

VIRGINIA DEPARTMENT OF TRANSPORTATION

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495 EXPRESS LANES
NORTHERN EXTENSION

Location and Design Public Hearing

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Virtual Meeting via WebEx

P R E S E N T

(Via WebEx)

MICHELLE HOLLAND

Communications Manager, Northern Virginia Megaprojects
Virginia Department of Transportation

SUSAN SHAW, P.E.

Director, Northern Virginia Megaprojects
Virginia Department of Transportation

ABI LERNER, P.E.

495 NEXT Project Manager
Virginia Department of Transportation

ROBERT CARY, PE L.S.

Chief Deputy Commissioner
Virginia Department of Transportation

HELEN CUERVO, PE

Northern Virginia District Engineer
Virginia Department of Transportation

MARY HYNES

Northern Virginia District Member
Commonwealth Transportation Board

PRESENTATION

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P R O C E E D I N G S

1
2 MS. HOLLAND: Good evening everyone and
3 welcome to the Virginia Department of Transportation's I-
4 495 Express Lanes Northern Extension Location and Design
5 Public Hearing.

6 My name is Michelle Holland. I'm with VDOT's
7 Northern Virginia Megaprojects Program and I will be
8 acting as your host at this evenings hearing.

9 Next slide.

10 I'm going to go through what will take place
11 at tonight's hearing.

12 Next slide, please. Thank you.

13 Tonight's public hearing includes a formal
14 presentation of the Environmental Assessment findings and
15 draft design plans for the 495 project.

16 Following the presentation, we will have our
17 public comment session. We will begin with the
18 preregistered speakers, followed by others wanting to
19 provide comments tonight.

20 We are asking speakers to limit their comments
21 to three minutes if speaking as an individual and five
22 minutes if you are speaking for a group.

23 If time allows following all public comments,

1 we will open it up to questions and answers.

2 We will go over specific instructions once we
3 get through our presentation and we start our comment
4 period, but if you have preregistered to speak, you will
5 be called upon first to provide your comments.

6 Tonight's hearing is being streamed live and
7 recorded on VDOT's live YouTube Channel. The recording of
8 tonight's hearing will be shared after the meeting on our
9 project website, 495NorthernExtension.org.

10 I want to make sure that everyone knows that
11 we are asking all attendees to be muted, to mute your
12 lines throughout the duration of the meeting. This is to
13 minimize background noise and ensure that all participants
14 can hear.

15 If you are having any technical difficulties,
16 we would ask that you please call 703-691-6715. Again
17 that number is 703-691-6715 for any technical
18 difficulties.

19 Before we get started this evening with our
20 presentation, there are some introductions that I'd like
21 to make. I'd like to introduce and thank Delegate Murphy
22 for joining us this evening. Supervisor Foust, thank you
23 for joining us.

1 I'd like to introduce some officials from
2 our VDOT team that have joined us tonight. Rob Cary, who
3 is here. Rob is our Deputy Commissioner for VDOT.

4 MR. CARY: Thank you, Michelle.

5 MS. HOLLAND: Helen Cuervo is VDOT's Northern
6 Virginia District Administrator. Thank you for joining us
7 this evening.

8 MS. CUERVO: Thank you.

9 MS. HOLLAND: Susan Shaw is VDOT's
10 Megaprojects director in Northern Virginia and Abi Lerner,
11 who is our project manager for the 495 project.

12 I also would like to welcome Mary Hynes, our
13 Commonwealth Transportation Board member for Northern
14 Virginia. Thank you for joining us this evening.

15 We also have a representative from Supervisor
16 Dalia Palchik's office with us this evening.

17 If I've missed elected officials or other
18 officials that would like to introduce themselves, if you
19 would please do so at this time.

20 (No response)

21 MS. HOLLAND: Hearing none, we're going to go
22 ahead and get started.

23 I'd like to go ahead and hand it over to

1 Susan Shaw to kick off our hearing this evening. Thank
2 you.

3 MS. SHAW: Thank you, Michelle.

4 In this presentation we will provide an
5 overview of 495 NEXT, a summary of findings from the
6 project's Environmental Assessment and an update on the
7 projects produced design and changes to the limited access
8 line along I-495.

9 We will also cover coordination with local and
10 regional stakeholders, describe a transit study being
11 conducted for the corridor, discuss next steps and let you
12 know how you can provide comments on the project.

13 The 495 NEXT project, as you can see from this
14 project overview on Slide 4, involves extending the 495
15 Express Lanes to the north by about three miles from the
16 current terminus near the Dulles Toll Road to the George
17 Washington Memorial Parkway in the vicinity of the
18 American Legion Bridge.

19 The project includes replacing existing
20 bridges at Live Oak Drive, Georgetown Pike, Old Dominion
21 Drive and 495 North over the Dulles Toll Road. It
22 includes widening the I-495 bridge over Scott's Run and
23 improving the George Washington Memorial Parkway Bridges

1 over 495.

2 The project also includes building new bike
3 and pedestrian paths along I-495 and on the new
4 overpasses.

5 Existing noise walls along the corridor will
6 be replaced and extended and new noise walls will be built
7 if needed.

8 In addition, storm water management facilities
9 will be provided to address water runoff from the project.

10 The goals of the project are to reduce
11 congestion on I-495 and nearby roadways, to provide
12 additional travel choices on I-495, to improve travel
13 reliability and also to enhance safety in the project
14 corridor.

15 New Express Lanes access ramps, represented by
16 the orange arrows, will be provided at two interchanges.
17 On the left, at the Dulles Toll Road interchange, there
18 will be ramps from the Dulles Toll Road and airport access
19 road or Route 267, to the northbound 495 Express Lanes and
20 from the southbound 495 Express Lanes to the Dulles
21 Connector Road.

22 On the right-hand side of the slide you see
23 the GW Memorial Parkway interchange. There will be ramps

1 from the northbound 495 Express Lanes to the parkway
2 going towards D.C. and from the westbound parkway to the
3 southbound 495 Express Lanes.

4 VDOT is coordinating with the State of
5 Maryland on proposed roadway improvements on the American
6 Legion Bridge. Maryland is currently completing a study
7 to add lanes and implement a connected managed lanes
8 network on the Capitol Beltway from the American Legion
9 Bridge up to River Road, which is shown in the dashed
10 line.

11 Maryland is conducting its own project
12 evaluating the addition of managed lanes on both I-495 and
13 on I-270.

14 On the next slide we can see the project
15 benefits. The 495 project will improve travel on I-495
16 and along other roadways near the project corridor.

17 The map shown here is a screen capture from an
18 evening rush hour in May 2018 and is typical of roadway
19 conditions during peak periods on what has been identified
20 as the most congested segment of the interstate in the
21 Washington area region.

22 The extended Express Lanes will help move more
23 people through the I-495 corridor by adding new capacity

1 and providing new travel choices with Express Lanes for
2 carpools, buses and toll-paying drivers. Additionally,
3 drivers on I-495 will experience faster and more reliable
4 travel times during peak periods.

5 Improved travel on I-495 will benefit local
6 roads as well by reducing cut-through traffic. The
7 project will enhance safety, both on and off I-495 with
8 lower travel volumes on local roads and less traffic
9 weaving on I-495 to access the GW Memorial Parkway.

10 And now I'd like to turn it over to Abi
11 Lerner, our project manager, who is going to go through
12 some slides on our environmental process as well as our
13 traffic analysis.

14 Abi.

15 MR. LERNER: Thank you, Susan.

16 VDOT is following the federally required
17 process for evaluating environmental impacts for the
18 project. The National Environmental Policy Act, sometimes
19 called NEPA, requires that we consider the potential
20 environmental consequences of the project; document the
21 environmental analyses; and make the information available
22 to the public for comment.

23 The purpose of our outreach and public hearing

1 process is to provide information and receive comments
2 and input on the proposed project and the findings of our
3 Environmental Assessment.

4 Information related to our Environmental
5 Assessment has been available on our project website,
6 495NorthernExtension.org, since February 26, 2020.

7 MALE VOICE: Are you on?

8 FEMALE VOICE: You (Unintelligible) again.

9 MALE VOICE: You just go on the ...

10 MALE VOICE: Abi, please unmute yourself. I
11 went ahead and muted the people in the background.

12 MR. LERNER: VDOT is following the federally
13 required process for evaluating environmental impacts of
14 the project.

15 Did I -- okay, do I need to do this slide
16 again? Did you hear -- did that come through?

17 MALE VOICE: We hear you now there's --

18 MS. SHAW: No, we heard this -- we heard this
19 slide. It's when you moved to the next one about the
20 technical studies.

21 MR. LERNER: Oh, okay. Okay.

22 VDOT conducted an Environmental Assessment,
23 referred to as an EA, to identify potential impacts the

1 proposed 495 NEXT Project would have on the environmental
2 resources. We studied natural environment, such as
3 streams and habitat and the human environment such as air
4 quality and noise.

5 Shown here are the technical studies that were
6 completed to support the EA.

7 In April of 2018 the project design team
8 established a large study area shown by the dashed outline
9 on the map that you see here. The study area is generally
10 500 feet on either side of the Beltway and along
11 intersecting roadways and the adjacent intersections.

12 We then identified and gathered data about
13 environmental resources within the study area. As the
14 project design was developed, we anticipated limits of
15 disturbance, or LOD, which is a smaller area within the
16 study area was established.

17 Potential project impacts to resources within
18 the LOD were then quantified. The LOD represents the
19 largest likely project footprint and impacts within the
20 LOD are reported in the environmental analysis and are
21 shown in our design boards and the environmental document,
22 which are available on the project website.

23 As the project progresses, the goal will be

1 to minimize the project footprint farther within the LOD.

2 Next slide.

3 The potential impacts shown here detailed in
4 the project's Environmental Assessment forms and technical
5 reports, which are available on the project website.

6 The 495 NEXT Project is expected to need
7 partial lawn acquisitions from 89 properties. No
8 residential or business relocations are expected to be
9 needed. There are several community facilities along the
10 corridor and potential impacts are summarized in the EA.

11 The George Washington Memorial Parkway, owned
12 by the National Park Service, was identified as the only
13 property within the LOD, the only historic property within
14 the LOD. The Parkway is known for its landscape
15 architecture and commemoration of George Washington, and
16 consists of parks and trails of over 7600 acres.

17 VDOT has been working with the National Park
18 Service to minimize the impact for the parkway. Rendering
19 the various options to mitigate impacts are shown in the
20 George Washington Memorial Parkway visualization booklet,
21 which is available on our website.

22 VDOT has also coordinated with the Fairfax
23 County Park Authority on how best to minimize impact to

1 its properties, the Scott's Run Nature Preserve, a 336
2 Acre preserve located in McLean north of Georgetown Pike
3 and west of the I-495 corridor. Scott's Run Preserve is
4 a publically-accessible, recreational area.

5 The 495 Project would have minimal impacts on
6 these two park properties and VDOT has identified
7 mitigation strategies for these impacts.

8 A preliminary noise study was completed based
9 on the project draft design plans. Study results are
10 available on the project website and will be discussed
11 later in the presentation.

12 The air quality analysis indicated that the
13 495 project would not adversely impact air quality. The
14 project would meet all applicable federal and state
15 regulatory requirements as well as air quality guidance
16 under the Federal National Environmental Protection Law.

17 The project would not cause or contribute to a
18 new violation of the National Ambient Air Quality
19 Standards established by the U.S. Environmental Protection
20 Agency.

21 Natural resources, such as wetlands, streams
22 and wildlife habitat, are located within the LOD and may
23 be impacted. During the project's preliminary design

1 process, the project's footprint has been refined and
2 reduced to minimize impact. As the project's design
3 continues to be refined, the team will work to further
4 reduce the project footprint and impacts.

5 As far as the Environmental Assessment, a
6 traffic analysis was conducted. The team studied the
7 operation impacts of the proposed 495 project looking at
8 the project footprint shown in yellow, the surrounding
9 highway network shown in green. Okay, yeah, let's stay
10 on this slide, shown in green, and local roads shown in
11 blue.

12 The traffic analysis looked at potential
13 impacts to thirty nearby intersections. Our traffic
14 engineers studied the project's impact on those roadways
15 using the required regional traffic forecasting models
16 that contains current traffic volumes, as well as traffic
17 projections that take into account the region's future
18 land use plans, land use plans and transportation
19 improvements and change.

20 It's important to note that the Maryland's
21 proposed project of the two new managed lanes in each
22 direction on I-495 in Maryland is included in this
23 regional traffic model.

1 VDOT's traffic analysis is based on two time
2 horizons, year 2025 or just after the planned opening of
3 the 495 NEXT Express Lanes, and the future design year of
4 2045.

5 The interim year of 2025, was analyzed for
6 two scenarios. One, prior to and one following the
7 completion of the Maryland's managed lanes project. The
8 2045 design year was analyzed assuming that the Maryland
9 project improvements would be in place.

10 For each horizon year, 2025 and 2045, the
11 project team looked at build versus no-build scenarios.
12 The build scenario would be building the proposed 495 NEXT
13 Project to compare travel times, traffic delay, person
14 throughput and impacts on secondary streets.

15 VDOT's traffic analysis shows that the 495
16 NEXT Project will move more people compared to existing
17 conditions and compared to future conditions without the
18 project.

19 For the design year of 2045, the project is
20 anticipated to move 7600 more people per hour throughout
21 the project study area in the northbound and southbound
22 directions as compared to the 2045 no-build scenario.

23 Similarly, in the interim year of 2025, the

1 project would move 5400 more people than the no-build,
2 with Maryland's managed lanes project in place and 2500
3 more people per hour prior to Maryland's project being
4 implemented.

5 The traffic analysis shows the Express Lanes,
6 495 Northern Extension Project, will reduce cut-through
7 traffic on local roads in all three scenarios that were
8 analyzed. These three scenarios are 2025 with Maryland
9 managed lanes, 2025 prior to Maryland managed lanes, and
10 2045 design year.

11 In 2019, heavy congestion on I-495 resulted in
12 travelers diverting onto parallel roads and local streets
13 in the northbound and southbound directions. By
14 increasing the person carrying capacity of I-495 and by
15 providing a reliable travel option using the I-495 Express
16 Lanes, drivers will have an incentive -- will have less
17 incentive to use local cut-through routes.

18 Looking at 2045 and both 2025 scenarios,
19 building the project will improve level of service and
20 local street intersections in the study area.

21 Reductions in travel demand will result in
22 delay reductions on Georgetown Pike. These improvements
23 on local roads applied to both the 2025 build scenarios

1 with Maryland's managed lanes in place and prior to the
2 completion of the Maryland project.

3 For example, the number of intersections
4 operated at level of service A through D, shown in the
5 first row of the table, increases in the build scenario
6 compared with not building the project for all three
7 scenarios.

8 Prior to Maryland's project being in place,
9 53 percent of the intersections operate at level of
10 service A through D in the no-build compared to 57 percent
11 of the intersections in the build scenario. As seen in
12 the center column once the Maryland Express Lanes are in
13 place, 60 percent of the intersections operate at level
14 service D or better.

15 Conversely, the number of intersections that
16 operate at level of service F decreases in the no-build
17 condition compare -- decreases in the build condition
18 compared to the no-build for all three scenarios.

19 As we look at the bottom parts under the
20 table, the analysis results show that traffic demand on
21 local streets intersecting with Georgetown Pike decreases
22 across all three scenarios. In 2025 with Maryland's
23 project in place, the traffic demand at Georgetown Pike

1 intersections was reduced by 14 percent in the build
2 scenario compared with the no-build, and prior to
3 Maryland's project being built the traffic reduction would
4 be 9 percent in the build scenario.

5 As a result of the reduction in traffic demand
6 on local streets associated with the 495 NEXT Project, the
7 build scenario shows notable improvements in the delay
8 experience at Georgetown Pike intersections.

9 Looking at the bottom row of the table, the
10 reductions in delay ranges between 40 and 49 percent when
11 comparing the build versus the no-build for all three
12 scenarios.

13 MR. CARY: Hey, Abi, this is Rob Cary. Could
14 you go back to that slide. I just want to -- I know we
15 have a lot of people on here that are not engineers and I
16 just simply wanted to mention that this level of service
17 A through D and level of service E and level of service F,
18 is really -- it's a measure of how much delay there is to
19 get through an intersection, how many -- how long you have
20 to wait to get through and A is good, F is bad and I just
21 wanted to make sure that was clear.

22 I know everybody on here is clearly not an
23 engineer and wanted to explain that a little bit, that

1 that's how we measure those intersections function is
2 the delay that people experience in getting through them.

3 Thank you.

4 MR. LERNER: Thank you.

5 The graphics on this slide help to further
6 support the expected reduction of traffic using local
7 streets to bypass congestion on I-495 as a result of the
8 495 NEXT Project.

9 As shown in the graphic on the left, our
10 traffic studies indicate that even without construction
11 of the Maryland project there would be significant
12 reductions in traffic volume on local roads, including
13 Balls Hills Road, Georgetown Pike and Swinks Mill Road
14 during the peak afternoon travel hour as a result of the
15 495 NEXT Project.

16 The graphic on the right shows that with the
17 completion of the Maryland project, which includes
18 widening of the American Legion Bridge, more traffic would
19 remain on I-495 rather than using local streets.

20 For example, afternoon traffic on roads west
21 of the Beltway is reduced. This can be seen most clearly
22 in the two maps by the change from yellow to green on
23 Georgetown Pike between Spring Hill Road and Swinks Mill

1 Road.

2 Next slide.

3 The team also evaluated travel time
4 reliability of 495 general purpose lanes and the 495
5 Express Lanes prior to and after Maryland's project being
6 in place.

7 This table shows the travel time comparisons
8 in the northbound direction between Route 123 and Clara
9 Barton Parkway. A segment within the project limits
10 experiences extensive periods of congestion regularly
11 under existing conditions.

12 Comparisons are shown for both A.M. and P.M.
13 detail.

14 The first row of numbers from the chart shows
15 that prior to Maryland's project, the travel time savings
16 from the northbound 495 Express Lanes are projected to
17 range from five to 24 minutes, however there would be a
18 projected increase of four to six minutes in travel time
19 in the I-495 general purpose lanes prior to the Maryland
20 project being completed.

21 With Maryland's project in place, shown as the
22 second and third row of numbers on the chart, travel time
23 savings ranging from three to eight minutes, are projected

1 for both the I-495 general purpose and I-495 Express
2 Lanes.

3 This table shows the travel time comparisons
4 in the southbound direction from Clara Barton Parkway to
5 Route 123.

6 Prior to Maryland's project the travel time
7 savings on the southbound express lanes are predicted to
8 range from one to two minutes and there would be no
9 difference in travel time for the general purpose lanes.

10 With Maryland's project in place, travel time
11 savings are projected for both the I-495 general purpose
12 and 495 Express Lanes ranging from one to eight minutes.

13 The results of a safety analysis performed as
14 a component of the traffic study indicate that the project
15 improvements would reduce crashes by 20 percent in 2045.

16 New direct access ramps to the I-495 Express
17 Lanes at the Dulles Toll Road and at the George Washington
18 Memorial Parkway would eliminate the need for drivers to
19 cross four lanes of traffic in order to access the Express
20 Lane entrances and exits.

21 Additionally, the proposed project includes
22 design features that would improve safety, including
23 longer acceleration and deceleration lanes, new auxiliary

1 lanes, and widen and permanent use of shoulders.

2 VDOT is following federal and state policies
3 for evaluating noise impacts associated with the project.
4 Sensitive noise receptors were identified along the
5 corridor, such as churches, recreational areas and outside
6 residential activity areas and noise measurements were
7 taken at sample locations.

8 The noise data collected along with terrain
9 was modeled and noise impacts, including any properties
10 within the 66 decibel range closer to the highway and the
11 properties anticipated to experience a noise increase as a
12 result of the project, were identified. Then noise
13 mitigation measures or noise barriers were inserted into
14 the model to determine their effectiveness at reducing
15 noise.

16 All of this is captured in the preliminary
17 noise study. The study shows the preliminary locations
18 where noise walls are warranted and have been determined
19 to be reasonable and feasible.

20 As the project advances, a final noise
21 abatement design report will be produced. Owners and
22 renters of all properties that would benefit from
23 potential new noise barriers will be identified in the

1 detailed report which will be available on our project
2 website.

3 The results of our preliminary noise study
4 indicates that three of the existing noise walls may be
5 lengthened. Some examples shown in blue lines on these
6 figures are near the Live Oak Drive overpass and the
7 George Washington Memorial Parkway interchange.

8 One potential new wall was identified along
9 Live Oak Drive in the vicinity of the George Washington
10 Memorial Parkway interchange.

11 Properties along the corridor that are
12 protected by a noise wall today, will have a noise wall in
13 the future.

14 Our team has developed a preliminary design of
15 the proposed improvement. This level of design is more
16 robust than is typical at this state of a NEPA study and
17 provides a better understanding of the environmental
18 impacts and benefits of the project.

19 Preliminary engineering for 495 NEXT includes
20 the design of highway widening, ramp connections and
21 interchanges, pedestrian and bicycle facilities, and
22 replacement of four bridges, as well as drainage and storm
23 water management ponds.

1 As part of this effort, we have identified
2 preliminary anticipated impacts to adjacent properties and
3 necessary changes to limited access lines as well as
4 developed an overall cost estimate and a project schedule.

5 As part of the 495 NEXT Project, VDOT has
6 collaborated with the Fairfax County Department of
7 Transportation and the Fairfax County Park Authority to
8 include a shared-use path parallel to 495 and connections
9 across I-495 for bicycles and pedestrians.

10 The proposed shared-used path, which is a key
11 element of the county-wide trail system, would be located
12 parallel to I-495 between Lewinsville Road and Live Oak
13 Drive, reconstructed bridges over I-495 would include
14 sidewalks and shared-use path to improve bicycle and
15 pedestrian connections.

16 VDOT is coordinating with the Maryland
17 Department of Transportation to provide a future extension
18 connecting the 495 NEXT shared-use path to future bicycle
19 and pedestrian facilities on the American Legion Bridge
20 and to points further north.

21 The existing 495 corridor includes four
22 general purpose lanes in each direction, separated by a
23 concrete barrier in the middle, with ten to 12 foot

1 shoulders southbound and a six-foot wide right shoulder
2 and a 13 and a half foot wide left shoulder northbound.

3 The left shoulder on northbound I-495 is
4 currently used in the peak period as an additional travel
5 lane. The typical section for the future widening I-495
6 includes two Express Lanes in each direction, with left
7 side shoulders, four general purpose lanes in each
8 direction and wider right side shoulders. Similar to the
9 existing 495 Express Lanes, the proposed Express Lanes
10 would be separated from the general purpose lanes with
11 flexible plus post bollards and a four-foot buffer area.

12 The existing part-time shoulder lane in the
13 northbound direction would be eliminated and replaced with
14 a full-time shoulder.

15 The shared-use path, seen here on the left
16 side of the future typical section, would be located
17 generally parallel to I-495 behind the noise wall.

18 Proposed connections between the 495 Express
19 Lanes and Dulles Toll Road interchange would be delivered
20 in phases, the first focusing on the northbound direction.

21 Phase one would provide direct connections
22 from the eastbound Dulles Toll Road and the westbound
23 Dulles Connector Road to the northbound 495 Express Lanes.

1 Express Lane ramps and lanes are shown in
2 purple and general purpose connections and lanes are shown
3 in yellow in this graph.

4 Future project phases at the Dulles Toll Road
5 interchange includes several key connections. These
6 connections were a part of earlier I-495 studies completed
7 as part of the original 495 Express Lanes project. They
8 are already included in the regional long range
9 transportation plans.

10 Future phrases shown in green and blue are not
11 currently funded with this project. As plans are
12 identified, connections shown in green are planned to be
13 implemented first. These connections include new direct
14 access from the southbound 495 Express Lanes to the east
15 bound Dulles Connector Road with connectivity to I-66
16 inside the Beltway and new connections to and from the
17 Dulles Airport Access Road or the I-495 general purpose
18 lanes and the 495 Express Lanes.

19 Connections shown in blue will be implemented
20 after construction of the connections shown in green by
21 the design year of 2045. This includes reconfigured ramps
22 from the I-495 general purpose lanes to the eastbound and
23 westbound Dulles Toll Road and Connector Road that

1 eliminate the current left side exit.

2 The George Washington Memorial Parkway
3 interchange, Phase One of the 495 NEXT Project includes
4 new direct connections to and from the south for the
5 proposed 495 Express Lanes. The project design allows for
6 future connections to and from the north from Maryland's
7 proposed managed lanes.

8 Prior to the opening of the Maryland project,
9 the 495 project northbound Express Lanes would merge into
10 the general purpose lanes in the vicinity of the George
11 Washington Memorial Parkway.

12 In the southbound direction, entrance to the
13 Express Lanes would begin from a single lane on the left-
14 side of the general lanes and would then expand to two
15 lanes similar to the existing I-495 Express Lanes
16 southbound entrance near Lewinsville Road. The current
17 Express Lanes entrance near Lewinsville Road would be
18 eliminated.

19 VDOT has been coordinating with Fairfax County
20 to assess drainage improvement options within the study
21 corridor and is considering implementing active and/or
22 future stream restoration projects similar to the ones
23 shown on the photo here, as part of the 495 NEXT Project.

1 Additionally, the 495 NEXT Project includes
2 quality and quantity storm water management strategies for
3 the overall corridor.

4 These strategies will also help address runoff
5 at Scott's Run.

6 MS. SHAW: Okay. Thank you, Abi.

7 I'm going to continue with our presentation
8 here in just a moment. So one of the things that we
9 wanted to talk about are the number of agency stakeholder
10 coordination efforts that we've been going through on this
11 project and I would say throughout our project's
12 development process we have been coordinating with both
13 local partners in Fairfax County as well as our regional
14 partners, state agencies as well as federal agencies.

15 These agencies have participated in regular
16 workshops and briefings as well as one-on-one coordination
17 meetings.

18 The 495 NEXT Project is planned to be designed
19 and constructed in accordance with all of the required
20 agency standards, permit conditions and regulations where
21 required by the stakeholder agencies and in just a minute
22 we're going to put our slide presentation back up where
23 we will be able to see that list, but I'll just read

1 through some of them.

2 So Fairfax County Department of
3 Transportation, Fairfax County Park Authority, our Federal
4 Highway Administration, Maryland Department of
5 Transportation. We've also worked with our Metropolitan
6 Washington Airports Authority, our Council of Governments,
7 the National Park Service, Northern Virginia
8 Transportation Authority and here you see the list here.

9 So with that, I'll move to the next slide to
10 talk about our project delivery partnership.

11 In January of 2019, Capital Beltway Express,
12 which is a subsidiary of Transurban, they're the current
13 operator of the 495 Express Lanes, and in January of 2019
14 VDOT and Transurban entered into a draft framework
15 agreement to work towards amending the current
16 comprehensive agreement to extend the existing 495 Express
17 Lanes.

18 Under the draft agreement, Transurban, in
19 close coordination with VDOT, is developing preliminary
20 design plans to support the environmental analysis as well
21 as additional independent studies to support the project's
22 design. VDOT reviews and approves this work as it is
23 developed.

1 After the required environmental regulatory
2 approvals for the 495 NEXT Project are received,
3 Transurban would then submit a binding proposal to VDOT to
4 finalize the design and to construct the project with no
5 public funding from the Commonwealth.

6 Transurban would then operate and maintain the
7 495 Express Lanes Extension, just as they operate and
8 maintain the existing system out there today.

9 VDOT will continue to be responsible for
10 regulatory approvals for project oversight and for agency
11 coordination.

12 On the next slide you see a chart with our key
13 milestones on the top and then kind of a bar depiction of
14 those on the bottom from end to end.

15 The public hearing is an important milestone
16 in the project schedule. As part of the public hearing
17 process, VDOT is seeking public input on the 495 NEXT
18 Project's design and Environmental Assessment.

19 Once the formal public comment period closes
20 on October 23rd, VDOT and Federal Highway Administration
21 will review and respond to comments from the public and
22 agencies.

23 Once the comments and responses are complete,

1 the Federal Highway Administration would then consider
2 their decision on the project's final outcome of the
3 Environmental Assessment. This decision is expected in
4 early 2021.

5 VDOT will then work with Transurban to execute
6 a formal contract for building and delivering the project.
7 Should all of those approvals fall into place as we are
8 showing, VDOT anticipates that construction of 495 NEXT
9 Project, both final design and construction would start in
10 late 2021 with the 495 Express Lanes open to traffic by
11 the end of 2024.

12 In addition, Abi mentioned and we've had kind
13 of this theme throughout the project, we are -- through
14 our presentation tonight, VDOT's project is being
15 developed as a stand alone project that will tie into
16 future improvements at the American Legion Bridge.

17 VDOT is continuing to coordinate with Maryland
18 to ensure that the two operationally independent projects
19 are compatible and to optimize capacity improvements at
20 the American Legion Bridge.

21 The Capital Beltway Accord, as announced by
22 Virginia's Governor Northam and Maryland's Governor Hogan
23 in November of 2019, is an agreement between Virginia and

1 Maryland that provides a path forward to funding and
2 implementing improvements between the GW Memorial Parkway
3 in Virginia and River Road in Maryland.

4 This graphic shows a potential configuration
5 of the George Washington Memorial Parkway with new
6 interchange ramps connecting proposed managed lanes on the
7 American Legion Bridge and the Parkway. Maryland and
8 Virginia are continuing to work together to refine this
9 preliminary design concept.

10 Another study that's being done outside of our
11 project is a regional transit study. This new regional
12 transit study is underway to assess transit needs along
13 the I-495 Corridor in Virginia and Maryland. It's being
14 performed jointly by the Virginia Department of Rail and
15 Public Transportation and the Maryland Transit
16 Administration and is being conducted in parallel to the
17 current studies and design efforts that are underway as
18 part of our project for 495 NEXT. Results of this transit
19 study are anticipated later in 2020.

20 And with that, we've concluded our
21 presentation and I'm going to turn the mic back over to
22 Michelle.

23 MS. HOLLAND: Thank you, Susan and Abi.

1 Now we are going to begin the public comment
2 portion of our hearing. I wanted to go over a few
3 important announcements before we kick that off.

4 First off, all the comments received tonight
5 will be included in the project's public record.

6 Speakers are limited to three minutes if
7 you're speaking as an individual and five minutes if
8 you're speaking for a group.

9 A reminder that all attendees should remain
10 muted until it is your turn to provide your comment and
11 that's to minimize background noise.

12 We are going to begin with preregistered
13 speakers and I will call your name down the list and when
14 I do so, I will ask you to unmute yourself so that you can
15 state your comment.

16 Following the preregistered speakers we will
17 open it up to others who want to provide formal comments
18 and if time allows, we will open it up to questions and
19 answers.

20 Next slide.

21 Once we've gone through our list of
22 preregistered speakers and we open up the comment to
23 others, you can provide your comments using the chat

1 feature on WebEx. If you're using the chat function, once
2 it's turned on, we ask that you write in your name stating
3 that you would like to provide your comment and then once
4 we get to your name, we'll call on you and ask you to
5 unmute yourself.

6 We will be turning the chat function on and
7 off at intervals during this time so that we can be sure
8 to keep up with the comments and keep the process
9 manageable.

10 One thing to note is when the chat function
11 is on, all participants will be able to see all messages.
12 We ask that you only write in your formal comments. The
13 chat function should not be used for any type of
14 commentary or discussion during the hearing.

15 Next slide.

16 If you joined us this evening by phone and you
17 want to provide your comment, you would need to press star
18 3 to raise your hand and to be added to the queue to state
19 your comment.

20 We will announce when it is your turn to say
21 your comment and we will unmute your phone line. You will
22 hear your line has been unmuted, after which you will be
23 able to state your comment.

1 Once you have spoken, please press star 3
2 again to lower your hand. You will be muted again at this
3 time to avoid echo and feedback due to the number of
4 participants.

5 Before we get started with our comment period,
6 I did want to recognize two other people that joined us
7 this evening, Senator Favola, thank you for joining us
8 this evening, and Tom --

9 SENATOR FAVOLA: (Unintelligible)

10 MS. HOLLAND: Thank you, Senator. And I
11 believe Tom Biesiadny has also joined us this evening.
12 Tom is the Director of Transportation for Fairfax County.

13 MR. BIESIADNY: Thank you, Michelle.

14 MS. HOLLAND: Okay. I'm going to go ahead and
15 start down the list. As I mentioned you have three
16 minutes if you're speaking as an individual and five if
17 you're representing a group.

18 I'll give you a warning when we're about 30
19 seconds prior to your time running out.

20 When I do call on your name, I'm going to ask
21 you to unmute yourself and I would ask that you please
22 repeat your name slowly and clearly so that we can make
23 sure that it is transcribed correctly.

1 The first person this evening to share their
2 comment is Morgan Butler. If you could go ahead and
3 unmute yourself.

4 MR. BUTLER: Good evening. My name is Morgan
5 Butler and I am speaking for the Southern Environmental
6 Law Center tonight where I'm a senior attorney. The
7 Southern Environmental Law Center works throughout
8 Virginia to promote transportation and land use decisions
9 that strengthen communities, protect our natural resources
10 and improve our quality of life.

11 Thank you for this chance to comment on the
12 Environmental Assessment. We submitted written comments
13 on the document back in May and wanted to take this
14 opportunity to flag some of our main questions and
15 concerns.

16 Our first point tonight is one that we first
17 raised in the NEPA scoping letter we submitted over two
18 years ago and that is the need for the Environmental
19 Assessment to evaluate more than just a single build
20 alternative.

21 NEPA requires that a range of reasonable
22 alternatives be considered. Data in the traffic analysis
23 conducted for this project suggests that alternatives

1 that include only one or even no southbound Express
2 Lanes along a portion of the corridor could reasonably
3 meet many of the project's goals.

4 Taking a hard look at some scaled back
5 alternatives is even more important now in light of the
6 travel changes that the COVID-19 pandemic has brought
7 about, some of which could result in less peak period
8 driving in the region over the long term.

9 Our second point is another one we have raised
10 repeatedly, this project should include significant
11 funding for improving and expanding transit in the area.

12 Yes, transit vehicles would be able to travel
13 in the Express Lanes, but Virginia must do much more to
14 advance transit with this project, both to help counter
15 it's potential to increase vehicle miles traveled and to
16 address some of the equity concerns it raises regarding
17 access to the Express Lanes.

18 In short, we repeat our request that as part
19 of this project Virginia include substantial financial
20 support for establishing express bus service along I-495
21 and for providing connections between key population
22 centers in the corridor.

23 Third, we remain skeptical of the

1 Environmental Assessment's conclusions that this project
2 would reduce vehicle miles traveled and by extension
3 greenhouse gas emissions when compared to the no-build
4 alternative.

5 Increasing highway capacity routinely results
6 in increases in vehicle miles traveled because that
7 additional capacity induces more driving and it's far from
8 clear why this project would be any different.

9 We therefore ask you to point to the modeling
10 data and to provide additional explanation to support the
11 conclusions that this project would reduce vehicle miles
12 traveled and greenhouse gas emissions.

13 Finally, we wish just to reemphasize for
14 decision makers some important findings from a portion of
15 the traffic study that was commented on tonight that
16 looked at what happens if this project is built without
17 managed lanes going in on Maryland's side of the Beltway.

18 It found that the resulting bottleneck at the
19 American Legion Bridge would actually make peak period
20 travel times on the general purpose lanes worse in both
21 directions and considerably so in the northbound
22 direction.

23 In light of the serious challenges facing

1 the Maryland managed lanes project, Virginia's decision
2 makers need to make certain that we don't prematurely
3 commit to building Express Lanes that could make things
4 worse for people who can't afford to use them.

5 Thank you again for this chance to provide
6 comment.

7 MS. HOLLAND: Thank you, Morgan.

8 Okay. Up next are Craig and Susan Tenney. If
9 you would go ahead and unmute yourself and please repeat
10 your name.

11 (No response)

12 Craig and Susan Tenney.

13 (No response)

14 Okay. We will come back to the Tenneys.

15 Are you there? Okay. I'm going to (audio cut
16 off)

17 MALE VOICE: Okay, Michelle is having a little
18 technical issue here. The next speaker up on our list is
19 Andrew Churchill, followed by Patrick Lynch.

20 Andrew Churchill, if you could go ahead and
21 unmute yourself, please.

22 (No response)

23 You'll hear Andrew Churchill and Patrick

1 Lynch as our next two.

2 FEMALE VOICE: Perhaps you should repeat how
3 to unmute yourself if you are using a phone.

4 FEMALE VOICE: To unmute yourself --

5 FEMALE VOICE: (Unintelligible)

6 FEMALE VOICE: -- hit star 3 if you're using
7 the phone.

8 FEMALE VOICE: Our instructions were to use
9 star 6.

10 MS. HOLLAND: Yes. Hi, this is Michelle. Is
11 that the Tenneys?

12 MALE VOICE: (Unintelligible)

13 MS. HOLLAND: Okay. Karen, this is Michelle,
14 can you hear me, testing.

15 FEMALE VOICE: I can hear you well, thank you.

16 MS. HOLLAND: Okay. Andrew Churchill.

17 (No response)

18 MS. HOLLAND: Do we have anyone on the phone?
19 Andrew Churchill.

20 (No response)

21 MS. HOLLAND: Patrick Lynch.

22 MALE VOICE: Hello.

23 MS. HOLLAND: Patrick Lynch?

1 (No response)

2 MS. HOLLAND: Okay, Steven Swift?

3 (No response)

4 MS. HOLLAND: Alice Zhou, Z-H-O-U? Alice?

5 (No response)

6 MS. HOLLAND: Jeffrey Parnes?

7 (No response)

8 MS. HOLLAND: Jeffrey Parnes?

9 (No response)

10 MS. HOLLAND: Okay, Mickey Chopra, C-H-O-P-R-
11 A.

12 MS. CHOPRA: Hi, this is Mickey Chopra.

13 MS. HOLLAND: Okay, Mickey. Go ahead with
14 your comment, please.

15 MS. CHOPRA: Thank you. I appreciate all the
16 work that's been done on this, however as a citizen and a
17 tax payer we haven't heard any details since May of last
18 year and it seems like things are moving forward very
19 quickly at this point but in the days of COVID and this
20 transition to everything online, as can see in this
21 meeting there's a lot of, you know, technical difficulties
22 and I think that, you know, the citizens and tax payers
23 really need more time to understand in detail all the

1 facts that are going to happen to their properties and
2 their homes.

3 We're going to be affected greatly, our
4 properties and our homes. We already are affected greatly
5 by the noise and the air pollution. I mean we just have
6 to walk outside and we can hear all the noise from 495
7 and I really, you know, wish that there was no traffic,
8 but you know, if I had to choose between dealing with
9 traffic versus, you know, impacting so many people's homes
10 and properties, um I would pick just a little bit more
11 traffic but we're also, you know, in these days we're --
12 our work has changed. Our jobs have changed. More people
13 are online now and that should be considered too and the
14 impact of being online and remote work versus, you know,
15 the way things were and we are amongst the highest tax
16 payers in the state and I just really feel like it seems
17 like, you know, we are -- there is, you know, sorry for
18 being dramatic here, but like a bomb is being dropped on
19 us and I mean it is really going to impact our
20 neighborhoods and I think more citizens need to have the
21 opportunity to comment.

22 MS. HOLLAND: Okay. Thank you, thank you,
23 Mickey, we appreciate that.

1 MS. CHOPRA: Sure, thank you.

2 MS. HOLLAND: Okay. I want to go over a quick
3 refresher in case anyone is having issues.

4 If I call your name and you are online with
5 us, please go ahead and unmute yourself so you can state
6 your comment and you should see the mute button at the
7 bottom of your screen, you just click on it to unmute
8 yourself when you're talking.

9 If you joined by phone and it's your turn, you
10 need to press star 3 to raise your hand and then we will
11 be able to see your number and we will unmute your phone
12 line. You'll hear over the phone that your phone line has
13 been unmuted so that you can say your comment and then
14 you'll press star 3 again to lower your hand.

15 If you're having technical difficulty, please
16 call 703-691-6715. We have someone standing by that will
17 take your call and let us know your name and the best way
18 to get in touch with you.

19 Okay. We're going to continue on with our
20 comments and I'm going to call on David Wuehrmann, W-U-E-
21 H-R-M-A-N-N.

22 MR. WUEHRMANN: Thank you very much, Michelle.
23 I'm David Wuehrmann and thank you for the opportunity to

1 speak tonight.

2 I'm David Wuehrmann and I'm chair of the
3 McLean Citizens Association Transportation Committee. I'm
4 speaking today on behalf of the MCA.

5 The MCA and particularly the Transportation
6 Committee, has been following this initiative since it was
7 first proposed and two committees, the Transportation
8 Committee and the Environment, Parks and Recreation
9 Committee began considering the environmental documents
10 since they were issues last February.

11 These efforts culminated in our resolution
12 that was passed by the MCA Board on a 25 to 7 vote with
13 one abstention, at the board's September 2nd meeting.
14 That resolution has already been submitted to VDOT for the
15 record and it represents the position of the MCA in this
16 matter. I don't intend to elaborate on that resolution,
17 but mainly to summarize it for this public hearing.

18 The resolution supports 495 NEXT largely for
19 the reason that the MCA has long been concerned about
20 traffic back-ups on the Beltway leading to the American
21 Legion Bridge, especially as they have caused cut-through
22 traffic and congestion in McLean neighborhoods as
23 motorists have tried to access the Beltway and Georgetown

1 Pike to avoid Beltway congestion.

2 The MCA has also long understood that no long
3 term solution to this problem is likely until the American
4 Legion Bridge is rebuilt to increase capacity. Over the
5 last several years the MCA has made numerous attempts to
6 call attention to this problem, including in previous
7 resolutions (Unintelligible - audio breaking up) 2011 and
8 2016.

9 While we are aware that 495 NEXT does not
10 address reconstruction or additional capacity at the
11 American Legion Bridge as such, any such improvements of
12 the American Legion Bridge, such as is contemplated in
13 Maryland's managed lane study, would be of limited value
14 as the adjacent portions of I-495 were not similarly
15 improved.

16 I-495 as far north as the Dulles Toll Road now
17 contains HOT lanes and Maryland's proposal for the
18 American Legion Bridge and adjacent Maryland portions of
19 I-495 would also include managed toll lanes.

20 Failure to improve the approximately three-
21 mile section of I-495 at issue here would leave a gap
22 between the other sections of I-495 that have been or will
23 have been expanded causing a choke point that would leave

1 the overall situation unimproved.

2 This is the primary basis for the MCA's
3 support of 495 NEXT, although we recognize that VDOT has
4 identified other benefits that would occur even before
5 Maryland acts on its own proposal.

6 The relevant MCA committee spent considerable
7 time analyzing the environmental consequences of this
8 proposed action as is reflected in the resolution.

9 The MCA's support is conditioned on VDOT
10 addressing a number of environmental issues and taking
11 appropriate measures, including providing residents with
12 advance notice of construction activities that could
13 impact public and private property, mitigating the loss of
14 118 acres of trees through a tree survey and implementing
15 and monitoring a replanting program, minimizing the
16 project's footprint on Scott's Run Nature Preserve and the
17 GW Parkway, undertaking a resource inventory along the
18 Potomac Heritage Trail using already paved areas for
19 temporary construction easements, using native species in
20 mitigation, providing the public with a landscaping plan
21 and the opportunity to comment on that plan, conducting
22 surveys of the natural resources and diverse ecology
23 within the Scott's Run Nature Preserve, making a cash

1 contribution to the Fairfax County Parks Authority for
2 removal of invasive plants in the preserve and adopting
3 and implementing a comprehensive storm water management
4 plan.

5 We intend to remain in contact with VDOT to
6 monitor these measures are being implemented.

7 In considering all of this, the MCA has been
8 aware that we are in unusual times because of the
9 Coronavirus. The resolution urges VDOT to consider
10 carefully the financial impacts and uncertainties related
11 to increased use of telework and reduced commuting traffic
12 patterns resulting from the pandemic prior to signing a
13 contract for the project or beginning any construction
14 related activities.

15 That concludes my comments. Thank you again
16 for the opportunity to speak.

17 MS. HOLLAND: Thank you, David.

18 Okay. I'm going to just state the names of
19 our next three speakers so that you can prepare. We're
20 going to call us Jason Stanford, followed by Douglas
21 Stewart and then Merrily Pierce.

22 Jason Stanford, you are next, if you could go
23 ahead and unmute yourself.

1 MR. STANFORD: Sure. Can you hear me?

2 MS. HOLLAND: Yes.

3 MR. STANFORD: Great. Thank you for the
4 opportunity to comment today. My name is Jason Stanford
5 and I am the president of the Northern Virginia
6 Transportation Alliance. For more than 30 years the
7 Alliance has been the visionary leader for regional
8 transportation solutions in Northern Virginia that improve
9 our economic prosperity and quality of life.

10 Backed by regional thought leaders, we are
11 focused on building a 21st century transportation network
12 in Northern Virginia and the Greater Washington region.

13 On behalf of the Alliance's members and board
14 of directors, I'm here today to express our strong support
15 for the I-495 NEXT project.

16 This project is critical to Northern
17 Virginia's transportation future. In addition to
18 expanding travel capacity, creating new travel options and
19 relieving congestion at one of the areas worst
20 bottlenecks, it's an essential component of an integrated
21 Express Lanes network, one of the area's top long range
22 transportation priorities.

23 The Transportation Planning Board, the

1 planner for our region, did a performance analysis of
2 the regional Express Lanes Network and concluded that
3 congestion managed lanes provide the greatest increase in
4 regional transportation network reliability.

5 The TPB then endorsed inclusion of the Express
6 Lanes Network in the region's long range transportation
7 planning, visualized 2045.

8 Furthermore, Virginia and Maryland have
9 recently made great strides in regional collaboration,
10 including the Capital Beltway Accord, which was announced
11 last year and will ultimately work to fix and expand the
12 American Legion Bridge.

13 This is one of the region's worst bottlenecks
14 and the 495 NEXT project is a critical first step to
15 addressing it. Although some might try to sow seeds of
16 doubt about the reliability of Maryland to hold up its end
17 of the bargain, I believe that these concerns are
18 unfounded.

19 In fact, political leaders on both sides of
20 the river have agreed that fixing the American Legion
21 Bridge is a top priority and Montgomery County's own
22 alternative plan to the 495-270 managed lanes study
23 includes expansion of the American Legion Bridge. The

1 fact of the matter is that expanding the region's Hot
2 Lanes network helps all modes of transportation in the 495
3 corridor.

4 In addition to dramatically reducing
5 congestion and delays for both managed lanes and general
6 purposes lane users, HOT Lanes incentivize more carpooling
7 and transit ridership by dramatically increasing the
8 reliability of both modes for free.

9 To maximize this advantage, VDOT and MDOT are
10 already studying bus rapid transit improvements using
11 these new lanes.

12 Additionally, the project's three mile
13 shared-used path will connect to local trails and greatly
14 enhance bicycle and pedestrian travel.

15 At a time when our region is struggling to
16 cope with the economic consequences of the COVID-19
17 pandemic, this 100 percent-privately funded project will
18 create thousands of new jobs and inject hundreds of
19 millions of dollars into our economy.

20 Now is the time to move forward with this
21 regionally significant project that will benefit our
22 transportation network, economy and community for many
23 years to come. Thank you.

1 MS. HOLLAND: Thank you, Jason.

2 Next up is Douglas Stewart.

3 MR. STEWART: Good evening. My name is
4 Douglas Stewart. I'm speaking tonight for the Virginia
5 Sierra Club.

6 We believe there are better alternatives that
7 have not been assessed that will increase travel choices,
8 more effectively relieve congestion and reduce
9 environmental impacts and greenhouse gas emissions.

10 This project that's proposed is a continuation
11 of one of the first public-private partnerships on the
12 southern segment of 495 and we've learned a lot since then
13 and Virginia has learned a lot from its experiences with
14 public-private partnerships and negotiated some pretty
15 effective deals on 66, 395 that include funding for
16 transit and this proposed project has no funding for
17 enhanced transit. It doesn't increase travel choices,
18 it's oriented toward single occupancy vehicle travel and
19 it's not a good deal for the state.

20 Any agreement with a concessionaire must
21 include funds for enhanced transit. It should also
22 include reservation of right-of-way for dedicated bus or
23 trail transit which is called for in Fairfax County's

1 Comprehensive Plan for Tysons.

2 We're talking here about a 50 to 75 year
3 concession that will give up that right-of-way and give
4 up prospects for enhanced transit while Fairfax's own
5 comprehensive plan for Tysons called for dedicated transit
6 to Maryland by the full build of Tysons which is supposed
7 to happen around 2050.

8 We're giving away our future for a private
9 project that's not going to provide travel benefits and
10 it's going to increase greenhouse gas emissions by
11 increasing vehicle miles traveled.

12 We're disappointed that other alternatives
13 weren't studied and we think that it's imprudent to go
14 forward with a project that's adding more than 80 feet to
15 the right-of way, that's going to impact over 100 acres
16 of forests, almost three miles of streams without clear
17 mitigation plans from the concessionaire for those
18 impacts, impacts that could be minimized by taking less
19 right-of-way and by having dedicated plans for good
20 transit that's going to get to Maryland.

21 These are contrary to what Fairfax County's
22 policy initiative are calling for in the community-wide
23 Climate and Energy Action Plan, which calls for reducing

1 greenhouse gas emissions.

2 The analysis saying that this will reduce
3 vehicle miles traveled in the Environmental Assessment as
4 a previous speaker observed is highly suspect and contrary
5 to both lived experience and the scientific scholarship
6 about induced demand and that adding travel lanes on
7 highways increased vehicle miles traveled.

8 This is not -- this is bending the curve
9 upward in greenhouse gas emissions. It's also contrary to
10 Fairfax's plans to reduce greenhouse gas emissions and
11 it's also contrary to Fairfax's focus in One Fairfax on
12 more equitable access to economic opportunities both for
13 residents and commuters.

14 Commuters coming to Tysons who are powering
15 Tyson's economy are not going to be able to get to Tysons
16 more easily through these added capacity for single
17 occupancy vehicles. We need transit to be part of the
18 solution and this project fails to provide it. It also
19 fails to evaluate how travel patterns have changed in the
20 wake of COVID-19 and those are likely to be long term
21 changes.

22 Therefore, we urge that you reexamine the
23 project, go back to the drawing board and look at other

1 alternatives. Thank you.

2 MS. HOLLAND: Thank you.

3 Okay. The next speaker is Merrily Pierce,
4 followed by Susan Bonney and then Glenn Youngkin.

5 Merrily, go ahead.

6 MS. PIERCE: Yeah, good evening. I want to
7 thank VDOT staff for the impressive amount of work that
8 went into the Environmental Assessment. I read all 407
9 pages and I appreciate the opportunity to address you this
10 evening.

11 Three minutes are very brief, so I'll be
12 submitting detailed comments to VDOT in writing in the
13 allowed comment period.

14 We need solutions for the congested Beltway
15 corridor from Route 267 to the American Legion Bridge, but
16 that said I am opposing the I-495 NEXT Project and the
17 continuation of the 2005 contract with the private partner
18 for the following reasons.

19 The first is the privatization of our public
20 roads is fundamentally wrong for the Commonwealth period.
21 The public uses our roads and the public has traditionally
22 paid for those roads.

23 The P3 tolling model used by private partners

1 for revenue to repay bond debt seems to be flawed and
2 there are other reasons.

3 The second, VDOT and the private partner need
4 to be more transparent with the P3 financial agreements.
5 The 2020 EA makes note of the process to balance the P3
6 project with the publicly funded one before it is approved
7 and then does not provide access to that important report.

8 A week ago - third reason, a week ago the
9 Maryland General Assembly members urged MDOT to reject the
10 P3 agreement for the Maryland 495-I-270 Express Lane
11 project. Without the Maryland component, the I-495 NEXT
12 project will not work as a continuing or a stand alone
13 project and we will need other alternatives and new
14 numbers.

15 Fourth, as part of the public presentation in
16 2003 by one of the prospective private partners for the
17 I-495 HOT Lanes, one of the promises made was, and I quote
18 "HOT Lanes do not preclude rail transit in the Beltway
19 corridor. The project is compatible with future transit
20 alternatives, including rail and BRT."

21 VDOT has only one build alternative despite
22 EPA criticism asking for a robust explanation. The
23 Capital Beltway Corridor Feasibility Study was initiated

1 in 2000, twenty years ago, and I have a copy of that
2 study, when VDOT was considering widening the Beltway and
3 the alignments were analyzed for heavy rail, light rail,
4 monorail and BRT.

5 There was strong support for rail on the
6 Beltway at the time. The proposed rail alignments were
7 rejected because of right-of-way and other issues in favor
8 of the HOT Lanes proposal. Fairfax County, the state and
9 federal government have invested \$10 billion in the Silver
10 Line through Tysons and through Dulles Airport and beyond.
11 A replacement for the Woodrow Wilson Bridge was completed
12 in 2009 at a cost of 2.3 billion with lanes reserved for
13 future rail transit. Maryland representatives support
14 consideration of the rail alignment on the American Legion
15 Bridge and cite the reserved space on the Wilson Bridge.

16 VDOT needs to provide rail alignment as a
17 build alternative to the public to evaluate as part of
18 this project today because circumstances have changed in
19 the last 20 years. Rail connecting Maryland with Tysons
20 Corner and the Silver Line could move more commuters
21 efficiently in the future adding to the value of
22 infrastructure in which significantly investments have
23 already been made.

1 Thanks very much for the opportunity to
2 comment.

3 MS. HOLLAND: Thank you, Merrily.

4 Okay. Our next commenter is Susan Bonney who
5 I believe has joined us by phone. So Susan we're going to
6 go ahead and unmute you.

7 MS. BONNEY: Okay, I'm ready.

8 MS. HOLLAND: Go ahead. Thank you.

9 MS. BONNEY: Thank you for this opportunity.
10 Can you confirm that you can hear me?

11 MS. HOLLAND: Yes, Susan, we can hear you.
12 Please repeat your name.

13 MS. BONNEY: My name is Susan Bonney, B-O-N-N-
14 E-Y, and thank you for this opportunity. I appreciate
15 that my senator, Barbara Favola, and my county supervisor,
16 John Foust, are attending and listening.

17 Because I'm a local resident near the 495
18 interchange at Churchill Road, I understand and experience
19 the congestion issues, but I do not understand how this
20 could be the best solution.

21 This proposed project is adding more than 80
22 feet of roadway but it's roadway that will be used mainly
23 by single occupancy vehicles and the project will also

1 remove more than 100 acres of forest and trees and
2 directly affect Scott's Run which this neighborhood has
3 worked years and emphasized the importance of Scott's Run
4 and protected it from this type of project.

5 This project does not provide an improved
6 transit solution and it's not going to solve our traffic
7 problems.

8 You presented that one of the project goals
9 was to add new travel choices, but without addressing
10 adding transit in this project, it's not going -- this
11 project's not going to increase -- it's going to increase
12 pollution and greenhouse gases emissions and it's not
13 going to make it any easier for people who can't afford
14 the high cost of owning a car and want to work in Tysons
15 Corner and nearby areas in order to get there.

16 That concludes my comment. Thank you.

17 MS. HOLLAND: Okay. Thank you, Susan.

18 Before we go to the next speaker, we were just
19 asked the question of how -- somebody asked how do I
20 submit my comment through the chat function.

21 We're using the chat function this evening to
22 let us know that you'd like to make a comment. So if you
23 didn't sign up in advance you can type in your name and

1 that you'd like to make your comment.

2 We have other ways that are in place where you
3 can submit a written comment that will be reviewed and
4 added to the public record and I'll go over those methods
5 with you before we conclude this evening.

6 Okay. Our next three speakers are Glenn
7 Youngkin, followed by Clayton Medford and Paige Przylek.

8 I'm going to call on Glenn Youngkin first
9 please. Glenn Youngkin.

10 MR. YOUNGKIN: All right, thank you, Michelle.
11 Can you hear me okay?

12 MS. HOLLAND: Yes.

13 MR. YOUNGKIN: Great. Thank you for giving me
14 the opportunity to speak to you. My name is Glenn
15 Youngkin and I'm a manager at the Trinity Group, LLC which
16 owns the property located at 850 Balls Hill Road in
17 McLean. Most people will know that it's right at the
18 corner of Georgetown Pike and 495.

19 We are thinking about renaming our property
20 the 495 Express Lanes Northern Extension Island as we are
21 going to be impacted on 100 percent of our perimeter
22 between movements of sound barriers, replacements of
23 bridges and the establishment of new regional trails.

1 I would ask that the design committee
2 reevaluate first the zigzagging of the regional trail from
3 the westside of 495, moving it to the east side of 495
4 simply to accommodate spacing along the westside corridor
5 and yet actually have to take from us incremental property
6 along Balls Hill Road in order to make the seven to 12-
7 foot wide trail as called for.

8 Second of all, when a piece of property like
9 850 Balls Hill Road, which is the home to Holy Trinity
10 Church, is impacted in this way, I do hope that everyone
11 recognizes the substantial interruption of operations,
12 the substantial incremental costs that we're going to
13 incur associated with going back and relegislating an
14 existing zoning accord that allows us to operate, along
15 with the parking lot reduction that demands certain
16 operating and shielding and on top of that the substantial
17 diminution of value that our property will experience.

18 While I'm very much supportive of the overall
19 project in order to address the tremendous traffic
20 challenges at this particular 495 interchange at
21 Georgetown Pike, what's happening to 850 Balls Hill Road
22 as a result of really pouring the entire project in the
23 perimeter of our property does seem a bit unfair and so I

1 would ask the design team to please take one more look at
2 what you're doing to our church property in advance of
3 finalizing any plans. Thank you.

4 MS. HOLLAND: Okay. Thank you.

5 Next up is Clayton Medford.

6 MR. MEDFORD: Hi, I'm Clayton Medford, vice
7 president of Government Relations at the Northern Virginia
8 Chamber of Commerce. We represent 700 members with over
9 500,000 employees in the region and we are strongly in
10 support of the 495 NEXT Project.

11 We're committed to ensuring that our region
12 remains the best place to start and grow a business and
13 key to that and in order to maintain our position as a top
14 destination we must continue to invest in developing a
15 21st century transportation network aimed at improving our
16 mobility.

17 That 21st century transportation network
18 requires both public sector investments, as well as
19 leveraging private sector investment in innovation.
20 That's why we strongly support this project. Just as
21 important as the economic activity this project will
22 generate directly, it will reduce congestion in the region
23 and provide new travel choices that will help make Tysons

1 and McLean area more attractive to new businesses and
2 help the existing businesses flourish.

3 495 NEXT, as you've heard tonight, is also a
4 critical step to getting the American Legion Bridge
5 project completed. That bridge project is the most
6 critical transportation project in the region and
7 unlocking the economic potential is what would be lead to
8 with the bridge project and 495 NEXT.

9 And finally, I understand the concern that has
10 been raised some tonight that the COVID related reduction
11 in traffic means this project and others like it can wait.
12 We strongly disagree with this assertion.

13 First, we've seen traffic and transit use
14 increase as restrictions were lifted earlier this summer.
15 Second, it is true we do not know exactly what the impact
16 of teleworking will be during COVID or after COVID,
17 however it's the same uncertainty that we faced since
18 March. There has been no study or survey conducted that
19 shows any significant permanence of the widespread
20 adoption of teleworking and staggered arrivals and
21 departures that are happening now.

22 Third, our area will continue to grow as the
23 economic recovery continues, particularly when you

1 consider the jobs stability provided by our proximity
2 to the federal government, high quality infrastructure and
3 in particular broadband and world class public K-12 and
4 higher education institutions.

5 Finally, as you all know, waiting only makes
6 this project more expensive and more necessary. We don't
7 want to be here in 2024 wishing we had started a project
8 now. Now's the time for 495 NEXT. Thank you.

9 MS. HOLLAND: Thank you, Clayton.

10 Okay. I'm now going to call on the next
11 three speakers in the order in which we'll hear from them,
12 Paige Przytek will be next, P-R-Z-Y-L-E-K, followed by
13 Debra Butler, followed by April Geogele.

14 Paige, go ahead.

15 MALE VOICE: (Unintelligible)

16 MS. HOLLAND: Okay. We'll come back.

17 Debra Butler, if you'd like to go ahead and
18 unmute yourself.

19 (No response)

20 MS. HOLLAND: Debra Butler, she may have
21 joined by phone. Can we --

22 MS. BUTLER: Hello?

23 MS. HOLLAND: Okay. Debra?

1 MS. BUTLER: Yes. Thank you for -- thank you
2 for unmuting me. (Technical interference)

3 MS. HOLLAND: Okay.

4 MS. BUTLER: (Technical interference) Debra
5 Butler and I am the founder of 495 Matters and it is a
6 group of approximately 285 citizens here in McLean
7 recently formed and getting great momentum and we are
8 extremely disturbed about this project proceeding.

9 There is several reasons why we are and we
10 will submit all of these formally in a position paper to
11 Secretary Valentine as well as I would also like to take a
12 moment to call out Barbara Favola, Representative Kathleen
13 Murphy, Senator Barbara Favola, for their really earnest
14 work over the last week in hearing our pleas and listening
15 to us. So we thank you very much for that and sorry for
16 email bombing your inboxes.

17 But aside from that, this is really a great
18 problem for the area. First of all, in light of the
19 Maryland General Assembly and how they have banded
20 together, 69 of them have come and written this sharp
21 rebuke and calling out Virginia and its lack of
22 transparency with regard to what's happening on the bridge
23 and the rail. We have sat at many VDOT meetings where

1 VDOT has said - I have been on the MCA Transportation
2 Board, I have been on the MCA Environmental Board - we
3 have sat at many meetings where VDOT has said that they
4 are proceeding ahead to force Maryland.

5 So it's like trying to take a state hostage.
6 We have to ensure that we do not build before Maryland.
7 They are working it out and we should wait to work it out.
8 The project going forward has severe issues.

9 Number one, the P3, the original P3 on this
10 was sent and this project was actually designated not
11 appropriate for a P3 partnership. The Commonwealth of
12 Virginia found that the citizens of Virginia would be
13 better served if this was a project that was handled by
14 the state of Virginia.

15 Trying to solicit documents that show an
16 update to that to say why it is now better to do it as a
17 P3 have been buried. This is a significant problem,
18 particularly in light of COVID and the downgrade of
19 Transurban's debt ratings.

20 There have been people who have come forth who
21 have indicated that part of this is about kicking the
22 financial debt of certain parts of VDOT, getting ahead of
23 their skis and Transurban getting ahead of their skis to

1 cover this money. So we have a real problem in
2 understanding is there fraud, is this good for Virginia
3 citizens. What are the hidden costs? To say that there
4 are no costs to Virginia citizens is really quite
5 reckless. We know that there are, in storm mitigation, in
6 vegetation, in the wolf walls, in the sound walls, in the
7 money that has gone to study the EA versus the EIS.

8 So there's a lot around this money issue that
9 makes us very concerned.

10 Secondly, the traffic issue. This is being
11 told that it has independent utility, but if you look at
12 the boards of the scope of the project, you can see that
13 it stops at 267. So the causes of traffic here are the
14 feeds on the shoulder lane, 267 and the bridge.

15 Creating flyover ramps and access to GWP,
16 which was not a problem before, minor traffic, not a huge
17 problem, creating that, all this false infrastructure,
18 it's still -- I had a meeting with VDOT on Friday and the
19 Dulles Interchange at Jones Branch is not even considered.
20 There is not a plan to go forward with that.

21 This doesn't solve our traffic problems and
22 yes we have COVID and I'm sure the gentleman before me has
23 a really great crystal ball, but we should take a pause,

1 we should look at the traffic under current conditions, we
2 should reevaluate the P3 and we should not coverup for the
3 debt financing of Transurban.

4 We're killing our communities. We are killing
5 our children of the future. For 2087 their ability to
6 make changes, to decide what they want their traffic, what
7 do they want their community to look like. Do they want a
8 Springfield Interchange? It's -- I'm sorry, I'm so
9 passionate, but I'm imploring, imploring our leaders to
10 try to take a pause and sort through this.

11 There are many smart people involved on VDOT's
12 side, on the citizen side and the final thing that is most
13 upsetting is that this is a public hearing and this is the
14 legal motion that sets forth the contractual beginning.
15 This is the motion that allows the contract to go forward
16 and we do not have the answers, we don't have the tests,
17 we don't have the choke point studies, we don't have water
18 mitigation, storm water mitigation. There's concern about
19 the air. I even called the air people in Washington,
20 D.C., let me see if I can pull up the email, and the woman
21 says --

22 MS. HOLLAND: You have 30 seconds, Debra.

23 MS. BUTLER: Okay, how many seconds have I

1 spoken?

2 MALE VOICE: More than five minutes.

3 MS. HOLLAND: You've gone over five minutes.

4 MS. BUTLER: Okay.

5 MS. HOLLAND: Thank you.

6 MS. BUTLER: Yeah, okay, thank you. I've
7 made my point. Now's not the time, we need to pause.
8 Thank you and thank you all for listening.

9 MS. HOLLAND: Thank you, Debra.

10 MS. BUTLER: Thank you.

11 MS. HOLLAND: I'd like to go back to Paige
12 Przylek who was before Debra. She's joined us by phone.

13 Paige, we're going to go ahead and unmute your
14 line.

15 MS. PRZYLEK: Hi. Can you hear me?

16 MS. HOLLAND: Yes, we can. Please repeat your
17 name.

18 MS. PRZYLEK: Hi, my name is Paige Przylek and
19 I'm a concerned citizen of Virginia calling in and I do
20 not support the 495 Next build alternative. We must not
21 proceed before Maryland. The Environmental Assessment
22 requires that the project impact to adjacent communities
23 be evaluated, not just a national park.

1 A visual impact assessment of the flyover
2 ramp should be completed, especially since every tree
3 within the temporary construction easement will be
4 removed. In many areas there will be no more screening
5 between the ramps and roadway and residences.

6 Additionally, storm water management for this
7 project has the potential to threaten the current water
8 quality standards. As the expense of the construction
9 and right of way impacts are presently not known, how can
10 this be properly evaluated?

11 Purchasing credit from the Northern Virginia
12 Stream Mitigation Bank in Reston is not acceptable to
13 mitigate impacts to streams, the Potomac River, forest
14 land, the view shed parkland and the community.

15 Thank you.

16 MS. HOLLAND: Thank you, Paige.

17 Next up is April Georgelas, who I believe has
18 joined us by phone. April, we're going to go ahead and
19 unmute your line.

20 MS. GEORGELAS: Thank you. Can you hear me?

21 MS. HOLLAND: Yes, we can. Go ahead.

22 MS. GEORGELAS: Thank you. I am April
23 Georgelas. I oppose 495 NEXT Extension Project. I oppose

1 this unfair and inappropriate sham hearing. The tax
2 paying public has been denied public meetings, public
3 identification and explanation of major plan changes since
4 May 20, 2019.

5 Susan Shaw said Monday, September 28 that this
6 October 5th hearing is the same as the one postponed on
7 March 12th. Yes, both are rushed, inappropriate, way too
8 early sham hearings. Yes, there still have been no
9 promised public meetings since May 20th, 2019, to update
10 the public on plan design changes.

11 One public meeting is not enough. There were
12 600 meetings for 66 extension. Yes, there were many
13 unanswered questions before March 12th. There are the
14 same questions and more questions now that are unanswered
15 by VDOT. Yes, public comment text since May 20th, 2019
16 are still not published on VDOT project sight as promised
17 for public review.

18 VDOT wants to do future summaries, I oppose
19 this further lack of public text transparency.

20 Yes, there are many plan changes since May
21 20th, 2019 that are still not clearly public revealed
22 listed and explained by engineers to the tax paying public
23 in 495 NEXT impacted regions.

1 Requested meetings before March 12th did not
2 occur. Plan elevations for the GW and Live Oak area that
3 I requested repeatedly for elevations for three new
4 flyover ramps, for new HOT Lanes, for new raised access
5 ramp from Maryland to 193, new raised bridge to Live Oak
6 Drive, the moving of Live Oak, tree removal, have never
7 been forthcoming.

8 Required EA visualized, impact analysis was
9 denied to resident requests before the March 12th hearing
10 and after.

11 A resident was told October 2nd, Friday, by
12 Susan Shaw and Abi Lerner that these extensive required
13 community visualized impact analysis have not been done.

14 Historic Langley Club with 1,000 members
15 requested a VDOT meeting before the March 12th sham
16 hearing. It was denied and still has not occurred as far
17 as members know.

18 Historic Langley Club on Live Oak will be
19 devastated, ruined by 495 NEXT. Why the rush to a sham
20 hearing and the sham project?

21 495 NEXT shows no benefits and public
22 benefits. VDOT has not demonstrated public -- the project
23 is in the public interest or there is a purpose and need.

1 Utility is not demonstrated. Phase One will
2 be 193 to GW Parkway area. Dulles to 193 is to be delayed
3 for Phase Two, if it ever happens. Maryland has no plans
4 for a bridge and there is a major push back by many
5 Maryland groups and legislators to not proceed at all.

6 There is no utility. There is an island of
7 495 NEXT created increased general lane traffic congestion
8 north to bottleneck choke point at GW area. HOT Lanes to
9 nowhere, except to increase congestion for 495, local
10 streets, McLean CBC, corridors for 123, Old Dominion, 193,
11 Tysons region.

12 EA studies are inadequate and missing. Choke
13 point studies do not include choke point traffic impacts
14 for all before listed areas.

15 Supervisor Foust told BOS that the traffic
16 congestion will be worse and this is not the right time
17 for the project, there will be meetings, many meetings.
18 Where are the promised and requested meetings?

19 Is one public meeting since May 20th, 2019
20 really enough?

21 MALE VOICE: (Unintelligible)

22 MS. GEORGELAS: Is it fair and transparent?

23 No. The tax paying public has been ignored, excluded and

1 denied transparency and proper public process with this
2 sham, inappropriate way too early hearing. Tax payers are
3 being --

4 MS. HOLLAND: April, we've reached three
5 minutes.

6 MS. GEORGELAS: -- Transurban. VDOT has this
7 rushed inappropriate hearing without public input to check
8 that box and Transurban can sign the contract. This is
9 wrong. I oppose this inappropriate sham hearing and 495
10 NEXT.

11 Thank you.

12 MS. HOLLAND: Thank you, April.

13 Okay. Our next three speakers, I'll call them
14 in the order that we'll call on them, Karri Wonack, Mei-
15 Mei Venners and David Sherman.

16 Calling on Karie Wonack, W-O-N-A-C-K.

17 MALE VOICE: (Unintelligible)

18 MS. HOLLAND: Okay, we'll go to the next one,
19 Maymay Venners, V-E-N-N-E-R-S.

20 MS. VENNERS: I'm here. Can you hear me?

21 MS. HOLLAND: Yes, we sure can. Please repeat
22 your name if you're ready to start your comment, thank
23 you.

1 MS. VENNERS: Yeah, good evening. My name Mei-
2 Mei Venners and I -- I don't have any prepared statement.
3 I've been very intently listening to this meeting and I am
4 a resident of McLean and I guess a couple of things.

5 I have several family members that are
6 professional lobbyists and -- and what struck me tonight
7 is I'd like to know where all of you live. Do you live in
8 McLean? Does Abi Lerner live in McLean? Does Jason
9 Stanford live in McLean? I'm a McLean resident. I'm also
10 a real estate broker. I sell in Virginia, D.C. and
11 Maryland. I do the commute to downtown DC every single
12 day and I see -- I've been living in this area, I see the
13 traffic and the impact that happened with the congestion
14 and bottleneck at the American Legion Bridge when we did
15 the original HOT Lane.

16 So I guess my questions are, you know, kind of
17 as somebody who's not -- who has not read all of the
18 studies and I'm not a lobbyist, I mean Jason, you were
19 very supportive of this. I mean are you a transportation
20 lobbyist? Are you being paid? Who conducted the studies
21 that were done for the VDOT? I mean this is 100 percent
22 privately funded is what I've been told.

23 I'd like to go back and refer to slide 16, 17

1 and 18 that Abi Lerner put up. If I read those correctly,
2 one of them stated there was no difference in commute time
3 if Maryland does not build.

4 So the question that I have is it doesn't make
5 sense to me, why are we pushing this through? Do all of
6 you live in McLean? Have you experienced the daily
7 congestion? Are you being -- who's on the payroll?
8 Who's being supported by Transurban? Those are my
9 questions.

10 MS. HOLLAND: Thank you, Mei-Mei.

11 MS. VENNERS: So how do we get the answers to
12 the questions before this -- it seems to us or me, and my
13 husband is David Sherman, so he doesn't need to go next
14 and maybe I'll take his three minutes, we don't understand
15 how this is getting pushed through this quickly.

16 So we'd like the answers to those questions.
17 Is that something that VDOT and the committee are
18 agreeable to?

19 MS. SHAW: So this is Susan Shaw and I would
20 just say I think, you know, our goal tonight is to allow
21 people who wanted to comment publicly to go through those
22 first and so we can certainly circle back when we complete
23 receiving the comments from people to answer any

1 questions.

2 MS. VENNERS: Well, these are public comments.
3 This is a public hearing. I'd like the answers. So we're
4 posing questions but we're not getting any responses. And
5 I'm not, again, I had not prepared questions, these are
6 just from what I'm experiencing in this meeting.

7 So I would -- we -- I would assume that
8 everybody would like the answers.

9 MS. SHAW: Well, I would just say that for the
10 (audio skipping) quickly that are doing the study, which
11 myself and, you know, Abi Lerner, we're employees of the
12 state and so we're not paid privately by anyone.

13 We also report to -- there's other agencies
14 that oversee all of our data and results that we've
15 presented here tonight. You know, I think Abi has gone
16 through those slides. We also had two nights of question
17 and answer sessions last week where we spent four hours
18 with the public answering questions. And we've gone
19 through our traffic data and what we are showing is there
20 is a benefit to the project and those slides that Abi went
21 through for both the 2025 with and without Maryland and of
22 course our 2045 scenario certainly show there are benefits
23 and those would include Maryland, since Maryland has

1 been included by the entire region, are Maryland's project
2 of two managed lanes on the Capital Beltway has already
3 been included in the constrained long range plan, which is
4 a regional transportation plan.

5 So with that, I think we'll move to our next
6 commenter and certainly we can come back to questions if
7 we have time at the time.

8 MR. CARY: And Susan, this is Rob, this is
9 Rob Cary, I'm the Deputy Commissioner of VDOT and
10 Secretary Valentine, Secretary of Transportation in
11 Virginia, asked me to join the meeting tonight and I do
12 just want to say that I mean there's been tremendously
13 thoughtful comments tonight and I very much appreciate it
14 on all sides.

15 We will take the comments. We will certainly
16 have a question and answer session at the end of this,
17 but we also -- this is not the end of it. We will take
18 those comments and, you know, we will look at those and
19 when we -- when there are questions like these, like Susan
20 answered, we want to loop back with the people and talk
21 with them about their concerns and questions.

22 So I just want to make it clear that this is
23 not a finite process that at the end of tonight that's

1 the end of any interaction. We certainly want to make
2 sure that you know that we are there, available. I would
3 encourage you if, you know, if you haven't spoken directly
4 with Susan, if you'd rather talk with me or the Secretary,
5 I just want to assure you, the Secretary has very
6 pointedly told me that, you know, she said look, I want
7 you to go, I want you to be at the meeting tonight, I want
8 you to go on Thursday, I want you to represent me there,
9 report back on where we are on those issues and, you know,
10 I can tell you the Secretary is very, very sensitive to
11 the community. You know, VDOT, I tell our employees every
12 day that we are about quality of life. We heard that in
13 several comments here tonight and quality of life in all
14 respects. There's eight and a half million people across
15 Virginia. 2.2 million in Northern Virginia.

16 This project has impacts, no doubt about it
17 and we want to make sure that we're doing the right thing
18 for quality of life in that region. So I just want to say
19 that, that this is -- taking these comments is a -- it
20 does feel at times like a one-way dialogue. I understand
21 that. There will be question and answer at the end. And
22 we'll continue that dialogue after this meeting on into
23 Thursday and beyond there.

1 So I just thank you for the time and really,
2 thank you very much. As somebody that grew up in Northern
3 Virginia, my daughter lived in Tysons, used to drive to
4 Maryland every day to work, so she experienced that
5 firsthand, I get it and I certainly want to make sure that
6 you know you're being heard and that we are going to take
7 all the comments seriously and that we're going to loop
8 back and we want to see what makes the most sense on this.
9 What are the comments, what can we do to make anything
10 that we might do better.

11 So that's all that I wanted to say. So thank
12 you very much.

13 MS. VENNERS: Rob, can I just -- this is Mei-
14 Mei Venners just finishing up and Susan, thank you both
15 for those comments.

16 One last thing, my husband and I wanted to
17 point out and talking about Transurban planning and city
18 planning, you know, for those of us who have lived through
19 the HOT lane expansion, what happened was we moved the
20 traffic jam from the 66 area right to bottleneck at the
21 American Legion Bridge and until Maryland agrees to their
22 expansion and the bridge gets expanded I feel like this is
23 going to be like the big dig, you know, we're going to do

1 all of this construction and disruption to the McLean -
2 Fairfax interchange and it's going to be at a standstill
3 until the other state does something. So it needs to be
4 coordinated.

5 So thank you for your time everybody. I
6 appreciate it.

7 MS. HOLLAND: Sorry about that. I was muted.
8 Thank you, Mei-Mei.

9 David Sherman is next on the list. I don't
10 know, David, do you still plan to make a comment or was
11 that covered with MayMay's comments?

12 MS. VENNERS: (Audio skipping) covered with
13 mine.

14 MS. HOLLAND: Okay, great. Thanks so much.

15 Okay. I'm going to call on the next three
16 speakers that we're going to hear from tonight. Paul
17 Butler, followed by Brenda Butler, followed by Omer Malik
18 and then we still need to go back and get some of the
19 earlier speakers that weren't on but had already reserved
20 a spot to speak.

21 Paul Butler, go ahead.

22 MR. BUTLER: Can you hear me?

23 MS. HOLLAND: Yes, we can.

1 MR. BUTLER: Okay, thank you.

2 I'd like to take issue with one statement that
3 was made earlier by Mr. Medford I believe it was that said
4 that there aren't any studies that are showing any
5 significant lasting impact on traffic and I would like
6 everyone on this call to take a look at the most recent
7 study done by the Northern Virginia Transportation
8 Authority entitled COVID-19 Transportation Impacts and
9 Opportunities and particularly slides 26 through 33 which
10 talk about the various recovery scenarios predicted.
11 These are data driven studies, very recently done and if I
12 could just read from one of the slides about the 'New
13 Normal Scenario Observations.'

14 All four scenarios assume a 10-15 percent more
15 telework than pre-COVID levels, and school attendance
16 levels close to pre-COVID levels.

17 All four scenarios reduce auto and transit
18 trips

19 'Active Transportation' scenario has the
20 largest impact for auto trips, 46 percent
21 reduction.

22 'Cautious Recovery' scenarios has the largest
23 impact for transit trips, 37 percent

1 reduction, and it goes on.

2 So you can see the best thinking now by the
3 experts on what the impact of COVID is going to be traffic
4 scenarios and while, as Debra said, nobody has a crystal
5 ball on this, I think that argues for caution because we
6 all don't know what the immediate future is going to look
7 like. I mean I think if you could just pick up, if you
8 could just go to McKinzie's website and you can see all
9 the thinking that's being done about what the 'New Normal'
10 looks like.

11 Secondly, we do have concerns, continued
12 concerns, about the lack of transparency in the financial
13 terms of this contract and we did look back at a newspaper
14 article covering the initial project and it says, 'The
15 contract between Virginia and TransUrban requires the
16 state to pay subsidies if the numbers of car poolers
17 reaches at least 24 percent of the total flow of all
18 vehicles that are going in the same direction for the
19 first 30 consecutive minutes during any day during which
20 average traffic for the toll lanes going 3200 vehicles per
21 hour.

22 Now that's a mouthful. But later on in the
23 article a VDOT representative, Charlie Kilpatrick, says,

1 'Is there a backstop? The answer to that is yes. Do we
2 think we'll get there? The answer to that is no. If we
3 do, we still think it's a success.'

4 So there's been, you know, an acknowledgment
5 to the press that there are some financial guarantees made
6 to Transurban, so the notion that there are, quote-
7 unquote, no subsidies in the contract, we're concerned and
8 misleading. We're not accusing anyone of anything. We
9 just don't have the facts and the information and we know
10 now that, you know, the HOT lanes have a track record,
11 right? We've seen the -- we've got a couple of years of
12 studies to see whether these have been financially viable
13 options and we haven't seen any studies or information
14 telling us about how successful, how financially
15 successful the HOT Lanes project has been up to the
16 American Legion Bridge.

17 So this is two areas where we would like more
18 information. We think this project needs to be
19 reevaluated in light of COVID and we'd like more
20 transparency on the financial terms of the contract with
21 Transurban and specifically whether any obligated funds
22 from the Commonwealth of Virginia, either now or into
23 the future, if Transurban doesn't make enough money on

1 these lanes.

2 Thank you.

3 MS. HOLLAND: Thank you, Paul.

4 Now I'm calling on Brenna Butler. Please go
5 ahead and unmute yourself and please repeat your name at
6 the start of your comment. Thank you.

7 MS. BUTLER: Hi, I'm Brenna. I'm a resident
8 here and a founder of Virginia Parks Matters and I'm
9 speaking on behalf of the young citizens of McLean that
10 represent the future. I know myself and many, many of my
11 friends who signed petitions and went to previous hearings
12 are very concerned about this project and the future of
13 McLean.

14 Obviously I respect all of the adults in this
15 area and the validity of their experience and points and
16 opinions isn't lost on me. It's just hard for me to sit
17 here and discuss the future of Northern Virginia when the
18 ones making this decision may not live here when the
19 project is going on or finished.

20 Although I'm as enraged as everybody that has
21 spoken before me, I wanted to kind of appeal to your sense
22 of humanity. The people in this area moved here to raise
23 their children and have a safe place to walk their dogs

1 and they moved here because they appreciate the beauty and
2 the importance of nature.

3 My family actually moved here from Brooklyn
4 because they wanted to get away from the dirty congested
5 traffic city. My parents wanted to have a place for us to
6 walk their dogs and a place for me to ride my bike without
7 having to be worried about getting hit by a car.

8 It's just McLean is becoming an area where
9 people are not going to want to bring their families and
10 it's going to become an area that people -- right now
11 people are here because they feel like they can catch
12 their breath and it's going to be an area where you can't
13 do that.

14 Last night my family and I actually sat
15 outside on our front porch and we were just listening to
16 the sound of the trees and the birds and it was at night
17 and you could briefly hear the traffic of 495. We live
18 about .3 miles away and quiet for us is ambulance sirens
19 and honking faint in the background. But we were just
20 sitting there and enjoying the sounds and we started
21 hearing owls. We've seen owls and foxes and bats and
22 deers and rabbits.

23 So many things that make this place amazing

1 and unique to live and I just don't think that we should
2 be the ones responsible for taking that joy away from the
3 families and the residents that live in this area.

4 And I know people have spoken previously on
5 crystal balls and mentioning the future and I'm not --
6 obviously I don't have a crystal ball, none of us do,
7 but these things happen time and time again, outcomes can
8 be predicted and we can see what's going to happen is
9 you're going to spend millions and millions, if not
10 billions of dollars trying to force this solution on
11 people that aren't educated enough on the topic and that's
12 because most of this has been kept in the dark.

13 These residents don't know, people around here
14 don't know and they want to ask questions and they want
15 answers and you guys are going to profit, you're going to
16 cut your losses and you get to leave at the end of the
17 day, leaving the residents on the side of highway and
18 people are going to leave, no one wants to live on the
19 side of a highway, no one wants to worry about flyovers
20 and noise pollution affecting their everyday life. People
21 are going to flee this area before it catches on fire just
22 like the west coast and when they leave, nobody's going to
23 be left on the highways, no one's going to be paying the

1 ridiculously expensive tolls, no one's going to want to
2 take responsibility for all the destruction that's been
3 caused and what's going to happen when it's too late to
4 realize that that destruction outweighs any pro of getting
5 home faster?

6 There used to be this big --

7 MS. HOLLAND: Brenna, your three minutes,
8 you've reached.

9 MS. BUTLER: Okay. I'm actually speaking on
10 behalf of a group.

11 MS. HOLLAND: Okay, you have two more minutes
12 then. Thank you.

13 MS. BUTLER: Thank you. There's this big
14 clock, I don't know if any of my environmental conscious
15 friends know about this, but there used to be this big
16 clock in Manhattan and it used to just say the time of
17 day, it was a beautiful piece of art and now it's counting
18 down until the damage left on our climate is irreversible
19 and that clock now reads seven years, 87 days, 11 hours
20 and 28 minutes. And in seven years and 87 days are we
21 going to be the ones responsible for this destruction?

22 I personally don't want to be and I want to be
23 able to say that I did all I could for the planet that's

1 literally counting on us and I'm not trying to diminish
2 the issue of traffic in this area, traffic is definitely
3 an issue that needs to be solved, but we can't rush the
4 solution and I don't understand how this project is
5 serving VDOT's main purpose of quality of life because
6 quality of life is not living on the side of a highway.

7 We can't prioritize the wrong things. Money
8 doesn't matter more than people and a road doesn't matter
9 more than a forest and one official's voice doesn't matter
10 more than 1,000 voices it's supposed to represent and I
11 think that this project is not serving its purpose, its
12 not serving the citizens and its not serving the greater
13 good.

14 Thank you for letting me comment on this. I
15 really appreciate it and I do appreciate all the work
16 that's been done. I think there is more work that needs
17 to be done.

18 MS. HOLLAND: Thank you, Brenna.

19 MS. BUTLER: Thank you.

20 MS. HOLLAND: Okay. Our next commenter is Mr.
21 Omer Malik. Please go ahead and unmute yourself and
22 repeat your name.

23 MR. MALIK: Hi, my name is Omer Malik. Can

1 you guys hear me?

2 MS. HOLLAND: Yes.

3 MR. MALIK: So hey, thanks for giving me the
4 opportunity to speak today. I do not support the 495 NEXT
5 Build Alternative. I actually can see the flyovers from
6 my house. I can hear them, seeing them is a big
7 statement. I can see them when I step out in the
8 courtyard and I can then see 495 if I walk a few steps.

9 So I do not support this project at all.
10 There's, as previous speakers have spoke, Mei-Mei Venners,
11 she actually helped me with a condo in D.C. once, there is
12 a lot of lack of transparency on financial terms of the
13 project.

14 Also, it seems like after spending all this
15 effort in developing, we're going to gain five minutes,
16 that is if Maryland builds the same HOT lane on the other
17 line, seems ridiculous. And Maryland is not going to fund
18 anything that does not include light rails to the best of
19 my knowledge. I remember reading that and I think a
20 previous speaker spoke to it.

21 So almost the purpose of this project is to
22 have a HOT Lane going from GW Parkway, which itself is not
23 a HOT Lane, it's for single use cars, it seems ridiculous

1 that Virginia will spend all this money, disrupt the
2 neighborhood, disrupt the quality of life for everyone
3 who lives across these three miles and build HOT Lanes
4 just going to GW Parkway? It makes absolutely no sense.
5 [Sic] The only reason you would consider this is
6 bureaucratic inertia.

7 I can't think of any other reason you guys
8 would go ahead with this project. It makes absolutely no
9 sense. No common sense, no financial sense. There's no
10 need. The best you will do is gain five minutes and with
11 COVID restrictions, nobody's driving anymore.

12 I have friends who own companies who have
13 openly told me most of their staff - and this is a guy who
14 owns a company in Bethesda, he has 400 employees - all of
15 them are going to work remote forever now. They're only
16 going to come into the office when they need to for HR
17 purposes, maybe social get togethers.

18 I'm a government contractor myself, also a
19 commercial contractor and my work for the foreseeable
20 future is working from home. Everybody -- most of the
21 people who live in McLean area in these neighborhoods are
22 either info-tech or have something to do with government,
23 they're all working from home. So we see no value in

1 this.

2 Who's taking the GW Parkway onto these HOT
3 lanes? Who's going to doing this five years from now
4 when this project finishes? There's no crystal ball.
5 This project makes absolutely no sense. I'm not blaming
6 anyone, I'm not saying there's fraud, there's corruption,
7 but I do know, but it would be really sad if you guys go
8 ahead with this just because of bureaucratic inertia.

9 Thank you. I give my time to someone else.

10 MS. HOLLAND: Thank you, Omer.

11 We're going to go back up to Karri Womack, W-
12 O-M-A-C-K or W-O-N-A-C-K. I think she has joined us by
13 phone. We're going to go ahead and unmute your line.

14 (No response)

15 MS. HOLLAND: Okay, Karri Womack?

16 MS. WOMACK: Am I the last one?

17 MS. HOLLAND: I'm sorry?

18 (No response)

19 MS. HOLLAND: Karri, can you speak up? Are
20 you on? Can you hear us or can you hear me?

21 MS. WOMACK: (Unintelligible) Hello?

22 MS. HOLLAND: Hi. Is this Kerry?

23 MS. WOMACK: Hi.

1 MS. HOLLAND: Karri?

2 MS. WOMACK: Yes.

3 MS. HOLLAND: Yes.

4 MS. WOMACK: We have -- we have some technical
5 difficulties over here.

6 MS. HOLLAND: Okay, good, I'm glad we got you.
7 Please go ahead and state your name for the record and
8 then your comment, okay.

9 MS. WOMACK: Okay. I am Kerry Womack. I've
10 been a resident for 20 plus years in McLean and I am
11 vehemently opposed to the 495 NEXT Build Alternative.
12 The HOT Lane Expansion proposal would extend the current
13 HOT lanes all the way to the American Legion Bridge as we
14 all know, but Maryland is currently in a fight over the
15 bridge as well as the Beltway beyond it.

16 So they're still in the extensive study phase
17 and are thus years from implementation if that is even
18 the course that they decide to take.

19 These four lanes will have to merge back in
20 at the bridge causing more gridlock. It does not make
21 sense for Virginia to build ahead of Maryland and VDOT
22 showed Fairfax County officials data and concluded that
23 Virginia and the bridge had enough capacity that the

1 backup was the result of the Maryland side. So 495 north
2 of the Beltway and 270 cannot handle the volume.

3 VDOT supervisor Susan Shaw and County
4 Supervisor Foust stated, The ultimate solution is with
5 Maryland. The proposed new lanes and flyover ramps in
6 Virginia are moving the problem, not solving the problem.
7 So that is the main deal.

8 And also on another note, I was driving out
9 of my cul de sac yesterday and I saw this huge spotted owl
10 flying from branch to branch and then to the deck of our
11 neighbor's house and VDOT has claimed that there are no
12 nesting species in this area and that's absolutely false.

13 We have nesting spotted owls and just recently as
14 September 3rd the Wall Street Journal did an article on
15 how they are a threatened species and so that is
16 concerning as well.

17 We also have bald eagles that fly over our
18 neighborhood on, you know, maybe an every other day basis
19 and so that is a concern and I'm concerned that VDOT has
20 claimed that there are no nesting species in this area
21 because that's completely false.

22 That's it.

23 MS. HOLLAND: Okay. Thank you, Karri.

1 MS. WOMACK: Thank you.

2 MS. HOLLAND: We're going to go back to
3 speakers that had signed up and that we didn't hear from
4 earlier, we're going to go ahead and go back through those
5 names.

6 Craig and Susan Tenney, T-E-N-N-E-Y. If
7 you're on please unmute yourself.

8 (No response)

9 MS. HOLLAND: Okay. Andrew Churchill.

10 (No response)

11 MS. HOLLAND: Patrick Lynch.

12 (No response)

13 MS. HOLLAND: Steven Swift.

14 (No response)

15 MS. HOLLAND: Steven Swift.

16 (No response)

17 MS. HOLLAND: Alice Zhou, Z-H-O-U.

18 (No response)

19 MS. HOLLAND: Jeffrey Parnes, P-A-R-N-E-S.

20 (No response)

21 MS. HOLLAND: Okay. We have individuals that
22 would like to speak that have signed up through our chat
23 box. The chat box is open, if you would like to make a

1 comment please go ahead and type in your name and state
2 that you'd like to make your comment.

3 If you're running into any issues getting
4 through to us, if for some reason you're on the phone and
5 you're trying to make your comment and we're not seeing
6 your hand on our end, please call our technical support
7 number at 703-691-6715 that way we can make sure you're
8 called upon this evening.

9 Okay. The next three individuals I'll ask to
10 go ahead and provide your comments Kathleen Nawasz, N-A-W-
11 A-S-Z, followed by Bridget O'Toole, followed by Shawn
12 Newman. We're going to call on Kathleen Nawasz first,
13 which is by phone, correct?

14 MS. NAWASZ: Actually I am through the
15 internet. Are you able to hear me?

16 MS. HOLLAND: Yes, we are, loud and clear.
17 Please go ahead and state your name and your comment,
18 thank you.

19 MS. NAWASZ: Okay, sure. My name is Kathleen
20 Nawasz and I live off of Balls Hill Road in McLean, have
21 been here since 1989 and I have a comment and a question.

22 My comment is that I, with many others on the
23 call, do not support but oppose this extension for several

1 reasons. For me, the ones that are most important are
2 that coming from a background of energy analysis as well
3 as a period of time in transportation I do think that
4 reducing vehicle miles traveled is -- I don't see the
5 analysis really supporting that.

6 Often times what happens when you increase the
7 capacity of a road, you just, as someone else mentioned,
8 you just have a situation of induced demand. So I think
9 that's what would happen here. We of course then do have
10 the COVID situation and we do -- you know, I think that at
11 a minimum we don't understand what that is, how that's
12 going to impact it.

13 I also don't -- I looked through the analysis
14 and I didn't see anything to say that the cut-through
15 traffic in my neighborhood would be addressed by this, so
16 that's something not good.

17 The other thing is that I looked through all
18 of the comments from the May 2019 hearing and, you know,
19 many of them, the majority were not supportive for lots of
20 reasons and I think the issue with respect to acting
21 without being in complete coordination with Maryland and
22 at the same time as them is problematic.

23 But I just want to conclude by saying that my

1 question, which is I would really like to better
2 understand where the transparency is in this process. I
3 mean I think it's great to have these public hearings. I
4 think it's appropriate and obviously legally required to
5 have these meetings, but my question is how are these, the
6 inputs that you receive in these meetings, reflected in
7 the decision making process from a very kind of explicit
8 stand point and -- because, you know, as I say I think
9 transparency is really important in understanding how the
10 process is made. It seems when I'm looking over the
11 documents and hearing some of these presentations, it
12 seems like a *fait accompli*, that the decision has been
13 made and it's going through the motions of this and I
14 think that would be in fact very unfortunate.

15 So I'd like to understand better how the
16 public's I think excellent questions, specifically with
17 respect to running the analysis again, coming up with
18 different scenarios other than just the one, how that will
19 be reflected in the decision making process and that would
20 be it.

21 I want to thank you very much. I also want to
22 thank Senator Favola and Delegate Kathleen Murphy, both of
23 whom are my representatives and I appreciate them and you.

1 Thank you so much.

2 MS. HOLLAND: Thank you, Kathleen.

3 We're going to go ahead and go to Bridget
4 O'Toole now. Bridget, if you could please unmute
5 yourself.

6 MS. O'TOOLE: Okay. Hi, this is Bridget
7 O'Toole, thank you. I think a comment in that just from
8 the beginning this has felt very rushed and I've been
9 concerned about not looking at other alternatives and one
10 of the things that I guess a side benefit of COVID is that
11 it really has changed traffic patterns at least for the
12 foreseeable future and given us now the opportunity to
13 look at all types of other alternatives, rail, different
14 crossing locations, other designs and that I think now we
15 have the benefit and the opportunity and the time to look
16 at these other alternatives and I'm asking that you do
17 that and that if you chose not to and to move forward,
18 I'm asking for you guys to then provide assurances that if
19 you do move forward with Transunion - with Transurban,
20 sorry - that you will, that you'll give us -- you'll
21 provide assurances that you're not going to renegotiate
22 any financing or any prior contracts if you decide to move
23 forward with them now, because there doesn't seem to be a

1 good reason to move forward with this right now unless
2 it's to renegotiate something that currently exists.

3 MS. HOLLAND: Thank you, Bridget.

4 Shawn Newman, N-E-W-M-A-N, you can go ahead.

5 MR. NEWMAN: I'm about to speak at public
6 meeting, honey if you'll just give me --

7 MS. HOLLAND: Shawn, you're unmuted.

8 MR. NEWMAN: One moment, please, sorry.

9 (Brief pause)

10 MR. NEWMAN: My name is Shawn Newman. I am a
11 board member with FABB but I am speaking on behalf of my
12 - FABB is Fairfax Alliance for Better Bicycling - but I
13 am speaking on behalf of myself tonight.

14 I personally do not support this project as
15 currently proposed. I believe, like previous speakers
16 have noted, that it does not include sufficient transit.
17 It focuses far too much on increasing or decreasing --
18 increasing level of service for single occupancy vehicles
19 without adequately meeting the Virginia State
20 Transportation Demand Management Requirement as was
21 levied by the legislature this year and signed by the
22 governor.

23 This project will not manage transportation.

1 This will simply increase the number of vehicles that
2 will travel on this and as previous callers have also
3 mentioned, it will increase the total vehicle miles
4 traveled for our area.

5 That said, if the project does go through as
6 currently envisioned, I fully support the bicycle lane,
7 the shared-use path that is intended to be built outside
8 of the sound wall.

9 Additionally, we would say that the path must
10 be grade separated. It must include upgraded traffic
11 signals at the Georgetown Pike intersection because those
12 intersections are very potentially dangerous for
13 pedestrians and cyclists using the trail.

14 The trail crossings at Georgetown Pike and
15 Old Dominion Drive need adequate signage to alert
16 motorists along with adequate areas clear of foliage and
17 other obstacles that might limit sight distance for
18 approaching drivers.

19 As the previous sign or, excuse me, the
20 previous plans that I have seen, the crossings at the
21 Georgetown Pike intersections look especially dangerous
22 because that is where the trail moves from one side to
23 the other and trail users are expected to cross high

1 speed on and off ramps.

2 Additionally adequate wayfinding signage must
3 be included to get riders and pedestrians from the 495
4 shared-use path to Lewinsville Road and into Tysons to
5 connect to existing and planned trails. This would be
6 absolutely necessary because in order for people to
7 connect with Tysons from the 495 shared-use path, they
8 would have to thoroughly understand how to get there on
9 separate -- on side roads, ie the Lewinsville Road.

10 Thank you very much. That concludes my
11 comments.

12 MS. HOLLAND: Thank you, Shawn.

13 Okay. The next three speakers that are up
14 are Sharon Gamble, Paul Kohlenberger, and Maureen
15 O'Donnell.

16 Calling on Sharon Gamble please.

17 MS. GAMBLE: Okay. Can you hear me?

18 MS. HOLLAND: Yes, we can.

19 MS. GAMBLE: Okay.

20 MS. HOLLAND: Please go ahead and repeat your
21 name. Thank you.

22 MS. GAMBLE: My name is Sharon Gamble. I am
23 a resident of McLean. I grew up in McLean. I do not live

1 near the Beltway, but I do frequently commute northbound
2 on 495 to Maryland in the morning.

3 I do not support the 495 NEXT Built
4 alternative prior to the Maryland project approval and
5 implementation. I would certainly support it once
6 Maryland has approved it and started implementation.

7 My reason for that is I did read every page
8 of the Traffic and Transportation Technical Report and I
9 especially focused on Appendix I which provided the
10 analysis of conditions prior to the Maryland project.

11 Based on the key indicators I saw, which I
12 didn't focus on the fast lanes, because we can't -- it's
13 not really a good path for us to get to the bridge, the
14 key indicators to me showed that traffic in the general
15 purpose lanes, especially in the morning northbound rush
16 hour, will get worse until the Maryland project is
17 implemented.

18 In addition, the already lengthy rush hour,
19 which according to the report is four hours in the morning
20 and six hours in the evening, will become longer prior to
21 the Maryland project.

22 I am in favor of this project after the
23 Maryland project has been approved and Maryland has

1 confirmed where the bridge will be located and funding and
2 has a schedule date for the project.

3 Thank you very much.

4 MS. HOLLAND: Thank you, Sharon.

5 Okay. The next speaker is Paul Kohlenberger.

6 MR. KOHLENBERGER: Good evening. My name is
7 Paul Kohlenberger and I serve as president of the Greater
8 McLean Chamber of Commerce.

9 I'm joining you this evening to convey that
10 the Greater McLean Chamber of Commerce strongly supports
11 the 495 NEXT Project to extend the 495 Express Lanes to
12 the George Washington Memorial Parkway. The 495 NEXT
13 Project supports the Chamber's mission to strengthen the
14 economic environment of the Greater McLean Community. It
15 does so in the short run by directly creating jobs, but
16 much more importantly, in the long run by providing new
17 travel choices and improving safety on our local streets
18 as well as on the Beltway itself.

19 The improved transportation infrastructure
20 will help retain and attract area employment opportunities
21 and support commercial, cultural and civic activity in the
22 McLean Community Business Center and Tysons urban center.

23 Additionally, the project offers the

1 opportunity to provide bus rapid transit to and from
2 Maryland destinations.

3 The 495 NEXT Project will serve the interests
4 of the Greater McLean residential community. This is of
5 great interest to the Chamber which, since 1961, has
6 prided itself on supporting the community.

7 It is also of great personal interest to me as
8 someone who has lived here in McLean since 1985. The
9 improved transportation infrastructure provides local
10 travelers with additional time saving choices. The
11 project offers additional shared-use trails to area
12 residents.

13 Perhaps most importantly, the project improves
14 safety on our local streets. Our neighborhoods in McLean
15 flanking the Beltway have for years been plagued by
16 traffic that is trying to reach the Beltway and get across
17 the American Legion Bridge.

18 495 NEXT Project is projected to offer marked
19 reductions in cut-through traffic, improving safety for
20 our community and reducing travel delays on our street.
21 The project will improve the quality of life for thousands
22 of McLean residents.

23 A final point, as a proud Virginian, when

1 Maryland is proposing to do the right thing, then we feel
2 the only gentlemanly thing to do is to meet them half way.

3 Thank you for considering the stance of the
4 Greater McLean Chamber of Commerce. The 495 NEXT Project
5 is important to the economic and civic future of the
6 Greater McLean area and Fairfax County. The Commonwealth
7 should move forward with this project. Thank you.

8 MS. HOLLAND: Thank you, Paul.

9 I'm going to announce the next three speakers.
10 We're going to go to Maureen. Please mute your lines.
11 Thank you. Please mute.

12 We're going to go to Maureen O'Donnell and
13 then we're going to go to Flint Webb and then Dot Harney.
14 Maureen.

15 MS. O'DONNELL: Yes, good evening everyone.
16 My name is Maureen O'Donnell. I strongly oppose this 495
17 Extension. It's reckless in the light of climate change
18 to go forward with transportation plans that focus on
19 single use fossil fuel powered vehicles.

20 We know that roads are heat sinks. We know
21 that cars are heat sinks. We know that single occupancy
22 vehicles increase greenhouse gases and we know that
23 widening roads doesn't in the long run improve congestion.

1 We also know that trees and green spaces mitigate climate
2 change.

3 This is one of the highest educated
4 communities in the country and yet we plow forward with
5 the same types of projects that contribute to scarring our
6 land, destroying trees, destroying habitat, reducing green
7 space and increasing climate change.

8 I am a resident of McLean, although my
9 property is not directly impacted by the project, this
10 seems to be the type of project that will destroy quality
11 of life and property values for people who live along
12 that corridor and I care about those people. I see along
13 66, the widening of 66 and what has happened to personal
14 property with the road going straight off into people's
15 back yards where they used to have a backyard and I just
16 wonder how the government, how can politicians allow that
17 to happen to their constituents.

18 We are at a point that we need to consider
19 that we have -- that we are living in a new normal.
20 Climate change and COVID are showing us the new normal.
21 We need to wake up to this and I believe government will
22 have the discipline to lead the way. Thank you.

23 MS. HOLLAND: Thank you.

1 Flint Webb next.

2 MR. WEBB: Hi, my name is Flint Webb, I'm the
3 environment chair for the Fairfax County Federation of
4 Citizens Associations and for the Providence District
5 Council, but my comments today are my own. I live in
6 Vienna, Virginia.

7 I would like to point out the two basic
8 issues. One is that I don't think it's sufficient to --
9 sufficient retention to just look at the additional
10 impervious surfaces caused by the project, especially when
11 you look at the impacts and climate change, which is going
12 to be increasing the storm intensity, duration
13 frequencies. And then my other comment is that there is
14 no -- you haven't addressed the issue of hazardous air
15 pollutants and I point out that I recognize that most of
16 the time NEPA doesn't evaluate hazardous air pollutants,
17 but there is the Urban HAPs program under EPA Clean Air
18 Action Section 112(c)(3) which does require some analysis
19 of hazardous air pollutants and I think you need to
20 include that in your analysis.

21 Thank you very much.

22 MS. HOLLAND: Thank you.

23 Okay. Our next three speakers are Dot Harney,

1 followed by Joyce Harris, followed by Vijay Doddi, D-O-D-
2 D-I.

3 I'm going to ahead and call on Dot Harney to
4 go first.

5 MS. HARNEY: Hello, can you hear me?

6 MS. HOLLAND: Yes, we can. Please go ahead
7 and restate your name.

8 MS. HARNEY: Hi, my name is Dot Harney. I am
9 a resident of McLean, a community citizen and most
10 important, I'm a taxpayer and a voter, which should be
11 important to everybody.

12 I do not support the 495 NEXT Build
13 Alternative. We must not proceed before Maryland. The
14 Environmental Assessment requires that the project impact
15 to adjacent communities be evaluated, not just the
16 national park, an official impact assessment of the
17 flyover ramp to be completed, especially since every tree
18 within this temporary construction easement will be
19 removed. In many areas there will be no screening between
20 the ramps and roadway and residences.

21 Additionally, there is little to no storm
22 water mitigation and this storm water flows into the
23 Chesapeake Watershed. The storm water management for

1 this project has the potential to threaten the current
2 water quality standards.

3 If the extent of the construction and right-
4 of-way impacts are presently not known, how can this be
5 properly evaluated?

6 Purchasing credits from the Northern Virginia
7 Stream Mitigation Bank in Reston is not acceptable to
8 mitigate impacts to streams, the Potomac River, forested
9 lands, the Viewshed Parkland and the community.

10 I am also a big fan of the spotted owls that
11 we see in our parks and I don't believe the people who say
12 there are no nested animals. I see -- I see owls, I see
13 squirrels, I see the eagles and I just think you need to
14 save our parks. Thank you.

15 MS. HOLLAND: Thank you, Dot.

16 Okay. I'm calling -- we have three more
17 speakers signed up to speak. If you could go ahead and
18 mute your lines if you're not talking. Thank you.

19 We are approaching 9:30. So we're going to
20 go ahead and close our chat box. We have three remaining
21 speakers that are signed up and nobody waiting on the
22 phone as far as we can tell. If we're mistaken, you know,
23 please send us a quick note or call our technical number

1 to let us know, 703-691-6715.

2 Otherwise, we're going to go ahead and hear
3 our three speakers and then we're going to go ahead and do
4 some closing announcements for the night.

5 So Joyce, if you could go ahead and get
6 started and please be sure to state your name and I'm
7 asking everyone if you're not speaking to please mute
8 your lines because we are hearing a little bit of
9 feedback. We want to make sure we can hear our speakers.
10 Thank you.

11 MS. HARRIS: Hi, my name is Joyce Harris and
12 I've been a resident of McLean for 36 years. There may
13 be benefits to this project, but there are also losses. I
14 am primarily concerned about the loss of plant life if
15 this project moves forward.

16 More than three acres of Scott's Run Nature
17 Preserve, the jewel of McLean, will be impacted
18 temporarily or permanently. According to the preserve's
19 website, the preserve is one of the country's most diverse
20 natural landscapes and one of the rarest biological
21 ecosystems in the Mid Atlantic.

22 This is a significant potential loss, another
23 loss. 118 acres of trees may be removed. Think of it,

1 118 acres. Will 118 acres of trees be replaced?

2 I urge VDOT to carefully and generously
3 mitigate these losses by working closely in partnership
4 with the community and the agencies and groups involved
5 in overseeing this landscapes. Thank you.

6 MS. HOLLAND: Thank you, Joyce.

7 Calling on Vijay Doddi, D-O-D-D-I, to go
8 ahead.

9 MR. DODDI: Hello, my name is Vijay Doddi.
10 Thank you for the opportunity today for the comment. Most
11 of my comments were covered by other participants, so I'm
12 going to cover the ones that are not.

13 I second the option that the analysis that
14 was done was inadequate, primarily for the reason that all
15 the numbers shown by VDOT regarding the assessment of
16 travel times, improvement of the travel times, were done
17 prior to the pandemic period. Even the onset of the
18 pandemic that we have, I strongly believe that those
19 numbers are invalid.

20 Then also I want to bring it to the notice of
21 the parties present that the residents of McLean primarily
22 are the people who use the pathways that lead into 495 and
23 the Georgetown Pike, 123, Old Dominion and we are also

1 impacted with not only the travel times, but also our
2 properties are impacted.

3 For example, the design flaws that we see that
4 the bike trail is outside the noise barrier wall. So
5 there is no separation, so basically the bike trails are
6 running through our properties, which would be an invasion
7 to our privacy and our homes.

8 So we strongly -- I strongly oppose this
9 particular project in the current fashion and I also think
10 that without Maryland onboard it, we in spending all this
11 money and spending all this -- causing all this loss would
12 be a great loss to the citizens utility and the public
13 property at the cost of prioritizing with the public
14 liability.

15 Thank you for the opportunity.

16 MS. HOLLAND: Thank you.

17 We have another speaker sign up right before
18 we closed the chat, so we have two speakers remaining,
19 Kristi West, followed by Eric Farnsworth.

20 Kristi, if you would go ahead with your
21 comment.

22 (No response)

23 Kristi West, please go ahead and unmute

1 yourself and restate your name and go ahead.

2 (No response)

3 Okay. Kristi, if you are here by phone,
4 please press star 3 to raise your hand so that we can
5 identify which number you are and unmute you.

6 MALE VOICE: (Unintelligible)

7 MS. HOLLAND: Okay, you are on the phone.
8 We're going to go ahead and unmute you. Please go ahead
9 and state your name and go ahead with your comment.

10 MS. WEST: Can you hear me?

11 MS. HOLLAND: Yes, we can.

12 MS. WEST: Okay. My name is Kristi West.
13 Thank you for giving me the opportunity to speak. I would
14 like to say that I strongly oppose the 495 NEXT Project.
15 I am a resident of Live Oak Drive. Our property is
16 impacted by this project unlike some of the speakers who
17 spoke in favor of this project earlier tonight, it is my
18 neighborhood and my property that is impacted.

19 We already deal with excessive noise on Live
20 Oak Drive. Our property faces the GW Parkway ramp. We
21 have experienced the surveyors and other workers that have
22 been in the neighborhood marking off places that we were
23 told were not going to be impacted by this project, which

1 obviously are as they are taking soil samples and doing
2 other preparatory work.

3 I'm also concerned about the effect of the two
4 entities, HTC at 850 Balls Hill Road and also the Langley
5 Club. I do not see how this project is going to alleviate
6 the cut-through traffic in our neighborhood. The effects
7 of the water run off that will impact Scott's Run and the
8 delicate ecosystems in that park.

9 Our family has the privilege of enjoying
10 tracking the wildlife and plant life in that park
11 throughout the season. We have been tracking the spotted
12 owls since early spring. We are well aware that there are
13 nesting species, including eagles and other animals and
14 bird life in this area, which is contradictory to your
15 report.

16 We are also disturbed by the lack of
17 transparency that my neighbors have already referenced
18 earlier this evening in the impact to our neighborhood
19 specifically and our quality of life and our property
20 values.

21 Thank you for giving me the opportunity to
22 speak and hearing our concerns.

23 MS. HOLLAND: Thank you, Kristi.

1 Okay. Our last speaker of the night is Eric
2 Farnsworth and once Eric provides his comments we have
3 some closing announcements before we conclude.

4 You can go ahead, Eric.

5 MR. FARNSWORTH: Hi, good evening, thanks for
6 fitting me in. I know I'm right here under the bell, but
7 I appreciate it. This is Eric Farnsworth. We've lived in
8 McLean for over 20 years on one of the feeder roads that
9 goes to Georgetown Pike and I'm not an expert on the
10 project so honestly I can't say that, you know, I support
11 it or don't support it, but I just wanted to thank all of
12 you for taking this process so seriously.

13 On the feeder roads we're dying. Once the HOT
14 lanes got extended and the interchange with Georgetown
15 Pike and 495 became so congested, it's almost impossible
16 to get out of our own driveways at certain times during
17 the days and when you try to get to say Langley High
18 School or across 495 from West McLean to East McLean or
19 vice versa, it's virtually impossible to do so at certain
20 times during the day and, you know, fortunately we haven't
21 had problems with emergency services or ambulances or
22 things like this but some of our elderly neighbors have.

23 So my main point is simply to say there have

1 been a lot of people this evening who have been talking
2 delay, who have been talking about let's wait until
3 Maryland get's its act together and then try to merge up
4 somehow, that's great in theory, but the problem is now
5 and it's getting worse and so from somebody who's actually
6 affected by it daily, yes I have environmental concerns,
7 yes I support, you know, mitigation for global climate
8 change issues, yes I support, you know, wildlife and such
9 things, but at the end of the day we have to find a
10 solution and I don't think we can wait until Maryland gets
11 its act together.

12 So I just wanted to thank everybody for taking
13 this process so seriously and just an encouragement that
14 we really find a way forward to help out for those of us
15 who are living this problem on a daily basis.

16 Thanks very much for listening.

17 MS. HOLLAND: Thank you, Eric.

18 Okay. Before we get into our closing
19 announcements, I just wanted to open it back up and ask
20 our elected officials, did you want to offer any closing
21 announcements before we conclude tonight? If you do,
22 please go ahead and unmute yourself.

23 SUPERVISOR FOUST: This is Supervisor Foust, I

1 mean I just very much appreciate the really in depth and
2 thoughtful analysis. I definitely think issues have been
3 laid at the feet of VDOT that need to be addressed. We
4 need a lot of answers and I look forward to it. The
5 County itself has many community issues that VDOT is going
6 to respond to, I know you will, but I think that -- my
7 understanding was that all the comments tonight would be
8 addressed by VDOT as part of this process.

9 Is that not correct? That is correct, right?

10 MS. HOLLAND: That's correct.

11 SUPERVISOR FOUST: Okay. When can we expect
12 to see that response?

13 MR. CARY: We have --

14 MS. SHAW: Well I explain --

15 MR. CARY: Go ahead, Susan.

16 MS. SHAW: Okay, just that we do have the
17 comment period remains open until October 23rd. So we're
18 still in the process of gathering comments and certainly
19 we appreciated the ones that we received tonight, but, you
20 know, any comments that we receive, you know, we will
21 still be considering. So after that, then we will go
22 through a process of reviewing the comments, working on
23 responding to them and during that time period we'll be

1 reaching out to our partners certainly at the County and
2 others to get those answers, so I would expect it would be
3 at least, you know, 30 to 60 days for us to compile and
4 work on responding.

5 MR. CARY: And, Supervisor Foust, I'd like to
6 add - this is Rob Cary again - you know, we're going to go
7 through that process. There have been very thoughtful
8 comments tonight and they're going to get the due time
9 that they deserve to really thoroughly review them.

10 So I just want to say that while we have the
11 schedule, the schedule will not dictate the time it takes
12 to do a thorough job on this. We're going to definitely
13 be reviewing that in the Secretary's office as well.

14 So I just wanted to make sure you knew that,
15 that it's going to take a lot of effort to go through
16 these because there have been very thoughtful comments
17 given.

18 SUPERVISOR FOUST: Okay. I want to take this
19 opportunity to thank you very much for taking the time to
20 sit in. It's very important that VDOT at the highest
21 level of public transportation participate and be aware of
22 what our concerns are.

23 So thank you and I know Mary Hynes sat through

1 this presentation and she's on the Transportation Board in
2 Richmond. Hi, Mary. Really appreciate your
3 (Unintelligible) tonight there's a lot of issues that
4 have to be addressed.

5 Thank you.

6 MS. HOLLAND: Thank you, Supervisor.

7 Delegate Murphy.

8 DELEGATE MURPHY: Thank you. First of all I
9 want to thank everyone because this was really such good
10 participation on the part of our community. I'm really
11 impressed with these presentations and I'd like to just
12 make sure that they get these answers some place where
13 they can actually read them because they're going to take
14 more than a momentary yes or no on most of these answers.

15 And I'd like to thank Secretary Valentine, who
16 I have been speaking with for her attention to this matter
17 and I'd like you to take that back to her please. But I
18 really do -- I'm looking forward to seeing these
19 responses, not just in passing but in fact done thoroughly
20 and in response to the many questions that people had
21 tonight and thank you, because I thought it was a great
22 presentation and opportunity for people to be heard.

23 Thank you.

1 MS. HOLLAND: Thank you, Delegate.

2 Senator Favola, are you still on the line?

3 (No response)

4 Okay. Mary Hynes, did you want to make any
5 comment?

6 (No response)

7 I just wanted to open it up in case you did.

8 MS. HYNES: No, thank you, Michelle, I
9 appreciated everybody's time tonight and certainly learned
10 a lot in listening. Thanks very much.

11 MS. HOLLAND: Thanks, Mary.

12 Okay. And then Rob and then Susan and then
13 I'm going to go ahead and do some quick administrative
14 announcements and we'll go ahead and conclude.

15 Rob.

16 MR. CARY: Yeah, thank you and again, I
17 couldn't have said it better than the people that just
18 spoke. I mean it's a tremendous input. That's what this
19 whole process is about and I do have to say that I really
20 do appreciate it when, you know, on a broader stage we
21 don't always see the discourse that we need and this
22 tonight was very, very helpful to us and it's exactly what
23 we wanted. What we needed is to hear from people about

1 their concerns, their desires and so forth and we fully
2 intend to evaluate all of that.

3 We will -- we will work to do that internally.
4 We also, you know, we do have a Commonwealth
5 Transportation Board and I want to thank Ms. Hynes for
6 being on this tonight. She does a really yeoman's job on
7 the board, always dedicated, always asks deeply probing
8 questions and you're very fortunate to have her represent
9 your area, but you can rest assured Secretary Valentine
10 asked me to, you know, get deeply involved in this, report
11 back to her, be her liaison on this and I intend to do
12 that as best I can.

13 Secretary Valentine is committed to an open,
14 transparent process that results in the best decision,
15 whatever that is and I just want to say that. It's, you
16 know, it is to result in the best decision. So thank you.

17 MS. HOLLAND: Thank you, Rob.

18 Susan, any closing remarks??

19 MS. SHAW: Just the only thing I would note is
20 that I know we did not get to any questions. We saw some
21 as part of the comments and some that were in the chat
22 room and we'll be looking at those over the next several
23 days to see, any that we can provide answers to we'll do

1 so on our website.

2 We do have a frequently asked questions
3 section there and we'll continue to add questions and
4 answers as we, you know, see them come through and can
5 add them to that out there on our website.

6 MS. HOLLAND: Thank you.

7 Okay. Thanks everyone. Thanks to all of our
8 officials. Thanks to Susan and Abi for a great
9 presentation and of course all of the great comments that
10 we've received.

11 Some closing announcements before we finish up
12 tonight. We do have this Thursday, October 8, we have an
13 in-person, by appointment only, public hearing. We will
14 be available between the hours of four to eight p.m. at
15 the McLean -- Susan can you hear me? Sorry, I thought we
16 had a technical glitch.

17 Okay. Our in-person public hearing is this
18 Thursday, October 8 from four until eight p.m. at the
19 McLean Community Center. That's at 1234 Ingleside Avenue,
20 McLean.

21 You must schedule an appointment in advance if
22 you plan to attend this. You can do so by going to our
23 website at 495NorthernExtension.org or calling 703-691-

1 6715. We need to make sure that you have an appointment
2 so that we can make sure that we have only a limited
3 number of people there for safety reasons.

4 We will be following CDC recommended health
5 measures. Anyone that is there must have a mask on and we
6 will be enforcing social distancing. And again, you must
7 have an appointment to attend.

8 Once you're there, we will have our
9 presentation that we provided tonight. We will be showing
10 that on our loop so you can watch that. We will have
11 limited on-site staffing so that we can comply with the
12 COVID restrictions, but we will have our additional, our
13 technical resources, subject matter experts available
14 virtually to answer any questions that you might have.

15 We're limiting it to one person per time slot
16 or two people if you're from the same family. But again
17 you can get more information on available time slots by
18 going to our website or calling that number.

19 You can provide your comments for the public
20 record if you are there to our court reporter or you can
21 complete a written comment form and leave it in the
22 comment box and those comments will be included.

23 Next slide.

1 As has been mentioned tonight, I want to
2 reemphasize that the public comment period is open until
3 October 23rd. Any comments that have been received since
4 we first made materials available on February 26 up
5 through October 23 will be included in our formal public
6 record for the project. If you've already --

7 MS. SHAW: Michelle, I think it's important to
8 note, the presentation from tonight has been posted on our
9 website. I would just make note of that.

10 MS. HOLLAND: That's right. The presentation's
11 been posted. We'll have the recording of the entire
12 hearing, that will also be posted on our website tomorrow.

13 I wanted to point out that if you have already
14 submitted your comment earlier this past spring, you do
15 not need to resubmit. We've got them and we will include
16 them in the public record.

17 These are the ways that you can provide your
18 comments after the hearing. You can submit or complete an
19 online comment form, which is accessible on our project
20 website at 495NorthernExtension.org. You can send an
21 email to 495NorthernExtension@VDOT. Please reference 495
22 Express Lanes Project in the subject Line. You can mail
23 your comment to VDOT's Northern Virginia District Office,

1 to the attention of Abi Lerner, the project manager, at
2 4975 Alliance Drive, Fairfax, 22030.

3 You can call that number 703-691-6715 and
4 provide your comment, it will be transcribed. You can
5 also submit your comment video, by emailing us that video
6 at the email address I've already mentioned.

7 Next slide.

8 We continue to have all of the information
9 that was provided tonight, as well as the entire
10 Environmental Assessment and the draft design plans
11 available for public review on our project website. We
12 have hard copies of this information and materials
13 available at the following public locations:

14 VDOT's Northern Virginia District Office, and
15 you need to call in advance if you'd like to come and view
16 the materials; three local libraries, Dolly Madison, Great
17 Falls and Tysons Pimmit; and the McLean Community Center.

18 Next slide.

19 And that's the last slide. That is the
20 conclusion of our meeting this evening. We thank you all
21 for joining. Have a great evening.

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(Whereupon, the recording ended)

CERTIFICATE OF TRANSCRIPTION

I, JUDY F. HENDERSON, do hereby certify that I produced this transcript from digital recordings provided to me, that the foregoing is a true record of the recordings received by me; that I am neither counsel for, related to, nor employed by any of the parties to the action in which these proceedings were held; and, further, that I am not a relative or employee of any attorney or counsel employed by the parties hereto, nor financially or otherwise interested in the outcome of the action.

JUDY F. HENDERSON