

VIRGINIA DEPARTMENT OF TRANSPORTATION

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I-495 EXPRESS LANES  
NORTHERN EXTENSION STUDY

Monday, May 20, 2019  
Cooper Middle School  
977 Balls Hill Road  
McLean, Virginia 22101  
6:30 p.m.

## PRESENT

**ABI LERNER, PE**

Associate Manager of Special Project Development  
Virginia Department of Transportation

**KEN CONNORS**

Project Manager  
Virginia Department of Transportation

**SUSAN SHAW, PE**

Director of Megaprojects  
Virginia Department of Transportation

**AMANDA BAXTER**

Kimley-Horn

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P R O C E E D I N G S

(Presentation not take per VDOT)

MR. CONNORS: So, ways to submit your questions and comments for tonight, of course you can submit a comment in person tonight, we have a comment form either by in person, you can mail it in or you can email it to us or go through the website and submit it that way.

All comments need to be received by June 10th to be included in the official summary that will summarize tonight's meeting and comments.

So, with that at this time, I think the moment everyone's been waiting for, I would like to introduce Ms. Susan Shaw. Ms. Shaw is the VDOT Northern Virginia Megaprojects Director and she is here, along with the rest of the VDOT team, to answer any questions you may have.

So, I believe we are lining up here by the microphone. (Indicating)

MS. SHAW: Yeah, and what you weren't waiting for is to hear me but to be able to ask your questions. I did want to just lay some ground rules a little bit tonight.

I just ask you to be cognizant of your neighbors and friends that are here. This is an

1 opportunity for you to ask questions, it's not really set  
2 up as a comment forum but more for you to ask questions.  
3 We've got a team of people up here that may come up and  
4 help answer some of those questions.

5 We don't have a clock sitting here timing  
6 people, so we're going to trust that you'll keep your  
7 questions succinct and we're also going to try to keep our  
8 answers fairly short just so that we can have time to do  
9 this.

10 And I think what we'll plan to do is go until  
11 about 8:15 or so because I do want to have people have the  
12 opportunity to go back and talk to our team that are back  
13 at the boards.

14 Before we start I just wanted to mention a  
15 couple of other elected officials that are here. I know  
16 Supervisor Foust is here somewhere in the back, I see  
17 waving his hand. And we also have representatives for  
18 Senator Boysko that's here. Do I see a hand up? That's  
19 kind of hard to judge. And a representative for Delegate  
20 Murphy is also here.

21 So, thank you all for being there and with  
22 that we will start. And I am going to ask that you just  
23 keep to one question and then you can go to the back of

1 the line. As we have time, we'll allow second questions.

2 MS. NAWAZ: Hi, my name is Kathleen Nawaz.  
3 I've lived in this neighborhood since 1989. And, you  
4 know, obviously as many of us here are, I'm very concerned  
5 about this project and my one question, since I'm limited  
6 to one and not allowed to make a comment, is to what  
7 extent will you take into account the questions, the  
8 comments and perhaps the dissatisfaction of people who  
9 live in this area in making the decision to go or no-go  
10 for this plan?

11 You know, you I'm sure recall a few months ago  
12 when there was the discussion and debate about potentially  
13 closing the Georgetown Pike access ramp onto 495 and  
14 through the public comment process the decision was  
15 reached to not go that route, and so my question for you  
16 is, does the same hold here?

17 It seems like this one is further along in  
18 terms of the planning and the design, the analysis. So to  
19 what extent do we actually have a say in the decisions?

20 MS. SHAW: So, first I would say very --

21 (Audience applause)

22 So two very different types of projects. One  
23 was really a transportation solution for a neighborhood

1 problem where there was a neighborhood cut-through  
2 traffic, this project is a regional transportation  
3 project. And so we will consider local input, we will  
4 consider comments and concerns from direct impact  
5 communities but we will also consider what the  
6 transportation improvements are for the region.

7 So that's one of the things that was very  
8 different about the two approaches.

9 If we only ever allowed direct impact  
10 communities to decide whether we ever provided a regional  
11 transportation project I can tell you we would probably  
12 not provide any. So that's just the reality of it.

13 Now, we are going to look at the traffic  
14 benefits. If they're not there, you know, we don't have a  
15 project. We need to meet our purpose and need. We need  
16 to look at what the project benefits are. Those three  
17 things, goals and objections that Abi talked about, we're  
18 going to look at all of that data.

19 We're also going to weigh the impacts to the  
20 natural and other environmental, you know, resources in  
21 the project area that are impacted by the project and we  
22 weigh all of that together to make a decision.

23 MS. NAWAZ: That is helpful to know. I would

1 also say that I'm really glad to know that you're actually  
2 going to do the analysis because of course in  
3 transportation there have been many studies that look at  
4 you adding each mile of road, the percent increase in  
5 miles of road ends up increasing VMT, vehicle miles  
6 traveled, by the exact equivalent amount.

7 So, the fact that you're going to do analysis  
8 I'm very supportive of and I appreciate your time. Thank  
9 you.

10 MS. GEORGELAS: Hi, Susan, thank you. I  
11 missed your memo about one question. I do have a comment  
12 and then I have my one question.

13 For far too long our community area has been  
14 experiencing many transportation decision surprises by  
15 officials in VDOT.

16 AUDIENCE MEMBER: Ask your question.

17 MS. GEORGELAS: I'm sorry. I'm sorry, go  
18 ahead.

19 MS. SHAW: Thank you.

20 MS. MERLENE: Hi there. My name is Nicole  
21 Merlene. I'm a candidate for state senate in this  
22 district running against Barbara Favola, the current  
23 incumbent who has moved for legislation on this.

1           So, my question since we're limited to one, it  
2           seems that one of your intentions has been to increase  
3           capacity and your projections look like it will be between  
4           18 to 26 percent increase capacity and you don't have  
5           assurances from Maryland for an expansion of their bridge  
6           and we don't seem to be looking to expand GW, so, do you  
7           expect there to be a bottleneck right at that  
8           intersection?

9           (Audience applause)

10          MS. SHAW: So, we don't have that traffic  
11          analysis just yet. We are audience to have that later in  
12          the study.

13          (General verbal comments from the audience)

14          But I would say I would expect there to be a  
15          bottleneck without increase capacity on the bridge.

16          (Yelling and audience applause)

17          Will there be, I think the question is will  
18          there be other improvements that we'll see as part of this  
19          project if Virginia goes forward with their project in  
20          anticipation of Maryland if there's a period of time where  
21          Maryland isn't in but we are, is there a benefit and we  
22          will be looking at analyses for that as well.

23          MS. GEORGELAS: Susan, I'm going to try one



1 more time, guys, and if this doesn't work I'll just ask my  
2 question.

3 For far too long our community area has been  
4 experiencing many transportation decision surprises by  
5 officials in VDOT without proper public process, public  
6 transparency and public input. A few are making major  
7 decisions for all of us. It is time, it is time for a  
8 serious review of some VDOT projects, an independent  
9 review of VDOT practices, management and decision making.

10 Over 20 years ago, VDOT decided to add five  
11 lanes to our Beltway area without proper public process,  
12 notice or transparency. I had to stand in the dark alone  
13 in front of a VDOT bulldozer that was ripping out our  
14 dense area of trees between Live Oak Drive and 495 in  
15 front of Langley Club in order to get VDOT to agree to a  
16 public meeting about this project.

17 The five lanes were added, making our area the  
18 widest, most congested and polluted of the Beltway.  
19 Residents were promised that no more construction, new  
20 lanes would be added here, 495 expansion was to continue  
21 to Tysons, however it so unwisely morphed into HOT lanes.

22 A few years ago VDOT wanted to expand HOT  
23 lanes up to the American Bridge area. [sic] Citizens from

1 McLean and Great Falls wisely and overwhelmingly fought  
2 against the illegal - the illogical I'm sorry - illogical  
3 proposal which would have caused more unwanted congestion  
4 and pollution.

5 Next came the shoulder lane. The shoulder  
6 lane extension surprise on 495 north before the American  
7 Legion Bridge and GW Parkway. Governor McDonnell quietly  
8 signed and funded the project just before leaving office.  
9 Residents knew nothing. No public notice, no promised  
10 notice, no meeting, no promised environmental testing.

11 MS. SHAW: Okay, April --

12 MS. GEORGELAS: I just want to --

13 MS. SHAW: I don't want to cut you short but I  
14 want to respect the people that are here to ask questions.

15 We will take that comment, but can you go  
16 ahead and ask your question --

17 MS. GEORGELAS: This is -- okay, Susan --

18 MS. SHAW: -- and then if we have time, if we  
19 have time I would like to let you continue your comment,  
20 but let's --

21 MS. GEORGELAS: Well, this is important  
22 because VDOT changed the name of that shoulder lane  
23 project from an increased capacity project to an

1 operational lane in order to avoid environmental testing.

2 Pre-construction traffic studies showed an  
3 increase in congestion, travel time and accidents. That's  
4 what we're living with now, guys. VDOT created this.

5 This study has been removed from the website.  
6 Surprise. VDOT ignored -- VDOT ignored the study, took  
7 \$20 million of taxpayer money and built anyway. VDOT  
8 built a new lane and created a mega merge mess before the  
9 American Legion Bridge, added and created nasty  
10 neighborhood cut-through traffic.

11 The merge mess now affects seven lanes across  
12 the bridge, including the access ramp to 495 from 193, an  
13 illegal right shoulder lane. We are all now jammed with  
14 idling, polluting cars, forcing cars back up to the Balls  
15 Hill Road and 193 intersection.

16 Then this year a big surprise for taxpaying  
17 residents, Governor Northam signs a contract with  
18 Transurban. No public transparency or public input. VDOT  
19 now wants to build four new HOT lanes and solve and  
20 improve the traffic congestion mess that VDOT created.

21 VDOT apparently took 20 million of taxpayer  
22 money for a place-saving lane for the long wanted  
23 Transurban HOT lane project. Well, surprise again.

1           At the last ramp closure meeting, residents  
2           overwhelmingly, regardless of closure position, demanded  
3           officials to stop the shoulder HOT lane extension.

4           VDOT officials, your immediate plan must be to  
5           stop the shoulder lane, to ease the merge mess before the  
6           bridge and place a police car in the right illegal lane of  
7           jammed cars.

8           MS. SHAW: April, I am going to really just  
9           appeal to your good heart to stop and let -- I know you  
10          have important comments to make, but there's a bunch of  
11          people in the line behind you and I really want to give  
12          them a chance to ask their questions.

13          MS. GEORGELAS: I want to also add, the other  
14          surprise was Bill 662 for this study. Here's my question.

15  
16          (General complaints from the audience)

17          MS. SHAW: Okay, thank you.

18          (Audience applause)

19          MS. GEORGELAS: And we've been asking for this  
20          study for several years and we haven't gotten it, do HOT  
21          lanes reduce congestion on the Beltway and in neighborhood  
22          traffic? Where is our study?

23          MS. SHAW: So, yes, we believe that they do

1 and we will have traffic studies that look just at that,  
2 especially for this extension. You saw the blue lines of  
3 the surrounding roadway network that we're going to be  
4 looking at.

5 AUDIENCE MEMBER: That's not the question.

6 MS. SHAW: We have seen reduced congestion on  
7 95 Express Lanes as well as the Beltway, both general  
8 purpose lanes have improved, as well we're providing  
9 people with that option to car pool or use transit so that  
10 they can have a consistent and reliable trip.

11 AUDIENCE MEMBER: When you say, "We have seen  
12 from this," are you talking about VDOT and Transurban as  
13 in the people who are like also building the lanes or are  
14 you talking about studies that have been done from  
15 unbiased outside sources?

16 (Audience applause)

17 MS. SHAW: So, it would be from VDOT, yes.

18 AUDIENCE MEMBER: Yeah. Yeah.

19 AUDIENCE MEMBER: And who benefits from it?

20 AUDIENCE MEMBER: VDOT and Transurban.

21 MS. SHAW: Well, VDOT is here to help to try  
22 to move more people. That's our goal.

23 AUDIENCE MEMBER: Susan --

1 AUDIENCE MEMBER: And employ more people.

2 AUDIENCE MEMBER: Yeah. The general lanes,  
3 Susan, will remain the same and the hot lanes don't move  
4 people, they're empty.

5 MS. SHAW: Okay. Thank you.

6 MS. WOMACK: Hi, my name is Carrie Womack and  
7 I have lived here for 19 years and when you mentioned  
8 earlier that the last meeting regarding all of this was  
9 last June, I'd like to know how many people were in  
10 attendance. We all signed in this evening but I can  
11 guarantee you there couldn't have been a lot of people  
12 because nobody knew that this started a year ago in June.

13 So, how many people?

14 MS. SHAW: I think we do have those numbers.  
15 We have a meeting summary. And if it's not on our website  
16 we'll make sure that it gets there.

17 AUDIENCE MEMBER: Seventy-six.

18 MS. WOMACK: Thank you.

19 AUDIENCE MEMBER: I want to know why you're  
20 doing a project with the assumption that Maryland is going  
21 to be doing it on the other side.

22 (Audience applause)

23 Why don't we have their commitment to widen?

1 We're letting Maryland people come over here, we're  
2 widening it and they should have to have a commitment too.

3 Why is Transurban not saying okay, we're going  
4 to widen it over there as well?

5 MS. SHAW: Okay.

6 AUDIENCE MEMBER: We can't base things on  
7 assumptions. And also, why is there no one up here  
8 explaining the maps and how much of the Greenway is going  
9 to be taken away, showing people?

10 People are visual. People need things  
11 explained. We don't want to just hear somebody come up  
12 here and tell us all their facts, we want to see what is  
13 going to be taken exactly and how it's going to be done  
14 and we deserve that and how it's going to affect that  
15 neighborhood.

16 I had a listing on Live Oak, at the very end,  
17 we couldn't sell it because the Beltway was in their back  
18 yard. You couldn't sit out there for five minutes, you  
19 couldn't even hear yourself think. And we wrote letters  
20 to the county talking about the decibels, they were saying  
21 the decibels are fine the way they are. They're absurd.  
22 The decibels were -- you couldn't even hear yourself  
23 think.

1 (Audience applause)

2 MS. SHAW: So let me answer what I think what  
3 your questions were.

4 So, one is that both Virginia and Maryland  
5 have their projects in what we call the approved  
6 constrained long-range plan. And so from an  
7 environmental, regulatory standpoint we're required, when  
8 we do our traffic study, to include their project because  
9 the region has voted to include their project.

10 Now, we will be doing a sensitivity analysis  
11 for the 2025 year, which is an interim year, that will  
12 look at our project in place and Maryland not in place.  
13 So, we do understand that people want to kind of  
14 understand what that looks like, but from a regulatory  
15 standpoint we're following that regulation.

16 AUDIENCE MEMBER: I still don't understand why  
17 are you doing a project on this side if it's just going to  
18 cause a bottleneck on that side?

19 The whole purpose of it is to get rid of the  
20 bottleneck and you're just going to be causing one.

21 MS. SHAW: I mean the goal --

22 AUDIENCE MEMBER: So it's illogical, it's  
23 stupid.



1 (Audience applause)

2 MS. SHAW: So I will say we're coordinating  
3 closely with --

4 AUDIENCE MEMBER: Hello, is anybody up there?  
5 VDOT? VDOT?

6 (Laughter)

7 AUDIENCE MEMBER: I mean, is anyone there or  
8 thinking?

9 MS. SHAW: So we do have, our partners from  
10 Maryland have a couple of boards at the back. We have  
11 been meeting with them monthly and on a routine basis.

12 AUDIENCE MEMBER: Well, you need to get  
13 somebody with a brain in there. Thank you very much.

14 (Laughter)

15 MS. SHAW: All right.

16 MS. BUTLER: Hi. My name is Debra Butler and  
17 I am also a McLean citizen, and I'd like to talk to you  
18 about the environmental impact. Oops, excuse me, the  
19 environmental assessment.

20 I'd like to talk to you about bridges, cement,  
21 pollution, parks, national land, county land, Scott's Run.  
22 If you go to the Fairfax County Scott's Run Nature  
23 Preserve page it talks about 140-year old million

1 geological, rare birds, rare plants and by the way, okay,  
2 you're only going to take a little small portion of that.  
3 Small. The noise, the environmental pollution spreads.

4 And I want to ask, why are we having an  
5 assessment and not a full impact study? I would also like  
6 to ask in relation to that, where is the Federal Highway,  
7 the National Parks on this position?

8 Barbara Favola, when she was then county  
9 supervisor of Arlington, successfully sued VDOT and the  
10 Federal Highway to stop this project until they got it  
11 right in Arlington with no impact to their citizens.

12 Mr. Foust, Supervisor Foust, I challenge you.  
13 Step up to the citizens who have elected you.

14 (Audience applause)

15 Barbara Favola, we need you again.

16 MS. SHAW: Let me ask Amanda --

17 MS. BUTLER: Kathleen Murphy is at a  
18 multimillion dollar mansion right now generating money for  
19 her campaign. Where are the people who are projecting our  
20 environment, our health?

21 Our children go to the NIH. You can see what  
22 being near a highway does to the impact on children's  
23 brains. Who is protecting our citizens? Where's the

1 Federal Highway? Where is NEPA? Where is the Parks?

2 MS. SHAW: Okay. I'm going to ask Amanda  
3 Baxter who's leading our environmental assessment study to  
4 kind of talk about the difference between an EIS and an EA  
5 and FHWA's role.

6 MS. BUTLER: And whom do you work for?

7 MS. BAXTER: Hi, my name is Amanda Baxter. I  
8 work for Kimley-Horn, we're a consultant to VDOT and we  
9 are preparing the NEPA document.

10 MS. BUTLER: Ah, I'm sorry, I want the  
11 Federal Highway, I want the National Parks, I want the  
12 NEPA people who are going to work for us as citizens not  
13 for the construction people.

14 MS. BAXTER: So, we're working for VDOT and  
15 we're preparing the assessment, the NEPA assessment, for  
16 VDOT and for Federal Highway. So we are in communications  
17 and meetings and coordination with Federal Highway on this  
18 project.

19 Let me just describe, because you mentioned  
20 NEPA which is a really important process. It's based on a  
21 federal action taking place in the project. It's the  
22 National Environmental Policy Act. There are different  
23 levels of documentation that are done for NEPA.

1           This particular project, we're doing an  
2 environmental assessment.

3           MS. BUTLER: Why?

4           MS. BAXTER: For this project?

5           MS. BUTLER: Yes.

6           MS. BAXTER: Because we have the ability to  
7 look at a no-build condition and a build condition and to  
8 test whether there's a significant impact to the  
9 environment.

10           When you do an environmental impact statement,  
11 you have predetermined that there is a significant impact.  
12 When you do an environmental assessment, you're assessing  
13 on whether or not there's actually a significant impact or  
14 a no significant impact, and that's what the analysis will  
15 determine and we'll present to you in the fall.

16           MS. BUTLER: And taking away park land isn't a  
17 significant impact?

18           MS. BAXTER: So, it is a conglomeration of the  
19 impacts as an entirety. So we will look along the  
20 corridor. This is a developed corridor.

21           And a couple of the things that you addressed  
22 are things that we'll be addressing in our assessment and  
23 I'll start, for one for example, for storm water

1 management. You address like pavement, runoff, Scott's  
2 Run. That will be assessed in the manner of we would need  
3 to be treating the impervious pavement that we introduce  
4 to the project.

5 This actually is a corridor that does not have  
6 storm water management in effect and we're introducing  
7 that as an added benefit to this corridor to provide that  
8 runoff and water quality that this corridor needs.

9 So when you look at Scott's Run Nature  
10 Preserve, we have been in communications with Fairfax  
11 County Park Authority who manages that land. They are  
12 very encouraged by the fact that we're introducing  
13 stormwater management to this project because Scott's Run  
14 has such a high flow, because the water is not treated or  
15 stored properly and, you know, it really rips very  
16 quickly. There's a high flow that goes through their  
17 park.

18 So we will take that all into assessment when  
19 we put in our project and that's part of our assessment  
20 that we'll present in our NEPA document.

21 MS. BUTLER: And are you independently -- are  
22 you independently emboldened to make this decision without  
23 input from our VDOT and Transurban team?

1 MS. BAXTER: Well, let me just back up really  
2 quickly of how we start the process.

3 MS. BUTLER: Yes.

4 MS. BAXTER: We do start the process using  
5 scoping letters that we send out to regulatory agencies,  
6 local officials, Fish and Wildlife Service for example.

7 We also take the project through what we call  
8 a partnering project with the regulators. We've just been  
9 through three of those meetings. That's the Environmental  
10 Protection Agency, Fish and Wildlife Service, the U.S.  
11 Army Corps of Engineers, Virginia Department Environmental  
12 Quality. We've had four of those meeting presenting data  
13 and information as we've been out in the field collecting  
14 it.

15 So, we have been at this for a while and we  
16 are combining that. We'll have a national resource  
17 technical report that will introduce all of these findings  
18 in and --

19 MS. BUTLER: Will that be to the public?

20 MS. BAXTER: It will be.

21 MS. BUTLER: Okay.

22 MS. BAXTER: So all the technical reports that  
23 you've described will be associated with -- the

1 environmental assessment piece in more of a summary, a  
2 combination of all those technical reports into one report  
3 that we would then present to the Federal Highway  
4 Administration and they will have to make the decision.

5 We're doing it, you know, as a representation  
6 of VDOT's process. For example, we're using VDOT's noise  
7 policy to assess noise, air quality for example.

8 MS. BUTLER: VDOT's policies.

9 MS. BAXTER: VDOT's noise -- every state DOT  
10 across the nation has their own noise policy. We are  
11 following VDOT's noise policy.

12 MS. BUTLER: Okay. They had said they were  
13 following the Federal Highway, so we'll get  
14 (Unintelligible) Thank you very much.

15 MS. BAXTER: It is a trickle down. I mean,  
16 the FHWA has to adopt VDOT's policy, so they still are  
17 involved in that.

18 MS. BUTLER: Okay. Thank you very much.

19 MS. BAXTER: Sure.

20 MS. BUTLER: Hi. My name is Brenna Butler.  
21 I've lived here for about 12 years now. I'm actually from  
22 Brooklyn, New York and my family and I moved down here --  
23 my family moved down here so that I would have a place to

1 ride a bike and walk a dog.

2 I live on Green Oak Drive and due to your  
3 proposed planning in the back, um I see that you guys are  
4 going to be taking land from our neighborhoods, our  
5 neighborhood specifically, and that um the highway as  
6 mentioned before would have a six-foot wide sidewalk, is  
7 that right?

8 MS. SHAW: It depends on where you are.  
9 Basically along the Beltway it's a ten-foot wide paved  
10 shared use path.

11 MS. BUTLER: So I'm just wondering who's  
12 looking out for the future of the community? Like kids my  
13 age who -- I wanted to move back -- I love McLean, McLean  
14 quickly became my home and who is looking out for us?

15 Are my kids going to have to walk home from  
16 Cooper Middle School on a ten-foot wide sidewalk, high  
17 walk, sidewalk? (Laughter) I mean like are they going to  
18 have to like walk on the sidewalk next to the highway home  
19 from school?

20 And what's happening to our parks and um like  
21 who's going to protect the parks? A reason I fell in love  
22 with McLean is that there's so much greenery and scenery  
23 and it's beautiful here.



1           And like people that are from this community,  
2 if it becomes a highway pit stop are not going to want to  
3 come back and bring their children here.

4           And like if there is no more greenery and  
5 scenery, the population will go down and then the highways  
6 will no longer be needed and you're going to have these  
7 wide highways and no one to drive on them.

8           (Laughter and applause)

9           MS. SHAW: Thank you. So, it is a balance.  
10 You know, providing pedestrian facilities, that takes  
11 green space, but then it's kind of a green way to, you  
12 know, move through the region. So, it's a balance and so  
13 we're going to try to strike that balance.

14           We do have certain requirements around the  
15 park property. Any park property that we take from the  
16 preserve we have to actually buy replacement land that's  
17 adjacent to the park that they can then use so they have  
18 no loss to the park.

19           And we'll also be looking for ways to do  
20 revegetation, but I want to be honest, I mean, we are  
21 talking about adding lanes, it does mean there will be  
22 tree loss in the corridor.

23           MS. BUTLER: Yeah. I mean, it is -- I mean

1 you say there's a balance but it doesn't quite sound like  
2 a balance when environmental impact studies haven't been  
3 done, environmental assessments haven't been done, you  
4 haven't gotten confident information from the other side,  
5 if they're meeting us. It sounds like we're going into a  
6 project that really has no plan.

7 And it really seems that a lot of these  
8 officials here aren't looking out for the community and  
9 kids my age, they're just looking out for their companies  
10 and this project quite frankly just goes like right into  
11 their pockets and it's not fair to the community and it's  
12 just not right.

13 (Audience applause)

14 MS. SHAW: Thank you.

15 AUDIENCE MEMBER: My name is Jose and I have  
16 one comment and one question. Many people ask this  
17 question, --

18 AUDIENCE MEMBER: We can't hear you.

19 AUDIENCE MEMBER: I am not a traffic expert  
20 but it doesn't make sense that if Maryland is not going to  
21 expand the bridge you guys got to start going with your  
22 project. I mean, that's the comment.

23 (Audience applause.)

1           The question is, I live in Largo, but I know  
2 many people from here live in Largo, they already have a  
3 lot of noise. So I was wondering, what is your measure  
4 for measuring noise because we already think we have a lot  
5 of noise and you have to expand the wall.

6           So I was wondering, how do you guys measure  
7 the noise?

8           MS. SHAW: So, we do have our noise experts  
9 back in the back, Jim, L.J. I see, yes. And so I'm going  
10 to ask you to speak with them. I can give you an  
11 overview.

12           AUDIENCE MEMBER: Okay.

13           MS. SHAW: We do take noise measurements along  
14 the corridor to get an idea of what the existing traffic  
15 noise is and then we use our traffic models and we project  
16 traffic for the build year, which is 2045, and look at  
17 what the noise would be at the worst noisiest hour, which  
18 sometimes is not the peak hour because if traffic is at a  
19 dead stop it might not be making as much noise as if it's  
20 traveling faster.

21           But, the people who can really answer that  
22 question -- but we do take into account terrain, we look  
23 at where the tires are hitting that pavement, where the

1 receptors are in terms of outdoor use is what we're  
2 looking to protect.

3 So, Jim, I'm going to ask if you can get with  
4 gentleman maybe and go into more detail about the noise.

5 AUDIENCE MEMBER: Okay.

6 AUDIENCE MEMBER: Can you answer the question  
7 about why you're doing these lanes and nothing on the  
8 bridge?

9 MS. SHAW: Oh, the other thing is that, you  
10 know, and I think this has been asked a couple of times,  
11 we haven't finished our study. So we're in the middle of  
12 a study and we wanted to let you see everything that we  
13 have. What we've got tonight is where we are in the  
14 study.

15 We don't have all the answers, but one of the  
16 things that we are going to look at is that interim  
17 traffic year to see what it looks like in 2025 without  
18 Maryland and with our project. That will be one of the  
19 things that goes into this broad decision point about  
20 whether we move forward with our project without Maryland  
21 or not.

22 AUDIENCE MEMBER: Thank you.

23 AUDIENCE MEMBER: You still haven't answered

1 my question.

2 AUDIENCE MEMBER: Yeah, you still haven't  
3 answered the question.

4 AUDIENCE MEMBER: Why are we doing this and  
5 expanding all these lanes and the bridge is not being  
6 rebuilt or widened? That's the back up. That's the jam  
7 up, is on the bridge.

8 MS. SHAW: Right. And we agree with that but  
9 we also believe --

10 (Audience applause)

11 AUDIENCE MEMBER: Maryland and Virginia have  
12 not been able to get together to agree to the funding for  
13 that bridge. So now you're going to a private company,  
14 that a private company funds this expansion lanes and it's  
15 going to be much worse. (Unintelligible)

16 MS. SHAW: Right. We believe that our traffic  
17 studies that we come back to you with in the fall will  
18 demonstrate that there's a benefit to the project, but we  
19 don't have those numbers today. It's what we've -- we've  
20 looked at it, we've got our traffic people here tonight.  
21 They are also willing to talk with you back at the boards.

22 I understand your concern and what you're  
23 saying and I think, you know, if our traffic studies show

1 there is absolutely no benefit we won't move forward. We  
2 won't. But we believe that there will be.

3 (Audience applause)

4 (Audience member asking question from the  
5 back, unintelligible - not using a microphone)

6 MR. DANE: Hi. My name is John Dane. I've  
7 lived in the area for over 30 years, also originally from  
8 Brooklyn.

9 (Audience applause)

10 Sixth Street as a matter of fact.

11 (Laughter)

12 My question is this, the map you had with the  
13 study overview has all the blue lines of kind of the study  
14 area, they go along the Beltway from the Toll Road up to  
15 the bridge, but then they also extend way down along the  
16 Toll Road to Spring Hill and down the other way to Dolly  
17 Madison and south on the Beltway all the way to 123, and  
18 my question is why? What's going on there?

19 MS. SHAW: So, we look at how the project  
20 impacts traffic in and around the Beltway, not just at the  
21 Beltway. We're not necessarily proposing any improvements  
22 there, but we understand it's a regional network and we  
23 want to see how what we do on one area might impact flow

1 and traffic on another.

2 MR. DANE: You said not necessarily, is it  
3 possible that we'll see additional construction on those  
4 areas in the blue dots?

5 MS. SHAW: It's possible. That's one of the  
6 things that we work with FHWA on when we look at what the  
7 results are with the build versus the no-build. We'll  
8 look at those areas to see if there's any kind of hot  
9 spots that we need to address as well as what we're  
10 proposing on the Beltway.

11 MR. DANE: When would that be folded into the  
12 study if you did that?

13 MS. SHAW: That would be over the summer as  
14 traffic results become available to us.

15 MR. DANE: Okay. Thank you.

16 MS. SHAW: So we also work closely with  
17 Fairfax County Department of Transportation. So they also  
18 are kind of looking out for the County's interest and work  
19 with them. I know they've got a couple of representatives  
20 here tonight, Martha Coello and Eugene Yuqing are at the  
21 back there, and Chris representing our Trails Community.

22 So, they're also here kind of observing and  
23 trying to get a feel for any comments or questions that

1 people have.

2 MS. HUGH: Hi, my name is Betty Hugh [ph] and  
3 I think you may have partially answered my question in  
4 this process, but the question is, when can you provide  
5 the 2025 sensitivity analysis that shows the impacts if  
6 the Maryland project does not go forward, because it would  
7 be probably of great interest to the community not to have  
8 to wait for an analysis to be provided until the fall of  
9 this year for the report when you provide the draft  
10 environmental assessment?

11 MS. SHAW: I mean, it's currently scheduled  
12 for the fall. We'll get back with our team to see if we  
13 can move that up at all. I do understand the sensitivity  
14 of it, but there's a lot of work that's got to go between  
15 now and then. So, the fall is when it's currently  
16 planned.

17 AUDIENCE MEMBER: Thank you. I'm (inaudible).  
18 I've also lived in this area for 35 years. My question is  
19 about the selection of Transurban for the building of the  
20 project. It looks like there's been an agreement that's  
21 been signed with them.

22 And my question really is what other options  
23 has the State, has VDOT considered for funding and



1 financing that project? How was the selection of  
2 Transurban taken place and under what terms and  
3 conditions?

4 What is the (Unintelligible) rate at the time  
5 of (Unintelligible) of Transurban from this project? Has  
6 that analysis been done and how does that compare to other  
7 alternative sources of funding, like raising taxes or  
8 issuing specific bonds on this area?

9 And to what extent are the economic benefits  
10 that Transurban will receive will the offset by some  
11 payment to the State for acquiring and using public land  
12 for tracking purposes?

13 And finally, what are the terms of the  
14 agreement with Transurban, for how many years does it run  
15 and what happens afterwards?

16 (Audience applause)

17 MS. SHAW: I'm not sure how many questions  
18 that was but it was definitely more than one. But let me  
19 just say the agreement that is with Transurban has  
20 (Unintelligible) end date which is 2087, and that is from  
21 the original deal that was signed. So this would get  
22 rolled up into that, it would not extend that date any.

23 This is a developmental framework agreement,

1 it is not subject to public disclosure. That is because  
2 if we abort, say partly through with Transurban, which  
3 VDOT always has that option, if they don't meet our -- if  
4 we can't successfully negotiate what the terms and  
5 conditions might be for the binding proposal or if they  
6 are unable to submit a binding proposal, we could have  
7 options to go out and procure it in a different manner,  
8 and they may compete on that. So there is this protection  
9 of their competition stance as we move forward.

10 But VDOT does have the ability to not accept  
11 the binding proposal. So, we've set the terms and  
12 conditions. We work on that. We're kind of working on  
13 that process now, the framework just kind of sets the  
14 broad guidance about how we're going to move forward with  
15 developing a binding proposal.

16 So we're not -- it's not a done deal. It's a  
17 partly done deal, and it kind of represents the fact that  
18 there's a lot of efficiencies in having the current  
19 operator just extend their existing system without adding  
20 all that new infrastructure. They already have an  
21 operations center where they monitor traffic. They've  
22 already got tolling people in place doing all the  
23 necessary things. They've got maintenance people out

1 there maintaining the Express Lanes.

2 So, there is quite a bit of efficiencies in  
3 terms of them providing the extension and it is allowed in  
4 the confidence of agreement that we've already signed.

5 AUDIENCE MEMBER: (Unintelligible - not using  
6 microphone)

7 MS. SHAW: Yeah, so we have a robust analysis  
8 that we'll be doing where we compare it to a publically  
9 financed process as well. We did something similar on 66  
10 outside the Beltway where we compared with some other  
11 options. But I think, you know, the stipulation is that  
12 there be no public, or no Commonwealth contribution for  
13 the project.

14 Our rough estimate at this point in terms of  
15 what we're talking about in an initial phase, and this  
16 does not including the American Legion Bridge or anything  
17 else, it's just looking at adding the lanes as we are  
18 showing them and the connections at the interchange, is  
19 somewhere around the \$500 million range is what we believe  
20 the cost of the project is.

21 If you looked at Smart Scale and what the  
22 region got this year for Smart Scale, I'm looking to  
23 anybody over there, but it was not 500 million. The

1 region did not get 500 million statewide, it's much less  
2 than that. So it's a pretty heavy lift to completely  
3 publically finance and pay for a project of this size.

4 AUDIENCE MEMBER: (Unintelligible - not using  
5 microphone)

6 MS. SHAW: So, yes, there is a lot of that. A  
7 lot of that is proprietary.

8 I will say in all of these deals there are  
9 stipulations where if they exceed certain levels then  
10 there is a revenue sharing that goes back to the public.

11 AUDIENCE MEMBER: Can you state  
12 (Unintelligible - not using microphone)

13 MS. SHAW: I don't have the numbers with me so  
14 --

15 AUDIENCE MEMBER: (Unintelligible - not using  
16 microphone)

17 MS. SHAW: -- so I --

18 AUDIENCE MEMBER: (Unintelligible - not using  
19 microphone)

20 MS. O'TOOLE: My name is Bridget O'Toole and  
21 I've lived in McLean for 15 years, and my question is  
22 around the HOV lane.

23 So, I understand why the toll lanes need to be

1 separated because you need to charge a toll, but if  
2 there's no charge for the HOV lane, why are they being  
3 separated?

4 The HOT lanes are not used partially because  
5 they're expensive, but partially because they are  
6 difficult to get on and off of. They're not at the normal  
7 interchanges. And so every other highway just has an HOV  
8 lane that you can get on and off of whenever you want, why  
9 do these have to be separated if they're not getting  
10 charged for?

11 (Audience applause)

12 MS. SHAW: So, they are shared, I will say  
13 with the toll paying people, and if you drive 66 today and  
14 you see what an HOV lane looks like that anybody can get  
15 in and out of, it doesn't work very well.

16 AUDIENCE MEMBER: Well, you got --

17 MS. SHAW: I'm just telling you.

18 AUDIENCE MEMBER: You've got 495 and no one's  
19 in the HOT lane, so I don't understand how it's going to  
20 ease congestion.

21 MS. SHAW: Yeah.

22 AUDIENCE MEMBER: I mean, you guys, you guys  
23 did a model before you built the HOT lanes that exist

1 today, does the traffic not match your model?

2 (Audience laughter and applause)

3 MS. SHAW: So, I'll take that question back  
4 and I know we --

5 (Audience laughter and applause)

6 AUDIENCE MEMBER: Of course it doesn't match  
7 the model, come on.

8 MS. SHAW: I would say for 495, in the opening  
9 year the traffic did not match up with the projections,  
10 but since that time they've kind of reset and I believe  
11 they are not exceeding those projections. But I will need  
12 to go back to get the actual numbers. We'll take that  
13 question back.

14 MR. PAN: Good evening, my name is Gary Pan.  
15 I have lived in Great Falls for 20 years, right off of  
16 Georgetown Pike, actually also running for state delegate  
17 for Great Falls, McLean and other areas. I'm here tonight  
18 and that's--

19 (Audience applause)

20 More importantly, we have a lot of traffic  
21 construction going on. Route 7 widening is happening as  
22 well.

23 You know, after we had the tolls go in, we had

1 a dramatic increase to the traffic on Georgetown Pike.  
2 Huge, in both ways, all day long, right. Now we have  
3 Route 7 come on board and it's going to have a huge impact  
4 on this area.

5 So I asked VDOT at a recent presentation over  
6 at Forestville Elementary School about the analysis that  
7 you guys have done. And I asked them, have you done a  
8 holistic, you know, review of this and they said, "Yes, we  
9 did a long time ago when we did the scope of work for the  
10 project and it hasn't been updated."

11 So my question is, how can, you know, can we  
12 expect it to be done a little bit more timely and periodic  
13 review of the traffic impact because all these projects  
14 change all the time, we understand that, but we as  
15 citizens need to be aware of what's coming down the pipe  
16 because it's just congestion all day long?

17 (Audience applause)

18 MS. SHAW: Okay. So I think your question is  
19 how we manage traffic during construction given that  
20 there's so much going on in the region and we do have a  
21 regional management traffic plan, so that's one of the  
22 things that we will work on with our partners and I think  
23 it's a fair point that maybe we need to expand that to

1 some of the multiple project corridors that we have under  
2 construction. So, thank you.

3 AUDIENCE MEMBER: I'm sorry, you spoke a lot  
4 about if we're going to do the construction and Maryland's  
5 not ready what's going to happen and you're looking at  
6 that alternative and that possibility.

7 Have you taken the other side, I did not hear  
8 that at all, that we don't do anything and Maryland does  
9 their lanes and we see what the improvement will be?

10 (Audience applause)

11 MS. SHAW: So, Maryland will be doing that in  
12 their environmental study.

13 AUDIENCE MEMBER: I'm sure that they will,  
14 but --

15 MS. SHAW: Yeah, because

16 AUDIENCE MEMBER: (Unintelligible)

17 MS. SHAW: Right, because they'll assume that  
18 we're in and they're not in, right? Yeah.

19 (Questions/comments called out from the  
20 Audience, no one using microphone)

21 You want them in and we're not in, we will do  
22 that study. Yeah, we'll do that study. That's our no-  
23 build. That's our no-build, yeah.



1           AUDIENCE MEMBER: And when do we get to see  
2 the results of that?

3           MS. SHAW: Well, we have some of it tonight,  
4 the 2045, the preliminary study.

5           (Questions/comments called out from the  
6 Audience, no one using microphone)

7           MS. SHAW: Yeah, because that was with  
8 Maryland assumed to be in in the year 2045 and the no-  
9 build was us not in but them in. So, I don't think we  
10 have 2025 yet for that. We'll have that in the fall.

11          AUDIENCE MEMBER: So where do you see that?

12          MS. SHAW: Rob, you want to -- Rob Prunty is  
13 our traffic guy. There's the two big screens back there,  
14 they can scroll through whatever displays you want to look  
15 at.

16                    Yes?

17          MR. BARRENS: My name is Bill Barrens. [sic]  
18 I've lived in McLean for 48 years. A critical time period  
19 for this discussion is after we build in Virginia and  
20 before Maryland builds and I have the impression that's  
21 being sort of shoved under the rug. The traffic analysis  
22 should specifically address the period before completion  
23 of the Maryland construction.

1           It's a nearly \$10 million project, it's highly  
2           suspect politically. There are many people in Maryland  
3           that think they ought to spend the money to support the  
4           Baltimore area not Montgomery County.

5           The question then also was, if there is  
6           substantial period and it's going to be deadly in it's  
7           effect on traffic on the Beltway, if the project is to go  
8           on and proceed at all, can it successfully be constrained  
9           by progress of the Maryland bill so that we stop if  
10          Maryland's not in any position to be close to providing  
11          the bridge upon completion of the Virginia work? That  
12          could be a period of many years, and during those many  
13          years you'll do a lot of damage to McLean and won't  
14          achieve anything but to screw traffic.

15                   (Audience applause)

16          MS. SHAW: Thank you. I'm going to just kind  
17          of if it's a routine question I'm not going to really  
18          answer again, but then I think that one you've talked  
19          about quite a bit and I understand the concern.

20                   We are at 8:27. We are supposed to be out of  
21          here at 8:30, but, you know, we can try to keep going with  
22          questions. I'm looking to my public affairs people.  
23          Okay, we're going to check.

1 MR. WHITFIELD: I'm Rob Whitfield with the  
2 Fairfax County Taxpayers Alliance and I've lived in  
3 Fairfax County for over 40 years, 10 years in McLean. So  
4 (Unintelligible) highway network (Unintelligible) North  
5 Carolina to New York state.

6 This question is about the truck management  
7 and the idea on I-66 they introduced several years ago  
8 some kind of speed monitoring system starting, let's say  
9 out near Centreville, and the idea is that if there's an  
10 incident ahead, let's say at 123, they have variable speed  
11 signs that lower the speed.

12 So, back a couple of months ago there was a  
13 tanker crash near the bridge. So I suggested to, I guess  
14 it was Nick Donohue or the Transportation Secretary, the  
15 need -- we need to do certain things now rather than  
16 waiting five years for some new project.

17 So, speed control signs, let's say north of  
18 Tyson's Corner, is something that can be done this year.  
19 Yes, it has to (Unintelligible) the budget to be approved.  
20 Right now 87 percent of our money from Northern Virginia  
21 is being shoveled to Arlington and Alexandria for transit  
22 projects.

23 Of course there was no similar help from

1 Arlington and Alexandria to build the Silver Line for \$6  
2 billion, three billion of which comes from tolls from  
3 people.

4 MS. SHAW: Excuse me, do you have a question?

5 MR. WHITFIELD: So my question for you is,  
6 while it's just not truck safety, it's overall safety, has  
7 any specific proposal been made to improve safety on this  
8 section of highway?

9 Furthermore, the area south of Tyson's Corner,  
10 north of 66, is increasingly congested, so we need to look  
11 in terms of an overall plan, not just for this one segment  
12 here, but let's say north of 66 over the next 30, 40  
13 years.

14 One of the problems we have is with this  
15 private sector, if you go and look at the financial plan  
16 for I-66, 90 percent of it is from investors, and this is  
17 totally unacceptable because nobody has any sense of what  
18 the rate of return being gained by the investors. It's  
19 certainly far more than the cost of bonds that VDOT sells  
20 at about four percent. So the equity is probably  
21 somewhere between 13 and 16 percent, and the end product  
22 we pay for --

23 MS. SHAW: Okay. I'm going to ask you to

1 please ask a question (Unintelligible)

2 MR. WHITFIELD: Okay. What are you going to  
3 do to improve the public disclosure of vital financial  
4 information and cost of collection and then I would ask  
5 that you create a venue, either in McLean or Tyson's,  
6 where people can go and look at the actual data that you  
7 have today so it's not this kind of loosy-goosy forum.

8 MS. SHAW: I'll take that to a colleague, but  
9 I will just say the Office of the Attorney General  
10 approves what can and can not be released. So we follow  
11 the Code. It's not really necessarily a VDOT issue, but  
12 we do get review and determination from their office.

13 MR. WHITFIELD: So please provide - I was here  
14 at the meeting a year ago - please provide a venue where  
15 the public can read what has been asked and what your  
16 answers are.

17 MS. SHAW: Okay. Thank you.

18 Yes?

19 MS. PONA: Hi, I'm Natalia Pona. [ph] You're  
20 painfully aware that you have a fairly sophisticated  
21 audience and my comments generally follow the line of  
22 trust but verify.

23 So my request is that the environmental study,

1 if you can please provide the raw data, not relative data  
2 but the actual raw data, ideally simultaneous if not  
3 before the next meeting, that would be fabulous.

4 (Increase volume in background talking)

5 And then also if you can provide the modeling  
6 that's used and the assumptions that go into your models  
7 so that there is (Unintelligible) this work and replicate  
8 your models.

9 MS. SHAW: Thank you.

10 MS. PONA: Thank you.

11 AUDIENCE MEMBER: My name is Anastasia  
12 Carbusos [ph] and I'm actually running for school board of  
13 Fairfax County here in Dranesville and one of the main  
14 concerns is actually safety. And tonight (Unintelligible)  
15 look at the maps you provided in the 2025 and 2045  
16 projections and the most critical, we're here right now at  
17 Cooper, and there's no plans to actually help the  
18 congestion right in front of the school.

19 So right now, in order to, you know, make the  
20 left from Balls Hill to Georgetown Pike takes forever. If  
21 you want to go to make a right, you know, there's no  
22 light, there's no right lane to go. It's a very simple  
23 solution.

1 I was talking to your staff and they said oh,  
2 it's such an easy thing to do. So, I'm asking if you can  
3 really look into that because being able to come in and  
4 out of Cooper, the safety of our children is imperative.

5 It's great to talk about the larger scheme of  
6 things, but something that should be addressed today at a  
7 minimal cost should really be addressed by VDOT and I urge  
8 you to really look into that, to how it would be for cars  
9 to be able to come into Cooper and also for the traffic,  
10 you need to make a right lane -- I live right off  
11 Georgetown Pike, I pick up my child and I have to wait in  
12 line for everybody going left.

13 So it's an easy solution and I urge you to  
14 look into this. Thank you.

15 (Audience applause)

16 MS. HALL: Hi, my name is Mary Hall and I live  
17 on Green Oak. I just moved there. I'm very concerned  
18 about the flyover plan, but it's caused me, because I'm  
19 sort of new to this community, to consider why we're  
20 having this here.

21 If you look at all of the bridges that get us  
22 over to Maryland or Washington DC, they are very heavy on  
23 this side of Fairfax County. You have the Key Bridge, you

1 have the Chain Bridge and then you have this American  
2 Legion Bridge.

3 My question, and I understand that Maryland is  
4 not onboard for any of this, but my question is, have you  
5 considered having another point of entry further west in  
6 Fairfax County.

7 The Dranesville District, the Leesburg Pike, I  
8 know they've widened it. Wouldn't it be tactical to have  
9 some sort of bridge from say Seneca Road to Maryland and  
10 then use that Carderock infrastructure that is not getting  
11 used on a regular basis?

12 Those roads are empty. Whether it's morning,  
13 noon or night, those roads are empty. So I don't  
14 understand if there is a federal parks issue over there or  
15 if it's Maryland is just not coming to the table so we  
16 haven't considered that.

17 My question is, have you considered almost any  
18 other idea than this?

19 MS. SHAW: So, there have been a number of  
20 discrepancies - (audience applause) - (Unintelligible) not  
21 at the American Legion Bridge and I would just say that,  
22 you know, anything that we're doing with this project  
23 doesn't preclude that from happening, so that could still



1       happen.

2                   I know today Loudoun County is actually doing  
3       a study of additional crossings themselves for Loudoun  
4       County.  So, I mean, it's been studied through the years  
5       but this project is focused on capacity in the 495  
6       corridor.

7                   MR. O'TOOLE:  Hi, my name is Brian O'Toole.  I  
8       live in McLean.  I have just a simple question.

9                   Would VDOT consider this project if Transurban  
10      wasn't paying for it?

11                   (Audience applause)

12                   MS. SHAW:  So, you know, we actually started  
13      the project before Transurban was involved.  So when we  
14      started in the Spring, that was just -- we were just doing  
15      an environmental study and actually some of the  
16      information that's being gathered today is probably more  
17      than what we would have done just because they are now  
18      doing that effort.

19                   MR. O'TOOLE:  It just seems that if you added  
20      two general purpose lanes in each direction you would  
21      increase capacity by 50 percent without all of this  
22      infrastructure, flyovers or HOT lanes and make it  
23      available to everybody not just --

1 (Audience applause)

2 MS. SHAW: And I think (Unintelligible) want  
3 to say that we focused on our Express Lanes project, it's  
4 moving more people. That HOV three component and having  
5 buses and transit vehicles being able to move at a  
6 guaranteed free flow is really important to us.

7 If you look at, you know, adding more general  
8 purpose lanes it still would not get us out of congestion.  
9 So really what we're doing is trying to provide those two  
10 lanes in each direction that could move at a guaranteed  
11 speed.

12 (Increased volume of background noise)

13 AUDIENCE MEMBER: (Unintelligible - not using  
14 microphone)

15 MS. SHAW: Yes.

16 AUDIENCE MEMBER: (Unintelligible - not using  
17 microphone)

18 THE COURT REPORTER: Susan, they have to quiet  
19 down in the back, I can't hear.

20 MS. SHAW: Okay. Can I ask the people in the  
21 back to kind of keep it down just a little bit and the  
22 people at the mic to try to speak up or make sure you're  
23 hitting the mic. We are trying to record the conversation

1 here so that we can have a record. Thank you.

2 MR. HALL: My name is Scott Hall. I'm running  
3 for grandparent but my children are not cooperating.

4 (Laughter)

5 When the Silver Line was announced, our  
6 Supervisor John Foust did everything he could to get  
7 consideration to have the subway put underground. And  
8 despite his efforts it became fairly apparent that it was  
9 a done deal. It was said that (Unintelligible) didn't  
10 want to pay a French firm to tunnel under.

11 It seems to us, to many of us I believe, that  
12 this is a done deal, and I'll tell you why.

13 (Audience applause)

14 You've been asked a number of times about, you  
15 know, this study or that study and you keep say we're  
16 going to get it done.

17 So my question to you is, once you get them  
18 done, what period of time will there be between your  
19 getting them done and your signing a final contract and  
20 how much public hearings will be held?

21 (Audience applause)

22 MS. SHAW: So right now we anticipate having  
23 one public hearing in the fall and then as we said

1 contract would be, the earliest with Transurban would be  
2 sometime in 2020.

3 MR. HALL: That wasn't my question.

4 What my question was, is once you get the  
5 studies done, what period of time will elapse between the  
6 studies being done and published and a final signing and  
7 during that period, assuming there is any period between  
8 there, how many public hearings will you have?

9 In other words, if you don't get the studies  
10 done I think you need to put off signing the contract  
11 until you get the studies done and let the community take  
12 a look at them.

13 MS. SHAW: Right, and that is required. I  
14 mean, we have to get the environmental decision completed  
15 before we would enter into a contract.

16 AUDIENCE MEMBER: (Unintelligible - not using  
17 microphone)

18 MS. SHAW: The environmental studies, yes.  
19 Yes.

20 AUDIENCE MEMBER: (Unintelligible - not using  
21 microphone)

22 MS. SHAW: Prior to the public hearing. The  
23 minimal requirement is 30 days prior to the public hearing

1 and then there's a 30-day comment period.

2 MS. GARDNER: Hi, I'm Samantha Gardner. I  
3 live right against the wall on Auburn Lane and there is a  
4 line of disturbance cutting off about three-quarters of my  
5 property.

6 So my question was, if in the worst case  
7 scenario this goes through and our property needs to be  
8 taken, how do you handle relocating homeowners?

9 For example, do you pay enough that allows  
10 them to buy a house in the same neighborhood? And  
11 similarly (Unintelligible) we have neighbors who now have  
12 a (Unintelligible) or some other big construction right  
13 next door, how do you handle compensating that and what's  
14 the process?

15 MS. SHAW: So, we do not anticipate any  
16 residential relocations on this project. I'm not sure if  
17 you're looking at the limits of disturbance or what's  
18 shown on what we anticipate being the design plans.

19 You know, we keep pulling those in, but we do  
20 follow the Uniform Relocation and Assistance Act as well  
21 as our own policies. We have very prescribed processes  
22 for how we appraise property, how we assess damages and  
23 all of those types of things.

1           So I can talk with you and get in more  
2 specific detail about your situation if you'd like.

3           MS. GARDNER: Thank you.

4           MS. CRYSTAL: Hi, my name is Susan Crystal. I  
5 live in (Unintelligible) and my property backs up to the  
6 GW Parkway and no one has talked about the interface  
7 between this project on the Beltway and how it will affect  
8 the GW Parkway this evening.

9           I'm sure you've talked about it, but I  
10 wondered if you could talk a little bit about that given  
11 that I read the GW Parkway needs to be completely  
12 reconstructed, it's had two large sink holes that shutoff  
13 traffic flow recently in the last two months.

14          So, could you talk about that, please?

15          MS. SHAW: So, most of the work that we would  
16 be looking at is very close to the Beltway in terms of  
17 direct impact and how we might tie in.

18          As we've mentioned tonight, the Park Service  
19 has asked us to also look at an option without any new  
20 Express Lanes connections to the GW Parkway.

21          The Parkway themselves published an  
22 environmental assessment last summer for the pavement  
23 reconstruction, major repair work. They are working to

1 try to get a grant through their own processes because  
2 they're responsible right now for the maintenance of that  
3 facility.

4 You know, whether there would be any  
5 discussions if we added traffic connections there, there  
6 may be some further discussions with the Park about how to  
7 mitigate any type of impact and, you know, deal with --

8 AUDIENCE MEMBER: (Unintelligible - not using  
9 microphone)

10 MS. SHAW: We don't have those studies yet.  
11 That's something certainly the Park is very interested in  
12 and we are as well.

13 MS. BUTLER: Hi, I'm sorry, I'm back. I'll  
14 keep it really brief I promise. I know everybody's been  
15 bombarded all night by constant comments.

16 (Increase volume of background noise)

17 But my question is, have you guys taken into  
18 account that this project will be completed in 2045 when  
19 technological advances are probably so vast by that time,  
20 cars will be driving themselves, and no one knows what  
21 traffic patterns are going to be like with that type of  
22 car.

23 (Audience applause)

1 MS. SHAW: So, you know, we try to look into  
2 the future based on this regional land use and traffic  
3 model to at least predict, you know, what the traffic will  
4 be.

5 But I hear you, you know, nobody knows. I  
6 mean, we are saying that the project would be potentially  
7 completed by 2023. And so that's the year that we're  
8 looking at in terms of over the year.

9 What happens by 2045, you know, is anybody's  
10 guess. We do try to do that projection.

11 MS. BUTLER: Thank you.

12 MS. SHAW: All right. I'm going to stop us  
13 now and we will meet with you back at the boards.

14

15 \* \* \* \* \*

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17 (Whereupon, at approximately 8:45 o'clock,  
18 p.m., the proceedings were concluded.)

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## CERTIFICATE OF NOTARY PUBLIC

I, JUDY F. HENDERSON, the Verbatim Reporter before whom the foregoing comments were made, do hereby certify that the comments were taken by me stenographically and thereafter reduced to typewriting; and that I have no interest in said proceedings, financial or otherwise, nor through relationship with any of the parties in interest or their counsel.

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JUDY F. HENDERSON  
Verbatim Reporter