



GREATER WASHINGTON
Board of Trade

**Statement of Daniel Flores
Vice President, Government Relations
Greater Washington Board of Trade**

House Transportation and the Environment Subcommittee

Delegate Marc Korman, Chair

Delegate Carol Krimm, Vice Chair

**Senate Public Safety, Transportation, and Environment
Subcommittee**

Senator Cory McCray, Chair

**Joint Briefing on the Maryland Department of Transportation
(MDOT) I-495/I-270 P3 Project and Agreement**

Tuesday, June 29, 2021

10:00 a.m.

Virtual Meeting

My name is Daniel Flores, I am the Vice President of Government Relations for the Greater Washington Board of Trade. I am here in support of the I-495 & I-270 P3 Project.

Alleviating traffic congestion in Greater Washington to reduce the costs of congestion and to attract and retain qualified employees, keep businesses and attract new ones is one of the Board of Trade's priorities. On the infrastructure side, we support the construction of new roads, transit and bridges and the funds needed to secure these improvements.

The pre-development agreement MDOT is presenting is a good deal for Maryland and for the Greater Washington Region. It would add new HOT lanes - - and new regional express-bus service -- from the George Washington Parkway all the way to I-70 in Frederick, dramatically reducing congestion delays on two of our region's worst traffic choke points, and transforming these aging facilities into modern, multimodal corridors, at no net cost to State or local taxpayers.

Virginia's plan to extend its HOT Lanes network to the American Legion Bridge and with the potential matching lanes on the Maryland side on both directions, will create a seamless express network in the greater Washington region.

Moreover, allowing HOV and transit vehicles to use the managed lanes for free will encourage people to carpool and take transit.

The need to act now to improve two of the region's worst bottlenecks in Maryland and implement the historic regional "Beltway Accord" agreed to between the Governors of Virginia and Maryland is urgent.

We believe, ultimately, that the entire region's Interstate Highway System needs to be upgraded and modernized, with new managed lanes and express-bus transit service on the entire network. Maryland has been studying managed lanes in these corridors for 30 years already and we feel that is enough. We have a solution that works, and it is time to move this solution forward.

The P3 program is necessary to the region's economic vitality that will help the region stay competitive, improve quality of life and help the environment by increasing the average travel speeds and reduce per vehicle greenhouse gas emission.

Reversible lanes will not accomplish this, but would increase congestion and emissions.

The bottom line is, this P3 Program is a good deal for the entire region and will deliver lasting benefits and traffic relief for millions of our citizens every week who are stuck in some of the nation's most congested traffic. This is the only viable option for replacing the American Legion Bridge and I-270 for many years and we urge Maryland officials to give this plan your full support.

Thank you for the opportunity to testify.