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But I have tried as both Delegate and Comptroller to be a strong proponent and advocate and supporter of mass transit. Nobody was a bigger supporter of the Purple Line. I salute the Governor for his team also looking at that very important mass transit project in Montgomery and Prince George's.

I am concerned about the impact of climate change. My wife is terrified. I mean, the whole thing is just, looks with this U.N. report as if it has to

be moved to a new status. And I understand there are a lot of pragmatic solutions that Montgomery County elected officials have come up with to address traffic congestion. I think we also have to, you know, realize that cars sitting idle on highways waiting for congestion to clear is not a good thing for the environment.

So I actually think the State should continue to invest and expand even more in public transit programs, but we don't have unlimited financial resources like the federal government. So I think we have to identify what is available in front of us. Kicking the can down a highly congested road is no longer an option. We just have to, we can't maintain the status quo and anticipate a worsening of a situation that quite frankly will be too late to solve if we wait another ten or 15 years.

So maintaining the status quo obviously keeps giving Northern Virginia a leg up as far as economic advantage. We can't do that. We need to pay attention to the economy on our side of the river. And we need to make sure that we are going to address the congestion problem or at least attempt to at the American Legion Bridge.

How best to address the problem of course we can debate for a long time. Even with the promise of billions of dollars from the federal infrastructure plan, which a lot of my neighbors think we should wait for and not use the private sector money. Unfortunately that means three, four, five years of review, my

understanding of the federal dollars. So even if those dollars could come down the road, I think we would have a long wait. Many of those dollars have been dedicated to projects like the B&P Douglass Tunnel in Baltimore, to aging bridges and roads elsewhere in the State. So I happen to think this may be a pragmatic solution which with total review we can overcome some of the monumental challenges. I know that this is a \$6 billion, \$7 billion project, so it's a big, expensive project. As the Treasurer was saying, we all seem to have a lot of confidence in our Transportation Secretary to make it happen smoothly. And I actually think that some of the pre-planning is going to be a blessing, because you know, we are building these big, new, fancy, complicated, expensive projects, and if we don't do the planning up front, we can incur a lot of built in design flaws that will cost us a lot more money down the road.

So we are dealing with the choke point at the American Legion Bridge. I kid the Governor and tell him that someday I hope I can maybe name part of the bridge after him because he has put a lot of energy into this project. And it wouldn't be here without him. I believe that the local transit programs are going to benefit. I think we are going to have good paying, family supporting jobs in the trades and industries. I think thanks to the recent announcement from President Biden and America's car manufacturers like General Motors, this actually is going to be good in a way for the environment. All these cars are going to be electric

















(Laughter.)

COMPTROLLER FRANCHOT: Okay, good. Well, keep us informed.

GOVERNOR HOGAN: Thank you very much. Is there a motion?

COMPTROLLER FRANCHOT: Move approval.

GOVERNOR HOGAN: Is there a second?

TREASURER KOPP: Second.

GOVERNOR HOGAN: Three to nothing. Thank you all very much. That concludes the Board of Public Works.

(Whereupon, at 2:00 p.m., the meeting was concluded.)