

Comment	24/7 Voicemail	Public Testimony (includes one-on-one and voicemail testimony)	Email (includes letter attachments, articles/links)	Comment Form (online and hard copy)
I oppose this double paying of taxes for this project. Cost should be picked up by the businesses and development companies, not the taxpayer				1
Support keeping the costs as low as possible.				1
Everyone who drives in the toll lanes pays.				1
Excellent graphics and explanation for the minimum toll.				1
I am concerned the soft cap will reduce the travel time benefit of the HOT lanes.				1
The soft cap is very confusing. The red and green percentages are not clearly explained.				1
It is my understanding that MDTA Bond Agreement does not allow discounts for occupancy. How are you offering free passage free passage for HOV3+?				1
I don't agree with discounts. The cost of the trip can be split among the occupants of an HOV3+ vehicle very easily in today's electronic fund transfer environment (Venmo/PayPal, etc.). The cost for a bus trip can included the cost of the toll. No vehicle should be able to use the HOT lanes for free.				1
How will your toll system verify occupancy? How does your toll system differentiate between a 3 axle bus and 3 axle truck?				1
This is absolutely need for a P3 toll facility.				1
Because I am opposed to the project in sum, it is difficult to comment on who gets a discount.				1
Adding additional lanes not only will not mitigate traffic congestion, but also disrupt fragile environmental systems and waterways. Also disruptive to historical site. Please funnel energy and money into transit that encourages people to get OUT of their cars!				1
Consider socioeconomic privilege and the discrimination implied in setting numbers.				1
I AM OPPOSED TO ADDING TOLL LANES. PERIOD.				1
Tolls, which I oppose, should be a flat rate. Variable tolls make the the company receiving the tolls rich and rob the public.				1
We should not be building toll roads that enrich private companies at the expense of the public.				1
<i>Tolls, which I oppose, should be a flat rate. Variable tolls make the the company receiving the tolls rich and rob the public.</i>				0
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Rockville residents should be free rate, permanently, since the imposition and costs are largely theirs to bare.				1
Why are we being asked to discuss toll rates when this project is supposedly not officially approved? The system in place is a rouse and each person responsible for this process should be embarrassed and face both legal and liability consequences.				1
Why are we being asked to discuss toll rates when this project is supposedly not officially approved? The system in place is a rouse and each person responsible for this process should be embarrassed and face both legal and liability consequences. Rockville and other impeded communities residents should not have to pay tolls.				1
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Why are we being asked to discuss toll rates when this project is supposedly not officially approved? The system in place is a rouse and each person responsible for this process should be embarrassed and face both legal and liability consequences				0
I would support only if discount is for HOV-2.				1
Tolls are not the solution and create a have/have not system disadvantaging the low/middle income and making these elitist lanes!!! As tolls go the elite will only be able to afford... those of us will be forced to be late or pay.... More lanes is the solution not tolls!!!				1
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And bicycles to be included later.				1
There was no mention of a bike lane.				1
<i>There was no mention of a bike lane.</i>				0
<i>There was no mention of a bike lane.</i>				0
No trucks or motorcycles should be eligible to use these lanes.				1
Motorcycles and trucks should not be eligible to use these lanes.				1
Build it.				1
Let the market set the optimum price. No one is forced to use the lanes				1
Let the market set the optimum price. No one is forced to use the lanes				1
This is a doubly loaded question. (1) An escalation means something will always go up. You exclude upfront the possibility of rates going down. (2) Answering this question assumes the responder agrees that there will be caps.				1
Everyone needs to pay for the use. The price is per car anyway. HOV and bus users already will pay per person a fraction of the rate compared with single driver vehicles.				1
Tolls only helps those people with money to pay for them. Tolls are discriminatory against the poor and minority communities who cannot afford to pay the Tolls. This Toll is a luxury many people cannot afford and therefore it is discriminatory to the people. Say no to any Toll luxury roads.				1
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This seems like yet another way inwhich the local governments are making this area even more unaffordable for middle and low income. Also the max rates are too high				1
Max rate is too high. Make it fixed rates using the ICC formula.				1
Without additional lanes added, this will make congestion worse.				1

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I fully support the toll lanes and think it will even encourage mass transit use for locals and have out-of-towners help pay for maintenance.				1
Construction Costs/Maintenance are to high to support a fluctuating Toll				1
Absolutely				1
Should be a designated lane for HOV/Buses other than the Toll Lanes				1
Drivers should have the choice to either pay additional Tolls for the convience or the choice to stay in the main travel lanes. I would easily pay a high toll to avoid sitting in traffic.				1
Any and all lanes on I-270 and I-370 should be free of any toll charges. Toll roads only serve to enable the haves, by treating motorists who travel on these U.S. Interstate routes differently based on their personal income and their ability to pay, in order to travel to and from jobs that does not provide any toll subsidy money.				1
There should be no toll lanes on I-270 and I-370.				1
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<i>Any and all lanes on I-270 and I-370 should be free of any toll charges. Toll roads only serve to enable the haves, by treating motorists who travel on these U.S. Interstate routes differently based on their personal income and their ability to pay, in order to travel to and from jobs that does not provide any toll subsidy money.</i>				0
It is completely unfair to MD taxpayers to pay the highest price for the same road again				1
It is no solution to traffic				1
specially when NO improvement to removing the most severely congested area connecting VA and MD - legion bridge. Restriction to already limited narrow space is NOT a solution to traffic problem, and completely illogical.				1
I support keeping any tolling very low. People of limited income should be allowed convenient, affordable access to the Eastern Shore and convenient commuter routes. There is certainly no reasonable alternative route to the Eastern Shore than the Bay Bridge. US. 370, with access to quicker, less congested commuting as well as to Metro transport should be available at an affordable price for all.				1
I can understand the min and max of toll rates. I would prefer that the rate be high enough all the time to maximize the amount of toll all the time.				1
I would disagree with this. I do not want to be responsible tax wise through my real estate taxes to pay for any differences in revenue. The cost should be a consistent price over time, not escalated every year.				1
Those who comply with HOV 3+ and buses should be able to participate.				1
Motorcycles should be prohibited from toll discounts. They make tremendous noise, are unsafe and should be with the rest of the vehicles, and do not deserve special privileges on the Toll Discount issue. If anything, they should pay exactly the same as any non-HOV 3+ toll user.				1
I used to drive this area on a daily basis to and from work. I now drive this section on my way to Hampton, VA, but this will end in about 6 months or so. The comment I have is that consideration should be in place to have a different company manage the toll process after the contract is up. Please do not consider just renewing with the same company. Competition in government contracting is vital, no matter which company or State government is involved.				1
How will this affect lanes on 495? I do not want toll lanes on 495 or 270.				1
It will affect the value of my house by cutting into my neighborhood putting my house closer to 495 and increase noise. At this time the noise is barely tolerable even with a sound barrier.				1
This is a bad idea. Do not do tolls on 495 or 270.				1
Consider reductions in rates based on increased use				1
HOV3+ is unrealistic. I drove this route for over 25 years and majority of cars have only 1-2 people and very few motorcycles. HOV2+ is a more realistic choice.				1
Much too expensive.				1
Too expensive				1
Should be tied to rate of inflation. However most people don't get inflation adjusted income so increases should always be less than inflation rate				1

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If all these classes get free passage then electric vehicles should also be free and hybrids should get discount rate				1
Really opposed to having private sector running this. Should be state road run by state govt				1
No tolls. Just HOV 2+ lanes				1
I do not support tolls. if you create a second outer beltway, i will support tolls				1
I live in Maryland and work in Herndon, VA. If I could take public transportation to/from work, I would. Due to the fact that the DC beltway is a nightmare around Bethesda/Silver Spring, I routinely have to take I-270 and I-200 to get back home every day. I already pay tolls in VA (I-267) and in Maryland (I-200), paying even more tolls just to get across the river is ridiculous!				1
Maryland should not have any tolls on I-495 and I-270!				1
Maryland should NOT move forward with this proposal!				1
<i>Maryland should not have any tolls on I-495 and I-270!</i>				0
<i>Maryland should not have any tolls on I-495 and I-270!</i>				0
I don't understand "soft rate caps" and don't think it has been explained. Don't add any toll lanes.				1
This has not been explained. Don't add any toll lanes.				1
First, why favor motorcycles? Their drivers are typically hot-doggers who drive dangerously. More importantly, don't add any toll lanes.				1
Do not build any toll lanes. The entire concept is flawed and depends on creating or maintaining congestion in the free lanes. We should not be adding lanes under a P3 agreement. It is inefficient and too expensive and environmentally harmful.				1
I live about a block inside the beltway section that would be widened under this "Phase 1 South" and it will lower the quality of life in my neighborhood, Wyngate.				1
I oppose the P3 financing and the privatization of a public good (highways).				1
Expanded and modernized public transportation including light rail should take priority over adding highway lanes.				1
Adding these lanes will harm the environment, encourage sprawl development (poor land use policy), destroy wetlands, parks and homes and people's back yards. Fossil fuel exhaust will increase and pollute the air with greenhouse gases in the midst of a climate change emergency that we are in. Tires give off fragments that pollute and can prevent (e.g., out West) salmon from spawning in nearby rivers.				1
The boosters of this project have not taken into account the huge increase in telecommuting that started with the Coronavirus but is likely to be here to stay. I think most people oppose the entire widening proposal and this Phase 1 South portion within it. I don't believe that the Maryland and federal government agencies involved are listening to the public.				1
We keep fixing i270 and don't do anything to help fix i495 spread the love around				1
Isn't there another way to raise money in stead of tolls? And the disruption of construction?				1
Transurban could not assemble such right of way on the private market. This is theft of public property.				1
There should be no tolls. Freeways are meant to be free.				1
No tolls.				1
This is a giveaway of public property to a private corporation. This is theft of public resources. The legislature should be impeaching Hogan over this.				1
<i>No tolls.</i>				0
I am completely in opposition to tolls on I-270, tolls on I-270 are ridiculous! There has been little or no investment in I-270 since 1990 with the local lane expansion.				1
Why not use the \$.36 per gallon of gas towards expansion of I-270???				
Stop using the \$.36 per gallon of gas as a 'slush' fund and apply the tax towards expansion of I-270!				1
I am completely in opposition to tolls on I-270, tolls on I-270 are ridiculous! There has been little or no investment in I-270 since 1990 with the local lane expansion.				0
Why not use the \$.36 per gallon of gas towards expansion of I-270???				

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The same tolls should be applied to all lanes at all times. The use of express lanes allows people with economic means to enjoy better public services than people who cannot afford the higher tolls. The whole thing is excessively complicated, economically unfair, and unnecessary.				1
It is a fig leaf. You either have a cap or you don't. ; This is an almost-incomprehensible proposal--a cap which is not really a cap. The State should control the toll rates by setting the toll rates, period. Turn it over to the private sector and it is guaranteed that they will attempt to extract monopoly rents from the general public. It is the government's responsibility to protect the public from monopolistic practices.				1
Everyone should pay the same price. ; The same tolls should be applied to all lanes at all times. The use of express lanes allows people with economic means to enjoy better public services than people who cannot afford the higher tolls. In addition, the creation of other lane types causes economic distortions and traffic jams, as we already see in Virginia, where people from the express lanes merge back into regular traffic. The whole thing is excessively complicated, economically unfair, and unnecessary. Traffic density itself is enough of an incentive for people to find alternate route or alternate travel times to avoid congestion.				1
In addition, the creation of multiple lane types causes traffic jams, as we already see in Virginia, when people from the express lanes merge back into regular traffic. Traffic density itself is enough of an incentive for people to find alternate route or alternate travel times to avoid congestion.				1
If revenue is short, raise Federal or State taxes on fuel to pay for roads.; There is no reason for the State Government to give or lease public assets to any private entity, unless the State Government is unable to finance construction. In this case, the State of Maryland can finance the project at lower interest rates than any private sector entity could, resulting in lower total costs over the life of the project. The state should finance the project through direct collection of tolls, other forms of road pricing or through fuel taxes.				1
I support tolls and/or higher fuel taxes to pay for roads. But I oppose creating different standards of essential public services (e.g. road access) based on the consumer's ability to pay. ; I support tolls and/or road pricing and/or higher fuel taxes to pay for roads. But I oppose creating different standards of essential public services (e.g. road access) based on the consumer's ability to pay.				1
YES				1
YES				1
YES				1
YES				1
Strongly Opposed to Corrupt Deals for special consumers. Everyone should pay the same for maintaining the highways. The only fair way to do that is through a gasoline tax, or tax on recharging electric vehicles. All HOV Lanes should be Abolished. All Toll Roads should be abolished. We Pay for these roads, we should be allowed to use them at so-called Peak Hours without being Nicked and Dimed!				1
I am Strongly Opposed to any Toll Rates on I-270 and I-495. These are publicly-funded highways and I view the current Rates that the MDTA uses on MD-200 as a "Scam" to try and confuse and obfuscate the real exact cost of using the highways, bilking the driving consumers of the state of Maryland. We pay a LOT of money in Gasoline, Property, and Income taxes to live in the State of Maryland. We also are forced to pay extra Road Taxes known as Speed Camera or Red Light Camera Tickets. I am Strongly Opposed to the Tolling of our Roadways. Absolutely, 100% Opposed!				1
I think this plan is Garbage. I do not support the implementation of Toll Roads, and believe that they are a massive drain on our society and our economy. They may as well call them White People Roads, because that's who they are designed for (and who can afford it).				1
Strongly Opposed to any Tolling of our Public Roadways.				0
Strongly Opposed to any Tolling or increasing tolls on public roadways. Abolish all Toll Roads.				0
I oppose assessing of the tollgate ranges NOW because it is too early to under the fundamentals support and costs of the project in the first place. I have not seen real validated data which demonstrated more scientifically the salving from the creation of the express lanes.				1
In addition the negative destroying of parkland and houses is too damaging to citizens and business beltway and 270				1
lets listen to the citizens and businesses more deeply.				1
We need to think future and not adopt outdated thinking wider roads/express reduce the traffic crisis. Look at the recent development along 270 that is already adding more cars to the roads. Let's look seriously at adding a train track across the train to REDUCE carsand we need to do the same for route 270.Please really assess the monorail system. Let's seriously reduce cars on the road especially those cars for manner of getting to work				1
It is easier to cut through DC than to spend your money on our clogged, inefficient interstate highway system.				1
I will not use it.				1

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When you plan a road expansion make it 2 to 3 times larger so it will be adequate when and if it is ever completed.				1
This is the only idea that makes sense. However, motorcycles should not be included...this would only encourage more dangerous driving among motor cyclists.				1
If you build additional lanes, they should simply be extra lanes for everyone's use. Toll lanes are only for drivers of higher-income levels, not for everyone. A public works project should work for the entire public, not for a privileged few who can afford the luxury of empty lanes. Take a look at 95 south to see the future of congestion on 495 and 270—drivers of Porsche SUVs and Audis speed along the toll lanes while the rest of people (i.e., working and lower middle class) that your planning team doesn't give a @&\$about because they don't fund your campaigns toil along the 95 for hours. Class divisions are never more stark than when you put in toll lanes.				1
You should not have toll lanes. You don't care about the average working class driver. You will put in the toll lanes, and traffic will still be terrible.				1
Public roads should be for the public. There should be no pay to play in public road planning.				1
I would let traffic level determine the toll rate. If there are lots of cars and trucks getting onto the tolled lanes the price should go up. After all the goal of the toll lanes is to maintain 60mph under ALL circumstances. What is the point of the toll road if it becomes congested??? We're not as stupid as the folks in miami fl which have congested tolled highways.				1
See above-these rate caps also defeat the purpose of tolling in the first place!!! See avoe (the above comment: I would let traffic level determine the toll rate. If there are lots of cars and trucks getting onto the tolled lanes the price should go up. After all the goal of the toll lanes is to maintain 60mph under ALL circumstances. What is the point of the toll road if it becomes congested??? We're not as stupid as the folks in miami fl which have congested tolled highways.)				1
I oppose toll discounts for HOV3 and motorcycles because the driving force behind toll lanes is to offer a better, less congested service to those who pay for it. I am in favor of discounts for public bus service and BRT because faster bus service is a desirable social outcome.				1
I do not believe that there should be a minimum rate especially for drivers who have EZ passes. Because there is no added cost or difficulty in billing these drivers. I am in support of a maximum rate that can be charged.				1
It is unclear from the materials, but I do not support an annual escalation of fees if there is no justification for it. Inflation has been minimal for years. As for growth in demand, it seems that these factors are based on population/income in general but not actually tied to more demand for the HOT lanes. I think that the private partner should have to present actual evidence that demand has increased for the HOT lanes or that its costs have gone up.				1
The tolls should be whatever keeps the lanes moving at speed				1
Absolutely				1
The rates per mile are outrageous and the structure too complicated for majority of population to understand. This takes advantage of all populations using the road.				1
Assuming this is being pushed through anyway, the proposed toll rates indicated PER MILE is outrageous, even if the top figure is not best case scenario, the notion of imposing rates of this magnitude is atrocious. See how things are working out in Virginia?				1
The rates per mile are outrageous and the structure too complicated for majority of population to understand. This takes advantage of all populations using the road (for which their tax dollars are already paying).				1
Tolls should not increase. The jumping-off numbers are ludicrous.				1
Local residents should receive benefits of having this major and costly inconvenience in their backyards, including the increased traffic speeding through family-filled neighborhood streets from so many drivers avoiding the toll roads.				1
This system is poorly designed, no longer relevant due to changing traffic needs, and dangerous as it has steam-rolled requirements of projects of this size. Similar 3PAO projects in Virginia have been held up and laughed at by the rest of the world. This project does not serve to better the lives of the people indicated in the graphic, the plumber is on his emergency call... who is picking up the tab for that \$40+ toll ticket? Same population who is paying for the entirety of this project. Businesses and people will take their business elsewhere. The toll structure here is an embarrassment and while the governor sees it as a growth opportunity, all he really wants is to grow his pockets.				1
These rates are way too high. The average citizen can not afford these on a daily basis.				1
Also Transurban runs the toll lanes in Virginia and I hear that they are awful to deal with.				1
Why can't the state run the toll lanes and be more reasonable like the rates on the ICC.				1
Completely opposed to using tolls to improve traffic. Many users of 270 live on opposite ends of 270, tolls would cause a major financial burden in which we have no choice but to take 270.				1

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Additionally many local roads like 355 would be impacted by traffic trying to avoid the tolls. This would only make local traffic worse. Why not appeal to businesses that are in major areas like Bethesda to spread out around the county instead of bottlenecking in one area. There Was are many empty office spaces in Frederick create more businesses in the upper county.				1
Get 'er done!				1
Get it done. The traffic is horrible, and not everyone lives in an area where public transportation is a viable option.				1
There should be no tolls and no PPP. Giving public right of way to a for profit corporation is theft of public resources. Let Transurban acquire the property rights for a toll road on the private market.				1
Tolls are theft. This is stealing time and money from working class voters.				1
Freeways should be kept free.				1
Tolls are theft. No one who pays Maryland taxes should pay any local tolls. That's what our tax dollars are for.				1
Those who facilitate this theft of public resources should be criminally indicted. It is an abdication of their duty to the public.				1
The solution COVID has taught us. Government/State workers and those that can who Work from home should do so. The roads are starting to get CRAZY again. Toll Roads? New Roads? NO ROOM! at least here on 270 in Frederick County.				1
<i>The solution COVID has taught us. Government/State workers and those that can who Work from home should do so. The roads are starting to get CRAZY again. Toll Roads? New Roads? NO ROOM! at least here on 270 in Frederick County.</i>				0
Escalating rates, if tolls lanes exist, are just a giveaway to the company operating the toll lanes. Exam: The Dulles Greenway rates are out of control. Is this what you envision for MD highways?				1
I believe there should instead be HOV lanes, with no tolls, period. There should be no tolls at all for HOV-2 and higher, vs. HOV-3 and higher.				1
I prefer high-occupancy lanes only. I do not support toll lanes.				1
I think charging tolls favors wealthier drivers, and not Marylanders in general.				1
Tolls are a giveaway to toll companies.				1
If you find a way to charge tolls to out-of-staters only, I could support that.				1
<i>Again, I do not support toll lanes.</i>				0
I think the toll rates should be affordable for all area residents, so not too expensive. Just a dollar or two each leg of the trip.				1
It would be nice if they could actually widen I-270.				1
No toll roads				1
This entire plan is ill conceived and either the by product of incompetence or corruption or both. Infrastructure improvements should be paid for by taxes. If the population growth necessitates more capacity, use the larger tax basis to properly budget and finance road improvements without tolls.				1
<i>No toll roads</i>				0
<i>No toll roads</i>				0
<i>No toll roads</i>				0
tolls should be as high as possible to encourage people to travel between frederick and DC by means other than single occupancy vehicle. SOV trips are bad for our environment, increase traffic, increase damage to our roads, and are most available to wealthier people.				1
alternatives such as HOVs, buses, and trains should be encouraged to the largest extent possible				1
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I oppose this project all together. The effort needs to go into supporting EV infrastructure, increasing mass transit and other forms of reducing the number of cars and trucks on the roadways. The asphalt technology is soon to be a thing of the past or we will all erish under the CO2 and methane blanket we are creating by burning fossil fuels. This is not a rabid irrational point of view, it is based ont science, see the recent IOCCG report.				1
The long-term public/private partnership for such crucial services, taking matters out of democratically elected officials for generations to come, is quite simply, undemocratic and in ways, dangerous to our citizenry;				1
Is it not obvious how discriminatory it is to make new lane use affordable only for those that can afford it? Adding insult to injury, the more traffic, the higher the fees, the more those who can't afford it must sit in greater traffic, while those who can (still) afford the increase get to zoom by. It is unfathonable that this type of structure can be enacted in this day and age (when we are supposedly more conscious of discrimination. P.S.: I can afford the higher tolls. However, the concept to be (re)employed here, as elsewhere these days, is patently offensive, and possibly even challengable on court.				1
<i>See above.</i>				0
<i>See above.</i>				0
<i>See above.</i>				0
<i>See above.</i>				0
I completely disagree with putting in toll lanes. The expense of riding in a toll lane is unmanageable. I have personally ended up on toll lanes by accident and had to pay for that. This will affect many people who cannot afford it and doesn't help the environment at all. You should be encouraging carpool lanes, not toll lanes. I live near 200 and never use it due to the expense.				1
No toll discount needed if you have a free carpool lane				1
I find this plan unacceptable and know you can come up with a much better plan that will help everyone, not just people with money to pay a toll.				1
\$33 minimum to travel 22 miles? \$80 if it's busy. Come on.				1
No regular person will use this toll it's too expensive.				1
Stop this project as constructed. You are giving this away to private concerns and the people who will be hurt most are those who need the relief the most.				1
HOV 3+ is very impractical for most commuters - HOV 2 would be much more reasonable.				1
I strongly oppose the replacement of HOV2 with HOV3. My wife and I carpool together but would not be able to add a third person, so this project will make our commute substantially longer and/or more expensive.				1
plan for alternate modes of transportation not more and more highways				1
No toll at all \$0; This proposal is extremely inequitable based on the high toll prices.				1
It is also extremely disruptive and seems there is no timeline that will ever let traffic flow without construction in my lifetime. Looking further down the 495 corridor there will still be the same, if not worse, bottleneck.				1
You haven't completed the true environmental impact study, or listened to the people that have to use 495 as a local road not only as a commuting road or that live in adjacent areas.				1
Also, many studies out of CA have shown these toll roads for congestion do not work. This project will not fix the congestion for everyone and there are certainly smaller projects that can improve traffic. Maybe Maryland needs to address its residential development, zoning and be less accommodating to builders, all of which are contributing to the traffic.				1
You negotiated what most laypersons can see is a horrible upfront contract that has left you in an uncomfortable position.				1
<i>No toll lanes at all \$0</i>				0
<i>No tolls at all \$0</i>				0
<i>Tolls cause inequity concerning who can afford use the roads</i>				0
<i>No tolls at all</i>				0
<i>No tolls means 0 charge</i>				0
The upper limit cost is insanely high				1
No				1
Need to know how to get HOV 3+ designation				1
I like it in theory, but some of the rates are insanely high				1

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Additional tiles to travel to And from MD to Reston, VA will make my commute exorbitantly expensive and not traveling then is likely to make the time unreasonably long to be able to get to/feom daycare on time.				1
Continued expansion is not helping to alleviate the problem-it's kicking the can down the road and expansion of this sort will add additional commuters for a time until it's just as congested.				1
Investment in public transit options are welcomed to reduce vehicular traffic.				1
We really need a bridge built between American Legion Memorial Bridge and Point of Rocks. Northern Virginia has been asking for it for years and even offered to pay for it. It would benefit our economy and increase business to the west of Bethesda.The needs of the economy and Maryland residents far outweigh the needs of the 8 farmers who do nothing with the land in that area.			1	
Having no bridge there makes traffic in and around DC a nightmare. It makes it impossible to employ the talented people who live on the Virginia side and much harder to sell to them. Wealth stays in Northern Virginia and it imposes a high cost on those of us who wish to do business with people who live in the wealthiest county in America. (Loudoun).				
We should put another bridge near Edwards Ferry Road or White's Ferry road. Or both.				
it looks lower than most toll services provided else where				1
clearly explains the facts behind for the escalation				1
encourages car pooling and those who do should be granted free use of the hot lane				1
This is a good idea of reducing traffic congestion by making those who can afford to pay more the time saving				1
Tolls can range from minimum of \$5 each way to max of \$20 each way depending on time of day!				1
Not motorcycles; unless carrying two or more people!				1
I've lived in Montgomery County for over 40 years! Our traffic problem is horrific! I support building toll lanes & bridge widening as much as possible! As well as another Bridge crossing across the northern part of the county! Northern VA is "eating our lunch" is terms of facing traffic reality and positively reacting to it by building roads & bridges. Let's Build widening 270 up to Frederick at least. And also widen 70 at least from Balt beltway to Breezewood exit! Let's let Montgomery/ MD residents get moving again!				1
<i>\$5 minimum to \$20 maximum!</i>				0
<i>\$5 minimum to \$20 maximum!</i>				0
Two people know nothing about equity? You cannot charge people to use a faster lane because then only rich people can use it.				1
The max rate is too high, ~\$25 an trip does not seem an affordable maximum.				1
I should not need to get our my calculator every trip to try to determine potential toll cost. How can a consumer make an informed choice on cost when the cost can change so drastically so quickly, in an environment like driving on a highway. The toll should have a set price and could change based on time or day.				1
should be based off income changes likely of the lowest paid employees in the region.				1
I dont think motorcycles which are usually single driver, should be included.				1
I would also like to comment that I think the scenarios very prominently displayed showing the time saved for travelers in different scenarios and the cost is a bit disingenuous. They do not clearly show how the times and costs would be affected by the VA toll lanes. I assume these are based off drivers using the VA and MD toll lanes, but only MD toll prices are listed.				1
The restrictions of the entry and exits of the toll lanes will mean less people will use the lanes, and also mean extra hardship for those who do not or cannot use the HOT lanes. There should be more planning around how to allow drivers to enter and exit lanes easily if they make the choice to use them.				1
The current system seems to harm all drivers except those who will want to travel from ALB to Germantown and points North and the reverse. It does not seem fair to others who live near these roads who may want to use them.				1

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<p>The demand factors penalize drivers when traffic recovers. Assume that a bad accident closes the HOT lines for some time, and then the accident is completely cleared. Assume the case of passenger vehicle with soft rate cap of \$1.50 and maximum rate of \$3.76. Assume the demand factors of 1.25 and 0.9 are triggered by the increased congestion and then the later free flow of traffic.</p> <p>Time of increase: At maximum demand factor increase of 1.25, the rate cap would exceed the maximum rate in the fifth five-minute interval (\$3.66 after 20 minutes, \$4.58 capped at \$3.76 during the next five-minute period).</p> <p>Time of decrease: At the recovery factor of 0.90, the rate cap declines to the minimum rate in the ninth five-minute interval (\$1.62 after 40 minutes, \$1.46 capped at \$1.50 in the next five-minute period).</p> <p>Conclusion: It takes approximately twice as long for the cap to decline as it does to rise.</p> <p>Question: Is this (faster increase – slower decrease) fair to toll-payers?</p>			2	
<p>The public must pay more for safety. The December 18,2020 letters to bidders say that the HOT lanes will provide “a safer, faster and more reliable driving experience.” But this means that the free, public lanes will be less safe than the paid lanes. Why should the public have to pay more to be safer?</p>			1	
<p>The Value of Time Study is flawed. The details of the sample used for the VOT study are found in the August 9, 2019 survey and the November 4, 2019 study. The sample has characteristics of comparatively high income. Nowhere is there evidence that the sample reflects the income characteristics of the driving population. However, that sample is used to justify the fundamental conclusions: “At the sample mean income, the mean VOT was \$23.62 for work trips and \$20.55 for nonwork trips, and the median VOT was \$19.68 for work trips and \$16.75 for nonwork trips.”</p> <p>Modeling for the entire project seems to be predicated on this sample: “The median household income of all respondents who chose to report their income was in the \$125,000– \$149,999 income category.”</p> <p>“[S]ensitivity to toll prices decreases as household income increases.” In other words, drivers with lower incomes care more about toll prices. This is not really a surprise.</p> <p>Conclusion: The models assume apparently higher incomes that exist in the population.</p> <p>Question: How fair, equitable, or just is the current toll-rate proposal, considering the actual populations of drivers and their incomes?</p> <p>Note: Again, consider the point that the P3 Program is designed to maximize revenue rather than throughput. Apparently, profit is more important than traffic relief.</p>			1	
<p>I cannot support the results to date of the Toll Range Setting process. I urge the Board to reset the entire Toll Setting process. I oppose the current proposal as it stands.</p>		5		
<p>The concept of soft rate caps is acceptable, but the proposed soft rate cap mechanism is not acceptable. Please see attached comments.</p>				1
<p>escalation should not be automatic. In addition, the fundamental assumption that the P3 program should maximize revenue rather than throughput does not serve the public interest, only the private interest.</p>				1
<p>FAQ Item 25, when a commuter could expect to pay, it says, "The toll rate could be as low as \$2.40 for the 12 miles." But where is the expected total toll for an end-to-end trip during a typical rush hour?</p>		1		
<p>FAQ item 32 about excess toll revenues. It mentions the equity internal rate of return and profit margins. But these figures are not available to the public nor is sharing of excess revenues if any described. Does Maryland receive any of the excess revenue?</p>		1		
<p>In the Virtual Information Room packet on page 10, there is small print that says "Toll rates are for illustrative purposes only." And "Actual toll rates will be set in the future by the Phase 1 South Section developer." How does this support an informed decision?</p>		1		
<p>The October 20, 2020 preliminary due diligence document, states on page 3. "The rate can be set to maximize throughput or reckoned and in order to achieve the P3 program goal, the rate must be set to maximize revenues." What are the actual P3 program goals? And how does maximizing revenue serve the public interest?</p>		1		
<p>The March 12, 2021 preliminary due diligence report on pages 9, 10, and 11 mentions in small print the Capital Beltway Accord, but no version of this document has never been made available to the public.</p>		1		

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<p>It does not help when the governor accuses those with legitimate issues of being, and I quote, "Far left, pro-traffic activists." And it does not help when an MDOT Deputy Secretary threatens jurisdictions with law (indiscernible) the P3 Project.</p>		1		
<p><i>Please see attached comments.</i></p>				0
<p>Please see attached detailed comments.; Supplement to Original Testimony Andrew Gallant, 664 Azalea Drive, Rockville, MD 20850 August 10, 2021</p> <p>Note: This is supplemental testimony. It adds issues to the audio testimony I gave on July 14, 2021, a copy of which is included below.</p> <p>In my previous testimony, I mentioned five issues of concern, in brief:</p> <ul style="list-style-type: none"> • Where is the expected total toll for an end-to-end trip during a typical rush hour? • Does Maryland receive any of the excess revenue? • How can informed decisions be based on “illustrative” rather than “actual” toll rates? • How does the program justify maximizing revenue instead of throughput? • Where is the Capitol Beltway Accord available to the public? <p>Today, I want to introduce the following supplemental concerns:</p>				0
<ul style="list-style-type: none"> • <i>The public must pay more for safety. The December 18,2020 letters to bidders say that the HOT lanes will provide “a safer, faster and more reliable driving experience.” But this means that the free, public lanes will be less safe than the paid lanes. Why should the public have to pay more to be safer?</i> • <i>The demand factors penalize drivers when traffic recovers. Assume that a bad accident closes the HOT lines for some time, and then the accident is completely cleared. Assume the case of passenger vehicle with soft rate cap of \$1.50 and maximum rate of \$3.76. Assume the demand factors of 1.25 and 0.9 are triggered by the increased congestion and then the later free flow of traffic.</i> <ul style="list-style-type: none"> o <i>Time of increase: At maximum demand factor increase of 1.25, the rate cap would exceed the maximum rate in the fifth five-minute interval (\$3.66 after 20 minutes, \$4.58 capped at \$3.76 during the next five-minute period).</i> o <i>Time of decrease: At the recovery factor of 0.90, the rate cap declines to the minimum rate in the ninth five-minute interval (\$1.62 after 40 minutes, \$1.46 capped at \$1.50 in the next five-minute period).</i> o <i>Conclusion: It takes approximately twice as long for the cap to decline as it does to rise.</i> o <i>Question: Is this (faster increase – slower decrease) fair to toll-payers?</i> • <i>The Value of Time Study is flawed. The details of the sample used for the VOT study are found in the August 9, 2019 survey and the November 4, 2019 study.</i> <ul style="list-style-type: none"> o <i>The sample has characteristics of comparatively high income. Nowhere is there evidence that the sample reflects the income characteristics of the driving population. However, that sample is used to justify the fundamental conclusions: “At the sample mean income, the mean VOT was \$23.62 for work trips and \$20.55 for nonwork trips, and the median VOT was \$19.68 for work trips and \$16.75 for nonwork trips.”</i> o <i>Modeling for the entire project seems to be predicated on this sample: “The median household income of all respondents who chose to report their income was in the \$125,000– \$149,999 income category.”</i> o <i>“[S]ensitivity to toll prices decreases as household income increases.” In other words, drivers with lower incomes care more about toll prices. This is not really a surprise.</i> o <i>Conclusion: The models assume apparently higher incomes that exist in the population.</i> o <i>Question: How fair, equitable, or just is the current toll-rate proposal, considering the actual populations of drivers and their incomes?</i> o <i>Note: Again, consider the point that the P3 Program is designed to maximize revenue rather than throughput. Apparently, profit is more important than traffic relief.</i> <p><i>To repeat, I urge the Board to reset this process, taking into account the many and varied comments submitted to the Board.</i></p>				0
<p>I support having min and max tolls, but the maximum is set too high for regular commuters.</p>				1

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Setting the toll discount at HOV 3+ is a terrible idea, please consider making it HOV 2+. It's possible for a married couple to utilize the HOV 2 lane, but not HOV 3. HOV 3 will not be utilized by nearly enough people and will only cause further traffic problems for regular commuters. With a global pandemic still on-going it's dangerous to ask commuters to share their cars with strangers. The current HOV 2 lane is already not fully utilized. If you creating additional toll lanes, why not just create one HOV 3 lane and keep one as HOV 2 but extend it to the American Legion Bridge.				1
Are you kidding? The tolls will already only benefit the wealthy, let's not up the expense again.				1
If this boondoggle mess happens, this discount is the absolute least you can do. And you should really find out if Transurban would even allow that before asking us what we think about it.				1
This project is ridiculous. I believe the roads need improvement and expansion but this particular version has been pushed through a dishonest manor. Start over and be truthful.				1
Do you really care about community input? If you did then this project wouldn't be happening at all. The "Community" being served here are supporters of Gov Hogan, not society at large.				1
TRASH THIS VERSION OF THE TOLL LANES AND BELTWAY I-270 EXPANSION. They are full of shortcuts and money grabs. Come back with something better and be transparent with it.				1
With respect to toll rates the average cost per trip for this first 12 mile section is \$3 and 95 cents. This is slightly lower than the \$5 40 cent average trip currently on Virginia's I-495 express lanes and below many other similarly managed lane projects around the country. In fact, the average user is expected to spend under 20 bucks a month. For business owners like us time is money and the current heavily congested conditions on these highways makes estimating our travel times a total crapshoot. We never know if it'll take five minutes or 30 to get across the Legion bridge. And that wasted time is expensive and drives up costs as well as being a headache to employees and making recruitment difficult.		1		
The democratic business council of Maryland supports the Maryland traffic relief plan and the many benefits that will bring to Maryland families, commuters and businesses. With 1.2 million residents expected to move into the DC region by 2045, we must invest now in the infrastructure to support this growth. Hello, my name is Art Sackler, and I am speaking on behalf of Dem biz. As we call it an organization made up of Maryland, small business owners, entrepreneurs, and activists who provide a voice for business oriented Democrats in Maryland. We support common sense solutions that lead to a vibrant economy, which supports workers, families, and businesses who call our state home. The best path to a brighter future is through a well-paying job. Dem biz generally supports improvements to highway and mass transit modalities that will relieve congestion and enable Marylanders to get where they are going faster and better. Phase one south of the Maryland traffic plan is one common sense solution that supports workers, families, and businesses by providing a seamless and compatible connection with the existing HOT lanes in Virginia, while making overdue infrastructure improvements to the 62 year old American Legion bridge all while keeping existing free lanes free.		1		
And it very much is worth noting that the impact of improved speeds, these new HOT lanes will provide also will cut down on fuel consumption and benefit the environment when vehicles are moving at 45 miles per hour or more, they use a lot less fuel and pollute a lot less than if they're stuck idling in 10 mile per hour, stop and go conditions. So please move forward with the much needed improvements to the American Legion bridge and the I-270.		1		

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<p>The Washington Council of Government's Transportation Planning Board removed the Capital Beltway and Interstate 270 proposed toll lanes plan from an important list of long-term transportation projects for the Washington region. The panel's sign-off is necessary for projects that require federal approval. The board made the right choice. The Maryland Department of Transportation has made a catastrophic miscalculation in two respects – political and technical. MDOT recently removed from current consideration the portion of the proposed Beltway expansion starting at the eastbound I-270 spur and continuing through Prince George's County after they had closed the public comment period for the project's Environmental Impact Statement. Why take an action that requires a revision to the EIS statement and further public review?</p> <p>It is apparent there was a clear hope that this maneuver would minimize opposition to the project. The communities surrounding the portion of the Beltway project that was removed are probably the most potent force in Montgomery County Democratic politics and the most effective opposition to the project. You might expect that eliminating the threat to the abutting Prince George's County, as well as Montgomery County communities, would weaken opposition to the remaining plan. In addition, the swing vote on the Maryland Board of Public Works that must approve a predevelopment contract and the overall project is the state's Comptroller Peter Franchot. He is running for the Democratic nomination for governor. One might conjecture that getting his vote might be made easier if potent participants in the Democratic primary were no longer threatened and motivated by an imminent construction project. But in taking the lead to have the Transportation Planning Board remove the I-495/I-270 project from the transportation list, Montgomery County officials signaled the removal of the segment has not worked to alleviate political pressure. Nevertheless, MDOT is pressing ahead with a so-called predevelopment contract of about \$50 million to its selected contractor for the project. Any contract of this scale will make it politically more difficult to terminate the project – thereby heavily biasing the process to commit to a 50-year project before the public fully understands the cost and benefits of this scheme. At this point MDOT apparently wants to build a project, any project.</p>			1	
<p><i>Ironically, removing the eastern project segment undermines the rationale for even the revised project. MDOT under its new plan proposes to end the Beltway toll lanes and collapse them into the existing lane configuration at a point on the Beltway between the two I-270 (west and east) spurs. Collapsing a road into fewer lanes always raises issues of increased congestion. MDOT will go from a planned six lanes (four non-toll lanes plus two toll lanes) to retaining the current four lanes — six into four. The increased congestion will mean longer travel times for the toll road alternative than those projected by the current environmental impact statement. The longer travel times due to congestion under the new toll road plan makes the no-build alternative (keeping the current highways) more attractive. Some with anticipation and many others with dread, understand that the travel times for trips going from west of the spurs to east of the spurs will increase significantly the day the toll road opens. On that day there will be a chorus of commuters demanding the two toll lanes of the inner loop be extended (with or without tolls) around the eastern portion of the Beltway. Using MDOT's current projections taken from the EIS released to the public, travel times are virtually identical for the morning-evening round trip from I-370 to River Road and back on the toll road's non-toll lanes and the no-build alternative. The roundtrip in the non-toll lanes takes — 30.5 minutes and the no-build trip — 30.7 minutes — the difference is a pathetic 12 seconds. Why are the non-toll times important? Because about 85% to 90% of the toll road traffic is in the non-toll lanes and only about 10% to 15% of the traffic is actually in the toll lanes. Now imagine adding this new chokepoint that backs up traffic in the non-toll lanes to at least where the inner loop of the Beltway splits into I-270 and the Beltway. In this situation it is almost certain a no-build roundtrip from I-370 to River Road will now be faster than the non-toll lanes (with its 85% to 90% of toll road drivers).</i></p>			0	
<p><i>If we have more extensive chokepoint-caused congestion, then the no-build roundtrip to I-370 is likely to be faster than the non-toll times for all the other Beltway exits/entrances west of the spurs (Clara Barton and Cabin John parkways) and puts in question whether there is a non-toll lane advantage for travel times to Virginia. Even the toll-lane travel times may not be better than the no build in certain circumstances. The original EIS projected toll-lane travel time on the northbound evening commute beginning on the I-270 spur at the Beltway and ending at I-370 is only 24 seconds faster than the no-build time. The toll-lane slowdown results from trying to squeeze seven lanes of the northbound toll road into the six lanes of the current I-270 configuration where the toll road ends. If the Beltway chokepoint also creates new congestion for the toll lanes at the split, then the travel time for the no-build alternative could easily be faster than the toll lanes for this segment. Contrast these questionable benefits with the cost of the proposed project. The MDOT proposal will require the reconstruction of every interchange on I-270 and the two bridges over I-270. The ensuing years of construction chaos will damage the economic, environmental and community life of Rockville as well as cost hundreds of millions if not a billion dollars. Moreover, I believe the I-495/I-270 project is likely not essential for any effective I-270 solution up-county, despite what has been assumed. In fact, the traffic management project (sensors and traffic lights on the ramps) that MDOT is about to initiate on most of I-270 is expected to reduce travel times by up to 40% right now. The revised MDOT project is a mess and should not be supported. Getting rid of a significant portion of an integrated project for apparent political reasons should be a signal to ask the question: What kind of political and transportation albatross will we be stuck with for the next 50 years?</i></p>			0	
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<p>The MDTA board has been put in a difficult position of being pressed to prematurely use board powers to -- its board powers to proceed with toll setting actions that would contribute to irrevocably approving the current 495-270 project. MDOT is currently implementing a major traffic management system on I-270 that could reduce future peak travel times by up to 40%, but the board will not be able to evaluate its effectiveness if it acts prematurely.</p>		1		
<p>This project is a mess. It has become incoherent.</p>		1		
<p>MDOT recently removed the Beltway toll lanes east of the I-270 spurs from current action. The new version of the project is in many instances worse than doing nothing. It is likely we will have toll trips that are slower compared to trips on the 495-270 highway without toll lanes, the so-called no-build alternative. A recent post editorial expressed concerns about a check point that the American Legion Bridge causing serious problems if the toll road isn't built, but the check point does not go away in MDOT's truncated project, it simply migrates to a point on the Beltway between the two I-270 spurs where six lanes must become four, because the toll lanes east of the spurs must vanish. It is likely -- the likely result is peak congestion backing up at least to the 270-495 split. Drivers making trips from the west of the spurs to east -- eastern designations will experience serious slow downs at this check point. With congestion building at the split, it is very possible that the no-build peak travel times for roundtrips involving 270, such as between I-370 and River Road, or the Clara Barton exit, or Virginia, could be faster than the non-toll lanes of the toll road where 85 to 90% of the drivers travel, and even for the toll lanes themselves.</p>		1		
<p>We haven't included the million -- hundreds of millions of dollars in costs and the dramatic disruption to communities, local economies, and the environment from rebuilding all the interchanges and bridges along I-270 and the Beltway.</p>		1		
<p>How can I fulfill my fiduciary responsibilities to the people of Maryland, Montgomery County and Prince George's County when I have no final information from the Environmental Impact Statement to weigh the pros and cons, benefits and costs of this project? The fundamental question to be answered, what are the appropriate tolls when the project doesn't work? Please delay action on tolls and the project and you can -- until you can make an informed decision.</p>		1		
<p>Congestion is not going to be alleviated because most families/drivers can't afford to use the HOT lanes. If they could afford to pay for the HOT lanes then they probably wouldn't be living where they do. Money is tight and you should be penalized just because you can't build wider roads to accommodate traffic demands! More affordable housing closer to where people work would be great!</p>				1
<p>You need to develop annex work sites so people don't have to drive to far to get to work. If the cost of housing were more affordable then people could live closer to where they work. Taking lanes away doesn't solve the issue. HOV lanes didn't work since most people don't work in the same place like in the 60's and 70's. By taking away lanes for HOV you just added to the congestion and the headaches and the aggressive driving.</p>				1
<p><i>Congestion is not going to be alleviated because most families/drivers can't afford to use the HOT lanes. If they could afford to pay for the HOT lanes then they probably wouldn't be living where they do. Money is tight and you should be penalized just because you can't build wider roads to accommodate traffic demands! More affordable housing closer to where people work would be great!</i></p>				0
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<p>Most people do not have three people in a car when they travel. At least change it to two to help people travel. This toll road is highway robbery for many.</p>				1
<p>In our community and as a resident of Montgomery County for 45 years our family has seen construction of high rise and crowded townhouse development by the planning and development commissions without thought to how roads could possibly handle this growth. The same goes for upcounty development. Governor Hogan has had ample time to come up with a plan for mass transit or rail to at least try to control this infux of traffic and not build more roads which in time will be just as congested. He has chosen not to listen. The environmental result will be alarming and destructive. Schools will be impacted with roads. The MDTA does what it pleases with Governor Hogan's approval and the ability to sway public officials by whatever means. We are taxed enough not to care what happens in our communities. Toll roads are not the answer and many people cannot afford them. I know as a retiree I couldn't.</p>				1
<p>Instead of a soft cap of \$1.50, the cap -- the soft cap would be \$1.84. In 2026, the maximum toll for the drive from George Washington Parkway to I-370 would be \$50.00 in the 2021 dollars, but would be over \$61.00 in 2026. Why not be more forthcoming about the true costs. And now we learn that Transurban, in a letter, is pushing for a soft cap that is 33% higher.</p>		3		

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I'll start by noting that the transportation authority is understating the tolls by using 2021 numbers rather than estimates of what drivers will actually pay in 2026 when the lanes would open up. MDTA could have provided more honest toll numbers by adding in the automatic annual increase of 2.1%, plus an adjustment for inflation. I used the Federal Reserve's inflation forecast. If you add these to the 2021 maximum toll of \$3.76, you will discover that the maximum toll when the lanes open up in 2026 would be closer to \$4.61.		3		
The design of the toll lanes make it difficult to leave the toll lanes and transition directly to the general lanes. This is unlike Virginia, where you can transition between general and toll lanes at regular points. But under MDOT's design, if you're on a toll lane when you cross the American Legion Bridge and plan to drive all the way to I-370, you can transition directly to the general lanes only, only at Clara Barton Parkway. For the rest of the trip up to I-370, the only way to exit the toll lanes is to exit the highway altogether, drive on local roads until you get to the next entrance ramp for the general lanes. This kooky design not only creates havoc on local roads, it will lock some people into the toll lanes and force them to give more of their dollars to Transurban.		1		
Finally, I want to comment on the inequity of private toll lanes. Privatized toll lanes are designed to maintain congestion, not reduce it. Without congestion in the general lanes, there is no market for pricy toll lanes, so congestion in the general lanes will continue, but wealthy drivers will be able to escape it while most low and middle-income drivers won't. This is fundamentally unfair and discriminatory. I urge the state to go back to the drawing board and develop an equitable transportation solution that will actually reduce congestion.		1		
The proposed toll structure is equitable, because our users of the new lanes will pay the cost.		5		
I am with CES Consulting, an MDOT certified Minority and Disadvantaged Business Enterprise, small civil engineering consulting company that serves Maryland, DC and Virginia. We are headquartered at 23475 Rockhaven Way in Dulles, Virginia. We have an office in Northville, Maryland, as well as Virginia Beach, Virginia. We employ a total of over 100 administrative professionals, construction inspectors, civil engineers, and other support staff, women and men of diverse backgrounds and talents. CES consulting is a firm with a history of providing careers for its team of employees, not just the job. The American Legion bridge and I 270 upgrade will be a crucial -- will be crucial for CES consulting and the many firms in our industry to continue offering careers for folks of varying backgrounds and educational levels in the region. There is no better way to finance the six billion dollar investment it will take to replace the American Legion bridge and upgrade and I 270. The state does not have the funds or the bonding capacity, so the only alternative would be to raise the gas tax or other state taxes, significantly raise existing tolls in Maryland so there is more revenue to borrow against. Since 20 to 30 percent of our traffic on our interstates is just passing through the region, a significant share of the total revenue will be paid by out of state residents for using these funds. Payment would not payment would not be captured by out of state residents passing through, relying on gas taxes or other state taxes for funding.		1		
Please move forward with this project that is critical to our industry.		1		
There should be a high minimum and no maximum.				1
Annual escalation should be unlimited provided the excess supports projects discussed below.				1
discounts should also apply for zero emission vehicles.				1
Trucks should not be permitted in toll lanes.				1
Tolls should be set high enough to provide state with substantial excess. The excess should be sufficient for and dedicated to generous grants and tax breaks for traffic reducing and carbon offsetting projects in the regions served by the highway such as additional transit routes and service, bike and pedestrian friendly routes, green preserves, storm water management, zero emission vehicle infrastructure, and transit-oriented development. The ultimate goal should be to reduce need for the highways to the point where the state can begin to retire 495/270 infrastructure by 2030--the date set by the federal government to halve carbon emissions; the tolls should cover retirement expense as well. The resulting tolls will be extremely high, which I support as necessary if the state must go forward with this project.				1
These tolls are just plain too high. The maximum toll from the GW Parkway to Shady Grove starts at \$50.00 when the highway opens in 2026, and it keeps going up every year.		1		
The actual numbers will be even higher because they will be adjusted for inflation.		1		

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But these sky-high tolls still aren't enough for Transurban. The company's demands are revealed in a November letter that the MDTA didn't release at all for months, and then buried in fine print on its website. In that letter, that profit-hungry company told the state what it really wants. The tolls need to be even higher and go up even faster than the Hogan administration proposes. Now why does Transurban say that the tolls need to be so high? It's "growth of congestion" after the new lanes open. In other words, Transurban is banking on the idea that this project will not fix congestion. Governor Hogan cannot keep his promise of congestion relief. Transurban knows that the traffic jams in the free lanes will get worse and worse over the 50 years of this contract, if that's the way we go. Drivers will have to sit and suffer or cough up the exorbitant tolls needed to hit the company's profit targets. This is what you get when you turn our highways over to a company that, in its own country, gets called "an untouchable blood-sucking monopoly". That's not from any left-wing paper, that's from Joe Aston in the Australian Financial Review.		1		
In summary, this proposal is a betrayal of the public interest. These tolls and the contract behind it must be rejected.		1		
No crazy high fares, so set min/max				1
Sounds good, but in practice?				1
Encourage multiple passengers!				1
DO IT! Hours long wasted sitting in traffic between the bridge and up 270!				1
The minimum rate caps appear to be justified and within national practiced rates.			1	
Lastly we get to the maximum toll rate that is very high at 14 times the minimum rate. For this most overbearing rate we are provided no operational parameters other than a vague reference that it will be applied in extremely rare circumstances when traffic demand is high. This utter vagueness is extremely open to exploitation. Since this is the rate that is most burdensome it must have specific written parameters for its application.			1	
The toll charges on trucks, especially heavy trucks, is extremely high. This cost will just be passed on, and will eventually be borne by the consumer, which again will have an undue impact on the less advantaged. This needs to be more moderated. To accomplish this trucks should all be assessed the same minimum rate during non-peak times, especially at night. They also should be extremely discouraged from running during peak times, as heavy trucks by their operational limitations can quickly congest traffic. Again this can be encouraged by providing a very attractive night rate.			1	
The soft rate cap of almost 8 times the minimum needs to be re-examined. What is the justification for this rate, other than this is what other jurisdictions charge. Likewise the 1600 passenger car equivalent miles is ridiculously low. By modern engineering standards (HCM) the CLV on a high speed straight one way limited access highway is over 2200pcu.			1	
There is a provision for consideration of annual escalation of fees, but no provision for de-escalation of fees. One very good example of this is the continuing improvements in electronic monitoring, which decreases the cost of administration of the program. And there is no requirement for transparency to the rate paying public as to how an escalation rate was justified and who is charged with approving it.			1	
I drive a BEV which has HOV exemptions. How are all BEVs to be treated on toll lanes? It is not addressed in this generally limited presentation. I also drive a motorcycle. Clearly buses and HOV+3 travel modes need to be encouraged and supported. However, I do not see what constitutes a bus, which is extremely important. And how do you plan on enforcing HOV requirements. Maryland's past record on enforcement of HOV restrictions has been miserable. And as this is built out as a fully automated tolled highway, is the expectation to rely on police enforcement for HOV compliance, which we all have to admit has been a failure both in Md and Va.			1	

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<p>In principle I am strongly against the setting aside of essentially priceless public land for P3 use that have long term costs much higher to the taxpayer and road user than the typical state bond funding. Public land should not be programmed for use by the wealthy and endowed business class with most others excluded from its benefits. This policy is confirmed with the projected \$50 one way tolls that the I-495/I-270 corridor will open with and that will result in that only a select reserved class that will be able to be advantaged. Do not counter with the ridiculous argument that this will relieve traffic on the existing lanes available to the poor and middle class, as the entire Lexus Lane concept is premised on keeping congestion levels high on the free lanes so that the Lexus Lanes can be most profitable. And the exclusive Private Management company have three preferential options if the private lanes are not producing the desired profit; they just raise the tolls, or if the private lanes are very successful and become congested, then again they just raise the tolls and maintain or even increase profits. This cycle occurs because the wealthy and privileged really are unaffected and do not care what the toll cost is. A good example of this is that all of us want transit and carpooling to be very successful. Or they can declare bankruptcy and just walk away, and leave the taxpayer with the recovery of the project and the costs, which typically have exploded because of the delays and broken subcontracts. . But if governments ever finally actually commit to this and builds the facilities and provides the means to make these alternatives beneficial and financially attractive to users, then their promised toll free travel for this mode will imbalance the P3 profit equation. You do not address the contract ramifications if what most of us are striving for can become possible. How much will the taxpayer be penalized if this extraordinary positive transportation success is made possible.</p>			1	
<p>By apportioning use of the Lexus Lanes by price only and which by its contract defined "success" excludes the private vehicle use of the less advantaged is the very definition of disparate treatment. This may become another very expensive lesson not yet learned from the other disastrously managed Maryland P3 projects.</p>			1	
<p>The surcharges for paying by plate and by unregistered video tolling is 25% and 50%, respectively. This appears to be extraordinarily high for an automated process. The charges need to be limited to the electronic toll rate plus the additional administrative costs. Being debited automatically on a registered credit card at most has as a 3% additional credit card usage fee plus the additional in house costs, most of which is already covered within the prerequisite video charges encompassed within the base electronic toll rate. At most the additional charges for paying by plate should probably be no more than 5%. Documentation needs to be provided for justifying a 25% penalty cost. Likewise a 50% penalty cost for unregistered video tolling also seems excessive, as this is also an automated process with marginal administrative costs, perhaps the largest being the mailing costs. Finally there is no justification for these administrative overcharge to be prorated by mileage, as the overhead costs to not go up the more miles one drives. One mailing cost is the same whether one is being charged for 1 mile of 13 miles. Again, I would request that these overcharges be justified.</p>			1	
<p>There is no presentation or documentation of the late fees or penalties. These charges can often double or triple the original charge for the toll. Also, what are the recovery plans and anticipated costs of toll non-payments, especially for out-of-state vehicles, not only from DC and VA, but visitors from across the US. Are we just going to send them threatening letters, as this is just a civil infraction against a vehicle.</p>			1	
<p>I am fundamentally a supporter of expanding roadway mileage in Maryland, if it is done responsibly and holistically. But asking for judgements on one limited piece of it, such as this example on the proposed tolling, without examining both the short term and long term effects of both the complete contract language and the transportation network impacts is a disservice to the immediate impacted residential communities, to the very wide east coast pool of users, and to the Md taxpayers that will be burdened with much of the cost of this project. Accordingly, I hope that you give due diligence to my comments, that you provide reasoned and more direct responses to the many still unaddressed questions by responsible parties and the public, and not respond with generic and non-applicable redirections which just serves to increase public angst, and do not commit any substantial public funds or sign partial and incomplete contracts until issues are fully resolved, and that you maintain as much public transparency as possible.</p>			1	
<p>In summary, we strongly disagree with the high tolls that are proposed that surely will substantially increase over time, with the high cost the project will have on our health, environmental, in pocketbooks, and the way this tolling proposal will deepen inequities in Maryland and fail to serve the public interest.</p>		3		
<p>We're concerned with the excessively high tolls required under the proposal, the high social cost of the toll with lanes, and the way this toll lane proposal will deepen the inequities in Maryland and fail to serve the public interest. When the toll lanes open, evening rush hour toll can be as high as \$50.00 dollars for a passenger car driving from the GW Parkway to I-370. The maximum toll rate for a big rig trucker could be as much as \$42.00 per mile or \$297.00 for a 7-mile trip. Those tolls from passenger car to big rig are unacceptably high, especially on a daily basis, and Transurban wants to make the tolls even higher according to a letter they sent to MDTA November 18, last year.</p>		2		

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The claim that the toll lanes will be virtually no cost to taxpayers is not true, because the people who will pay the tolls are mostly Maryland taxpayers. Taxpayers will also be forced to absorb the cost of billions of dollars in utility relocations that will not be reflected in the tolls.		1		
The cost of the highway expansion will also be paid by individuals, school children in communities harmed by significantly increased greenhouse gas, and other health damaging air pollution, significantly increased storm water runoff, and the loss of property value, historic places, wildlife habitat, park land, and tree canopy.		1		
The private toll operators have a strong incentive (sic) to maintain congestion on the free lanes so that people will continue to pay their high tolls. Thus, the majority of travelers will experience congestion the same or worse than before.		1		
This toll lane proposal and the high tolls will further deepen the regional East-West racial and economic divide and societal inequities. This plan turns public land over to private investors for the benefit of the affluent, and tolls will not be affordable for working class and economically disadvantaged populations.		1		
We also believe this deal is not in the public interest. Privatizing highways can lead to significant control of regional transportation by private companies accountable to their shareholders rather than to the public. Transurban is on record saying its goal in our region is maximize the tolls. Road and mass transit improvements that would be good for our climate and desired by Marylanders are considered undesirable by Transurban and its shareholders. This tolling proposal sets up a perverse incentive for a private company and our own government to lock in car dependency and act against the public interest for generations.		1		
No to toll roads.				1
<i>No.</i>				0
I am a strong advocate for congestion relief for all. I have long believed the government is there to provide that which an individual alone cannot do. Well, why are you all not providing safe and equitable transportation services for all of the public in Montgomery County? Why should we be forced to accept a toll road when the governor stated the tolls in other parts of Maryland are regressive?		1		
Thank you for the opportunity to once again share the unanimous agreement of the Rockville City Council and our staff that this hearing is an example of government burying its head in the sand, refusing to turn away from 20-year-old ideas and a complete denial of climate change and social justice.		1		
As now Governor Hogan said in that speech in 2015, "tolls are regressive tax hikes in disguise," and though the State of Pennsylvania has used -- end quote -- and though the State of Pennsylvania has used their state controlled and tolled I-76 to build a better and safer road, Maryland's proposed Phase I South: American Legion Bridge I-270 to 370 will bring nothing back to the taxpayers of Maryland, and the toll -- as the tolls will be going to a private international corporation. In 50 years, when this proposed contract is up, or sooner if it fails, as history portends, the State of Maryland Transportation Fund will have nothing, zero, zilch, nada, with which to repair or improve this critical artery between Frederick and Points West and the nation's capital.		1		
This congestion relief plan is not congestion relief at all. The proposal removes a lane that is currently free 21 hours a day on weekdays and free weekends and holidays, and turns it into a hot lane which is a minimum of three people and tolled 24/7; three people, 24/7, weekends and holidays. As has been publicly discussed, MD -- I'm sorry, this congestion relief plan brought to you by the former Secretary of Transportation as a panacea for an agency long deficient in forward-thinking solutions ignores the real bottleneck on I-270, which is where the current six lanes go to two going north, and increases from two lanes to six going south. Have you ever tried to pour water from a gallon jug into a water bottle? Same effect. Fix what is broken first.		1		
And oh, by the way, the title of the project was originally called the I-270 and 495 traffic relief plan, P3, and the plan was to consider transformative solutions for users, including improvements to highways and transit. They've excised the transit. And improvements for users only include tolling, which is hardly Webster's definition of transformative.		1		
As has been publicly discussed, MDOT/SHA has also changed the title and scope once again to include the northern portion of I-270, and they did it to garner the support of the Transportation Planning Board vote on June 16, for inclusion in and the scope of work for the air quality conformity analysis for the 2022 update to visualize 2045, and the F (inaudible) 2023 to 2026 T-I-P. That meeting resulted in a protracted discussion and a final vote which, at the request of the Deputy Secretary of Maryland Transportation, was a way to vote. It failed 9.2 to 5.7.		1		

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On a personal note, I will say that the thousands of emails that have been directed to those of us with the courage to seek a forward-looking solution to the regions traffic congestion have not once mentioned that they support tolling. In fact, not one from Waldorf or Lorton or Frederick all saying that they are my constituents -- I never realized the great City (sic) of Maryland reached all the way to Southern Maryland, Lorton, Virginia and Frederick even mentioned that the state's solution to the 270 problem was a toll road. I'm honestly not sure why you're holding these hearings today. Since there was a vote at TBB, there is no process for moving forward at this time.		1		
Please call off the emails and get to work finding an equitable solution that addresses climate change, social justice, and transformative traffic relief for all.		1		
Keep rates VERY low and more people will use the toll lanes. That will really help the regular lanes, which I thought was one of the primary goals?				1
As above - the lowest rates possible will result in that many more people using the toll lanes.				1
Free is nice - frankly I would prefer if the lanes were free for all (hahaha)				1
i am open to they Hov toll lanes but only if it is a Maryland , Virginia public option only. private sector shouldn't be involved and getting piece of the revenue.				1
As always....privatizing profits and socializing costs. And if you have financial challenges better not drive....				1
This solution is NOT a solution just a continuation of same approach that got us here. Companies make money and citizens pay....and pay some more.				1
<i>As always....privatizing profits and socializing costs. And if you have financial challenges better not drive....</i>				0
<i>As always....privatizing profits and socializing costs. And if you have financial challenges better not drive....</i>				0
There should be rate caps, but no minimum. However, I prefer if there were no tolls at all.				1
HOV and Buses should definitely get a discount, or free use of the hot lanes.				1
No need for toll rates on 270.				1
I feel Maryland and especially Montgomery county are high tax areas and cost of living is unbalanced. To add a toll roads for commuters in and out the area is unfair and there can be other ways to raise money for road repairs etc.				1
You have to have a hard reasonable cap on tolls even if it may occassionally lead to congestions on the toll lanes. otherwise you will create to much political opposition. I would suggest a hard cap of \$10.				1
Need a hard cap. See above.				1
The adjustment should be no more than the rate of inflation.				1
There will be terrible congestions past 370 when 8 lanes shrink to 2 in 10 miles. The 3 lane sections can be expanded to 4 and the 2 lane sections can be expanded to 3 lanes at low cost and no need for tolls. There is very little or no bridge work required, not right of way to get, absolutely no environmental impact and no residences impacted.				1
The minimum toll rates appear to be excessively high in comparison to current tolls on other regional facilities. The minimum toll for the I-495/I-270 Managed Lanes of \$0.20/mile is nearly identical to the current peak toll on MD 200 (\$0.22/mile) Similarly, the 1-95 Express Toll Lanes north of Baltimore have maximum tolls of roughly \$0.20/mile. The Dulles Toll Road, where tolls have been set to fund the Metro Silver Line, has a toll of \$0.23/mile. The maximum rates on these other regional facilities are comparable to the minimums proposed for I-495/I-270. Based on this comparison, it appears that the minimum proposed toll should be sufficient to cover the cost of the project and might be more appropriate as the average toll rate. This comparison raises concerns of excessive profits being generated at tolling levels above the minimum.			1	

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To increase access and improve utilization of the proposed facilities and to reduce the inequity of this approach, perhaps the toll rate could be indexed to achieve a minimum speed differential rather than a fixed minimum speed. As an example, perhaps a table of priced managed lane speeds corresponding to general purpose lane speeds could be established (e.g. 55/155, 55/145 , 50/140, 45/35, 40/130, 35/< 30) with tolls set to maintain the speed differential.			1	
At the level of the soft rate cap, the charge to use the Phase 1 South facilities could be very substantial -ranging between \$18 and \$27 per one-way trip. This is likely to be prohibitively expensive for most regular travelers. At the Maximum Toll Rate, the charges are likely unaffordable for nearly all users (\$45- \$68 to travel Phase 1 South).			1	
In the public hearing materials it appears that annual escalations account for increased operator costs and other factors unrelated to inflation. There must be a public agency process for vetting and authorizing these increased costs, with the goals of ensuring the integrity of the system and reducing risk of unjustified toll increases. In the materials provided it is unclear what the structure of this process would be, nor is it clear why the listed factors, such as regional population, would justify escalation in toll rates.			1	
We support the State's position that all buses, motorcycles, and HOV 3+ vehicles, both public and private, have free access to the managed lanes.			1	
The MdTA should set a zero-toll or minimum-only toll for official State and Local Government Vehicles (highway maintenance, public service, public safety, etc.)			1	
The MdTA should also consider a program for means-based toll discounts to improve the equity of this tolling program. Similar programs are under study for transit fares around the Washington Metro area.			1	
Given the extreme variability and high toll rates, it does not seem appropriate for the surcharges for Video or Pay-by-Plate tolling to vary with the toll rate. The MdTA should consider applying a fixed charge (per trip/per mile/per segment) for processing these transactions rather than a multiplier on the toll. We note that penalizing customers without an EZ Pass is another barrier to use for disadvantaged residents.			1	
MDOT needs to clearly establish how toll rates will change over the course of a day, and how users will be informed. Toll rate signs need to be positioned as to allow legibility and safe maneuvering to or from tolled lanes. Restrictions should be considered on how large of a toll change there can be over a defined interval. Large sudden changes in the rates might cause erratic user behavior between signs showing toll rates and entry exit points and may result in undesirable switching from toll to free lanes via local roads and interchanges. Greater detail would be helpful on understanding how tolls might change during the time between when a user sees a sign showing the estimated rate, and the point at which the user is assessed the toll. It is unclear whether a user might see one rate prior to entering the system but be assessed a higher toll, or if toll rates "lock in" as a user passes by a toll rate sign.			1	
Clearer boundaries defining the setting of tolls by the operator within the allowed ranges should be established and published. Perhaps the tolls should be limited to escalation steps from the minimum based on specific operating conditions that are clear and transparent to the MdTA and facility customers. This is especially the case given the very high proposed minimum tolls and the very wide allowable toll range.			1	
The proposed tolling structure is complex when compared to other toll facilities and transportation charges experienced by the public. Based on the challenges with congestion pricing experienced in other jurisdictions, the MdTA and operator should provide very clear customer communications and offer virtual and live tutorials on use of the facilities. The MdTA may also want to consider a grace period and expanded communications for the early days of the program or for first-time customers.			1	
It appears that the very high proposed minimum tolls should be adequate to support the required local transit payments to the Counties in which the toll facilities are located.			1	
I am against the proposed tolls. They are not needed. The traffic problem is not between the American Legion Bridge and I-370, it is from Germantown and Frederick. At the beginning of I-270, there are 7 lanes heading westward, the lanes reduce to 2 lanes on I-270 at Germantown. 7 lanes to 2 lanes...terrible traffic management. A similar problem occurs heading into VA on the Beltway. At I-270 and the beltway intersection, the traffic goes from 6 lanes to 4 lanes heading into Virginia. The roadway from the Rt 193 to the Dallas Access Road should be widen to 6 lanes from its current 4 lanes. Terrible traffic management by MD and VA.				1

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<i>I am against the proposed tolls. They are not needed. The traffic problem is not between the American Legion Bridge and I-370, it is from Germantown and Frederick. At the beginning of I-270, there are 7 lanes heading westward, the lanes reduce to 2 lanes on I-270 at Germantown. 7 lanes to 2 lanes...terrible traffic management by Maryland. A similar problem occurs heading into VA on the Beltway. At I-270 and the beltway intersection, the traffic goes from 6 lanes to 4 lanes heading into Virginia. The roadway from the Rt 193 to the Dallas Access Road should be widen to 6 lanes from its current 4 lanes. Terrible traffic management by MD and VA.</i>				0
These tolls are nothing more than a tax to drive on roads. If taxes are going to be collected for driving, then they should be done by the state, NOT a private company.				1
And the expansion of I-270 should NOT stop at RT 200. It should go all the way to Frederick!				1
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Please, don't widen this highway. Please don't add any toll lanes. They will not relieve congestion, but only increase it, please. Please don't do it. Don't go forward with this quote unquote phase one south. And when you say that the other phases have been halted for now, quote unquote, that is just an indication that there's a grand plan, still active to widen the entire beltway all the way around to route 50 or, or more. So I think that these phases are just sort of a incremental way of creeping into a very bad system.	1			
It will hurt the environment. Be bad for wetlands. This project with the bridge should not be allowed to hurt Plummers island in the Potomac river. And this is not taking into account yet an environmental impact statement that's been finalized, which I think any action on any of these proposals should wait until the final environmental impact statement before a decision is made on whether to do this.	1			
I also think that P3 is a bad model to use for highways and the state could finance this itself for less cost.	1			
And also I think that the toll lanes are inequitable and that's why people call them Lexus lanes.	1			
Finally, another thing they did not take into account the great increase in telecommuting that has happened with the pandemic.	1			
Stronger safeguards are needed to prevent excessive profiteering by private contractor. Excess revenues should be dedicated to subsidize mass transit options.				1
I don't think there should be toll lanes.				1
<i>I don't think there should be toll lanes.</i>				0
<i>I don't think there should be toll lanes.</i>				0
<i>I don't think there should be toll lanes.</i>				0
<i>I don't think there should be toll lanes.</i>				0
This is so needed! As a lifelong Montgomery County resident I have sat in so much traffic trying to get back home from NOVA, especially Dulles AP. This is needed and I am sick of the short-sighted citizens who want other solutions that simply do not exist. This cannot be done too soon.				1
I'm calling in to oppose the toll road project. I don't think there should be any toll roads at all.		1		
I think it's a bad project and bad for environment and bad for our planet.		1		
<i>I am calling to voice my opposition to the whole toll road project. I think its impact on the environment is negative and it will do more to increase traffic instead of reduce it. And that's bad for our environment.</i>		0		
<i>I oppose the widening and any tolls on 270. It's a bad idea and I think we should not be doing this.</i>		0		

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I would like to highlight the problems that already exist with Maryland's tolling system [Toll debt comprised mostly of late fees / toll collection methods], and voice my concern that these might be perpetuated or worsened in the process of partnering with a private company to widen and introduce tolling on the American Legion Bridge, Interstate 495 and Interstate 270.		1		
No to tolls but if you do, there should be a 2+				1
I oppose all tolls on I270 and Legion Bridge. Tolls will not reduce traffic congestion in the area but rather, send traffic to side streets and neighborhoods. Also, the avg. worker bears the cost of the tolls NOT the employers and budgets are stretched too thin already. NO to tolls.				1
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<i>NO to tolls. Don't burden another cost so Montco residents!</i>				0
If there must be tolls, I definitely support incentives such as HOV+2 (HOV+3 is ridiculous and greedy). Especially during covid when people shouldn't even ride together.				1
I am not in support of any tolls ever, this is what our taxes are supposed to cover. We should not be paying some corporation, international or national, to drive on our own roads. Not in a million years.				1
I oppose tolls on all roads, especially if there are no additional lanes being added.				1
I think tolls are shameful and punitive to poorer people. I find them insulting and basically a cop-out for local governments who haven't properly managed monies meant for the upkeep and improvement of our public highways. I strongly oppose all toll roads. It puts higher wear and tear on back roads, it causes inequalities among those who can afford them and those who cannot. It makes a mockery of our state.				1
<i>Again, I oppose all tolls on any roads.</i>				0
This just a cash grab. I fundamentally oppose this.				1
This is a way to make you feel good by forcing people to ride share. In fact few if any can ride share and this has failed in our area in the past. People work crazy schedules.				1
It is also dangerous to encourage motorcycles on the expressways. Most fatal motorcycle accidents occur at high speeds. Motorcycles on high speed roads is intrinsically dangerous.				1
this will dramatically increase the back up on the road, will incentivize people to use cut across routes though River, Piney Meetinghouse etc, will adversely impact those using that routing and those living in the areas served by 270 and unfairly shift financial burden to those living furthest out who often can not afford to pay.				1
Strongly oppose this. If the idea is to force people to use ride sharing or find other means of commuting then raising the tolls when the roads are most used fundamentally undermines all the goals because those who pay remains small while the rest sit in endless traffic and end up using more gas and increasing air pollution.				1
Strongly and fundamentally oppose this. It is a slippery slope with ever increasing tolls. We paid for our roads and they need to continue to be free.				1
I am 100% against charging fees to use certain lanes on our roads. This is not equity and puts rich people ahead once again.				1
If these lanes are inevitable because rich people own our democracy, then I am in favor of this proposal				1
I am saddened by the lack of equity in our community				1
We shouldn't have tolls to begin with. The max toll should be no more than \$5 for a full length trip. I don't want to see large tolls during rush hour.				1

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We shouldn't have any escalation of prices. Set your price and let's be it. If you want to update the rate I would say no more than .10%. One tenth of a percent. No more to these private companies. Plus we know police will be only running speed on these lanes to help find the local, county, state governments.				1
Fully electric vehicles should get some type of discount as well.				1
Just tax is on some way rather than us paying some private company. Embarrassing we cannot do this with public funds from an infrastructure bill.				1
Why don't our public officials doing something to get this funded by the federal government. We in Clarksburg and higher are getting screwed with mileage tolls. Expand the metro!!				1
Another stupid question designed to elicit meaningless responses. If there were to be tolls, why is there not an option to support a hard rate cap?				1
Another stupid question designed to elicit meaningless responses. There is reason to have an annual escalation adjustment at all.				1
This form makes no sense. Where is the option to oppose all tolls on this corrupt, environmentally destructive, fundamentally rotten give away of public assets by corrupt politicians stating with Larry Hogan to a foreign briber. The idea of moving forward with this project for highway construction with a company that has no construction capability and without an environmental impact statement is consistent only with corruption. One only needs to be aware of the disastrous experience in Virginia. I will vote against any elected official who supports this criminal endeavor for the rest of my life stating with Hogan and Franchot.				1
Now is not the time to enhance fossil burning transportation after the UN just issued a RED ALERT for the planet's climate.			1	
This should be a RED ALERT for enhancing and encouraging the use of public transportation. Just look at Northern Virginia to see how well express toll lanes don't work. We should be moving into the 21st Century not returning to the failed policies of the 20th Century. There are less costly and more quickly implemented solutions. A whole systems approach to finding a solution should be sought, not piecemeal patches. Extending and improving commuter transportation from Harper's Ferry, Hagerstown, Frederick and points north of I-370 would relieve the congestion at the American Legion Bridge while reducing carbon pollution.			1	
Improve MARC & Amtrak connections to the Metro area Add gas powered express buses that would use the current HOV Lanes Gradually move to electric powered express buses Extend the Metro Red Line to Frederic Maryland				
Stop this ill-advised and costly mistake.				
Not only will this not solve the problem. It will be costly and an economic burden to those at the lower rungs of the economic ladder.			1	
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<i>Stop this ill-advised and costly mistake.</i>				

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<p>The proposed toll rate for the I-495 and 270 public/private partnership will just be too high for most drivers on a regular basis. The toll is highest when the traffic is greatest. The toll is high when you are most likely to use those toll lanes. The estimate -- the estimated maximum \$3.76 per mile means that the toll from the bridge to I-370 could be over \$40.00 at rush hour per trip. High price toll roads are inequitable. That means that the amount that a poor person or even an average income person pays is relatively greater. It's a greater chunk of their -- of their income. Wealthy people will be able to take the high occupancy toll lanes whenever they want, making congestion even worse for people in the regular lanes.</p>		2		
<p>Furthermore, we can expect the Toll Rate Ranges will continue to go higher each year based on the terms of the contract. Now, why are we predicting that the toll rates will increase? Because this is a private company. It has a fiduciary responsibility to its shareholders. We all know this. If it were a government program it would be providing a service for the common good. So we can expect that the tolls on the proposed express lanes will deliberately be set high to guarantee profits for the toll company shareholders. I am opposed to control of this transportation by a private company accountable to its shareholders rather than to the public. This is a public road. And one questions the private toll operators have a strong incentive to make the congestion on the free lanes as bad as possible so that people will pay to get into the toll lanes. It's just the incentive here. It doesn't quite make sense to have a private corporation taking care of our public roadways.</p>		1		
<p>Clearly, toll roads are a regressive form of taxation, and what is most alarming is that this project is financially risky and does not show good stewardship of Maryland's financial wellbeing.</p>		1		
<p>Please vote against these toll lanes -- the environmental impact has not been determined, and the cost has not been determined</p>				1
<p>A maximum rate sounds nice, but it could lead to congestion in the managed lanes, which would slow emergency traffic and transit vehicles. I'd rather let solo drivers pay higher tolls at the most extreme times and instead reduce off-peak tolls, which could reduce density on the free lanes and thereby improve safety.</p>				1
<p>When flows in the free lanes are approaching capacity, drivers should not be overly discouraged from using the managed lanes. As long as the managed lanes are in no danger of reaching capacity, toll rates should be low enough to maximize total throughput on the entire roadway and to prevent momentary flow breakdown on the free lanes, which would cause exponentially greater delays.</p>				1
<p>Inflation needs to be accounted for, and these segments primarily serve traffic from an area with higher-than-average income. However, on other projects serving a greater mix of local and long-distance traffic, I would not support using the local income or CPI since drivers from lower-income areas might be more frequent users.</p>				1
<p>I support free passage for HOV 3+ and buses, but would also prefer a partial discount (such as 50% off all tolls) for HOV 2, or free passage for HOV 2 in fully electric vehicles.</p>				1
<p>It's very nice when the managed lanes can provide direct access to cross roads that are otherwise inconvenient to access via existing exits (e.g. Monument Dr and Stringfellow Rd on I-66). This would encourage me to pay a little bit to use the managed lanes at off-peak times. Of course, I'd still prefer direct access to all intersecting freeways, and some kind of convenient access to major destinations like Clarksburg and MD 27 north of I-270.</p>				1
<p>Only excuse I can imagine for allowing motorcycles free use of toll lanes is to prevent their illegal weaving/speeding misbehaviors across untolled adjacent highway lanes. In principal, motorcycle drivers should also pay equitable tolls to use tolled roads as other motorists. Please reconsider this 'free-be' for motorcyclists.</p>				1

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<p>This P3 Toll-Road State government MDOT proposed project is full of holes and likely to end up costing more than it will be worth, while not providing crucial roadway access to motorists and Transit Vehicles. I will vote against it if given a chance (not likely) and I will vote to oust elected officials seeking election to County and State office who have chosen to force it through or support it by devious dealings with State Government as happened recently. I am a moderate voter, not a radical Green advocate, but I foresee vexing issues arising due to the 'rush' to get this P3 project approved by incumbent Maryland State Governor during last year or so of his final term in office. We can do much better to improve roadway access and reduce traffic congestion than this 'tinny' project, and save long-term taxpayer payouts during construction and operations of privately controlled Toll Lanes as well as remaining open lanes. Our region needs safer and well-managed roadways and traffic management, rather than sheer expansion via 'tolled-lanes'. Replacing or expanding the American Legion Bridge and its highway access points and lanes is the highest priority for me, rather than extensive expansion of interstate highway toll-lanes in Montgomery County and adjacent counties in Maryland. The faulty, rushed design of this project is ill-fated and likely to cause more problems than achieve solutions.</p>				1
<p>This entire tolling structure appears to be 'unsound', and likely to create continuing confusion for many motorists including commuters and occasional users of these Interstate highways. It may relieve some Congestion on remaining untolled roads but is not set up in a manner guaranteed to do so. In principle and as a practical matter, I am opposed to Maryland State Government Department of Transportation/SHA engaging in a risky P3 contract requiring taxpayers to fork over many millions to the For-Profit Contractor/Concessionaire due to inevitable conflicting contract problems and/or under-budgeting and cost-overruns raise construction costs in years ahead, or if toll revenues received by contractor do not meet predicted levels. With anticipatable changes in highway driving conditions and motorists demand, Maryland State Government may experience losses of anticipated toll revenue intended for Contractor that taxpayers would have to 'cough up'. The bungled Purple Line Project P3 contract that sidelined County Governments and residents/businesses along the Light Rail Right of Way is used as a 'model' for this Toll-Road project, there will be contractual disputes and massive delays in construction as well as construction and safety defects needing expensive correction. The weak investigation and lousy constraints due to Federal Environmental impact Statement (FEIS) will cause unnecessary environmental destruction much as the Purple Line has done, if not worse. Half-built new toll roads/bridges will impede road traffic and frustrate commuters and residents along the ROW. There will be losses and inflationary costs created by knowable construction delays and bureaucratic infighting. We residents and motorists in Montgomery County have very little confidence in the capacity of Maryland State Department of Transportation to expertly lead and manage this complicated project including supervising and inspecting its main For-Profit contractor/Concessionaire and sub-contractors on-site. Again, the Purple Line Project's abysmal initial contracting mismanagement and subsequent conflictual law suits, delays and withdrawal of the initially selected main construction/operation Contractor (Fluor Corporation) associated with very poor time and goal management by MDOT is a portend of P3 project failures and delays of a "Toll-Road" P3 project. Costs will escalate in all likelihood requiring higher tolls than proposed, and residents and motorists will suffer badly.</p> <p>My view is that this Toll Road P3 State Government Project is fated to 'fail upwards' by causing more problems than it solves. Please be responsive to Montgomery County Executive's detailed concerns, and absolutely do not make any more 'force-Majeur' side-deals with panicked County Council Members as clearly happened with the forced revote on Environmental Study - a classic case of State Government promise-breaking manipulation and devious dealing. Better to take more design and planning time without committing funding to private corporations in advance than to be hit with excessive costs as has happened with the stalled Purple Line/Capital Crescent Trail Light Rail Project to-date, and in the near and interim future. Hard to accept that our State Government can act so autocratically and obtusely as this.</p>				1
<p>Lack of attention and funding to designing and improving key Exits/Entrances along I-495, I-270 from County and State highways in this project portend massive congestion at these 'choke points', spilling over onto County and State roads and backing up traffic during rush hours as well as increasing likelihood of vehicular crashes and roadway accidents.</p>				1
<p>Terrible idea. Does not solve the problem. Just a pay to play move</p>				1
<p>Terrible idea. Does not solve the problem. Just a pay to play move</p>				1
<p>Terrible idea. Does not solve the problem. Just a pay to play move</p>				1
<p>Terrible idea. Does not solve the problem. Just a pay to play move</p>				1
<p>I oppose this concept. And I vote</p>				1
<p>Very confusing. No one is going to have any idea what their toll would be. Really stupid. Everything presented yesterday was confusing and lots of outright lies.</p>				1
<p>Cots would change over time but I don't trust MDOT to figure out anything reasonable and rational.</p>				1

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How do you plan to see that this is done honestly and accurately? Having Transurban negotiate with Maryland police has to be one of the worst of all your proposals.				1
There should be no P3 and no managed toll lanes. This project will not affect traffic and will end up costing Maryland taxpayers and causing great damage and environmental harm. This whole idiocy should be abandoned.				1
This project is a huge fiasco that will cause considerable harm to the State.				1
adding yet another toll to travel on roads I have traveled on for many years is not right. It is already a daily struggle to keep up with the bills I already have.				1
There should be NO toll.				1
No Toll!!				0
No toll!!!				0
I am opposed to the entire American Legion Bridge I-270 to I-70 Relief Plan. I moved to Gaithersburg when the previous widening of I-270 took place and it DID NOT alleviate traffic congestion. Additional lanes for HOV or tolls WILL NOT alleviate traffic congestion now. Maryland, specifically Montgomery and Frederick counties, needs to explore traffic alternatives and work-from-home options, and begin to control the sprawl that has developed along I-270.				1
As a resident of Rockville, MD, I am adamantly opposed to adding HOT lanes to I270. Adding toll lanes is not the way to solve our traffic congestion in Montgomery County. The negative impact on neighborhoods, the environment, global warming and public transportation is immeasurable and unnecessary. We need to have modern solutions to traffic congestion that are creative and forward thinking.				1
Although I do not support the toll lanes I do support a maximum rate range. The problem with toll lanes is that usually you want to use them when traffic is really bad in the other lanes at this point the prices increase and the increase is usually drastic compared to when there is minimum traffic. Hence why they are called the Lexus lanes who can afford the prices.				1
I oppose the toll lanes, the lanes may temporarily ease congestion but with time it will be the same if not worse than it is today. We need to focus on public transportation make it easier and more accessible to our residents. Instead of spending more on adding more roads let's improve our train/bus infrastructure. If taking public transportation is faster, cheaper and easier then driving some people will change their mode of transportation. Climate change is real we need to shift our mindset if we want to improve our footprint.				1
The toll rates are being set at a time when total cost is still soft. Provisions should be made that a final construction cost is less than whatever estimates was used, and all three initial rates should be adjusted.		4		
MDTA should play a key role in balancing the rate setting with the protection of the cost to the user of the toll lanes during the 50-year duration of the contract. MDTA should have final authority on the rate each year based on the input from the developer.		3		
The user's escalation factor is unclear and no escalation cap established. You should have -- there should be some collectability. We recommend also that a maximum cap be set at 2% per year.		1		
SMTA has been actively involved in supporting this project, the partner selection, and the continuity of a regional hot lane system. The implementation of the project would benefit 300,000 individuals using this corridor today, and will facilitate the implementation of the only practical transit alternative to provide a direct connection between Montgomery County and Northern Virginia.		1		
The social and economic development benefits to the county will be significant. Residents and businesses will benefit by shorter travel times, less restriction with traffic gridlock, and provide the reliability of trips between locations, which is practically impossible today with the current heavily congested conditions on this highways.		1		
We acknowledge the fact that the state does not have funding or bonding capacity to build this project and supports the involvement of the private sector to do so.		1		

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There must be a clear explanation of unpredictability of the rate to the rate users that the amount they will pay at any point between the minimum toll rate and the soft rate cap. As presented before the soft rate cap be reached, a 12-mile trip to a user could cost \$2.40 or \$18.00. This is a very large range for a one-way trip, so MDTA should be -- should clearly establish in advance how the price for that trip would be set so there can be a good idea of the cost before they enter the toll lanes. Costs are much better explained about the soft rate cap.		1		
Three, the toll rates in the examples provided are 2021 dollars, but an escalation factor is presented, so MDTA could be under heavy criticism when the facility opens before rates are higher than advertised now. We recommend the user rates be set for the year that the facility opens.		1		
I have no idea how these rates are established but they seem to have zero correlation to the purposes sought to be accomplished. I see that tolls on the ICC are high during non-rush hour periods. For what reason? if the goal is to only use this road during rush hour, then close the road during non-rush hours. Stop ripping residents and non-residents alike!!				1
Most local governments never treat such an adjustment based on sound economic reasoning. They use it as a soft tax on those who have no voice in selecting those officials.				1
attempting to find 3 individuals traveling to a location creates traffic on the business centers they are traveling to. Witness the impact Virginia's HOV 3+ has on traffic in downtown DC. "Slug lines" has majorly negative impact on traffic.				1
Establishing tolls is nothing more than a money grab for the private concern awarded the contract. it will do nothing but place a burden on those who have moved further away from the DC business core to obtain affordable housing. lacking public transportation options to their place of employment, many must drive. Establishing toll roads will force them onto the "free" roads and traffic will remain as it is today - congested! The only ones who will be able to use the roads are those in upper income brackets. Additionally, the non-rush hour use of toll roads, if the inter-county toll road is any experience, will for the most part lie unused.				1
Since I suspect officials in Maryland are set and determined to join the inequitable HOT bandwagon, the very least is that tolls be applied to the periods it seeks to provide relief - rush hour! The time periods can be set in such away to capture a maximum number of users. For example, Metro rush hour fares are from opening to 9:30AM and 3-7PM. After that the roads should be returned to all for free!				1
Hybrid and electric cars are not affordable for most MoCo residents. Having a, electric car or being wealthy means you can avoid sitting in rush hour. It is a slap in the face to middle and lower income residents in Montgomery County. I oppose providing lanes for the rich and allowing a foreign country to profit on it. In addition to the toll discrimination, Interstate 270 needs lanes from Germantown to RT. 70 and the spurs need additional lanes connecting to 495. Adding lanes from the spur to Germantown is ridiculous.				1
Having tolls provide the means to avoid sitting in rush hour is a slap in the face to middle and lower income residents in Montgomery County. I oppose providing lanes for the rich and allowing a foreign country to profit on it.				1
In addition to the toll discrimination, Interstate 270 needs lanes from Germantown to RT. 70 and the spurs need additional lanes connecting to 495. Adding lanes from the spur to Germantown is ridiculous.				1
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<i>Please do not add toll lanes. Having tolls provide the means to avoid sitting in rush hour is a slap in the face to middle and lower income residents in Montgomery County. I oppose providing lanes for the rich and allowing a foreign country to profit on it. In addition to the toll discrimination, Interstate 270 needs lanes from Germantown to RT. 70 and the spurs need additional lanes connecting to 495. Adding lanes from the spur to Germantown is ridiculous.</i>				0

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No one will drive in these toll lanes unless the public lanes are crowded, and the higher the tolls go the more crowded the public lanes will be. So the toll lanes will fail, because the only way they will raise substantial amounts of money is if the public lanes are so congested that people feel forced to pay through the nose to get out -- to get out of the public lanes. But the foreign companies that build these lanes, they do it all day, every day, they're pros. And by contrast, our state has no experience at negotiating these contracts. The foreign toll lane companies will rope us in for 50 years, and if we expand the lanes further, the lanes will -- the companies will get paid for any loss in revenue. And if the traffic falls off, they get compensated for that, too. We knew this, because it all happened down in Virginia. For example, when I-95 Virginia wanted to widen in just six years after building toll lanes South of Capon but Transurban would cash in. That's just one example. We don't need toll lanes at all when reversible lanes will do the job without these awful, entangling P3s, which we've already seen with the Purple Line, and without charging tolls on all working-class Marylanders. The answer to how much is not at all.		1		
I come here today and speak in opposition for approving a tolling plan for a 50-year contract to pay for this highway expansion. The toll road's necessity has never been sufficiently proven to be needed. Even prior to Covid, the vehicle miles traveled calculations were considered suspect. Post Covid, it's particularly important as most of corporate America has gone to a Hybrid model with regard to work and telework, obviating the need for this project.		1		
The final Environmental Impact Statement is yet to be published. The environmental mitigation plans have never been fully costed, the cost of moving WSOC water and sewer lines have never been ascribed to the cost of this project.		1		
A value for money analysis was promised in 2019 but never performed. The analysis was supposed to compare the project costs of public versus private financing.		1		
		1		
All public surveys conducted show that even those residents or travelers, commuters, that supported this expansion were not willing to pay a toll to use it.				
There should be no tolls. Toll is for the rich. Toll doesn't reduce traffic since they don't make money if people don't use the toll lanes. No Lexus lanes! Why pay taxes to drive on our own roads!				1
Build a bridge in poolsville if you want to reduce traffic. Make the rich people angry instead of demolishing poor working family homes for rich people privilege lanes				1
<i>No tolls! All roads should be free to drive on if you really want to reduce traffic. No privilege lanes !</i>				0
<i>No toll lanes.</i>				0
<i>No toll lanes !</i>				0
Cancel the project. It's a boondoggle / giveaway to private interests and it damages the public interest.				1
The widening of 270 will only increase development which will increase traffic on 270, thus negating any positive effect a widening would have. Past experience proves this to be true.				1
I oppose any tolls.				1
HOV lanes are getting prohibitively expensive when they are needed most. HOV 3+ excludes most drivers. The HOV buses is not a viable alternative as getting to and from presents own complications and delays.				1
The toll lanes is another band-aid on sprawl and crawl and a sell-out to special interests.				1
As the lockdowns showed, it is possible for the large part of workforce to telework, which solves traffic problem immediately. I'm sure there are other alternatives to making everyone pay for the drive.				1
Many of the drivers on the HOV lanes only have one occupant in them. There is currently no enforcement. How will this be enforced?				1
Have there been thoughts of elevated toll lanes and toll lanes that go all the way to Frederick. The traffic goes up to exit 15 - 270N during the evening rush hour.				1
Get this started now! 270 south to Clarksburg and north to Frederick is a nightmare for commuters!				1
The rates will be too high for the average citizen and will even go up every year, even faster than inflation. This is terrible.		2		

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I, and all my neighbors are totally opposed to the widening of 270. And one of the reasons is a private company will benefit from the increased toll rates rather than our neighbors and our residents. Also the exact cost of all this insanity is still not clear, but private company is going to benefit not us. The citizens. It's a horrendous idea. Please cancel it.		1		
Lower income drivers will be inequitably punished by having to pay a higher share of their income than wealthier drivers for the toll road. And since lower income drivers won't be able to afford the tolls congestion will be even higher.		1		
Also the public land in our Rockville community of Woodley Gardens will be damaged,		1		
And also the environmental air is going to be damaged. The noise is going to be an unbelievable, we moved into this community because of the beautiful trees, the parks, and you want to cut them down.		1		
<i>I, and all of my neighbors are totally opposed to the widening of 270. One of the reasons this is a private company will benefit from the increased toll rates rather than our neighbors and our residents. The rates will be too high for the average citizen will even go up every year, even faster than inflation and lower income drivers will be inequitably punished by having to pay a higher share of their income than wealthier drivers for the toll roads, the public land in our Rockville community of Woodley Gardens will be damaged as will the environmental air. We moved into this community because of the beautiful trees and you want to cut them down. The exact cost of all of this insanity is still not clear. This is a horrendous idea. Please cancel it. And since lower income drivers won't be able to afford the tolls congestion will be even higher. Please cancel it.</i>	0			
This expansion should be available to all instead of being a toll road. It is not affordable for the general population to use a toll road in a regular basis when the cost of living in this area is high				1
The toll rate which may be as much as \$40 dollars is not equitable for most income groups, and even the affluent may choose to forgo the high fees. The result is traffic congestion on the free lanes, while limited vehicles on the toll lanes travel at a more reasonable speed. The extremely high fees for trucks may cause truckers to clog the free lanes with induced danger for cars and further congestion.			1	
I support the No Build Alternative for the Managed Lanes Project.			1	
Governor Hogan's decision to contract Transurban to begin the predevelop phase before completing the Environment Impact Statement shows his lack of concern for the project's contribution to climate change along with increased air and water pollution.			1	
The theory of induced demand reiterates the increase of vehicle traffic that will occur with the added toll lanes along with a decision to not use more equitable transit with its environmental benefits			1	
The return trip is fraught with problems as the road narrows drastically at Route 370 to two lanes. Merging traffic will cause gridlock and accidents. Transurban may brag about their future planes to extend the hot lanes to Frederick but that assumes the initial project is profitable.			1	
The free ride for Maryland commuters is in question. Maryland residents will likely be burdened with increased utility rates for the necessary relocation of water and sewer lines. Unexpected construction costs that may be relegated to state taxes. We only need to look to the P3 Purple Line agreement to increase our anxiety. Absent is a guarantee of subsidies for transit, negotiated by Comptroller Franchot at the Board of Public Works hearing.			1	
The Toll Lanes Project not only threatens the environment but only serves the affluent.			1	
Let us pause and reevaluate the plan in a couple months when we know the impact of increased telework and the effect on rush hour traffic.			1	
<i>I support the no build option for the I-495 I-270 managed lanes project.</i>	0			
<i>The project will be decided before the environmental impact statement is complete induced demand guarantees that highway expansion will increase car capacity on the interstates increasing air and water pollution and greenhouse gas emissions that Exacerbate climate change. Climate change is already evident in Maryland with increasing floods from storms and heat increase. Long distance traffic will defeat our chances of achieving the goal of reducing greenhouse. How scares emissions 50% by 2030 maximum tolls of \$50 will not be affordable for most commuters who will be forced to jam the reduced free lanes.</i>	0			

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<i>Along with trucks that are avoiding weight-based exorbitant fees that constantly variable fees will cause vehicles to merge on and off toll lanes causing traffic tie-ups in the free lanes and access. Though toll lanes are, are based on traffic volume and maintaining a speed of 45 miles per hour. On the managed lanes, reduced speeds may be based on other factors, such as weather or accidents. We have not reached a point in which we can evaluate that impact of tele work on traffic patterns, including the morning and evening rush hour. We need to delay the assessment of traffic conditions a couple months when more workers returned to the office workplace.</i>	0			
rates are too high				1
caps are too high				1
limit escalation to inflation only				1
Toll lanes do not reduce congestion. They only provide a way for higher income people to avoid traffic congestion. They only benefit those willing and able to pay and the private company that builds them. To reduce traffic congestion for everyone, build ordinary non-toll lanes that everyone can use free.				1
Maryland Transportation Authority: On the proposed new tolls for "Phase 1 South: American Legion Bridge and I-270 to I-370," I am submitting the following statement on the subject of tolls made by Governor Hogan on June 9, 2015, and reprinted below in its entirety: "Lowering taxes and tolls is what I ran on, what I promised to do, and what the people of Maryland voted for. Over the course of three years, our citizens were forced to endure dramatic and unnecessary toll increases that were unfair and overly burdensome. These toll increases were regressive tax hikes in disguise, and I was proud to end them. Today's committee hearing only served to once again demonstrate the huge disconnect between the politicians in Annapolis and the rest of Maryland. It should come as no surprise that some of the legislators who supported the massive tax and toll increases of the past eight years are now questioning the need to reduce them. Ultimately, our administration remains committed to improving the economy and putting more money into the pockets of hardworking taxpayers."			1	
Again				1
No new taxes of any sort especially transportation wise.				1
No tolls are needed. Tax payers of Maryland and Montgomery county pay high taxes. The need to spend extra is out of control.				1
Because of my understanding about the peak time fares, or the estimated peak time fares, 40 to even \$50.00 at peak times is like, who are these toll lanes supposed to be for? This is going to be for richer people, I guess. But there aren't enough of those people to pay enough of those fares to, you know, pay all the money back to Transurban, or whoever gets to build these lanes. So I guess people like me are going to end up paying for the lanes anyway because, you know, there's going to be a penalty to fulfill the contract, and it's going to come out of Maryland taxpayers' pockets.		2		
It's also going to be for, you know, the sewers, I guess, for -- for all the rainwater. Like, we're going to have to pay through our water bills for that in Montgomery and Prince George's County.		2		
Traffic congestion is a problem, but widening the beltway, is not the answer. Creating that toll lanes are regressive taxes that are all about profit for the construction company and its shareholders. Creating toll lanes on the beltway will disproportionately hurt lower and even medium income people and in the end not solve the problem of traffic. Public roads should be public and I and my neighbors should not have to pay as much as \$40 to drive the length from Routes 370 to 270 public private partnerships are not a sure thing. Look at what's happened with the purple line and I support that. Please, please do not put toll lanes on our beltway. Better, yet. Explore other alternatives to widening.		1		
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I have avoided using 270 for about 2 years now due to the traffic and delays. In my opinion the use of toll roads will just force more people off of the highways into local neighborhoods. The 495 into virginia and the toll roads that go towards springfield and tysons corner are largely empty most of the day a huge waste of money. Many of us have been waiting for a light rail system stretching from Bethesda to Frederick thats seem the smart thing to do to eliminate traffic, pollution etc. IN my neck of the woods that is generally considered the commonly shared opinion. you put tolls. on 270 you are just going to force people onto river road and Quince Orchard and other north south roads.			1	
Simply too much. We need fewer people in cars, not more. Who can afford these extra tolls? Only the rich. Worse still, the state will not receive much money from all this tolling. Seems like a pet project of the governor.				1
This is all a scam. No tolls. No fees. Keep our interstates free!				1
<i>No. Just no.</i>				0
<i>No tolls at all!</i>				0
<i>No tolls!</i>				0
Work on I270 south of Frederick MD to relieve traffic there before trying to put in toll lanes, taking away land and ending at 200.				1
<i>See comment above.</i>				0
one toll for all passenger cars;				1
Set to inflation				1
Reduced. No free passes				1
Why private? Why not use the \$ from the infrastructure bill soon to be passed by Congress? Why is a private company involved? Seems like another case of a big corporation being given a license to reach into our pockets. And for 60 years! And not even an American company!??				1
Why would you spend money on a project like this while missing the obvious, no cost, minimal cost option. Raise the speed limit! It's not 1973. Most mid-western states long ago realized that by progressively raising the speed limit as you leave congested areas you prevent the traffic jams. Keeping traffic moving at a higher speed prevents the inevitable person blocked traffic by "driving the speed limit" in the left lane, causing people to start diverging around the rock in the river. This starts the cascade of break lights, aka slinky effect. Try something inventive vs building an infrastructure to line someone's pockets. Try higher speed limits , or speed limits by lane. Leverage new car technologies that auto-pace, and auto break in high speed lanes. But the easy fix is to do some math and look at the formula for volume. Stop focusing on trying to increase the "Area", and focus on increasing the rate! Change the Nixon era 55mph signs to 65, 75. Even traffic going to congested areas will benefit from greater speed limits (which people are already doing) since they will not jamb on the breaks every time they think they see a State Trooper.				1
Follow the money. Someone is making bank on this project. Simply increase the rate of flow (raise the speed limit) and you will increase the volume of cars / time frame without unnecessary road construction. Let's face it, we are not driving Nixon Era cars, why are we still driving 55mph? The rest of the United Sates figured this out long ago. Less road rage, better flow means people stay in a lane, which increases safety and traffic flow. Troopers focus on efforts to drivers that impede traffic (left lane for passing).				1
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<p>What is the justification for this change. Current fee should cover current costs because no additional services are products will be provided by the increase. Operations need to be managed better to obtain full value from current income.</p>				1
<p>Every increase must be justified to avoid waste</p>				1
<p>If this P3 is approved, the citizens you are charged to serve will experience real harm. The vast majority of people who regularly use I-270 and I-495 will find the toll lanes outrageously unaffordable. The rush hour maximum when the toll lanes open will be over \$4.00 a mile. The same people will find the free lanes more congested than ever, and the cause of social and economic justice set back. Here is an example of how the needs of middle and lower-income people were discounted in the toll setting process from the beginning. Among the documents released by MDTA is the study used to determine how much people are willing to pay to take the toll lanes. Problem is, only certain sorts of people were invited to be part of the study. Of the 2,383 participants, 54% were male, median age was 55 to 64, 43% live in two-person households, fewer than 12% had an income of \$75,000 or less. The median household income was between 125 and \$150,000 year. A whopping 23% earned 200,000 or more. Where are the majority of working families in this study? They aren't there because MDOT and MDTA never intended the toll lanes for them, but that doesn't mean lower-income and middle-income people don't have a designated role in this toll lane scheme. They, we, are the congestion factor. We are the people who fill up the reduced number of free lanes until congestion is so intolerable those who can afford to do so pay sky high tolls to escape. It's been baked in from the beginning. The state is rushing ahead with this P3 that by design will benefit only the wealthiest and those who stand to profit from the toll lane project.</p>		2		
<p>This project must not be approved.</p>		1		
<p>For more than 30 years the Alliance has been the visionary leader who Regional Transportation solutions in the DC area that improve our quality of life and promote economic prosperity. The Alliance strongly supports the proposal of the board and the Maryland Department of Transportation.</p>		4		
<p>Let's be clear, the toll rate for cars with three or more people on them is \$0.00. The toll rate for transit buses is \$0.00. The toll rates for bike and pedestrian user of the near shared use facility is \$0.00, and the toll rate for people who are using the free lanes is \$0.00.</p>		1		
<p>I urge you to move forward with this process. It's very important that we not lose sight of the entire purpose of having congestion management lanes, which can provide a reliable option for important trips 24 hours a day. Right now, that options is not exist during certain times of day, including rush hour. The reality is that these lanes will benefit everyday people who have somewhere they need to be on time, whether it's picking up their mother in law at the airport, getting there in time to watch your child's soccer game, or even getting your family the emergency care that they need. Sometimes, those trips are priceless. At the same time, others who are not paying the tools will still benefit.</p>		1		

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The only people paying this toll are single occupancy vehicle drivers who are choosing to do so in order to guarantee a reliable trip. Having this option is good for our region, our economy and our quality of life.		1		
I SUPPORT THIS PROJECT. virignia has done great job with their toll lanes. we should be able to follow their lead.				1
The toll situation and the rates and their construction and what their final amounts will be, is all up in the air.		1		
And times are changing. We may not have the same amount of people projected to be commuting because of the recent pandemic. The volume may be less.		1		
I know the thing is, planning for the future; as far as increase the amount of people over hundreds of thousands, whatever. But the thing is, this is going to be a very expensive proposition. And whether they'll cover the cost or not, there are too many unknowns.		1		
I think along with the county executive of Maryland, as far as Montgomery County's concerned, I would strongly support the reversal lane thing first, before charging any tolls.		1		
It's going to be a reverse kind of taxation here on the poor people versus those that can afford it.		1		
I oppose toll lanes because it essentially shuts out people who cannot pay. Estimated costs are never accurate and without question soar over time. Get to the root cause of Maryland traffic: unbridled development that undoes any traffic mitigation attempts. Fix that before taxing people to use our roads.				1
We paid for these roads already, no more fees!				1
<i>We paid for these roads already, no more fees!</i>				0
<i>We paid for these roads already, no more fees!</i>				0
<i>We paid for these roads already, no more fees!</i>				0
<i>We paid for these roads already, no more fees!</i>				0
<ul style="list-style-type: none"> • With the simple flip or flick of their E-ZPass Flex transponders, others are reaping the benefits of traveling free on the Express Lanes, simply by carpooling, slugging, or by having the de rigueur number of travelers inside the vehicle. Those wishing to beat the soul-robbing gridlock and the accursed congestion can opt to “pay a toll in relatively-free flowing traffic.” Even so, others can stay in the pre-existing lanes with no toll fees whatsoever. • The critics will suddenly and conveniently develop a strong case of amnesia. That is especially true when it comes to the toll rates on those Express Lanes in the fourth quarter of 2019, months before the onset of the coronavirus pandemic and the implementation of stay-at-home orders and quarantines. They wouldn’t want you to know that “average price for trips on the I-66 Express Lanes Inside the Beltway decreased by 3.9% during morning commutes (from \$7.70 to \$7.40),” when compared to the third quarter of 2018. • Yet, tolling rates also “increased by 0.5% during evening commutes (from \$4.38 to \$4.40).” But that is not a deal-breaker or an inordinate rate, for many commuters heading home for dinner with the family, or for parents rushing to make it in time to their kids’ musical recitals, school play, or basketball or soccer games. For example, research shows: “Customers on the 95 Express Lanes have saved up to two and half hours during a full southbound trip. Average time-savings for the same rush hour journey range from 35 to 40 minutes.” • Nor, will many of those arrayed against the project tell you that along the I-495 Express Lanes on the Capital Beltway in Virginia, the average toll paid was \$5.67 in the last quarter of 2019, according to WTOP News. Again, this time frame was immediately before the advent of pandemic protocols, safeguards and shutdowns, and the concomitant precipitous and dramatic drop in traffic volume. • Sure enough, the critics will try to tell you the “toll rates will be too high for average drivers on a daily basis.” Or, that “high price toll roads are inequitable.” But that’s not the whole truth. The average driver will not be compelled or forced to use the Express Lanes High Occupancy Toll (HOT) lanes. The existing lanes will remain intact, and free to all users, and those commuters will still shave time off their daily commutes. • This is not about histrionics or hyperbole. Rather, it is about changing the trajectory of a history for Maryland commuters, who suffer from some of the worst congestion in the entire nation, and our transportation future. As the idiom goes, “believe nothing of what you hear, and only half of what you see.” To the contrary, modeling by the Maryland Transportation Authority shows the “average user is expected to spend under \$20 per month” in toll fees on Phase 1 South. If the projections hold true, for passenger vehicles, “the average cost per trip for this first 12-mile section (Phase 1 South) will run about \$3.95,” according to MDTA’s “Toll Rate Range Proposal.” 				1

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<ul style="list-style-type: none"> •Regarding Maryland’s “480-mile Interstate Highway System,” as TRIP reported in August 2020, “Many Interstate highways are wearing out and showing signs of their advanced age, often heavily congested, and in need of significant reconstruction, modernization and expansion.” •We might as well face it. Some people and drivers don’t like the notion of paying tolls, or the idea of a “soft rate cap.” Yet, for example, according to a polling conducted by AAA in Connecticut, “nearly half of motorists” surveyed in 2018 said they would “favor interstate tolls over other ways to fund transportation costs.” This is not a recent trend or phenomenon. In fact, surveys conducted by AAA over the past decade and a half have consistently shown “public support building for toll roads,” and of late, for adding “dynamically tolled express lanes.” In fact, “drivers nationwide increasingly are looking to a toll-road option to help raise money to fund the transportation system.” That, by the way, was the finding of a national survey conducted by AAA back in 2006. What is more, “fifty-two percent of survey respondents in the poll chose toll roads as a viable option.” •In several senses, the Maryland project will be no different from the Express Lane Project across the Potomac River or the Express Lanes in Baltimore County. Like those projects and facilities, “dynamic pricing will manage demand for the lanes to provide users a reliable trip. When traffic volumes increase, tolls will rise, and when traffic volumes decrease, toll rates will fall.” Through the years, surveys and polling conducted by AAA have shown of those in favor of more toll roads, most said they would support tolls only on new roads, and highway lanes, not on existing lanes. •Finally, I hasten to add that while a toll-free system is preferred by some AAA members, and a slice of the motoring public, AAA believes tolls can be used in certain circumstances, including to pay for needed new capacity that will not be fully financed through other means and to operate express lanes that improve traffic flow on the highway system. We believe this project fulfills and meets those overarching criteria. Thank you. 				1
<ul style="list-style-type: none"> •<i>Good afternoon. Thank you for according and affording stakeholders and citizens alike an opportunity to enter into the official record testimony on the toll rate range setting process for Phase 1 South: American Legion Bridge I-270 to I-370. As the nation’s oldest and largest auto club, AAA is pleased to offer this testimony on behalf of the motoring public, as well as more than one million AAA members in Maryland, and more than 62 million AAA members nationwide.</i> •<i>Allow me to say from the onset that as a matter of its national and regional policy positions, AAA is gravely concerned about the deteriorating condition of the nation’s roads and bridges, as well as the state of repair or disrepair of roads, highways, interstates, major arterials, and bridges across Maryland, and the national capital area. For this reason, AAA supports traffic management strategies, including, mark well, those that provide tangible commuting advantages to higher occupancy vehicles.</i> 				0
<ul style="list-style-type: none"> • The concept of Express Lanes, that is to say, High Occupancy Toll (HOT) lanes, is not foreign to most residents of the National Capital Area, or to anyone who traverses Interstate 495, Interstate 95 and Interstate 395 in Northern Virginia, or who travels along the I-66 Express Lanes inside the Capital Beltway, or along the I-95 Express Toll Lanes (I-95 ETL), the second all-electronic toll facility in Maryland. Also rising on the horizon is the I-66 outside the Beltway facility, which includes “22.5 miles of new Express Lanes.” • Reportedly, nearly half of all Washington metro area drivers have already utilized the Express Lanes from time to time. Maryland’s Phase 1 South project will seamlessly connect with Virginia’s Hot Lanes network. Virginia is moving ahead with plans to extend the 495 Express Lanes “2 miles north toward the American Legion Bridge and provide new connections to the Dulles Toll Road and George Washington Memorial Parkway.” • Even so, to improve their rush-hour trips, many area motorists and commuters have grown accustomed to using an Express Lane toll calculator to “find current toll price estimates and past toll prices for any entrance or exit.” • But chances are, the loudest voices in the room will never concede this, or admit this fact. Instead, you will hear horror stories about exorbitant toll rates. They will recite chapter and verse the unfortunate experience of some motorists who ended up paying as much as \$34.50 in peak toll fees during the morning commute on I-66 Express Lanes, when it debuted to the motoring public on December 1, 2017. With zeal, they tell you when and how toll rates soared to as much as \$40, the next day. They won’t tell you that the Express Lanes cut the average rush hour commuting time along I-66 in half, “when compared to the commute one year earlier.” 				0
<p>We think that the toll rate structure proposed by MDTA is very in keeping with what is already happening in the Washington Metro area with the Express Lanes in Northern Virginia. In fact, the previous speaker alluded to what the typical toll rate would be, and it would even be lower than that that we're seeing in Northern Virginia at this juncture. The fact of the matter is that you're about to get a lot of (indiscernible) today about exorbitant tolls, and they will recite chapter and verse the unfortunate experience a motorist when the I 66 express lanes and South of Beltway debuted back in December 1 of 2017 when that first day, there were tolls \$34.50 and \$40 the next day, but those were anomalies and the difference is that motorists (indiscernible) with certainty what the goals are before they enter the (indiscernible). This is a much due concept.</p>		5		

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Motorists will not have to pay tolls if they don't want to.		1		
AAA is pleased to offer testimony on behalf of the motoring public as well as more than one million members that reside in Maryland and more than 62 million members nationwide. AAA is the nation's oldest and largest auto club, and allow me to say from the onset, that as a matter of his national and regional policy positions, AAA is gravely concerned about the deteriorating conditions are the nation's roads and bridges as well as the state of repair or disrepair of roadways, highways and interstates, major arterials, and bridges across Maryland and the National Capital Area. So we support this project.		1		
Interestingly, about 50 percent of the people who live in a Washington Metro area have already used the express lane concept. They're very familiar to it -- with it. It is not foreign to most residents in the National Capital Area, or to anyone who traverses interstate 495, Interstate 95, Interstate 395 in Northern Virginia, or who travels along the I- 66 Express Lanes inside the Capital Beltway, or for that matter, if you're in the Baltimore area along the I-95 Express Toll Lanes or I-95 ETL, second all toll facility in Maryland.		1		
I understand that the proposal to provide HOT lanes includes a plan to rebuild the American Legion Bridge. I would urge the states of Maryland and Virginia, if constructing a new bridge, to please consider a design that would allow for rapid transit or light-rail traffic, such as an extension of the Metro "purple line" to Tyson's Corner. Adding rail capacity between Maryland and Virginia will alleviate the chronic bottleneck of the American Legion Bridge- which is backed up even on weekends- and would also reduce overcrowding in the downtown areas of the Metrorail system. Thank you.				1
Wild cost fluctuations that hurt our poorer fellow citizens				1
And why is maryland proceeding with this P3 without ever having conducted an evalutaion of what the cost would have been if the state would have undertaken the project? Who will this benefit? The toll company and its shareholders. Tolls on the express lanes are set high to guarantee profits for toll company shareholders they have a strong incentive to make congestion on the free lanes as bad as possible so people will pay their high tolls. Who's the losers i think its my family and all the families who use those highways.		2		
We are strongly opposed to the toll lane project.		1		
The cost for using the proposed toll lanes is inequitable and regressvie and exorbitant. Lower income earners are forced to choose between sitting in traffic or paying tolls beyond their budget, not a financial burden for high wage earners that's unfair its regressive.		1		
There is a lack of transparency in the process of contractor selection and the specifics of the project. Important aspects that affect costs to users. The project projection of cost of daily use that are provided is based on current data not for when the toll lanes will open so it is going to be much higher than what is being presented. And we do not know the cost of building the express lanes. current projections can't be assumed more considering the impact of COVID upon future travels and cost of materials and the final cost will affect the toll rate for people who will drive and will escalate every year for the next 50 years of the contract at a rate that will exceed 2%, faster than inflation.		1		
Make this easy for drivers by following the same policies at the 495 Express Lanes in Virginia. Don't make it confusing for drivers who drive in both states.				1
The DMV should do something to incentivize workplaces that utilize a work-from-home or flexible office arrangement strategy. Adding more lanes will help ease congestion, but keeping cars off roads altogether is both better for commuting times in the area and the environment				1
NO \$50 tolls to go five miles. Need ceilings above which tolls do not rise.				1
Steady, continuous rate escalations are last thing working people, truck drivers, and others need. Tolls can be very high without escalation over time.				1
I think you gave this away already, to get support from county govt and towns. HOV3 will encourage people to car pool or travel in groups. Bus could be full or empty. Buses are hard on the road - bus or County govt should pay a minimal fee to compensate for wear and tear.				1
Stop selling tax payer owned public infrastructure to corporations				1
<i>Stop selling tax payer owned public infrastructure to corporations</i>				0
<i>Stop selling tax payer owned public infrastructure to corporations</i>				0
<i>Stop selling tax payer owned public infrastructure to corporations</i>				0

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<i>Stop selling tax payer owned public infrastructure to corporations</i>				0
All new lanes should be either open to all at no charge or available solely for car pools, etc. They should NOT become Lexus lanes that solve traffic congestion primarily just for the wealthy.				1
Highways are an inherently governmental function which should NOT be passed on to the private sector for private profit. Also, these decisions should involve locally elected decision makers and not rammed down our throats.				1
By not charging tolls, these new lanes can be built with a smaller footprint at less cost to our economy and to the environment.				1
<i>See first set of comments above.</i>				0
Would prefer no tolls but understand the need				1
This is a total waste of time since you have not listened to citizen concerns from the beginning...			1	
I've got to hand it to you. You know how to keep this farce rolling to its preconceived, "Done Deal" end. BUILD THE MONORAIL!!!!			1	
Fees are too high.				1
Fees are too high				1
Fees are too high				1
There are numerous reasons that the proposed toll rate ranges are unacceptable. I would like to focus on two issues. One, the toll rate proposed by MDTA are (sic) exorbitant.		1		
Maximum toll rates should be accessible to working class families.		1		
The actual toll rates will be yet higher when the road is operating, and will continue to escalate every year for the 50 years of the contract.higher.		1		
I am speaking today in opposition to the I-495/I-270 public/private partnership.		1		
Two, these high-priced toll rates are inequitable. They will be much too high for average drivers on a daily basis. The 2021 toll rate for a passenger vehicle with an E-ZPass could reach nearly \$4.00 a mile, depending on the traffic conditions. That means the toll from the American Legion Bridge to I-370 could be over \$50.00 at peak time. The tolls in the express lanes will deliberately be set high to guarantee profits for the toll company shareholders. This P3 plan turns public land over to private investors and is a profit-making venture for foreign companies and their shareholders. It favors wealthy commuters while making congestion worse for people in the regular lanes. Expensive toll roads are a regressive form of taxation in which middle and low-income drivers may spend a larger percentage of their income on tolls than high-income drivers.		1		
In conclusion, this P3 is not an acceptable deal for Maryland and its taxpayers. Good government demands that full -- fiscal, environmental and social impacts of this project be determined before locking into a long-term exclusive contract. No contract should be voted on, much less approved, until the Environmental Impact Statement has been finalized. It is premature to develop toll rate ranges at this point.		1		
with a caveat - that the MAX amount for full trip to or from bridge to 370 trip not to exceed \$5.00 at ANY given time				1
please be very clear on definition of "motorcycle" and "bus"				1
how about having one of those lanes dedicated to 3/4/5 and 6 axel vehicles? The tractor/trailers REALLY slow things down, especially (northbound) big curve approaching the River Road exit				1
2+. Not 3. Unrealistic at 3				1

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Free passage for motorcycles on HOV lanes? Are you kidding? BAD idea! Are you aware of the proliferation over the last 2 years of illegally loud and dangerous motorcycle behavior? Even if not speeding, many motorcycles on the road have aftermarket mods to make them unlawfully loud. Add speeding and modified cars and the result is motorized anarchy. My neighborhood is plagued by incessant roaring and screaming motorcycles and cars on Midcounty Highway and the ICC. Police in my community say they are not allowed to pursue speeding motorcycle drivers so they are never ticketed. People intentionally speed and/or install illegally loud exhaust systems. No way should taxpayers fund a venue for illegal equipment and behavior. Please stand up to the motorcycle lobby who probably pushed for this free toll passage. If you don't believe me (because it is nice and quiet in Bethesda or North Potomac where you live and you won't be affected by the highway expansion) here is an example from a dealer: "An exhaust looks cool and unlocks some power, but most importantly, unleashes the loud roar that gives every bike its personality. This is a mod that is pretty universal among riders too; from rumbling American V-twins to screaming Japanese 4-bangers, every bike on the road just seems incomplete without an aftermarket exhaust to let that signature sound rip! Installation is usually pretty simple; even an amateur wrencher can install most systems, which makes this mod one of the all time favorites for new bikes. Shop almost 200 different exhaust systems here!" https://www.bikebandit.com/blog/10-essential-mods-for-new-motorcycles				1
My main concern is the highway expansion will accelerate the deterioration of Gaithersburg's "sacrifice zone" east of I-270.				1
Toll roads are an additional burden on drivers who have already paid taxes to support the roads. I would rather increase the tax than pay a toll.				1
We oppose any toll lanes on the American Legion bridge.				1
We oppose toll lanes and expansion of American Legion bridge footprint.				1
Setting max and min rates might limit officials' ability to effectively respond to changes in traffic patterns--especially if those changes are unpredicted. If max/min must be announced, make sure they define a very wide range (3-4? Std. Dev.?); Setting max and min rates might limit officials' ability to effectively respond to changes in traffic patterns--especially if those changes are unpredicted. If max/min must be announced, make sure they define a very wide range.				1
The complexity proposed by soft rate Cap rules will invite a lot of heartburn...both for officials and motorists. Expect complaints, bad press, and even class-action lawsuits from those "unexpectedly" caught in the fine print of a high toll.				1
Good idea. Without setting this public expectation, MTA would have to fight a war for every escalation.				1
Note: HOV counts should be defined as number of licensed drivers in a single vehicle.				1
Don't let the public beat MDTA into submission over toll rates. Rates will only modify behavior when they exceed the willingness of motorists. When rates force motorists to capitulate, rates are effective. When rates force motorists to capitulate, motorists protest. As such, effective rates may be fundamentally linked to protest.				1
Second Beltway and a new bridge is the best solution!				1
Bureaucrats and politicians without vision will not improve anything.				1
<i>Bureaucrats and politicians without vision will not improve anything.</i>				0
<i>Bureaucrats and politicians without vision will not improve anything.</i>				0
<i>Bureaucrats and politicians without vision will not improve anything.</i>				0
The construction will create jobs and ultimately this will alleviate traffic. This project is a must do!				1
Minimum should be set low enough to ensure drivers use the lane without clogging it.				1
Maximum should be set high enough to ensure smooth traffic flow in the lane.				1
From https://mdta.maryland.gov/ALB270TollSetting/TollRateRangeSettingProcessandProposal : "Although not standard practice in the tolling industry..." That is already a bad sign. If we implement this cap based on the two conditions listed, 1,600 PCEphpl or < 50 MPH, will it in any way negatively impact the utilization of this lane? Our objective is to get cars moving, so let's evaluate soft rate cap in that context.				1
A vehicle with 3 passengers "consumes" the road in the same manner as a vehicle with 1 passenger, so no need for a discount. Buses, if anything, should be charged more than single-passenger vehicles, because they have a higher impact on the road. If we want to implement a policy of ride-sharing or mass transportation, let's do so in a context outside of building and maintaining the lane.				1
Let's keep this project on course! Thank you for all your work.				1
What idiot thought up this nonsense idea? All these tolls will do is to push more traffic off onto 355 and other side roads. People will not want to pay these tolls and all you will do is to create a living nightmare for other more rural roads.				1

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I believe that expanding the road in any way, shape or form will make things unbelievably worse. In the afternoon when there is a lot of traffic from people leaving the city and heading up to Frederick, there's a bottleneck that is caused by the road going from, I dunno, four lanes down to two, going into Frederick. That's what needs to be widened, where you have two roads going out of town in the evening, going back up to Frederick. That's what needs to be widened. The bottleneck occurs because of that. Not because of something else and the idea of making the toll roads so darn expensive it will cram more people into the lanes that are not toll roads.		1		
People cannot afford the amount of money you are making the toll roads cost when it is rush hour, which is when we need to use it.		1		
So also the environmental study hasn't even been finished with what all of your changes will do to the environment. So let's stop rushing this. Let's really finish up the environmental study and then make some decisions.		1		
Soft cap is a temporary camouflage for eventual higher rates.				1
Again, it is just a camouflaged bate and switch scheme.				1
Benefits the very few and not the majority individual who cannot afford or arrange such due to family schedules and logistics. This solution is geared solely to wealthier work-alcoholics group of higher management and executives and not the general public needs.				1
Any tolls that takes existing lanes from those public free lanes is discriminate to those who pay taxes but cannot afford daily or weekly additional costs which is the majority of travelers. This proposal is for the wealthier drivers and will increase the duration and length of backups for the majority of travelers unless an additional Bridge lane was added as a toll lane. Existing infrastructure will NOT tolerate a toll lane with remaining lanes regarding any improvement in existing backups for the majority of drivers only for those minority percentage whose deep pockets can afford any cost for a little more convenience similar to progressive tolling on I-66 inside the beltway. This is just another state scam to squeeze more money from residents, workers, and any drive-through travelers.				1
The solution and opportunity was missed decades ago for social/political reasons by never constructing an I-95 by-pass through the eastern side of DC or another route for the eastern seaboard travelers similar to other cities (i.e. Baltimore or Richmond). Even the s-turn route of the NW section of I-495 is just another example of failures by the traffic-flow engineers from long ago that we are continuing to pay in our personal time and effort. I do not want to increase such by supporting this option that only benefits the states pockets in added revenue for roads and the limited public due to the continuously miss-engineered decisions of the past. The solution is build multiple additional lanes (3) both sides if any option for an I-95 by-pass is not possible free for all public paying tax-payer. Its a long and arduous project but in the end a better long-term solution that toll lanes will not solve for the majority who have to find work-arounds - many examples of that already exist. I think the best long-term solution is I-95 break-through and low expansive metro fares supported by the federal government funding for a decade while I-95 throughway is completed. The I95 corridor south of mixing -bowl is another example of original inadequate planning - 3 lanes free in spots is not nearly adequate and putting a costly carrot of tolling that should have been free lanes would have alleviated the bulk of the problem. There's times when there's never enough lanes but that's life - NOT that this tolling an existing free lane as the ALB proposal would ever present this scenario but only demonstrate one lane moving fairly well as the other lanes are backup/sluggish 40-50% more often with greater length traffic jams. Is it a forced issue from the authorities to pay up or get up earlier for work and still not save time overall because of earlier rush hour jams. The solution is not higher cost from tax-payers outside of the IRS for services that are suppose-to-be included in their tax-base to begin with - this is the ground-zero issue, being public continues to pay for incompetent leadership decisions. Improve Public Works Dept efficiency and insensitive to get work done faster.				1
Tolls and more tolls on what was once existing public lanes is just taking more from hard earn resources, services and convenience from the general tax-payer to benefit those wealthier executives and such that have lawyers to find loopholes take such expenses off their taxes while the rest of us just eat the higher cost in quality-of-life, standard of living and stress levels.				1
The toll rates will be and will become too expensive for the average driver to pay on a daily basis.		1		
I am not in favor of the proposed HOT lane toll rate ranges		1		
Congestion will basically remain the same as it is now I am convinced.		1		
Toll roads are just another form of taxation and lower income drivers will once again, be the group who bear the burden, the cost of building the express lanes is an unknown and should be more carefully thought out.		1		

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no to toll				1
No buses unless end to end only (express) Buses trying to merge back into main lanes for various exits will only clog up toll lanes possibly.				1
MTMA represents over 21,000 workers and business owners in the metropolitan Maryland construction industry. Maryland is in a unique position with how toll rates are set. While the revenue from the tolls will pay for the I 495 by 270 and the American Legion bridge project, and MDTA has actually full control and sets the prices for the tolling. Maryland is one of only a couple of states with rate caps on their variable price tolling systems. These statutory exceptions are essential protections for consumers.		2		
The average cost per trip for this first 12 miles section phase one South is \$3.95. This toll rate is actually slightly lower than the \$5.40 average trip currently on Virginia's I 185 Express Lanes, and below many other similar managed lane projects around the United States, as posted on MDTA's maryland.gov site.		1		
I ask to make this project move forward		1		
<i>MTBMA may represents over 21,000 workers and business owners in the Metro, Maryland metropolitan transportation construction industry. Maryland is in a unique position with how toll rates are set while the revenue from the tolls will pay for the I 495 I-270 and the American Legion bridge project and MDTA has control and sets the prices for the toll lanes. Maryland is one of only a couple of states with right caps on their variable price, toll length systems. These, that statutory exceptions are essential protections for consumers. The average cost per trip for the 12 mile section phase one south is \$3 and 95 cents. This toll rate is actually slightly lower than the \$5 and 40 cents average trip currently on Virginia's I-495 express lanes and below many other similar managed lane projects around the United States. I asked that this project moves forward.</i>		0		
Setting minimum and maximum ranges will not help.				1
Setting any soft rate caps with minimum and maximum ranges will not help.				1
Any tolls, no matter how limited, will be completely unfair and not help most commuters.				1
Toll discounts for the very few who can qualify for them will not eliminate the complete unfairness to the vast majority of commuters.				1
I completely OPPOSE ALL TOLLS ON I-270. Toll lanes will be too high for the average commuter to pay, and thus will provide relief only to the richest commuters, and will not significantly improve traffic congestion for the great majority of commuters. Setting minimum and maximum ranges, soft caps, discounts, annual adjustment limits, etc. will not cure the basic unfairness of these toll lanes to the vast majority of commuters.				1
We work with MDOT SHA and MDTA, building new roadways and bridges and also provide crews to maintain our existing road and bridge infrastructure. I'm also the chairman for the Maryland transportation builders and materials Association, and a board member for the Maryland association of general contractors. Both of these associations represent construction materials supply firms for the transportation and construction industries here in Maryland. Ourselves, Concrete General, we have over 200 vehicle -- trucks that are registered in Maryland with over 100 of these vehicles having and currently using E-ZPasses. We depend on these vehicles to perform our work, and our use of E-ZPass tollways and roads in Maryland has decreased our travel time, which then allows recruits to spend more time putting work in place, and not just getting to and from work.		1		
My hope is this project proceeds as planned.		1		

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<p>The variable pricing already used on the ICC Maryland 200 and use for the proposed hot lane is a proven way to maximize the efficiency of the network. It's also very dependent on this level of demand and the price paid when people enter the system will not change on that second segment if traffic picks up while in the hot lane, so that every consumer driver can make their own choice to either utilize the hot lanes based on posted pricing at that time or to remain in the GP lanes. The hot lanes will allow more people to move through the corridors during peak hours, shifting traffic from overcrowded local streets during the morning and evening rush hours, and improving pedestrian safety in local areas. The improved speed for the new (indiscernible) lanes will provide -- will also cut down on fuel consumption. When our vehicles are moving at 45 miles an hour or more, they use a lot less fuel and pollute less than if they are stuck idling or crawling in 10 mile an hour stop and go conditions.</p>		1		
<p>I oppose the rebuilding of the American Legion Bridge and adding toll lanes on it and 495/270 for all the reasons stated by environmental organizations and residents. Merging lanes are unsafe at any speed, especially beltway speeds. Alternatives to fossil fuel vehicle roads should be considered. No decision should be made until the NEPA EIS is completed and approved, as well as any other outstanding permits. Maryland can't afford this project and there are many projects in line ahead of it.</p>			1	
<p>Cancel this project please. It's no good. I strongly oppose this project, it's just another highway boondoggle that will only increase costs for the average taxpayer and not relieve any traffic congestion. The National Capitol Region Transportation Planning Board recently voted to remove the project from the region's long range transportation plan. There's really no interest group that I can find that is in favor of it other than people who want to make a lot of money for themselves. No drivers want it. Pedestrians don't want it, (indiscernible) don't want it. We've seen throughout the entire history of highway expansion that it never actually reduces traffic or reduces travel time. It just increases traffic. There is the issue of induced demand, which means that the more lanes of highway you build, the more cars are going to just fill them.</p>		1		
<p>[This project will not] reduce our pollution, which is the number one source of greenhouse gas emission in Maryland now is from transportation.</p>		1		
<p>Forget about it and focus our efforts as a state on providing more bike lanes, more pedestrian options, more public transit options. Anything that will meet the need for people to travel by car on roads in the first place.</p>		1		
<p>If you want to build more roads, you know, build them where people are.</p>		1		
<p>If you want to reduce traffic congestion, build housing and make it cheap enough that people can live near where they work. So, yeah, I live across the street from my job and there's no traffic. I live that close. So make it easier for people to live close to where they work and we won't have to have any need for traffic (indiscernible) in the first place.</p>		1		
<p>There really is no benefit to this project and it's going to be really expensive. I think one study said it's going to cost \$2 per mile to drive. And that's like 200 times the national average. So, what benefits are any of us as the driving public getting from this project? I really can't see it. Even though it's supposed to pay for itself with tolls, that keeps coming down and coming down, and now it looks like there's a (indiscernible) or between a half a million and a billion dollars. And I don't really think that my taxes should go to pay for that.</p>		1		
<p>I am a resident of the neighborhood near I-270 (the Woodley Gardens neighborhood), and we do NOT want to see I-270 widened or a toll lane elevated to a second story. And we most emphatically do NOT want to see tolls charged for travelling on I-270.</p>			1	
<p>Instead of privatizing for the financing of the project, it is better to raise revenue from the motor vehicle manufacturers, and petroleum industry.</p>				1
<p>The revenues from the car manufacturers and petroleum industry need periodic adjustment.</p>				1
<p>Please modernize the transit digital infrastructure for the futuristic transport systems. Plan and leave space to accommodate future metro line construction over the Potomac river, and along the highways.</p>				1

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We're an AISC certified steel fabricator and supplier primarily serving the heavy highway and commercial construction industry, in the Mid-Atlantic regions. And we have locations in both Baltimore, Maryland and Northern Virginia, so on both sides of this project. For all businesses including mine, time is money. Currently, the heavily congested conditions on these highways, make estimating our time travel a total crap-shoot. We will never know if it's going to take us five minutes to get there, 15 minutes to get there, or 45 minutes to get there. And that waste of time is expensive and drives up our costs with every trip. Whether that be an employee getting the work, a truck driver delivering a product, an inspector coming to our facility. If you consider the hourly rate made in our industry, having the option of spending, you know, \$4. And that's important because the (indiscernible) job is mandatory. Having the option to spend, you know, \$4 to save 30 minutes to an hour of your day, to some people it's well worth it. Having our employees, subcontractors or materials, sitting on the road for excessive amounts of time unnecessary time hurts our business.		2		
As a business owner and resident of the area, I urge you to move forward with this project for the long-term betterment of the area from both an economic and residential perspective.		1		
And not to mention the impact that this has on our personal lives, as well as our health. It's known as one of the worst traffic areas in the United States.		1		
There should be more information presented regarding specifics of the rate caps as well as what ranges are being discussed. There are so many models (VMT, zonal, etc.) and so much haze regarding this plan.				1
Again, this is a poor survey as it, by getting into the financial rollout, implies a level of consent. It should be designed with different prompts based on whether the first statement is supported or opposed. Additionally, these projects are always underbid with the expectation that further funds must come from somewhere as the project has already been done.				1
The phrase "tolling to subsidize the creation new lanes" is inherently disagreeable to society in that it creates potential economic inequities (tolling and being forced into potentially slower lanes) as well as a poor use of mass infrastructure funding that should better be spent on mass transit instead of the creation of new lanes for SOVs. New lanes could be better used by society as BRT or ROW for future Metro or public rail use.				1
This shouldn't be a project that is funded to extend the reach of SOVs at the detriment of mass transit.				1
I understand the purpose of this public comment form but there should still be an interest in addressing dissent to the plan. As a social scientist with experience in the psychology of forms and surveys such as this, I have to say that this is a poor survey, as it, by only discussing the financial rollout, implies a level of consent. It should be designed with different prompts based on whether the first statement is supported or opposed. Additionally, and most importantly, there should be hyperlinks provided to easily retrieve what the specific details of "soft rate caps" and the reach of the ranges, for example.				1
There shouldn't be tolls! We were not given any other option. NO TOLLS!				1
Conditions will favor members of the public who can afford the \$40 to \$50 price tag in order to use the tolls. Public members unable to or unwilling to pay the extra transportation fee will legally be bound to use more congested side roads or local neighborhood avenues.		2		
A P3 partnership is by design a high profit mark in social revenue for the private partner. The source of a profit margin will be obviously from the public. The private partner will reap greater profit margin from greater participation in the public partnership and are not bound by the public's best interests in achieving financial situations. Although public payments are made through MDTA, which is a subsidiary of MDOT, pre-agreement contract guarantees a profit margin for the private partner. This has the effect of the State of Maryland enforcing a conditional burden on Maryland residents to the benefit of a non-elected partner in the governing body. There may be little legal redress that can be sought by the citizens of Maryland once the contract is put into effect.		1		
This plan does not create additional capacity. It only rearranges truck capacity into a profitable venture.		1		
Lower and middle class citizens may find their opportunity outside of the state, particularly if saddled with the deprivation during economic downturns in the future. If this condition is realized, it could have obvious consequences to the Maryland tax base.		1		

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<p>So this is a short-sighted plan that will tax the poor and middle-class for not being able to afford to live close to their job or afford to live near public transportation. I do not support any plan that allows wealthier people to bypass traffic while low-wealth people are subjected to more traffic than they have now. If you can pay that kind of money [high tolls], I ask you to step outside of your bubble for a moment and realize what American -- what Maryland people can pay.</p>		2		
<p>This is a public/private partnership. A corporation's mission is to bring in more money. They are not to bring us less congestion, not to worry about how working families can afford these tolls, and not to worry about the environment. These for-profit hot lanes have a reverse incentive. There is -- if there is more traffic, then they can charge more on their tolls. And don't forget, less traffic is our goal here. These toll revenues will go to a private corporation and not to the government to find other transportation options. This is about make sure all Maryland has protection against this highway robbery, and to make sure that the P3 is actually a partnership.</p>		1		
<p>The projected costs to the tolls have been posted differently in all different locations, so I feel like it's been intentionally misleading.</p>		1		
<p>I live in Southern Maryland and I have two doctors up there off of 270 and I cant afford tolls just to see my doctors. I pay 50 per visit and tolls on top of that that will be a lot of money</p>				1
<p>Sierra Club Maryland Chapter is concerned with the excessively high tolls required under this proposal, the high social costs of the toll lanes, and the way this toll rate and toll lane proposal deepens inequities in Maryland and fails to serve the public interest. High Tolls. Amid all the permutations in the proposed dynamic toll pricing for 63 different scenarios, there are some things that stand out. In 2026, when the toll lanes would open, the maximum toll for a passenger car to drive from the George Washington Parkway to the I-270/I-370 interchange would be \$50 in 2021 dollars. During evening rush hour 4–7 p.m. the tolls for that trip will match or exceed the soft cap nine (9) weekdays out of ten (10) (see image at right). The maximum toll rate for a big rig trucker with no transponder or other payment plan is \$42.33 per mile, so that’s \$296 for a 7-mile trip. Those tolls—from passenger car to big rig—are too high. Toll rates will be far too high for average drivers on a daily basis. They are exclusive, inequitable, and discriminatory.</p>			1	
<p>It bears mentioning that even these exceedingly high toll rates and escalations now under discussion will not satisfy Transurban. (A November 18, 2020 letter from Transurban-led Accelerate Maryland Partners to MDTA’s Deb Sharpless requests various revenue-increasing alterations to the numbers and escalations for the toll lanes.)</p>			1	
<p>High Social Costs. The Hogan Administration and Maryland Department of Transportation claim this private toll lanes plan comes at virtually no cost to taxpayers. That is not really true, because the people who will pay the tolls are mostly Maryland taxpayers; the toll lanes are not being donated to Maryland. Maryland taxpayers also will be forced to absorb the cost of billions in utility relocations that will not be reflected in the tolls. The costs of the highway expansion will also be paid by individuals, school children, and communities harmed by significantly increased greenhouse gas and other health-damaging air pollution, significantly increased stormwater runoff, and the loss of property value, historic places, wildlife habitat, parkland, and tree canopy. To see the many additional costs this project will have for generations, view our June 29, 2021 testimony. It explains our central argument that a Final Environmental Impact Statement (FEIS) is necessary to know the impacts and costs of the project and must be completed before making toll rate or other commitments, including signing a contract with a developer. This toll lane proposal and the high tolls will further deepen the regional east-west racial and economic divide and societal inequities. High price toll roads are inequitable. This plan turns public land over to private investors for the benefit of the affluent. Those who can afford to take the HOT or Express lanes will experience a faster, safer commute while everyone else experiences high congestion. The tolls will not be accessible to working class families. The toll lanes are also designed to serve longer distance and pass-through traffic rather than locals. We remain deeply concerned over the plan’s anti-transit bias and expenditure of scarce transportation dollars for a project that will primarily benefit the affluent and not be affordable for economically disadvantaged environmental justice populations.</p>			1	
<p>The private toll operators have a strong incentive to make congestion on the free lanes as bad as possible, so that people will pay their high tolls. Thus, the majority of travelers will experience congestion the same or worse than before, particularly since an existing lane on I-270 will become a toll lane, squeezing more drivers onto fewer general-purpose lanes.</p>			1	

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Public Interest Concerns. We must also reiterate our concern that this deal is not in the public interest. Privatizing roadways can lead to significant control of regional transportation by private companies accountable to their shareholders rather than the public. The monopoly power Transurban would have in our region would also allow toll markups exploiting their monopoly power as well as give Transurban inordinate influence on our politics and planning. There is simply a misalignment between the goals of good government and the goals of P3 toll lane companies such as Transurban. Transurban is on record saying its goal in our region is to “maximize the tolls” and admitted that: “An increase in the number or improvement in quality of alternative roads, public transportation or mass transit options, ... and their relative convenience, affordability and efficiency, could reduce traffic volumes on our toll roads and therefore reduce our earnings.” Thus, improvements that would be good for and desired by Marylanders and sensible in the midst of a climate crisis are undesirable for Transurban and shareholders. This toll lane proposal sets up a perverse incentive for a private company and our own government to lock in car-dependency and act against the public interest for generations.			1	
If for political reasons you need to set caps, then they should be set as high as possible.				1
The managed lane operator must be free to set the tolls needed to maintain free-flow density. Caps will inhibit this and prevent the operator from delivering guaranteed free-flow rides.				1
This is a sop to car haters. Probably politically necessary.				1
<i>see above</i>				0
<i>see above</i>				0
The public does NOT want lower 270 to be widened! Please do not continue to promote this expensive, destructive, wildly unpopular plan. It is NOT the answer for our state. It is time to focus on public transit, NOT widen lower 270. There will be a public rally tomorrow against this terrible plan.			1	
My recommendation for tolls is zero, because 270 should not be widened and toll lanes should not be built. Widening 270 would be a major mistake for Maryland, environmentally and financially.		1		
Widening 270 would destroy parks, green spaces, trees, wetlands and neighborhoods, including mine. Maryland and the federal government made commitments to reduce greenhouse gases significantly. Paving over more land would increase greenhouse gases. The scheme to widen 270 rather than focus on public transit would escalate the climate crisis. Climate change is causing extreme weather catastrophes throughout the world. Temperatures in the Pacific Northwest and parts of California are higher than they have ever been in history. People are dying because of climate change right now.		1		
P3s are risky and they are not free. They often end up costing the public a great deal of money. P3s around the country have gone bankrupt or have pulled out of projects. We know what happened with the Purple Line. The state has already agreed to pay extremely high subsidies to a private company which would have control over the lanes for half a century. Private toll companies have no incentive to promote public transit. They only make money if there's enough congestion on the roads to push people onto toll lanes. In the draft Environmental Impact Statement, it actually states that traffic on the regular lanes of 270 during the evening commute would be slower if 2 toll lanes are built.		1		
If there are tolls, there should be discounts or fees should be waived entirely for HOVs, buses, and electric vehicles.				1
I oppose toll lanes on 270, toll lanes will not reduce traffic on 270. Better public transportation will reduce traffic.				1
I take 270 to Gaithersburg from Brunswick. I moved to Brunswick thinking I would take the Marc train to work, however the Marc train is unreliable. There are constant weather delays, and other types of delays. Sometimes there is a cancellation and the they make everyone get off in the middle of nowhere then you have to scramble to find a way home. In the afternoons I've been stuck waiting for the train out in the weather for hours at Met Grove because there is no shelter there. I've been really scared on several occasions that I would not be able to find a way home at all. If the train were more reliable, I would take the train. If there were a train or metro down 270 from Frederick to DC I would use it. Money should be spent on improving public transportation, that benefits all travelers, not just drivers.				1
<i>I oppose toll lanes on 270, toll lanes will not reduce traffic on 270. Better public transportation will reduce traffic.</i>				0
<i>I oppose toll lanes on 270, toll lanes will not reduce traffic on 270. Better public transportation will reduce traffic.</i>				0

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I'm opposed to the toll road and the 270 widening mostly because I believe that it's really not fair for people who have the money to pay tolls, to just speed by a congested no toll bunch of lanes.		1		
Further, it will create more noise because of the actual lanes.		1		
And Also it will remove Land, which is, which is inhabited by wild animals. And we've taken enough animal, taken enough land from wild animals.		1		
I'm opposed to the 270 toll lane project because of its environmental impact and will increase traffic rather than reduce traffic.		1		
I'm calling to voice opposition to the project. I feel that it will not alleviate congestion. It will add to the congestion during the construction period and also when it's completed. I don't feel that it's a viable solution.		1		
Also, I feel that it's going to have an environmental impact and impact on people that live close to the planned expansion, and whose homes might be impacted by construction.		1		
This is necessary. Cars are not going to disappear. They're going to get better.				1
No tolls. The only person getting any money as the middleman. And many times you go on 95 and there's nobody on the almost nobody on the toll lanes are all crowded in the free lanes. It's just a gimmick to get the middleman a whole bunch of money. We have taxes, gas taxes, property taxes, all kinds of ways to solve the problem with traffic.	1			
I'm sure we've thought of monorail or just run our Metro rail up to Frederick that stops at Shady Grove, or put in a monorail like they do a Disneyland.	1			
Just extend the lanes that stop at Clarksburg. Going up to Frederick, use our money to do our job.	1			
Despite the fact that Governor Hogan and his SHA seems to be deaf to the will of the people opposing any highway expansion around the Beltway and I370, they seem to persist. The potential need for the project was pre-pandemic. Many commuters now realize they have other options especially telecommuting. Please just abandon this project - then tolls will be irrelevant.			1	
I just wanted to come back to the concept of the Civil Rights Act and its purpose, and as was explained who it's designed to protect. And it's hard to imagine that given the -- even the most optimistic assumptions about the rates that will be charged and the impact, as Janet was discussing on moderate income people, think about the people below the moderate level. Is this fair? Is this, you know, a good deal for the people who are intended to be protected, including low-income, in addition to those other classifications of people who are covered by the Civil Rights Act?		1		
The people who oppose this are not denying that there's a traffic issue, per se. It's a question of what's effective and what is truly needed that would be economical and not put ourselves in jeopardy for the financial implications of working a deal with a company like Transurban? Montgomery County has a long-term plan that's been supported for a long time. It involves alternative approaches, reversible lanes north and south, so you can add -- addition of a lane and have -- in each direction have two lanes effectively north in the evening, south in the morning, so there are other approaches. The improvements to Cabin John Bridge could be funded probably by state and federal funds.		1		
In 2026, when the toll lanes would open, the maximum toll for a passenger car to drive from the George Washington Parkway to the I-270/I-370 interchange would be \$50 in 2021 dollars to drive 12 miles. During evening rush hour 4-7 p.m. The maximum toll rate for a big rig trucker with no transponder or other payment plan is \$42.33 per mile, so that's \$296 for a 7-mile trip.				1
The Accelerate Maryland Partners memo to MDTA, dated November 18, 2020, indicates that the partners will likely demand higher toll ranges than what MDTA has formulated. Further, the State Treasurer reported in July 9, 2021, numerous issues about the P3 scheme on which the tolls play a role. Before even discussing soft rate caps, the issues the Treasurer raised must be resolved.				1
The Accelerate Maryland Partners memo (11/18/2020) raises questions about the whole tolling scheme. Further, the Office of the State Treasurer produced a July 9, 2021 report that raised serious questions about the whole P3 financing scheme. Since the toll model (including escalation) is an integral part of the financial scheme, I prefer that the issues the Treasurer raised get examined before discussing annual toll escalations.				1

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This is a moot question until the tolling and financial details of the P3 are fully and transparently examined as the Treasurer indicated in the OST report of July 9, 2021.				1
Rather than talking about toll rates, MDTA needs to recalculate the outdated traffic projections it used to justify the toll lanes. Experts like the Maryland Transportation Institute, INRIX and others, continue to report a remarkable reduction in traditional commutes due to increase telework.				1
Don't do toll lanes. Add alternative bridges to the Legion Bridge such as a bridge connecting Gaithersburg, MD to Reston, VA. That will alleviate the traffic on 495.				1
The minimum and maximum should be \$0.00. This is an absurd way to provide transportation. The windy road and grade crossing the Potomac contribute to slower traffic and congestion. Will toll lanes fix this?				1
There should be no tolls.				1
With no tolls, and annual escalation adjustment is unnecessary.				1
With no tolls, this is unnecessary.				1
There is not a single proposal on the table that will eliminate the windy section of I-495 and the absurd grade once entering Maryland. Fix those and extra lanes will not be necessary.				1
I oppose the rates proposed for the managed lane study because they are way too high.		1		
MDOT says that we will have a choice. We won't have to take the toll lanes. They say we'll still be better off in the general lanes than we are now. That is false. This plan removes the two inside lanes, which are general lanes for all but 15 hours a week. They are free lanes 91% of the time. But they won't be free at all of this toll road is built. They will be tolled or HOV 3 24 hours a day, every day of the year. And from Wootton Parkway south to the split, there are currently seven lanes on each side plus the merge lanes. The new plan has only five free lanes. That is a reduction of two free lanes on each side gone. So, when Governor Hogan says all free lanes will remain free, that's not true. All free lanes will not remain free.		1		
The plan for the toll road is to create congestion in the free lanes to force desperate people onto the toll lanes. Transurban, the Australian company MDOT selected for this project, needs congestion to make money. The more congested they are, the higher the toll rate and the higher the profit. This P3 is a soul crushing plan. It is not traffic relief and not free. It's an unconscionable regressive tax, a wolf in sheep's clothing. We absolutely must not let Marylanders fall victim to it.		1		
Montgomery County leaders have a much more effective solution and they have had it for years; two reversible lanes on I-270 - Widen the American Legion Bridge with federal infrastructure debt.		1		
I am lucky I don't work in VA there are multiple back roads I can take to avoid 270 if you are dumb enough to add toll lanes				1
As a live in Maryland work in Maryland person I am lucky I know multiple back roads that will get me to work I will NEVER pay a 270 toll!				1
Proposed toll rates are too high.		1		
I assure you that most of my constituents would not be able to do that [pay high tolls].		1		
I think many of my constituents, and folks who have spoken today, have been very effective at talking through the details, and with respect, Secretary Slater, the details have been hard to find.		1		
"we think" and "we hope", and "the plans are unclear yet", is not sufficient to send this forward.		1		
The Environmental Impact Statement, which I haven't heard very many people talk about but that's because it's been around so long, EIS data should be forthcoming, should be clear, should be reliable, should be accurate before this project moves forward. It's our responsibility to be the stewards of our environment.		1		

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Telework is something we have all gotten used to. We are not going to go back to 9-5, Monday through Friday commuting, we're just not. And so pulling the trigger now and pledging to go forward with this project, when we don't know how much teleworking will continue post-Covid and how many people are actually going to go back to sitting on 270 and sitting on the Beltway in traditional work hours. I think that would be irresponsible for us not to have access to that data.		1		
The Biden/Harris administration is talking about lots and lots and lots of federal funding for infrastructure improvement. Why on earth would we want to tax and toll Maryland residents in addition to, in lieu of, a possible bonanza of funding that could be coming through with that project.		1		
There were terrific conversations about monorail. There's the bus rapid transit. There's been inadequate conversations about mass transit and the opportunities that those present.		1		
We have got to be careful as we do this, because I can tell you there are constituents of mine who might happily pay \$67.00 to ride in a fancy toll lane, but I assure you that as you go farther north into Gaithersburg, into Germantown, those folks, for the most part, are not going to be able to afford the tolls, and yet they are the ones who will be driving more miles and be paying higher tolls.		1		
I am for you. I am not against the concept of solutions. I am not a never, never. I am a not now, and not without the data we need.		1		
<i>The tolls which are unclear and too high.</i>		0		
<i>The environmental impact statement, we don't have the data back yet and I think it's critically important that we know about the ways that this project will further destroy our environment.</i>		0		
<i>Post-COVID how many people will be teleworking. It seems to me that we are never going to return to 9 to 5, Monday through Friday commuting and since the proposed P3 project was designed to deal with that kind of congestion, I think it would be premature for us to move forward without knowing how many people will have flexible hours, flexible days, and flexible times as well as a number of days working from home.</i>		0		
<i>Federal funding which has been plentiful and is now going to be targeted towards infrastructure. It seems foolish for us to commit Maryland taxpayer money and toll money when we could be getting federal funding for infrastructure improvement.</i>		0		
<i>There has been insufficient conversation about mass transit. There is an interesting monorail proposal that has been floated as well as bus rapid transit, the corridor cities transit way and other proposals that I think have been inadequately considered in conjunction with this proposal.</i>		0		
<i>I think that this is not a no, no, never, never -- we certainly need to address traffic, but I don't think we have the data yet and therefore, moving forward with this project would be premature and based on inadequate data.</i>		0		
The toll rate is too high. Commute rate should be used.				1
The rate caps are too high.				1
Toll discounts need to be given to commuters.				1
Commute rate needs to be considered, as done for bay bridge and tunnel commuters.				1
I do not believe that having more lanes and/or toll lanes will help with traffic flow at the American Legion Bridge. Even if there were 6 lanes in each direction, all it takes is ONE truck tipping over, and the entire bridge traffic is stopped on that side, and slowed down in the other direction. If you had 10 lanes in each direction, all it takes is a hazmat -carrying truck to have an accident, and all lanes get shut down. By the time 2 more lanes are constructed in each direction, we already have that much traffic congested, and would need an additional 2 lanes (total of 8 each way). This problem will never be alleviated until another bridge is constructed, bypassing the Beltway. I am neutral except that I do not want excessive dollar amounts in tolls.			1	
Buses, and HOV3 vehicles should not be charged.				1
We do not need to expand lanes and therefore, we do not need to implement toll rates. We need to invest in transit 100% and only continue to spend maintenance on existing roads. I want to get from NE Montgomery County to Tysons & West of Tysons, but I don't want to do it with a car -- expanding this highway at this time is going backwards instead of moving forward with proper transit oriented infrastructure.				1

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I oppose the imposition of ANY tolls but if they should be mandated than tolls for electric vehicles should be free forever. Also, HOV3+ is too strict. At most there should be HOV2+.				1
I feel that any imposition of tolls would be grossly inappropriate and would certainly not result in any reduction in traffic. Instead traffic will likely increase on the surrounding rods due to people trying to avoid the tolls and result in oppressive traffic in nearby neighborhoods. The need to increase the size of the roadway will also have a negative impact on the surrounding neighborhoods.				1
The imposition of any tolls lanes is against the stated goals of the majority of the population in this area and is being imposed by vested interests who, when it is eventually shown that they will not work, will be out of office, retired or deceased from old age when it is too late to change them				1
I'm calling to say no tolls, please. We see what that does in Virginia.	1			
There are a lot of options, HOV lanes, all the way to Frederick. Monorail. Subway. Expand the lanes that are down to two when they should be up to four, by Hyattstown.	1			
I testified at the last August hearing on the DEI draft that there were many flaws in the traffic analysis of that draft, including failing to adequately examine the ICC option, not examining transit solutions and a number of other deficiencies. There are a number of possible transit solutions that will be much better for the environment, reversible lanes and they will provide much more effective for all income levels of commuters.		1		
Further widening of these highways will be very destructive in many ways, both environmentally to historic properties and lots of other deficiencies. The ramps to the toll lanes will be very destructive in many ways to the environment of property, etcetera.		1		
This toll rate proposal significantly favors the wealthy who can afford the high toll roads that are expected at the expense of those with middle and lower income levels. This is definitively unfair to middle and lower income level populations.		1		
In general I oppose these public/private joint ventures for roads. Providing transportation infrastructure is one of basic jobs of local government and needing private help is a sign you aren't doing your job. If we must have tolls from private companies we need safeguards against excessive profits and we need the partnership to dissolve after the roads have been paid for and ownership revert to the public which has paid for it.				1
I want to protest the American Legion bridge I-270 to I-370 toll rate range. My public comment I'm against it. Totally. It's a waste of, of the commonly owned public property is a scam in order to, to provide it profit for a private company that should not own or have anything to do with the toll tolls on, on the present road situation, the bridge is adequate for most traffic and I've gone back and forth across there for several years. Never had a problem with it. Only a couple of times there were, there were some tie-ups, but there's no been no long a problem. And I think the governor is wrong, completely wrong about trying to push this thing through whether people like it or not. It's like shoving something down people's throats. I am against it. I protest it.	2			
Tolls don't work. In Virginia they create more traffic congestion as the lanes eventually merge and hold up any flow during an emergency. What is needed is HOV 24/7 in left lanes. Also another route across the Potomac River to Leesburg.				1

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<p>This only benefits the wealthy. I simply do not believe that fluctuating toll charges presented in all the information presented online- and I have read all of it- will be followed. I am an old person and when proposals like this are presented to the public, the final amounts are catastrophically higher. The experiences the citizens have had in Virginia should be a lesson to all. As the sayings go: "figures lie and liars figure" and "be careful what you wish for."</p>				1
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<p>It is inevitable that this figure will be astronomical.</p>				1
<p>This possibility does not alleviate my opposition.</p>				1
<p>The original opposition should not be discounted just because a loophole in the agreement would cause the elimination of a future Key Bridge replacement. Altho I am a liberal Democrat, this tactic seems like it came from a bait and switch procedure or a snake oil salesman.</p>				1

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