

Comment	Email (includes letter attachments, articles/links)	Comment Form (online and hard copy)
The whole premise of the P3 is that wealthier people don't have to deal with traffic while most people have to sit in congestion. If the congestion is every relieved, the toll revenue disappears, along with the business model of the builder. Given that we need to cut greenhouse gas emissions, locking in auto travel for generations is a blunder of historic proportions.		1
The toll road is not a solution for a transportation problem. Tolls are unfair. MDOT has never provided an analysis of the benefit of the ICC. After 10 years, has the ICC paid for itself? Has it really improved I495 travel? Does any of the ICC money ever go to transportation? People don't use the ICC as much as predicted because it doesn't really save any time unless I495 is at a standstill. Saving 10 minutes of driving time doesn't outweigh the costs. The individuals who could not afford to live in the area near the Beltway chose to move to upcounty Montgomery County or Frederick or beyond. Why does MDOT believe these folks will pay a daily outrageous toll to improve their commute by 5-10 minutes? Meanwhile, the individuals who live in the immediate vicinity of Phase 1 and use the road multiple times each day for errands to go perhaps 1 segment are penalized with outrageous tolls.		1
I find it interesting that a minimum toll is necessary to recover administrative costs! If you didn't propose such a complicated toll system, you wouldn't need to charge .17/mile. Distracting signs that indicate costs per segment will undoubtedly cause accidents. I can imagine drivers will try to quickly change lanes when the threshold they have chosen to pay is exceeded or they see that the cost is what they are willing to pay. Perhaps the intent is to cause accidents to slow traffic so that the toll rates increase. What happens if there is an accident in the toll lane and the traffic moves as fast as the non-toll lane. Will drivers get reimbursed? This type of tolling is unnecessary! If you must charge, keep it simple!		1
Salaries and pensions don't keep up with inflation. There is no reason to increase toll rates! You seem to have structured the escalation so that a private company will make more money off private citizens. I know Mr. Hogan promised money from the toll lanes will go into transportation, but this is a false promise that is not backed by any regulation. Don't escalate tolls unless MDOT DELIVERS transportation.		1
There must be free passage for HOV3+ and buses. I do not think motorcycles should get a free ride. This is still encouraging single ridership. These vehicles tend to exceed speed limits and dangerously weave through traffic.		1
First and foremost, I don't want to see Maryland turn into another Virginia. Moderate toll rates are acceptable as a road use tax but when they rise to the point that middle and lower income families can't afford it, this is no longer acceptable		1
If you discount these groups, the people that don't have this option would subsidize the discounts!and "Why in gods name would you support motorcycles"? one on the most dangerous forms of transportation which results in serious injury and death everyday. I would however support buses as a way to increase the use of mass transportation		1
We already have a serious problem with speeding and stunting motorcycles on the beltway. A free ride on a toll lane would just give some crotch rocket jockies a place to showcase their insanity and disregard for the law.		1
I oppose having toll Lanes on I270 in Montgomery county. This is nothing more than a tax on Montgomery county residents who chose to live here while those who chose to live north of Montgomery county in lower tax districts get a free pass to the county and then we will be financing the road improvements for the other counties.		1
<i>I oppose having toll Lanes on I270 I'm Montgomery county. This is nothing more than an additional tax on those of us who are already posting higher tax rates while those living north of Montgomery county have lower tax rates and while the tolls will finance better roads in their county. Their county said raise their taxes to pay for their own roads, not have tolls in Montgomery county.</i>		0
<i>See above comments. Oppose the toll road altogether.</i>		0
<i>I oppose the toll road altogether. Nothing more than a tax that can get excessive, re: experience in Virginia. Talk about highway robbery, quite literally!</i>		0
Need to lower the cost or keep it same		1
<i>Need to lower the cost or keep it same</i>		
Discounts should apply to all.		1
Toll roads are regressive taxation that falls most heavily in those least able to pay. They detract from the goal of creating a just and equitable society.		1
The only way I could possibly support this boondoggle is if tolls were applied only to vehicles owned by corporations , governments, and high income individuals.		1
<i>Toll roads are regressive taxation that falls most heavily in those least able to pay. They detract from the goal of creating a just and equitable society.</i>		0
<i>Toll roads are regressive taxation that falls most heavily in those least able to pay. They detract from the goal of creating a just and equitable society.</i>		0
Any toll lanes are too expensive.		1
We shouldn't be building lanes for cars. The only lanes that should be provided are train, bus and bike lanes. No more cars. This is not about commerce as most trucks will utilize free lanes no matter the congestion.		1

Note: Comments that were duplicates are highlighted for reference. In case of duplicate comments, it was considered one comment in the Comment Summary Report.

No more lanes.		0
No more lanes.		0
No more lanes.		0
Well, you'll get more money, traffic will be worse, and as the traffic flow nets workers going into NoVa, you'll harm the MD RE market, and aid the NoVa RE market.		1
I do not think ANY toll should be imposed on the American Legion Bridge, 270, etc.		1
It's not acceptable for a consortium that includes a for-profit company with a history of promoting large-scale boondoggle projects to get a free hand determining how much revenue it can extract from the public.		1
I am outraged that despite huge public opposition to \$4/mile peak tolls in 2026 and the huge built-in escalation factors in the first public comments period, the MDTA changed nothing. The 3 cents you took off the rate for driving on the toll road when there is no congestion means nothing. Who would drive on it when there is no congestion? So if you get zero public comments in this round, it will be because you have shown the public that you have absolutely no regard for their input.		1
I oppose the whole toll road. If it is approved, then heaven help us. But it sounds like the soft rate cap is a measure that might help restrain the tolls.		1
in 2021 the CPI has risen 4 or 5% so far. Transurban's escalations start now, and each escalation is built on prior escalations. Even if we have deflation, the rates escalate by the other two factors. And Transurban is heartless and NOT interested in the good of the public, as their rapacious behavior in Australia has demonstrated. Have you done your homework? Do you know who you are dealing with? Have you read the Australian newspaper and magazine articles deriding their unfettered profiteering? Please don't just listen to Gov. Hogan. Do your own research and do what is right for the citizens of Maryland and the whole metropolitan region. It is sad that Virginia allowed Transurban in - but please don't allow them in Maryland. Don't allow them to encircle Washington DC. IF a toll road HAS to be built (which I totally disagree with) let it be funded with state and federal bonds so that the "profits" will come back to US to support the needs of Marylanders.		1
I oppose the toll road but if it is built, I support toll discounts		1
This process is a farce. Don't just say "We know the public wants this"! That isn't true. The public is very opposed to tolls in general, and outraged about tolls this high. They answer yes to congestion relief, but when you tell them about the actual proposed tolls they are vehemently opposed. And accurate polls depend on random sampling, which MDOT has not done. Lastly, the SDEIS shows that people in the general lanes are NOT helped by the toll road. They will sit in the same or worse evening congestion as if the toll road had not been built.		1
But the toll road itself will create congestion by usurping highway space and leaving LESS free lanes, despite Gov. Hogan's promise that all free lanes remain free. That is not true. I-270 between I-370 and Democracy Blvd. not has 8 total lanes on each side in many places, thanks to MDOT's wonderful "Innovative Congestion Management" project which is nearly completed. There is essentially no congestion on that part of I-270 now. But taking away 4 lanes to make a toll road and leaving just 5 free lanes on each side will CREATE congestion. You will undo the \$100 million project that is just being completed, and that WORKS! Don't take it away from us!!! Focus on improving congestion on I-270 NORTH of I-370! That is where there is a need. And do it NOT by expanding the highway, which just attracts more cars to the road, but by increasing transit options, which gets cars OFF the road. People are begging for transit that is efficient and affordable. Increasing MARC service with a third track would be a large long-term investment which would actually BENEFIT our grandchildren. This toll road project will just make congestion worse and be a chain around the necks of our children, grandchildren, great-grandchildren and more.		1
I hope each member of MDTA will research the project and Transurban and then vote his or her conscious. Please do not be Gov. Hogan's puppets. That is not your purpose.		1
Some in the public may know the maximum planned rates per mile as \$3.76—and \$22.58 for most tractor trailers. Less well known is the 2.1% annual escalation (from 2021) plus inflation. The public should know the estimated hours and times per week when the actual toll will be at least 50% of the maximum toll.	1	
Before commenting on proposed tolls, I must make clear that, in light of the worsening climate crisis facing Maryland, the U.S. and the world, the massive toll lanes project is terrible policy because it will hasten the planet's move way past CO2 limits that must be observed to avoid ever greater tragedies befalling an even larger share of the world's population. Those tragedies are summarized in an October 21 AP story: "Worsening conflict within and between nations. Increased dislocation and migration as people flee climate-fueled instability. Heightened military tension and uncertainty. Financial hazards." The story covers climate reports just released by the departments of Homeland Security and Defense, the National Security Council and the director of national intelligence. <a href="https://www.nytimes.com/2021/10/21/climate/climate-change-national-security.html">https://www.nytimes.com/2021/10/21/climate/climate-change-national-security.html</a> The travel time between two points on the affected highways pales to insignificance when compared with the climate impacts this project will worsen.	1	
The truck toll ensures that most big trucks will intensify congestion on the "free" lanes. Other than trucks with emergency situations, the only trucks likely using the toll lanes will be those where the driver has some agreement with the customer that an optional toll like this would be reimbursed. Since trucks do far more damage to highways than cars, a higher rate makes sense. But here, where Transurban's private, tolled lanes parallel the state's non-tolled lanes, the result just described is less than optimal. I understand the proposed car/truck ratio is similar to what is in place on the ICC, but that is a completely different situation since there are no "non-tolled" lanes for truckers to escape to, unless (for many trips) they want to add considerable mileage to their trip.	1	
These are not new roads. Let public vote and we will say NO.		1
We do not need more toll roads.		1
This is entire project is an unnecessary political enterprise, against the will of Montgomery County residents and stinks of corruption and old-fashioned planning.		1
This is a give away to construction companies. Do not widen roads		1
Do not widen roads.		0
Do not widen roads.		0

Note: Comments that were duplicates are highlighted for reference. In case of duplicate comments, it was considered one comment in the Comment Summary Report.

<i>Do not widen roads</i>		0
<p>None of the concerns raised in our prior comment letter have been alleviated by the three cent reduction of the minimum toll. It is noteworthy that even though many thoughtful, persuasive comments were provided to your agency that this was the only change made. All of the concerns we raised in July 2021 still remain and can be viewed here.</p>	1	
<p>In addition, we believe that this toll scheme is even more inequitable and costly for would- be toll lane users than what was proposed during the first toll rate range setting. Text in the August 26, 2021 “First Amended and Restated I-495 &amp; I-270 Public-Private Partnership Program (P3) Interagency Agreement (IAA) between Maryland Department of Transportation (MDOT) State Highway Administration (SHA), MDOT and MDTA” reads:          “If there is projected to be a Rate Covenant Shortfall (meaning the P3 Program revenues (including video surcharges, late payment fees, etc.) expected to be collected will be insufficient to cover the payments due to all Section Developers from the Operating Reserve Account and all principal and interest due on all MDTA Notes) in six or more consecutive months during the next 24 months, MDTA shall either          (i) make administrative or operational changes that will eliminate the Rate Covenant Shortfall or          (ii) if there are not administrative or operational changes that will eliminate the Rate Covenant Shortfall, then MDTA shall notify MDOT. Following such notification MDOT shall either          (a) instruct MDTA to take no further action on the basis that MDOT elects to make supplemental payments at the time of the projected shortfall so that, if such supplemental payments were included as additional P3 Program Revenues in the calculation of the Rate Covenant calculation then no shortfall would exist or          (b) instruct MDTA staff to present to the MDTA Board a toll proposal to commence the toll rate setting process intended to fix, revise, charge, and collect the tolls, fees or other charges in the P3 Program so that the Rate Covenant Shortfall is eliminated. Upon the conclusion of the toll setting process the MDTA Board may approve, adjust or reject the toll proposal.”          This appears to mean that Maryland taxpayers and especially toll road users or would-be users will be penalized in the event MDOT’s traffic projections are incorrect and for other agency errors. It appears to mean quality of service (in the form of “administrative or operational changes”) provided by MDTA, a state agency, can be decreased in the interest of paying the developer (Australian toll lane giant Transurban) its promised profit, which it is owed even if the toll lanes are not well utilized. This scheme and contract appear strongly biased in favor of the private sector at the expense of Maryland residents.</p>	1	
<p>It is disappointing that this 28-day toll rate range setting comment period was scheduled to overlap with two other comment periods on the I-495 and I-270 toll lane project (one month for Section 106 and 45 days for the Supplemental Draft Environmental Impact Statement). It is also disappointing that this toll rate range setting comment period has no in-person or virtual public hearing during the comment period. These timing decisions, lack of public hearings, and minimal advertising of the toll rate range setting comment period prevent the public from participating meaningfully in the process.</p>	1	
<p>In addition to the shortfall payments being a potential trigger for a new toll rate range setting process, the interagency agreement explicitly requires that MDTA not make any changes that could reduce P3 program revenues, saying: “MDTA agrees that it shall not (unless compelled to by law), reduce the civil penalty for late payment of tolls, citation fees, or enforcement fees applicable to the P3 Program, or take other rate setting action that causes P3 Program revenues to decrease.”</p> <p>It is imperative that the public be told that this is just the first of the potential P3 toll rate range settings and that the only direction these tolls, fees, and escalations can go is up.</p> <p>These strings-attached agreements, which are not subject to public comment, some of which were or will be executed after the reviews required by the P3 law and after the Board of Public Works vote, undermine public trust in agency processes, agency authority, and transparency. Some of these arrangements will be made without any further opportunity for the public to comment or even be aware of future changes regarding the tolls.</p> <p>We believe that the Governor and MDOT have misled the public in repeated representations that the project risk would be transferred to the private sector. At each step, it is clear that the state is taking on more risk, including by changes made after the August 11, 2021 BPW vote. (Eg. “In connection with financial close of each Section, MDTA will issue bonds or notes to fund certain costs in which the State is best equipped to manage and reduce the overall risk,” August 26, 2021 IAA.)</p> <p>The August 2021 P3 contract and August 26, 2021 interagency agreement have many examples of the state assumption of this financial risk. Still more than the state itself, it appears that the taxpaying public will be on the hook for dozens of compensation and relief events, toll road subsidies, monopoly markups, billions in utility relocations, and then even          shortfall payments for mistakes made by MDOT, MDOT SHA, MDTA, and Transurban. The toll payers themselves will surely pay for those mistakes.</p>	1	

Note: Comments that were duplicates are highlighted for reference. In case of duplicate comments, it was considered one comment in the Comment Summary Report.

<p>Every day there are articles about the high tolls and woes Transurban is causing in Australia. Look at these articles as a cautionary tale that should send a strong warning sign that the same will occur here, to the extreme detriment of Maryland and the transportation system serving our nation's capital.</p> <p>1. NRMA calls for toll price transparency (riverineherald.com.au)  2. 'Cost outweighs benefit': Trucking giant's toll message to drivers (theage.com.au)  3. WestConnex: the toll road that ate Sydney (smh.com.au)</p> <p>Under the interagency agreement, it seems that MDTA designates MDOT SHA as its agent. Then the contract stipulates: "No Party shall interfere with or impede any other Party's performance of its obligations under this Agreement or any P3 Agreement." In other words, following execution of the tolling agreement, MDTA will have no real say in future rate increases and escalations, with its role confined to rubberstamping MDOT SHA requests. And, all individuals in the parties are indemnified, so no individual who participated in this agreement can be held accountable. Again, it is toll road users and Maryland residents who will pay the price for the errors that are virtually certain to occur.</p> <p>In a November 18, 2020 letter, the developer told MDTA that even the exorbitant tolls being put forth during the rate settings are not high enough. That developer letter casts doubt on the currently-identified toll rate ranges, and the information about the interagency agreement further raises questions about just how fast the tolls might rise and when and how the conditions for exceeding the toll soft cap may change.</p>	1	
<p>Two weeks ago, on October 13, the Metropolitan Washington Council of Governments approved two resolutions that would "prioritize equity in transportation, housing and funding." Equity is a regional value, and it is violated by \$50 toll lanes benefitting only the most affluent residents of the most affluent part of the region. MDOT has said that those driving on the toll lanes will have increased trip reliability and increased safety. That sets up a two-class system that people in Maryland don't want and don't buy into. On lanes right next to each other, only those who can afford the private lanes get a safer commute, with the general purpose lanes available to those who can't afford the toll lanes made less safe and even more congested than before.</p> <p>We urge you to reconsider your role in supporting and legitimizing this unfortunate scheme and to increase transparency with the people of Maryland about this toll rate range setting exercise.</p> <p>Thank you for receiving this feedback. Sierra Club Maryland Chapter</p>	1	
<p>I'm not in favor of any Tolls on 495 to 370. Please don't add any Tolls.</p>		1
<p>Tolls on roads, lanes, bridges, and tunnels are economically regressive for low income people. There should be waivers, exemptions, and discounts for low income users. Tolling databases can be linked to other databases that include low income people, such as EITC, school lunches, Sec. 8 housing vouchers, SNAP, LITC, TANF, WIC, etc.</p>		1
<p><i>Tolls on roads, lanes, bridges, and tunnels are economically regressive for low income people. There should be waivers, exemptions, and discounts for low income users. Tolling databases can be linked to other databases that include low income people, such as EITC, school lunches, Sec. 8 housing vouchers, SNAP, LITC, TANF, WIC, etc.</i></p>		0
<p><i>Tolls on roads, lanes, bridges, and tunnels are economically regressive for low income people. There should be waivers, exemptions, and discounts for low income users. Tolling databases can be linked to other databases that include low income people, such as EITC, school lunches, Sec. 8 housing vouchers, SNAP, LITC, TANF, WIC, etc.</i></p>		0
<p><i>Tolls on roads, lanes, bridges, and tunnels are economically regressive for low income people. There should be waivers, exemptions, and discounts for low income users. Tolling databases can be linked to other databases that include low income people, such as EITC, school lunches, Sec. 8 housing vouchers, SNAP, LITC, TANF, WIC, etc.</i></p>		0
<p>Subject: OPPOSITION TO THE PROPOSED CHANGES TO SECTIONS OF I270 Proposed actions regarding changes to American Legion Bridge and I 270- I 370 are in reality two completely different projects and should not be linked. Widening access to and on The American Legion Bridge makes sense and should be pursued. Widening and adding to that portion of I 270 north to I 370 reflect deeply flawed logic and highly questioned reasons for action. I live adjacent to this portion of the highway and witness the traffic flow on a daily basis. Statements regarding the volume on this portion of the highway are highly questionable and seem to be opinions of those who have not actually witnessed traffic in this area. Simply stated there is very little congestion here. There are are four lanes which are joined by local lanes within a few minutes of passing the Beltway link which continue up to I 370. There is in fact heavy traffic but is is relatively free flowing until it reaches further north in the area of Germantown/ Clarksburg where the roadway narrows and becomes only two lanes. This is in fact where traffic regularly slows and jams and is where such construction is needed. Construction at the junction of I 270 and the Beltway up to I 370 has significantly greater negative impact on housing parklands and existing infrastructure than would be experienced to the north of Germantown. Why is such an aggressive effort underway to expand resources in this area and not further up county? Logic seems to suggest that there may be other reasons for this project not clearly stated in public statements. I request that construction efforts be abandoned on the southern end of I 270 and relocated to the north where they are more clearly needed and other proposals such as improved rapid rail be considered.</p>	1	
<p>I certainly support there being minimum and maximum rates, but I do not support the rate ranges proposed. The maximums are still set way too high for the distances they would apply to.</p>		1

Note: Comments that were duplicates are highlighted for reference. In case of duplicate comments, it was considered one comment in the Comment Summary Report.

Even with minimums and maximums, I am opposed to variable toll rates. I do not believe they are fair. It punishes people who have to be on the road at certain times for something that is not always in their control. At the rates proposed, I would never use these lanes. I fear the lanes will not get enough use to pay for themselves, and they will take up space, keeping the non-HOT lanes just as packed, if not more packed as ever.		1
Escalation should not be considered until initial use statistics are processed.		1
I agree that the ALB needs to be updated and perhaps widened some, but I think only one HOT lane each direction is necessary initially. If there is enough use, then an additional lane could be converted to HOT.		1
Another big concern I have is how sensitive the toll detectors will be and whether there is a chance that those traveling in adjacent non-HOT lanes are at risk of accidental charges to their EZ-PASS accounts.		1
I oppose the toll plan. What people want is better public transit. We want a metrorail system that doesn't constantly break, and we want an express MARC train from Frederick to Union Station (or at least Silver Spring).		1
The toll will not fix things and it amounts to a tax on hard-working Marylanders who can barely afford to live especially in Montgomery County but also anywhere along the I-270 corridor within reasonable driving distance to their jobs in DC. Invest in better public transportation instead!!		1
<i>I oppose the toll plan. What people want is better public transit. We want a metrorail system that doesn't constantly break, and we want an express MARC train from Frederick to Union Station (or at least Silver Spring).</i>		0
<i>I oppose the toll plan, and I especially oppose a toll plan where the toll increases each year. What people want is better public transit. We want a metrorail system that doesn't constantly break, and we want an express MARC train from Frederick to Union Station (or at least Silver Spring).</i>		0
<i>I oppose the toll plan. What people want is better public transit. We want a metrorail system that doesn't constantly break, and we want an express MARC train from Frederick to Union Station (or at least Silver Spring).</i>		0
What? You re listening to citizens? Ha! This has been a farce since day 1! And MD has a 2.5 billion surplus???? Pathetic. Profits for Foreign Profiteers. Kevin Hluch Frederick Sent from my iPhone	1	
The toll road concept is a ripoff. The traffic study shows that the improvement in traffic flow due to the toll roads is only a marginal improvement in speed. The toll road does not help in any significant way and the toll road should be abandoned and the state should go back to the outer loop, that will work. The people in Potomac fought the outer loop and the governor caved into them versus helping the typical MD resident		1
stop the manic behavior. Even our Montgomery County Executive got it right.		1
Toll charges should be fixed and affordable to all users.		1
That statement is designed to confuse the issue, what are the terms of the "Annual Escalation Adjustments" and who decides what it will be.		1
HOV 2 Buses and Motorcycles free. Hybrids and electrics should not be exempt since they put the same wear and tare on the highway just like passenger cars.		1
I am against Public/Private joint ventures on roads that were paid for by taxpayer's dollars. If private equity wishes to provide toll lanes then let them fund the entire project and not burden taxpayers. Also the pricing structure of Trans Urban tolls excludes use by low income motorists, there is a reason they are called "Lexus Lanes" They probably should be called Rolls Royce Lanes when you look at some of the prices on the signs.		1
Toll lanes should be decided by the voters after full financial disclosure. They should be put on the ballot bearing in mind most of the taxpayers will never see the toll lanes. I have never been on the "Inter County Connector) but I know some of my taxes were used to pay for it's construction.		1
I strongly OPPOSE an I-495/270 Toll Road in any form, especially the very 'tinny' and inadequately studied so-called 'Public/Private Partnership' that Governor and MDOT have rammed through by hook and by crook thus far. Thus, I do NOT agree to proposed Minimum & Maximum Toll Rate Ranges for any roadway-only express lanes or regular lanes.		1
I do not support 'soft rate Caps' or any other easily mismanaged tolling devices. Only normal daytime, Rush Hours, and night-time toll rates for a Potomac Bridge crossing are acceptable.		1
Obviously a Bridge-Toll discount is acceptable for passenger-filled BUSES (not for empty buses). HOV3+ Vehicles can also get a Bridge-Toll reduction (vehicles must be camera and digitally monitored to assure compliance). I do NOT support Bridge-Toll discounts for Motorcycles or any other motorized vehicles using the Right-of-Way. All trucks should pay Bridge-Tolls based on standardized Truck weight limits and number of axles - monitored at Weigh-stations. Please charge a measurable Weigh-station regular highway Toll for heavy/multi-axle Trucks on I-495 and I-270 also.		1
I do support the use of express-lane Tolling ONLY for a new/expanded American Legion Bridge over the Potomac from Montgomery County, MD into Northern Virginia. This new cross-Potomac Bridge toll structure could be similar to the Chesapeake Bay Bridge Toll approach WITHOUT imposing any Tolls on improved travel lanes on I-495 or I-270. The new and improved (widened) Potomac Bridge crossing should be funded by Federal and Maryland State funds (using state bonds) and built by the State of Maryland, NOT by a foul-ridden financially-obscure for-profit Corporation/consortium. The bridge's design and linkages to both shores should be produced by professional bridge engineers with full-fledged public input, a transparent contracting process, and financing with Federal grants and state roadway bond debt. We residents, taxpayers, businesses, Maryland citizens do NOT accept a costlier and worse than Purple Line P3 debacle! Stop abusing the trust of your constituents, your Counties, and our shared environment. Give up on this 'boondoggle'!		1
When Will the P3-stupified current leadership of State of Maryland, especially MDOT learn from real-world experience with the Purple Line P3 debacle, and END this totally unstable, environmentally destructive, and clearly not at all 'free' approach to public ROW highway and 'Transit' construction and operations? Will our State Government ever Learn?		1

Note: Comments that were duplicates are highlighted for reference. In case of duplicate comments, it was considered one comment in the Comment Summary Report.

<i>DITTO</i>		0
I don't see significant improvement(s) for there to be escalations. We already have significant increases in gas, food, etc.		1
HOV lanes are not proven to make commutes faster. I drive I-270 daily and there are always HOV riders that get in the lane just drive at the same speed as the rest of traffic. What is the point in that? Just to drive in the lane because you can? Encourage slower traffic to stay to the right and ENFORCE a minimum speed limit.		1
Why should I have to pay to get around where I live? You need to better train these drivers that should NOT be on the highway. Need to ENFORCE a MINIMUM SPEED		1
HOV lanes are not proven to make commutes faster. I drive I-270 daily and there are always HOV riders that get in the lane just drive at the same speed as the rest of traffic. What is the point in that? Just to drive in the lane because you can? Encourage slower traffic to stay to the right and ENFORCE a minimum speed limit.		1
I oppose the premises and particulars of the ALB/I-495/I-270 toll-setting proposal. The proposal is based on a flawed and biased Value of Time Study. According to the results of the VOT study, even MDOT's targeted, high-income demographic would not pay the sky-high tolls MDTA is recommending.  According to MDTA documentation, the median household income of those invited VOT study respondents who would take express lanes for work trips is \$146,582. The median income of those who would take express lanes for non-work trips is \$134,997. Both are far above the \$108, 820 median household income in Montgomery County.  MDTA's determination of the Value of Time shows the median and mean toll amounts that study participants would be willing to pay for work trips: Mean = \$23.62; Median = \$19.68.  If MDOT's targeted drivers won't pay more than \$23.62, they can only travel 6 miles per trip at MDTA's projected maximum rate of \$4+/mile when the toll lanes open in 2026. That means MDOT and MDTA already know that the project will not meet its revenue target. They already know the current toll-setting proposal is nothing more than a placeholder for the higher tolls and State subsidies necessary to provide the promised revenue/profit to the contractor over the next 50 years. This is a total abdication of MDOT's and MDTA's responsibilities to the public.		1
<i>See my "Other Comments" below.</i>		0
<i>See my "Other Comments" below.</i>		0
<i>See my "Other Comments" below.</i>		0
<i>This question is N/A for those who oppose the toll lanes as a whole. I oppose the toll lanes. See my "Other Comments" below.</i>		0
Estimating toll rate ranges without describing the improvements that those tolls are intended to finance is not a sound approach to requesting public comment. If tolls are intended to pay for improvements, the question is: what are the improvements? The guide provided with the request for comments describes reduced transit times.		1
Annual escalations simply give incentive for toll operators to "tease" consumers and elected officials with low initial tolls and then rapidly increase toll rates after construction is completed. Any rates should be set at fixed levels for several years, with public comment and oversight by elected officials before increases are approved. Otherwise we are just putting a veneer over the actual construction and operating costs to consumers and the public.		1
What about noise reduction to the neighborhoods on the MD and VA side of the bridge? Currently, no noise reduction walls were built for neighborhoods immediately beside the 270/Bridge (on the MD side of the bridge, from the bridge, past the intersection with River Road, and easily up to the intersection with Bradley Blvd.		1
Also, no information is provided on the type of transit lanes being contemplated Conclusion: I oppose any toll roads in this section of the 270/Bridge without concrete improvements to noise reduction and efforts at explaining to the public the types of lane improvements contemplated.		1
This stretch of 270 produces severe noise to neighborhoods bordering 270 and also on public areas near the Potomac such as the Canal parks. How these neighborhoods were built without noise reduction barriers is astonishing! It is totally unacceptable for any effort to charge tolls for improvements to the 270/bridge area without addressing this problem head-on and solving it.		1
No one should have to pay to use the roads. Money is tight as it is and to make anyone pay is a crime. There is no work around the roads like there is for the inter county connector if you want to avoid a toll road. BAD idea charging...we pay our taxes to pay for the roads as it is. Not in favor of any toll road/lanes.		1
Subject: Scrap the plan It is ridiculous. It will not work. It will be expensive to use. It s a waste of taxpayers money. Go back to the drawing board and figure out a way to bring the state into the 21st century. NYC and cities in Europe frown on cars. They have extensive public transportation that works! Monorail!! Young people do not want the burden of driving and neither does the planet. Thanks for your consideration. Garine Magary Bethesda md	1	
Disagree with motorcycles being free (makes no sense). But the only upside of this disastrous scheme would be if it helped buses.		1
This project is a disaster that will not achieve its stated goal of reducing traffic.		1
Strongly oppose this project happening.		1
Any sort of toll for this use is totally inappropriate and will not reduce traffic as alleged by its supporters.		1
This is very unnecessary with all the revenue that MTA current makes. You want to put a toll on hardworking commuters while your staff stands around and prolongs projects. As much revenue as the delapidated Bay Bridge brings in and look at that situation- decades behind doing anything.		1
This is getting old-No tolls		1
<i>No tolls</i>		0
<i>No tolls</i>		0

Note: Comments that were duplicates are highlighted for reference. In case of duplicate comments, it was considered one comment in the Comment Summary Report.

Still too high		1
Tolls are far too high.		1
The vendor should NOT get automatic escalations. Period.		1
This whole P3 program is a bad deal and should be scrapped. Transurban should not get toll revenues from Marylanders. There is no way this deal is in Maryland's best interest.		1
No explanation of how these rates were set, except that the minimum toll supposedly is designed to cover costs of toll collection and monitoring. For both rates of how were they was calculated?; No Tolls. Hiways are a public good and should be funded by the state thru its bonding authority. Get rid of the grifter Australian companies. They are just siphoning off funds from the system, with no benefits to drivers or taxpayers.		1
How will the developer set rates between the minimum and the SRC? No explanation. ; Get rid of tolls.		1
2. How are they going to monitor the above "triggers"? Will they be placing cameras, videocams, and radar along each segment?		1
Except for the min and max rates, for which "escalation" (increase) in tolls is based only on inflation, all other rates increase based on not just inflation but other vague factors that have not been explained. ; No P3. Get rid of tolls.		1
But why give a discount to motorcycles? They are a hazard on any road, including highways. Eliminate the discount for motorcycles.; There should be no tolls.		1
3. Dynamic pricing is supposed to decrease congestion in the HOT (toll and high occupancy toll-exempt) lanes. But how would any driver know, in advance, how much toll they are going to have to pay for a given trip? They have to guess and gamble, which is an imprecise, haphazard way to manage demand for the HOT lanes.		1
6. MDTA's toll rate-setting process and calculations did not take into account and "fully load" the costs to the environment, global warming, climate change, and nearby communities. These costs can be estimated and should be taken into account. If they were, the tolls would be much higher than presently estimated, and would be prohibitive. How can you ignore these critical costs?		1
This entire toll lanes proposal deserves to die on the vine. Nobody wants it except Hogan, Transurban and Macquarie. P3s are problematical, especially for highways. Why isn't anyone listening to the folks concerned about the inequity, the environmental harm, and the impracticality of this outdated proposal. Do transit instead.		1
<p><i>I went to the website of the Maryland Transportation Authority (MDTA) and watched the segment of their board meeting from yesterday, September 30, 2021. I also looked at the video examples of "soft rate caps" on their website. The MDTA explanations gave me a better, but not full, understanding of the mechanics of the "soft rate caps" (part of "dynamic pricing" or "congestion pricing"), minimum and maximum tolls, and "escalation factors." I now understand that:</i></p> <p><i>Tolls can go above the the soft rate caps upon the following "triggers:" (1) the number of cars per road segment hits a pre-set level (1,600 cars I think) or (2) the average speed per road segment decreases to below 50 mph. The segments are described in the meeting as usually being distances between interchanges. When tolls go above the soft rate caps, they are recomputed every five minutes by multiplying the preceding five minutes' rate ("base rate") by a factor, like 1.05 or 1.25, until conditions no longer hit those "triggers." But even then, tolls decrease only gradually to the minimum rate. At lowest usage times, e.g., the middle of the night, the factor decreases to 0.9 times the "base rate", but the result cannot go below the "minimum toll" rate, which is said to exist to cover the administrative cost of toll collection and monitoring. The minimum toll rate has just now been reduced from 20 cents per mile to 17 cents per mile, to match the minimum rate now used on the Inter-County Connector (ICC) based on public feedback. But there is no explanation of how the maximum rate was determined.</i></p> <p><i>My questions now:</i></p> <ol style="list-style-type: none"> <li><i>1. How was the maximum rate determined?</i></li> <li><i>2. How are they going to monitor the above "triggers"? Will they be placing cameras, videocams, and radar along each segment?</i></li> <li><i>3. Dynamic pricing is supposed to decrease congestion in the HOT (toll and high occupancy toll-exempt) lanes. But how would any driver know, in advance, how much toll they are going to have to pay for a given trip? They have to guess and gamble, which is an imprecise, haphazard way to manage demand for the HOT lanes.</i></li> <li><i>4. How does the "developer" (as they called it) set prices between the minimum toll and the soft rate cap? This was not explained.</i></li> <li><i>5. The "escalation factors" allowing toll rates to increase every year are not limited to just inflation, except for the minimum and maximum toll. Between those "bookends" the "developer" can "escalate" (increase) tolls based on inflation and a variety of vague and unexplained factors. What are the specifics of those factors? What are the formulas or mechanics of computation of those toll increases?</i></li> <li><i>6. MDTA's toll rate-setting process and calculations did not take into account and "fully load" the costs to the environment, global warming, climate change, and nearby communities. These costs can be estimated and should be taken into account. If they were, the tolls would be much higher than presently estimated, and would be prohibitive. How can you ignore these critical costs?</i></li> </ol> <p><i>; This entire toll lanes proposal deserves to die on the vine. Nobody wants it except Hogan, Transurban and Macquarie. P3s are problematical, especially for highways. Why isn't anyone listening to the folks concerned about the inequity, the environmental harm, and the impracticality of this outdated proposal. Do transit instead.</i></p>		0
There shouldn't be a maximum. There should be a minimum.		1
It should cost a lot of money to drive.		1
No discount. A car is a car.		1

Note: Comments that were duplicates are highlighted for reference. In case of duplicate comments, it was considered one comment in the Comment Summary Report.

Whatever you want to charge, double it, and toll all the lanes.		1
THE FACT YOU ARE CHARGING PEOPLE TO DRIVE THEIR CARS ACROSS A BRIDGE IS DISGUSTING		1
You people are greedy, the people of this state pay enough...what the heck are you doing with all the other money you extort from your citizens?!		1
<i>The greed of this country is disgusting</i>		0
<i>GREEDY</i>		0
<i>All should be free.</i>		0
Zero tolls for all vehicles.		1
There should be NO TOLLS. You are stealing public right of way for private profit.		1
You are criminals.		1
<i>Zero cost roads.</i>		0
<i>Freeways should be free.</i>		0
The tolls are too high		1
No toll lanes should be built. The project would enclose our Capitol with traffic lanes controlled by a potentially hostile entity		1
<i>The tolls are too high</i>		0
<i>The tolls are too high</i>		0
<i>No toll lanes should be built</i>		0
Faulty data, public roads need to remain toll free.		1
Oppose Toll Rates entirely		1
No tolls!		1
Thank you for the opportunity to provide input on the toll rate range setting for the I-495 and I-270 Managed Lanes Study focused on Phase 1 South between the American Legion Bridge and I-370. We appreciate the change made to the minimum toll rates since the schedule was originally posted for public review. Our other concerns with the toll rate proposal provided on August 12 2021 remain. A copy of those comments is attached. Should you have any questions regarding our comments on the toll rates please feel free to contact me or Mr. Andrew Bossi Senior Engineer at 240-777-7200. We welcome the opportunity to talk about these concerns in detail with you or your staff. CC:AB cc: Marc Eirich County Executive Glenn Orlin Montgomery County Council Staff Carol Rubin MNCPPC Vic Weissberg PG-DPWT ALB270Tol1Settin g@mdta.macyland.gov	1	
I support annual escalation adjustments, with a low percentage based cap.		1
I support free passage for public transit busses and privately run transit services, such as Greyhound, Trailways & Bolt and public transit contractors. Charter service busses should pay the same rates as similar freight haulers.		1
Subject: American Legion bridge toll KISS always KEEP IT SIMPLE SILLY charge .50 cents for every vehicle going south period. Everybody pays but two way trip is only .50 cents per round trip. Or better yet charge 1.00 for bridge from everyone and forgot the toll road fees altogether. William L Woodcock 9236 Oak Tree Cir Frederick MD 21701	1	
I oppose toll roads of any kind because only rich people will be able to use them and they will not alleviate traffic. I can't even believe this is being considered as a solution to the gridlock in this region.		1
<i>I oppose toll roads of any kind because only rich people will be able to use them.</i>		0
<i>I oppose toll roads of any kind because only rich people will be able to use them.</i>		0
<i>I oppose toll roads of any kind because only rich people will be able to use them.</i>		0
<i>I oppose toll roads of any kind because only rich people will be able to use them.</i>		0
I would like to see reduced passage for HOV 2+, and also free EZPass Plus devices rather than having to pay extra for the device that has the ability to turn on the HOV feature.		1
Also I would like you to use a method that I invented, whereby if a driver uses the HOV lane and pays for this, but there is an accident and the trip would have taken less or the same time on the regular lanes, then the driver gets a refund for the extra money paid to use the HOV lanes.		1
They will pull traffic into neighborhoods because of prohibitively expensive tools.		1
Tolls will prevent local low and moderate income from easily running errands.		1
Houses will be taken, and daily life will be greatly interrupted. Also community members have not adequately been interviewed and considered.		1

Note: Comments that were duplicates are highlighted for reference. In case of duplicate comments, it was considered one comment in the Comment Summary Report.

<p>In general, the tolls are too high. In particular:</p> <ol style="list-style-type: none"> <li>1. The Value of Time study results are flawed and are biased towards higher income drivers.</li> <li>2. Tolling has only one explicitly stated goal – to maximize revenue, not to relieve congestion or help the environment.</li> <li>3. Driving in the free lanes must be badly congested enough to push drivers into paying to use the HOT lanes.</li> </ol> <p>Flaws in the Value of time study completely undermine the results. The sample is biased towards higher income and doesn't represent the resident or driving population.</p> <p>The entire P3 toll model is explicitly designed to maximize revenue. Further, the model does not describe what happens in the free lanes when the HOT lanes are managed to maintain the desirable traffic and volumes that maximize revenue.</p> <p>The fundamental principle of the HOT lanes is that free lanes have to be very congested, because only then will drivers be pushed into paying high tolls for a privileged driving experience.</p>		1
<p>Although soft rate caps are supposed to be a good way to lessen the sticker shock of high toll rates, in fact, the demand factor climbs rapidly – it increases more than twice as fast than it decreases. It takes 25 minutes for the rate to max out, but it takes 50 minutes for the rate to settle all the way back down. This penalizes drivers for situations that have already cleared.</p>		1
<p>Escalation is based only on economic factors, and toll rates are designed to maximize revenue. So, the use of escalation adjustments does not benefit drivers. It only benefits the concessionaire.</p> <p>In fact, the 2.1% increase in the max rate and soft cap will double those figures in 34 years.</p> <p>Also, the C in CPI stands for consumer. But there is non-consumer traffic (e.g., commercial vehicles) in the traffic mix. Is escalation even justified?</p>		1
<p>Supposedly, special treatment for certain vehicles is a good thing, but how will HOV 3+ work? Does Maryland even have HOV 3+ lanes? Does Maryland have an EZ-Pass approach for HOV 3+? Wouldn't HOV 3+ lanes and infrastructure including new EZ-Pass transponders entail additional costs to Maryland taxpayers and drivers?</p>		1
<p>Within the scope of the toll setting process, the worst part is the sole reliance on maximizing revenue as the objective of tolling. Even given that, the flaws in sampling and the reliance on economic factors (except for the desired traffic and speed conditions for the privileged lanes) result in a tolling approach that is incomplete.</p> <p>There is no relationship to actual project costs. There is no relationship to overall traffic management and congestion.</p> <p>And, although this may be out of scope, there is no indication of how the generated revenues will be used. Although the “minimum toll rate is intended to cover toll capture, processing and collection costs,” there is apparently no such cost analysis available to the public.</p> <p>MDTA should have used its expertise to examine the assignment it was given. It should have replied to MDOT with issues and criteria for a more responsible toll setting approach. Instead, MDTA only seems to have developed its toll setting approach based on the direction it was given – maximize revenue.</p>		1
<p>Building the toll lanes won't solve the traffic jam problem, but instead it will increase jam because very few people can afford the toll to use the toll lanes. It is also too costly. The taxpayers eventually have to pay the bill.</p>		1
<p>I strongly object to this unwise project.</p>		1
<p><i>I strongly object to this unwise project.</i></p>		0
<p><i>I strongly object to this unwise project.</i></p>		0
<p><i>I strongly object to this unwise project.</i></p>		0
<p>We need two additional lanes in i270. I spent 3 hours on the road every day for 3 months from Rosalyn to Montgomery village. Hence, I moved to Howard county where traffic is not bad. If Montgomery county cares about its resident, they must support additional toll lanes.</p>		1
<p>The toll will be outrageously high if it's anything like similar tolls around the region. It is unrealistic for most ordinary drivers to be able to afford.</p>		1
<p>There should be HARD rate caps for tolls, not soft. I-66 inside the Beltway have had very high tolls close to \$50 during rush hours. That's unaffordable for most commuters.</p>		1
<p>No, no, no!</p>		1
<p>Most drivers on 495 and 270 are in single occupancy or double occupancy vehicles during rush hours. It's unrealistic to expect three or more people in such cases, which means drivers will have to pay high tolls in order to use the toll lanes. Discounts are definitely necessary, but it should be HOV-2 and not HOV-3.</p>		1
<p>This whole project is a disaster from beginning to end, pushing the area to the brink! It really should be cancelled.</p>		1
<p>Rates should be charged based on vehicle cost/value. More expensive vehicles should pay higher rates with minimum and maximum rates.</p>		1

Note: Comments that were duplicates are highlighted for reference. In case of duplicate comments, it was considered one comment in the Comment Summary Report.

Same as above but this is ridiculous because this policy will likely increase the number of commuters using motor cycles that have a high incidence of severe accidents on dangerous high speed roads.		1
Most people commuting to work these days are those who provide direct services and largely impacted by the COVID 19 pandemic and layoffs, unlike federal and technology workers who can work from home. There should be no tolls or added lanes to I495 as the state has a record of no transparency about road planning efforts and most MD citizens can't afford tolls when there are so many other economic and social needs that are more urgent. Plus a recent study suggests the time commuters will save by paying tolls is less than MD Transportation Authority reports.		1
I oppose this project and the state's attempts to ignore what citizens want. As a student of policy studies, this project is designed to prepare the Governor for a Presidential election rather than help MD citizens obtain safer, more environmentally friendly to commute.		1
<i>Same as above.</i>		0
<i>Same as above.</i>		0
Totally oppose the proposed project & rates. Would never use the toll lanes since they will be so expensive.		1
Would not be of assistance to me since do not drive or use any of these.		1
Definitely oppose the fact that non-USA company(ies) will be awarded the contract(s) if the project(s) get approved. I use the MD ICC toll lanes frequently. Why are you trying to put thru "Lexus Lanes" which would be extremely/TOO expensive for the normal DMV commuter?		1
Everywhere we go it's a toll. I'm tired of paying tolls. We pay taxes already... tolls is just another form of taxes. People who own automobiles are paying through the nose.		1
<i>Everywhere we go it's a toll. I'm tired of paying tolls. We pay taxes already... tolls is just another form of taxes. People who own automobiles are paying through the nose.</i>		0
<i>Everywhere we go it's a toll. I'm tired of paying tolls. We pay taxes already... tolls is just another form of taxes. People who own automobiles are paying through the nose.</i>		0
<i>Everywhere we go it's a toll. I'm tired of paying tolls. We pay taxes already... tolls is just another form of taxes. People who own automobiles are paying through the nose.</i>		0
<i>Everywhere we go it's a toll. I'm tired of paying tolls. We pay taxes already... tolls is just another form of taxes. People who own automobiles are paying through the nose.</i>		0
I can't afford to pay tolls.		1
<i>I can't afford to pay tolls.</i>		0
<i>I can't afford to pay tolls.</i>		0
<i>I can't afford to pay tolls.</i>		0
<i>I can't afford to pay tolls.</i>		0
Toll rates only benefit those who have money to afford them. Thus, the lower working class will be affected and taxed the most.		1
There is no reason for toll rates to increase when the minimum wage does not increase annually. Again, this toll system is only to benefit the rich class of the community.		1
Overall, there should not be any toll rates.		1
<i>Toll rates only benefit those who have money to afford them. Thus, the lower working class will be affected and taxed the most.</i>		0
<i>This toll system only serves to penalize the poor within our community. This is a disgrace that community members need to pay for ease of transport within our community. Sad day.</i>		0
Toll lanes [hot rich people company lanes] is a WAIST OF MONEY, RESOURCES...AND TIME! Reversible rush hour lanes .... ARE JUST THE OPPOSITE!		1
Taking away ANY HOV2 lanes for hot rich lanes is the worst idea of all the bad ideas for I-270 and the spur.		1
The maximum toll rate is still too high. The maximum rate could be more than \$45 for a one way trip. This is outrageous and gives no consideration to the hot lanes continuing past 370. Those living north of 370 could be hit with a \$100 one way trip eventually. In addition, those working an hourly minimum wage job would be greatly impacted as although they can "choose" to use the general lanes at no charge they would be forced to sit in heavier traffic or spend 100% of their earnings on a commute. The maximum range should be reduced to under \$2 per mile.		1
It will be helpful to explain why free toll applies to motorcycles.		1
The new Recommended Preferred Alternative, i.e., "Phase 1 South: American Legion Bridge I-270 to I-370," will include a multi-use trail on the new American Legion Bridge (ALB) across the Potomac River. The Recommended Action proposal may clarify whether and how future users of the multi-use trail on the new ALB would pay tolls.		1
Beltway expansion is a waste of money. Where is the Purple line???		1
Tolls are too much for average person to afford. It's going to push traffic on to side streets		1
Should be hov2		1
Two-axle: \$0.15 off peak; Two-axle: \$0.20 peak		1
Disagree with higher rates based on amount of traffic within a toll segment		1
Not to exceed 1% in any increase with possibility of no increase		1

Note: Comments that were duplicates are highlighted for reference. In case of duplicate comments, it was considered one comment in the Comment Summary Report.

As the plan is to replace the existing HOV lanes on I-270, the free passage should also extend to those with electric vehicles (with state permit) as they are currently authorized to use the HOV lanes regardless of occupancy. Otherwise this project effectively removes the only HOV lanes in Maryland other than US 50		1
I'm opposed to the entire concept of tolls on the interstate highways, as well as adjustable toll lanes. I think they are very undemocratic and place additional burdens on the substantial number of people who live among us who are struggling financially!		1
I think the vehicles who meet this criteria shouldn't be charged any tolls at all.		1
Actually, employers should be incentivized to encourage/promote teleworking, thereby getting the cars off the road in the first place. There should also be major investments in public transportation - rail and bus. The monies being spent on this project should be redirected towards public transportation.; although I don't have a long commute, my husband commutes by car from Rockville to the other side of the Anacostia River, and these proposed toll lanes will be an enormous burden on him/us.		1
We need no increase at this time the public is getting increased in every other area we simply can't afford a increase.		1
The tolls are insanely excessive and not affordable to just about everyone. That these profits will go to a foreign private business and its shareholders at the expense of Maryland residents is an abomination. There needs to be a fiscal analysis that considers other funding approaches that can be viable with the proper design.		1
Due to the small amount of highway and limited accesses to the toll lanes they will not be used and therefore are not the answer to congestion.		1
Residents of Montgomery and Fairfax Counties should be exempt from tolls.		1
I think it should be affordable for all to use the lanes! Many industries don't pay high enough salaries for those who live in the area or may need to take the interstate so make it affordable so more people can use it!		1
		1
Just make it more affordable for all people. Don't punish those who make less (those jobs also support our local economy and help it go around) in the area and can't afford the tolls.		1
Whatever rate schedule you choose the public needs to know how much profit eh private enterprise in making and we need to have the asset returned to us (ie no toll) after it has been paid for. This should not become a profit center for some foreign fund.		1
Tie to CPI		1
Public road projects should be the job of state federal government. If you have to go to private invertors you have failed at your job.		1

Note: Comments that were duplicates are highlighted for reference. In case of duplicate comments, it was considered one comment in the Comment Summary Report.