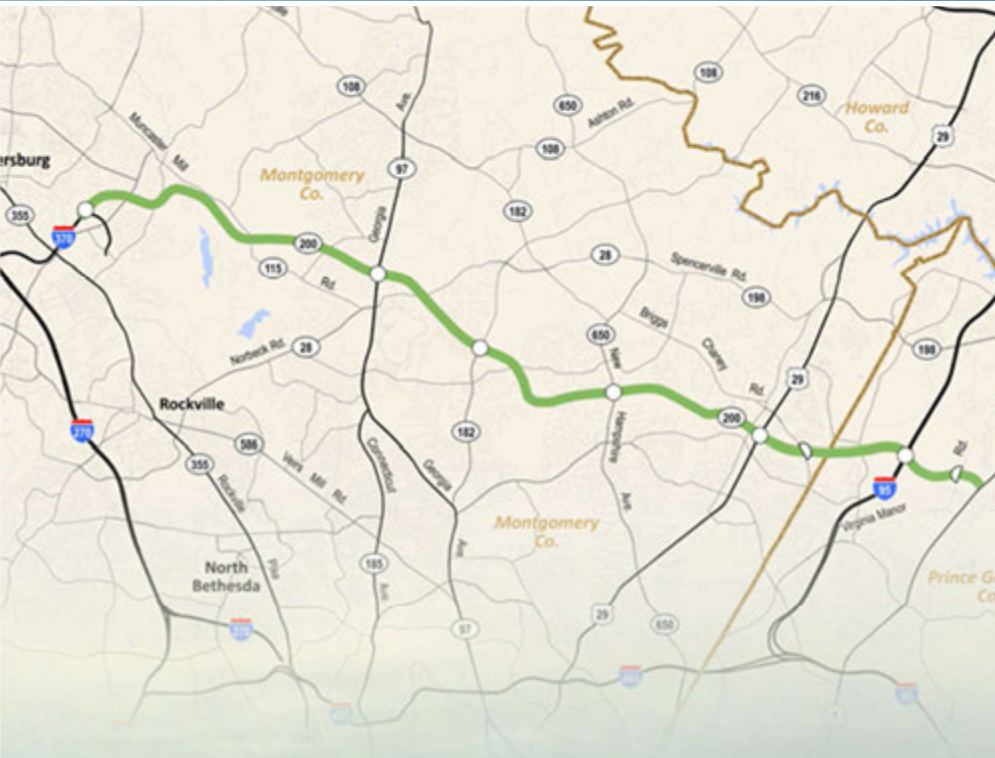


Intercounty Connector Comprehensive Traffic and Revenue Study



Final Appendices



January 2016

**CDM
Smith**

Appendix A

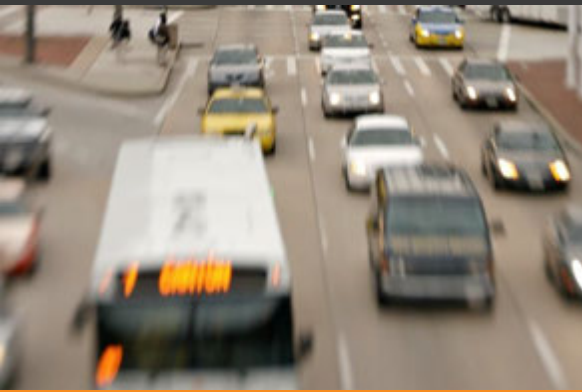
Maryland Intercounty Connector Stated Preference Survey



FINAL REPORT

MARYLAND INTERCOUNTY CONNECTOR STATED PREFERENCE SURVEY

11.11.2015



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PREPARED FOR:
MARYLAND TRANSPORTATION AUTHORITY

SUBMITTED BY:
RSG

IN COOPERATION WITH:
CDM SMITH



MARYLAND INTERCOUNTY CONNECTOR STATED PREFERENCE SURVEY

PREPARED FOR:
MARYLAND TRANSPORTATION AUTHORITY

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1.0 INTRODUCTION

The Maryland Transportation Authority (MDTA), in collaboration with CDM Smith, is evaluating the traffic and revenue potential of the Intercounty Connector (ICC)/MD 200, an existing tolled highway connecting Montgomery County to Prince George's County in Maryland (**Figure 1-1**). The ICC is the first toll road in Maryland to collect tolls entirely electronically through E-ZPass transponders and video tolling. The toll amount on the 17.5-mile roadway varies during peak and off-peak travel times.

From February 6, 2015 to March 2, 2015, RSG conducted a stated preference (SP) survey for drivers in the Montgomery County and Prince George's County area between Gaithersburg and Laurel, Maryland. The survey was administered to drivers who make trips that use—or could potentially use—the ICC/MD 200. The primary purpose of the survey was to estimate the willingness to pay for travel time savings—or value of time (VOT)—of drivers who travel in the ICC/MD 200 corridor. The estimated VOT will be incorporated into the regional travel demand model by CDM Smith to support base- and future-year estimates of traffic and toll revenue.

FIGURE 1-1: STUDY AREA



The stated preference survey questionnaire was designed to gather information from automobile travelers who recently made a trip in the region served by the ICC/MD 200. The questionnaire collected data on respondents' current travel behaviors (also referred to as "revealed preferences") and used SP experiments to collect data used to estimate travelers' VOT under a range of possible future conditions.

The survey approach employed a computer-assisted self-interview (CASI) technique developed by RSG. The SP survey instrument was customized for each respondent by

presenting questions and modifying language based on respondents' previous answers. These dynamic survey features provide an accurate and efficient means of data collection and allow the presentation of realistic future conditions that correspond with the respondents' reported experiences. The customized, proprietary software was programmed for online administration to targeted audiences in the study region.

Respondents were recruited into the stated preference survey using the following methods:

- In-person intercepts at locations along the ICC/MD 200 corridor.
- E-mail invitation to E-ZPass account holders residing in ZIP codes within the study area.
- E-mail invitation to members of an online market research panel residing in ZIP codes within the study area.

A total of 2,946 travelers completed the SP survey using these methods. SP data from the survey were analyzed using accepted statistical techniques to estimate the coefficients of a set of multinomial logit (MNL) models. The models were segmented by trip purpose (i.e., ICC users and potential ICC users) and time of day (i.e., peak, midday, night, and weekend). The coefficients of the MNL models can be used to estimate VOT for each traveler market segment.

This report documents the development and administration of the survey questionnaire, presents the survey results, and summarizes the discrete choice model estimation methodology and findings. The full set of survey screen captures, response tabulations, and respondents' comments about the project are included as appendices to this report.

2.0 SURVEY QUESTIONNAIRE

RSG worked closely with CDM Smith and MDTA to develop a SP questionnaire to meet study objectives. The questionnaire was designed to collect the information necessary to estimate VOT for different traveler market segments that make trips in the ICC/MD 200 corridor.

The survey asked respondents to focus on their most recent trip in the corridor while they answered a series of questions that were grouped into five main sections:

1. Introduction and qualification questions.
2. Trip detail questions.
3. SP questions.
4. Debrief and opinion questions.
5. Demographic questions.

The complete set of survey questions, as they appeared to respondents on screen, is included in **Appendix A**.

2.1 | INTRODUCTION AND TRIP QUALIFICATION QUESTIONS

At the beginning of the survey questionnaire, respondents were presented with an introduction page describing the purpose of the survey, the time required to complete the questionnaire, and instructions for how to navigate through the online instrument. Respondents were able to contact a member of the survey team with technical questions about the survey via e-mail through the “Contact Us” option, which was included on this and all subsequent screens (Figure 2-1).

FIGURE 2-1: SAMPLE SURVEY SCREEN—INTRODUCTION AND INSTRUCTIONS

The screenshot shows the introduction screen for the "INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY". The header features the study name and a bus icon. The main text thanks participants and explains the survey's purpose: to understand travel patterns between Gaithersburg and Laurel, MD. It includes "Survey Instructions" in a rounded box, advising users to use "Next" and "Previous" buttons and that the survey takes 10-15 minutes. A "Next >" button is at the bottom left, and links for "Contact Us" and "Privacy Policy" are at the bottom. A copyright notice for 2015 RSG, Inc. is also present.

Following the introduction screen, respondents were asked if they had made a qualifying trip in the study area. To participate in the survey, respondents must have made a recent trip that met the following conditions:

- **The trip traveled within, through, or into the study region in Montgomery County and Prince George’s County.** This ensured that the sample only included trips that were made within the ICC/MD 200 corridor and could have potentially used the facility.
- **The trip was made within the past month (30 days).** This timeframe was selected to allow the sample to include respondents who make less frequent trips while ensuring that the trip was recent enough for the respondent to recall the specific trip details.
- **The trip took at least 10 minutes in door-to-door travel time.** The 10-minute minimum travel time is a reasonable minimum for trips that could use at least part of the ICC/MD 200 and allow enough travel-time variation to be shown in the SP experiments for the corridor.
- **The trip was made in a personal vehicle (e.g., car, pickup truck, or minivan).** The forecasting model focused primarily on passenger-vehicle travel.

For reference, respondents were shown a map highlighting the study area (**Figure 2-2**). Respondents who indicated that they had not made a trip that met all of the criteria were disqualified from completing the survey.

FIGURE 2-2: SAMPLE SURVEY SCREEN—TRIP QUALIFICATION

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

Were you the driver for a recent trip that meets **all** of the following criteria?

- Traveled within, through or into the highlighted area (shown in green at right) in the **past month (30 days)**
- Took at least **10 minutes**
- Made in a **personal vehicle** (e.g. car, pickup truck, minivan, etc.)

☐ Yes, I have made a recent trip that meets **all** of these conditions.

☐ No, I have not made a recent trip that meets **all** of these conditions.

[You may click on the image to see a larger version.](#)

[Previous](#) [Next](#)

Respondents were asked an additional screening question to determine whether they had traveled on the ICC/MD 200 on any trips made in the last month (**Figure 2-3**).

FIGURE 2-3: SAMPLE SURVEY SCREEN—ICC USER

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

Did you **use the Intercounty Connector/MD 200** (as highlighted in the map on the right) on any of the trips you made within the last month?

☐ Yes

☐ No

[You may click on the image to see a larger version.](#)

[Previous](#) [Next](#)

Respondents who made a trip on the ICC/MD 200 in the last month were asked to recall their most recent trip that met all of the qualification criteria as they continued completing

the survey. Those that had not used the ICC/MD 200 on a recent trip were asked why they did not use the roadway. The following reasons for not using the roadway were presented to the respondents:

1. I could have potentially used the ICC but did not want to pay a toll.
2. I could have potentially used ICC but the toll on that road is not worth travel-time savings.
3. I could have potentially used ICC but I don't have an electronic transponder and/or do not like video tolling.
4. The ICC was not convenient for any of those trips.
5. My trips' beginning and ending locations did not require me to travel on the ICC.
6. Other, please specify:

Respondents who indicated that they could have potentially used the ICC but selected criterion 1 through 3 (i.e., “did not want to pay a toll,” “the toll on the road is not worth travel-time savings,” or “did not have an electronic transponder”) were asked to focus on their most recent trip that could have used the ICC/MD 200 as they continued through the survey. Respondents who selected any of the last three aforementioned options (criterion 4 through 6) were disqualified from the survey. This trip qualification question helped to classify respondents into one of two groups:

1. Respondents who made a trip in the study area and used the ICC/MD 200 for that trip (ICC users).
2. Respondents who made a trip in the study area on a competing route that could have potentially used the ICC/MD 200 (potential ICC users).

2.2 | TRIP DETAIL QUESTIONS

For the subsequent survey questions, qualifying respondents were asked to focus on their most recent trip that met the necessary qualification criteria.

This most recent trip, referred to as the respondent's reference trip, formed the basis for the rest of the questions in the section of the survey that followed. Respondents were asked to think about their most recent trip (and not a typical trip or average trip that they might make) to ensure that the sample included a diverse range of trip types and travel characteristics. This most recent trip also provided a frame of reference for respondents when completing the SP scenarios in the next section of the survey.

Respondents were instructed to think of the one-way portion of their trip, rather than their round-trip, and were asked a series of questions regarding the specific details of their reference trip, including:

- Day of week traveled;
- Use of ICC on weekdays/weekends (if ICC user);
- Road(s) used (if potential ICC user);
- Reason(s) for using the ICC (if ICC user);
- Trip purpose;

- Beginning and ending locations;
- Entrance and exit ramps (if ICC user);
- Trip departure time;
- Travel time;
- Travel delays due to traffic congestion (if potential ICC user);
- Possible travel time if using the ICC (if potential ICC user)
- Possible travel time if not using the ICC (if ICC user);
- Ownership of electronic toll collection (ETC) device;
- Reason for not having ETC (if does not have ETC);
- Possible tolls paid (if potential ICC user);
- Vehicle occupancy;
- Trip frequency; and
- Trip flexibility.

These questions were asked before the SP exercises in order to focus respondents on a specific, recent trip that they made in the corridor and to collect detailed information about that trip to use for constructing the SP exercises.

First, respondents were asked to select the day of the week that they made their most recent trip. Those who used the ICC/MD 200 were asked what day of the week they made their most recent trip that used the ICC/MD 200. Respondents who used the facility on a weekend were asked to indicate if they also use it during the week, while those who used the facility on a weekday were asked if they also use it on weekends. Respondents who did not use the ICC/MD 200 were provided with a list of major roads in the study area and asked to select which roads they used on their trip. Those who used the ICC/MD 200 were asked why they chose to use the toll route instead of an alternative toll-free route. All respondents then cited the primary purpose of their reference trip.

Focusing on their trip in one direction only, respondents were asked to report whether their trip began or ended at home, work, or another place, and then to identify the specific trip origin and destination using a Google Maps-based geocoder developed by RSG (**Figure 2-4**). Respondents identified the specific location of their origin and destination by entering a business name, a street intersection, a full address, or by using an interactive map. The origin and destination locations were geocoded using a Google Maps application programming interface to provide a latitude and longitude for both the trip origin and destination. The coordinates were then used to verify that the trip began and ended in two different locations (i.e., was not a round-trip) and that the trip could have reasonably traveled through the study corridor.

FIGURE 2-4: SAMPLE SURVEY SCREEN—ORIGIN ADDRESS AND MAP INTERFACE

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

Where did your work commute trip begin?

Please indicate the approximate location by entering the street address, nearest intersection, or business name in the box below. If you do not know the address, you can use the map to click on the approximate location. You may place a marker at the nearest intersection if you do not want to provide an exact address.

Locate by address Locate on the map

To locate by address, please enter a street number or the nearest intersection - or you can enter a business name.

• Example: 14418 Layhill Rd, Silver Spring, MD 20906
• Example: 15209 Frederick Rd, Rockville, MD 20850

Map

« Previous Next »

The geocoding application was also used to estimate the total trip distance and travel time that could be compared to respondents' reported travel times. If the location of the trip origin and destination suggested an invalid trip, respondents were reminded to describe a one-way portion of the trip and asked if they needed to change the beginning or ending location of their trip. Respondents who did not change their origin or destination were terminated from the survey.

Next, respondents entered their trip departure time and the time they spent traveling (door-to-door) between their origin and destination. Additionally, respondents reported their estimated travel time without delay (if delay was encountered on the trip). Reported travel times were compared to travel times obtained from the Google Maps route-planning algorithm. Respondents who reported excessively long (2.5 times longer) or unrealistically short (0.75 times shorter) times compared to the Google-estimated travel time were asked to confirm or correct their travel time.

After entering information about their travel time, ICC users were asked how long their trip would have taken if they had used a toll-free route, while potential ICC users were asked how long it would take them if they had used the ICC/MD 200. Respondents were then asked to indicate whether they owned a transponder (e.g., E-ZPass) for electronic toll collection. Those that indicated they did not own a transponder were asked to specify the reason(s) why they did not have a transponder in their vehicle. Respondents recruited through E-ZPass outreach were not asked about their ETC ownership.

Potential ICC users were asked how much they would have paid in tolls if they had used the ICC. They were then asked if they experienced any delay due to traffic congestion on their trip. If they experienced delay, they were asked to report how long the trip would have taken if there were no delays.

All respondents were then asked details about the number of passengers in their vehicle and how frequently they make the same trip. To conclude this section, respondents were asked whether their departure time was flexible and whether they could depart earlier or later than their reported departure time.

2.3 | STATED PREFERENCE QUESTIONS

After completing the trip details questions, respondents were shown a series of SP experiments. Before the SP experiments were administered, respondents were told that tolls collected on the roadway are being used to pay for the construction, operation, and maintenance of the facility (**Figure 2-5**). Respondents were also provided with information about how tolls are collected (**Figure 2-6**) and received brief instructions about the SP questions.

FIGURE 2-5: SAMPLE SURVEY SCREEN—PROJECT INFORMATION

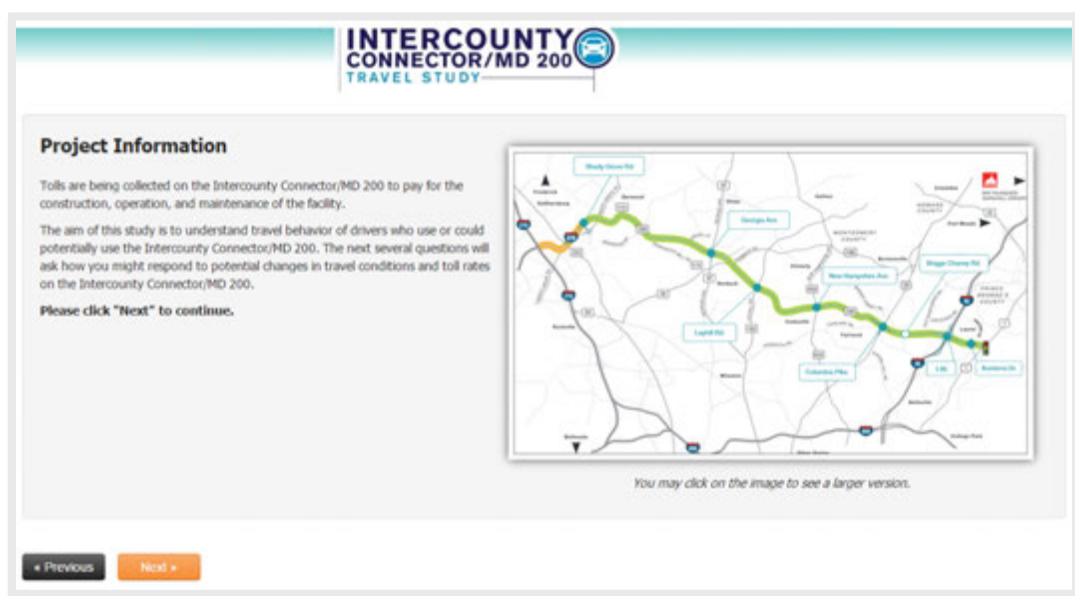


FIGURE 2-6: SAMPLE SURVEY SCREEN—PRICING INFORMATION



The goal of SP questions is to collect quantitative data that can be used to estimate respondents' travel preferences and behavioral responses under hypothetical future conditions. The details of each respondent's reference trip were used to build a set of 10 SP experiments that included two or three travel alternatives for making their trip in the future. Travelers were presented with the following alternatives:

1. Make your trip using your current route at your current departure time (potential ICC users)/Make your trip using an alternative route at your current departure time (ICC users).
2. Make your trip using the ICC/MD 200 at your current departure time.
3. Make your trip using the ICC/MD 200 outside of the peak (before/after your current departure time; only shown to respondents traveling during peak hours with a flexible departure time).

Each alternative was described by attributes of travel time and toll cost. The third alternative (travel outside of the peak) included an additional attribute for the duration of the peak period, which defined how much earlier or later the respondent would have to shift their departure time. The values of the attributes varied across the 10 questions and respondents were asked to select the alternative they preferred the most under the conditions that were presented. **Figure 2-7** and **Figure 2-8** show an example of a SP experiment with two and three alternatives, respectively.

FIGURE 2-7: SAMPLE SURVEY SCREEN—SP EXPERIMENT WITH TWO ALTERNATIVES

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

Below are 2 different travel options for making your work commute trip between your home and your regular workplace.
 Imagine the options below were the only options available for making your trip, even if they are not currently available. Which option would you most prefer?
 Highlighted information will vary from screen to screen.

Use Your Current Route at Current Departure Time	Use the Intercounty Connector/MD 200 at Current Departure Time
Travel Time: 37 minutes	Travel Time: 30 minutes
Toll Cost: \$0.00	Toll Cost: \$5.50
I PREFER THIS OPTION <input type="radio"/>	I PREFER THIS OPTION <input type="radio"/>

(1 of 10)

Previous Next

FIGURE 2-8: SAMPLE SURVEY SCREEN—SP EXPERIMENT WITH THREE ALTERNATIVES

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

Below are 3 different travel options for making your work commute trip between your home and your regular workplace.
Imagine the options below were the only options available for making your trip, even if they are not currently available. Which option would you most prefer?
Highlighted information will vary from screen to screen.

Use the Intercounty Connector/MD 200 at Current Departure Time	Use the Intercounty Connector/MD 200 and leave 2 1/2 hours before your Current Departure Time	Use an Alternate Route at Current Departure Time
Travel Time: 28 minutes	Travel Time: 25 minutes	Travel Time: 43 minutes
Toll Cost: \$4.50	Toll Cost: \$3.80	Toll Cost: \$0.00
I PREFER THIS OPTION	I PREFER THIS OPTION	I PREFER THIS OPTION

(1 of 10)

« Previous Next »

In order to avoid potential bias associated with the layout of the alternatives, the order of these alternatives was randomized for each respondent. Additional examples of the SP exercises are presented in **Appendix A**.

The attribute values presented in each scenario varied around a set of base values. Reported characteristics of each respondent's reference trip were used as the base values for travel time and toll cost to ensure that the scenarios were realistic. These base values were then varied, according to an experimental design, to give a unique set of attribute values for each SP experiment.

The amount of variation for each attribute depended on two trip characteristics: the distance traveled on the ICC and whether the respondent was an ICC user or potential ICC user. The distance traveled on the ICC was calculated using the reported entrance and exit interchanges for ICC users and the estimated entrance and exit interchanges for potential ICC users. The entrance and exit interchanges were estimated for potential users by calculating the interchanges closest to the trip origin and trip destination locations using a straight line. **Table 2-1** through **Table 2-3** show the attribute levels used to generate the experiments for respondents who reported a trip that traveled a short distance on the ICC (less than 6 miles), a medium distance on the ICC (7–14 miles) and a long distance on the ICC (greater than 14 miles), respectively. Within each distance-based design, the attribute levels also varied depending on whether respondents were ICC users or potential ICC users.

By varying the travel time and toll cost shown in each experiment, respondents were faced with different time savings for different costs, allowing them to demonstrate their travel preferences across a range of VOT. The specific levels used in each SP experiment were determined by using an orthogonal experimental design. Orthogonal designs are commonly used for this type of research to ensure that the attribute values vary independently and to minimize correlation between attribute values. The experimental design used to generate the SP experiments in the survey included 100 experiments divided into 10 groups of 10. A

respondent was randomly assigned to one of the 10 blocks and then shown each of the 10 experiments from that block in a random order.

TABLE 2-1: STATED PREFERENCE ATTRIBUTE LEVELS—SHORT DISTANCE TRIPS

Attribute	Level #	Alternative 1: ICC at Current Departure Time			Alternative 2: ICC at Different Departure Time		Alternative 3: Alternate Toll Free Route		
		Level		Level	Level	Level			
		Users	Non-users			Both	Users	Non-users	
Travel Time (mins)	1		0	-1		-5		3	1
	2	Current travel time + Level (If Peak)	-1	-3	Alternative 1 Travel Time + Level	-4	Current Travel Time + Level	5	3
	3		-2	-5		-3		7	5
	4		-3	-7		-2		9	7
	5		-4	-9		0		11	9
Toll Cost (\$)	1	Cost	\$0.50		Alternative 1 Cost * Level	0.65	None		
	2		\$0.75			0.70			
	3		\$1.00			0.75			
	4		\$1.25			0.80			
	5		\$1.50			0.85			
	6		\$1.75						
	7		\$2.00						
	8		\$2.25						
	9		\$2.50						
	10		\$2.75						
Peak Duration (mins)	1					60			
	2				Level	90			
	3					120			
	4					150			

TABLE 2-2: STATED PREFERENCE ATTRIBUTE LEVELS—MEDIUM DISTANCE TRIPS

Attribute	Level #	Alternative 1: ICC at Current Departure Time			Alternative 2: ICC at Different Departure Time		Alternative 3: Alternate Toll Free Route		
			Levels			Level		Levels	
			User	Non-user		Both		User	Non-user
Travel Time (mins)	1	Current travel time + Level (If Peak)	0	-5	Alternative 1 Travel Time + Level	-5	Current Travel Time + Level	9	5
	2		-1	-7		-4		11	7
	3		-2	-9		-3		13	9
	4		-3	-11		-2		15	11
	5		-4	-13		0		17	13
Toll Cost (\$)	1	Cost	\$1.00		Alternative 1 Cost * Level	0.65	None		
	2		\$1.50			0.70			
	3		\$2.00			0.75			
	4		\$2.50			0.80			
	5		\$3.00			0.85			
	6		\$3.50						
	7		\$4.00						
	8		\$4.50						
	9		\$5.00						
	10		\$5.50						
Peak Duration (mins)	1				Level	60			
	2					90			
	3					120			
	4					150			

TABLE 2-3: STATED PREFERENCE ATTRIBUTE LEVELS—LONG DISTANCE TRIPS

Attribute	Level #	Alternative 1: ICC at Current Departure Time			Alternative 2: ICC at Different Departure Time		Alternative 3: Alternate Toll Free Route		
		Levels		Level	Levels				
		User	Non-user		User	Non-user			
Travel Time (mins)	1	0	-7		-5		13	7	
	2	Current travel time + Level (If Peak)	-1	-9	Alternative 1	-4	Current	15	9
	3		-3	-11	Travel Time +	-3	Travel	17	11
	4		-5	-13	Level	-2	Time + Level	19	13
	5		-7	-15		0		21	15
Toll Cost (\$)	1	Cost	\$1.50			0.65	None		
	2		\$2.25		Alternative 1	0.70			
	3		\$3.00		Cost * Level	0.75			
	4		\$3.75			0.80			
	5		\$4.50			0.85			
	6		\$5.25						
	7		\$6.00						
	8		\$6.75						
	9		\$7.50						
	10		\$8.25						
Peak Duration (mins)	1					60			
	2				Level	90			
	3					120			
	4					150			

2.4 | DEBRIEF AND OPINION QUESTIONS

After completing the SP experiments, respondents were asked to answer a series of questions to assess underlying rationales for their choices and to identify a potential strategic bias in their responses.

Respondents who never selected the ICC/MD 200 option were asked to indicate the primary reason for their choices. Additionally, respondents who never selected to change the departure time of their trip were also asked to indicate the primary reason for their choices. Potential ICC users were asked what would make them more likely to use the ICC/MD 200 for a portion of their trips. Finally, all respondents were asked to indicate the level to which they agree or disagree with a set of statements about tolls (Figure 2-9).

FIGURE 2-9: SAMPLE SURVEY SCREEN—TOLL ATTITUDE STATEMENTS

**INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY**

How strongly do you **agree or disagree** with each of the following statements?

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
I will use a toll route if the tolls are reasonable and I will save time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I support increased or new taxes to pay for highway improvements that relieve congestion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I support using tolls or fees to pay for highway improvements that relieve congestion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I will use a toll route if it guarantees a reliable travel time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

« Previous Next »

2.5 | DEMOGRAPHIC QUESTIONS

The final section of the survey included demographic questions, including asking respondents about their:

- Home ZIP code;
- Gender;
- Age;
- Employment status;
- Household size;
- Vehicle ownership; and
- 2014 household income, before taxes.

Responses to these questions were used to classify respondents, identify behavioral differences among demographic characteristics, and to confirm that the sample contained a diverse group of drivers that travel in the study region.

Before concluding the survey, respondents were given the opportunity to leave comments about the survey or the project. These open-ended comments are provided in **Appendix C**. The first 365 respondents recruited in-person were eligible to receive a \$5 Dunkin' Donuts or Starbucks gift card.

3.0 SURVEY ADMINISTRATION

RSG worked closely with the project team to develop an efficient, timely, and cost-effective sampling plan to ensure representation from all key travel markets served by the ICC/MD 200. The sampling plan included sufficient representation from different trip purposes, household incomes, and geographies to accurately reflect any behavioral differences in the resulting discrete choice models. Therefore, it was possible to identify the ways in which different characteristics affect route choice behavior.

RSG designed a sampling plan to collect data from residents and visitors who use the ICC/MD 200 facility to make work and non-work trips during peak and off-peak hours. The sampling plan was also designed to allow RSG to capture travelers who were using competing routes in the ICC/MD 200 corridor.

RSG recruited ICC/MD 200 corridor travelers to participate in the SP survey using three methods:

1. In-person intercepts at selected locations around the ICC/MD 200 corridor.
2. E-mail invitations distributed to E-Z Pass customers residing in ZIP codes within the study area.
3. E-mail distribution to members of an online research panel residing in ZIP codes within the study area.

The survey instrument was administered entirely online through RSG's proprietary online survey platform, rSurvey™. Survey administration began on February 6, 2015 and ended on March 2, 2015, during which time 3,180 respondents completed the survey.

The number of completed surveys by recruitment method are presented in **Table 3-1**. Each recruitment approach is explained in greater detail below.

TABLE 3-1: COMPLETES BY ADMINISTRATION METHOD

Recruitment Methodology	Completed Surveys
E-Z Pass Customers	2,486
In-person intercept	369
Online research panel	325
Total	3,180

3.1 | IN-PERSON INTERCEPT

Drivers making qualifying trips in the study ICC/MD 200 corridor that used the ICC or used competing routes were reached through the in-person intercept effort at locations along the study corridor. RSG conducted the SP survey in conjunction with a local engineering and data collection firm, Sabra, Wang & Associates. RSG and Sabra, Wang & Associates assembled a team to intercept drivers at a variety of sites along the corridor, such as Motor Vehicle Administration (MVA) locations, shopping centers, cafes, and community centers. RSG selected sites based on their location, high foot traffic, and estimated completion yields. Intercept sites were located throughout the study area, and potential respondents were intercepted throughout the day to capture a diverse sample of the population.

Field managers and staff recruited potential respondents at each site and prequalified them for the survey. Prequalified respondents were then invited to complete the online questionnaire at a laptop computer provided by RSG. Staff members were available to help

respondents if they needed assistance with the survey or using the computer. Respondents were offered a \$5 Starbucks or Dunkin' Donuts gift card for completing the survey.

The in-person intercept effort was conducted over the course of four days, from February 10, 2015 to February 13, 2015 and yielded 369 responses. Intercept locations are shown in **Figure 3-1** and the number of completed surveys by location are shown in **Table 3-2**.

FIGURE 3-1: IN-PERSON INTERCEPT LOCATIONS

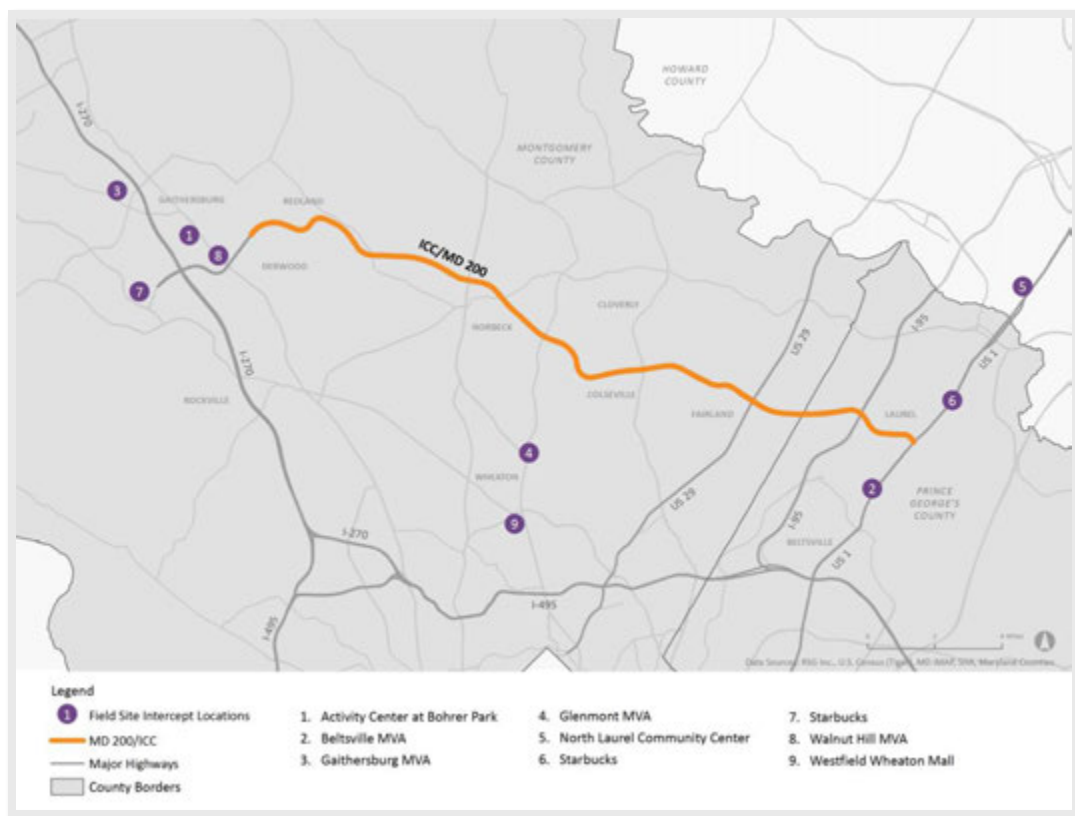


TABLE 3-2: COMPLETES BY INTERCEPT SITE

Field Site	Map ID	Number of Completes
Activity Center at Bohrer Park	1	24
Beltsville MVA	2	53
Gaithersburg MVA	3	73
Glenmont MVA	4	21
North Laurel Community Center	5	21
Starbucks (Laurel, MD)	6	29
Starbucks (Gaithersburg, MD)	7	69
Walnut Hill MVA	8	53
Westfield Wheaton Mall	9	22
Total		365

3.2 | E-MAIL INVITATION TO E-ZPASS CUSTOMERS

RSG worked with the Maryland E-Z Pass Operations Department to recruit customers who reside in ZIP codes within 5-mile radius of the ICC/MD 200 corridor. RSG sent e-mail invitations to approximately 25,000 E-Z Pass customers with a valid e-mail address associated with their account. Each e-mail invitation contained a brief introduction to the survey and a direct link to the survey website. This survey outreach method resulted in 2,486 completed questionnaires, indicating a response rate of approximately 10%.

3.3 | E-MAIL INVITATION TO MEMBERS OF ONLINE RESEARCH PANEL

Additional responses were obtained through e-mail invitations sent to members of an online research panel residing within or near the ICC corridor. RSG contracted with Research Now, a market research panel provider, to provide a sample of individuals who met the geographic criteria to participate in the survey. Online research panel participants living in ZIP code areas within 5-mile radius of the ICC/MD 200 corridor were recruited to participate (**Figure 3-2**).

FIGURE 3-2: TARGETED ZIP CODES FOR PANEL ADMINISTRATION



Qualifying panelists were sent an e-mail invitation to the survey that contained a link with a unique identifier that allowed RSG to track the number of respondents recruited from the panel provider. Respondents completed the survey on RSG’s server before being redirected back to the panel provider’s website. Research Now’s market research panel recruitment effort resulted in 325 completed surveys.

4.0 SURVEY RESULTS

Summary tabulations and statistics are presented in the following sections for select survey questions. A complete set of survey tabulations for each question can be found in **Appendix B**. Before finalizing data analysis and beginning model estimation work, the data were screened for outliers. The screening process for each survey effort is detailed below.

4.1 | IDENTIFICATION OF OUTLIERS

Three-thousand one hundred and eighty (3,180) respondents completed the passenger-vehicle survey during the data collection phase of the project. The survey data were screened to ensure that all observations included in the data analysis and model estimation represented realistic trips and reasonable tradeoffs in the SP exercises. Several variables were used for screening purposes, including an examination of total survey duration, stated preference experiment duration, and inconsistent or irrational choice behavior.

After reviewing these variables and the effects that extreme values had on the model results, it was determined that respondents who met the following conditions should be excluded from the final analysis (the categories listed are not mutually exclusive):

- Respondents demonstrating inconsistent or irrational choice behavior in the SP exercises. For example, respondents who established a certain dollar amount for willingness to pay for time savings and then rejected paying less money for equal or more time savings (130 respondents).
- Respondents whose origin and destination coordinates implied their trip could not make reasonable use of the ICC /MD 200 corridor for their reference trip (78 respondents).
- Respondents who completed the entire survey in less than five minutes (8 respondents).
- Respondents whose implied speed ($60 * \text{Google-calculated trip distance} / \text{reported travel time}$) for their trip was greater than 100 mph or less than 3 mph (23 respondents).
- Respondents whose Google-calculated trip distance was greater than 500 miles or less than 2 miles (13 respondents).

Based on this analysis described above, 2,946 respondents (29,460 observations) were included in the final dataset and used to estimate the models presented in this report in **Section 5** below.

4.2 | SURVEY RESULTS

The descriptive analysis of the data presented in this section of the report is based on the 2,946 respondents who were included in the model estimation and is provided in four sections: trip detail, SP, debrief and opinion, and demographic questions.

For the purposes of statistical modeling, respondents were grouped into segments by user type (ICC users and potential ICC users) and time of day (peak, midday, night, and weekend) as defined below:

1. Peak period user trips— weekdays from 6:00 a.m. to 8:59 a.m., 4:00 p.m. to 6:59 p.m. (950 respondents, 32%)
2. Midday period user trips—9:00 a.m. to 3:59 p.m. (781 respondents, 27%)
3. Night period user trips—7:00 p.m. to 5:59 a.m. (188 respondents, 6%)
4. Weekend user trips—all times (812 respondents, 28%)
5. Potential user trips—all times (215 respondents, 7%)

Many of the tabulations presented in the remainder of this report and in the appendices are segmented by these categories.

TRIP DETAIL QUESTIONS

Of the 2,946 reported trips in the survey sample, 92.7% used the ICC and 7.3% of trips used a competing route but could have reasonably used the ICC. The number and percent of completed surveys by traveler type are shown in **Table 4-1**.

TABLE 4-1: NUMBER OF COMPLETED SURVEYS BY USER TYPE

User Type	Count	Percent
ICC Users	2,731	92.7%
Potential ICC Users	215	7.3%
Total	2,946	100%

Respondents who reported a trip on the ICC were asked to indicate the reason(s) they chose the ICC/MD 200 for their trip instead of a toll-free competing route. Many respondents indicated more than one reason for using the ICC/MD 200, with 80% saying it “saves time,” 75% saying it has “less congestion,” 57% saying it is “more convenient,” and 53% saying the ICC provides a “more reliable travel time” (**Table 4-2**).

TABLE 4-2: REASONS FOR CHOOSING ICC ALTERNATIVE (SELECT ALL THAT APPLY)

Reason for Choosing ICC	Selected	Percent Respondents Selected
Saves time	2,179	79.8%
Less congestion	2,056	75.3%
More convenient	1,547	56.6%
More reliable travel time	1,435	52.5%
Better road condition	1,182	43.3%
Saves distance	1,005	36.8%
Safer	649	23.8%
Other, please specify	123	4.5%
Only route I know	14	0.5%
Total respondents	2,731	--

Respondents were asked about the purpose of their most recent trip in the study area. Thirty-three percent of all respondents reported a social or recreational trip, 23% reported a work trip, 17% reported a personal errand, and 13% reported a work-related business trip. There were slight differences in trip purpose by user type as shown in **Figure 4-1**. Overall, non-work-related trips were reported more frequently than work trips, which—in addition to the high incidence of social and recreational trips—implies that the corridor is commonly used for infrequent travel.

FIGURE 4-1: PRIMARY TRIP PURPOSE BY USER TYPE

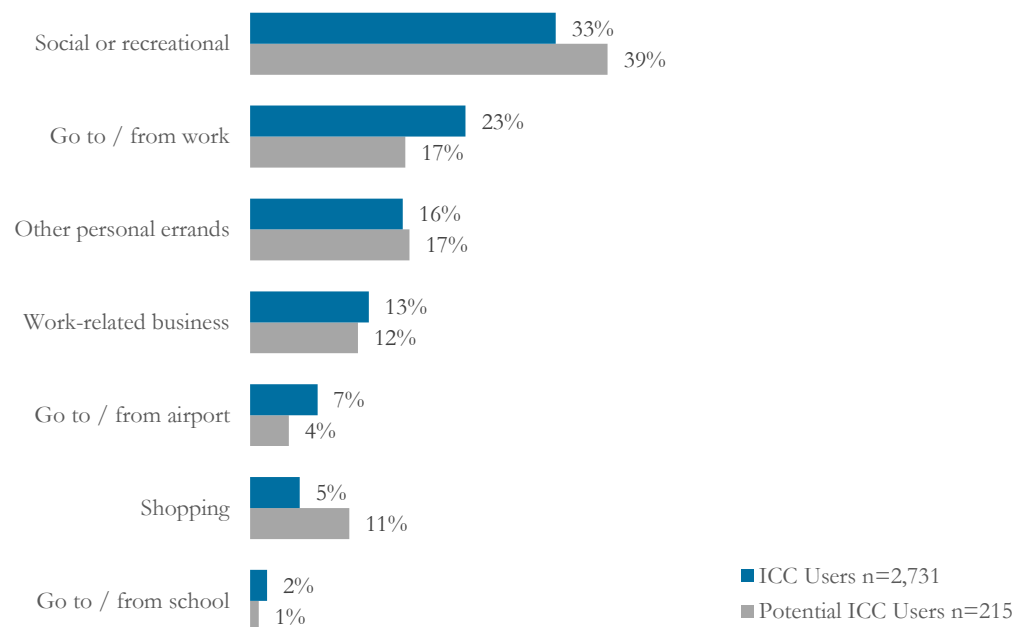


Table 4-3 shows the number of trips by trip purpose, categorized by work and non-work and time-of-day segments. Work trips include both commute and business-related trips,

while non-work trips include all other purposes. User peak trips comprised 57% of work trips and 20% of all reported trips, while user weekend trips comprised 40% on non-work trips.

TABLE 4-3: TRIP TYPE BY SEGMENT

Segment	Trip Type				Total	
	Work		Non-work			
	Count	Percent	Count	Percent	Count	Percent
ICC User Peak	600	63%	350	37%	950	100%
ICC User Midday	260	33%	521	67%	781	100%
ICC User Night	65	35%	123	65%	188	100%
ICC User Weekend	60	7%	752	93%	812	100%
Potential ICC User	61	28%	154	72%	215	100%
Total	1,046	36%	1,900	64%	2946	100%

Seventy-five percent of reported trips began at home and the majority (65%) of reported trips ended at another place. The most commonly reported trip originated at home and ended at a location other than home or work. This particular trip type categorized 57% of all responses.

The latitude and longitude coordinates for each trip's origin-destination pair were used to calculate the trip distance and expected trip travel times using a Google Maps route-planning algorithm. Mean and median trip distances, and respondent-reported travel times by segment, are displayed in **Table 4-4**. ICC users and potential ICC users had the same median trip distance, but median reported travel time was five minutes shorter for ICC users than potential ICC users.

TABLE 4-4: TRAVEL TIME AND DISTANCE BY SEGMENT

Segment	Reported Travel Time (minutes)		Travel Distance (miles)	
	Mean	Median	Mean	Median
ICC User	53	45	34	24
Potential ICC User	60	50	31	24

Trip origins and destinations, stratified by distance, are displayed in **Figure 4-2** and **Figure 4-3**, respectively. **Figure 4-2** shows respondents' trip origins spread throughout the study corridor, with many trips greater than 30 miles clustered around the western portion of the ICC corridor. A handful of trips greater than 30 miles also originated in and around Baltimore, Maryland. As shown in **Figure 4-3**, trip destinations are slightly more dispersed than trip origins, with many trips between 16–30 miles and greater than 30 miles ending northeast and southeast of the ICC corridor and in and around Baltimore.

FIGURE 4-2: TRIP ORIGIN BY TRIP DISTANCE

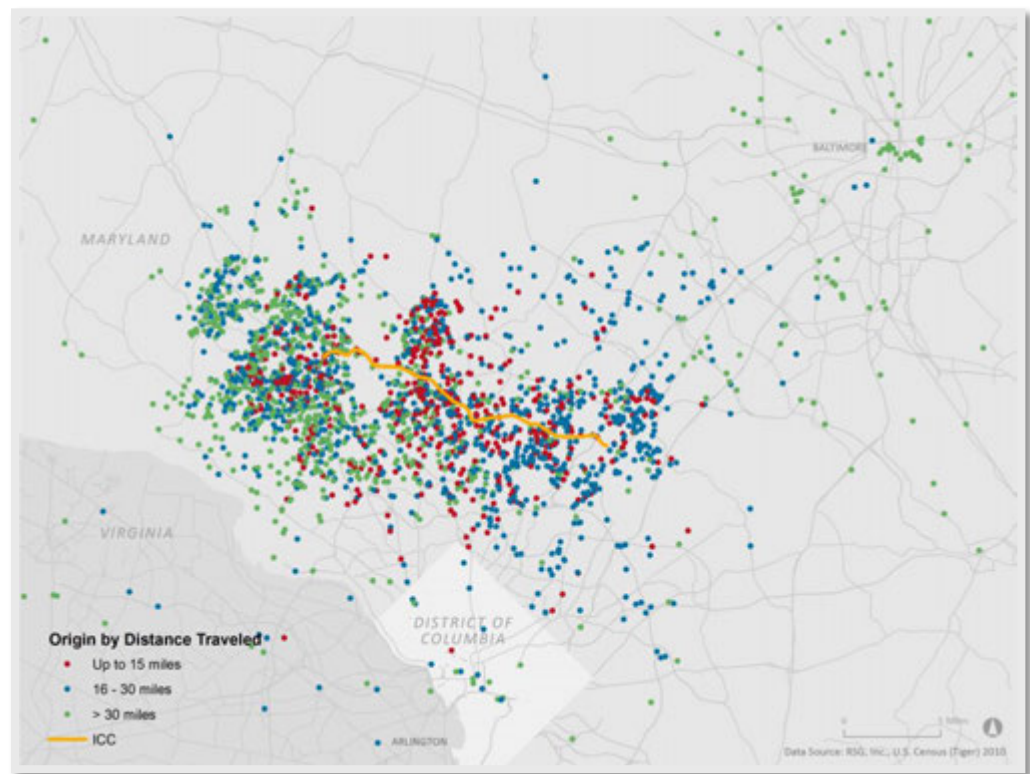
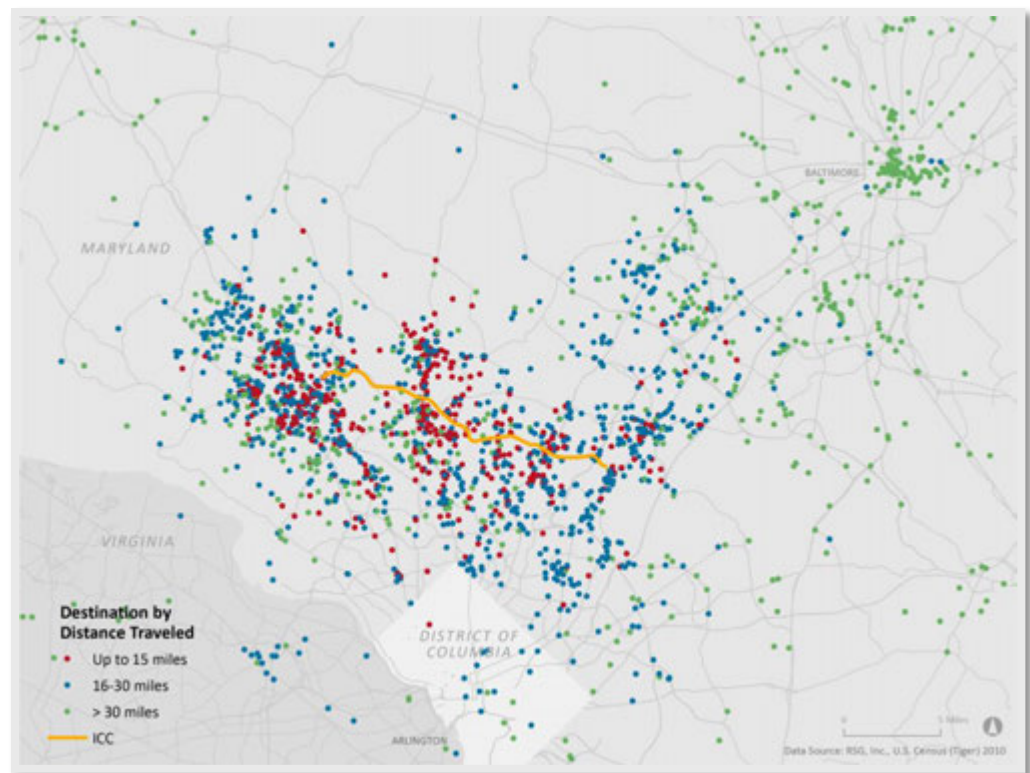


FIGURE 4-3: TRIP DESTINATION BY TRIP DISTANCE



The distribution of entrance and exit interchanges for ICC users is presented in **Table 4-5** and illustrated in **Figure 4-4** and **Figure 4-5**. Thirty-three percent of ICC users reported entering the ICC on the West end interchange from I-270/I-370. The most commonly reported exit interchange was I-95, and was used by 32% of ICC users.

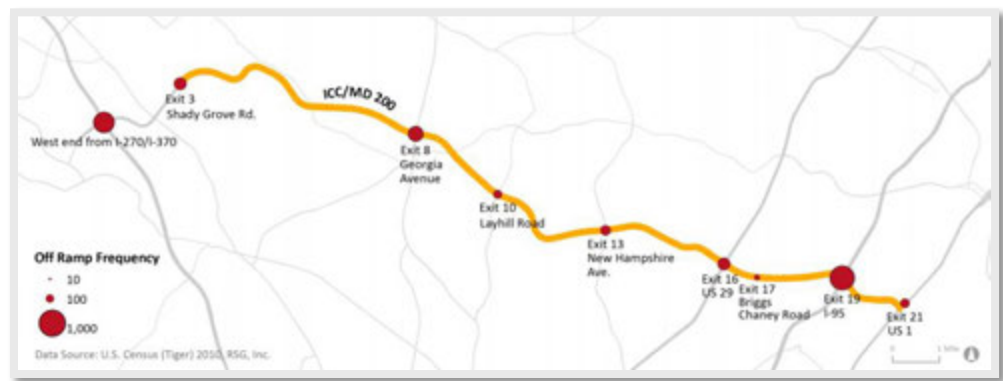
TABLE 4-5: ENTRANCE AND EXIT RAMP MATRIX (ICC USERS)

Entrance Interchange	Exit Interchange									Total
	I-270/I-370	Shady Grove	GA Ave	Layhill Rd	NH Ave	US 29	Briggs Chaney	I-95	US 1	
I-270/I-370	0.0%	0.3%	5.2%	1.7%	2.5%	4.3%	0.5%	16.9%	1.9%	33.4%
Shady Grove	0.1%	0.0%	1.5%	0.6%	1.0%	1.2%	0.4%	5.3%	0.7%	10.9%
GA Ave	7.1%	1.5%	0.0%	0.1%	0.7%	1.5%	0.4%	5.5%	1.1%	18.0%
Layhill Road	2.7%	0.7%	0.0%	0.0%	0.1%	0.5%	0.1%	1.5%	0.3%	6.0%
NH Ave	2.8%	1.2%	0.5%	0.2%	0.0%	0.4%	0.0%	1.5%	0.4%	7.1%
US 29	3.4%	1.3%	1.4%	0.4%	0.1%	0.0%	0.0%	1.1%	0.2%	7.9%
Briggs Chaney	0.3%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.4%	0.1%	1.2%
I-95	5.3%	2.3%	2.3%	0.6%	0.6%	0.6%	0.2%	0.0%	0.2%	12.2%
US 1	1.3%	0.2%	0.6%	0.3%	0.2%	0.1%	0.1%	0.2%	0.0%	3.1%
Total	23.1%	8.0%	11.8%	4.0%	5.3%	8.6%	1.8%	32.4%	4.9%	100.0%

FIGURE 4-4: ON RAMP FREQUENCY (ICC USERS)

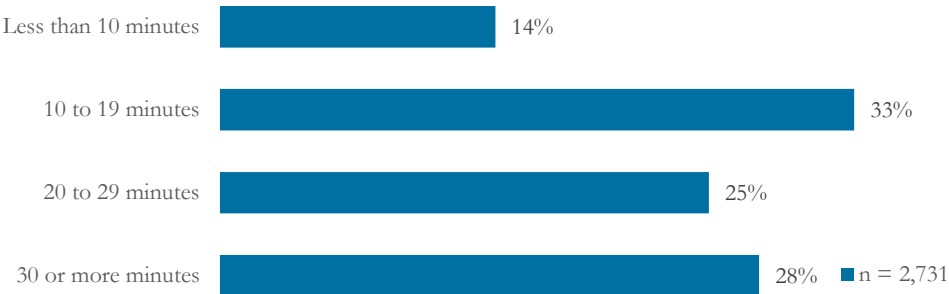


FIGURE 4-5: OFF-RAMP FREQUENCY (ICC USERS)



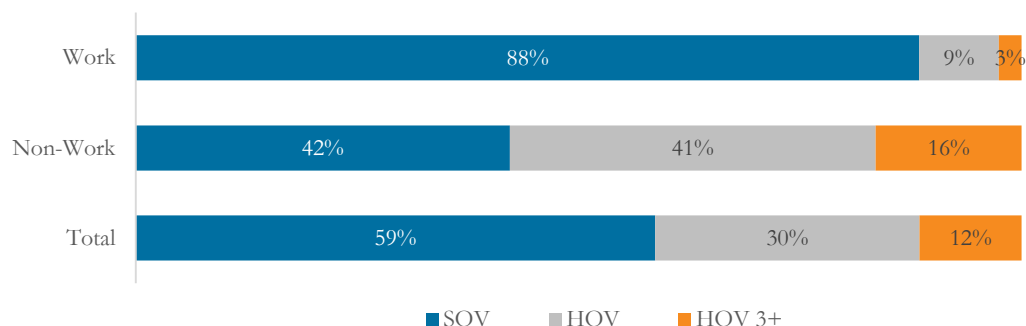
Respondents were asked about their perceived travel-time delay or savings, depending on whether they were an ICC user or potential ICC user, respectively. Thirty percent of the 215 potential users reported experiencing delay due to traffic congestion during their trip. ICC users were asked to estimate how much time the ICC saved them on their trip. One-third of users indicated that they believed traveling on the ICC saved them between 10 and 19 minutes, and 28% indicated they thought the ICC saved them 30 or more minutes of travel time on their trip (Figure 4-6).

FIGURE 4-6: PERCEIVED TIME SAVINGS FOR USING THE ICC (ICC USERS)



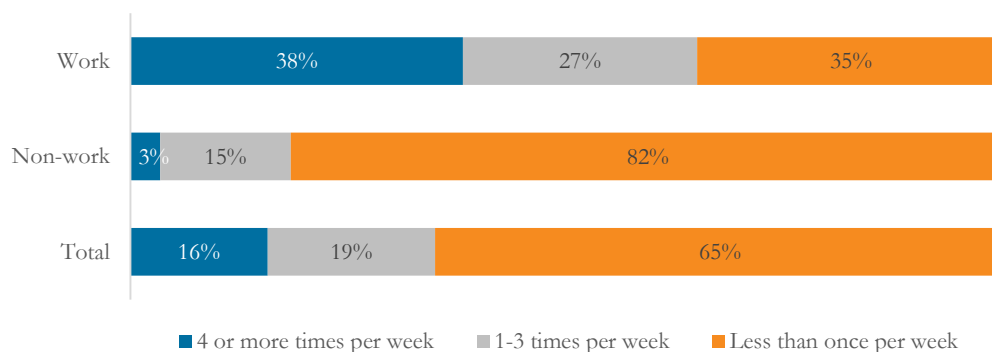
Reported vehicle occupancy by trip purpose (work and non-work) is shown in Figure 4-7. Eighty-eight percent of work trips were made in a single occupancy vehicle (SOV), while only 42% of non-work trips were made in a SOV. For all reported trips, the mean occupancy was 1.59 passengers.

FIGURE 4-7: VEHICLE OCCUPANCY



Trip frequency, or the number of times per week a respondent makes the same reference trip between the same locations and in the same direction, is shown in **Figure 4-8**. As would be expected, work trips (which includes work commute and business related travel) were made more frequently than non-work trips. Of the 1,046 work trips, 38% of respondents indicated they made their reference trip four or more times per week, and 27% indicated they made their reference trip one to three times per week. For non-work trips, 34% of respondents indicated they made their trip less than one time per month and 26% indicated they made their trip two to three times per month.

FIGURE 4-8: FREQUENCY OF REFERENCE TRIP



Respondents recruited by a method other than through their E-Z Pass account were asked to indicate whether they owned an E-Z Pass or another type of transponder. Of the 608 respondents, 71% had an E-Z Pass device in their vehicle. Only 16% of ICC users indicated they did not own a transponder, compared with 73% of potential ICC users (**Table 4-6**).

TABLE 4-6: ETC OWNERSHIP

ETC Ownership	ICC User		Potential ICC User		Total	
	Count	Percent	Count	Percent	Count	Percent
E-ZPass	400	83%	31	25%	431	71%
Other Transponder	7	1%	2	2%	9	1%
No Transponder	77	16%	91	73%	168	28%
Total	484	100%	124	100%	608	100%

STATED PREFERENCE QUESTIONS

After completing the trip characteristics portion of the survey, respondents answered a series of 10 SP tradeoff exercises tailored to their reported trip. Survey respondents chose the ICC in 42% of experiments, the toll-free route in 54% of experiments, and the ICC at a different time of day in 14% of the experiments where it was presented (Table 4-7). Approximately 8% of respondents always chose the ICC/MD 200 alternative, approximately 8% always chose the toll-free route alternative, and approximately 2% always chose the ICC/MD 200 alternative at a different time of day. Analysis of the stated preference choice data will be discussed in more detail in Section 5.0 below.

TABLE 4-7: SP CHOICE BY CHOICE AVAILABILITY

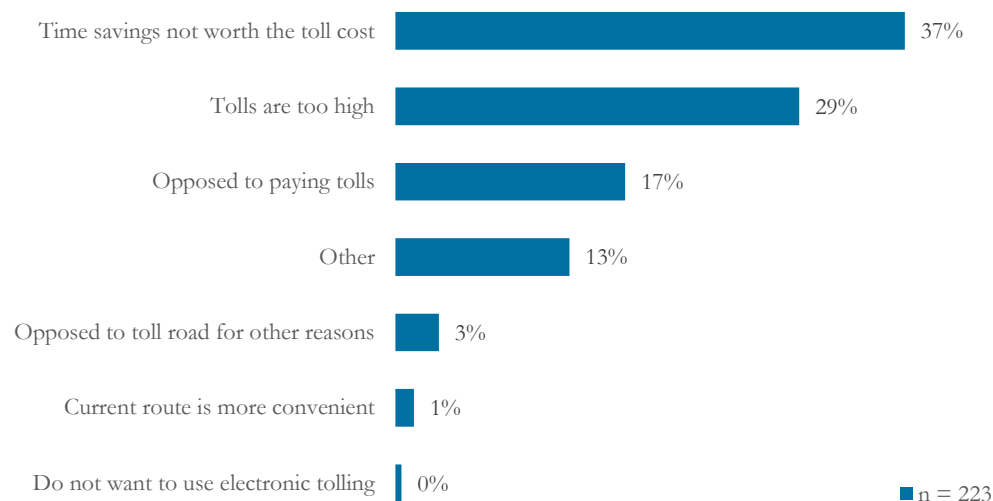
Alternative	Number of Experiments Shown	Number of Experiments Selected	Percent Selected
Alternative 1: ICC	29,460	12,401	42%
Alternative 2: Toll-Free Route	29,460	15,798	54%
Alternative 3: ICC at Different Time of Day*	8,900	1,261	14%

* Alternative 3 was only shown to 890 respondents who indicated they traveled during a peak time of day and indicated their trip had a flexible departure time.

DEBRIEF AND OPINION QUESTIONS

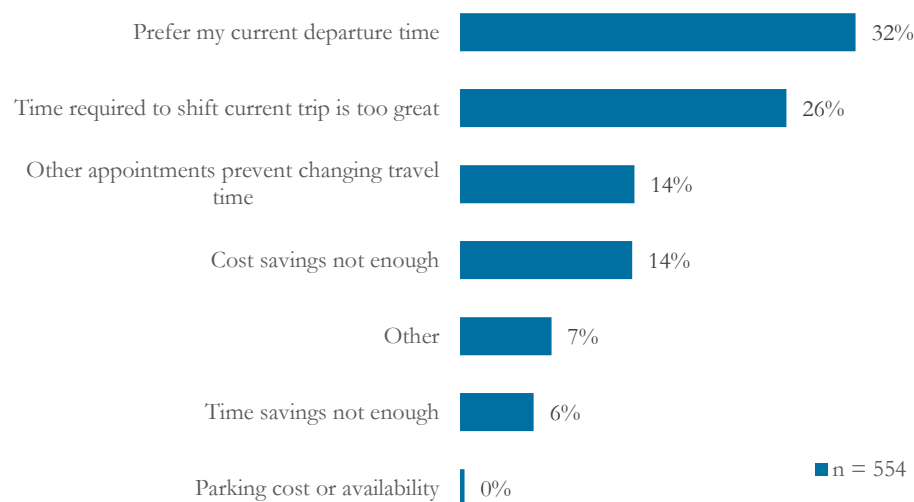
After completing the series of SP questions, respondents were asked to share their opinions on several debrief questions to understand the underlying reasons for their choices. Respondents who never chose to use the ICC/MD 200 to make their trip in the previous section were asked to select the reason that best describes their choice. Of the 2,946 respondents, 223 never selected the tolled alternative. The most commonly selected reason, chosen by 37% of respondents, was “time savings were not worth the toll cost.” Other frequently cited reasons were “tolls are too high” and “opposed to paying tolls” (Figure 4-9).

FIGURE 4-9: PRIMARY REASON FOR NOT SELECTING ICC ALTERNATIVE



Additionally, respondents presented with the option to travel earlier or later than their reported departure time, and who never selected to change the time of their trip, were asked to indicate the primary reason for their choice. The most commonly selected reason, “I prefer my current departure time,” was selected by 32% of respondents. Another frequently cited reason, selected by 29% of respondents, was “time required to shift current trip is too great.” Additional reasons are shown in **Figure 4-10**.

FIGURE 4-10: PRIMARY REASON FOR NOT SELECTING DEPARTURE TIME SHIFT ALTERNATIVE



Potential ICC users were asked to indicate what would make them more likely to use the ICC for some of their trips in the future. Respondents were able to select multiple responses. Of the 215 respondents who did not use the ICC on their reported trip, 171 (80%) indicated

they would be more likely to use the roadway on some of their trips if there were lower toll costs. Seventy-nine respondents also indicated they would use the ICC if there were larger off-peak and weekend discounts (Table 4-8).

TABLE 4-8: FACTORS TO INCREASE USE OF ICC (NON-USERS; SELECT ALL THAT APPLY)

Factors to Increase Use of ICC	Selected	Percent Respondents Selected
Lower toll costs	171	80%
Larger off-peak and weekend discounts	79	37%
Higher speed limit	59	27%
Other	38	18%
More on/off ramps	22	10%
Total respondents	215	--

All respondents were presented with a series of questions regarding their attitudes concerning tolls and were asked to indicate the level to which they agreed or disagreed with the statements. The responses to these attitude statements, segmented by ICC users and potential ICC users, are shown in Figure 4-11 and Figure 4-12. Ninety-six percent of ICC users agreed with the statement, “I will use a toll route if the tolls are reasonable and I will save time.” Of the four toll attitude statements presented, ICC users disagreed at the highest rate (28%) with the statement, “I support increased or new taxes to pay for highway improvements that relieve congestion.” Overall, this statement solicited a mixed response, with 48% agreeing and 24% indicating a neutral opinion. On the other hand, potential ICC users tend to disagree more with the statements concerning tolls as compared to the ICC users, as evident in Figure 4-12.

FIGURE 4-11: TOLL ATTITUDE STATEMENTS—ICC USERS

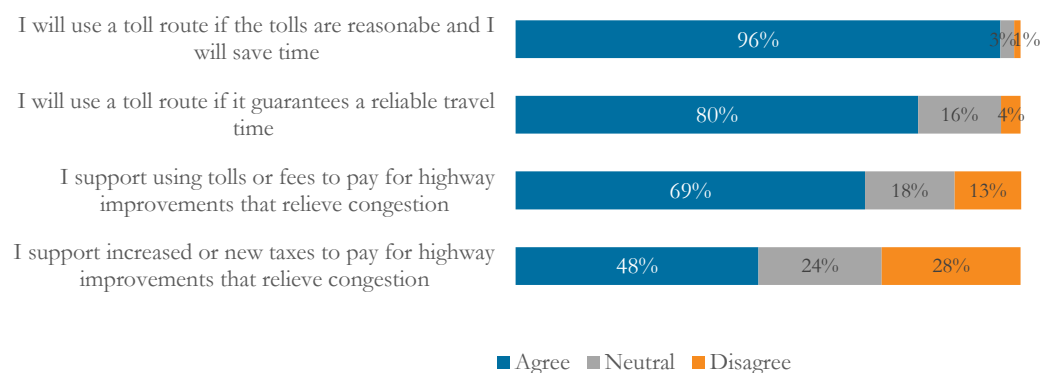
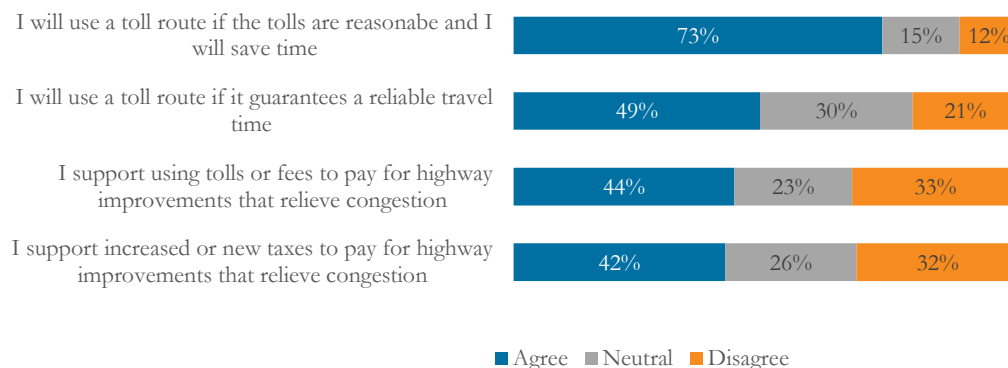


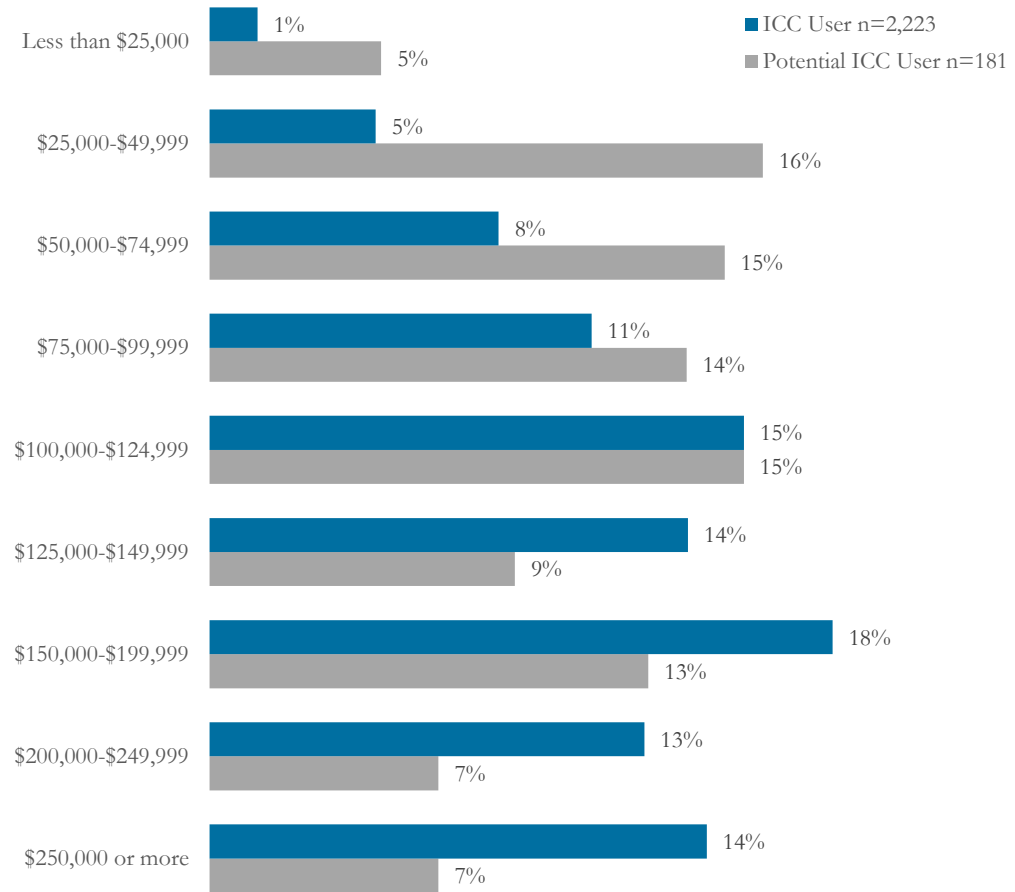
FIGURE 4-12: TOLL ATTITUDE STATEMENTS—POTENTIAL ICC USERS



DEMOGRAPHIC QUESTIONS

Respondents were asked a series of demographic questions at the survey's conclusion. Sixty percent (60%) of survey respondents identified as male and 40% identified as female. The median age of the sample fell in the 45–54 year-old category. Forty-two percent of respondents indicated they live in a two-person household and half of respondents stated they live in a household with two vehicles. A majority of respondents (64%) are employed full-time, 17% are retired, and 9% are self-employed. The median household income of respondents who chose to report their income falls in the \$125,000–\$149,000 category. Annual household income, segmented by ICC users and potential ICC users, is shown in **Figure 4-13**.

FIGURE 4-13: ANNUAL HOUSEHOLD INCOME BY USER TYPE



5.0 MODEL ESTIMATION

The primary objective of the SP survey was to estimate the VOT for passenger-vehicle travelers who make trips in the ICC/MD 200 corridor. These VOT estimates will support estimates of future traffic and revenue for the facility. The 10 choice observations for each respondent were compiled into a dataset with 29,460 observations to support the estimations of VOT.

5.1 | METHODOLOGY

Statistical analysis and discrete choice model estimation were conducted using the SP survey data. The statistical estimation and specification testing were completed using a conventional maximum likelihood procedure that estimated coefficients for a set of MNL models. The MNL models were used to identify systematic differences in preference heterogeneity—for example, the difference in VOT by trip purpose or time-of-day. The model coefficients provide information about the respondents’ sensitivities to the attributes that were tested in the tradeoff scenarios and can be used to calculate VOT for travelers in the corridor. The model specification and results are discussed in more detail in the following section.

5.2 | MULTINOMIAL LOGIT (MNL) MODEL SPECIFICATION

In each SP experiment, respondents who used the ICC/MD 200 for their reference trip were presented with up to three alternatives:

1. Make your trip using the ICC/MD 200 at your current departure time.
2. Make your trip using the ICC/MD 200 before or after your current departure time (shown to respondents who traveled during a peak time of day and indicated their trip had a flexible departure time).
3. Make your trip using an alternative route.

Respondents who could have used the ICC/MD 200 were also presented with up to three alternatives:

1. Make your trip using the ICC/MD 200 at current departure time.
2. Make your trip using the ICC/MD 200 before or after the current departure time (shown to respondents who traveled during a peak time of day and indicated their trip had a flexible departure time).
3. Make your trip using your current route.

More information about the SP experimental design can be found in **Section 2.0**. The MNL model estimates a choice probability for each alternative presented in the SP tradeoff exercises. The alternatives are represented in the model by observed utility equations of the form described in **Equation 1**.

EQUATION 1: OBSERVED UTILITY EQUATION

$$U_1 = \beta_1 X_1 + \beta_2 X_2 \dots + \beta_n X_n$$

In Equation 1, each X represents a variable specified by the researcher and each β is a coefficient estimated by the model that represents the sensitivity of the respondents in the sample to the corresponding variable.

Several utility equation structures were tested using different variables from the collected data. In addition to the travel times and toll costs presented in the SP experiments, tested variables included trip characteristic and demographic variables. These variables were introduced, one at a time, to test potential interactions with the toll cost and travel-time coefficients and to determine whether respondents' trip or personal characteristics significantly influenced their choices in the SP scenarios. Interaction variables include:

- Time of day;
- Trip purpose;
- Income;
- ETC ownership; and
- Begin and end location.

After reviewing the significance of each variable, the final model specification was chosen based on model fit, the intuitiveness and reasonableness of the model coefficients, and the expected application of the model results. The final model specification includes variables for travel time and toll cost by 10 different market segments, described in **Table 5-1** below.

TABLE 5-1: TRAVELER MARKET SEGMENTS

Respondent Type	Day of Week	Time of Day	Trip Purpose	Observations
ICC User	Weekday	Peak (6:00 - 8:59 AM; 4:00 - 6:59 PM)	Work	6,000
			Non-work	3,500
		Midday (9:00 AM - 3:59 PM)	Work	2,600
			Non-work	5,210
		Night (7:00 PM - 5:59 AM)	Work	650
			Non-work	1,230
	Weekend	All	Work	600
			Non-work	7,520
Potential ICC User	All	All	Work	610
			Non-work	1,540

The toll cost coefficient was interacted with household income to identify the relationship between household income and sensitivity to toll prices. Alternative-specific constants were included on the ICC alternatives to capture the utility (or disutility) for the alternative that cannot be attributed to any other variables in the model.

5.3 | MNL MODEL: COEFFICIENT ESTIMATES

The result of the final model specification is presented below and includes coefficients for the aggregate sample. **Table 5-2** contains coefficient values, robust standard errors, robust t-statistics, and general model statistics.

The coefficient values are the values estimated by the choice model that represent the relative importance of each of the variables. It should be noted that these values are unit-specific and the units must be accounted for when comparing coefficients. The sign of the coefficient indicates a positive or negative relationship between utility and the associated variable. For example, a negative travel-time coefficient implies that utility for a given travel alternative will decrease as the travel time associated with that alternative increases.

The standard error is a measure of error around the mean coefficient estimate. The t-statistic is the coefficient estimate divided by the standard error, which can be used to evaluate statistical significance. A t-statistic greater/less than ± 1.96 indicates that the coefficient is statistically significantly different from zero (unless otherwise reported) at the 95% level.

The model fit statistics presented here include the number of observations, the number of estimated parameters, the initial log-likelihood, the log-likelihood at convergence, rho-squared, and adjusted rho-squared. The log-likelihood is a model fit measure that indicates how well the model predicts the choices observed in the data. The null log-likelihood is the measure of the model fit with coefficient values of zero. The final log-likelihood is the measure of model fit with the final coefficient values at model convergence. A value closer to zero indicates better model fit. The log-likelihood cannot be evaluated independently, as it is a function of the number of observations, the number of alternatives, and the number of

parameters in the choice model. The rho-square model fit measure accounts for this to some degree by evaluating the difference between the null log-likelihood and the final log-likelihood at convergence. The adjusted rho-square value takes into account the number of parameters estimated in the model.

TABLE 5-2: MNL MODEL COEFFICIENTS

Coefficient	Units	Value	Robust Std. Error	Robust t-stat
Travel Time				
		-0.143	0.006	-23.03
ICC user—Peak work trips	Minutes	-0.16	0.009	-18.29
ICC user—Peak non-work trips	Minutes	-0.191	0.013	-15.08
ICC user—Midday work trips	Minutes	-0.19	0.010	-19.32
ICC user—Midday non-work trips	Minutes	-0.169	0.024	-7.16
ICC user—Night work trips	Minutes	-0.212	0.020	-10.9
ICC user—Night non-work trips	Minutes	-0.151	0.026	-5.77
ICC user—Weekend work trips	Minutes	-0.197	0.008	-24.07
ICC user—Weekend non-work trips	Minutes	-0.0956	0.015	-6.43
Potential ICC user—Work trips	Minutes	-0.123	0.023	-5.29
Potential ICC user—Non-work trips	Minutes	-0.143	0.006	-23.03
Toll Cost*				
ICC user—Peak work trips	Dollars	-4.53	0.205	-22.09
ICC user—Peak non-work trips	Dollars	-4.68	0.276	-16.95
ICC user—Midday work trips	Dollars	-5.55	0.365	-15.22
ICC user—Midday non-work trips	Dollars	-5.55	0.295	-18.82
ICC user—Night work trips	Dollars	-6.05	0.680	-8.89
ICC user—Night non-work trips	Dollars	-6.69	0.591	-11.33
ICC user—Weekend work trips	Dollars	-5.06	0.798	-6.34
ICC user—Weekend non-work trips	Dollars	-5.79	0.256	-22.66
Potential ICC user—Work trips	Dollars	-4.75	0.866	-5.49
Potential ICC user—Non-work trips	Dollars	-5.74	1.040	-5.52
Departure Shift				
Shift amount	Minutes	-0.003	0.001	-2.28
Constants				
Shift alternative	(0,1)	-1.93	0.103	-18.71
ICC alternative (Nonusers only)	(0,1)	-1.27	0.234	-5.43

*The toll cost variable enters the model in the form: $Toll\ Cost * (LN(Income\ Midpoint/1000))$.

Model Statistics	
Number of estimated parameters	23
Number of observations	29460
Number of individuals	2946
Initial log-likelihood	-24028.755
Final log-likelihood	-17661.459
Rho-square	0.265
Adjusted rho-square	0.264

5.4 | MNL MODEL: WILLINGNESS TO PAY FOR TRAVEL-TIME SAVINGS (VOT)

One way to evaluate the sensitivities that are estimated in the MNL models is to calculate the marginal rates of substitution for different attributes of interest. In economic theory, the marginal rate of substitution is the amount of one good (e.g., money) that a person would exchange for a second good (e.g., travel time), while maintaining the same level of utility or satisfaction. In this analysis, the marginal rate of substitution of the travel-time and toll cost coefficients provides the implied toll value that travelers would be willing to pay for a given amount of travel-time savings offered by using the ICC/MD 200 compared to a toll-free route.

The willingness to pay for travel-time savings, or VOT, can be calculated by dividing the travel-time coefficient by the toll cost coefficient after accounting for the income transformation that was applied in the model specification. The resulting VOT is in units of dollars per minute; multiplying by 60 will convert this into the more commonly cited units of dollars per hour (**Equation 2**).

EQUATION 2: WILLINGNESS TO PAY FOR TRAVEL-TIME SAVINGS (VOT)

$$VOT = 60 \times \frac{\beta Time}{\left[\frac{\beta Cost}{LN(income/100)} \right]}$$

In Equation 2, $\beta Time$ is the value of the travel-time coefficient (with units of 1/min), $\beta Cost$ is the value of the toll cost coefficient (with units of 1/\$), and the log transformation controls for nonlinear income effects.

The VOTs for each segment are shown by income level in **Table 5-3**.

TABLE 5-3: VOT BY MARKET SEGMENT AND INCOME

Household Income	Market Segment									
	Peak Work	Peak Non-work	Midday Work	Midday Non-work	Night Work	Night Non-work	Weekend Work	Weekend Non-work	Non-users Work	Non-users Non-work
\$12,500	\$9.15	\$9.90	\$9.97	\$9.92	\$8.09	\$9.18	\$8.65	\$9.86	\$5.83	\$6.21
\$37,500	\$11.23	\$12.16	\$12.24	\$12.17	\$9.93	\$11.27	\$10.61	\$12.10	\$7.16	\$7.62
\$62,500	\$12.19	\$13.21	\$13.29	\$13.22	\$10.79	\$12.24	\$11.53	\$13.14	\$7.77	\$8.28
\$87,500	\$12.83	\$13.90	\$13.99	\$13.91	\$11.35	\$12.88	\$12.13	\$13.83	\$8.18	\$8.71
\$112,500	\$13.31	\$14.41	\$14.51	\$14.43	\$11.78	\$13.36	\$12.58	\$14.34	\$8.48	\$9.03
\$137,500	\$13.69	\$14.82	\$14.92	\$14.84	\$12.11	\$13.74	\$12.94	\$14.75	\$8.73	\$9.29
\$175,000	\$14.14	\$15.32	\$15.42	\$15.34	\$12.52	\$14.20	\$13.37	\$15.24	\$9.02	\$9.60
\$225,000	\$14.62	\$15.83	\$15.94	\$15.85	\$12.94	\$14.68	\$13.82	\$15.76	\$9.32	\$9.92
\$250,000	\$14.82	\$16.05	\$16.16	\$16.07	\$13.11	\$14.88	\$14.01	\$15.97	\$9.45	\$10.06

6.0 CONCLUSION

RSG successfully developed and implemented a SP survey questionnaire that gathered information from 2,946 passenger-vehicle travelers who make trips in the ICC/MD 200 corridor in Maryland. The questionnaire collected data on current travel behavior, presented respondents with information about the ICC/MD 200 corridor, and engaged the travelers in a series of SP scenarios.

MNL choice models were developed using the survey data to produce estimates of VOT of passenger-vehicle travelers. A single model was developed that includes separate time and cost coefficients for 10 market segments:

1. ICC user—Peak work trips
2. ICC user—Peak non-work trips
3. ICC user—Midday work trips
4. ICC user—Midday non-work trips
5. ICC user—Night work trips
6. ICC user—Night non-work trips
7. ICC user—Weekend work trips
8. ICC user—Weekend non-work trips
9. Potential ICC user—Work trips
10. Potential ICC user—Non-work trips

The magnitude and signs of the sensitivity estimates are reasonable and intuitively correct, and the VOT that were estimated are within the ranges found in other similar areas across the country. For ICC users, average VOT across different income groups for the segments mentioned above generally fell within a range of \$8 per hour to \$16 per hour. For potential ICC users, average VOT across different income groups varied from \$6 per hour to \$10 per hour. The survey and choice model results indicate that the toll amount and travel-time savings provided by the ICC/MD 200 corridor could have a significant impact on travel behavior. The incorporation of these results into the updated regional travel demand model will allow CDM Smith to evaluate a multitude of future tolling scenarios and travel conditions.

Appendix A-1

(RSG Appendix A)

**Maryland Intercounty Connector Stated Preference Survey
Screen Captures**



APPENDIX A: SCREEN CAPTURES

MARYLAND INTERCOUNTY CONNECTOR STATED PREFERENCE SURVEY

11.11.2015



55 Railroad Row
White River Junction, VT 05001
802.295.4999
www.rsginc.com

PREPARED FOR:
MARYLAND TRANSPORTATION AUTHORITY

SUBMITTED BY:
RSG

IN COOPERATION WITH:
CDM SMITH



MARYLAND INTERCOUNTY CONNECTOR STATED PREFERENCE SURVEY

PREPARED FOR:
MARYLAND TRANSPORTATION AUTHORITY

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1.0 SURVEY SCREEN CAPTURES

1.1 | INTRODUCTION AND QUALIFICATION QUESTIONS

FIGURE 1-1: SURVEY INTRODUCTION AND INSTRUCTIONS

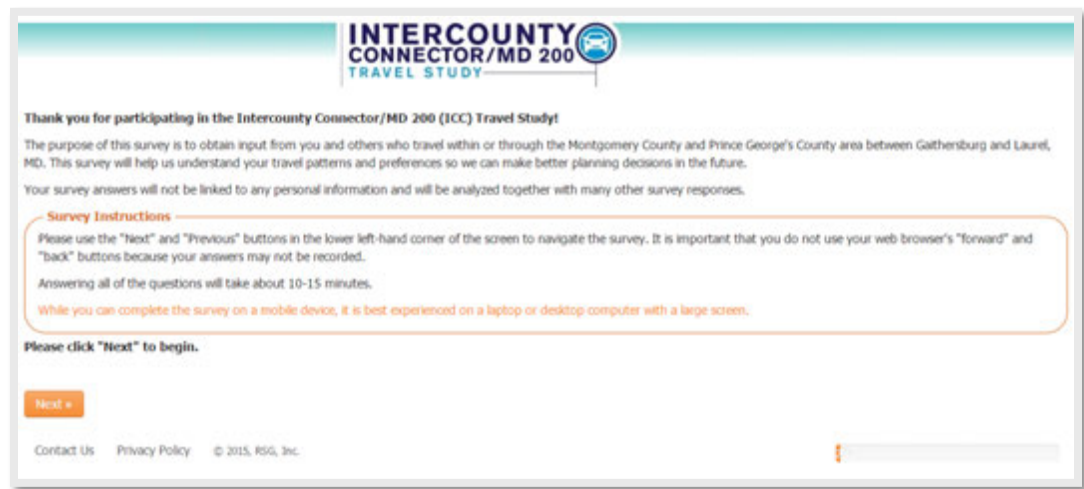


FIGURE 1-2: TRIP QUALIFICATION

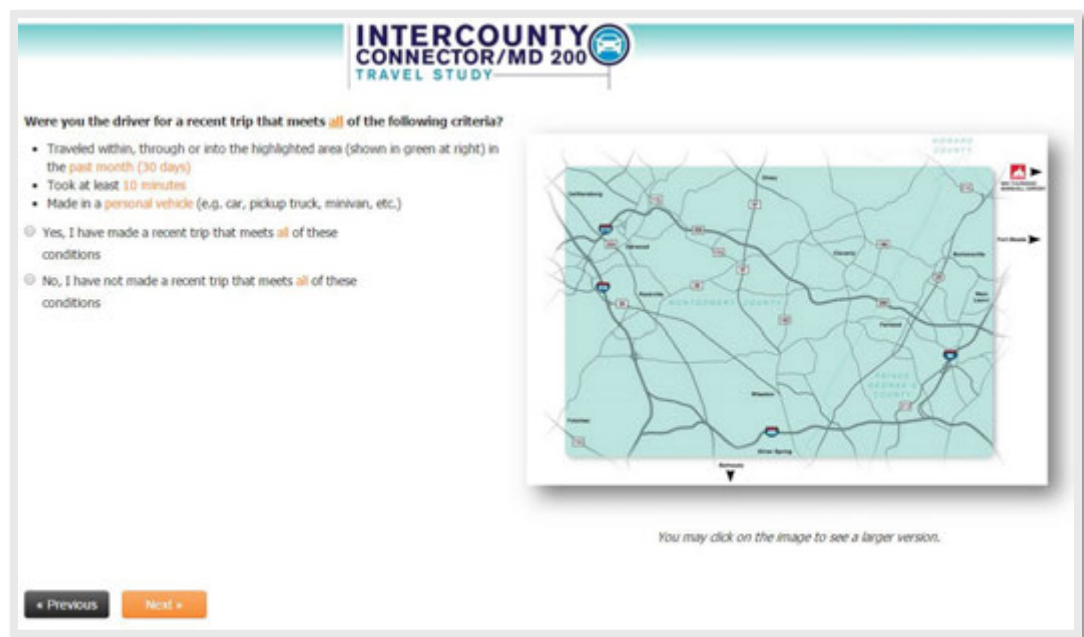





FIGURE 1-3: TERMINATION

Thank you for taking the time to participate in the Intercounty Connector/MD 200 Travel Study.

Unfortunately, your answers do not qualify you for this survey.

Thank you again for your time. You may close your browser to exit.

This survey is being conducted on behalf of Maryland Transportation Authority by RSG, in collaboration with CDM Smith.

If respondent has not make a qualifying trip.

1.2 | TRIP DETAIL QUESTIONS

FIGURE 1-4: TRIP QUALIFICATION – ICC USER

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

Did you use the Intercounty Connector/MD 200 (as highlighted in the map on the right) on any of the trips you made within the last month?

☐ Yes

☐ No



You may click on the image to see a larger version.

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FIGURE 1-5: REASON FOR NOT USING THE ICC

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

Why didn't you use the Intercounty Connector/MD 200 (ICC) on any of the trips that you made within the last month in the study area?

- ☐ I could have potentially used the ICC but did not want to pay a toll
- ☐ I could have potentially used ICC but the toll on that road is not worth travel time savings
- ☐ I could have potentially used ICC but I don't have an electronic transponder* and/or do not like video tolling
- ☐ The ICC was not convenient for any of those trips
- ☐ My trips' beginning and ending locations did not require me to travel on the ICC
- ☐ Other, please specify:

*Note: A transponder is an electronic device that is mounted inside the windshield of your vehicle. When your vehicle passes through a toll plaza, an antenna at the toll plaza reads the account information contained in the transponder. The appropriate toll is then deducted from your **prepaid** account.

You may click on the image to see a larger version.

If respondent does not use the ICC.

FIGURE 1-6: DEFINITION OF QUALIFYING ONE-WAY TRIP ON ICC

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

The questions in the next section of this survey will ask about **your most recent trip of at least 10 minutes** that used the Intercounty Connector/MD 200.

For the purposes of this survey, please think of your trip as travel in one direction only, not as a complete round-trip.

Example trip in one direction:

Work (Start) → Interstate 95 → ICC → Home (End)

Please click "Next" to continue.

You may click on the image to see a larger version.

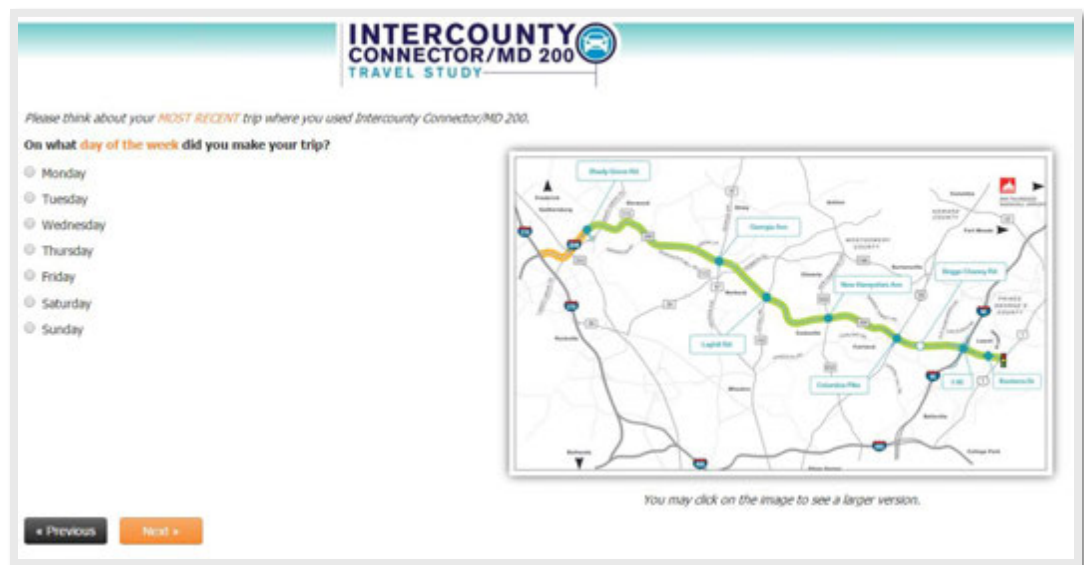
If respondent used the ICC for the qualifying trip.

FIGURE 1-7: DEFINITION OF QUALIFYING ONE-WAY TRIP



If respondent did not use the ICC for the qualifying trip.

FIGURE 1-8: DAY OF WEEK (ICC USER)



If respondent used the ICC for the qualifying trip.

FIGURE 1-9: DAY OF WEEK

INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY

Please think about your **MOST RECENT** trip where you traveled within, through, or into the highlighted region shown below.

On what **day of the week** did you make your trip?

☐ Monday

☐ Tuesday

☐ Wednesday

☐ Thursday

☐ Friday

☐ Saturday

☐ Sunday

« Previous

Next »



You may click on the image to see a larger version.

If respondent did not use the ICC for the qualifying trip.

FIGURE 1-10: USE OF ICC ON OTHER DAYS

INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY

You mentioned that you recently used the Intercounty Connector/MD 200 on a Wednesday. Do you use the Intercounty Connector/MD 200 on weekends as well?


☐ Yes

☐ No

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Next »

If respondent used the ICC for the qualifying trip.



5

FIGURE 1-11: ROAD(S) USED

The screenshot shows a survey titled "INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY". The question is "Which of these roads did you use during your most recent trip?" with the instruction "Please select all that apply:". There are two columns of checkboxes. The left column includes: I-270, I-495, I-95, US-1, US-29/Columbia Pike, MD-355/Rockville Pike, MD-28/Norbeck Rd, MD-115/Muncaster Mills Road, and MD-586/Veirs Mill Blvd. The right column includes: Randolph Rd, Georgia Ave, Olney Laytonsville Rd, MD-97, Layhill Rd, Shady Grove Rd, New Hampshire Ave, and Other roads. At the bottom are "Previous" and "Next" buttons.

If respondent did not use the ICC for the qualifying trip.

FIGURE 1-12: REASON(S) FOR CHOOSING ICC

The screenshot shows a survey titled "INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY". The question is "Why did you choose to use the Intercounty Connector/MD 200 (ICC) for your trip instead of an alternate toll-free route?" with the instruction "Please select all that apply:". There is a list of reasons with checkboxes: Less congestion, Only route I know, Safer, More reliable travel time, Saves distance, Better road condition, More convenient, Saves time, and Other, please specify: (with a text input field). At the bottom are "Previous" and "Next" buttons.

If respondent used the ICC for the qualifying trip.

FIGURE 1-13: TRIP PURPOSE

INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY

What was the **primary purpose** of your trip?

- ☐ Go to/from work
- ☐ Work-related business
- ☐ Go to/from school
- ☐ Go to/from airport
- ☐ Shopping
- ☐ Social or recreational (such as visiting a friend or going to the movies)
- ☐ Other personal errands (such as a medical appointment)

Previous

Next

Your Trip Details

Day of Travel:
Wednesday

FIGURE 1-14: BEGIN AND END LOCATIONS

INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY

Where did your trip begin and end?

My trip **began** at:

- ☐ My home
- ☐ My regular workplace
- ☐ Another place

My trip **ended** at:

- ☐ My home
- ☐ My regular workplace
- ☐ Another place

Previous

Next

Your Trip Details

Day of Travel:
Wednesday

Trip Purpose:
Work Commute

FIGURE 1-15: ORIGIN

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

Where did your work commute trip begin?

Please indicate the approximate location by entering the street address, nearest intersection, or business name in the box below. If you do not know the address, you can use the map to click on the approximate location. You may place a marker at the nearest intersection if you do not want to provide an exact address.

Locate by address Locate on the map

To locate by address, please enter a street number or the nearest intersection - or you can enter a business name.

• Example: 14418 Layhill Rd, Silver Spring, MD 20906
• Example: 15209 Frederick Rd, Rockville, MD 20850

Map of the Washington, DC area showing major roads and landmarks.

« Previous Next »

FIGURE 1-16: DESTINATION

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

Where did your work commute trip end?

Remember, please report your trip in one direction only, not the complete round trip.

Locate by address Locate on the map

To locate by address, please enter a street number or the nearest intersection - or you can enter a business name.

• Example: 14418 Layhill Rd, Silver Spring, MD 20906
• Example: 15209 Frederick Rd, Rockville, MD 20850

Map of the Washington, DC area showing major roads and landmarks.

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FIGURE 1-17: TRIP ORIGIN AND DESTINATION CONFIRMATION

INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY

Your trip from **your home (A)** to **your regular workplace (B)** is shown on the map.

If these locations are not correct, please click "Previous" to update your location information.

If these locations are correct, please click "Next" to continue.

Previous

Next

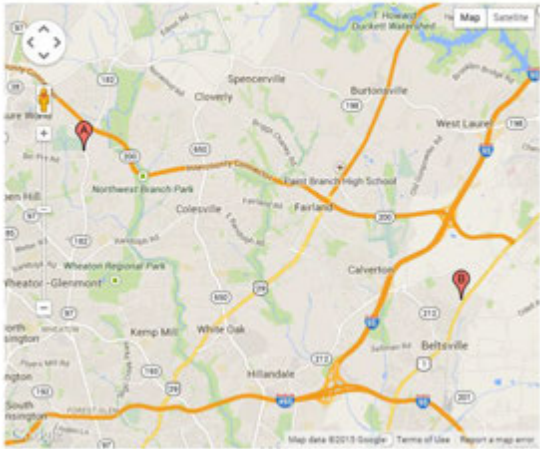


FIGURE 1-18: INVALID TRIP

INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY

The trip you just described seems to have started and ended in the same place, or two locations close together. Please describe only the **one-way** portion of your trip, not the complete round trip.

Do you need to change the beginning or ending location of your trip?

☐ Yes

☐ No

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Your Trip Details

Day of Travel:
Wednesday

Trip Purpose:
Work Commute

If respondent's origin and destination indicate an invalid trip.

INTERCOUNTY CONNECTOR/MD 200

TRAVEL STUDY

Where did you enter onto the Intercounty Connector/MD 200 for your trip?

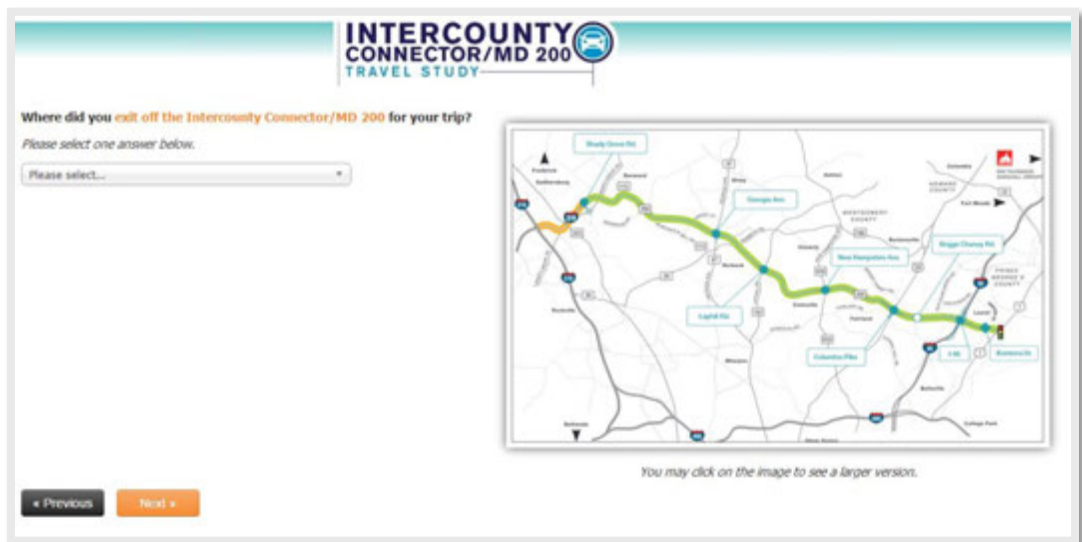
Please select one answer below:



You may click on the image to see a larger version.

[< Previous](#)
[Next >](#)

FIGURE 1-20: ICC EXIT RAMP



10 November 11, 2015

FIGURE 1-21: DEPARTURE TIME

INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY

What time did you **begin** your trip?

My trip started at: *Please slide the gray box to select a value.*

12:00 am

6:00 am

Noon

6:00 pm

11:59 pm

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Your Trip Details

Day of Travel:
Wednesday

Trip Purpose:
Work Commute

FIGURE 1-22: TRAVEL TIME

INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY

How long did it take you, door-to-door, to travel from **your home** to **your regular workplace**?

Please only include the time you spent traveling and not time you may have spent at stops along the way (e.g. to get cash, coffee, etc.).

My trip took: *Please slide the gray box to select a value.*

15 minutes or less

1 hour

2 hours

3 hours

4 hours or more

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Next »

Your Trip Details

Day of Travel:
Wednesday

Trip Purpose:
Work Commute

FIGURE 1-23: TRAVEL TIME CONFIRMATION

INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY

Based on the locations you provided earlier, it appears that your time of 45 minute(s) is significantly longer than what we estimate it should take to make your trip.

Remember, please tell us how long it took to drive from your home to your regular workplace **in one direction only**. Please do not include any time spent at stops along the way.

Do you need to change your reported time?

☐ Yes

☐ No

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Your Trip Details

Day of Travel:
Wednesday

Trip Purpose:
Work Commute

Travel Time:
45 minute(s)

If travel time appears too short or too long.

FIGURE 1-24: ALTERNATIVE ROUTE TRAVEL TIME

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

You indicated earlier that your trip took about 30 minute(s) minutes, door-to-door.

Imagine that you could not use the Intercounty Connector/MD 200 to make your trip but had to use a toll-free route instead. If you were to use a **toll-free route** to make this trip (such as Veirs Mill Blvd/MD-586 or other local streets), approximately how long would it have taken you?

If you are not sure, please enter your best estimate.

My trip would have taken: Please slide the gray box to select a value.

15 minutes or less 1 hour 2 hours 3 hours 4 hours or more

« Previous Next »

Your Trip Details

- Day of Travel: **Wednesday**
- Trip Purpose: **Work Commute**
- Travel Time: **30 minute(s)**

If respondent used the ICC for the qualifying trip.

FIGURE 1-25: ETC OWNERSHIP

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

Do you currently have an E-ZPass® transponder* in your car for electronic toll collection?

Please select all that apply:

- ☐ Yes, I have an E-ZPass® transponder*
- ☐ Yes, I have another type of transponder
- ☐ No, I do not have a transponder

***Note:** A transponder is an electronic device that is mounted inside the windshield of your vehicle. When your vehicle passes through a toll plaza, an antenna at the toll plaza reads the account information contained in the transponder. The appropriate toll is then deducted from your **prepaid** account.

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If respondent not recruited through E-ZPass method.

FIGURE 1-26: REASON(S) FOR NOT OWNING ETC

INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY

Why don't you have an E-ZPass® transponder* in your car for electronic toll collection?

Please select all that apply.

☐ Prefer video tolling

☐ Do not know enough about electronic toll collection

☐ Will not use the toll road often enough

☐ Do not like idea of electronic tolling

☐ Do not want a transponder in my car

☐ Do not want to set up an account

☐ Concerned about privacy

☐ Too difficult to maintain account

☐ Other, please specify:

*Note:

A transponder is an electronic device that is mounted inside the windshield of your vehicle. When your vehicle passes through a toll plaza, an antenna at the toll plaza reads the account information contained in the transponder. The appropriate toll is then deducted from your prepaid account.

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If respondent does not have a transponder.

FIGURE 1-27: EXPECTED TOLLS

INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY

If you were to use the Intercounty Connector/MD 200 to make this trip, approximately how much do you think you would have paid in tolls?

If you are not sure, please enter your best estimate.

I would have paid: Please slide the gray box to select a value.

\$0.25\$5.00\$10.00 or more

Your Trip Details

Day of Travel:

Wednesday

Trip Purpose:

Work Commute

Travel Time:

30 minute(s)

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If respondent did not use the ICC for the qualifying trip.

FIGURE 1-28: TRIP DELAY

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

Did you experience any delay due to traffic congestion on your trip?

☐ Yes

☐ No

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Your Trip Details

Day of Travel: Wednesday

Trip Purpose: Work Commute

Travel Time: 30 minute(s)

If respondent did not use the ICC for the qualifying trip.

FIGURE 1-29: TRAVEL TIME WITHOUT DELAY

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

You indicated that your trip took 30 minute(s) which included delays due to traffic congestion.

If there were no delays due to traffic congestion, approximately how long would your trip have taken you, door-to-door?
Again, please only include the time you would have spent traveling and not the time you would have spent at stops along the way (e.g. to get cash, coffee, etc.).

My trip would have taken: Please slide the gray box to select a value.

15 minutes or less 1 hour 2 hours 3 hours 4 hours or more

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Your Trip Details

Day of Travel: Wednesday

Trip Purpose: Work Commute

Travel Time: 30 minute(s)

If respondent experienced delay.

FIGURE 1-30: VEHICLE OCCUPANCY

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

Including you, how many people were in the vehicle on your trip?

☐ 1 (I drove alone)

☐ 2 people

☐ 3 people

☐ 4 people

☐ 5 people

☐ 6 people or more

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Your Trip Details

Day of Travel: Wednesday

Trip Purpose: Work Commute

Travel Time: 30 minute(s)

FIGURE 1-31: FREQUENCY

INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY

How often have you made this **same trip**, in this direction, between your home and your regular workplace in the **past month (30 days)**?

- ☐ 6 or more times per week
- ☐ 4-5 times per week
- ☐ 2-3 times per week
- ☐ 1 time per week
- ☐ 2-3 times per month
- ☐ 1 time per month
- ☐ Less than 1 time per month

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Your Trip Details

Day of Travel:
Wednesday

Trip Purpose:
Work Commute

Travel Time:
30 minute(s)

FIGURE 1-32: FLEXIBILITY

INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY

Think about the flexibility you have in your departure time for this trip. If you had wanted to, could you have **departed earlier or later than your actual departure time**?

Please keep in mind any limitations you have such as employer policies, appointment times or your personal preference.

- ☐ I can only depart earlier
- ☐ I can only depart later
- ☐ I can depart earlier or later
- ☐ No, I do not have any flexibility around my departure time

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Your Trip Details

Day of Travel:
Wednesday

Trip Purpose:
Work Commute

Travel Time:
30 minute(s)

If respondent traveled during peak hours.

1.3 | STATED PREFERENCE QUESTIONS

FIGURE 1-33: ICC PROJECT INTRODUCTION

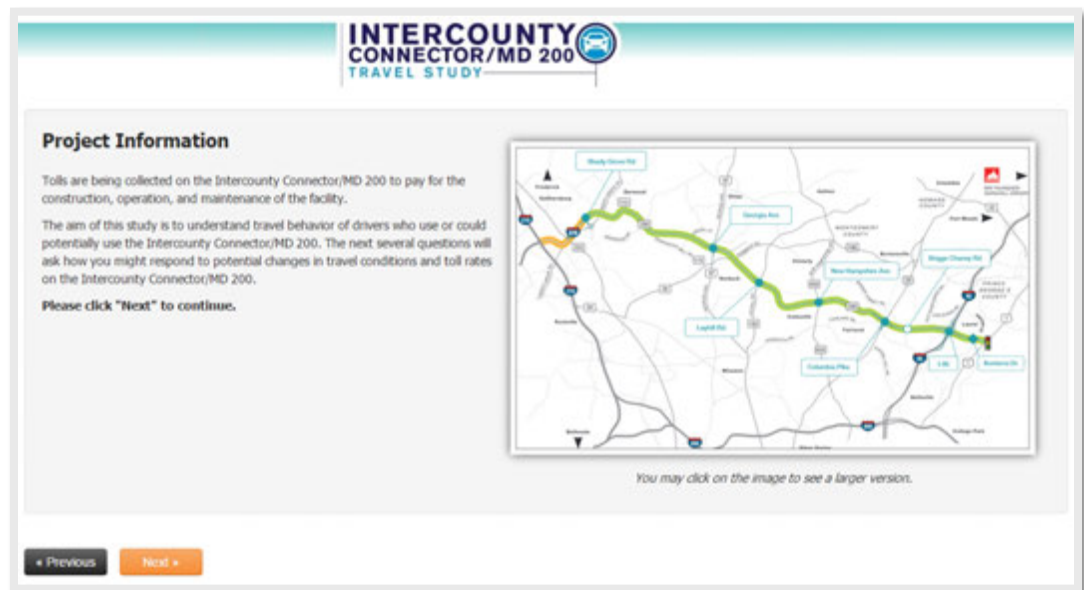


FIGURE 1-34: PAYMENT INFORMATION

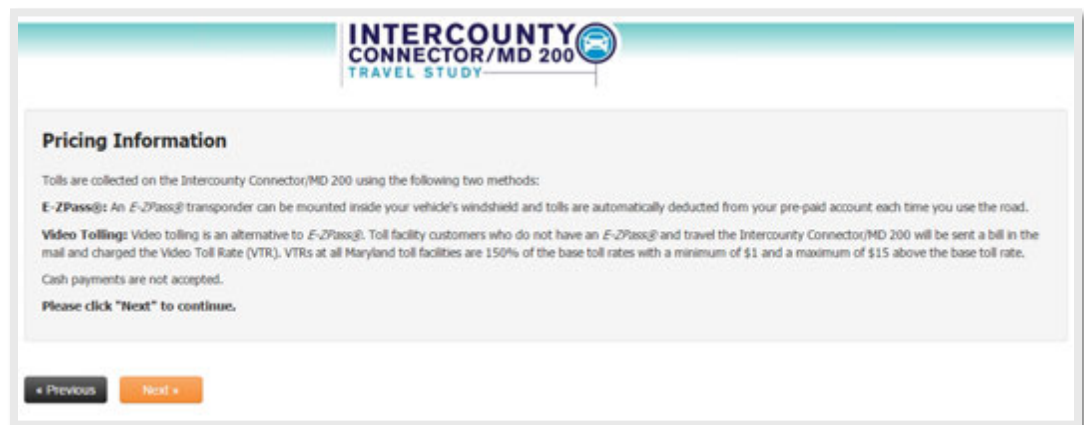


FIGURE 1-35: STATED PREFERENCE (SP) INSTRUCTIONS

INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY

Instructions

In the next section of the survey you will see a series of 10 questions. Each question will show you a set of 3 travel options for making a trip like the one you just described.

In addition to the Intercounty Connector/MD 200, you have the option of using alternate toll-free routes.

When making your decision, please assume:

- For each question, select the travel option that you would **most likely choose** under the conditions shown.
- For each question, **focus only on the 3 travel options shown**. Do not consider the choices you made on previous questions.
- Please **assume all options shown are available** and are feasible options for making the trip you have described, even if these options are not currently available to you.

Please click "Next" to continue.

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FIGURE 1-36: ICC SP EXPERIMENT – PEAK EXAMPLE 1

INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY

Below are 3 different travel options for making your work commute trip between your home and your regular workplace.

Imagine the options below were the only options available for making your trip, *even if they are not currently available*. Which option would you most prefer?

Highlighted information will vary from screen to screen.

Use the Intercounty Connector/MD 200 at Current
Departure Time

Travel Time: 28 minutes

Toll Cost: \$4.50

I PREFER THIS OPTION

Use the Intercounty Connector/MD 200 and leave
2 1/2 hours before your Current Departure Time

Travel Time: 25 minutes

Toll Cost: \$3.80

I PREFER THIS OPTION

Use an Alternate Route at Current Departure Time

Travel Time: 43 minutes

Toll Cost: \$0.00

I PREFER THIS OPTION

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If respondent traveled during peak hours and indicated flexible departure time.

FIGURE 1-37: ICC SP EXPERIMENT – PEAK EXAMPLE 2

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

Below are 3 different travel options for making your work commute trip between your home and your regular workplace.
Imagine the options below were the only options available for making your trip, even if they are not currently available. Which option would you most prefer?
Highlighted information may have changed.

Use the Intercounty Connector/MD 200 at Current Departure Time	Use the Intercounty Connector/MD 200 and leave 2 1/2 hours before your Current Departure Time	Use an Alternate Route at Current Departure Time
Travel Time: 30 minutes	Travel Time: 25 minutes	Travel Time: 47 minutes
Toll Cost: \$2.50	Toll Cost: \$1.60	Toll Cost: \$0.00
I PREFER THIS OPTION	I PREFER THIS OPTION	I PREFER THIS OPTION

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FIGURE 1-38: ICC SP EXPERIMENT – PEAK EXAMPLE 3

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

Below are 3 different travel options for making your work commute trip between your home and your regular workplace.
Imagine the options below were the only options available for making your trip, even if they are not currently available. Which option would you most prefer?
Highlighted information may have changed.

Use the Intercounty Connector/MD 200 at Current Departure Time	Use the Intercounty Connector/MD 200 and leave 2 1/2 hours before your Current Departure Time	Use an Alternate Route at Current Departure Time
Travel Time: 28 minutes	Travel Time: 26 minutes	Travel Time: 43 minutes
Toll Cost: \$5.50	Toll Cost: \$4.40	Toll Cost: \$0.00
I PREFER THIS OPTION	I PREFER THIS OPTION	I PREFER THIS OPTION

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FIGURE 1-39: ICC SP EXPERIMENT – PEAK EXAMPLE 4

INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY

Below are 3 different travel options for making your work commute trip between your home and your regular workplace.

Imagine the options below were the only options available for making your trip, *even if they are not currently available*. Which option would you most prefer?

Highlighted information may have changed.

Use the Intercounty Connector/MD 200 at Current Departure Time	Use the Intercounty Connector/MD 200 and leave 2 1/2 hours before your Current Departure Time	Use an Alternate Route at Current Departure Time
Travel Time: 27 minutes	Travel Time: 24 minutes	Travel Time: 47 minutes
Toll Cost: \$1.50	Toll Cost: \$1.25	Toll Cost: \$0.00
I PREFER THIS OPTION	I PREFER THIS OPTION	I PREFER THIS OPTION

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FIGURE 1-40: ICC SP EXPERIMENT – PEAK EXAMPLE 5

INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY

Below are 3 different travel options for making your work commute trip between your home and your regular workplace.

Imagine the options below were the only options available for making your trip, *even if they are not currently available*. Which option would you most prefer?

Highlighted information may have changed.

Use the Intercounty Connector/MD 200 at Current Departure Time	Use the Intercounty Connector/MD 200 and leave 2 1/2 hours before your Current Departure Time	Use an Alternate Route at Current Departure Time
Travel Time: 26 minutes	Travel Time: 21 minutes	Travel Time: 39 minutes
Toll Cost: \$1.00	Toll Cost: \$0.65	Toll Cost: \$0.00
I PREFER THIS OPTION	I PREFER THIS OPTION	I PREFER THIS OPTION

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FIGURE 1-41: ICC SP EXPERIMENT – PEAK EXAMPLE 6

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

Below are 3 different travel options for making your work commute trip between your home and your regular workplace.
Imagine the options below were the only options available for making your trip, even if they are not currently available. Which option would you most prefer?
Highlighted information may have changed.

Use the Intercounty Connector/MD 200 at Current Departure Time	Use the Intercounty Connector/MD 200 and leave 2 1/2 hours before your Current Departure Time	Use an Alternate Route at Current Departure Time
Travel Time: 29 minutes	Travel Time: 27 minutes	Travel Time: 41 minutes
Toll Cost: \$3.50	Toll Cost: \$2.60	Toll Cost: \$0.00
I PREFER THIS OPTION	I PREFER THIS OPTION	I PREFER THIS OPTION

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FIGURE 1-42: ICC SP EXPERIMENT – PEAK EXAMPLE 7

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

Below are 3 different travel options for making your work commute trip between your home and your regular workplace.
Imagine the options below were the only options available for making your trip, even if they are not currently available. Which option would you most prefer?
Highlighted information may have changed.

Use the Intercounty Connector/MD 200 at Current Departure Time	Use the Intercounty Connector/MD 200 and leave 2 1/2 hours before your Current Departure Time	Use an Alternate Route at Current Departure Time
Travel Time: 30 minutes	Travel Time: 26 minutes	Travel Time: 41 minutes
Toll Cost: \$3.00	Toll Cost: \$2.10	Toll Cost: \$0.00
I PREFER THIS OPTION	I PREFER THIS OPTION	I PREFER THIS OPTION

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FIGURE 1-43: ICC SP EXPERIMENT – PEAK EXAMPLE 8

INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY

Below are 3 different travel options for making your work commute trip between your home and your regular workplace.

Imagine the options below were the only options available for making your trip, *even if they are not currently available*. Which option would you most prefer?

Highlighted information may have changed.

Use the Intercounty Connector/MD 200 at Current Departure Time	Use the Intercounty Connector/MD 200 and leave 2 1/2 hours before your Current Departure Time	Use an Alternate Route at Current Departure Time
Travel Time: 25 minutes	Travel Time: 25 minutes	Travel Time: 39 minutes
Toll Cost: \$4.00	Toll Cost: \$2.80	Toll Cost: \$0.00
I PREFER THIS OPTION	I PREFER THIS OPTION	I PREFER THIS OPTION

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FIGURE 1-44: ICC SP EXPERIMENT – PEAK EXAMPLE 9

INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY

Below are 3 different travel options for making your work commute trip between your home and your regular workplace.

Imagine the options below were the only options available for making your trip, *even if they are not currently available*. Which option would you most prefer?

Highlighted information may have changed.

Use the Intercounty Connector/MD 200 at Current Departure Time	Use the Intercounty Connector/MD 200 and leave 2 1/2 hours before your Current Departure Time	Use an Alternate Route at Current Departure Time
Travel Time: 26 minutes	Travel Time: 26 minutes	Travel Time: 45 minutes
Toll Cost: \$2.00	Toll Cost: \$1.50	Toll Cost: \$0.00
I PREFER THIS OPTION	I PREFER THIS OPTION	I PREFER THIS OPTION

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FIGURE 1-45: ICC SP EXPERIMENT – PEAK EXAMPLE 10

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

Below are 3 different travel options for making your work commute trip between your home and your regular workplace.
Imagine the options below were the only options available for making your trip, even if they are not currently available. Which option would you most prefer?
Highlighted information may have changed.

Use the Intercounty Connector/MD 200 at Current Departure Time	Use the Intercounty Connector/MD 200 and leave 2 1/2 hours before your Current Departure Time	Use an Alternate Route at Current Departure Time
Travel Time: 27 minutes	Travel Time: 22 minutes	Travel Time: 45 minutes
Toll Cost: \$5.00	Toll Cost: \$4.00	Toll Cost: \$0.00
I PREFER THIS OPTION	I PREFER THIS OPTION	I PREFER THIS OPTION

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FIGURE 1-46: ICC SP EXPERIMENT – OFF PEAK EXAMPLE 1

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY


Below are 2 different travel options for making your work commute trip between your home and your regular workplace.
Imagine the options below were the only options available for making your trip, even if they are not currently available. Which option would you most prefer?
Highlighted information will vary from screen to screen.

Use Your Current Route at Current Departure Time	Use the Intercounty Connector/MD 200 at Current Departure Time
Travel Time: 37 minutes	Travel Time: 30 minutes
Toll Cost: \$0.00	Toll Cost: \$5.50
I PREFER THIS OPTION	I PREFER THIS OPTION

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If respondent traveled during off-peak hours or during peak hours with a non-flexible departure time.



Below are 2 different travel options for making your work commute trip between your home and your regular workplace.


Imagine the options below were the only options available for making your trip, *even if they are not currently available*. Which option would you most prefer?

Highlighted information may have changed.

Use Your Current Route at Current Departure Time	Use the Intercounty Connector/MD 200 at Current Departure Time
Travel Time: 35 minutes	Travel Time: 30 minutes
Toll Cost: \$0.00	Toll Cost: \$4.50
I PREFER THIS OPTION	I PREFER THIS OPTION

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Below are 2 different travel options for making your work commute trip between your home and your regular workplace.

Imagine the options below were the only options available for making your trip, *even if they are not currently available*. Which option would you most prefer?

Highlighted information may have changed.

Use Your Current Route at Current Departure Time	Use the Intercounty Connector/MD 200 at Current Departure Time
Travel Time: 41 minutes	Travel Time: 30 minutes
Toll Cost: \$0.00	Toll Cost: \$3.50
I PREFER THIS OPTION <input checked="" type="radio"/>	I PREFER THIS OPTION <input type="radio"/>

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FIGURE 1-49: ICC SP EXPERIMENT – OFF PEAK EXAMPLE 4

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

Below are 2 different travel options for making your work commute trip between your home and your regular workplace.
Imagine the options below were the only options available for making your trip, even if they are not currently available. Which option would you most prefer?
Highlighted information may have changed.

Use Your Current Route at Current Departure Time	Use the Intercounty Connector/MD 200 at Current Departure Time
Travel Time: 35 minutes	Travel Time: 30 minutes
Toll Cost: \$0.00	Toll Cost: \$4.00
I PREFER THIS OPTION <input type="radio"/>	I PREFER THIS OPTION <input type="radio"/>

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FIGURE 1-50: ICC SP EXPERIMENT – OFF PEAK EXAMPLE 5

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

Below are 2 different travel options for making your work commute trip between your home and your regular workplace.
Imagine the options below were the only options available for making your trip, even if they are not currently available. Which option would you most prefer?
Highlighted information may have changed.

Use Your Current Route at Current Departure Time	Use the Intercounty Connector/MD 200 at Current Departure Time
Travel Time: 35 minutes	Travel Time: 30 minutes
Toll Cost: \$0.00	Toll Cost: \$2.50
I PREFER THIS OPTION <input type="radio"/>	I PREFER THIS OPTION <input type="radio"/>

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Below are 2 different travel options for making your work commute trip between your home and your regular workplace.

Imagine the options below were the only options available for making your trip, *even if they are not currently available*. Which option would you most prefer?

Highlighted information may have changed.

Use Your Current Route at Current Departure Time	Use the Intercounty Connector/MD 200 at Current Departure Time
Travel Time: 39 minutes	Travel Time: 30 minutes
Toll Cost: \$0.00	Toll Cost: \$5.00
I PREFER THIS OPTION <input type="radio"/>	I PREFER THIS OPTION <input type="radio"/>

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INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

Below are 2 different travel options for making your work commute trip between your home and your regular workplace.

Imagine the options below were the only options available for making your trip, *even if they are not currently available*. Which option would you most prefer?

Highlighted information may have changed.

Use Your Current Route at Current Departure Time	Use the Intercounty Connector/MD 200 at Current Departure Time
Travel Time: 37 minutes	Travel Time: 30 minutes
Toll Cost: \$0.00	Toll Cost: \$2.00
I PREFER THIS OPTION	I PREFER THIS OPTION

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FIGURE 1-53: ICC SP EXPERIMENT – OFF PEAK EXAMPLE 8

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

Below are 2 different travel options for making your work commute trip between your home and your regular workplace.
Imagine the options below were the only options available for making your trip, even if they are not currently available. Which option would you most prefer?
Highlighted information may have changed.

Use Your Current Route at Current Departure Time	Use the Intercounty Connector/MD 200 at Current Departure Time
Travel Time: 43 minutes	Travel Time: 30 minutes
Toll Cost: \$0.00	Toll Cost: \$3.00
I PREFER THIS OPTION <input type="radio"/>	I PREFER THIS OPTION <input type="radio"/>

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FIGURE 1-54: ICC SP EXPERIMENT – OFF PEAK EXAMPLE 9


INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

Below are 2 different travel options for making your work commute trip between your home and your regular workplace.
Imagine the options below were the only options available for making your trip, even if they are not currently available. Which option would you most prefer?
Highlighted information may have changed.

Use Your Current Route at Current Departure Time	Use the Intercounty Connector/MD 200 at Current Departure Time
Travel Time: 41 minutes	Travel Time: 30 minutes
Toll Cost: \$0.00	Toll Cost: \$1.00
I PREFER THIS OPTION <input type="radio"/>	I PREFER THIS OPTION <input type="radio"/>

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Below are 2 different travel options for making your work commute trip between your home and your regular workplace.

Imagine the options below were the **only** options available for making your trip, *even if they are not currently available*. Which option would you most prefer?

Highlighted information may have changed.

Use Your Current Route at Current Departure Time	Use the Intercounty Connector/MD 200 at Current Departure Time
Travel Time: 43 minutes	Travel Time: 30 minutes
Toll Cost: \$0.00	Toll Cost: \$1.50
I PREFER THIS OPTION <input type="radio"/>	I PREFER THIS OPTION <input type="radio"/>

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FIGURE 1-56: REASON FOR NOT SELECTING ICC

INTERCOUNTY CONNECTOR/MD 200

TRAVEL STUDY

Which of the following best describes the reason you never chose the Intercounty Connector/MD 200 option in the previous section?

- ☐ Opposed to toll road for other reasons
- ☐ Tolls are too high
- ☐ Time savings not worth the toll cost
- ☐ Do not want to use electronic tolling
- ☐ Opposed to paying tolls
- ☐ Other, please specify:

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FIGURE 1-57: REASON FOR NOT SELECTING ALTERNATE DEPARTURE TIME

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

In the previous set of questions, what is the **primary reason** you never chose to change the departure time of your trip?

- ☐ Time savings not enough
- ☐ Time required to shift current trip is too great
- ☐ Other appointments prevent changing travel time
- ☐ Parking cost or availability
- ☐ Prefer my current departure time
- ☐ Cost savings not enough
- ☐ Other, please specify:

If respondent never selected to shift departure time in stated preference section.

FIGURE 1-58: FACTORS TO INCREASE USE OF ICC

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

What would make you more likely to use the Intercounty Connector/MD 200 for some of your trips?

Please select all that apply.

- ☐ Larger off-peak and weekend discounts
- ☐ Higher speed limit
- ☐ More on/off ramps
- ☐ Lower toll costs
- ☐ Other, please specify:

If respondent did not use the ICC for the qualifying trip.

FIGURE 1-59: TOLL ATTITUDE STATEMENTS

INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY

How strongly do you agree or disagree with each of the following statements?

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
I will use a toll route if the tolls are reasonable and I will save time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I support increased or new taxes to pay for highway improvements that relieve congestion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I support using tolls or fees to pay for highway improvements that relieve congestion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I will use a toll route if it guarantees a reliable travel time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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1.5 | DEMOGRAPHIC QUESTIONS

FIGURE 1-60: ZIP CODE

INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY

You're almost done! Before we conclude the survey, we would like to have some general information about you.

What is your home ZIP code*?

*Note:

This information is used only to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with all other survey responses combined.

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FIGURE 1-61: GENDER

INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY

What is your gender*?

☐ Female

☐ Male

*Note:

This information is used only to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with all other survey responses combined.

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FIGURE 1-62: AGE

The screenshot shows a survey question titled "Which category best indicates your age*?". Below the title is a list of age ranges with radio button selection options: 16-24, 25-34, 35-44, 45-54, 55-64, 65-74, and 75 or older. A note at the bottom states: "This information is used only to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with all other survey responses combined." Navigation buttons for "Previous" and "Next" are at the bottom.

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

Which category best indicates your age*?

- ☐ 16-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75 or older

***Note:** This information is used only to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with all other survey responses combined.

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FIGURE 1-63: EMPLOYMENT STATUS

The screenshot shows a survey question titled "What is your employment status*?". Below the title is a list of employment categories with radio button selection options: Employed full-time, Employed part-time, Self-employed, Student, Student and employed, Homemaker, Retired, Disabled, Unemployed and looking for work, and Unemployed and not looking for work. A note at the bottom states: "This information is used only to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with all other survey responses combined." Navigation buttons for "Previous" and "Next" are at the bottom.

INTERCOUNTY CONNECTOR/MD 200 TRAVEL STUDY

What is your employment status*?

- ☐ Employed full-time
- ☐ Employed part-time
- ☐ Self-employed
- ☐ Student
- ☐ Student and employed
- ☐ Homemaker
- ☐ Retired
- ☐ Disabled
- ☐ Unemployed and looking for work
- ☐ Unemployed and not looking for work

***Note:** This information is used only to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with all other survey responses combined.

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FIGURE 1-64: HOUSEHOLD SIZE

INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY

How many people live in your household*?

- ☐ 1 (I live alone)
- ☐ 2 people
- ☐ 3 people
- ☐ 4 people
- ☐ 5 or more people

***Note:** This information is used only to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with all other survey responses combined.

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FIGURE 1-65: HOUSEHOLD VEHICLES

INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY

How many vehicles are there currently in your household*?

Please include all cars, pickup trucks, and minivans that you own or lease.

- ☐ 0 (no vehicles)
- ☐ 1 vehicle
- ☐ 2 vehicles
- ☐ 3 vehicles
- ☐ 4 vehicles
- ☐ 5 or more vehicles

***Note:** This information is used only to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with all other survey responses combined.

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FIGURE 1-66: INCOME

The screenshot shows a survey question titled "What category best indicates your 2014 household annual income before taxes*?". It features a list of ten income brackets, each preceded by a radio button. The brackets are: "Less than \$25,000", "\$25,000-\$49,999", "\$50,000-\$74,999", "\$75,000-\$99,999", "\$100,000-\$124,999", "\$125,000-\$149,999", "\$150,000-\$199,999", "\$200,000-\$249,999", "\$250,000 or more", and "Prefer not to answer". Below the list is a note in a speech bubble icon: "*Note: This information is used only to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with all other survey responses combined." At the bottom are two buttons: "Previous" (grey) and "Next" (orange).

INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY

What category best indicates your 2014 household annual income before taxes*?

- ☐ Less than \$25,000
- ☐ \$25,000-\$49,999
- ☐ \$50,000-\$74,999
- ☐ \$75,000-\$99,999
- ☐ \$100,000-\$124,999
- ☐ \$125,000-\$149,999
- ☐ \$150,000-\$199,999
- ☐ \$200,000-\$249,999
- ☐ \$250,000 or more
- ☐ Prefer not to answer

*Note: This information is used only to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with all other survey responses combined.

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FIGURE 1-67: SURVEY COMMENTS

The screenshot shows a survey question titled "Thank you again for participating!". Below the title is a paragraph of text: "If you have additional comments or suggestions, please enter them in the box below and click the 'Next' button. Otherwise, please click 'Next' to complete the survey." Below this text is a large, empty rectangular text box for comments. At the bottom are two buttons: "Previous" (grey) and "Next" (orange).

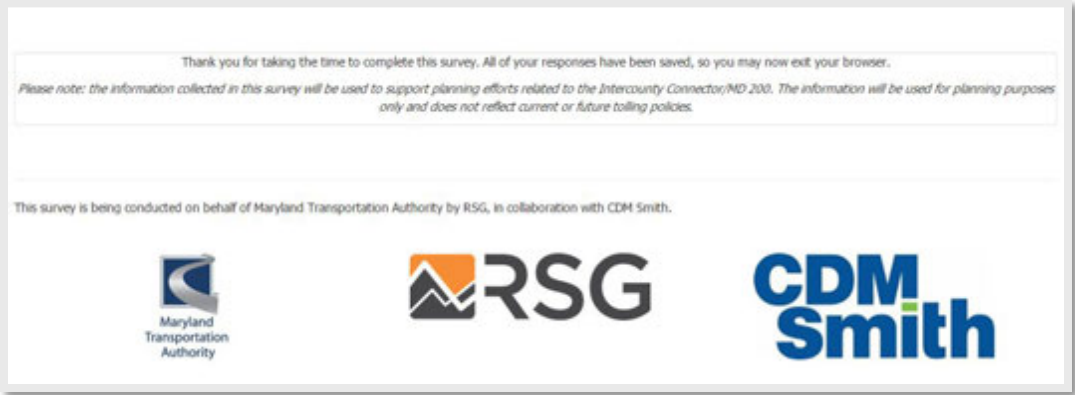
INTERCOUNTY
CONNECTOR/MD 200
TRAVEL STUDY

Thank you again for participating!

If you have additional comments or suggestions, please enter them in the box below and click the "Next" button.
Otherwise, please click "Next" to complete the survey.

Previous Next

FIGURE 1-68: SURVEY END



Appendix A-2
(RSG Appendix B)
Maryland Intercounty Connector Stated Preference Survey
Survey Tabulations



APPENDIX B: SURVEY TABULATIONS

MARYLAND INTERCOUNTY CONNECTOR STATED PREFERENCE SURVEY

11.11.2015



55 Railroad Row
White River Junction, VT 05001
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PREPARED FOR:
MARYLAND TRANSPORTATION AUTHORITY

SUBMITTED BY:
RSG

IN COOPERATION WITH:
CDM SMITH



MARYLAND INTERCOUNTY CONNECTOR STATED
PREFERENCE SURVEY

PREPARED FOR:
MARYLAND TRANSPORTATION AUTHORITY

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1.0 CROSS-TABULATIONS

1.1 | TRIP DETAIL TABULATIONS

TABLE 1-1: RECRUITMENT METHOD

Recruitment method																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Research Panel	39	7%	34	10%	19	7%	39	7%	5	8%	10	8%	7	12%	59	8%	21	34%	53	34%	286	10%
Field Intercept	68	11%	25	7%	33	13%	59	11%	8	12%	11	9%	9	15%	59	8%	22	36%	28	18%	322	11%
E-ZPass	493	82%	291	83%	208	80%	423	81%	52	80%	102	83%	44	73%	634	84%	18	30%	73	47%	2338	79%
Total	600	100%	350	100%	260	100%	521	100%	65	100%	123	100%	60	100%	752	100%	61	100%	154	100%	2946	100%

TABLE 1-2: TRIP QUALIFICATION

Did you use the Intercounty Connector/MD 200 (ICC) on any of the trips you made within the last month?																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Used ICC	600	100%	350	100%	260	100%	521	100%	65	100%	123	100%	60	100%	752	100%	0	0%	0	0%	2731	93%
Used alternate route	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	61	100%	154	100%	215	7%
Total	600	100%	350	100%	260	100%	521	100%	65	100%	123	100%	60	100%	752	100%	61	100%	154	100%	2946	100%

TABLE 1-3: REASON FOR NOT USING THE ICC

Why didn't you use the Intercounty Connector/MD 200 (ICC) on any of the trips that you made within the last month in the study area?

	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
I could have potentially used the ICC but did not want to pay a toll	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	31	51%	83	54%	114	53%
I could have potentially used ICC but the toll on that road is not worth travel time savings	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	23	38%	52	34%	75	35%
I could have potentially used ICC but I don't have a transponder and/or do not like video tolling	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	7	11%	19	12%	26	12%
The ICC was not convenient for any of those trips	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	0%	0	0%	0	0%
My trips' beginning and ending locations did not require me to travel on the ICC	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	0%	0	0%	0	0%
Other, please specify:	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	0%	0	0%	0	0%
Total	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	61	100%	154	100%	215	100%

TABLE 1-4: DAY OF WEEK

What day of the week did you make your most recent trip?																						
	ICC User - Peak Work		ICC User - Peak Non-work		ICC User - Midday Work		ICC User - Midday Non-work		ICC User - Night Work		ICC User - Night Non-work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Monday	68	11%	43	12%	32	12%	79	15%	4	6%	19	15%	n/a	n/a	n/a	n/a	16	26%	10	6%	271	9%
Tuesday	95	16%	75	21%	33	13%	81	16%	17	26%	24	20%	n/a	n/a	n/a	n/a	11	18%	15	10%	351	12%
Wednesday	100	17%	63	18%	64	25%	126	24%	15	23%	25	20%	n/a	n/a	n/a	n/a	11	18%	15	10%	419	14%
Thursday	143	24%	76	22%	63	24%	110	21%	15	23%	24	20%	n/a	n/a	n/a	n/a	11	18%	19	12%	461	16%
Friday	194	32%	93	27%	68	26%	125	24%	14	22%	31	25%	n/a	n/a	n/a	n/a	10	16%	20	13%	555	19%
Saturday	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	48	80%	488	65%	1	2%	53	34%	590	20%
Sunday	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0%	n/a	n/a	n/a	n/a	12	20%	264	35%	1	2%	22	14%	299	10%
Total	600	100%	350	100%	260	100%	521	100%	65	100%	123	100%	60	100%	752	100%	61	100%	154	100%	2946	100%

TABLE 1-5: USE OF ICC ON OTHER DAYS

Do you use the Intercounty Connector/MD 200 on <weekdays/weekends> as well?																						
	ICC User - Peak Work		ICC User - Peak Non-work		ICC User - Midday Work		ICC User - Midday Non-work		ICC User - Night Work		ICC User - Night Non-work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Yes	403	67%	277	79%	199	77%	423	81%	50	77%	106	86%	50	83%	494	66%	n/a	n/a	n/a	n/a	2002	73%
No	197	33%	73	21%	61	23%	98	19%	15	23%	17	14%	10	17%	258	34%	n/a	n/a	n/a	n/a	729	27%
Total	600	100%	350	100%	260	100%	521	100%	65	100%	123	100%	60	100%	752	100%	n/a	n/a	n/a	n/a	2731	100%

If respondent used the ICC for the qualifying trip.

TABLE 1-6: ROAD(S) USED

Which of the following roads did you use? (Select all that apply)																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
I-270	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	20	33%	59	38%	79	37%
I-495	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	32	52%	71	46%	103	48%
I-95	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	22	36%	58	38%	80	37%
US-1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	6	10%	8	5%	14	7%
US-29/Columbia Pike	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	12	20%	41	27%	53	25%
MD-355/Rockville Pike	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	14	23%	25	16%	39	18%
MD-28/Norbeck Rd	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	15	25%	42	27%	57	27%
MD-115/Muncaster Mills Road	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	4	7%	15	10%	19	9%
MD-586/Veirs Mill Blvd	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	6	10%	8	5%	14	7%
Randolph Rd	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	6	10%	21	14%	27	13%
Georgia Ave	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	11	18%	28	18%	39	18%
Olney Laytonsville Rd	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	1	2%	15	10%	16	7%
MD-97	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	2	3%	8	5%	10	5%
Layhill Rd	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	2	3%	7	5%	9	4%
Shady Grove Rd	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	4	7%	9	6%	13	6%
New Hampshire Ave	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	11	18%	12	8%	23	11%
Other roads	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	10	16%	34	22%	44	20%
Total	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	61	n/a	154	100%	215	100%

If respondent does not use the ICC.

TABLE 1-7: REASON(S) FOR CHOOSING ICC

Why did you choose to use the Intercounty Connector/MD 200 (ICC) for your trip instead of an alternate toll-free route? (Select all that apply)																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Less congestion	466	78%	288	82%	195	75%	393	75%	41	63%	89	72%	44	73%	540	72%	n/a	n/a	n/a	n/a	2056	75%
Saves time	486	81%	279	80%	204	78%	422	81%	48	74%	99	80%	41	68%	600	80%	n/a	n/a	n/a	n/a	2179	80%
Saves distance	184	31%	125	36%	102	39%	174	33%	22	34%	48	39%	21	35%	329	44%	n/a	n/a	n/a	n/a	1005	37%
Better road condition	246	41%	136	39%	101	39%	243	47%	27	42%	55	45%	27	45%	347	46%	n/a	n/a	n/a	n/a	1182	43%
Only route I know	2	0%	3	1%	1	0%	2	0%	1	2%	2	2%	0	0%	3	0%	n/a	n/a	n/a	n/a	14	1%
More convenient	301	50%	190	54%	135	52%	306	59%	35	54%	76	62%	33	55%	471	63%	n/a	n/a	n/a	n/a	1547	57%
More reliable travel time	340	57%	189	54%	139	53%	265	51%	34	52%	58	47%	27	45%	383	51%	n/a	n/a	n/a	n/a	1435	53%
Safer	122	20%	81	23%	51	20%	145	28%	15	23%	32	26%	16	27%	187	25%	n/a	n/a	n/a	n/a	649	24%
Other, please specify	25	4%	20	6%	9	3%	21	4%	2	3%	11	9%	7	12%	28	4%	n/a	n/a	n/a	n/a	123	5%
Total	600	n/a	350	n/a	260	n/a	521	n/a	65	n/a	123	n/a	60	n/a	752	n/a	n/a	n/a	n/a	n/a	2731	100%

TABLE 1-8: TRIP PURPOSE

What was the primary purpose of your trip?																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Go to/from work	455	76%	0	0%	110	42%	0	0%	46	71%	0	0%	24	40%	0	0%	36	59%	0	0%	671	23%
Work-related business	145	24%	0	0%	150	58%	0	0%	19	29%	0	0%	36	60%	0	0%	25	41%	0	0%	375	13%
Go to/from school	0	0%	28	8%	0	0%	13	2%	0	0%	5	4%	0	0%	4	1%	0	0%	2	1%	52	2%
Go to/from airport	0	0%	46	13%	0	0%	52	10%	0	0%	34	28%	0	0%	67	9%	0	0%	9	6%	208	7%
Shopping	0	0%	14	4%	0	0%	58	11%	0	0%	4	3%	0	0%	70	9%	0	0%	23	15%	169	6%
Social or recreational (such as visiting a friend or going to the movies)	0	0%	143	41%	0	0%	195	37%	0	0%	64	52%	0	0%	499	66%	0	0%	83	54%	984	33%
Other personal errands (such as a medical appointment)	0	0%	119	34%	0	0%	203	39%	0	0%	16	13%	0	0%	112	15%	0	0%	37	24%	487	17%
Total	600	100%	350	100%	260	100%	521	100%	65	100%	123	100%	60	100%	752	100%	61	100%	154	100%	2946	100%

TABLE 1-9: BEGIN LOCATION

Where did your trip begin?																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
My home	423	71%	272	78%	151	58%	414	79%	39	60%	83	67%	45	75%	616	82%	42	69%	137	89%	2222	75%
My regular workplace	150	25%	27	8%	75	29%	25	5%	19	29%	3	2%	7	12%	5	1%	15	25%	7	5%	333	11%
Another place	27	5%	51	15%	34	13%	82	16%	7	11%	37	30%	8	13%	131	17%	4	7%	10	6%	391	13%
Total	600	100%	350	100%	260	100%	521	100%	65	100%	123	100%	60	100%	752	100%	61	100%	154	100%	2946	100%

TABLE 1-10: END LOCATION

Where did your trip end?																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
My home	144	24%	48	14%	52	20%	74	14%	23	35%	35	28%	11	18%	130	17%	9	15%	15	10%	541	18%
My regular workplace	321	54%	8	2%	77	30%	6	1%	29	45%	1	1%	18	30%	3	0%	30	49%	0	0%	493	17%
Another place	135	23%	294	84%	131	50%	441	85%	13	20%	87	71%	31	52%	619	82%	22	36%	139	90%	1912	65%
Total	600	100%	350	100%	260	100%	521	100%	65	100%	123	100%	60	100%	752	100%	61	100%	154	100%	2946	100%

TABLE 1-11: ICC ENTRANCE RAMP

Where did you enter onto the Intercounty Connector/MD 200 for your trip?																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
West end from I-270/I-370	201	34%	121	35%	80	31%	166	32%	19	29%	37	30%	23	38%	264	35%	n/a	n/a	n/a	n/a	911	33%
Exit 3: Shady Grove Rd	71	12%	38	11%	30	12%	52	10%	6	9%	17	14%	6	10%	78	10%	n/a	n/a	n/a	n/a	298	11%
Exit 8: Georgia Ave	92	15%	66	19%	47	18%	111	21%	8	12%	25	20%	10	17%	133	18%	n/a	n/a	n/a	n/a	492	18%
Exit 10: Layhill Rd	30	5%	17	5%	14	5%	39	7%	3	5%	6	5%	2	3%	54	7%	n/a	n/a	n/a	n/a	165	6%
Exit 13: New Hampshire Ave	41	7%	27	8%	12	5%	46	9%	4	6%	12	10%	3	5%	50	7%	n/a	n/a	n/a	n/a	195	7%
Exit 16: US 29/Columbia Pike	49	8%	30	9%	21	8%	41	8%	7	11%	5	4%	4	7%	60	8%	n/a	n/a	n/a	n/a	217	8%
Exit 17: Briggs Chaney Rd	7	1%	3	1%	5	2%	7	1%	1	2%	1	1%	1	2%	9	1%	n/a	n/a	n/a	n/a	34	1%
Exit 19: I-95	90	15%	38	11%	41	16%	45	9%	14	22%	18	15%	6	10%	81	11%	n/a	n/a	n/a	n/a	333	12%
Exit 21: US 1/Konterra Drive	19	3%	10	3%	10	4%	14	3%	3	5%	2	2%	5	8%	23	3%	n/a	n/a	n/a	n/a	86	3%
Total	600	100%	350	100%	260	100%	521	100%	65	100%	123	100%	60	100%	752	100%	n/a	n/a	n/a	n/a	2731	100%

If respondent used the ICC for the qualifying trip.

TABLE 1-12: ICC EXIT RAMP

Where did you exit off the Intercounty Connector/MD 200 for your trip?																						
	ICC User - Peak Work		ICC User - Peak Non-work		ICC User - Midday Work		ICC User - Midday Non-work		ICC User - Night Work		ICC User - Night Non-work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
West end from I-270/I-370	130	22%	72	21%	61	23%	122	23%	14	22%	29	24%	16	27%	188	25%	n/a	n/a	n/a	n/a	632	23%
Exit 3: Shady Grove Rd	46	8%	26	7%	19	7%	59	11%	7	11%	9	7%	3	5%	50	7%	n/a	n/a	n/a	n/a	219	8%
Exit 8: Georgia Ave	66	11%	46	13%	27	10%	71	14%	7	11%	13	11%	3	5%	89	12%	n/a	n/a	n/a	n/a	322	12%
Exit 10: Layhill Rd	29	5%	22	6%	12	5%	5	1%	2	3%	7	6%	3	5%	28	4%	n/a	n/a	n/a	n/a	108	4%
Exit 13: New Hampshire Ave	52	9%	24	7%	15	6%	24	5%	3	5%	7	6%	1	2%	20	3%	n/a	n/a	n/a	n/a	146	5%
Exit 16: Columbia Pike	62	10%	28	8%	24	9%	26	5%	6	9%	11	9%	3	5%	76	10%	n/a	n/a	n/a	n/a	236	9%
Exit 17: Briggs Chaney Rd	7	1%	8	2%	5	2%	8	2%	2	3%	2	2%	2	3%	16	2%	n/a	n/a	n/a	n/a	50	2%
Exit 19: I-95	177	30%	108	31%	84	32%	179	34%	20	31%	41	33%	25	42%	251	33%	n/a	n/a	n/a	n/a	885	32%
Exit 21: US 1/Konterra Drive	31	5%	16	5%	13	5%	27	5%	4	6%	4	3%	4	7%	34	5%	n/a	n/a	n/a	n/a	133	5%
Total	600	100%	350	100%	260	100%	521	100%	65	100%	123	100%	60	100%	752	100%	n/a	n/a	n/a	n/a	2731	100%

If respondent used the ICC for the qualifying trip.

TABLE 1-13: DEPARTURE TIME

	What time did you begin your trip?											
	ICC User - Peak Work		ICC User - Peak Non-work		ICC User - Midday Work		ICC User - Midday Non-work		ICC User - Night Work		ICC User - Night Non-work	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
12:00AM - 12:59AM	0	0%	0	0%	0	0%	0	0%	0	0%	3	2%
1:00AM - 1:59AM	0	0%	0	0%	0	0%	0	0%	0	0%	1	1%
2:00AM - 2:59AM	0	0%	0	0%	0	0%	0	0%	0	0%	1	1%
3:00AM - 3:59AM	0	0%	0	0%	0	0%	0	0%	2	3%	1	1%
4:00AM - 4:59AM	0	0%	0	0%	0	0%	0	0%	5	8%	7	6%
5:00AM - 5:59AM	0	0%	0	0%	0	0%	0	0%	27	42%	14	11%
6:00AM - 6:59AM	92	15%	20	6%	0	0%	0	0%	0	0%	5	8%
7:00AM - 7:59AM	181	30%	49	14%	0	0%	0	0%	0	0%	5	8%
8:00AM - 8:59AM	165	28%	60	17%	0	0%	0	0%	0	0%	9	15%
9:00AM - 9:59AM	0	0%	0	0%	73	28%	90	17%	0	0%	8	13%
10:00AM - 10:59AM	0	0%	0	0%	33	13%	94	18%	0	0%	2	3%
11:00AM - 11:59AM	0	0%	0	0%	24	9%	54	10%	0	0%	3	5%
12:00PM - 12:59PM	0	0%	0	0%	30	12%	72	14%	0	0%	7	12%
1:00PM - 1:59PM	0	0%	0	0%	24	9%	65	12%	0	0%	3	5%
2:00PM - 2:59PM	0	0%	0	0%	25	10%	67	13%	0	0%	2	3%
3:00PM - 3:59PM	0	0%	0	0%	51	20%	79	15%	0	0%	4	7%
4:00PM - 4:59PM	63	11%	68	19%	0	0%	0	0%	0	0%	1	2%
5:00PM - 5:59PM	62	10%	67	19%	0	0%	0	0%	0	0%	2	3%
6:00PM - 6:59PM	37	6%	86	25%	0	0%	0	0%	0	0%	4	7%
7:00PM - 7:59PM	0	0%	0	0%	0	0%	0	0%	12	18%	42	34%
8:00PM - 8:59PM	0	0%	0	0%	0	0%	0	0%	6	9%	23	19%
9:00PM - 9:59PM	0	0%	0	0%	0	0%	0	0%	7	11%	20	16%
10:00PM - 10:59PM	0	0%	0	0%	0	0%	0	0%	4	6%	8	7%
11:00PM - 11:59PM	0	0%	0	0%	0	0%	0	0%	2	3%	3	2%
Total	600	100%	350	100%	260	100%	521	100%	65	100%	123	100%

TABLE 1-14: TRAVEL TIME

Travel time																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Less than 15 minutes	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
15 to 29 minutes	115	19%	79	23%	44	17%	119	23%	9	14%	30	24%	8	13%	153	20%	4	7%	14	9%	575	20%
30 to 44 minutes	181	30%	102	29%	92	35%	143	27%	17	26%	34	28%	19	32%	201	27%	21	34%	27	18%	837	28%
45 to 60 minutes	147	25%	85	24%	63	24%	115	22%	17	26%	38	31%	12	20%	184	24%	14	23%	43	28%	718	24%
60 to 75 minutes	77	13%	34	10%	22	8%	55	11%	15	23%	10	8%	7	12%	79	11%	9	15%	37	24%	345	12%
75 or more minutes	80	13%	50	14%	39	15%	89	17%	7	11%	11	9%	14	23%	135	18%	13	21%	33	21%	471	16%
Total	600	100%	350	100%	260	100%	521	100%	65	100%	123	100%	60	100%	752	100%	61	100%	154	100%	2946	100%

TABLE 1-15: GOOGLE-CALCULATED TRIP DISTANCE

Google-calculated distance																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Less than 10 miles	30	5%	29	8%	14	5%	40	8%	0	0%	10	8%	3	5%	27	4%	8	13%	10	6%	171	6%
10 to 19 miles	193	32%	132	38%	83	32%	196	38%	18	28%	35	28%	14	23%	249	33%	23	38%	41	27%	984	33%
20 to 29 miles	166	28%	69	20%	66	25%	88	17%	15	23%	25	20%	15	25%	157	21%	17	28%	43	28%	661	22%
30 to 39 miles	105	18%	45	13%	44	17%	79	15%	14	22%	20	16%	11	18%	102	14%	6	10%	26	17%	452	15%
40 to 49 miles	70	12%	41	12%	38	15%	63	12%	12	18%	27	22%	7	12%	106	14%	2	3%	20	13%	386	13%
50 to 59 miles	19	3%	12	3%	1	0%	7	1%	4	6%	1	1%	5	8%	24	3%	2	3%	3	2%	78	3%
60 to 69 miles	2	0%	3	1%	2	1%	2	0%	0	0%	1	1%	1	2%	11	1%	1	2%	0	0%	23	1%
70 to 79 miles	1	0%	1	0%	0	0%	3	1%	0	0%	0	0%	0	0%	8	1%	0	0%	0	0%	13	0%
80 or more miles	14	2%	18	5%	12	5%	43	8%	2	3%	4	3%	4	7%	68	9%	2	3%	11	7%	178	6%
Total	600	100%	350	100%	260	100%	521	100%	65	100%	123	100%	60	100%	752	100%	61	100%	154	100%	2946	100%

TABLE 1-16: ALTERNATIVE ROUTE TRAVEL TIME

Alternate route travel time																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Less than 15 minutes	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	n/a	n/a	n/a	n/a	0	0%
15 to 29 minutes	22	4%	6	2%	3	1%	12	2%	0	0%	8	7%	2	3%	28	4%	n/a	n/a	n/a	n/a	81	3%
30 to 44 minutes	74	12%	51	15%	38	15%	94	18%	10	15%	22	18%	11	18%	126	17%	n/a	n/a	n/a	n/a	426	16%
45 to 60 minutes	118	20%	87	25%	64	25%	130	25%	15	23%	28	23%	13	22%	178	24%	n/a	n/a	n/a	n/a	633	23%
60 to 75 minutes	133	22%	63	18%	65	25%	72	14%	16	25%	27	22%	8	13%	134	18%	n/a	n/a	n/a	n/a	518	19%
75 or more minutes	253	42%	143	41%	90	35%	213	41%	24	37%	38	31%	26	43%	286	38%	n/a	n/a	n/a	n/a	1073	39%
Total	600	100%	350	100%	260	100%	521	100%	65	100%	123	100%	60	100%	752	100%	n/a	n/a	n/a	n/a	2731	100%

If respondent used the ICC for the qualifying trip.

TABLE 1-17: ESTIMATED ICC TIME SAVINGS

Estimated ICC time savings over competing routes																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Less than 10 minutes	67	11%	34	10%	30	12%	70	13%	12	18%	22	18%	14	23%	140	19%	n/a	n/a	n/a	n/a	389	14%
10 to 19 minutes	171	29%	113	32%	86	33%	171	33%	26	40%	48	39%	17	28%	262	35%	n/a	n/a	n/a	n/a	894	33%
20 to 29 minutes	150	25%	84	24%	73	28%	147	28%	9	14%	28	23%	12	20%	185	25%	n/a	n/a	n/a	n/a	688	25%
30 or more minutes	212	35%	119	34%	71	27%	133	26%	18	28%	25	20%	17	28%	165	22%	n/a	n/a	n/a	n/a	760	28%
Total	600	100%	350	100%	260	100%	521	100%	65	100%	123	100%	60	100%	752	100%	n/a	n/a	n/a	n/a	2731	100%

If respondent used the ICC for the qualifying trip.

TABLE 1-18: ETC OWNERSHIP

Do you currently have a transponder in your car for electronic toll collection?																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Yes, I have an E-ZPass transponder	94	88%	46	78%	43	83%	81	83%	11	85%	17	81%	13	81%	95	81%	7	16%	24	30%	431	71%
Yes, I have another type of transponder	1	1%	1	2%	1	2%	1	1%	1	8%	0	0%	0	0%	2	2%	1	2%	1	1%	9	1%
No, I do not have a transponder	12	11%	12	20%	8	15%	16	16%	1	8%	4	19%	3	19%	21	18%	35	81%	56	69%	168	28%
Total	107	100%	59	100%	52	100%	98	100%	13	100%	21	100%	16	100%	118	100%	43	100%	81	100%	608	100%

If respondent not recruited through E-ZPass method.

TABLE 1-19: REASON(S) FOR NOT OWNING ETC

Why don't you have a transponder in your car for electronic toll collection? (Select all that apply)																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Prefer video tolling	4	33%	3	25%	2	25%	1	6%	1	100%	0	0%	1	33%	2	10%	1	3%	0	0%	15	9%
Do not know enough about electronic toll collection	3	25%	3	25%	1	13%	2	13%	0	0%	1	25%	0	0%	1	5%	10	29%	2	4%	23	14%
Will not use the toll road often enough	4	33%	5	42%	5	63%	6	38%	0	0%	1	25%	0	0%	12	57%	20	57%	33	59%	86	51%
Do not like the idea of electronic tolling	1	8%	0	0%	0	0%	0	0%	0	0%	0	0%	1	33%	1	5%	3	9%	8	14%	14	8%
Do not want a transponder in my car	1	8%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	3%	6	11%	8	5%
Do not want to set up an account	2	17%	2	17%	0	0%	2	13%	0	0%	1	25%	2	67%	5	24%	7	20%	11	20%	32	19%
Concerned about privacy	1	8%	0	0%	0	0%	0	0%	0	0%	0	0%	1	33%	1	5%	4	11%	4	7%	11	7%
Too difficult to maintain account	1	8%	2	17%	0	0%	2	13%	0	0%	0	0%	1	33%	4	19%	8	23%	7	13%	25	15%
Other reason, please specify	2	17%	1	8%	1	13%	5	31%	0	0%	1	25%	0	0%	1	5%	3	9%	18	32%	32	19%
Total	12	n/a	12	n/a	8	n/a	16	n/a	1	n/a	4	n/a	3	n/a	21	n/a	35	n/a	56	n/a	168	100%

If respondent does not have a transponder.

TABLE 1-20: EXPECTED TOLLS

How much do you think you would have paid in tolls on ICC/MD 200?																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Less than \$1.50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	7	11%	24	16%	31	14%
\$1.50-2.99	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	15	25%	48	31%	63	29%
\$3.00-4.49	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	23	38%	49	32%	72	33%
\$4.50-5.99	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	10	16%	19	12%	29	13%
\$6.00 or more	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	6	10%	14	9%	20	9%
Total	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	61	100%	154	100%	215	100%

If respondent did not use the ICC for the qualifying trip.

TABLE 1-21: TRIP DELAY

Amount of delay																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Less than 10 minutes	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	5	19%	10	27%	15	23%
10 to 19 minutes	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	11	41%	18	49%	29	45%
20 to 29 minutes	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	5	19%	4	11%	9	14%
30 or more minutes	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	6	22%	5	14%	11	17%
Total	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	27	100%	37	100%	64	100%

If respondent did not use the ICC for the qualifying trip.

TABLE 1-22: TRAVEL TIME WITHOUT DELAY

Travel time without delay																						
	ICC User - Peak Work		ICC User - Peak Non-work		ICC User - Midday Work		ICC User - Midday Non-work		ICC User - Night Work		ICC User - Night Non-work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Less than 15 minutes	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	0%	0	0%	0	0%
15 to 29 minutes	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	6	22%	2	5%	8	13%
30 to 44 minutes	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	12	44%	12	32%	24	38%
45 to 60 minutes	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	4	15%	13	35%	17	27%
60 to 75 minutes	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	3	11%	5	14%	8	13%
75 or more minutes	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	2	7%	5	14%	7	11%
Total	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	27	100%	37	100%	64	100%

If respondent experienced delay.

TABLE 1-23: VEHICLE OCCUPANCY

Including you, how many people were in the vehicle on your trip?																						
	ICC User - Peak Work		ICC User - Peak Non-work		ICC User - Midday Work		ICC User - Midday Non-work		ICC User - Night Work		ICC User - Night Non-work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
1 (I drove alone)	541	90%	168	48%	228	88%	271	52%	62	95%	63	51%	42	70%	227	30%	52	85%	73	47%	1727	59%
2 people	45	8%	149	43%	25	10%	195	37%	3	5%	43	35%	12	20%	341	45%	9	15%	57	37%	879	30%
3 people	7	1%	23	7%	5	2%	38	7%	0	0%	10	8%	5	8%	102	14%	0	0%	15	10%	205	7%
4 people	4	1%	7	2%	1	0%	13	2%	0	0%	4	3%	1	2%	64	9%	0	0%	6	4%	100	3%
5 people	0	0%	2	1%	1	0%	3	1%	0	0%	3	2%	0	0%	8	1%	0	0%	3	2%	20	1%
6 people or more	3	1%	1	0%	0	0%	1	0%	0	0%	0	0%	0	0%	10	1%	0	0%	0	0%	15	1%
Total	600	100%	350	100%	260	100%	521	100%	65	100%	123	100%	60	100%	752	100%	61	100%	154	100%	2946	100%

TABLE 1-24: FREQUENCY

How often have you made this same trip, in this direction, between your origin and destination in the past month (30 days)?																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
6 or more times per week	34	6%	7	2%	6	2%	5	1%	3	5%	2	2%	4	7%	3	0%	9	15%	2	1%	75	3%
4-5 times per week	241	40%	14	4%	49	19%	11	2%	21	32%	4	3%	10	17%	13	2%	21	34%	4	3%	388	13%
2-3 times per week	114	19%	35	10%	44	17%	39	7%	18	28%	9	7%	9	15%	37	5%	8	13%	5	3%	318	11%
1 time per week	37	6%	30	9%	30	12%	57	11%	7	11%	8	7%	9	15%	56	7%	4	7%	8	5%	246	8%
2-3 times per month	81	14%	82	23%	48	18%	130	25%	5	8%	32	26%	10	17%	206	27%	7	11%	47	31%	648	22%
1 time per month	36	6%	68	19%	35	13%	111	21%	3	5%	24	20%	4	7%	174	23%	8	13%	40	26%	503	17%
Less than 1 time per month	57	10%	114	33%	48	18%	168	32%	8	12%	44	36%	14	23%	263	35%	4	7%	48	31%	768	26%
Total	600	100%	350	100%	260	100%	521	100%	65	100%	123	100%	60	100%	752	100%	61	100%	154	100%	2946	100%

TABLE 1-25: FLEXIBILITY

If you had wanted to, could you have departed earlier or later than your actual departure time?																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
I can only depart earlier	129	22%	70	20%	6	16%	7	9%	6	32%	3	33%	0	0%	0	0%	10	24%	7	26%	238	21%
I can only depart later	38	6%	24	7%	4	11%	9	12%	1	5%	0	0%	0	0%	0	0%	4	10%	4	15%	84	7%
I can depart earlier or later	314	52%	162	46%	19	50%	32	43%	9	47%	3	33%	0	0%	0	0%	21	50%	8	30%	568	49%
I do not have any flexibility around my departure time	118	20%	94	27%	9	24%	26	35%	3	16%	3	33%	0	0%	0	0%	7	17%	8	30%	268	23%
Total	599	100%	350	100%	38	100%	74	100%	19	100%	9	100%	0	0%	0	0%	42	100%	27	100%	1158	100%

1.2 | DEBRIEF AND OPINION TABULATIONS

TABLE 1-26: REASON FOR NOT SELECTING ICC

Which of the following best describes the reason you never chose the Intercounty Connector/MD 200 option in the previous section?																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Tolls are too high	11	46%	3	43%	2	20%	9	33%	1	33%	3	60%	4	50%	10	27%	5	26%	17	20%	65	29%
Time savings not worth the toll cost	10	42%	2	29%	4	40%	8	30%	0	0%	0	0%	1	13%	12	32%	5	26%	40	48%	82	37%
Opposed to paying tolls	2	8%	1	14%	1	10%	4	15%	0	0%	1	20%	2	25%	10	27%	5	26%	11	13%	37	17%
Opposed to toll road for other reasons	0	0%	0	0%	0	0%	1	4%	0	0%	0	0%	0	0%	0	0%	1	5%	5	6%	7	3%
Current route is more convenient	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	3	4%	3	1%
Do not want to use electronic tolling	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	3%	0	0%	0	0%	1	0%
Other, please specify:	1	4%	1	14%	3	30%	5	19%	2	67%	1	20%	1	13%	4	11%	3	16%	7	8%	28	13%
Total	24	100%	7	100%	10	100%	27	100%	3	100%	5	100%	8	100%	37	100%	19	100%	83	100%	223	100%

If respondent never selected ICC option in stated preference section.

TABLE 1-27: REASON FOR NOT SELECTING ALTERNATE DEPARTURE TIME

In the previous set of questions, what is the primary reason you never chose to change the departure time of your trip?																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Parking cost or availability	1	0%	1	1%	0	0%	0	0%	0	0%	0	0%	n/a	n/a	n/a	n/a	0	0%	0	0%	2	0%
Time savings not enough	15	5%	7	4%	1	6%	4	19%	0	0%	0	0%	n/a	n/a	n/a	n/a	3	13%	3	25%	33	6%
Cost savings not enough	40	13%	22	14%	2	11%	1	5%	2	25%	1	25%	n/a	n/a	n/a	n/a	6	26%	3	25%	77	14%
Time required to shift current trip is too great	94	30%	39	25%	2	11%	2	10%	2	25%	1	25%	n/a	n/a	n/a	n/a	5	22%	1	8%	146	26%
Other appointments prevent changing travel time	42	14%	24	15%	5	28%	6	29%	0	0%	0	0%	n/a	n/a	n/a	n/a	0	0%	1	8%	78	14%
Prefer my current departure time	95	31%	52	33%	6	33%	8	38%	4	50%	1	25%	n/a	n/a	n/a	n/a	8	35%	3	25%	177	32%
Other, please specify:	23	7%	13	8%	2	11%	0	0%	0	0%	1	25%	n/a	n/a	n/a	n/a	1	4%	1	8%	41	7%
Total	310	100%	158	100%	18	100%	21	100%	8	100%	4	100%	n/a	n/a	n/a	n/a	23	100%	12	100%	554	100%

If respondent never selected departure time shift option in stated preference section.

TABLE 1-28: FACTORS TO INCREASE USE OF ICC

What would make you more likely to use the Intercounty Connector/MD 200 for some of your trips? (Select all that apply)																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Lower toll costs	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	51	84%	120	78%	171	80%
Higher speed limit	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	16	26%	43	28%	59	27%
Larger off-peak and weekend discounts	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	17	28%	62	40%	79	37%
More on/off ramps	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	9	15%	13	8%	22	10%
Other, please specify	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	6	10%	32	21%	38	18%
Total	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	61	n/a	154	n/a	215	100%

If respondent did not use the ICC for the qualifying trip.

TABLE 1-29: TOLL ATTITUDE STATEMENT I

Attitude towards tolls: I will use a toll route if the tolls are reasonable and I will save time																						
	ICC User - Peak Work		ICC User - Peak Non-work		ICC User - Midday Work		ICC User - Midday Non-work		ICC User - Night Work		ICC User - Night Non-work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Strongly Disagree	3	1%	2	1%	2	1%	1	0%	0	0%	0	0%	1	2%	6	1%	2	3%	10	6%	27	1%
Disagree	6	1%	1	0%	0	0%	3	1%	2	3%	2	2%	2	3%	5	1%	6	10%	7	5%	34	1%
Neutral	18	3%	8	2%	4	2%	14	3%	3	5%	3	2%	1	2%	22	3%	8	13%	25	16%	106	4%
Agree	178	30%	94	27%	72	28%	160	31%	18	28%	36	29%	20	33%	259	34%	29	48%	59	38%	925	31%
Strongly Agree	395	66%	245	70%	182	70%	343	66%	42	65%	82	67%	36	60%	460	61%	16	26%	53	34%	1854	63%
Total	600	100%	350	100%	260	100%	521	100%	65	100%	123	100%	60	100%	752	100%	61	100%	154	100%	2946	100%

TABLE 1-30: TOLL ATTITUDE STATEMENT II

Attitude towards tolls: I support using tolls or fees to pay for highway improvements that relieve congestion																						
	ICC User - Peak Work		ICC User - Peak Non-work		ICC User - Midday Work		ICC User - Midday Non-work		ICC User - Night Work		ICC User - Night Non-work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Strongly Disagree	36	6%	19	5%	16	6%	15	3%	3	5%	9	7%	3	5%	40	5%	8	13%	24	16%	173	6%
Disagree	52	9%	26	7%	18	7%	41	8%	7	11%	12	10%	8	13%	55	7%	11	18%	28	18%	258	9%
Neutral	108	18%	67	19%	46	18%	100	19%	15	23%	16	13%	10	17%	121	16%	19	31%	31	20%	533	18%
Agree	253	42%	154	44%	118	45%	223	43%	24	37%	53	43%	26	43%	358	48%	18	30%	53	34%	1280	43%
Strongly Agree	151	25%	84	24%	62	24%	142	27%	16	25%	33	27%	13	22%	178	24%	5	8%	18	12%	702	24%
Total	600	100%	350	100%	260	100%	521	100%	65	100%	123	100%	60	100%	752	100%	61	100%	154	100%	2946	100%

TABLE 1-31: TOLL ATTITUDE STATEMENT III

Attitude towards tolls: I support increased or new taxes to pay for highway improvements that relieve congestion																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Strongly Disagree	79	13%	51	15%	39	15%	58	11%	9	14%	16	13%	6	10%	83	11%	6	10%	20	13%	367	12%
Disagree	106	18%	48	14%	30	12%	70	13%	10	15%	22	18%	11	18%	112	15%	18	30%	25	16%	452	15%
Neutral	151	25%	95	27%	59	23%	123	24%	16	25%	18	15%	10	17%	194	26%	16	26%	40	26%	722	25%
Agree	181	30%	92	26%	83	32%	178	34%	18	28%	45	37%	22	37%	234	31%	10	16%	43	28%	906	31%
Strongly Agree	83	14%	64	18%	49	19%	92	18%	12	18%	22	18%	11	18%	129	17%	11	18%	26	17%	499	17%
Total	600	100%	350	100%	260	100%	521	100%	65	100%	123	100%	60	100%	752	100%	61	100%	154	100%	2946	100%

TABLE 1-32: TOLL ATTITUDE STATEMENT IV

Attitude towards tolls: I will use a toll route if it guarantees a reliable travel time																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Strongly Disagree	9	2%	2	1%	2	1%	3	1%	0	0%	1	1%	2	3%	9	1%	5	8%	14	9%	47	2%
Disagree	14	2%	11	3%	7	3%	12	2%	2	3%	4	3%	1	2%	28	4%	5	8%	21	14%	105	4%
Neutral	91	15%	62	18%	34	13%	105	20%	9	14%	13	11%	11	18%	123	16%	19	31%	46	30%	513	17%
Agree	267	45%	140	40%	124	48%	212	41%	38	58%	60	49%	29	48%	362	48%	26	43%	53	34%	1311	45%
Strongly Agree	219	37%	135	39%	93	36%	189	36%	16	25%	45	37%	17	28%	230	31%	6	10%	20	13%	970	33%
Total	600	100%	350	100%	260	100%	521	100%	65	100%	123	100%	60	100%	752	100%	61	100%	154	100%	2946	100%

1.3 | DEMOGRAPHIC TABULATIONS

TABLE 1-33: GENDER

What is your gender?																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Female	233	39%	141	40%	81	31%	245	47%	18	28%	53	43%	15	25%	305	41%	25	41%	73	47%	1189	40%
Male	367	61%	209	60%	179	69%	276	53%	47	72%	70	57%	45	75%	447	59%	36	59%	81	53%	1757	60%
Total	600	100%	350	100%	260	100%	521	100%	65	100%	123	100%	60	100%	752	100%	61	100%	154	100%	2946	100%

TABLE 1-34: AGE

Which category best indicates your age?																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
16–24	4	1%	6	2%	7	3%	7	1%	0	0%	1	1%	3	5%	6	1%	1	2%	2	1%	37	1%
25–34	77	13%	31	9%	42	16%	39	7%	10	15%	14	11%	5	8%	80	11%	9	15%	22	14%	329	11%
35–44	119	20%	38	11%	34	13%	35	7%	14	22%	18	15%	10	17%	121	16%	17	28%	29	19%	435	15%
45–54	163	27%	84	24%	73	28%	98	19%	15	23%	32	26%	16	27%	195	26%	12	20%	28	18%	716	24%
55–64	179	30%	111	32%	72	28%	156	30%	25	38%	37	30%	19	32%	216	29%	18	30%	34	22%	867	29%
65–74	56	9%	59	17%	29	11%	148	28%	1	2%	20	16%	7	12%	106	14%	4	7%	34	22%	464	16%
75 or older	2	0%	21	6%	3	1%	38	7%	0	0%	1	1%	0	0%	28	4%	0	0%	5	3%	98	3%
Total	600	100%	350	100%	260	100%	521	100%	65	100%	123	100%	60	100%	752	100%	61	100%	154	100%	2946	100%

TABLE 1-35: EMPLOYMENT STATUS

What is your employment status?																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Employed full-time	510	85%	196	56%	190	73%	182	35%	55	85%	78	63%	34	57%	514	68%	43	70%	76	49%	1878	64%
Employed part-time	27	5%	14	4%	16	6%	44	8%	6	9%	1	1%	5	8%	43	6%	5	8%	6	4%	167	6%
Self-employed	48	8%	31	9%	42	16%	45	9%	4	6%	11	9%	13	22%	37	5%	9	15%	13	8%	253	9%
Student	2	0%	8	2%	0	0%	3	1%	0	0%	0	0%	1	2%	3	0%	0	0%	2	1%	19	1%
Student and employed	4	1%	4	1%	1	0%	10	2%	0	0%	1	1%	2	3%	3	0%	1	2%	4	3%	30	1%
Homemaker	1	0%	5	1%	0	0%	25	5%	0	0%	4	3%	0	0%	19	3%	0	0%	7	5%	61	2%
Retired	5	1%	88	25%	9	3%	202	39%	0	0%	24	20%	5	8%	117	16%	2	3%	39	25%	491	17%
Disabled	0	0%	1	0%	0	0%	3	1%	0	0%	0	0%	0	0%	0	0%	1	2%	2	1%	7	0%
Unemployed and looking for work	3	1%	3	1%	2	1%	7	1%	0	0%	3	2%	0	0%	15	2%	0	0%	5	3%	38	1%
Unemployed and not looking for work	0	0%	0	0%	0	0%	0	0%	0	0%	1	1%	0	0%	1	0%	0	0%	0	0%	2	0%
Total	600	100%	350	100%	260	100%	521	100%	65	100%	123	100%	60	100%	752	100%	61	100%	154	100%	2946	100%

TABLE 1-36: HOUSEHOLD SIZE

How many people live in your household?																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
1 (I live alone)	64	11%	45	13%	22	8%	61	12%	11	17%	20	16%	8	13%	81	11%	11	18%	37	24%	360	12%
2 people	229	38%	158	45%	108	42%	252	48%	21	32%	55	45%	18	30%	304	40%	21	34%	66	43%	1232	42%
3 people	123	21%	70	20%	50	19%	103	20%	14	22%	21	17%	17	28%	150	20%	10	16%	19	12%	577	20%
4 people	122	20%	56	16%	57	22%	64	12%	16	25%	20	16%	11	18%	151	20%	12	20%	22	14%	531	18%
5 or more people	62	10%	21	6%	23	9%	41	8%	3	5%	7	6%	6	10%	66	9%	7	11%	10	6%	246	8%
Total	600	100%	350	100%	260	100%	521	100%	65	100%	123	100%	60	100%	752	100%	61	100%	154	100%	2946	100%

TABLE 1-37: HOUSEHOLD VEHICLES

How many vehicles are there in your household?																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
0 (no vehicles)	0	0%	0	0%	1	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	0%
1 vehicle	89	15%	56	16%	30	12%	87	17%	15	23%	22	18%	8	13%	113	15%	16	26%	55	36%	491	17%
2 vehicles	307	51%	180	51%	122	47%	248	48%	28	43%	66	54%	32	53%	403	54%	26	43%	67	44%	1479	50%
3 vehicles	128	21%	73	21%	69	27%	123	24%	14	22%	25	20%	13	22%	149	20%	13	21%	22	14%	629	21%
4 vehicles	56	9%	30	9%	30	12%	49	9%	5	8%	7	6%	4	7%	59	8%	6	10%	6	4%	252	9%
5 or more vehicles	20	3%	11	3%	8	3%	14	3%	3	5%	3	2%	3	5%	28	4%	0	0%	4	3%	94	3%
Total	600	100%	350	100%	260	100%	521	100%	65	100%	123	100%	60	100%	752	100%	61	100%	154	100%	2946	100%

TABLE 1-38: INCOME

What category best indicates your 2014 household annual income before taxes?																						
	ICC User - Peak Work		ICC User - Peak Non- work		ICC User - Midday Work		ICC User - Midday Non- work		ICC User - Night Work		ICC User - Night Non- work		ICC User - Weekend Work		ICC User - Weekend Non-work		Non-user Work		Non-user Non-work		Total	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Less than \$25,000	5	1%	7	3%	1	0%	8	2%	0	0%	3	3%	0	0%	7	1%	4	7%	5	4%	40	2%
\$25,000-\$49,999	19	4%	13	5%	14	7%	30	7%	5	8%	8	8%	1	2%	17	3%	11	19%	18	15%	136	6%
\$50,000-\$74,999	38	8%	19	7%	22	10%	45	10%	6	10%	2	2%	5	10%	49	8%	5	9%	22	18%	213	9%
\$75,000-\$99,999	43	9%	34	13%	25	12%	53	12%	6	10%	13	12%	13	25%	59	10%	6	11%	19	15%	271	11%
\$100,000-\$124,999	81	16%	42	15%	30	14%	68	16%	5	8%	18	17%	10	20%	90	15%	9	16%	19	15%	372	15%
\$125,000-\$149,999	62	13%	41	15%	29	14%	55	13%	8	14%	13	12%	2	4%	98	16%	8	14%	8	6%	324	13%
\$150,000-\$199,999	96	19%	44	16%	33	16%	66	15%	14	24%	19	18%	8	16%	121	20%	4	7%	19	15%	424	18%
\$200,000-\$249,999	76	15%	31	11%	17	8%	42	10%	10	17%	11	10%	8	16%	85	14%	5	9%	7	6%	292	12%
\$250,000 or more	76	15%	41	15%	39	19%	69	16%	5	8%	18	17%	4	8%	68	11%	5	9%	7	6%	332	14%
Total	496	100%	272	100%	210	100%	436	100%	59	100%	105	100%	51	100%	594	100%	57	100%	124	100%	2404	100%

Appendix A-3

(RSG Appendix C)

**Maryland Intercounty Connector Stated Preference Survey
Survey Comments**



APPENDIX C: SURVEY COMMENTS

MARYLAND INTERCOUNTY CONNECTOR STATED PREFERENCE SURVEY

11.11.2015



55 Railroad Row
White River Junction, VT 05001
802.295.4999
www.rsginc.com

PREPARED FOR:
MARYLAND TRANSPORTATION AUTHORITY

SUBMITTED BY:
RSG

IN COOPERATION WITH:
CDM SMITH



**MARYLAND INTERCOUNTY CONNECTOR STATED
PREFERENCE SURVEY**

**PREPARED FOR:
MARYLAND TRANSPORTATION AUTHORITY**

CONTENTS

1.0 SURVEY COMMENTS 1

1.0 SURVEY COMMENTS

Before clicking the “End Survey” button on the last page of the survey, respondents had the opportunity to leave open-ended comments. These comments about the project and the survey itself are presented below, edited only for profane remarks.

- I love the ICC but I do believe the tolls are still just a little too high.
- Very smooth survey!
- It would be nice if Maryland would waive the 1.50/month service charge if we used toll roads enough to offset the cost
- Would love to use ICC more often as often go to Baltimore area. Generally tolls are reasonable but when you have to pay an additional \$4 each way on top of toll it becomes totally unreasonable. We don't use it enough to set up an account, especially one that requires a certain amount and usage to maintain it or there are additional fees.
- Fun study, I enjoyed it. I would love to use the ICC however at the current prices I would rather sit in traffic if it only saves me a few minutes. If it would reduce my time in half then I would reevaluate paying the tolls.
- Government robs the transportation fund for non related uses. Misappropriated taxes are used to build roads and then tolls are charged to "repay", says the government. The funds from the tolls are just another form of additional taxation and the whole process washes all the funds so they can be misappropriated once again.
- I might use the Intercounty Connector for occasional trips if there were not a monthly fee for the transponder and if the tolls were reasonable. I currently would not use the ICC often enough to justify paying a monthly fee.
- I love using the ICC home from work and would use it daily if it cost less than \$1.00. I don't use it on the way to work, as to get to the entrance adds time and miles to my commute. Thanks for increasing the speed limit to 60 mph as well!
- I love the ICC to avoid the congestion and time spend on 270. I hope the tolls will not be increasing much or people will not use the ICC as much. It's a great alternative.
- I may have misunderstood the directions. In the beginning of the survey you asked if we have taken trips in the given area for which we could have used the ICC. But, the rest of the survey asked about our most recent trip in this area. The ICC would not have saved me time on my most recent trip, which was to work--although the trip is within the area. So, there is no reason for me to take it. However, there are

trips to see family or shopping for which it would save me time. Those trips were not related to my most recent trip though.

- Current tolls are too high. Consequently, I use alternate routes most of the time even though MD200 would be quicker.
- Hiway makes no sense for those who would use it occasionally and don't have a transponder. Charging a premium toll for those without transponders is even more insane
- you could have made the font size a little larger. other than that this was a fun to take.
- Decision making for using the ICC may be affected by time of day and day of the week I need to use it.
- The state destroyed the local environment by putting in the ICC... It is under-used as the tolls are WAY TO EXPENSIVE! If the state really wants to relieve congestion, make the road "TOLL-FREE" and figure some other way to pay off this over-priced, white elephant of a road project... Tell Ike Leggit to drive his own car, that's a good starting point... Retire the ICC police force... WHY do we need them???? Its a 16 mile or so road.... Can't Montgomery Count or PG county police handle it with less expense???
- I feel the all rates for the ICC should be lowered. I especially feel so regarding off-peak and weekends. I would use it more frequently if the toll was lowered to \$1.50. I primarily use it when/if I am bringing someone to BWI from my home especially in the early hours pre-dawn. or at times when the traffic on alternate routes tend s to be heav. I also take it , on occasion, to an event I go go monthly in Arbutus Maryland. The latter I only use going to the event, not from. I have three "non-ICC" routes I can take using "back roads" which I have used for 20 years.
- ICC tolls are way too high for me to ever use.
- To increase use of Intercounty Connector some effort should be made to have an EZ pass which provides lower fees when used during "rush" hours to transport people to their jobs. Would encourage those who do not like to pay tolls to use the ICC. Also promote use by advising of reduced fuel costs and lower emissions.
- Tolls are 2 high to use the road. Only use the road if driving alone or if it is late at night and need to get home quickly and not take back roads. Would like to see tolls dropped all together but if that can not happen make the tolls low so the average person can afford to use the roads. Between the tolls and the cost of gas one can not afford to drive on the road very often. Speeds need to be increased on the roads to make it worth the trip. 55 mp hour can be done on the non toll roads in of rush hour traffic.

- I prefer to travel alternate routes to avoid paying for a toll road that my taxes already helped pay for
- Traffic light timing at intersections with the ICC do not reflect actual traffic patterns and in some cases make absolutely no sense. Layhill Road is a good example. We avoid this interchange completely because the timing of that traffic light is so poor. Traffic on Layhill sits and waits for nobody.
- tolls are generally too high
- lower the rates
- The frequent user discount would have interested me if offered while I previously resided near Annapolis and commuted to Rockville. Unfortunately, it wasn't offered at the time and I haven't tracked what the discount rate was, so I am uncertain whether it would have been steep enough to entice me. When speaking with my friends and co-workers, we all seem to agree that we would use the ICC if the rate wasn't unreasonable for the amount of potential time saved on the way to our destination, usually calculated as a percentage of the overall drive time.
- We need a toll road from 695 towards the 200 toll road to save more travel time
- I would use the ICC more if there were clear instructions on how to do so with a motorcycle. That is my main vehicle between April and October.
- Based on the questions in this survey you are strongly considering raising the tolls. If this happens I will probably stop using the toll road. The tolls in my opinion are already too high. I believe that if you reduced the tolls by perhaps 30-40% at all times you would significantly increase the use of the toll road.
- I don't mind paying tolls but the costs should be reasonable.
- I love the intercounty connector but hate paying the tolls. I am a home care nurse and it allows me a lot of convenience but is costly.
- i never wanted the icc in the first place due to destruction of land etc
- Why are we not considering MASS Transit????
- I prefer investing in public transportation over building more roads.
- tolls are way too high
- I have been double billed and sometimes bill comes late causing me to pay late fees I believe this to be done by design, Honestly no different than our other dept this has all been created for revenue not for public safety or benefit just revenue I'm to the point that I dont trust fee to be assessed fairly or timely and its been created to create money solely
- The ICC is great --- the price is very reasonable because it provides a guaranteed travel time instead of an unpredictable trip that would include time on 95, the beltway and 270 --- seldom a smooth ride with no back-ups --and it cuts 7 miles off

my travel each way. I know gas prices are low currently, but when they approached \$4/gallon a while ago, the 7 miles (in a car that got 20 miles/gallon) meant a savings of over \$1 each way (so discount the toll by \$1). I use the ICC each day and if I take a weekend trip to Pennsylvania, I use it to get to 95 --- if I take a trip to the beach, on the way back, I may go up 95 and pick-up the ICC to eliminate the chance of a back-up by Georgia Avenue or on 270. For Rockville, Gaithersburg, North Potomac, the ICC is the perfect road when traveling North or East.

- Ease up on the traffic tickets by police for speeding on the ICC...too strict and it will deter me from using the ICC if I get stopped by police...they give tickets for only going a few miles over the speed limit!!!
- Lower the tolls.
- State of Md. has increased tolls statewide. In some cases doubled them. We pay a lot of taxes and now they want more tolls. It would be more acceptable if it didn't seem like a money scam. Toll, Fees, Taxes...etc and still no traffic relief.
- ICC is nice and very convenient to my home. I'd use it more if the tolls weren't so high.
- thank you for the survey and for someone taking time to ask questions
- I only take the ICC if there's a major accident or delay on my normal route, or if I'm running really behind
- it would be so much easier if there was a smaller EZpass that thing is huge and looks horrible on my windshield lol
- ICC is a good road and needs to be completed. But tolls are high during work hours
- The ICC is a great option for travel but i feel as though it is over priced especially during high traffic time. I don't live right off of the highway and i still have to commute through traffic therefore the cost is not effective for my commute
- It is crazy that the tolls are so high so much later than rush hour. It seems that this is just another example of the govt. being addicted to taxpayer's money (by charging high tolls). AND it seems to me that this is a survey to decide whether to start HOT lanes on 270. I can afford the tolls but choose not to except in 'must be there on time' circumstances since using 495 one never knows when there is a backup there. BTW, during this trip there were 3 different cop cars patrolling this route - they really want the taxpayer's money - and for that matter the speed limit could be 5-10 MPH higher.
- ICC tolls are high. Being A MDOT employee should get it for free
- I don't mind paying tolls that are no more then \$2. anything other than that I would not rather pay. I think that after rush hour it should be free.

- I don't like the idea of a toll rd that doesn't take cash. I don't know how you collect from people who get on w/o a transponder. I had a transponder, can't locate it and use my wife's for out of town road trips where one is useful. When I see signs for the 200 toll road, I get nervous thinking, "Oh, I can't pay for this because I don't have a transponder - I better make sure I don't get on by mistake." I get from this study that it would have been ok, but i don't want to receive a bill in the mail so that I can save 4 minutes off a trip. Sounds like more trouble than it's worth. If i regularly traveled where 200 would be useful, I would be more price conscious. Spending \$3 to save 20 minute once sounds reasonable, but I'd think twice before got used to using the toll and incurring a new, serious drain on my income.
- SELECTION BOX ARE NOT EASY TO SEE
- I use the ICC when I'm rushed or running late.
- It would be nice to give State employees either a discount or toll-free use of the ICC, especially when it means commuting to work.
- keep the rates low then more traffic will be diverted through ICC.
- Speed limit needs to be raised again.
- I would actually use the ICC more often if the tolls were less expensive and if I did not have to go all the way up 270 to come back down. This refers to when I want to go to Montgomery Mall. I have to go all the way up 270 and come back down.
- I love the ICC 200.
- fun survey
- SENIOR DISCOUNT WOULD HELP!!!!!!!
- If you lower the ICC fees it will increase vehicle traffic and then it will be congested and defeat the purpose. Lower the fee at low travel times would be good. There not many people on at night.
- I think the speed limit should be raised to 65.
- raise the speed limit :D
- I really love the Icc! helps me get home because of the construction on Georgia and Randolph rd intersection, God bless you!
- The ICC is super convenient for me location-wise. I live 0.2 miles as the crow flies from the ICC. I can't say I love the noise. The noise has increased dramatically in our house. We live on top of a hill and there are no sound barriers on the part of the ICC that crosses the park/creek at Layhill road. The noise comes from the direction of the park, not from the part of the ICC that is closer to our house. Currently the ICC is too expensive for me to use all the time. I drive this route 10x a week and try to limit myself to using the ICC once a week. Sometimes I use it more because it is so incredibly convenient. But I can't justify spending \$4-5 a day

just to save a half an hour round trip. I know we make a lot of money, but between the mortgage, long-term care insurance @\$300/month and other expenses, we are breaking even between what comes in and what goes out. I'm trying to save money wherever practical and the ICC cost feels wasteful rather than efficient (even though it saves time).

- The ICC is very reliable and it saves time on my commute . Hope there were other routes like this in the area. Keep it opened
- Not well marked, I was ticketed because there was no way for me to get off once I realized I was on a toll road. I was pretty annoyed.
- The tolls are simply too high for regular use.
- love the ICC. keep up the work. easiest and fastest way to travel
- I am basically opposed to any tolls on Metropolitan DC Highways. The cost is too much, favors those persons with high incomes and is too prohibitive for working to low income people. Furthermore, for a road traveled so much, it is the only major one right now that doesn't give discounts for using it. If you want more people traveling on it, then give them a break. We live in a large area, where mobility allows persons to commute distances to find work at better wages. This especially holds for working and lower income households. It's expensive, for example to live in Montgomery County. So let's take for example a person who can live in the county but needs to work east of here to make ends meet. Why don't you give tax breaks or discounts to them. Another example are state workers. You want the best talent serving government from all over the state, knowing that a lot of business occurs in Baltimore and Annapolis. Yet, you don't give discounts to state or county workers, many of whom work at lower wages than the private sector. I know, because I've worked as a county and a state worker for half my working career.
- I would use the ICC more often if the tolls were lower. Too expensive right now. I only use when I have to be somewhere by a certain time.
- I would use the toll road on week days as a commuter only if the fee were no more than \$1 one way from West 270/370 to I95. Route 200 is too expensive during rush hours. My alternative route is 15mins longer but I save \$8 per day (\$40 per week).
- Please make the 200 connector fare less than 1.50.\$2.5 per trip is too expensive
- I appreciate the time and saving when needed
- i very grateful that you are trying to make a different
- i believe that it is the height of burocratic arrogance to build a local road and put a toll on it. It is little wonder that O'malley policy rusulted in the loss of the state house for his party,

- Reduce the toll fees, please.
- I support and enjoy the time savings that the ICC has provided.
- The drive save time
- lower you toll fee
- what i most enjoy about the icc is that i will arrive at my destination on time without unexpected traffic.
- If I had my way, the taxes the govt collects for road improvements would only be used for roads/bridges upkeep. I would prefer moneys collected for roads/etc. are not diverted to other civic needs.
- Try to enforce the hands-free cell phone law more diligently on the ICC.
- Increase the speed limit in MD-200 to 65 miles an hour. Your gesture to provide a gift card for the survey is appreciated, but maybe go healthier, or do a gas gift card, we are all drivers after all.
- The speed limit should be 65 mph.
- if you are going to charge taxes for everything, at least you should be able to drive for free. Emissions tax should not be there. If it worked it would be fine, but you shouldnt have to pay for something you already pay for.
- no comments at this time
- the trip destination is missing place of worship/community service and recreation activities for kids. Both are places where people frequent and use the ICC consistently.
- From Laurel to Gaithersburg a steady commute time with reasonable tolls, I would likely use the road as a commuter road.
- ICC needs to further adjust fees downward during non-peak periods, and on weekends.
- When I campaigned for the development of the ICC, I was not aware it was to be a toll road. If I had known it was going to be another case of public funds being used to subsidize a private company I would have opposed it.
- It would really be ideal if the ICC/MD 200 could reach to the BWI Parkway. This would improve access to BWI Airport, which is the reason for many of my ICC trips.
- Nothing much, but want to say thanks for the route 200 because it easys my travel means .
- I don't think there should be a late penalty fee of \$50. This is an outrageous amount.
- Please raise the speed limit on the ICC!

- It would be nice if the ICC could connect closer to Annapolis and Baltimore rather than just I-95 North.
- ICC is a great and reliable way to travel abroad. I'll be on the lookout for improvements. There is always room for improvement.
- I think the tolls on the ICC are too high. I avoid taking the road unless 270/495 are tied up in traffic, as it only saves me about 5 minutes when 270/495 are running freely. If the tolls were lower, I would take the ICC all of the time.
- The tolls for other than rush hour times are too high and make me hesitant to use the ICC more than I do now.
- The floating amount of the ICC toll can be confusing -- planning is a function of knowing in advance rather than guessing. Right now the tolls seem excessive, The "cross-county" seems more like a diagonal going southerly from around Shady Grove. I use the ICC when I start closer to it or to connect to I-95 from my home to head north, e.g. to BWI.
- I wonder why speed cameras can't be attached to the toll cameras vs. wasting highway patrol cars on a road that has so little traffic...seems like a real waste of tax dollars to have patrol cars SITTING and POACHING on a road where there's so VERY LITTLE traffic! I use this road at least 3-4 times a week and on EVERY trip I make I ALWAYS see patrol cars SITTING and POACHING.
- need to redesign ez pass transponder to electronically display available funds for tolls
- Speed limit on the ICC needs to be raised to 65 MPH. It is currently entirely too low for the road conditions provided. Also, the bicycle trail that was promised to run alongside the ICC was never completed. This trail needs to be constructed to fulfill a pledge made before construction started. Finally, the tolls on the ICC need to be reduced to increase usage of the highway, which is currently underutilized because of the high toll cost.
- I believe that ICC usage would be increased if the tolls on the weekends were reduced to the lowest rates all day- same as the overnight rate
- they need to lower the toll cost.
- I would like to pay toll. But 1000% disagree with late charges. I try to avoid toll as much as I can due to that reason. I prefer EZ pass over video toll. I think you need to address this issue. let people to more comfortable and encourage them to use it without any headache.
- Extend the ICC to the BW Parkway. Also, exit/entrance light timings are not good.
- I LOVE THE ICC. WHEN I WAS WORKING LATE AT NIGHT I FELT SAFE TAKING THE ICC AND IT WAS WELL LIT. I WISH IT HAD NOT

TAKEN AS LONG AS IT DID FOR THE ICC TO FINALLY COME TO FRUITION.

- now retired but when working I traveled this route 5x weekly and would have paid for the better road.
- Your survey did not include anything about the monthly rental cost of the EZ pass transponder and how this affects people's willingness to use the ICC. I think the monthly cost discourages occasional users, based on conversations I have had with friends. Having to pay the monthly fee makes occasional use cost much higher than the simple cost of the toll. I think if the transponder was a low one time fee more people would sign up.
- I have had numerous problems with your accounting system. Many of my video tolls are not linked properly to my account, even though the tag numbers are registered to my account. I have numerous vehicles and sometimes I do not have my ez pass.
- I am intimidated by the ICC because I have never travelled on it and I don't really know where it goes. Also I have heard that signage is not good, but since I have not used it that is just hearsay, but it makes me nervous that I might miss my exit. Plus, generally I prefer rural routes over highways. But I am not opposed to tolls, in fact I take a more rural route to go to Williamsburg VA even though I have to pay 2 bridge tolls and it takes longer, when I could take I-95 and get there faster and without paying a toll. I just prefer more scenic or rural routes.
- During non-rush hours I use the free way (495 Beltway) rather than the every expensive new cross county toll road.
- The tolls on the ICC are too high, there would be more users if the toll was lower. The ICC does not need its own police department. This is a cost that is not needed and the Maryland State Police, especially in Montgomery County, could handle any police related needs. Remember, when this road was proposed it was not going to be a toll road. Just lower the tolls, you will be amazed when people start using the road. The ICC is known as one speed trap after another.
- This is one of the best project in Maryland which help traffic now and in the future. the big difference would be in a few years when more developments being built. and many more cars on the road.
- I think the tolls are way too high--in the trip on this survey I had to go to a home inspection--I am a realtor so I used the icc because it was rush hour. I find that using the icc usually only saves 5-10 minutes so unless I have to use it in rush hour I generally don't use it. I prefer using it on weekends when I feel the tolls are more reasonable. I don't think the road is used enough and it is because the tolls are too high!!!
- I really enjoy using the ICC. It's nice that it is not crowded when I need to use it.

- I'd use the ICC more often if the tolls weren't so high. And I'd like to see it expand.
- I like the new ICC because it is not congested and the roads are in great conditions (b/c it is new). I am more likely to travel to the Rockville area b/c can now do it without so much traffic. I think the price is worth the convenience.
- This is a road for only the very rich. Those who are paying for college and supporting elderly parents can not afford the tolls. Also my neighbors and I the few times we were on it saw speed traps EVERY single trip in each direction. None of my 8 siblings from out of state use it-they are tired enough of paying all the other tickets MOCO charges including bag tax. It is a point of pride for those of us who avoid the ICC.
- The intercounty connector provides a quicker route to travel to many places within the county and to other regions, however I feel the tolls are too high to make it useful for more people. The weekend rate should be lower to encourage use. I am a commuter traveling to DC 3 days a week and use the ICC for short periods to facilitate my commute. I also use this road to avoid congested roads on my days off. It would be so much nicer not to have to pay such steep fees to use this road. Why is there tax funds used for a dedicated police force and towing?
- Speed limit too low when opened (55) and still too low (60) should be 65 Patrolled by too many police and it makes traveler's nervous.
- The tolls are too high, and discourage people like me from using these roads. If the tolls were say \$1 each way, I would tend to use this road, but at \$3+, the cost is too high vis-a-vis the convenience.
- They are called FREEways because they are supposed to be FREE to all users, regardless of ability to pay. Tolls are a regressive tax. When all citizens contribute to the upkeep of The Commons, all citizens benefit and civil society is enhanced.
- I really like ICC- I think there should be a discount to drivers that use it everyday. That being said, I will have to resort to using the Beltway if tolls increase. My state employee salary only goes so far!
- I would like to use the ICC for both directions but I can only effort to pay for one way, so I choose only the way home when I am tiered from working. It would be nice to have a lower fares for multiple trip users and for seniors.
- need to raise the speed limit to 65 on the ICC
- Please increase the maximum speed limit!!!
- I still can't understand why there are so many lights underneath the one overpass, certainly over looked in planning and overkill, more cost on the project. Also, why bag mulch each plant along the road, seems like incredibly unnecessary expense. I like the road, but seems like everything was built and maintained with an unlimited budget, which we are all have to pay for.

- Too many police cars on this road giving speeding tickets. Yes, I know the speed limit was recently raised, but it's still a trap.
- Increase the speed limit to 65 mph.
- I rarely use the ICC because it's too expensive
- You can increase toll returns if you lower tolls which will increase traffic volume. That's how big box stores work.
- You have too many cops patrolling the icc200. All you are looking for is more money. Sad! You bureaucrats have become the enemy of sorts.
- Just don't do what Virginia did with Transurban. I've used the 495 toll lanes and am happy with that, but I don't dare take the I-95 toll lanes until I have a full understanding of what financial jeopardy I might risk with their fines. What a nightmare. And the Federal gas tax is a joke, it should be a percentage of the sale with a floor to cover the cost of our very, very important transportation infrastructure (and I do mean ALL modes of transportation from foot & pedal, to road & rail, to wing, and god-forbid, rocket!).
- I wish the ICC were run more like the Virginia HOT lanes with variable tolls. When there is little traffic, the base fare is too high. Lowering this base fare would encourage usage which would drive revenue. During rush hour, the fare is fair; during off peak hours the fare is too high.
- Raise the speed limit to 65 mph.
- One of the problems I have with the ICC is that it is often simply not convenient. Why would I go to the on ramp off Georgia by Lesiure World to take 200 to get to Gaithersburg when I can fairly easily also go to 495 to 270? I realize there is some ICC-related construction going on in Glenmont, but all it has done so far is make me avoid that area because it is a mess and I fail to see how it would positively impact the area to have a toll road running through there. It would cost more in time and tolls to get to/from/through the ICC than it does to get to Laurel (example) without it. I am reluctant to add on another toll to my trip (which may already include a toll in Baltimore) when it MAY only save me 5-10 minutes. The cost savings is just not that high. In some cases I would pay more to go a similar distance on the ICC than I would to use the NJ Turnpike. The ICC needs to consider that many people have many tolls to pay and everything has gone up. The Baltimore tunnel is no longer \$1, and the Bay Bridge has increased as well. 95 North has a ton of high tolls through DE. The ICC is competing for business from those toll roads as well, and casual users like myself may simply feel it's not worth it in the end. Getting to Philly or DE already hurts the wallet.
- Speed limit should be raised from 60 to 65. This would help save add'l time without significant risk of accidents given that the ICC is, for the most part, fairly straight all the way through and has limited numbers of on- and off-ramps.

- A few times, I have exited at exits closer to I95 and, unfortunately, have been subject to video tolls, even though I have a transponder. Very aggravating for a leased vehicle since I have to pay the toll and fines. Why can't transponders be used universally? (2) A mixture of very fast and very slow vehicles use the ICC. The stretch from 29 to 95 is always a struggle with many vehicles going 80+. Why can't this area be better patrolled?
- Tolls are bit too expensive. Round trip of more than \$10 is something I need to think twice before using the Intercounty Connector.
- I use route 200 almost daily, it saves time and is very convenient for me. If tolls went up significantly, however, I would probably not use it as much. It is a great road, and I am glad it got built.
- PLEASE enforce the distracted/talking on the phone and driving law...a woman putting on make-up zoomed by at at least 75mph...every other driver is talking holding their phone
- Lower the rate so you can increase ridership! Or have a "Free" day announced so you can get a study of what ridership would be like. Once people are hooked then slowly raise the rate. Quit thinking of this as an elitist highway that people will pay for the privilege. Think of it in terms of a sales pitch. Free one day a month will increase ridership.
- I also encourage discounts for regular users. I have 1 car that uses the ICC roundtrip daily and another that uses it roundtrip at least 3 times a week.
- I love the ICC but keep the tolls reasonable and increase the speed another 5mph
- I am somewhat surprised that there is a dedicated police presence on the ICC as it is probably one of the safest roads in Maryland-Minimal congestion, virtually no blind spots from structures or topographical hills and windy bends, well lit, smooth surface, and wide road due to multiple lanes. I would imagine better use of the police force dedicated to traffic in more risky areas and high volume traffic locations. Have you considered building a rest stop with gas and food much like you'd find on the Jersey or Ohio turnpikes? The convenience of that could draw more traffic to the ICC, When I get off heavily traveled roads like 270 or 95/495, I am often frazzled from the stop and go traffic, the frenetic energy created by people in a hurry, the frequent stops from high volume and so on. When I get on the ICC I immediately feel relieved that I am actually moving with renewed energy. After spending the better part of a commute in the heavy traffic, there are certain biological necessities that become apparent...stopping to refresh or relieve oneself at a rest stop. Grabbing a bite to eat because people miss dinner appointments being stuck in traffic. When you consider most of the routes people in the area travel just to get to the ICC are so heavy in volume, it is common for people to want a break without having to go through another toll to find a bathroom or restaurant. The rest

stop could create more jobs and revenue where the ICC would charge a small percentage of the business revenue for the business to reside on the ICC.

- Only complaint I have on the ICC is that the entry from I-270 northbound to the ICC is very congested. There are multiple merges, and it's poorly designed.
- I do not like it that police prey on the drivers using the Inter-county connector setting traps and issuing unnecessary tickets.
- Speed limit should be 65mph at minimum
- Lower the toll rate to \$1 during peak hours and you'll see a dramatic increase in use.
- So slow for good road and afraid of police :)
- Please increase the speed limit on the ICC.
- The toll at any higher rate would make the route undesirable. I am willing to pay only so much for what ends up being a slightly longer yet less stressful and consistent drive-time route.
- I think the speed on the icc is too slow. Raising it to 60 was laughable. It is the most highly patrolled highway in Maryland, not for my safety, but for police to issue tickets on. That is disgusting that citizens are treated that way - keep the speed low so people will want to speed so you can write them a ticket. The icc is a better road with fewer exits and fewer distractions than 95 and 95 is 65 mph. I believe I pay taxes to upkeep the state's infrastructure, I should not have to pay additional fees (tolls) on roads you're building with my taxes. The icc was also ill-constructed. Why did you make a left hand turn required to get on the icc from northbound georgia avenue? cloverleafs were designed to prevent congestion and you guys actually added it! Exits that don't allow turn on red....who though of this stuff and was allowed to keep their job? 60 years of making highways in the USA and you people still can't get it right and harass people with cops and tolls.
- I like the ICC. If tolls were a bit lower, you'd get more travelers but I'm sure that's what you will learn in this study.
- Tolls have to be reasonably priced for people to use, should not be a source of income for the state but rather a means to maintain that particular road only.
- What you fail to understand is that it is not only the toll but the frequency. Using the ICC is not, say \$2.00 or \$4.00 it is \$2.00 or \$4.00 times 10 trips a week. So I might use it occasionally but \$40 a week is not cost effective unless I have a time constraint. So, I will use it to go cross county but not shorter distances. Also, it is known that there are speed traps on the ICC so at the same time you want to encourage usage you discourage it. This is not to condone speeding but when the speed limit is 50 or 55 why bother!!

- I use the ICC only for occasional trips. Once in a while I am willing to pay the toll. However, on a daily basis as part of a commute, it is far too expensive. I would not use it for a daily commute.
- There should be variable toll costs depending on the time of day. If I am relatively sure that the beltway will be free of traffic congestion I will avoid the tolls. Most of the times I have used the toll road I could reasonably presume high volume of traffic and possible congestion on the beltway. I then use the toll road for peace of mind. My daughter and son-in-law who travel to my home in Rockville from the Philadelphia area always get off of 95 and use the toll road because they find the beltway frightening.
- You failed to ask about posted speed limits. Since I am paying, I expect to be able to drive at a higher speed limit, at least 75 mph, maybe 80. Since you can monitor tolls electronically, I would even be willing to pay a premium on a sliding scale based on actual travel time. Base toll for assumed rate of 65 mph, some accelerated amount as my speed increases.
- I am frustrated about the number of tickets I have received from various states including Maryland, where to my knowledge the EZPASS was working and was funded, but for some reason (either not read properly, or funding didn't work) the EZPASS didn't pick up the charge and I received a ticket, sometimes with a fine included, in the mail. I tried to get this fixed by contacting the EZPASS window in the MVA office in Gaithersburg and by phoning a number that they gave me, but I received another ticket in the mail recently and so I suspect that the problem has not been fixed.
- The ICC works pretty well. I believe that the speed limit could be 65 mph thru most of it. And based on the design and amount of traffic this should be easily attainable. Still don't understand why they needed their own police force as the counties have existing police forces. Hopefully the road will be well maintained.
- I like the ICC. It is convenient and saves me time. I use it primarily primarily on weekends and evenings and can do that because the tolls are lower at that time. I would not use it if the tolls were much higher.
- ICC is fantastic!
- Bring down the cost of the tolls for the ICC and more people would utilize the intercounty connector.
- I believe congestion is a result of population growth stemming from the county's allowance of home builders to build communities and the county's preference to use funds that should be otherwise dedicated to infrastructure improvements for other items. Now the county is requesting taxpayers pay increased taxes on an item that has been mismanaged. I also believe that the ridiculous number of Park Police that

sit on the ICC with radar guns attempting to increase the fees from travelers is absurd.

- I find the cost from Route-1 to I -95 to cost much to prohibitive. Hence too much traffic still coming over powder mill road Amendale and Vandusen. I find the cost from I-95 to Kontera Drive and Route-1 should be minimal or reasonable. \$0.25 each way from I-95 to Kontera Drive and reverse. From I-95 to Route-1 should be \$0.50 cents each way. I call that reasonable, as it is 1-2 miles at the most.
- Please raise the speed limit on the icc. I would be more acceptable to a rate increase if I could drive faster on that road.
- this is the most ridiculous survey; e.g. asked for begin and end exits, bar does not work by putting in the information. If I have to pay one penny more I will not continue to use it. it does not really save time; the light is long at the exit at New Hampshire; by the time I drove to FDA building, lights etc. I lost any time I gained. Also, why so MUCH construction for a new road? and why so many cops? That is a deterrant. people go 70 easily except where they know they are "hiding". More trucks are using the ICC making it as dangersous as Rt 270.
- The distance to enter MD200 is considerable and comes into play when deciding whether to use the road or not.
- Regarding whether I would support taxes, increased fees or tolls to pay for improvements that relieve congestion, I would love to see consideration given to a focus given to the timing of traffic lights to relieve traffic congestion as well. I sometimes take high ways even if they distance is longer to get to my destination because the timing of traffic lights adds a lot of time to my commute
- please make sure that 200 is clear of ice and snow
- I would love to see a discounted toll plan for commuters, similar to those available on other toll roads/tunnels.
- It is disappointing that Highway transportation funds were transferred to the MD General Funds. Mismanagement of the highway fund needs to be more closely monitored. Why do other states have good road and pay less gas tax.
- The tolls on the ICC are absurd. We have an outrageous tax system in this state, and with ancillary revenues such as casinos, tourism and pro sports teams, along with our transportation taxes and fees for tags and licenses, the fact it cost such a ludicrous amount on the ICC is why the road doesn't get more use.
- Tolls on ICC are about as high as can be tolerated.
- you have the rivers marked that the icc crosses. you cross the paint branch and the little paint branch two completely different streams yet both are marked as PAINT BRANCH. this is incorrect. one is THE LITTLE PAINT BRANCH and the other

is THE PAINT BRANCH. let's get the signs changed. if you need any further info email me at vic4065@aol.com or phone me at 301.908.6778 thanks

- Travel on the ICC is much more pleasant & reliable than my usual route. I use the ICC when i have activities to get to after work. If there were discounts for monthly use - i would consider using it more often and also in the other direction.
- The tolls need to be cheaper - during standard workdays, weekends and holidays. Eventually, my bottom line is going to stop me from using the ICC on a consistent bases and only during emergency travel. Also, you're gouging the consumer by charging a monthly surcharge.
- 270 needs to be addressed . I would really want to see the road widened from Germantown to Frederick. I can't believe that we leave in one of the wealthiest counties in the country and the traffic is horrendous. I have a business that has 40 vehicles and we are in traffic wasting time and money daily.
- The road is great, but the tolls are just too high. You also need a discount for frequent commuters.
- Raise the speed limit to 70 please!
- While I am open to paying tolls for the use of the ICC, EZ pass needs to get their act together on over charging people for video tolls. My debit card that is linked to my EZ pass was stolen and the funds in my account ran out before I realized that my card was stolen. EZ pass charged me DOUBLE the toll amount and refused to refund the money during the time period that my debit card was stolen despite my previous history as a customer. I understand charging people double who are not EZ pass customers that are using the toll roads, but they could easily tell by my history that I had been a customer for a long time. Would appreciate you forwarding on my comments to them.
- Need to improve the intersections at 370. Takes way to long to get onto the ICC at 370.
- There is a \$5 (each way) threshold in my mind. Going over \$10 per day makes the ICC questionable for me. \$11 per day (round-trip) is when I would start to hesitate using it. \$12 per day (round-trip) would prevent me from using it.
- i love the ICC ; I just wish it were on my navigation system!
- lower the rates
- I supported the ICC project until it became a toll road even though it impacts my neighborhood because of traffic noise. I do NOT support toll roads.
- I think the ICC is under utilized due to the cost. It doesn't seem to do much to relieve traffic congestion on other main arteries. It should be free overnights and on weekends when there is little congestion anyway.

- I love the ICC and would like to use it more, but I AVOID it for weekday commuting because the tolls are unreasonably high.
- Please hire some smarter workers. Twice already, whoever receives the checks for video toll payments failed to take note of all of the mailing numbers written on the check, and even though you guys deposited the check and took out the whole amount from our bank account, only one of the mailing numbers got the payment applied to it. So, a check for about \$9 was applied to a toll of \$2.15, but the other mailing notice which had 3 separate toll fees attached to it did not. Apparently you guys just pocketed the other \$7ish dollars, and we got hit with civil violation fees 3 times for a total of \$150.
- Make the ICC free on the weekends.
- I would take public transportation on the ICC if there were options that left later than the lastest commuter bus that leaves QO and 270 at 7:20. C
- Lower the rush hour tolls.
- Please always refer to MD 200 as "the ICC Toll Road."
- We use the ICC to BWI to avoid the Beltway. The entrance from I-95 entering 495 toward Virginia is dicey. And you miss your plane if you are stuck on the beltway.
- ICC is great alternative to I-95/495, especially during rush hours or other times of congestion which is frequent on 495. ICC also safer and more reliable and am willing to pay for it up to a reasonable point. Like the fact that there is no commercialization on/beside ICC and that there are high fences to keep wildlife off of road and from being hit by cars. Nicely done!!
- Please expand West over the Potomac and into northern Virginia. Please please pretty please. I will happily pay exorbitant taxes to make that happen. Quite frankly, it's ridiculous that it hasn't happened yet.
- Raise the speed limit to 70.
- I am concerned about the speed of cars on the ICC. I travel 60-65 mph and cars pass me on both side going significantly faster. There should be some way to track these heavy speeders and access some sort of fine for really going fast.
- For me the ICC is the only option for commuting to my job and was the deciding factor in taking this job in the last 6 months. I understand the need for the tolls but for people who use this regularly a discounted rate (or even monthly rebate) would be a great motivator for more people to use it regularly. I work with several people who only use it one way because they are only willing to bear the expense on one-way trip. You'd get more people on it and off the congested roads if there was a slight break on the fees. I have really no choice as it's the difference between a great commute and 2 to 3 times the commute but it does start to get quite expensive. I

know you need to make back the money but more people paying less tolls will still bring in more revenue than the small number of people using it today.

- Toll prices need to be reduced!
- My wife and I like the ICC and use it frequently, but the tolls are just a bit too. It seems like if they were lowered a bit, more people would use it, and the increased volume would offset the reduction in tolls.
- I love the ICC in part because I hate the Beltway. I feel the ICC is a much safer route and much quicker during rush hour. Worth every penny. I would not want the fees to go high enough to preclude working class drivers. My college students won't use it because they can't afford it. I have offered to pay their way to keep them on the safer route.
- Raise the speed limit. I don't want to pay a toll to pay a ticket.
- Toll increases are a turnoff 2. The system is not intuitive for tolls- they should be a lot cheaper on weekends and off peak hours than currently 3. There should be an Irish style option of logging in with my license plate # and paying if I don't want an ezpass. The ezpass system completely discriminates against those who don't have bank
- The ICC is awesome!
- I support an increase in taxes to reduce congestion in other ways besides only highway development. We need a mixed approach that includes better public transportation options, like the Purple Line proposal and the extended Red Line to Baltimore.
- I picked the all toll options as my office reimburses my travel expenses. they could be a limit if I travel on my own, weekend, etc.
- The aggressive police enforcement on this road is an embarrassment. It is quite clear that the police are really only interested in collecting ticket revenue because law enforcement vehicles regularly violate the speed limit in excess of 15MPH over the posted limits.
- Raise the speed limit
- I think if you lowered tolls more people would use it. I use it more for work than personal use because my customers are looking for fast service, and the ICC from Laurel area to Rockville area is faster most of the time. With gas prices going down most people will spend extra time to save the money.
- If the toll was reduced by 50% i would use the road everyday. Also the presence of police to catch speeders going even 5 miles above the speed limit is a deterrent as well
- Tolls are too expensive.

- ICC is a costly boondoggle. Hurts citizens to benefit politically connected crony developers and contractors. Does NOT relieve congestion significantly.
- Love the ICC! We're able to spend more time with our family in the Baltimore area, and attend more Orioles games!
- Monthly Maintenance fees are ridiculously high as well as the tolls
- People are allowed to travel 75mph on 270 or 495, there is much tighter regulation on 200, despite the lower congestion. This discourages usage of 200.
- Further increases in the tolls on the Intercounty Connector would cause me to look into other route options
- I strongly support improvements in mass transit to relieve traffic congestion and reduce CO2 footprint.
- I would sincerely like to see the unusually high number of police cars on this road reduced and re-assigned to I-270 where they could be put to much better use.
- I believe the cost of the ICC is too high and takes advantage of preexisting congestion within the area to establish a baseline for its pricing. The real estate taxes in Montgomery & Howard Counties are already high enough and I am confident can cover the cost of maintaining a 15 mile highway.
- Current tolls are too high -- more would use the road if the tolls were even a little lower.
- I am in support of an overall rate reduction for use of the ICC or some type of reduction based on volume that provides for a lower rate or monthly account credit once a certain threshold is obtained on a weekly/monthly basis.
- Your Police Force is overzealous and way too many for this 15 mile stretch. Cut that unnecessary expense and lower tolls.
- It is completely insane that there is a service charge every month and you HAVE to keep a minimum of \$25.00 on your easy pass. Why should I let the state hold onto my money?? I might just return my Easy pass and say forget you completely!!!! But I bet if I was an illegal alien, I'd get everything for free!
- We use the ICC much more than we would have expected to travel between our home (Georgia Avenue exit) and I-95, whether going north or south on I-95.
- It's a great road that saves time and lowers stress of the Beltway or back roads. It is, however, over-patrolled, too expensive and has an unreasonably low speed limit. The major offenders of the speed limits are the police. And, too many slow vehicles refuse to leave the left hand lane.
- The part that sucks about the ICC is having to watch your speed so diligently cause it's over policed. It's obvious a full time MTA Police Officer was built in to the legislation and it's ridiculous. You pay to use the road then have to make sure you

don't go as many as 4 mph over the speed limit and risk getting pulled over. It's stupid and one of the main reasons people don't take that road. You pay to use it and then could pay again for driving relatively close to the speed limit. Obviously we need to make sure people don't speed but having a constant police presence adds a risk and possible more money after already paying a toll. Reassign that position to work on something more important than over policing an under used toll road.

- The toll is too expensive to use too often. I can't swim at the White Oak Pool and make it to work on time unless I use the county connector. MY ALTERNATIVE is to use the Shriver Pool in Rockville/North Bethesda and take 270 to work. This is my usual route. The road gets so little use because most people I know don't want to pay the tolls unless they can't make it on time any other way.
- The ICC toll road could take more traffic load. Please consider lower the toll fee. So more could benefit from this well constructed road. One more thing, because of the road are wide and straight most of the way, the speed limit should be at least 65 MPH or higher.
- Not directly related to the survey, but I would stop taking the ICC (regardless of price) the second EZ-pass time stamps are used for speed enforcement.
- ICC would be more easier to take with less toll fees. Because of high tolls i can not take ICC everyday Monday through Friday to and back from work.
- I think regular 5 days per week commuters should receive a discounted rate vs. interstate drivers and occasional users
- We use ICC for multiple purposes ... going north on I-95 every couple of months, going to Columbia or Baltimore for Johns Hopkins appointments every couple of weeks on average -- or going to or coming from I-270 typically once or twice a week for various reasons.
- Raise the speed!
- Tolls have to be reasonable as compared to the amount of time saved. If the time difference is not great but the toll cost is high, then its not worth it. Tolls should always go for highway improvement. I like the ICC. It has saved me alot of time both for closer destinations and for getting to BWI.
- It is possible that I would support tax increases for roads, but it would depend on the rate, the route, the degree of expansion, etc. Need more details to have an opinion. I do support use of HOT lanes to relieve congestions but only if they are consistent and interconnected. HOT lanes that end abruptly at high volume spots, such as those in Virginia on I-495 inner loop are not beneficial as they only cause further backups as non toll lanes merge with toll lanes. Need less "traffic enforcement areas" (speed traps) on ICC and need to raise the speed limit to 70. I would pay more if the speed limit were higher and I weren't afraid of getting a ticket

by accidentally going over the limit on a stretch where there are no other vehicles by which one could reference one's speed.

- I think the placement of the toll readers could be increased to reduce tolls on certain routes...
- Raising the speed limit even further would enhance the appeal of the ICC. It is safe to drive 70MPH on this road. It should at least be 65MPH to match the I95 speed limits. Along with this thought. The ICC seems to be patrolled by law enforcement more than other roads. This is a disincentive to use it.
- Whether or not I would spend money on tolls to save time is often dependent on how much of a hurry I am in. If I am trying to get somewhere at a specific time and am running on-time or late, I may pay the extra money to get somewhere faster.
- I also don't agree with the current speed limit on the ICC. Especially since I rarely see much traffic the speed limit needs to be increased to at least 70 mph.
- I enjoy using the ICC, and am very glad it was built. It does make traveling across the County from I-270 to I-95 much easier, given the traffic and delays we can encounter on the Beltway (495). The current toll is reasonable. I would like the speed limit to be 65mph, the same as I-95. The road can easily handle that speed safely, and it would cut down travel time.
- I'm not cost-sensitive regarding toll roads if I can save travel time and/or make my trip more pleasant, but I don't think I'm typical in that respect.
- I feel the presence of police patrolling the ICC has had positive effect on keeping drivers reasonably within the speed limit. That said, for those who seldom use the ICC, the very nature of the road invites speeding. With a posted speed limit of 60 most drivers zip by me and I am usually trying to maintain a speed between 60 - 65. I would like to see the speed limit raised to 65 but if you do that, many drivers would have no issue driving it at 80 mph.
- I would like to suggest that mdta should decrease the toll charges or at least create an annual commuter rate package deal for the daily commuters who uses the icc everyday. That way the commuters that drives on the ICC everyday should be rewarded for there loyalty and paying for there share on the tolls they spend.
- keep the cost reasonable if you want to encourage drivers to use the ICC-- it is expensive!!
- I have always objected to the tollroad policy of increasing tolls at time periods when travelers need access to the tollroads the most, i.e. during rush hours. The workers who would need to use the tollroads to arrive at work on time may not be able to afford using those tollroads at the times they most need them. This seems to be morally and ethically objectionable. Just a thought, not a sermon!
- It shouldn't be a toll road. It wasn't supposed to be in the first place.

- Would love to have Additional exits off icc or connections to other ares farther north and west
- MD 200 is a speed trap for tickets, typically see between 2-4 cars pulled over.
- The main reason I prefer the ICC is that it offers reliable travel time. If that were not the case -- if it were more congested, with more accidents, construction, etc. -- my answers would change.
- First get rid of the speed traps. Drivers are paying tolls and getting tickets for going 67 MPH!!!!!! Take a look at the speeds on 270, the normal speed is 70+ and no speed traps or significant accidents. Second: Tolls are too high, I will only use this road only if I am absolutely going to be late by 45 minutes for an appt.
- The ICC tolls are way too high. The reason the road is not congested is because it is unrealistically priced for daily commuter use. Also, you need to be more flexible in your "Commuter Shopping E-Z Pass" discount. I go from Montgomery County to Delaware every weekend. I work for the Montgomery County Police Chief during the week and my hours are inconsistent & irregular, contingent upon the Chief's schedule. I go to DE every weekend and usually on a Thursday, but not always am I able to go on a Thursday. I am told I do not get the frequent-commuter discount unless I travel on or before Thursday. Not fair. It is bad enough the tolls are so high on the Bay Bridge and the ICC, but to not give me a discount merely because I travel sometimes on a Friday instead of a Thursday due to a schedule not within my control, is arbitrary and not utilizing your computer records to track and monitor and otherwise corroborate my frequent weekly trips to DE. The point is, I use the Bay Bridge and the ICC every week, no matter whether on a Thursday or Friday, and I respectfully request that I be awarded the frequent-commuter discount for that many regular weekly trips. Your computer should be able to track that without locking me into only the weekly Shopper-Commuter pass if I travel during the week and not on the weekends,, for which I am required to pay in advance and then lose the paid-ahead money even if I did not travel within the prescribed time. Please reconsider the lack of foresight in that inequitable computing logic and have someone contact me about this. Thanks for listening, if in fact, someone actually reads this and cares about the message. I resent having to pay and pay and pay the high MD tolls.
- Periods of Free Toll so people can become familiar with the toll roads and learn the benefits. Membership plans for unlimited use per month.
- Please do something to relieve the congestion on 95 and 495. Let's be real - MD-200 only benefited some, but it did nothing to relieve rush hour hell on 95 & 495.
- I do not believe we should have to pay taxes for this road. MC residents already pay enough taxes; I believe those that do not live in the state such as trucks and business' should pay a toll and they are caught on camera so they can be charged.

Middle Class (what is left of it) has a hard enough time keeping up with the high costs as it is. The rumor before the road was built -- "watch it will only be the wealthy that can use it, us working class need to wait in traffic for hours...

- The amount of law enforcement on the ICC is absurd. Meanwhile distracted drivers are trying to kill me on other roads.
- It would be nice to have toll free roads on all md roads to help speed up travel times
- I don't think your questions reveal the whole picture. The ICC saves time (hopefully) at certain times of the day. When you ask what if questions that include changing departure times 1 1/2 hours, the reason for not taking the ICC changes. At that point there is no time savings. The ICC terminates @95 inconvenient spot. The 5 minutes you save driving on it is wasted because when you get off of it you are at least 5 minutes out of your way. So, I only use it if there is a chance it will put me ahead of traffic during PM rush periods. There is almost never a savings heading west.
- ICC is way to expensive!!!!!!! and the late fees give me nightmares. If i could pay \$ 40 a month to use this road as many times as i want, that would be GREAT!
- You can't put a price on the value of the ICC between Colesville and Rout 270. Safe travel is priceless and the ICC is very safe for middle aged drivers.
- Increase speed limit on I-200. The road is terrific, but the speed limit is unrealistic. It should be a 70mph road, and you would increase usage as well.....for workers, time is money. The entrance ramps should be designed to eliminate stop lights that use cloverleaves...no stop lights with long wait times.
- Speed Limit is too low. [Should be 65]. AND Tolls are a little high.
- The cost of tolls in Maryland are insulting...Adding insult to injury is the massive police presence constantly roaming our streets and I200 looking for every single violation of any kind they fine using license plate scanner and cameras. If I was not wealthy I would not trade money for time and convenience. Since I am wealthy and being close to retirement, we are planning our departure from what was once a great state. Maryland is a joke and it hurts me to say that.
- I'd use the ICC a lot more if the speed limit was at least 65 mph. The fact that I-95 is 65 yet the route that is supposed to be more convenient is only 60 is a bit frustrating especially since the police choose to very actively enforce the 60 mph limit on the ICC. I can appreciate safety and understand that but the lower speed limit coupled with the increased police presence on the ICC (as compared to I-95 or the beltway) actually deters me more than the amount of the toll.
- Increase the speed limit.
- There are way, way too many police cars of the ICC. The ratio of police cars to normal traffic is ridiculously high compared to I-270 or I-495 (where police are

really needed). If you're looking to save cost, redeploy the police where they are really needed.

- if the price goes up, i will find an alternate route
- On the tax question: I'd rather see tax revenue be used to reduce congestion by reducing trips. For example, funding public transportation, increasing bicycle lanes, and improving walkability of communities. I support higher taxes, I just don't necessarily want that money going towards widening roads.
- Route 200 must be extended to the BW Parkway!
- When I pull a small trailer it cost to much
- In the "Primary Purpose of the Trip" question, the word "medical" is misspelled!
- I THINK THE TOLL RATES DURING RUSH HOUR ARE VERY HIGH. I ONLY USE THE ICC FOR MY MORNING COMMUTE TO WORK IF I270 IS VERY CONGESTED. MOST OF THE TIME I USE THE ICC IS OFF PEAK TO GO ACROSS COUNTY TO GO SEE FAMILY.
- Raise the speed limit on InnerCounty connector, if I have to pay to drive on road, let me go faster than 60 with cops stationed on the roadway 24/7. Not what I wanted with the road before it was built, and I have lived in Montgomery County for 57 years and in Olney for the last 28 years. The road was never intended to a toll road or a speed limit revenue generating roadway. I use the road today only on days I do not want to deal with traffic on Georgia Avenue to get to 495.
- Please have some incentive for this who use this road the most! Some loyalty program
- The speed limit should be raised to at least 70mph.
- I would love to use the ICC more but the tolls are way too high and the speed limit is too low for the conditions of the road and the time savings guaranteed. A lot of people gave up a lot of peace to make this road possible. It seems a sin not to utilize the road more fully.
- The speed limit increase to 60 mph was helpful, but is not enough. There are very few cars on Rt 200, and the safety question is practically a non-issue. Rt 95 provides a limit of 65 mph, and that limit is popularly disregarded by MOST drivers, while Rt 200 is still at 60 mph, with heavy police monitoring. That is simply overprotection without reason.
- I have been commuting from 21209 and 21784 for the past 23 years, initially to 20910, then 20852 and finally 20854 for the past 3. Thanks!
- I believe if the rates were lower more people would use the highway and the other roads would be less congested for local traffic. I know several people I work with

that are refusing to pay the toll even though it almost doubles the time to arrive each day.

- The speed is unreasonable at 60 miles per hour it should be the same as 95
- Overall I like using the ICC, but the tolls are too high, the speeds are too low, and it doesn't always get me where I need to go.
- Speed limit needs to be raised to 65 MPH, traffic is not that heavy and it is 3 lanes wide in each direction. I-95 is 65 and way more congested.
- I feel toll is too high for the distances. I would use it more if toll is reduced to \$1.50
- Increase speed limit.
- You obviously want those people who take the ICC to help you to see how much more you can squeeze from them! there is NO WAY you can get an accurate survey result.
- From Olney to 370, the essential cutoff for me is around \$2.00 for normal travel. If the toll were to rise above \$2.00 for that short trip, I would abandon the ICC immediately. I have no issue paying more than \$2.00 to head all the way to 95. The ICC is great and I use it every day. It is at the appropriate price as it sits in my opinion. A nice alternative would be to offer discounted rates based on frequency of use.
- there are so many low cost ways to improve traffic and no one is doing them. It is very frustrating. Timing lights, limiting access to major roads, building overpasses -- all these would be better than building another mega highway. I use the ICC sparingly due to the cost.
- I only use the ICC periodically due to the high cost of the tolls.
- When are we going to have co-ordinated, traffic volume -sensitive traffic lights??
- Only one comment about the speed limit. Which could have been a little bit high
- I think the current toll amounts on the ICC are reasonable. I would hate to see the tolls rise.
- The existing tolls are too high. I would use the ICC more if the tolls were not so high. In addition, the speed limit, even at 60 is too low. It should be 65 given how good of a highway it is, and how little traffic is on it.
- I have contended from the beginning that lower tolls would promote more use. When the ICC first opened I saw a reduction of traffic at rush hour on Route 28 across county. After 6 months the rush hour traffic came back I suspect due to the cost of the ICC tolls. The ICC cops were and remain speeding ticket crazy. They have nothing else to do for their job except to drive up and back giving people speeding tickets. It is quite obvious as soon as you get on the road. They are constantly pulling people over to give tickets. I guess if you need to justify your job

and raise revenue then that would be the only means of excitement during the course of a day. That has greatly diminished the interest in using it from the people I know. I was glad to see the speed limit raised to 60 but it should definitely be a 65 MPH speed limit given it is a divided, controlled access road. I would really use the ICC so much more frequently for personal and business travel if it was less expensive. I am right in the middle geographically of the west and east points and would love to use it for all my travel but refuse to spend that much to go back and forth. It is disappointing knowing that it is there and not use it unless I am really running late for an appointment. Please consider lowering the fares!!!

- Lower the rates to encourage more use of ICC. Tax the rich to pay for road repairs!
- I would not work where I do if not for the ICC
- I have an issue that I contacted you a while back and never received an answer. I have a transponder that I bought a couple of years back and by accident my son and I have tried to register it and the system does not let us because it has been register before. I would like to register is as a spare transponder.
- Speed limit too low. Should be 75. Too many cops.
- I prefer the icc because it is easy to negotiate; low volume of traffic; well designed on and off ramps for safety and convenience. Speeds are controlled by being well policed; this avoids the danger of drivers that greatly exceed the speed limit. I'm all for cheating a few miles over the limit within reason. Please keep tolls reasonable. There is a point where the expense may invluence my decision to use a toll road. Usually \$4.00 or less is an easy descision to use the toll road. Over \$5.00 for a trip of an hour is too high in my opinion. Thank you for asking!
- Please raise the speed limit to 70 MPH.
- I'd definitely use the ICC between I270 and I95, even at current toll rates. The distance and low congestion makes the toll worthwhile.
- I use the ICC because it is reliable travel time vs the Washington beltway to go visit my Mom in Baltimore. I can't stand the congestion on the Beltway and I think it is a dangerous road. Because I use the ICC infrequently 2-3/month I would pay any reasonable toll.
- Tolls should be \$1 each direction on weekends from one end to the other, or any part thereof. Tolls for during commuting times (say 5AM to 9AM and 3PM to 7PM) should be higher. Tolls that are not the weekend or holiday and not during the commuting period should be about half of peak commuting time.
- The light coordination at the east end of the ICC to go north on US 1 is horrific. Toll road traffic should receive thoughtful coordination in accordance with your objectives of providing reliable and timely movement. What sense does it make for such traffic to be stopped at a light exiting the ICC and upon getting a green light -

to be again stopped for a full cycle a small distance ahead to make the turn onto US 1 north. This is a no-brainer correlation and the traffic engineer responsible for such a mess should be reprimanded. Or take the carrot approach and reward the engineer that figures out an appropriate delay to go green on the US1 north turn after the ICC traffic gets the prior green such that the line of waiting traffic makes it through without a needless double light.

- I support increasing automotive fuel tax to pay for road improvements. HOV lanes on most highways area waste of resources.
- The ICC was and is a waste of MD and Federal resources. Its routing is not significantly helpful to avoid beltway and I 270 or I 95 congestion at almost any time. The only time I use it is when those routes are gridlocked and I face time pressure to arrive on time, and then I use it reluctantly because it is a reminder of poor transportation planning.
- I like the ICC, but you must (1) keep the toll rates low, and (2) increase the speed limit.
- Very interesting setup for a willingness-to-pay survey. Some Notes: Yes, I'd be willing to pay a bit more in tolls (+\$.50 or so one way) if the speed limit was increased to 65 mph - this is a controlled access road with very little entry/exit and low congestion. Additionally, my choke point for tolls is between \$5-6 one way - Tolls in excess of \$6 would cause me to either reconsider my method of travel (possibly change to vanpool or carpool), reconsider my travel route, or reconsider my place of employment.
- I strongly suggest implementing a commuter pass for people who use the ICC every day to get to work, especially if you are thinking of raising the tolls. I already spend \$8 per day just to get to work. The ICC is convenient and saves me time and frustration, but there's a limit to what I can afford for that convenience. I also think if you lowered the tolls, you might get more people to use the road generating more revenue and relieving more congestion on 270 and 495.
- ICC tolls are TOO high! Lower them by at least 60% and the volume of traffic will increase three-fold, thereby increasing total revenue and justifying spending \$1.5 billion to build it!!!!
- I will not use the i cc if rates are increased unreasonably.
- An increase in tolls will make me avoid the ICC. A decrease in tolls and I will use it more, as would others in my family.
- I use the toll road when it saves time and generally will not use it when it's on peak fare time. Many times I avoid the toll because I don't think it's worth the cost. If they would have made the toll road to go north instead of south, I wouldn't have this dilemma. I'd probably always take the toll road but because it goes south and many times it will just drop me off into a traffic jam at 95, I go up to rt. 216 because

it actually saves me more time. Even I knew this would happen before it was built. That's about as dumb as having a street sign that says to expect delays. The sign all by itself creates delays. If the traffic is clear but heavy we don't need a sign that everybody has to hit their brakes to read.

- Gender is inappropriate for your purposes; the word you want is "sex."
- I'm disappointed that they increased the toll when the final leg of the ICC was opened. Also, they should give you a break if you travel routinely on the ICC and are using your ezpass. If there are not willing to decrease the rate of the ICC they should change the time that the toll increases.
- Toll discount would be nice. For example, if we replenish \$100 at a time to EZ Pass account, 10% discount or something similar would entice me
- The only thing I do not like about the ICC and I would use more if you miss a payment by one day you get charge \$50 each check point. That tends to get pricey and not something that I want to do so I only use the ICC if I need to cut my time down.
- I think this survey was not well done. It asked overly specific questions about my use of the highway -- I can think of a number of more interesting and potentially helpful questions to ask about that road.
- The ICC is already the highest basis/mile cost in the area. I only use it on the way home because it saves me substantial time over 495/95 split near New Hampshire Ave. Raising tolls would cause me to stop using it altogether. ICC is also over-patrolled by the police and the speed limit is set artificially low to raise ticket revenue. Make it a 70 or 75 MPH road and stop this nonsense.
- Increase the speed limit and you will get more users!
- The ICC was ill conceived and politically motivated to remove use of the right of way by bicycles or other non-motorized transportation. Nothing can change that. Building highways to relieve congestion is a fool's errand and ends with more lanes, equally congested. Only public transportation can get cars off the roads, and that can't be done by destroying near in communities for the benefit of commuters from greater distances who do not pay the cost of "improved" roads.
- Speed limit should be 65mph. There is less traffic on the ICC than I-95 so the limit should be at least the same. 60mph is one reason people don't use it. Takes longer.
- The toll road ends too close to 495 to be of any value to me. Had it ended in Howard County, closer to BWI and Baltimore, the time savings may have been worthwhile. I travel to BWI and to Baltimore on business regularly, however to spend 3 to 4 dollars each way to save 10 or 15 minutes, to me, makes no sense.
- I would appreciate if you could lower the tolls. I feel that more people would use the ICC if the tolls were lower. However, there are certain times when I will pay the

full amount because it saves me time/gas, i.e., going from Georgia Avenue to 95; however, if I have plenty of time, I opt to take the "back roads" so that I don't have to pay. The \$\$\$'s mount up if I take it too often. The road is beautiful though and I appreciate the availability.

- speed limit should be 65 on most of the ICC; should be able to opt out of all the demographic info collected in this survey - not just the household income;
- The ICC is not being used do to over enforcement by the MTA. Who ever designed the exit ramps to force us to sit at a light, needs to find a new job. You did a GIANT land grab and did not plan the exit strategy correctly. If I save 10 minutes by using the ICC and have to wait 8 minutes for a light to change, something is wrong. (New Hampshire Ave)
- Speed limit is too low. I-95 which is much more crowded is 65. ICC should be at least 65. The road is empty to 20% occupied almost all of the time.
- While the ICC is convenient, I take it only when I am running too late to take my preferred non-toll route. The ICC is a well engineered but largely underutilized road that does nothing to help commuters in Eastern Montgomery and particularly PG county, many of whom cannot afford a \$3.35 + one way commute. Meanwhile, the ICC has done nothing to relieve traffic on heavily traveled Rt. 198 and Norbeck Road (going into Rockville), which is my non-toll route. If the ICC became any more expensive than it already is, I would have to stop using it all together. As it is I try to avoid it, but the last few weeks have been difficult and I've been using it daily.
- Let me state the obvious: You will get more use of the ICC if you raise the speed limit to 65 or 70 mph and lower the toll so that it's not one of the most expensive tolls per mile in the country.
- The ICC is a beautiful highway and it's a pleasure to drive on it. It save lots of time and I'll continue to use it as long as tolls stay reasonable.
- Basically, I like the ICC and use it when possible because I already pay monthly for an EZpass and I like it to get some use! It would have gotten MUCH more use for us 15-20 years ago when we routinely travelled to PA and DE, and one of our children attended the magnet at Takoma Park Middle School. But given the distance of the trip anything over \$3 one way would be a non-starter for me... just not worth it.
- I like the safety provided by the ICC. I know the State spent millions of dollars on the landscaping, but it provides for an enjoyable drive.
- Road should never have been built
- There needs to be a commuters discount for regular users
- Raise the speed limit.

- The ICC should have a much higher speed limit than normal. It's cost should be high enough that only decent folk can afford to travel it's lanes. Policing should be minimal.
- I understand the need for taxes and tolls to maintain our transportation infrastructure, and I support that. However, when I start thinking about fees that add up to \$100 or more dollars a month, in addition to the fuel costs, I have to wonder if we would be better served with urban planning incentives that relieve congestion by encouraging businesses to move into areas that relieve pressure on the roads, power grids, water lines, etc.
- I would rather see an increase in gas taxes for new roads, road maintenance, and other highway infrastructure than the current situation. We are already in a situation where there is not enough road space and the roads are overly congested. Quit fooling around with surveys, tell the people of Maryland the situation and raise the necessary taxes. And DO NOT USE THE GAS TAX FOR ANYTHING BUT ROADS.
- If there is no traffic on 495, I will still take Beltway as 200 doesn't drop you that much further north on 95 from the 495 interchange. However, if there is traffic will definitely pay to take toll road. I find it insane that toll road changed speed limit to only 60 mph from the 55; should be 65mph. What was the cost of changing all the speed limit signs for the lowly 5 mph difference?
- The speed limit on 200 is too low and there are far too many police cruisers on the road. The whole point of paying is to get where you're going FASTER with LESS congestion. As it is, everyone jams on the brakes whenever they see an MTA vehicle on the side of the road, creating MORE, UNNECESSARY congestion. Put the extra cops on 270 and 95 and ticket the snot out of them. Those drivers will figure it out and start using the ICC, which will drive up your toll revenues.
- The speed limit should be increased on the ICC, which will increase the usage and tolls collected to pay for highway maintenance. I am paying for the benefit of using the highway yet the speed limit is 60 mph, which is a deterrent for using it. Every time I use the ICC there are cars pulled over for speeding. It gives the highway a bad reputation and prohibits people from using it. If there is an alternate route for me to take and I have the time available, I will take it to avoid paying for an open highway with high tolls and speed traps.
- I prefer the ICC as an alternative to the "top of the Beltway" to get home and also, to reach other destinations in the Gaithersburg/Kentlands area.
- Currently tolls are too high. If they were less than \$2.00, I would use it every opportunity I get.
- The speed limits on the ICC should be reconsidered. I feel as though 65 or 70 mph is reasonable.

- I chose the most recent ICC route, as requested - this happened to be one that didn't really make sense (it save little time), but I wanted to see the new section of the ICC. My normal use would give a very different answer because it saves significant time and in rush hour can make the difference between a 40 minute trip and a 90 minute trip if the weather is bad.
- I use the ICC toll road periodically and am willing to pay the toll intermittently. However, I would not pay the high toll fees daily. The toll rates are much too expensive for daily use.
- I think the speed limit needs to be increased.
- Using the ICC is always a cost vs. benefit decision. Because the cost is at its current level, I will frequently avoid the ICC. Typically I choose the ICC when time is critical or if I am traveling during a high traffic period. Reducing the cost would encourage me to use it more. I do not think I am alone. My understanding is that the purpose of this highway was to relieve congestion. If the cost deters people from using the road, it has failed its purpose.
- Tolls on the ICC are VERY HIGH now. Should they increase, I would not use the road. If I were working and had a choice between the ICC or a longer route during rush hour twice daily, I WOULD NOT USE THE ICC! The tolls on the ICC are excessive now.
- Lower the tolls during off-peak hours and charge no tolls from 10:30pm to 4:30am. Lower or no tolls on weekends.
- My balance is between the beltway to 95 North for trips to BWI, Towson, etc., which can be slightly faster but congestion is very frequent and the time to travel is unpredictable, and the ICC, which is very slightly slower, but has never been congested in my experience. My price sensitivity probably really depends on the timing of my trip. During rush hour or knowing of a beltway accident/construction/backup, I would probably pay \$10 for the ICC trip, if I had to, while when I know traffic will be light (like 5 am on Sunday), I wouldn't be willing to pay \$1 for the ICC trip. If I were commuting, rather than using the road occasionally, I also might feel differently.
- Lower tolls!!
- Please lower the cost! I would use the ICC more and you will still make money
- The ICC is a great option which hopefully can/should remain reasonably priced.
- Tolls are already high enough. If you raise them, I will look for alternatives or change my travel times.
- The toll fee is too high. I will use the ICC if it is \$2.50 per way, not \$6.00
- Do the same survey about Maryland Users of Virginia HOT Lanes. Toll roads are good - poorly implemented, overly commercialized toll lanes suck. You will discover

a bunch of Maryland residents are driving free, and letting Virginia Residents pay for it. Every time I take a Virginia HOT Lane, it is HOV3, and the Virginia residents are subsidizing my travel. The MD toll Authority is well run. Virginia struggles with their commercial toll system. Go look at Texas.

- No more taxes.
- Please allow us to use a discount fee for those who use the ICC frequently. We pay more than our share.
- Please lower the tolls on the ICC. It's too overpriced. We would use it more if it wasn't so expensive.
- I wish there was an ICC discount for those drivers who use it regularly. I use it about 20 times/month round trip (about \$160/month).
- The road is underutilized because of the high toll. Lower the toll to \$1.25 from 270 to 95 and you will make up in volume what you lost in marginal revenue.
- The ICC is well designed, beautifully landscaped, and a quick, safe, and reasonably priced road.
- The worst part of the road are the POLICE! I get cold sweats on this road at times. I believe the speed should be 65 MPH. I have NEVER been on this road when there was not someone pulled over. This design of road is for a HIGHER SPEED, without question!
- More riders would use the ICC (myself included) if you lowered the price. In the end you will bring in more money and be better off.
- Any such roads should always have bicycle/walkways for FULL length of the road. Unfortunately MD 200 only has a little of such.
- In general, although very expensive, has been a most helpful addition to our local traffic options. However, the most recent addition from I-95 to US route 1 has a negative impact to those wishing to continue beyond Laurel. We really need for the ICC to be extended to the BW parkway.
- What you should be doing is dropping the price of this road. If it were around \$2.00 it would be full, but clearly the GREED factor of the last Administration is why EVERY toll tariff and tax was raised in this godforsaken state I used to love.
- need ramp to get on icc from 270 repaired lots of cracks and small potholes.
- I selected \$5 to save 20 minutes but that really is a bit to high.
- I have a problem with the ICC near our home. Some times the noise is so loud that I can hear it in my home with the television on and the windows closed. This is the longest part of the ICC that is an overpass that doesn't have a barrier for sound. I hope that with all the money you are collecting from this highway that you would

consider constructing a sound barrier at the overpass of the Northwest Branch and Bonifant Road. Thanks for your consideration

- The ICC is great but EVERYONE agrees that 1) The tolls are a little too high and 2) The speed limit is too low. For a road that is flat and straight and wide, it should be 65, and could safely be 70. Please fix these things, and you'll see increased use, I'm positive! Lastly, the 10 scenarios you gave on this survey and had us choose which one we'd take...gave no indication of the time of day. Late at night I'm far more likely to use the beltway because it's more open...and because the ICC is crawling with police.
- Speed limit should probably be increased to 65 on ICC. Most people travel more than 60 mph so it just seems like an opportunity for ticketing.
- ICC is too expensive to be useful to me in general. I will usually only use it if work is paying for the toll.
- The tolls on the ICC are way too high. I would use more often if the tolls were considerably reduced. I am sure volume would increase if tolls were decreased, and there will be more money to be made with increased volume.
- Don't fix something that isn't broken because you get greedy.
- no problem
- Please post signs telling us the number to call the transit police in an emergency, and the road service trucks on Md 200.
- I wish that the on line services were more user friendly. I tried to go on line to change my license plate number (I just purchase a new vehicle) but could not. It wasn't an option. I could change the type of vehicle my transponder is now on but not the license #. Very frustrating.
- Increase the speed limit on the ICC if you want more business. The surplus of state police writing tickets is a major reason NOT to use the ICC even if it were FREE to use.
- Speed limit on ICC should be 65 minimum. It's a well-designed divided highway with few exits and ample merge lanes.
- The ICC is a big time-saver.
- The light cycle time is too long at the Layhill exit for people traveling on Layhill Road.
- My convenient route would be Layhill to 95. I have started to use 650 to 95 and one way only. Taking the tollway adds about 2.5 miles on my commute, \$2.05 is expensive, should be about \$1.25-1.45. 95 is always busy, I stopped taking ICC on return as I do not save that much time.
- I would use the ICC twice as much if it was 25% less expensive.

- You could save money by decreasing the number of cops who make erionious pull overs. I got pulled over once for running a red light ON the ICC
- I love the ICC . Being retired I only use it for personal trips, not for employmen
- The speed is too slow for this roadway. There are more police on this roadway than any other roadway in MD. I see the license plates with ICC prefix- my tolls are going to county/state police services. Use the EZ Pass to enforce speed limits. We do not require police to do this in an all electronic environment. The management of this project does not understand technology. A 5th grader can compute distance/time. Why can't the ICC.
- When I have used the ICC, it has been a good experience. I like it for going to Gaithersburg for shopping at places like Lowe's, off peak. I would enjoy it more if the tolls were lower. I particularly like the bus service to and from BWI from the Georgia Ave parking lot.
- If it is possible to "love" a road, then I LOVE the ICC. I very much wish for the ICC to be extended beyond its current end points of Rt. 1 and I-270/I-370. The ICC is safe, well monitored, and well-maintained. It is also attractive in that every attempt has been made to place beautiful plantings, berms, and attractive sound barriers along its route. Every attempt has been made to encourage its use - there are even paved trails for bicycles and other non-drivers. Thank you for never giving up (for approx. 50 years) your efforts to make this road a reality. My transponder is now one of my favorite possessions. Thank you for all of this.
- Love the ICC and will go out of my way to take it-- a very relaxing drive. This is the best survey I have ever completed. Well done!
- Our citizens pay exorbitant taxes and the roads are continually deteriorating. Toll roads are just another form of taxation. I would prefer to see the overall tax scheme adjusted so our politicians have to make really difficult choices about how they spend our money. Toll roads are simply a hidden tax with no cohesive constituency to push back.
- I do not believe it is fair that the best way for me to get to and from work costs me money and people who work in other parts of Maryland do not encounter that. All commuter roads should be accessible without fees. And yes, taxes that are shared evenly by the entire state should pay for those roads. For the most part I only use the ICC for my morning commute because it saves about 15 - 20 minutes. Beyond that I try to take the back roads which are shorter in distance also. During the summer when buses are not on the road the commute using back roads take about the same time as the ICC so I use it minimally during the summer. If it were free I would use it more frequently.
- The current rates for the ICC are extremely high. I avoid using the ICC unless I am running very late. I would consider the ICC if there were a commuter plan. The

Maryland Transit Authority police also deterrent from traveling the ICC as I have been pulled over a number of times for "nit picky" things when others around me are traveling far above the speed limit.

- The toll rates for the ICC are ludicrous. Plain and simple - highway robbery. I understand the need to pay for the construction, but think lower toll and higher volume is a much better solution. 9 time out of 10 time, I bypass the ICC even if it means 10-15 minutes more on the beltway with traffic.
- I support using current toll rates for construction. I so not support toll rate increases. I already believe the ICC toll rates are too expensive, and try not to use it when possible. The county needs to borrow/ get a loan if they need immediate funds. The toll rates should then stay the same or be lowered, and toll money should be used to slowly pay off debt.
- The Tolls are too expensive for the time and distance value
- The tolls are too high to be used for our family. Lower the toll cost.
- More fake trees please.
- Honorable Lawmakers of Maryland: I love the ICC and hope that many more drivers will use it because it really saves time. But the tolls are way too expensive. Please lower the tolls, and you will see an increase in its usage, as well as increased revenues for the state of Maryland. Thank you!
- I use the ICC because it gives me the most dependable travel as it relates the time to get from where I live in Laurel to where I work in Rockville and my corporate office in Gaithersburg. The road is well maintained and the flow of traffice is always reasonable even in adverse whether conditions. The current tolls are reasonable are worth that dependability. 495 and Randolph as ways of travel from Prince Georges into Montgomery in areas that could be reached by 270 are HIGHLY undependable and an accident can affect your commute by 30 minutes to an 1 1/2. I cannot afford the inconsistencies. The ICC opening up is the single greatest highway improvement in this area that has occurred in the last 25 years in this area.
- I believe the toll structure on the ICC is much too expensive and discourages wider use of the road. Tolls should be significantly reduced so that more drivers will be able to use the ICC.
- Too expensive and speed limit should be increased!
- There should be an HOV option for free or reduced 50%. Motorcycles should be free like HOV.
- Please increase the speed limit on the ICC and how about a few less police? There is no one on the road and enforcing speed limits at 55 mph is not helpful.
- Too much police speed enforcement will impact decision to take toll road.

- I travel the ICRC 4 days a week to watch my 2 granddaughters. The ICRC allows me a direct congestion free commute. The ICC also saves me 8-10 minutes in travel time. I would like to suggest a slightly lower cost for ICC regular users of at least 4x a week.
- The signs at the entrances on route 29, both northbound and southbound, are confusing. Some signs indicate that the ICC ends at I-370 while others state I-270. It would be great if all of the signs on Route 29 had the same ending designation. Thanks. Feel free to contact me if you have any questions.
- Please do not increase the tolls. The tolls are somewhat reasonable as is for the value. However, an increase would change the value calculus. .
- 60 mph is too low. Raise to 70 and minimize speed traps. Enforce as you would on I 270 or I 495. Now it feels like a racket. PS. I have not gotten a speeding ticket but when we travel the ICC we make a game out of counting speed traps. Shameful.
- ICC!!!
- We could have kept more cars off the ICC if the originally-planned bicycle route had been completed. This was a tragically missed opportunity. There was a subsequent promise to complete a jury-rigged "parallel route," but I haven't heard a thing about it.
- My neighbor and I were discussing the speed limit on the ICC the other day and we both noted that it is 60 MPH even though I-95 is 65 nearby and there aren't that many exits on the ICC. An increased speed limit may increase usage.
- I do not approve of the toll rates for single axle trailers. The rate is more than double that of a two axle car.
- The last time I used the ICC is not a great example. The ICC is too expensive. It is not possible for people with lower incomes to pay those tolls. Roads should be for everybody not just rich people.
- There are not enough entrance and exit ramps especially between Georgia Ave and Shady Grove Rd. I would suggest an entrance on Muncaster Mill Rd near Magruder HS. Too far between entrances to make it accessible to the MANY homes being built around Bowie Mill Rd and Muncaster Mill
- would like to see the tolls reduced somewhat as it would help increase use of the road. we really enjoy driving on it
- I answered no to the question about raising taxes to pay for road improvements. We have been paying taxes ostensibly for that purpose for years, but the revenue has been apparently spent elsewhere because jurisdictions keep offering roads improvement as an excuse to raise taxes again.

- the speed limits are too slow on the ICC with light traffic, no intersections housing or business directly on the route the speed limit should be at least 70 mph
- LOVE, LOVE the ICC bus to BWI !!!!
- I enjoy traveling on the ICC but the speed limit is ridiculously low...especially for such a well designed roadway.
- Key motivation for using ICC is traffic status of alternative routes
- I am willing to pay increased taxes dedicated to infrastructure.
- Everyone in my family would use the ICC much more if the prices were more reasonable. Now we only use it in emergencies, at night or on weekends because it is cheaper then.
- How about raising the speed limit to 65?
- increase speed limit to 65mph
- I think if the cost was lowered more people would use the ICC. I only use it when traffic is really bad because of the cost.
- I do not agree with some charging techniques the icc uses
- Two complaints. Too much money wasted on the bushes and trees planted way to close together and now mostly dead and overgrown. What a waste. Second the number of police that use this TOLL road that I am already paying to use and that is NOT at all congested to pull people over at the drop of a hat when people are driving 80 bumper to bumper on the beltway and I rarely see any cops. Total crap. Not unusual at all for me to pass 5-10 police cars on my 18 mile trip, this is insane and needs corrected.
- I think the tolls, on weekends and after 9:00 pm, should be greatly reduced to encourage more people to use the ICC.
- More people will use the ICC if you drop the price and raise the ridiculously low speed limit!!!! Too many cops sitting around just waiting to pull someone over for a speed limit that is too low!
- I feel that 150% is outrageous. I only use the road when I'm in a hurry or have to travel across town which is occasionally. Sometimes my transponder doesn't work and I've never removed it from my vehicle. This is the same case for my daughter. I've always kept money on my account but we've received outrageous bills in the past.
- toll should be \$1 for short trip and \$2 for end to end ,all day no difference in rush hr
- VERY SIMPLE: charge \$0.50 or less and I will use the ICC MORE often! For the trip described in my survey, the ICC saves about 15-20 minutes (roughly 1/3 non-ICC travel time) and avoids numerous traffic lights. BUT, purely from a mileage

and mpg standpoint, the ICC adds about 50% on to the distance traveled and INCREASES the cost of a short trip significantly. I currently use the ICC ONLY in bad weather or if I am in a desperate hurry. The tolls are EXORBITANT. You ask about raising taxes even further. For WHAT do I currently pay heavy taxes in Montgomery County and the State of Maryland? Are you competing with New York for outrageous taxation? Maybe Ike Leggett should NOT have pissed away \$275,000 for 9 traffic lights at the intersection of Cashell and Emory Roads; an intersection that did NOT warrant ANY lights according to 2 County studies!

- You would make the ICC more acceptable to travelers if there wasn't the well-known, constant and aggressive radar traps all along the road. The 60 mph speed limit is low given the superior design and extremely low traffic volume. It would be safe at 65 at 70 mph. The ICC is the only place I feel the need to use my cruise control on at 60 mph because of the many cops who are there. As we all know, they are primarily there to raise money through speeding fines rather than safety. There are much busier highways with worse construction that have higher speed limits so it's fair to assume the presence of cops on the ICC is more about raising money to make up for the significant shortfall in revenues of the ICC than for safety. The very crowded 95 is 65 mph. If the ICC needs money to cover its construction costs, perhaps encourage Montgomery county to cede over some portion of the significant fines they are raising from the increasing number of speed cameras instead of dropping such into the general fund. That way the cops can use their time to pursue criminals or have an extra doughnut at their favorite hangout.
- The only reason I use it for business is because I am reimbursed.
- I am very much in favor of using the ICC, and I also use the 201 ICC bus to go to BWI Airport. It is wonderfully convenient, reasonably priced, and comfortable.
- The one thing I don't like about all these highways being built is their impact on the environment. What becomes of the flora and fauna displaced by our over-development?
- The ICC is a nice road and probably the only intelligent transportation effort made in Montgomery County in decades. But, I also feel the ICC tolls are way too high. REPEAT, THE ICC TOLLS ARE TOO HIGH!! I use the ICC a lot but feel price gouged as a user. I'd use the road more except for the high tolls. The reason I haven't avoided the ICC due to the high tolls is simply Montgomery County's negligence in maintaining other roads, ensuring proper timing of lights, moving traffic, etc. The other roads in Montgomery are so bad the ICC is the only escape. I don't care for the overly aggressive enforcement on the ICC and don't care for the high tolls. Even the off-peak tolls are too high. DO NOT CONSIDER RAISING THE TOLLS PLEASE, you are already priced too high and you're at the point the users will leave the ICC rather than tolerate any increase, even a minor one.
- Speed limit should be increased to 65phr

- I think the fact that we pay a monthly fee independent of the toll use for the EZ pass is unfair and adds to costs. I also made many of my choices based on the fact that I save 15-20 mins and ~20 miles of driving in a car that gets 23mpg. So I use the cost of gas as a barometer for the 'value' of driving on the ICC - I save 1 gallon of gas so approx \$3. As the toll gets closer to or above \$5 or the price of gas drops before \$2, this impacts my desire to use the ICC. I still have to contend with rush hour I270 Southbound traffic to GET to the ICC which also impacts me. If 270 traffic is bad it can take me 25 mins to get to the ICC. It's easier to go alternate toll free routes. IN general I love the ICC but believe it should be 70 mph.
- The ICC does not appear to be getting the traffic that was anticipated. Perhaps a toll adjustment could be made for the commuters who need to use this 5 days a week. I believe that a formula could be achieved that would increase ridership, increase gross revenue and still make it more affordable for the commuter who needs to travel from East to West and vice-versa.
- Annoyed at the intersections with rte. 200. WAY TOO LONG WAIT TIME TO GET ON/OFF Intercounty connector. Lights way too long!!! Prefer blinking red or orange depending on time of day.
- increase speed limit
- I 200 has proven to be quite valuable to me, going to I 95 North , Philadelphia , Wilmington , etc. I enjoy the pleasant road, however the drivers are still driving way too fast, changing lanes ,etc. Better to be on a toll road than those who are on the beltway and have no business with a driver's license.
- I would definitely be in favor of raising the speed limit on the ICC. I think the current volume of traffic could easily support the increased speed limit.
- I can drive the New Jersey Turnpike for 90 miles and pay less than 10 miles on the ICC...why?
- Recently we added up our family bill for the ICC and saw it was 600 per year and we were shocked! We have decided to cut back and only use it one way per day on the way to work only.
- we need more reasonable fees...then more people would use the ICC. and more traffic congestion would be relieved. I think twice as to when and why I use the ICC because I think the rates are high.
- Please raise the speed limit to 65mph and the radar traps every three miles need to stop--
- Paying more is not what most want to hear. When we have snow storms the clean-up has been horrible. Better clean-up will have to be a must for people to accept increased tolls.
- Increase the speed limit from 60 to 65/70 MPH

- Lower the ICC cost.
- A lot of people that I have asked about taking the connector have said the toll is why they do not take it. I think charging more would mean less people would take it.
- I fear the state resorting to toll roads which hog out the 'free' travel lanes causing MORE congestion and which artificially create an incentive to use toll road. If the Federal government would get busy and enforce our immigration laws the population could be reducing and making less congestion and life easier for the rest of we the people.
- Tolls are way to high, even at time when there is little traffic. Whatever happened to basing tolls on traffic volume. Changing to tolls based by time of day is not what was promised when ICC was built.
- EZPass died when they began charging monthly admin fees for non-use. ICC non-rush hours/pricing need to be adjusted downward. Cut in half. And hours of low fees increased. And lose the dedicated ICC speed police force.
- I strongly support the ICC both for its convenience and for the impact it has had on reducing traffic on alternate non-toll roads.
- The ICC is a great road. Lowering toll rates might increase traffic and revenues, but probably wouldn't change my usage.
- Cost is everything in life.
- If the tolls increase significantly, I will not use the toll road.
- I think the ICC 200 would make more money if more people could travel it at a slightly lower cost than its current costs. For instance, if the price from end to end, one way was \$1.50, and 10,000 people drove that every day, it would be more profitable (\$15000 revenue) than if the price from end to end was \$5.00 and only 2000 people made that drive (\$10,000 revenue) every day. This is a guesstimate on numbers. Currently, the cost has made the drive travel prohibitive among many people that I have talked to about why they don't use the ICC as often as they would like. Just a thought. Also, I have several friends who live in Gaithersburg and travel to Baltimore for work who think that the extra 20 to 30 minutes shaved off of their daily commute is a godsend. So I would be remiss if I didn't at least thank you on their behalf. Thanks for reading this.
- This trip is not representative of my current daily use. However, my current daily trip is less than 10 minutes on the ICC (I only go from I-95 to NH Ave). However, overall I would expect my answers to be similar as distance of the trip is not really a factor in my normal daily trip nor in the survey trip (the distance in difference using non-toll routes vs the toll is less than 5 miles so it is irrelevant compared to other factors).

- ICC is too costly Reduce the toll rates
- The ICC is an east - west alternative relieving congestion on the Beltway. I travel mostly north - south; Columbia/Baltimore versus inside the Beltway. My use of the ICC is mostly between Route 29 and Route 95. And since EZ-PASS charges a monthly fee of \$5 to have the EZ-Pass, I look at the ICC charge as being a part of the \$5 monthly charge. I still consider the alternative of using Route 198, slower and with traffic lights, a reasonable alternative.
- Do not raise the fees.
- Speed limit should be 65 MPH
- The speed limit on this road is unreasonably slow. You can go 65 on 95, and this road has much less traffic. With the amount of money it costs to use, I was shocked during our last snow that the entrance ramps were not treated.
- I would only support slightly higher taxes that are solely dedicated to new or improved roads/bridges IF there was an ABSOLUTE guarantee that Maryland assembly or governor could not raid them or other use them as collateral to pay for any other State or local programs. And only if they balance overall budget versus revenue.
- The county and state DELIBERATELY refused to improve and widen existing roads (Muncaster Mill, 198, etc) - to generate artificial "demand" for this multi-billion dollar fiasco! Would have been MUCH cheaper to widen current roads and improve intersections.

Justification for ICC was bogus and deceitful from gitgo. ICC claimed it was to relieve congestion on I495 and I95. BUT when folks complained about planned high tolls, an ICC spokesman said "No problem, since most folks will get on ICC and drive only a few miles, and pay a lower toll. --- You see? Initial justification was to help Beltway congestion from end-to-end (Shady Grove to vicinity Laurel) -- but also (contradictorily) justified because folks would NOT travel end-to-end Shady Grove to Laurel!!

Tolls ARE too high.

The cracks in bridges and sinking of pavement sections indicate poor engineering and construction, as well as poor quality control by the contractor and criminally negligent "oversight" by the government.

There are too many cops -- whose obvious purpose is to troll for traffic ticket revenue and pay their own salary and operating costs.

Terminating intersection at Laurel on Rte 1 -- at a stoplight ! -- is a joke!

- Love the ICC and don't mind reasonable tolls. Would be nice if speed limit was 65.
- If there is an accident or heavy traffic I will take the icc. The cost is too high to use it routinely

- Don't increase toll fare you idiots!! You are hungry for other people's money, so you can waste it on crap.
- The tolls are too high!
- Yes. We have ez passes, but disagree with the fee taken out of the ezipass even when we don't use it. it depletes our account and we've paid basically for nothing. this is the thing that upsets us the most. understand there's an overhead, but i think a one time fee for the item and then no further fees (except for tolls) should be sufficient. :((((
- Toll are too expensive for time save
- PLEASE REDUCE THE NUMBER OF PATROL CARS LOOKING FOR DRIVERS GOING OVER THE 60 MPH SPEED LIMIT AND PLEASE DEPLOY THEM TO OTHER AREAS OF THE STATE WHERE THEY ARE NEEDED FOR HIGHER PRIORITY SAFETY AND CRIME PREVENTION CONCERNS. THAT IS WASTING OUR TAX DOLLARS AND VERY INEFFICIENT USE OF HIGHLY TRAINED, RESPECTABLE CIVIL SERVANTS.
- ICC-Rte 200 is a very nice road, not congested; but maybe increasing the speed limit to 65 would do a better use of it.
- Lower the toll cost and add toll booths
- My transponder is intermittently read by the reader, presumably due to the film on my windshield. The license plate option does not work because I cannot take the sensor with me when driving another household vehicle or rental.
- I love the ICC...it would be even better if it was a bit cheaper!
- I generally use the ICC for trips between I-370 and I-95 because the tolls are reasonable in exchange for a predictable travel time and very little congestion. My alternative would be using I-495, which is unpredictable and generally crowded.
- The ICC is awesome!
- I would take the ICC daily to and from work if it was less expensive. I take it during non-rush hour periods.
- The exit going East onto I-95 is poorly designed and should be changed so that the middle lane on Rt 200 goes onto the I 95 ramp rather than the right hand lane. The way the exit is designed cars have to suddenly change lanes and merge right as they approach the ramp which is dangerous. I would like to see the speed limit increased atleast to 65 MPH although 70 MPH would be better.
- I think there should be a reduced fee for those that take the ICC 4-5 days a week year-long.
- The ICC is fantastic. Huge improvement.

- the toll is too high and discourages many from using. Speed limit should be raised to 65 to encourage more use.
- I think Maryland should replace all EZ Passes with an EZ Pass Flex for free, so that it is more compatible with the Virginia EZ Pass program.
- The Eastern side of the ICC should intersect I-95 much higher to the North
- ICC tolls are too expensive. They need to be reduced and then you would have more drivers using the ICC. Also the speed limit needs to be increased to what it was designed for. 65 or more. I think many people do not use it because it is just a speed trap.
- I believe the tolls are high for the 200 and it maybe traveled better if the tolls were more reasonable. The speed limits also can be increased from the current limit.
- I have traveled the ICC almost from the beginning of completion and I am happy with the results. I have also traveled it on many different times of day and night. As of lately mostly during am & pm rush hour and have noticed that during the last 6 months a lot more people are joining the "ICC movement". I have also related my pleasure in the the ease that the ICC provides while traveling cross counties to anyone who is interested. Especially a new employee who drives from Laurel to Gaithersburg. He has joined up and is "relishing" in the speediness of his drive time. Another convert! - - Yeah for the ICC - its time has come!! - But , Please try to keep the price down - Okay!
- Lower tolls would be beneficial and may increase usage, and therefore, may increase revenue. Another suggestion is a frequent user discount, similar to the Bay Bridge pass.
- Love the ICC but it's to expensive It should be priced lower.
- Since I have used the ICC at many DIFFERENT times of the day, my opinion is the ICC is not generating the traffic volume that it ***should*** to generate increased fare collection (that would result in higher revenue to pay for the bonds that were issued). Many commercial vehicles (18-wheelers, UPS, FedEx) seem to use it extensively to save time (it's especially efficient to reduce their labor costs, too). I have talked to many people (family members, workplace personnel (I have just retired in the last 60 days), neighbors) that believe the cost to use the ICC is too high in both peak and non-peak times; a surcharge for vehicles seems to be appropriate based on a typical user-fee structure for those vehicles that might generate traffic that could lead to higher road maintenance costs). As a 50-plus year resident of Montgomery County, MD, it is my opinion the ICC is SIGNIFICANTLY under-utilized based on the current tolling structure. I would be willing to participate in any follow-up survey -- home # 301-460-4389 or alandadourian@yahoo.com

- We must not set tolls that appear to be greedy or overly high. Many people feel like the ICC is very over priced. I see the value but others do not.
- I use the ICC very frequently, to and from work as well as on weekends and to and from BWI. The road is in excellent condition and there have been few accidents/incidents since its opening.
- we travel up the I-95 corridor to Mass. a number of times a year, and prefer the ICC when 495 is congested, usually during rush hour; reduced fees during heavy travel periods would well received
- It is ridiculous that toll are required overnight and on weekends. Traveling the ICC after 11:00pm should be free, as well as on weekends. It is reasonable to expect to pay a toll for an open road during peak travel times, but overnight is senseless.
- The speed limit on this new road is still too low. It would save more time and encourage more use if it was faster
- Raise the speed limit to 70 mph Cut the tolls in half, on the ICC, and you'll probably triple the usage of the road and therefore increase income. The ICC is definitely under used because of the high cost. Also, many driver's would like to use it, especially from 95 and 270, but don't have the transponder. Add a small surcharge , say 10%, and my associates say they would use it. Many people coming down the 95 corridor would welcome it.
- Money is a part of the reason why I do or do not use it frequently. I would use it if it was cheaper. However, another big reason I don't use it is because it is constantly monitored for speeding. With very little traffic on 200, speed minimum should be 70 MPH and be allowed to drive 80 MPH without being ticketing. One of the major reasons, I steer away from using it when I travel to Baltimore/NJ/NY. I've got too many tickets.
- ICC offers a pleasant journey at a reasonable cost.
- Bigger discounts for off-peak use. Elimination of "Norwood" sign -- there is no "Norwood" and this insults the locals.
- The tolls are simply TOO high. Forget the per mile nonsense since drivers don't have an option of leaving at ANY mile marker they please. .30 cents per EXIT would have worked and perhaps .45 cents during hours to control congestion. That has never happened. YOU promised that the tolls would be INCREASED to PREVENT ICC/MD 200 congestion. It is NEVER congested.
- Increase speed limit to a 65mph since it is a well designed highway with limited access. Seems like keeping it at 60 is just so more traffic tickets can be given out by law enforcement.
- It is unfair to tack up a \$50 dollar fee for unpaid tolls to your E-Z pass customers when the system could not read the transmitter on the car and the licence plates are

different than the ones on file. There should be a warning at least not an automatic \$50 fee. That's not nice.

- Please don't raise the darn rates on the ICC!!! \$3 for a 10 mile trip is plenty for Maryland Democrats to take.
- Costs of tolls are too high in general for the ICC. If they were about 1/2-2/3 of their current cost I could picture more people using it more often. There have been a few times where I have taken the ICC only to be stuck in traffic for no other reason than a police officer on the side of the road, not having pulled anyone over, not aiding a crash, not aiding a disabled vehicle. The speed limit is also unreasonable considering the open nature of the road itself and the amount of the toll being charged. It needs to be at least 65 or 70mph to make it viable for more people. Most people are unlikely to pay what is being charged to only save 5-10 minutes of their commute.
- Tolls are way too high on the ICC for anyone to use it the way it should be used. But then again, Maryland government is money hungry.
- ICC is too expensive. Lower the tolls.
- Please increase the speed limit!
- I have a problem with local toll roads and tolls for fast lanes. I believe it creates a division between the haves and those that are less fortunate. The roads should be open and available to all. I think you guys have set up a bad precedent.
- The ICC is expensive, but definitely worth my time.
- The ICC is a direct route at a higher speed, but if the tolls are too high, I, and many others I know, will revert back to using Route 108 to get to and from points east.
- I would use the ICC a lot more if it was not so expensive.
- increase the speed limit
- ICC should free on Sundays. Very underutilized.
- The road is designed for safe travel at higher speeds. The limit should be raised to 65 mph. I am not working so I am not forced to travel at peak times but I appreciate the safer, less congested roadway.
- I don't appreciate being pulled over for 64 in a 60 when not another car was seen in either direction at 5:30 in the morning. Why not go after the high school kids who race from exit to exit after school who are doing at least 90?
- thanks
- Need more police. There are too many speeders and aggressive drivers. The road is great if it stays affordable. It not I will save the money and take my tie getting home. Also, there are no escape exits. One day there was a crash and I sat there for almost two hours. If that happens again I am done with it.

- I will discontinue using ICC if current tolls increase. In fact, I will consider not using ICC if tolls are not decreased in the immediate future.
- Have you ever thought of integrating the ezpass with average speed to distribute speeding tickets automatically vs posting police all over the road?
- Don't raise the tolls
- The biggest detractor to using the ICC are the police cruisers. Seems like the counties are trying to make a few extra bucks to make up for the lack of people using the road. Why is the speed limit only 60 when 95 is 65?
- I would like the speed limit to be raised on the ICC to 65 or even 70
- we love the ICC. If the toll is increased too much, we will not use it.
- Tolls are honestly too high in my opinion. Smaller tolls will result in higher volume which is more money towards the ICC. I will surely use ICC more if tolls are lowered. Just my two cents.
- Noticed today that tolls are going up. Paid \$4 for a one way trip. For no more traffic than travels that road it seems to me that lower tolls would drive more traffic to the road thus increasing overall revenue. Higher tolls as suggested in the survey will only decrease traffic and decrease revenue.
- Increase the speed limit.
- Increase the speed limit to 70mph.
- For me, it comes down to what is a reasonable cost (less than \$2 each way or I will not consider it) and how much time I save. I don't believe I could make the trip in the times stated for the ICC route (I have to get to the ICC either up 95, new hampshire avenue, route 1 - all of which are fairly busy) but if I could save 15 minutes or more and it would cost me less than \$2 each way, I would probably take it. At the current toll rates, I would only use it in emergencies or when I'm running really late which is very rare (maybe a couple of trips a year one way) for me.
- 1. Make it more reasonable (cost wise) or convenient for families with multiple cars to use shared transponders. My family is forever trying to find and exchange transponders in other family members cars when we want to use the ICC. Why even bother with transponders if you charge the "account" via license plates when money is continually loaded on the account, like mine is. 2. Check your spelling on this survey!!! I think you meant to ask whether trips are for "medical" reasons. Makes me think you have a contractor that is asleep at the switch, which makes me question the whole quality of the survey and the ICC effort in general. I am not a fan of the ICC mostly because I am personally affected by it (home close to ICC and the noise is ridiculous - so much more than everyone said it would be OR IS !!). I only take the ICC when I have an urgent matter to deal with, so while I appreciate the convenience in emergencies, I think so much more needs to be done to control

sound. For example, I hear outrageous motorcycle speeding noise on the weekends, especially early. They are obviously using the ICC as a fun open stretch of road when they think the ICC police are not monitoring the situation.

- The ICC is too expensive. It took some 30 plus years to get it started and finished and then to charge a fee for a road that state and federal taxes already are supposed to pay for is wrong. If it were cheaper I would use it more.
- The ICC is a wonderful road and is also my best option when the Beltway is congested, especially in the afternoon. I am really glad it is there, but the tolls should not be increased- they are already high.
- I don't know why such a new road with moderate traffic is always under repair with closed lanes.
- Please, do not under estimate the value of the landscaping and visual design of the highway. One part of my decision to take the ICC is that it is simply a more pleasant alternative to non-toll highways. The selection of plantings, grass, slopes, drainage etc all lend to the experience that creates value for me. In the end I drive the ICC because the value proposition offered by the ICC far exceeds any other option.
- The ICC is great - but too expensive. It should have been completed 20+ years ago. Brown Trout are not indigenous to Montgomery County are an invasive species that don't belong here and should not have held up construction - which just added to the cost. Montgomery County is just too slow in expanding its infrastructure - but too fast on raising property taxes. Very inefficient governance!!!
- I enjoy using the ICC but think the cost is high enough! I would reconsider using it weekly if the tolls go up any more.
- There needs to be at least one station where folks using the ICC can pay using credit card.
- The current toll rates for all Maryland toll facilities are about at my acceptable limits. Further rate increases will cause me to resort to alternate toll free routes.
- The exit ramps SUCK! Example - Getting off the road at New Hampshire Ave southbound. There are two lanes which are never full but no right turn on red. I count on sitting there with no cars coming south on NH Ave. Why don't you shut down one lane and allow right turn on red! You guys should measure the light delays with those compact but inefficient ramps (short term gain of cheaper footprint, long term delays for EVERYONE!). I count on real delays getting on or off the connector all the time and it significantly adds to the delay and lessens my interest in paying for the privilege. Your survey times are bogus since those ramp delays can take 2 minutes.
- If tolls are collected for the upkeep of the road- do the tolls decrease if less maintenance is required? It seems the tolls on road and bridges is constantly being

raised, but much of the condition of many roads is fair (not the ICC however) and they are in need of repair.

- If I'm running late I would take the icc but if I have the time and/or plan for the longer route I would go an alternate route for free. Many times it all depends on time and reasonable cost.
- Please lower the toll fee, I and other would use it more often. The ICC helps relieve traffic from other roads and highways around the area, so the other people not using the ICC are also benefitting. Maintenance and previous construction costs for the ICC should come from the MD State transportation fund, not from Very High toll fees. Thank you!
- The ICC is awesome. The beltway going into Virginia needs the next improvement. Set up tolls and get off the mass Transit bandwagon which is a waste of money. DON't you see the pollution increase, energy loss, and time waste from sitting in traffic because you won't invest in highways You know how many busses I see spewing pollution carrying less then 5 people... After all these years, don't you get it ???
- This was a well done survey. My impression is that very view people, a small percentage, use the ICC -- far fewer than desired. I have only used the ICC three times. I will typically only use it if I know the Beltway is really backed up between 270 and my home in Silver Spring. If it's just typical slow rush hour backup, and I need to travel home from my dentist in Germantown, I will take the ICC to save 15-20 minutes or a bit more only if the cost is below a certain threshold of "pain" -- which, according to your survey, for me, is three dollars or less. Frankly, I rarely ever have the need to make that route. I have a dentist in Germantown. I occasionally travel up to Frederick and beyond. I can avoid rush hour and simply travel on the Beltway and 270. There is rarely a need for me to use the ICC. I feel bad, because I wonder if the road was built with great expectations, which were never fulfilled. I have similar feelings about the Dulles Connector Toll Road, which I infrequently travel on to get to WV. To me these seem like mostly deserted roads, which are only useful to me (and others) on rare occasions. I truly wish you all good luck and success in increasing the usage of the ICC! (P.S.: my daily commute to work is from Silver Spring onto 16th St. to my office near the White House. This has been my commute for ten years. Previously, for 17 years, I commuted around the Beltway, daily, in a full loop, from Silver Spring to Alexandria. Obviously, an ICC would be irrelevant for either of these commutes.)
- ICC tolls should be lowered to encourage ridership. When ridership increases the toll should fluctuate based on use at any given time.
- Very confusing survey when we got to the various scenarios!

- speed limit should be 65 or 70 the toll charge is too high to justify taking this road more often.
- you could repaint the lanes to make it 2 straighter lanes each way with a reasonable (i.e. higher) speed limit
- Tolls are too high.
- I like to see increase in speed limit to 75 miles, because ICC 200 is not congested.
- You try to promote the Rt.200 for saving time but with a high cost. On the other hand, you have police all over the place catch people with speeding. It's so common nowadays that the regulated speed is not a common practice for the majority of drivers. If you go on I-95 almost any time of the day, the average speed is a lot higher than the posted one. But not much could be done about that because the majority consider that as a normal. But not on Rt.200 because there are a lot less traffic. So, I think many drivers would opt for the faster route and toll-free when the traffic is not too bad. Why having to pay a high toll and risk getting ticket for speeding, it's a no brainer.
- What is the reason for traffic lights on ICC exit ramps? EG: the ramp from the ICC to New Hampshire Avenue South? I understand the need for a light going North on New Hampshire, but why can't traffic just merge onto New Hampshire Avenue South instead of waiting?
- Raise speed limit to 65 and stop using Rt 200 as a speeding ticket trap and no I have not received a ticket on this road.
- If the ICC was cheaper I would use it a little more.
- I love the intercounty Connector! I feel the speed limit is comfortable but i observe many people driving well above the limit (as if it were I-95) and very little obvious monitoring of speed. Of course, this is true of most roads in the area, especially highways. I also feel the tolls are a bit high.
- The speed limit should be 65. There are too many police on the ICC. They should be redeployed to I-270.
- ICC tolls are too high, speeds are too low, and cops are too plentiful. Change (ie: fix) even one of these and you will increase participation. Fix more of them and you will get even better participation.
- I'd really like to see the speed limit on I200 raised to 65 MPH. The road is built to handle it and a slightly increased limit would make using the ICC even more attractive.
- The ICC is nice. Better public transport (expansion of the metro) makes more sense to help with congestion. It takes 3x longer to take the Metro from Rockville to College Park, than it does to take the ICC and 2X longer to take 270-495.
- consider upping the speed of the ICC to 70

- Any increase in toll rates on the icc would discourage current users from using the highway. Considering the current lower gas prices and the not so significant time savings benefit, the existing toll rates already seem high. The existing non peak hour toll rates are also certainly discouraging to motorists.
- The ICC is a rich person's highway. Many cannot afford to use it and I think it should be equally available to all. Thanks for the opportunity to provide input.
- Icc is wonderful... Raise the tolls and I will stop using it. The I270 to Icc east interchange is a disaster. This needs to be reengineered. If the state needs money to fund the fix ... Take it from Baltimore's allocation.
- The ICC is absolutely terrific
- The changing toll rates at different times of day makes it very confusing to know how much you are actually paying to travel the toll road. It would be nice to know exactly how much it costs to get from one exit to another, and have the charge be an unchanging amount regardless of the time of day.
- The speed limit is too low for such a nice highway that is fairly straight and open. Very frustrating and then it is highly patrolled. The speed limit is not consistent with the speeds on other highways such as I270 towards Frederick.
- increase the speed limit to 65
- The ICC is our preferred option for our irregular trips to BWI and points North.
- I use ICC primarily for work and am reimbursed for tolls paid, but we do also use it for personal trips when we think it will save a significant (10 to 15 minutes) amount of time.
- I drive from RT29 to Derwood everyday, but unfortunately there is no ICC exit in Derwood. It would have been nice if there is an exit at Muncaster Mill Rd. Wonder why the 6 mile stretch of MD200 between I370 & Georgia Ave has no exists, while there are lots of exits on the eastern side of the highway?
- ICC is best improvement in traffic and time savings in many years, beltway is a waste of gas and environment air quality. Build a bridge across Potomac north of Cabin John to save environment and time.
- We tend to use the ICC to get to our location to ensure that we are on time. However, we generally use other routes to return home when time is not as much as a concern.
- Move speed limit to 65 and tolls are getting much too high especially when taken in aggregate.
- Please raise the speed limit to 70MPH
- reasonable cost and time saving are primary but less congestion is important also

- IC 200 cost too much. Lower price and get more travelers.
- road is underused, tolls should be decreased
- Although I think the ICC is safer because it is usually pretty empty, when I use it twice a day, the tolls add up and really cut into my spending money. I use 495 and 95 if there isn't traffic congestion to save money. Also, the speed limit needs to be raised on the ICC. It has turned into a speed trap. The road is empty and the police officers hide and then stop cars that are going slightly over the speed limit. It doesn't seem fair to have to drive slower on the toll road than you can on the free roads when traffic is light.
- Less cops on the road. I already pay a toll and they are on it with speed traps seemingly to just make money. More cops on the ICC than 95 or 495 where they are probably more needed
- Install speed cameras on Rt200 in fast lane
- Please decrease the toll charges, they are unnecessarily high.
- I think the fees on the ICC are too high
- Rates to travel on a Maryland toll road SUCH AS THE ICC need to be realistic (I.e. Competitive) and should be compared to others (contiguous states) on a rate per mile and be set at approximately the median or lower). If this were done it would address a lot of the issues with why Marylanders don't utilize the ICC as much as they could and would.
- Please stop handing out outrageous fines to hard working people just trying to make a living. EZ pass has been a complete rip off and headache. The employees I've had to deal with have also been rude and completely unhelpful.
- ICC is monitored way too much by cops. Increase the speed limit to 65 MPH. I give thanks that the ICC exist otherwise traveling would be a nightmare.
- I think that the speed limit on the ICC should be raised to at least 65 mph. The traffic density and road conditions would easily make this safe.
- Needs to be extended to route 32. Needs to be need near nsa.
- Cost of the toll is a major factor in my decision to use the road. Another way I could control the toll cost is to use the toll road to bypass the most congested part of my route and avoid the highest number of red lights, and then exit the toll road early and continue the trip using alternative non-toll roads. I've done this on occasion and it is a tolerable commute.
- Extend ICC to Virginia , build bridge over Potomac river
- The "rip the driving public off" during busy times toll rate philosophy is infuriating. That's the principle reason that I rarely use the road. The toll rates are too high.

- ICC exits with stop lights (left turns mainly) often seem exceedingly long for the small amount of cross traffic.
- I use the ICC for travel to 270 and to I-95. I feel that paying a toll to have a safer and quicker trip is worthwhile. However, my routine use really adds up and I think I would reconsider my trips if the tolls were increased. Also, I think the speed limit should be increased to 65 mph.
- I generally use the ICC to travel to and from work in Howard County only in inclement weather (snow and sleet) and to the University of Maryland. I would consider using the ICC more often on my commute if the tolls were reduced by half or so.
- Thanks for wasting tax dollars to raise the speed limit 5 mph. What a waste. That road, with technology and safety of cars today, can handle at least 70 mph. All that money to change signs for 5 mphs. Really come on. If that's good use of tax dollars we better move out of the country
- Please allow higher speed limit on ICC. Please check the speed limit used in Northern VA: 65. Not to mention that ICC condition is much better. Hence, it is only logical, reasonable and safe to allow higher speed limit than 60 on ICC.
- I love the drive and appreciate police presence. I might be adverse to taking this route if you raise the tolls to double the cost now or more. Great route during rush hour, great way to avoid 95 and 495.
- Wish there were more locations to test my older ezpass device to see if it is working.
- The toll on the ICC is too high, which is why it is so sparsely used. Also, having it patrolled so heavily by traffic police is daunting. The speed should be higher on the ICC.
- I love the ICC. Beautiful scenery, quick, and easy.
- Prefer raising gas taxes to increased use of tolls and I favor a gas tax increase. I would also say that the ICC is not heavily used because it goes nowhere on the western end. If it were extended to the river and an outer crossing created and if it were extended down into Virginia to 95 allowing a outer bypass of Washington, it would become a very important corridor. Also I would also put another Potomac river crossing south of the Wilson bridge and build an express bypass past Washington to Baltimore. That would allow all the trucks to get off the Beltway and make travel on 95 past Washington much easier.
- I often use the ICC for part of my trip to Laurel, Columbia, BWI or Baltimore. I start at 270 and almost always use the Georgia Ave exit eastbound and then I take the backroads. West bound I usually get on at Layhill. The eastern terminus is too far south and is only useful for going to Ikea or Rte 50. I find it HILARIOUS that

the eastern end at Rte 1 has signs saying "Freeway Ends." It's not a "Freeway" if there are tolls on it! Stupid Stupid Stupid

- The ICC has been a long time coming but it is a delight to use and speeds getting cross county without delays and traffic congestion.
- The ICC is quicker, less congestion, and less stressful. I really enjoy riding the ICC. I hope tolls are not raised astronomical, because it is a nice drive on the ICC. The ICC is the best highway!
- Proof read the questionnaire before sending it. Your incompetence is showing. You meant "medical" but spelled it "medial." Spelling counts. The ability to think and plan also counts. Proper supervision and oversight count. You are wrong about charging tolls on roads that save no time. Except during bad weather rush hour, it is usually faster to drive at higher than posted speed on 495 than to pay to save a few miles on the trooper infested sleep inducing ICC.
- The tolls are insultingly high for the amount of traffic that the road could carry. It shows how stupid the people in the highway administration are and how greedy for revenue and taxes former governor O'Malley was. 2. I would use the road more often if the tolls were lower. Now I just use it if I am going longer distances to Baltimore or points north. Otherwise it is a ripoff. 3. The speed limits on the road are too low and the ridiculous level of police enforcement is a waste of resources. The police should be solving crimes not soaking the citizens by issuing speeding tickets on a road whose speed limit is too low. That makes it obvious that the whole point of the speed limit is to collect additional revenue on top of the already exorbitant toll rates. The state could save a good bundle by firing all of those officers. 4. Go study the Laffer curve and you will see that you can actually increase revenue by lower the toll rates. 5. I realize that the idiots in the Highway administration will throw away this survey result.
- I believe that the best way to fund roads/hiway maintenance is via fuel taxes. By having one or several toll roads only gives our state a few miles of well maintained roads; all the roads in the state are poorly maintained and by refusing to have the drivers pay for the costs of this maintenance, the poor condition of the roads results in increased maintenance costs for the vehicles which exceeds the cost of properly maintaining the roads in the first place.
- I enjoy my commute using the ICC. I must let you know,however, that during the January snow storm, the ICC was nearly impassable. It was not treated nor plowed, and was a frightening drive for me especially since I assumed that the road would be plowed. And I paid for this!
- issues: speed limit too high. Enforcement ridiculous and inconsistency of 370/ICC transition (Speed limit 55 vs 60)
- Fares need to be much cheaper on weekend.

- The ICC takes longer than my toll-free route without traffic congestion. But when there is congestion, it not only is very aggravating to drive in, but the time lost is unpredictable, and can make the toll-free route take longer than the ICC. When that is the case, I opt for the ICC, but only at the current toll levels. If they were higher, I probably would not use the ICC except in very rare circumstances.
- The toll rates are incredibly high and as a result I do not use often . I will only use if and only there is extreme congestion on non toll road . I strongly believe that there should be discounted rate for people wanting to use for daily commute .
- I regularly use the ICC due to ease and time considerations. However, I am very concerned that it is very expensive. I don't mind a toll, but it seems that it should be cheaper.
- One income couple. Not worth the expense at all. I've been living here for 30 years.
- The speed limit should be increased in the ICC to least 70 miles.
- I doubt that this survey is totally anonymous since you asked for address where I started my trip and you identified it as where I lived. Not good, but I personally don't care whether you know my identity. Don't promise something and then thwart that possibility by the questions you ask.
- The reason why people are not utilizing the ICC are because of the COST of driving on the ICC.You need to drop the price to either \$1.00 or \$1.50 per way. If you do that you will get more drivers on the road. The cost of driving on the ICC is too high and people will avoid the road as a result. Also you need to put the speed of the road to 65 MPH. I see 60 MPH and a high police presence-this also makes drivers avoid the road since they are worried about getting a ticket.You can instead put automated speed camera up to catch drivers that are speeding excessively. Just giving you some food for thought.
- I am not indifferent to the rate of the tolls. I generally commute via Georgia Avenue entrance and exit rather than using Shady Grove entrance and exit because of the cost savings from shortening the toll road trip, even though it generally takes an extra 2-4 minutes of travel time to do so. The pricing is currently near the peak of what I would be willing to pay. At higher tolling rates, I would find alternates or limit my time on the toll road further. Just wanted to be sure that point is made.
- Speed limit should be raised to 65mph
- I will no longer use the ICC should rates rise. If rates were cut in half, more people would use the ICC as a commuter route, acheiving the goal of reducing traffic on other routes. From conversations from other people in the area, the main reason they do not use the ICC to commute is the highest pricing for a toll road in the country.

- I believe that if tolls were lowered on the ICC, more revenue would be collected due to increased usage.
- I use the ICC multiples times each day to travel one exit to my business which saves me 10-15 minutes on my commute. It has also expanded my options for shopping and medical appointments. My only complaint is timing of lights to enter the ICC, particularly westbound from Layhill Rd.
- Speed limit on ICC is still too low. Well built, well maintained highway. 65 MPH is reasonable.
- I said I don't support increased taxes for HIGHWAY improvements to relieve congestion. Studies prove that increasing road capacity invites increased traffic. I would support tax increases and toll initiatives that went towards building alternative modes of transport, rather than encouraging car use as you are attempting to do. Other countries have high-speed rail, regional rail, urban rail transit and now, maglev systems are coming online in Asia. Where is the vision for our mobility future in Maryland and the U.S.? We need alternative transportation that is fast and convenient enough to lure people out of their cars! Time for MTA to get a clue.
- I believe travel should be paid thru taxes. Paying to shorten time for those who can afford it (even though I am in that lucky group) further benefits those who have vs those who don't.
- Should make ICC free for hov with ez pass flex; currently too expensive for routine use for time saved
- If toll was cheaper I would use it a lot more!!!!
- The ICC is our favorite highway. Please don't up the toll- it was hard for us to accept the steep ante, but now that we're using it, we have adjusted. If our tax dollars were better managed we wouldn't be looking at any increase- Maryland has one of the highest state tax rates in the US!
- I don't believe that the ICC relieves congestion. There are better ways to relieve congestion, better alternatives that the government should have considered instead.
- Most of my ICC trips are shorter than the BWI trip.
- It is a shame that the state has let all the landscaping done along MD 200 become overgrown. One wonders why the state spent the money on plants, when they didn't intend or couldn't afford to maintain them.
- also the speed so low need to be atleast 5 or higher
- The ICC is overdesigned and could have been build for less. Example ceramic tiles in the largest overpass and landscaping that is almost certainly going to die because it will not be properly cared for.

- The speed limit on the ICC should be raised to 65MPH. Because of low congestion, great road condition, visibility, etc., vehicles can safely travel over the posted 60MPH limit.
- 55 or 60 mph strictly enforced on a high priced toll road is a major disincentive to use the icc. Limited access and width of the lanes allow for a safe 70mph. I use this only when the beltway is jammed and i have to be at a destination that requires me to use icc. Lower the tolls and raise the speed limit and you will see an exponential increase in usage. i told the icc commission that when they held hearings, and they were either snowed by the consultants or incapable of thinking logically. If anyone isvtruly surprised at the lack of traffic on the icc given the criteria i identified above, they are too dull to be in a decision making position.
- I use the ICC to get to my office every day. I also use it about three times per month to drive from my office in Beltsville to Gaithersburg. It would be beneficial to me and other users to have the speed limit raised above 60 MPH -- I would pay additional money in tolls if the speed limit was raised significantly.
- More speed...less toll fee...is best way.
- I enjoy using the ICC. It is convenient, saves time, but it is too expensive for daily use. Thus, I only use it occasionally.
- Discounted or free of charge rate for State Employees when utilizing the ICC to get to work.
- I think the tolls during rush hour are way too expensive. Luckily I don't need to go that way, but \$4 each way is a bit expensive even to save some time. It should be closer to \$2 each way, during rush hour, and maybe \$1.50 each way off times. Also, INCREASE THE SPEED LIMIT, that is a deteriant for taking the ICC. Should be 65 miles per hour.
- Never liked the idea of disturbing nature for this highway. But what boggles my mind is, how can you now charge me to use the road my tax dollars paid for?
- Speed limts should be increased for ICC to 70mph. The cirrent lits and number of police harrassing drivers is ridiculous. Increase speed limited and give the cops a more important job solving the excessive crimes in Montgomery county.
- My biggest problem with the ICC is the ridiculously low speed limit. There is little traffic, wide open roads, and 60MPH is the max? if this remains the speed limit I may just take the beltway instead.
- although the icc is a good idea, it takes me 20+ minutes to get to it. plus the travel time on it. why pay a toll when there is no time difference/savings?
- Don't understand why we get fined for using our responder in one of our new vehicles that was not updated on the website. Ridiculous billing.

- Please remove the "No Turn on Red" sign from the RT 200 exit onto New Hampshire Avenue for travelers going South as it is a waste of time and gas to sit there when the driver has a clear view of on-coming traffic to safely proceed South on New Hampshire - 50% of the time we save traveling Rt 200 (the main reason we take 200) is lost idling at the traffic light when there is virtually no 650 South-bound traffic. We have discussed not taking 200 just for this reason - so please, replace the sign with "right turn on red" like we have throughout Montgomery County.
- Your questions finally got to the REAL reason that I ever use a toll road : Reducing the chance that accidents or congestion will mess up my expected travel time. Otherwise, I don't pay to drive. But that's because time ISN'T money for me...usually.
- While I use the ICC, I find the speed limit too low and view the police presence as a revenue maker for the local jurisdictions. I prefer the ICC because it is less congested and I consider it safer and am willing to pay the toll rather than deal with I-270 and I-495, but wish the speed limit were at least 65 and the police didn't act like predators.
- the speed limit needs to be increased
- I would "strongly agree" to increased taxes to support alternative transportation such as Rapid Bus Transit and separated bicycle lanes.
- I used the connector because I was under a time constraint and was coming from an area that was very close to its access. I do not normally drive the extra distance to reach the connector because of its variable toll structure unless I know that there is a major accident on the DC beltway. I would be more be more likely to use the intercounty connector if it had set price tolls.
- The ICC tolls are too high, in my opinion...
- I also use MD 200 often for my work during week days, at least half of the time if I am not out of town. I am willing to support the route with reasonable toll but not otherwise. I also think Maryland should stay away from any tax increase. Most of my friends and neighbors are fed up with endless hikes in tax. Some including myself are contemplating leaving Maryland for good, even though we thoroughly enjoy living in this State for decades. Maryland has risen in rank for unfavorable tax burden, and it will be a sad day for all of us if this situation is not getting corrected soon.
- I fully support the ICC, but I believe that more drivers would use it, thus increasing revenue, if the fees were significantly decreased. I would definitely use it more often, especially on weekends. Also, since those of us with EasyPass distributed through Maryland, we are charged a monthly fee. A refund is offered if the Easy Pass is used at least twice per month. but I AM extremely disappointed that using the ICC is exempt from this benefit. I am aware that a lot of Maryland drivers have opted to

obtain their Easy Pass from other states to eliminate paying this fee imposed upon the Maryland EasyPass clients.

- ICC is great but way to expensive to use on a regular basis.
- I think the toll is set a little too high to encourage use. The road could handle more traffic, even at rush hour, with little or no affect on time. Lowering the toll would probably increase use while maintaining or increasing revenue. I am probably an atypical user since I only use it when I'm travelling north on business and expect the Beltway to be jammed. My normal commute doesn't use the ICC.
- PLEASE raise the speed limit to 65. I-95 is at 65; there is no reason why the ICC shouldn't be 65. A 65 speed limit will add additional value to the ICC and save even more time between 270 and I-95. 2) I have neighbors who would use the ICC if the rush hour toll was \$2.00 vs the current \$4.00. One neighbor said she can afford \$80 a month tolls but not \$160. I use the ICC intermittently when I have meetings in Baltimore or going to BWI, but if I would not use it everyday at the current rush hour price of \$4.00 each way if I my work was on the i-95 corridor.
- Would better accept toll increases if speed limit was raised. There is very little traffic on the ICC most of the time I use it, and it seems that it could safely accommodate higher speed limits at off-rush times.
- I like the Inter County Connector, I believe it would be used by more people if the tolls were lowered. I also believe that the police could be used for better purposes than giving tickets on the Inter County Connector. Charging high tolls and then having speed traps keep people from using the road. It adds "insult to injury". The speed limit for the road is to low other Maryland roads have a speed limit of 65 mph. I have not received a speeding ticket.
- Plese lower rates will encourage better usage
- Thanks for building the ICC, we waited quite a while to get it.
- Speed limit must be raised to 65 mph. It is ridiculous to have a 60 mph speed limit on an almost empty road, then transition to a very busy road (I-95) with a 65 mph limit. I would use the ICC more often if I didn't have to look over my shoulder and at my speedometer every 10 seconds--the enforcement on the ICC is heavy. (And neither I nor any member of my family has ever gotten a speeding ticket on the ICC, so I'm not complaining due to past experience.)
- The ICC has been a wonderful alternative to the beltway when traveling to VA and destinations south. I would hope for more transportation modes e.g. Rapid bus, to provide flexible options as I age and do not drive.
- Raise the speed limit.

- Tolls should be made lower to encourage more drivers to use the road. There should also be a reduced rate for commuters who use the ICC on a daily basis, and give a monetary break for round trips on the road for the same day usage.
- I believe we should use taxes to pay for better roads and better travel times for all. Toll roads are regressive. Those that can afford more or are on expense accounts get the benefit of these roads. The average person with lower incomes cannot afford to use these toll roads and are forced to sit in traffic and waste gas. Private financing of roads is a travesty. The roads will always be toll roads, even well after financing is paid off. I have contempt for local politicians that buy into this trap. They are not representing all the citizens, only the people in higher income brackets or expense accounts.
- It seemed that you were trying to find out how much I would be willing to pay for the toll road. I use this road fairly regularly and it costs me dearly. I'm fortunate enough to afford it. But I'd have to say that any increase in tolls on this route would be a significant deterrent to using it as often as I do. It's lack of congestion is an indicator that many consider the rates too high. I think any increases would decrease usage. I hope you are not leaning in that direction.
- I'm very pleased with the ICC and feel that the tolls are priced correctly.
- I have the transponders and still had a video toll sent to me!
- increase the speed limit, and continue to give out tickets.
- Don't consider raising tolls on ICC.
- Please keep in mind that at some point, the cost to use the ICC far outweighs the convenience factor be it time or congestion or aggravation.
- I very much appreciate the convenience and time saved by using the Intercounty connector to go north on Rte 70 or to reach Olney, MD. I also use it to reach I95 or Brookville and Columbia MD.
- The tolls are excessively high, especially for those who use it daily (roundtrip) for commuting to work.
- I would like to see the speed limit increased. I believe the little bit that it was raised really didn't mean much.
- I know the epass speed limit is to be 10 mph faster than the rest of the beltway but there is often very little difference in speeds and even more speed enforcement on the toll roads, that seems backwards.
- Used ICC regularly when I worked in Rockville - was big time save. Still take every morning to 29 and then head down to 495. If it connected to No Va - I would use!
- Tolls are not the fair or right way to pay for roads!

- I'm not the biggest fan of toll roads, nor do I want the driving experience in Maryland to turn into something like New Jersey, but I really like the ICC. It's a good example of the concept done right.
- The ICC is a wonderful highway, though, overprice. I strongly believe the tolls should be lowered to make the road accessible and affordable to more drivers.
- If the round-trip toll is kept under \$10 per day, I will continue to use the ICC as evidenced by my EZ-Pass account.
- I am not sure if I was the right person for this survey as my travel choices are based on Maximum EV Range. And EV's don't do well on Highways. However, I am a Toll road user in bad weather and do not mind paying the Toll.
- At the entrance of Sam Eig Highway to 270 and 370, there is a sign that relays the various fees according to the time of day to use the ICC. I find that very helpful in deciding whether I am going to go the ICC route. Good communication. Sometimes I feel the fees are too high for those who use the ICC regularly for work , but I understand the reasoning. Perhaps a discount could be used for those who use it twice a day for 5 days / week? The rest of us who use it infrequently will have to decide on using it per occasion. It is a wonderful time saver !
- The map manipulation wasn't easy.
- use the ICC every day from work and on weekends to get to a loved one in assisted living right off one of the exits. Cost is an issue but between the quiet ride and less time it is worth it. However if costs go up will have to change route.
- Overall, if the road is meant to reduce congestion, there should not have a toll.
- tolls are to expensive and not worth the tinme saved
- The fees on the ICC are already close to the point where it will be no longer cost effective to use it.
- Many, many more people would use The ICC if it were toll free and traffic congestion on the other roadways would become improved with fewer cars. We all pay enough taxes already so a separate toll for the ICC should be abolished. The resulting improved traffic situation in the entire surrounding area of the ICC would be a boon to our economy, communities and general living conditions. Try it FREE for 6 month period,as an experiment, and then make an informed decision regarding Toll or not Toll. !!!! Thank you for considering this idea!!
- Keep the tolls reasonable.
- Please make the toll road more affordable. Thank you - HC
- The speed limit needs to be at least 65mph. It is a brand new road, well marked, with limited access. There is no reason if we are paying to travel on these roads that speeds of up to 70mph are not permitted.

- The ICC does not help with my work commute, so I only use it on weekends. I am happy to spend a dollar or two to save 10 or 15 minutes, but not 4 or 5. I have friends for whom the ICC would save considerable time on their work commutes to Frederick (from Silver Spring and Laurel), but they do not use it because the tolls are prohibitively expensive for use five days a week. Lower the tolls!
- Rarely do I use the ICC because the tolls are so expensive. I will use it once in a blue moon, but only when it's late at night and I'm in a hurry to get home. Otherwise, I'll take the longer, non-toll routes.
- You should consider a commuter charge that would give daily commuters a discount.
- I always prefer taking roads like the ICC or an interstate highway because the vast majority of the time, I save time. When I moved to NY, I would visit my family in Bethesda. This was around 1975. Back then, it would take me about 4 to 4 1/2 hours one-way. I think the tolls were around \$8-\$10. My brother told me he NEVER took the Interstate system because of the tolls. I listed to him (once); the trip took over six hour! Travelling to my cousin's house in Silver Spring is actually longer (in terms of mileage) via 270 and the ICC, but I always take that route because I prefer driving on high-speed roads. I think that the ICC is one of the better high-speed roads I've traveled on and I sincerely hope it doesn't turn into a version of I95. The designers of the ICC did a terrific job in the design. I was also pleased when the raised the speed limit.
- The speed limit should be raised to at least 70mph all the way from 270 to route 1, and it should not decrease at 370. There should be right turn on red at all the exit ramps especially east coming off at New Hampshire Avenue.
- Please raise the speed limit on the ICC. 55 mph is a joke when there's no one else on the road.
- I truly love the ICC. I wish I could buy a bumper sticker that reads, "I heart the ICC". It's smooth, convenient, and most of all, reliable in an area where main arteries such as 270 and 495 can be unpredictable in terms of its gridlock and often times crippling. I live in Germantown, but the main reason I took a job in College Park in 2013 was because of the ICC. I didn't seek the job, it was offered to me, so I was able to petition for a slight increase in my original salary offer with the ICC tolls in mind. I told my company that I would only take the job by using the ICC daily, and that I needed to factor those tolls in to my decision. If it could go directly to Route 50 some day that would be something special, too.
- While the ICC is a wonderful addition to travel options, until reasonably priced mass transit becomes a reality the quality of life in the Washington Metro area is diminished by the ever present burden of traffic, traffic, traffic. Thank you for seeking out my opinion.

- INCREASE THE SPEED LIMIT TO 65. IT IS ABSURD TO PAY A HEFTY TOLL TO USE A ROAD BUILT AT GREAT TAXPAYER EXPENSE AND WITH SIGNIFICANT ENVIRONMENTAL DAMAGE AND THEN TO BE SLOWED DOWN TO A SPEED WELL BELOW THE SAFE DRIVING SPEED.
- Great road but tolls are too high and I use it only when Beltway is jammed/slow.
- There needs to be a better safeguard system for billing regular users when there are errors or changes rather than the complicated system currently in place that allows the state to bill regular users at the higher rate.
- The speed limit on the ICC should be 65 mph or 70 mph. The whole point of the road is to lower travel time, I thought.
- speed limit is too low. Think about raising to 65 mph. 2) toll costs are a definite consideration. That said there is a tipping point at which I would consider going back to the route I had been taking before the completion of the ICC. We are getting close to that point. 3) all revenue generated by the ICC should be used only for the maintenance and improvement of the ICC.
- Police ticketing on the ICC seems to be excessive.
- I feel it's a beautiful highway, very well designed, and landscaped, but I also believe the speed limit should be raised to at least 65 mph.
- Lower tolls will entice me to use this road more frequently.
- This survey was a little long. I hope a certain newly elected governor takes the long view to fund long term projects.
- My toll costs to Delaware and back are quite significant. I think that the ICC should be covered for travellers that are part of a Plan.
- I use ICC daily for round trips to and from work. The tolls are expensive for regular commuters. Most could not afford to use ICC everyday. The ICC ownership should consider some type of "frequent users discount" for regular users; similar to what Baltimore does for tunnel travelers. Additionally, moving the speed limit from 55 to 60 mph was a great improvement. However, it still can be better. Should consider taking speed limit to 65mph like most major highways. This will make ICC even more attractive to users and potential users.
- The ICC really saves time and I don't like having my diesel truck idling through Olney going to work. Traffic is congested in the morning, so that's why I use it. I drive home on toll free roads in the afternoon because of less traffic. i do think the tolls, though, should be lowered to encourage more traffic in the morning without it being congested. i think the tolls are too high. It's a a cause and effect dynamic. Beautifully maintained, and more people should use it.

- Please no toll roads that are complicated to use the like the I-495 Express Lanes in Virginia. Also under no circumstance would I ever pay \$8 or \$9 to use it. Also if Maryland ever uses private contractors to collect tolls, I would hope that we would never see the type of horror stories of 10 and 50 thousand dollar administrative fees and fines that I have read about happening in Virginia.
- In my opinion, the speed limit should be HIGHER on the ICC.
- Raise the Speed Limit to 70 MPH!
- The tolls on the ICC are too high during off peak hours. I prefer I-495 when the traffic is light and only use the ICC when the Beltway is congested.
- I believe the ICC would better serve reducing congestion on the Beltway if it was more reasonable tolls. I only use it occasionally so I suck it up as far as the tolls are concerned. But It bothers me that all the time and expense put into building the road, and then to charge such a high toll, as to discourage use, is disconcerting>
- Please provide reduced toll rates for us to use MD200 more often. You will find more people using it. Thank you.
- Speed management along the ICC is poor. I was doing between 60 and 65 mph and was passed by many car doing upward of 80 mph plus
- I use the ICC when I have to get somewhere in a specific/quick time or when there is bad traffic on 495 but avoid it otherwise if I can b/c the tolls are too high for regular casual use.
- I am still to this day disturbed that the intercounty connector was built and no mention of tolls was ever made during the planning process. Just before the road opened, we like most others in this county were surprised and disturbed to learn that it would be a toll road, when we already pay such high taxes. really crappy. We find it sometimes faster for our route and it is pleasant, well built road, so we use it. but I HATE paying the tolls.
- What a great highway feels like a police training station it surely saves you time but for extra miles a hour it could be very costly too many police patrols on a open rd like that .
- Speed limit should be raised 5 MPH more.
- The higher tolls start WAAAAY too early! Also--it is not clear--is the toll set by the time of your FIRST ezpass reading or the LAST reading?
- I would like to see a discount for all of us that use the Intercounty Connector daily like the other toll roads in Maryland, it is very expensive for daily use. I would also like to see more law enforcement on the road in the morning during rush hours, cars travel at a very high unsafe speed.
- The sound from the ICC still needs attention, specifically, there are places where sound barriers need to be installed. People are very disturbed by the loud noise

from the ICC and so refuse to use the ICC or severely limit their use of the ICC. If the sound could be mitigated, people might feel better about the ICC. I know my family and neighbors would.

- I use the Intercounty Connector on a regular basis and have since it opened. The toll prices are far too high for the time savings, and despite the fact that there has been little increase in the traffic on the Intercounty Connector when I am commuting, the toll prices remain at their peak (\$4 each way for my commute, or \$8/day). I am a single working mother and any increase in the toll prices on this already high priced road would not be feasible for me. I value a reliable commute time and this helps, but the price of the toll needs to come down in order for me to continue to see this as a valuable part of my family's budget.
- As a regular driver on the ICC, you seriously need to consider giving regular drivers a break on the tolls, e.g. a discounted monthly toll fee for x trips or more. Other commuting options like bus, Metro or train provide regular users with discounts. You should do so also. I like the flexibility of the ICC, I detest paying \$8.00 a day to use the road. You should also raise the speed limit to 65 mph, the road and traffic can handle it.
- Love the ICC!!!!
- Raise the speed limit to 65 miles per hour if driving conditions permit. Reduce weekend toll charges further to encourage more weekend use.
- ICC/200 is a good alternative to connect to I-95. But the toll on this ICC is too high. If the tolls is reduced more people will use it and reduce congestion on 495. The total revenue with a reduced toll may be higher if the toll is reduced (than the current total revenue with the higher toll). Since the travel time saved is about 10 minutes to connect to 95, people will tend to use I495 because of the higher toll. Another more important reason for people not to use ICC is the speed limit and the police ticketing on ICC. The speed limit on ICC with a heavy toll is less than the speed limit on I-270 and there is always ticketing on ICC. The road conditions on ICC is better than on I-270 but the lower speed limit on ICC cannot be justified and the speeding tickets on ICC is a disincentive for commuters trying to connect to I-95.
- While I find toll roads quite useful and extremely time saving, I still have great qualms about taxing the entire population to build roads that can only be used by the few who can afford the exorbitant costs. In my heart, that just seems unfair, wrong and not well thought out.
- I love the beautiful sunsets on the way home!!!!
- I'd support a higher speed limit on the ICC
- At times the automatic payment using EZPASS hasn't worked as one day the MD200 sensor picked up the car's EZPASS and the next day didn't. When I called

the MDTA I received the runaround and then a non-technical person tried to explain why it didn't work and how it was my faulty. I required SUBSTANTIAL effort on my part and intervention by a senior MD State Gov't rep to fix the situation as MDTA insisted it Couldn't be there equipment. Not Happy.

- Would like the ICC to have a entrance/exit at Muncaster Mill Road. The distance between Georgia and Gaithersburg is too long without an interchange.
- Tolls should be lowered or eliminated. The ICC toll is way too high for the average person, that is why you rarely see more than 10 cars at any time. The average worker cannot afford to use the ICC everyday but his taxes built the road he cannot use. Cut the tolls in half, raise the speed limit and you will quadruple the use, doubling your revenue. This road is an insult to the Maryland taxpayer.
- Lower the toll cost. Lower tolls will add more drivers increasing the revenue base. the road will be able to pay for itself then.
- Consider discounted rates for regular daily users.
- Only use the ICC for my evening commute, in the morning I use an option that is free, faster and does not have ICC Police!
- There should be no toll for this road
- Would use the ICC more if the tolls were reasonable.
- The toll road is nice because of the reduced traffic. However, the abundance of police for traffic violations is unnecessary and should be reduced. Paying a toll for a road where you must drive at a lower speed seems counter productive.
- My wife and I are very grateful for the leadership that resulted in the ICC. I am not sure that a toll road is the right approach, since I also share in paying the taxes that built and maintain non-toll roads that my fellow citizens enjoy who may be going somewhere else. The ICC reduces congestion on their roads, too.
- I like the ICC because it cuts down the time to cross the northern part of the county. I use it sporadically to visit family in Baltimore, go to medical appointments, or work-related meetings. However, the tolls are steep. I use it because of the convenience that it cuts down on time and traffic when I am usually pressed for time. However, I have family members that would rather use it more often and do not because of the steep tolls. They are retirees and time is not usually an issue for them, so they stick to the back roads that may take longer, to avoid paying a high toll.
- Lower the toll
- I would definitely use the ICC more if the tolls were reasonably priced and if the speed limit were a bit higher (~65)
- Tolls on the ICC are already high. I have friends that have EZ-Pass and don't take it because the tolls are too high. It's never busy when I'm driving also. If you guys

raise the toll's the traffic will be even less. Also the Police on the ICC are obviously out to make money and that is a deterrent for some drivers because they pull you over for the smallest speeding tickets. I would raise the speeding limits.

- I think the tolls on the ICC are too high. If you think I'm wrong try charging them on 495 and see what kind of reaction you receive. We are helping relieve congestion and road wear by using the ICC, so why punish us with high tolls. Right now I am paying between \$100 and \$200 per month in tolls, and yet my income hasn't gone up to compensate for the added expense. Tolls are nothing more than a tax. If you increase the tolls, I can assure you, I will go back to using the county roads for my commute and to conduct my business. There are still a lot of people who will not use the ICC because of the high tolls. The EZ pass helps hide the pain, but believe me, I feel it every time I look at my bank statement and think what I could have done with that additional \$100 to \$200 per month.
- Toll prices should go down, traffic is low due to the price of tolls. If prices can't go down raise the speed limit so those of us that pay can at least get more benefit for our money!!!!!!
- The police presence on the ICC during peak times has plummeted and aggressive drivers at high rates of speed (>75 mph) has increased dramatically. It has become a safety issue for me and my son who is in the car. If nothing is done to improve safety on the ICC I will instead chose to sit in traffic longer on alternate routes than risk road rage from other drivers because I am going a measly 65 mph.
- Given consistent (light) traffic volume since opening, and the fact that many use this route to shorten commute time rather than distance, combined with the general design of the route itself (limited exits, merges) - the speed limit would be better set at 65, even 70.
- If the exit in Silver Spring was closer to downtown I would pay more and use it every day. The problem with the locations of the exits is I get stuck in bumper to bumper local traffic when I get off the ICC. I am sure it is too late at this point but had it been built to come closer to the Silver Spring Metro area I would think a lot of people driving into DC would consider it as well
- I truly appreciate the benefit of using the ICC and feel that the tolls charged are completely fair. It's establishment has greatly improved how my Family and I travel and enhances our overall safety. However, having said this I'd like to humbly ask that the speed limit be raised to 70 mph. That's really all I can think of to suggest. Everything else about the ICC is perfect and again, appreciated.
- ICC should be toll-free on weekends and holidays
- I would use the ICC more frequently if the tolls were not so high.
- Please increase speed limit to 65

- Toll roads are fine provided tolls are reasonable and road not congested.
- I would cut down my usage 90% to 95% if I could not expense through my work.
- We Love the ICC
- Give senior citizens a break!
- The ICC is on my route to work. I never use the road because of the tolls during rush hour but I do pass over the road twice. I'm glad the 2 or 3 cars using the road can afford the tolls.
- Highway improvements to relieve congestion typically means building more highways, or expanding what we have. I would prefer an increase in taxes to build more and better public transportation. And by that I mean trains, not more buses, HOT lanes (VA HOT lanes are a mess), etc. We need to get away from so many cars on the road, and we should start now, not in 20 years when we really need it. It will be much more painful then. Building more roads only increases traffic until we need more roads.
- ICC is underutilized because it is extremely expensive. The speed limit is also artificially low. Over patrolled by MDTA police, to make up for shortfalls in tolling. If MDTA were to have abolished the policing section the tolls could be lower and county police could police road.
- Too many police cars on ICC. I don't understand why there is a dedicated police force for such a less traveled roadway
- News reports indicate that a substantial number of drivers use the ICC but do not pay the tolls and little or no effort is made to collect them. Once again in Maryland, honest, decent people are being called upon to support the shiftless, scofflaw bums.
- I use MD200 to ensure travel time. I will use less if tolls are raised, however, but it is still beneficial. If the tolls are used for important maintenance and to relieve congestion, i believe this is a good. However, the tolls to increase and do work on roads that do not require work is not necessary. Will this toll, or changes to the toll, be used for this road, or all roads in the county?
- I would like to see Higher Speeds on the ICC. The speeds can reflect time of day, construction, and road/driving conditions. During Ideal conditions 70-75 mph are reasonable.
- I disagreed that taxes should be increased to pay for highway improvements. I strongly feel that taxes we are pay should be reallocated to fund highway improvements. Just last week Thursday February 19th I drove down Route 108 in Olney and observed 3 State highway dump trucks and supporting crew of at least 6 men hand pruning street tree and hand loading on to the dump trucks. A properly equipped and efficient crew could have job at least 5 times faster. Taxpayers see these inefficiency's daily and want the taxes we already pay spent wisely.

- I love that the ICC comes to Beltsville. I'm sorry there are people who ridicule that decision. It has been a pleasure driving on it. I wish it had come sooner as I truly needed it several times a day prior to June 2014 for many years as we commuted during rush hours to/from Montgomery County. We lived in Layhill (Montgomery County) 25 years ago and remember when there was a major fight to keep the ICC from being developed. That neighborhood now has the ICC running right behind it at the bottom of the hill (where the Trolley Museum was located). We can see our former townhouse from the ICC sitting up on a hill! If I can, I avoid the Beltway unless I know it is a quick commute. The morning and evening rush hours are becoming earlier and longer and it is literally a parking lot just trying to get from point A to point B maybe 10 miles from home. It shouldn't take an hour to get from Beltsville to Kensington, MD.
- While I love the ICC, there may come a point where tolls are too high and make it uneconomical for me to use it every day. I wish existing tax revenue could be redirected to make the ICC free.
- The tolls are currently too high. I would use it ALL the TIME if it were say \$.10 mile all the time. NO peak rates/weekend rates and all that. You make it too complicated. You've set it up to discourage use. It always kills me how few cars are on that road. Charging less would get you more users and you'd probably get the same money you're getting today if not more.
- Lower tolls.
- The ICC has been a long time coming and worth it - hard to imagine it took more than 40 years from the time the rights of way were originally created in the mid 1960's! If the ICC could be carried all the way to Rt. 50, it would really free up East/West travel across the State, allowing many to avoid the Beltway crap-shoot.
- Raise the speed limit on the ICC. Only one short area near the west end that should be 60. The eastern 80% can safely handle higher speed limit of at least 65. Also raise the speed limit on I270 in Montgomery County to 65. When traffic is heavy, speed becomes self regulating - it makes no sense to reduce speed limits based on population density when 16 hours or more per day higher speeds are perfectly safe.
- The one thing that does bother me is how many police monitor speed on the road.
- The ICC has been a great benefit to me. I have back problems and was ready to retire until this road cut my commute time almost in half, with much less congestion and stress.
- I know the road is monitored by the police but the speeding on the road lately has increased dramatically. Greater enforcement is needed. I very rarely see anyone pulled over anymore. If I do see police presence they do not do anything when speeders are present. Maybe you should just raise the speed limit since most people are doing 70-75 anyway.

- Please support transit for MD urban areas!!!
- Increasing the speed limit to 65 from just east of the tunnel through Briggs Cheney Road would likely expand the appeal of the ICC to a wider array of drivers. I've read a few articles on the Post about the speed limit which had numerous comments where the writer basically said they'd be more apt to use it if the speed limit were bumped up to 65. Also, I've noticed that some drivers fly by me rather fast when I'm driving 60 MPH. I suggest that the gantries be equipped with radar detectors if not already done as I'm observing this more often on my Saturday trips than I had when it opened.
- Please don't ruin the ICC by either raising tolls to make it too expensive to use, or lowering tolls so much that it makes it too congested. Thanks.
- I use the ICC to avoid most of the speed cameras one encounters driving in the county.
- the ICC goes too far north on the west end. I'm not going to travel further North than I need. backtracking would defeat whatever travel time I would gain
- Good evening. I am a really big fan of the ICC. I tried a few different routes for quite a few months before using the ICC. The ICC cut my driving time by 15, sometimes 20 minutes one way. I would like to suggest that more entrances and exits be built in between what's currently built on the ICC. I drive 10 minutes the other way to Shady Grove to catch the ICC because that's the closest entrance. Then I wouldn't mind paying \$8 a day to travel the ICC. I think paying \$8 a day is pretty steep,..... considering there are cops all over, the speed limit is only 60mph and drops to 50mph in some areas. The aggressive driving and tailgating also on the ICC is a little ridiculous. I wish the cops would pull over more people for that instead of for speeding. I know not all aggressive drivers can be stopped but on the way to work and on the way home from work every day there's at least three drivers each way that ride your bumper because they want people to go faster.
- I think that the toll fees, on the ICC, are overpriced. If it wasn't for having the three grandchildren in Good Counsel, I doubt if I would hardly ever use it. I am glad I only have one exit to go.
- I don't like that it is so expensive to drive the ICC. I wish you could come with a way to do a "frequent user" program.
- The ICC is ridiculously expensive. I would use the road if the tolls were at most half what they are. Also, the speed limit should be 65 mph and the road shouldn't be set up as a speed trap. There are too many police cars on the road.
- Tolls are too high. On the Jersey trip I just described as my sample, I pay more in Tolls to Maryland, Delaware and New Jersey than I do buying gas for the car. Ergo, the cost of tolls (I.e. a rolling tax by state government) is more of a factor in travel than fuel and oil for the car. This is sinful and the ICC is a giant black eye to all

residents. The idea of an ICC or outer beltway was. long past due, making it \$3.50 to go from 270 to 95 is outrageous and a reason I avoid the ICC as a normal commuting road.

- Increase speed to 65mph
- I believe that on all other toll roads/bridges (not so sure about I95 thru Baltimore) in the state of MD regular commuters on those routes are able to receive discounts. I called and was told this will never?/?cannot happen on the ICC. I have cut down my usage as much as possible. Check my account...my usage has gone way down. I go from Mont. Co.on Shady Grove Rd to Muncaster Mill...to 108 ...to 32...to my work in Columbia. So you have lost a lot of my money. Really, really why can't daily commuters get a discount? Jeffery White whiteco@georgetown.edu 301 466 5870
- I feel that the tolls are too high. I would use the ICC to drive to work but to me it's not worth \$40 a week in tolls. It saves me time, but I'll swap 20 mins a day to keep \$8 a day. I think there would be a lot more volume if the tolls were lower.
- I enjoy using the ICC, and I believe it benefits me greatly. One observation I have is people tend to drive in "bunches" on the ICC to avoid being individually targeted by Maryland Transportation Authority police. This "bunching" results in people driving mile after mile in your blind spot, which is dangerous. While I believe MTA police patrol on the ICC is a great and necessary thing, drivers need to be educated about not staying in your blind spot to avoid being singles out by MTA police.
- I am pleased with the ICC; recommend the police view entrance #10 left turn signal onto the ICC from Layhill Road; the turn signal does not work, which may cause a head-on collision
- Monthly Toll costs are too high. Less \$ would encourage Daily Use
- Too few cars running on the road 200 and the capacity of the highway is not fully used. A Maryland legislation man once introduce a bill to cut rate in half and he predicted that the traffic will be doubled. In that way, the income will not be reduced and the drivers get the benefit. My prediction is that income will even increase by cutting the rate in half.
- Great way to avoid the traffic in the morning on the Beltway. Costs at that time are almost a secondary consideration. But at other times -- when the Beltway is not backed up -- costs are a primary consideration. (Hope that matches the answers that I gave in the survey.)
- The police on the ICC should be there to ensure safety and not to act like Cowboys, or to increase income for the ICC by issuing speeding tickets. I fail to see the need for 6 speed traps on a recent morning commute between Shady Grove and I 95. Also, there should be signs on the ICC directing slower traffic to use the right lane. I always check the traffic maps before deciding to take the ICC. If the beltway is

clear, I don't take the ICC. The ICC is a great toll road, don't raise the rates, and please get the police who man the speed traps under control.

- I use the ICC because its convenient and quick. But I don't always use it. If I have more time I will use the free alternate route. If my budget is stretched, I will use the free alternate route.
- The constant ridiculous presence of police on the toll road is a huge deterrent to using it.
- generally I have appreciated using the ICC. It seems like lowering the tolls might get more business and revenue for the MTA.
- I have used the ICC every chance I get since it opened.....I feel like I personally have supported the project. I wish that there was a discount for routine use or for retirees. It has been expensive, but the time it saves, the safety, the reduced stress, does make it worth the cost.
- I can use ICC for a door to door commute to/from home and work. However, for cost reasons, I typically only use it for my afternoon commute to avoid using I270 and I495 from Rockville to College Park. I have to travel from Rockville to Forestville to Laurel because of my son's school location and using the ICC saves me a tremendous amount of time and frustration.
- Taking 198 off MD 200 and travelling through the business district to get to route 32 on our way to the beach is terrible. The roads are congested, in terrible condition and there are traffic lights. A highway needs to be built to connect 198 to 32. This would save a lot of time when travelling to the Eastern shore.
- On average, It ICC only saves 10 minutes during off-peak hours. The fees are pretty high considering the small time difference, so the only time I use it is when I will be travelling during rush hour. With the upgrades in Google Maps and up-to-date traffic patterns, it has become increasingly easy to see how bad the traffic is, and to consider whether or not the ICC is worth the cost. It is obvious that this survey is to determine whether or not to raise toll prices. I can assure you that should the price outside rush hour increase, I will absolutely avoid it. If you increase it during peak times, there is a 50-50 chance of use, depending on how badly traffic is snarled on 495 according to available traffic apps.
- lower the fares on the ICC. It is too expensive and you would have more users more often if you decreased the cost of its use.
- I do not support toll increases on the ICC.
- Money generated from speed cameras and red light cameras generate hundreds of thousands of dollars - much of which should go to police however a portion could go to road maintenance instead of generating more taxes.
- I love the ICC, but the tolls are too high.

- Would like to see a complete "outer beltway". Think it would cut down a lot on traffic congestion.
- I think it is a dangerous trend that to travel efficiently people must pay very high tolls. I think it creates a have and have not situation where toll roads are publicly funded by everybody's taxes but only benefit those wealthy enough to pay the high premium to use them. I think free and reliable infrastructure is a public good and should be promoted not eroded by toll roads. I use the ICC when time is more valuable than money - which is sadly pretty often - but I resent the high tolls and relentless speed trapping that makes the ICC an unattractive alternative to traveling congested back roads.
- A reasonable toll, less than \$2 is all i will pay.
- Traveling via the Beltway is actually a couple of minutes faster so I use the ICC only when I anticipate congestion on the Beltway usually in rush hour. I rarely use on weekends because the toll is too high vs the benefit. Right now the off peak toll is too high.
- I believe that the developers who profit from building all the high density neighborhoods should contribute more for building the infrastructure such as roads. They walk away with millions of dollars while our quality of life in Montgomery County continues to diminish as it takes so long to travel to work, school and just to run errands. People here are almost always in a bad mood. The traffic is a huge part of the problem. I will only take the toll road if I, or my child, is running late for school. Otherwise, we tend not to use the toll road as it just increases our travel costs.
- The ICC doesn't really impact me much since I rarely travel that route. My recent trip on the ICC was due to a client visit in Laurel, and I really don't know if it saved me much time - if any - to my destination. As a side note, the biggest congestion point that I experience in the DC area seems to be on 495 between 270 and Tysons Corner, with lots of people commuting across the GW bridge in either direction. In my opinion, the ICC resources would have been much better utilized on solving this corridor rather than the one where the ICC was built.
- I work for Enterprise FM. We drive fleet vehicles, delivering and picking up. We would use the toll road more often if we were able to obtain ez passes that could be interchanged from one vehicle to another.
- The ICC is a great alternative for getting to 95, and for avoiding the Beltway. You're almost guaranteed a safe trip every time, very relaxing too. Great to take when returning from the Eastern Shore or from down at Solomans Island area. My son uses it every day to get from Derwood to the Columbia area and loves it too.
- The speed limit is still too low on the ICC.

- I wish the ICC provided me with more convenience. The route itself is far enough away from my house that it doesn't allow for any significant time savings. The tolls are also too high in price. For me, using fails a basic cost/benefit analysis. Little time saved, too expensive.
- I like using the ICC, but I feel the tolls are too high. In fact I am only using the ICC as long as gas prices remain low. If the price increases I will change my leave time and return to using alternate routes.
- Raise the speed limit to 65
- Nice road... Only use it for emergency or when very convenient.. Way too expensive for so little gain.. See it as a private road for someone that money is not a problem...
- WHY does the ICC ALWAYS have police waiting to catch anyone doing more than 60-65? With few drivers and exits, the speed should be 65-70; "speeding" on the ICC given the road conditions, is just not a problem. In Virginia, they advertise the fact that you can legally go faster than 55 in the HOT lanes.....and very very few police wasting time trying to catch people. If dangerous driving, I understand, but the police have been out in force the entire time the road has been open. This is a deterrent to use of the road.....and seems silly.
- Responders should be transferable ... that is, if someone moves away they should be able to transfer his/her responder to a neighbor or friend rather than just disposing of it.
- At first I was against the idea of MD200 being a toll road but once I tried it, I became a big fan. It definitely serves a great purpose and I have convinced several friends to use it because once you try it, you love it. The idea of getting from 95 to 270 without using 495 or side roads is wonderful. Accessing the highways from Route 97 (Georgia Avenue) makes such a huge difference in whichever direction you're going. However -- please don't raise the tolls. If it gets more expensive I will think twice before using it.
- I love the ICC. Wish the speed limit was higher.
- The cost/tolls on the ICC are way too expensive; we used it recently because there was an accident at the I95/495 intersection, causing a backup on 95; we only went over to 29 and then down to the beltway due to the high (and it was rush-hour) toll cost to 270, which would have been the easiest thing to do!
- At a reasonable toll price, paying a toll, saving significant time, and having increased gas mileage due to a steady rate of speed the cost is neutralized vis a vis paying no toll. Regarding this survey, it's a shame that there are spelling mistakes (medial for medical and Briggs Chaeny for Briggs Chaney). That's pretty sloppy!
- Why don't you waive all tolls for two weeks and see what kind of ridership you get? The tolls seem very high during off peak hours, when you could arrive in same time using non-toll routes.

- The trip you asked about first, I was truly honest, even with the ICC it took a lot longer than it normally does. There was an accumulation of snow that made traffic awful, travel time would have been halved at least. As an aside, most people I have talked with about the ICC are too scared to take the ICC due to the presence of state troopers. Great road!!! I love it!! Please extend it to 97
- Raise the speed limit to 65 mph. And lower the non-rush hour rates.
- The current toll for round trip to and from work is too costly. I believe more people would use the ICC if the cost was more reasonable. If more people used the ICC, the cost of tolls could be decreased and save commuters money. If the toll is increased more than it is today, I will have to reconsider using the ICC as it will not be cost effective.
- I only use ICC when I know I495 will be congested or I need to be at my destination at a precise time.
- I would STRONGLY support taxes for road work that would ACTUALLY relieve congestion; I generally think that MOST road work does NOT relieve congestion, but many times actually increases it, as people then use the new roads until those are also too congested. Alternative forms of transit are more needed than more roads & cars !
- The section where I picked between 2 options (time vs. toll) is somewhat misleading because whether I pick a faster route that requires a toll or another option depends on the condition at a given time, my mental thoughts at the time, whether I need to get to where I am going faster, or I want to take a leisurely drive. As scenarios differ, so does my trip selection.
- I primarily use the ICC only when I495 is jammed. I495 is a quicker trip for me whenever headed towards Baltimore when traffic is light. It is nice to have the ICC as a backup since I495 is often congested.
- If tolls were lower, I'd use the ICC more often, especially during evening rush hour (3:30-6:30 pm)
- In the DC/MD/VA metropolitan area, promises are historically made "to relieve congestion"...but, it never happens for any lasting results. Only temporary relief occurs, then replaced by bumper-to-bumper traffic again. ICC is great to use because a 15-minute trip can replace stop&go on New Hampshire or Georgia of 45-50 minutes.
- I would always use the ICC if it was cheaper. Now I only use it occasionally. I live right off 198 so that is more efficient for me especially traveling to Rockville. There should be an interchange at 28 and ICC/200
- The speed limit on the Intercounty Connector should be raised to 70 mph.

- The ICC saves my household a lot of time and traffic, particularly going west towards Gaithersburg and other western Montgomery County locations. I do not want Maryland roads to have as many toll roads as Virginia.
- Please consider reducing ICC tolls or introduce monthly plans like other toll roads. This will encourage people to utilize it a lot more than they currently do, resulting in even a greater revenue for MD state.
- Also, there are too many Cops on this road and sitting like hounds looking for meat. Why? Because people that travel this road have more money? If I ever get pulled over by a cop on this road, I will make sure to discontinue using ICC altogether to stop feeding money hungry police authorities.
- Are there any plans to extend the ICC to the upcoming Exit 12 on 270 (Watkins Mills Rd) ? Thanks!
- The ICC saves time and reduces the congestion you find on other roads. It is an efficient way to travel.
- It was hard to remember exactly where I entered the ICC. Since I am not a frequent user, this information is not easy for me to recall. Also, I found it a little unsettling that the survey asked for my home address.
- Lower the tolls, especially for large trucks so that the trucks can be rerouted from secondary roads like route 198
- Discounts should be offered to commuters that use the ICC for getting to work. Discounts should be offered to teachers that work in the counties the ICC passes through.
- when the ICC opened there was a greater police presence than there is, what I liked because you kept the speeding cars to a minimum. But now there seems to be less police and a lot of the cars on the ICC are driving very fast over the speed limit which I don't like.
- Your survey did not consider my particular travel choice where the non-toll route is both shorter and quicker. The ICC route is only used based on traffic conditions when travel on the ICC is more reliable in large part due to far less traffic congestion. I would be inclined to use the ICC more often if the speed limit was increased to 70 or 75 mph with a strict limit on truck traffic set at 60 mph. The condition of the ICC certainly would justify a higher speed limit with a limit on truck speeds. I actually must backtrack to use the ICC which takes more time at the current speed limits which I will justify based on the traffic congestion on I-270 and/or I-495. In my case, a combination of higher speed limits and moderately lower tolls would encourage me to use the ICC more frequently. Additionally, when

I travel on a non-toll route I see very few police cars; however, I frequently see anywhere from 4-10 police cars on a one-way trip across the length of the ICC. That is far too much cost for the benefit - increased safety of those using the ICC.

- Because our tax dollars were used to help build the ICC I feel the toll rates should be lower.
- Wish they didn't patrol it so much with police cars. I've seen a ICC cop with the license plate of "ICC 15" meaning you have a least 15 dedicated ICC police cars. Would rather see more police on 95 between Washington and D.C.
- We are willing to pay the tolls, however, please keep them reasonable and increases infrequent.
- I support the ICC and having it be a toll road. However, I would not wish to see the current fares increase. My employer has not increased my salary in over two years. An increase in the toll rate would mean that I would have to discontinue using the ICC despite it providing a much more time efficient method for a portion of my commute. I hope this survey is not indicative of that the ICC toll rates will be increasing.
- I appreciate that the speed limit on the ICC was raised to 60 mph. Please raise it to 65 mph.
- Speed limit on ICC should be 65. Tolls are way too high. When I started this present job in September I used ICC every day. When I saw my monthly usage total, I decided to use only when weather is bad or if I am in a hurry.
- The tolls prices are expensive. Tolls should be less expensive off peak hours and free after 10pm.
- I love the convenience of the ICC
- Lower the tolls on the ICC !!!
- I would like to see all the people who travel the ICC without an EZ Pass get some type of stiff penalty i.e., hold car registration etc. even out of state travelers who choose not to pay their fines as that would assist in continuing to pay to keep up toll roads for all
- Rt 200 saves me time and gas @ \$3 per gallon during non commute times
- When the ICC was first built I remember thinking that I'd never pay a toll, when I can get from point A to point B without paying a toll. However, because the road is so smooth and uncongested, I am quite happy pay a reasonable toll to have a slightly safer drive with fewer stop-n-go moments, even if it takes me slightly longer to get where I'm going. I am fairly certain that I would stop using the ICC if the tolls go up very much. Maryland's taxes are already too high. Please feel free to divert tax

dollars away from abusive, wasteful programs like Medicaid & Welfare, and use those tax dollars to better uses like road maintenance.

- The exit for the ICC at 370 is very dangerous and congested. Should improve the exit lanes from 270 to 370 to 200.
- Why do you only want to know about "most recent trip"? Why not, "most common trip"?
- I love the ICC! Of course, reduced tolls would be great (especially during non-rush hour), but they're not too expensive overall. Increasing the speed limit to 65-70 mph starting just west of the I-95 exits, and then bringing it back down to 55-60 mph just east of the Shady Grove Rd exit would be a HUGE help to us. This is a toll-road with minimal interchanges in that area, and it would definitely help increase the traffic flow. Thanks for asking for my thoughts! P. Carson
- Please increase speed limit to 65 mph; there are no traffic lights on the ICC.
- The original design of this particular road was not as a toll; this is why I am so opposed to the fees.
- I frequently travel to New Jersey (for pleasure -- family lives there). Love the ICC. The time saving of not sitting in traffic on the beltway is worth it.
- I would use the intercounty connector more if you raised the speed limit. currently the State senate just passed a bill to raise the limit from 65 MPH to 70 MPH on main highways. you are at a low of 60 MPH. you should raise the limit to 70 MPH and a believe more folks would use it
- It's very noisy in the area at Bonifant Road, the vehicle noise radiates off the bridges far away from the road. Can hear inside house which is almost at New Hampshire Ave. NOT HAPPY !!
- I would like more automation to epass. An example would be to send a notice to your phone (like the banks do) if you are at your replenish level or over . I can not understand why this is not an option especially if you have no other way of finding out you are at a low level. I also do not understand why frequent users of the ICC can not have a rate reduction like others of bridges and tunnels? Why are they not the same under MD transportations? I never get replies of request I send to MD transportation responded back. I have requested on more than one occasion for stickers to replace my transponder on the window. I have asked for hearings and get a hearing pending notice but for three years no hearing. I am strongly disappointed with the customer service support behind the telephone operators. The telephone operators are wonderful and kind and well trained but when they pass the information into a black hole in government somewhere.
- We LOVE the ICC!!!
- I hate toll roads. Everyone has to pay taxes. Everyone should get to use the roads.

- Three comments: (1) It is really the frustration of sitting in traffic delays on the Beltway, more than the time saved or the cost of the tolls, that drives the decision to take the ICC. If it's a time of day when delays are unlikely, I'll use the alternative route if it's actually shorter in distance, but if I'm likely to hit congestion on 495 - which is becoming a 24/7 probability - then I'll take the ICC. (2)Tolls are o.k. for people like me who can afford them, but it does seem unfair that the tolls restrict the use of the ICC to people of higher income, or to people who do not travel those routes daily. I'm not sure I'd be willing to pay that toll for a daily commute. (3)PLEASE extend the ICC all the way to Rte 50! The worst part about trying to get to the Maryland beaches is not the Bay Bridge, it's the Washington Beltway. We would use the ICC for every trip to the shore and probably for every trip to Annapolis if it went all the way to Rte. 50, and I'm sure lots of people would, too.
- Generally current tolls are too high during peak hours. Lower tolls should increase volume to sufficiently to increase total revenue.
- The current speed limit is 60 mph. There are always police vehicles looking for speeders. I would like to know at what speed do people get pulled over. Example 65 or 70 mph. In particular I would encourage law makers to increase the speed limit to 70 mph. I usually travel 60 to 68 mph, but it makes me uncomfortable having to watch my speed when I am driving in a comfortable state due to the lack of users on the ICC. I never have to worry about traffic. Unlike on 270 where you are always aware of your driving state. I think advertising as faster / more efficient speed will attract more users. I'm sure you may not agree with this, but it's just my thought. Also, I really appreciate your snow removal efforts, much better than any other interstate.
- Tolls are too high,, and road is underutilized despite what your highway engineers tell you. We the taxpayers of state paid a lot for this highway and it should receive greater use. That will only occur if tolls are reduced or eliminated.
- I only use the ICC and the VA 95 toll lanes when I need to guarantee travel time because the tolls are too high. I use the Dulles toll road on a regular basis because the toll is reasonable. I usually drive the speed limit but resent the regular placement of speed traps on the ICC which has an exorbitant toll. Either patrol the ICC like any other road (e.g., 270 or 95) and have no tolls or pay for the road via traffic fines.
- I do not think that it is fair that we pay taxes to build and pay for the road and then have to pay to use it. Out of state persons should pay, but this is not right. We are taxed on the money we make, then taxed for paying to build, then we are paying to use what we paid to build? That's ungodly and wrong!
- Lower the Toll rate and I would use it twice daily.

- The ICC is the best option for commuting and avoiding 495 the beltway. Its a stress free road, no backups and a reliable highway for driving and utilizing less travel time on 270 and 495. I feel as if 270 and 495 are dangerous highways, and people drive at very high rates of speed. The ICC drivers seem to speed less and there appear to be more ICC highway patrols on this connecting highway. I have lived in Montgomery County all my life and try to use the ICC as much as possible for the price and conveyance.
- Convenience of the exits is also a consideration when I consider using the ICC. For example, there is no exit between Route 28 and the Metro. An exit at Needwood Road/Muncaster Mill Road would be very convenient. Also, the lights when coming off the exits are very long and there is no right turn on red at many of them. The New Hampshire Ave lane designs are terrible. Going south on NH Ave, a new lane begins prior to the exit - if it began just after the exit then people could exit the ICC directly into that lane without stopping. Going north on NH Ave, the third lane ends just beyond the exit and cars get into that lane at the light and speed/merge to get in front of traffic, it is ridiculous and an accident just waiting to happen. The lane should end at the exit to the ICC going East, and then the people coming off the ICC to go north on NH would not have to worry about these cars as they try to enter NH Ave.
- I could use the ICC almost daily to commute to work and intermittently for other purposes. It makes the drive much more pleasant, but doesn't really save much commuting time in my situation. Because of the expense, I use it infrequently; and only when pressed for time. More generally, while I was in favor of building the ICC, it seems foolish, having built it, to be wasting millions of dollars to collect tolls, while also wasting residents' time and gas and adding pollution by forcing residents to use less efficient routes. It is also unfair to impose this tax on up-county residents when down-county residents can make a comparable trip toll-free.
- No one ever seems to be on MD200. Drastically reducing the toll rate should remarkably increase usage and collect greater income. I'd be much more willing to pay a lower toll than a greater one. I'd be willing to use MD200 more than I do now. However, with the current toll rates, I won't.
- I strongly object to having to pay a service fee for EZPass every month, for each household vehicle, irrespective of whether we use the ICC. If we don't use the ICC, we are paying for nothing. If we don't pay the service charge and then use the ICC, we have a punitive surcharge. Other states that use EZPass don't have this monthly service charge. Having a toll transponder in my car, I'd like to be able to use it to exit Washington Metro parking lots (e.g. the Shady Grove Metro parking lot), especially in subzero temperatures with windchill.
- ICC is very expensive and for me not very convenient. I only use when I-495 is running very slowly. Also, ICC is heavily patrolled by state troopers who are

aggressive in enforcing speed limit of 65 MPH. That is not the case for I-495 and I-95. That is another reason to avoid ICC except when forced to sue it.

- The ICC has completely changed (for the better) access from Prince George's County to the rest of Maryland. Our access to both shopping and Health Care (we are Kaiser Permanente clients) has greatly improved. Thank you. When I read complaints from residents of other counties I feel a touch of class discrimination directed at me--perhaps unfairly.
- I believe ICC tolls are too high and favor the high wage earners.
- Keep the cost of the road as low as possible!
- Using the ICC is ideal during winter weather conditions such as snow!
- The state of MD charges some of THE most expensive real estate taxes and state taxes in the country. The toll road charges place an unreasonable burden on the residents.
- I love the ICC. Please do not raise the toll rates. It's very expensive as it is.
- The current rates on MD 200 are excessive and a deterrent to using the road. Stop charging rates and work the costs into the the MD budget which I'm sure has plenty of funds available if needless spending is curbed.
- The main problem with the ICC is it doesn't directly connect to route 32. The route to Laurel doesn't save that much time over taking back roads and often my goal is to get from Rockville to Columbia so taking the ICC won't save too much time. I will take it on the way to an appointment sometimes to gain a few more minutes and then skip it on the way home, but if it connected to route 32 I would take it all the time.
- My use of ICC is usually determined by the traffic report regarding the beltway between my home and points north of Columbia. I'm willing to pay a reasonable rate even though variable due to demand. I work in Northern Virginia and use the toll lanes on the beltway if it speeds my travel and is reasonably priced. I had been reluctant to use the ICC in its early days in part because of the speed limit. 60 mph is better, but it really should be 65 mph until there is more buildup around the area. Finally, I would support a continuation of the road to Virginia and would be willing to pay a reasonable toll.
- I thought when it was originally planned, the ICC was supposed to be free workdays, in the late evenings and early mornings, and free on weekends. That is why I voted for it. Now it costs 24/7. When did that happen?
- Norbeck Road needs an entrance Ramp to access the ICC going toward Shady Grove. Not having a ramp greatly increases traffic at Georgia Ave and Norbeck Road during rush hour.

- The speed limits do not reflect the driving conditions. I believe the speed limits should be raised to 70 mph. I find it particularly frustrating about the number of state troopers attempting to enforce this unrealistically low limit especially compared with the number of troopers on I-95. Thank you.

Appendix B
Analysis of Population and Employment Forecasts for the
Washington, D.C. Region
2014 to 2040

**ANALYSIS OF POPULATION AND EMPLOYMENT FORECASTS
FOR THE WASHINGTON DC REGION 2014 TO 2040**

BY



**RENAISSANCE
PLANNING**

FOR

MARYLAND TRANSPORTATION AUTHORITY

July 11, 2015

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Introduction

Renaissance Planning Group has conducted this independent economic analysis of the validity of the socioeconomic data that is used in conjunction with the Metropolitan Washington Transportation Planning Board travel demand forecasting model to forecast future travel demand in the Washington DC Metropolitan Area. The analysis includes a test of the reasonableness of the traffic analysis zone (TAZ) level and countywide socioeconomic data relative to current economic conditions and trends, the availability of vacant and underutilized land and the propensity for development and redevelopment in different parts of the region. This analysis has been conducted in support of a traffic and revenue study conducted for the Maryland Transportation Authority (MDTA) for the Intercounty Connector (ICC) in Montgomery and Prince George's Counties, Maryland. The economic analysis and socioeconomic data validation and adjustment will be used in the final phase of the traffic and revenue study, which will be undertaken by CDM Smith (CDMS). The findings of the analysis will be used by CDMS to forecast future vehicle traffic and toll revenue for the Intercounty Connector.

Based on the economic analysis, Renaissance has prepared countywide population and employment estimates for 2014 and forecasts for 2020, 2025, 2030 and 2040 for the counties within the Washington D.C. metropolitan area that generate most of the traffic using the ICC on a daily basis: Anne Arundel, Frederick, Howard, Montgomery and Prince George's Counties in Maryland, and the District of Columbia. Figure 1 shows the relationship of the ICC to these Primary Area Jurisdictions. The forecasts have been generated considering 2010 and prior US Decennial Census results, public and private forecasts from a number of sources and forecasts created by the Metropolitan Washington Council of Governments (MWCOG) for the purposes of long range regional land use and transportation planning. The purpose of this report is to document the analysis undertaken by Renaissance and present the resulting county and TAZ level adjustments to the adopted population and employment forecasts for the Washington DC Metropolitan Area.

Approach

Renaissance assembled a team of professional land use planners, development specialists, transportation planners and geographic information systems analysts to evaluate economic conditions, local market dynamics, land use patterns, land availability and infrastructure investments that will affect the long term population and employment growth in the Washington DC Metropolitan Area. The approach included top down methods by testing and adjusting region-wide and jurisdictional population and employment control totals, bottom up methods analyzing the supply of land for residential and non-residential development, market-based macroeconomic information on the prospects for short and long term growth, and a forecasting tool integrating a variety of predicting variables that was used to analyze and adjust forecasts at the TAZ level. The approach to analyzing and refining the data for the region included several steps:

1. Definition of an Intercounty Connector Primary Market Area based on a critical mass of origins and destinations for ICC patrons;
2. Interagency and intergovernmental coordination to understand perspectives on MWCOC methods and forecasts;
3. Macroeconomic assessment at the jurisdictional level of past trends, present conditions and near term future prospects for residential development and absorption and job creation within the metropolitan region, including comparison of those forecasts to other public and private agency sources;
4. Establishment of a 2014 baseline condition;
5. Forecasts for 2020 through 2040 based on macroeconomic factors of population and employment at the jurisdictional level to be used as guidance in preparing the final adjusted forecast;
6. Detailed gridcell level evaluation of existing conditions and land supply side factors for the jurisdictions in the Primary Market Area
7. Methodology for modeling and testing the validity of MWCOC forecasts at the TAZ level for the District of Columbia and Anne Arundel, Frederick, Howard, Montgomery and Prince George's Counties; and
8. Final TAZ level jurisdictional and Primary Market Area forecasts based on adjusted population and employment, supply side analysis, macroeconomic guidance and forecasting model based on MWCOC assumptions.

The development of TAZ level forecasts reflect information and knowledge regarding localized planning, zoning, and market research affecting development patterns within the Primary Market Area. The Primary Market Area includes several key activity centers that are referenced throughout the report and shown in Figure 2.

Figure 1 - Metro Area Context

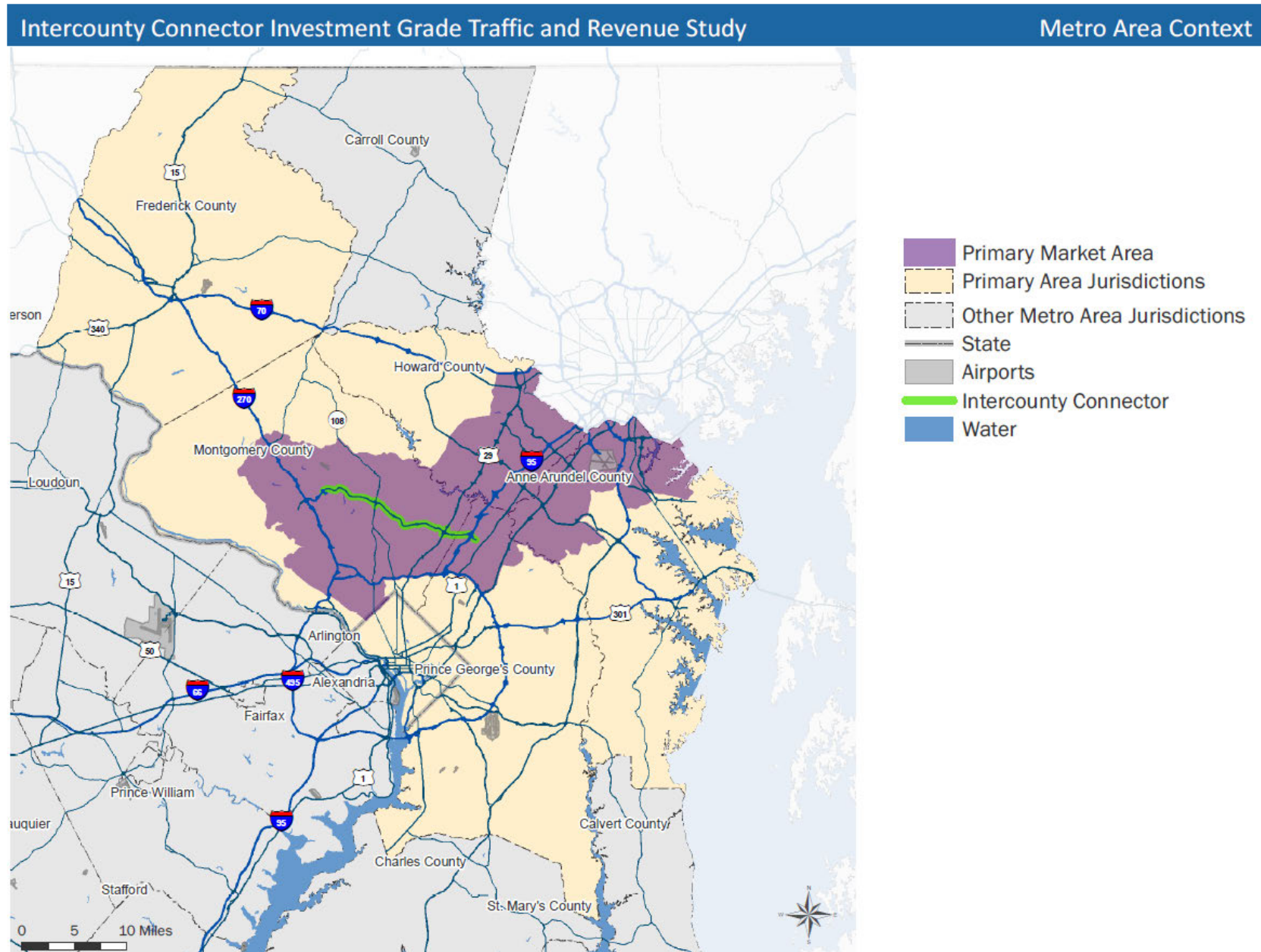
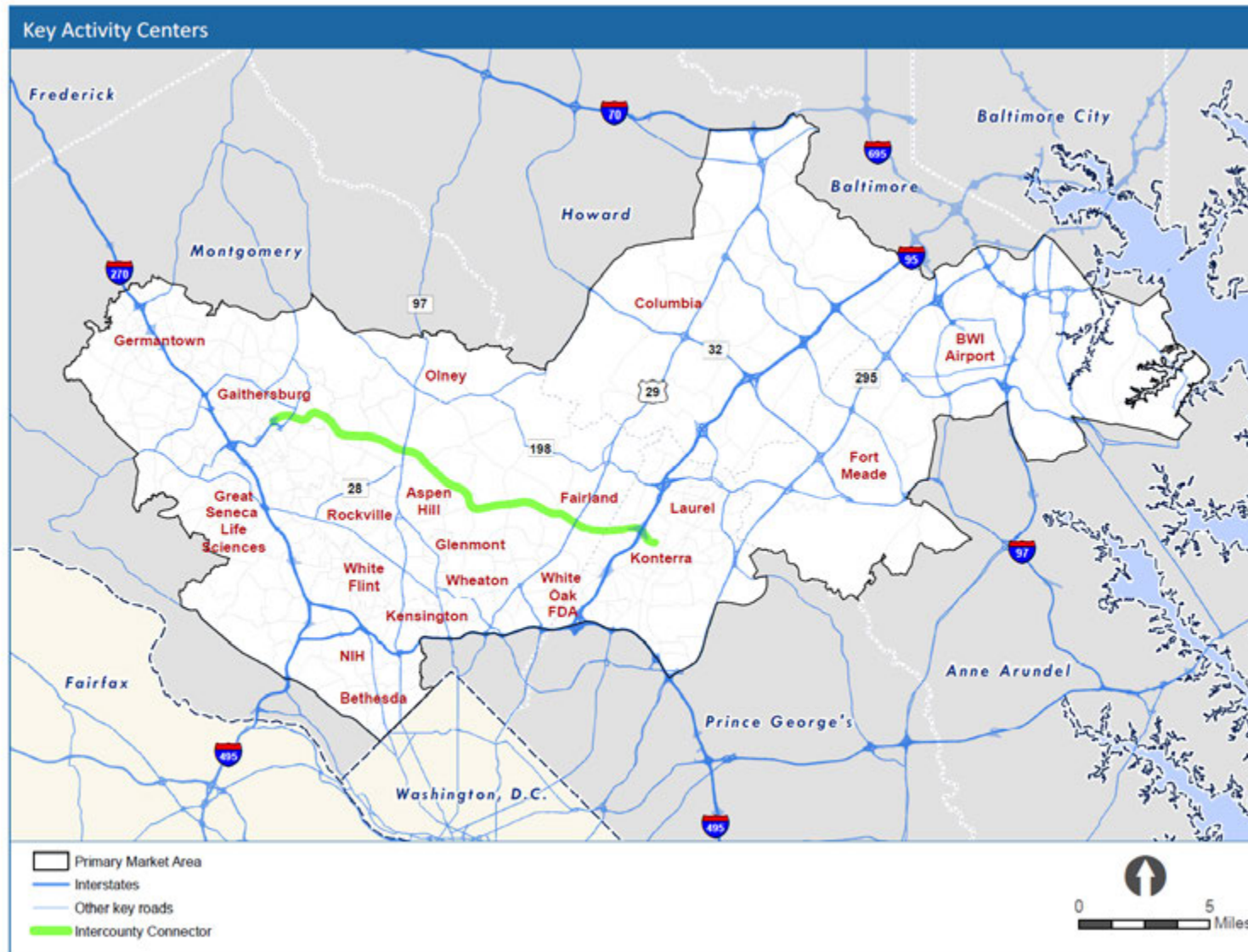


Figure 2 – Key Activity Centers



Step 1: Intercounty Connector Primary Market Area

The result of an MWCOG 2014 travel demand model run was used as the primary source to identify the Primary Market Area for our analysis. The travel demand model analysis considered select link analysis for all trips using any segment of the Intercounty Connector. These origins and destination points were mapped, and analyzed both by normalized density per acre, as well as total by TAZs. The Primary Market Area is defined by TAZ boundaries. TAZs with the highest concentration of both origins and destinations were manually selected to comprise the Primary Market Area. Wherever possible, TAZs were selected to form a cohesive study area, avoiding holes and rough edges. Prior analyses for other transportation facilities in the Washington region have demonstrated that a cohesive study area boundary can usually be defined by a “travelshed” encompassing 85% of total facility origins and destinations (a point beyond which the remaining users are too dispersed to be cohesive). The selection process continued until the percent of total origins and destinations were both greater than 85%. The Primary Market Area and densities of origins and destinations by TAZ are depicted in Figure 3. The area includes portions of Anne Arundel, Howard, Montgomery, and Prince George’s Counties.

Figure 3 shows the metro area TAZs color-coded to indicate TAZs which have the greatest total number of origins and destinations for traffic from the 2014 model using any single link of the ICC. The results demonstrate the role of the “gravity model” in influencing trip distribution; trips on the ICC tend to be generated by nearby TAZs (of almost any size) or by large TAZs that are further away.

The single largest TAZ, in terms of generating trips that use at least one link of the ICC, is TAZ 539 in Montgomery County which is located at the junction of the ICC and Georgia Avenue (MD 97). The ICC traverses the northeast corner of this TAZ between the Georgia Avenue (MD 97) and Layhill Road (MD 182) interchanges. This TAZ comprises about 1,300 acres (larger than the average 860-acre TAZ in Montgomery County), and contains over 17,000 residents (more than the average 2,700-resident TAZ in Montgomery County and nearly 3,000 employees (more than the average 1,000-resident TAZ in Montgomery County)). This TAZ generates about 5,300 daily trips on the ICC, or about 3.2% of the total ICC trips. TAZ 539 includes the Leisure World community, which may generate fewer home-based work trips due to the average age of its residents, but is still a significant trip generator and centrally located to take advantage of ICC accessibility.

Further away but much larger, TAZ 3036 houses the Baltimore-Washington International Thurgood Marshall Airport in Anne Arundel County. This TAZ is nearly 20 miles northeast of the ICC/I-95 interchange. However, the BWI Airport is a highly-recognized key intermodal destination that, along with the ICC, connects the I-270 technology corridor to suppliers and customers worldwide. TAZ 3036 generates about 1,600 daily trips on the ICC, or about 1.0% of the total ICC trips. Both these TAZs are among the 23 TAZs that generate about two-sevenths of the total trips, indicated by the two darkest bands of color in Figure 3.

The information in Figure 3 helps demonstrate the derivation of the Primary Market Area boundary based on the TAZs that generate the top 85% of TAZ-based origins and destinations. In particular, the development patterns in the Washington and Baltimore regions shape the ICC primary market area so that it encompasses a broader area to the north and east of the ICC (where development is more or less continuous between the Baltimore and Washington beltways) and has a smaller geographic area at the western end of the ICC (where the Montgomery and Frederick County agricultural reserves limit trip generation of all types to a fairly narrow band along I-270). The assessment of trip origins and destinations in Figure 3, however, is affected by the variance in TAZ size throughout the region; larger TAZs further from the study area appear “more important” due as much to their geographic size as to their contribution

to ICC trips. As noted earlier, the average Montgomery County TAZ is 860 acres in size. In contrast, the average TAZ size for Howard and Anne Arundel Counties are 2,400 acres and 3,800 acres, respectively. Howard and Anne Arundel Counties are part of the MWCOG regional travel demand model but belong to the Baltimore Metropolitan Council of Governments (BMC). Traffic generated in Howard and Anne Arundel Counties are integral to the air quality conformity process for the MWCOG jurisdictions (and to travel on the ICC) but, as jurisdictions in an adjacent region with an independent metropolitan planning process, the level of detail is not as important as in Montgomery and Prince George's Counties.

Figure 4 provides a visual adjustment for the relative contribution of different TAZs to ICC traffic by normalizing the ICC trip generation by acreage (in other words, showing the number of ICC trips per acre in each TAZ). This graphic provides a more intuitive picture of the places that are generating ICC trips, notably the activity center destinations at both ends of the corridor. In the I-270 corridor, significant ICC trip generators include Gaithersburg, the Great Seneca Science Corridor / Life Sciences Center, White Flint, Rock Spring Park, and Bethesda. In the US 29/I-95 corridor, significant ICC trip generators include Fairland, White Oak, and Laurel. In between, communities along the ICC generate a significant number of trips in the corridor, as do the Olney, Glenmont, and Wheaton activity centers along Georgia Avenue.

As described previously, macroeconomic analysis and forecasts were generated for the six Primary Jurisdictions. Frederick County and the District of Columbia are not represented in the Primary Market Area but are included as the Primary Jurisdictions analysis based on their overall size, proximity to both the ICC alignment and the Primary Market Area.

The MWCOG and BMC regions both have a cooperative land use forecasting process in which local jurisdictions regularly provide TAZ-level forecasts to the regional planners in a coordinated process that reflects regional econometric forecasts with established growth control totals based on market conditions. These forecasts are generally produced on an annual cycle, with each year's forecasts described as a "round" of forecasts. MWCOG has most recently completed Round 8.3 forecasts (meaning the third minor revision at the local level to the eighth substantive regional forecast). Note that the term "Round 8.3" forecasts are used to describe population, households, and jobs forecasts for the full MWCOG model region, which includes Carroll, Howard, and Anne Arundel Counties in the Baltimore Metropolitan Council (BMC) cooperative forecasting process. The Round 8.3 forecasts for MWCOG incorporate the "Round 8B" forecasts for BMC, which are the most recently adopted forecasts for BMC as of the time of report publication.

Figure 3 – ICC Trip Origins and Destinations in the Primary Market Area

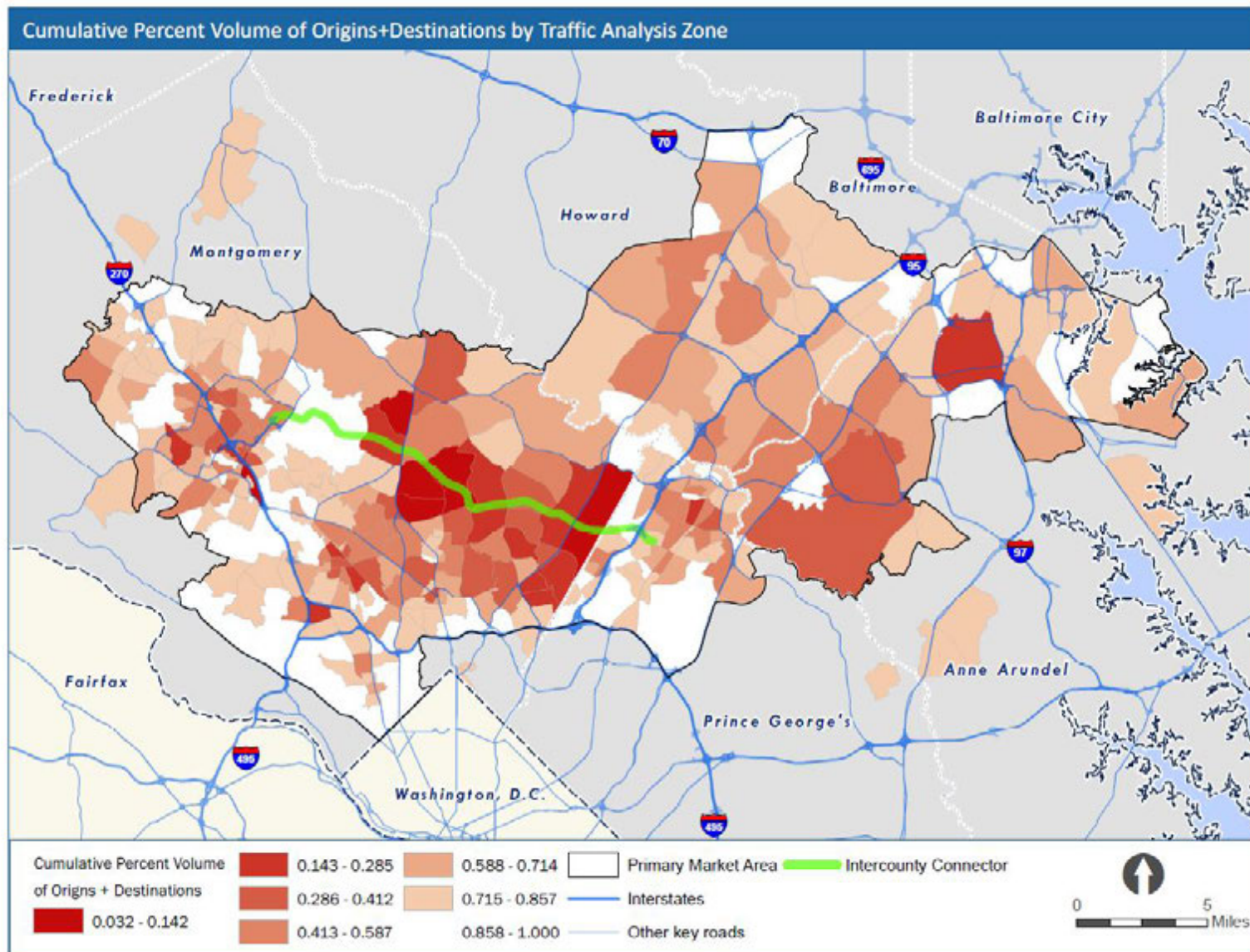
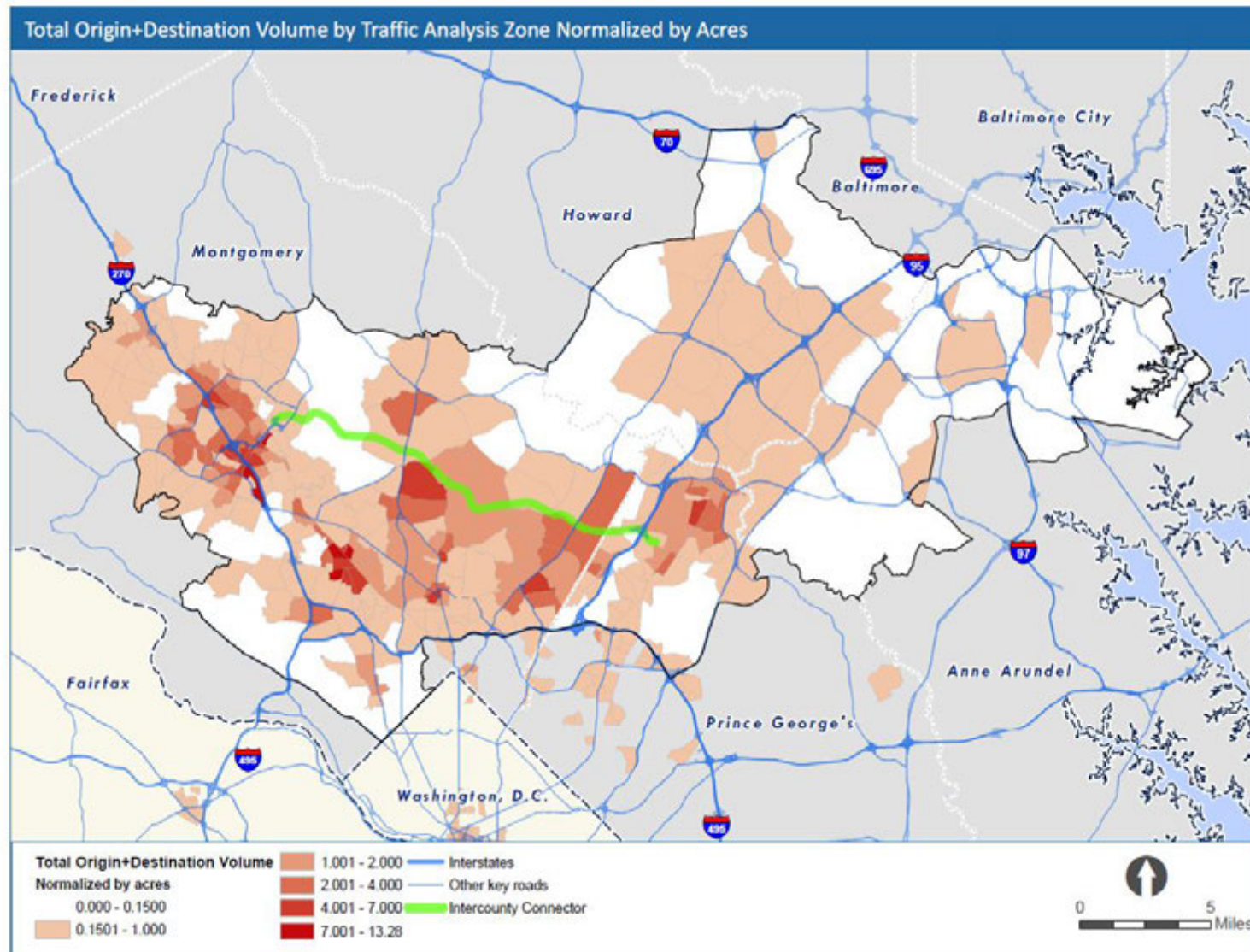


Figure 4 -Density of ICC Trip Origins and Destinations in the Primary Market Area



Step 2: Interagency and Intergovernmental Coordination and Interviews

During January 2015, Renaissance contacted a number of agencies and governments to collect information and interview key staff in the Primary Market Area jurisdictions. The interviews and meetings helped us gain perspective on trends and conditions in the housing and commercial development markets and hear their perspective on the MWCOC forecasts. The following is a list of those who were contacted and provided input:

- Anne Arundel County
- Howard County
- Montgomery County Planning Department
- Prince George's County Planning Department

These agencies and governments were contacted in the early stages of the study. In order to keep this assessment wholly independent, we did not review findings or methods with the agency staffs prior to the publication of this document.

Step 3: Macroeconomic Assessment

Through the Great Recession of 2007-2009 the Washington DC Metropolitan Area was arguably the strongest regional economy and real estate market in the US, thanks to its reliance on federal employment and contracting that was much less affected by the financial crisis than other industries. However, in subsequent years the metropolitan economy has weakened somewhat due to federal cutbacks, many mandated or influenced by sequestration. Within the Metropolitan Area the inner core has seen milder swings between the high and low growth periods. This section presents a summary of additional demographic, economic, and real estate trends taking place at the national, regional, and local levels that are likely to influence the course of development in and around the Primary Market Area.

Historic Growth Trends

Figures 5 and 6 illustrate that over the past fifty years, the primary jurisdictions have demonstrated the evolution of first-tier suburban growth typical of metropolitan areas along the eastern seaboard. In these metropolitan areas the central cities are landlocked and cannot expand through annexation, and have gone through a cycle of disinvestment and rebirth. In 1970, Washington DC was the center of the regional economy, and had the largest residential population as well. As the inner suburbs attracted both additional housing units and jobs growth, the inner-tier suburbs of Montgomery and Prince George's Counties surpassed the District of Columbia in population (although not in population density) and Montgomery County's jobs total is approaching that of the District of Columbia. The next tier of suburbs (Anne Arundel, Howard, and Frederick Counties) are essentially midway between Washington and Baltimore, are still somewhat more oriented to a role of bedroom communities than the first-tier suburbs are, and send employed residents to both the Washington and Baltimore employment cores. The past fifty years have seen a large expansion in the geographic coverage of regional growth outward from the Capital Beltway. , Increasing state and local growth controls, exemplified by the zoning regulations limiting development in Montgomery County's Agricultural Reserve, are reinforcing the "wedges and corridors" growth plans established in the 1960s. For the most part, continued population and housing growth will occur more through redevelopment of underutilized sites than through greenfield developments constructed on farmland or forested land.

As population and employment growth occurred in the primary jurisdictions, there has been a notable shift in the level of wealth and economic status in the District of Columbia, as measured by the per capita income of its residents and shown in Figure 7. This reflects both importance of the federal government (and proximity to its main offices) in the regional economy and the recent trend of preference for urban living among the young, educated Millennial generation discussed further below. Over the past 20 years, the District's per capita income moved from the middle of the pack among the primary jurisdictions to the highest of the group, surpassing the longtime leader Montgomery County since the end of the Great Recession. The income differences across the primary jurisdictions are quite distinct and have widened since 1990.

Figure 5 –Historic Changes in Jurisdictional Population

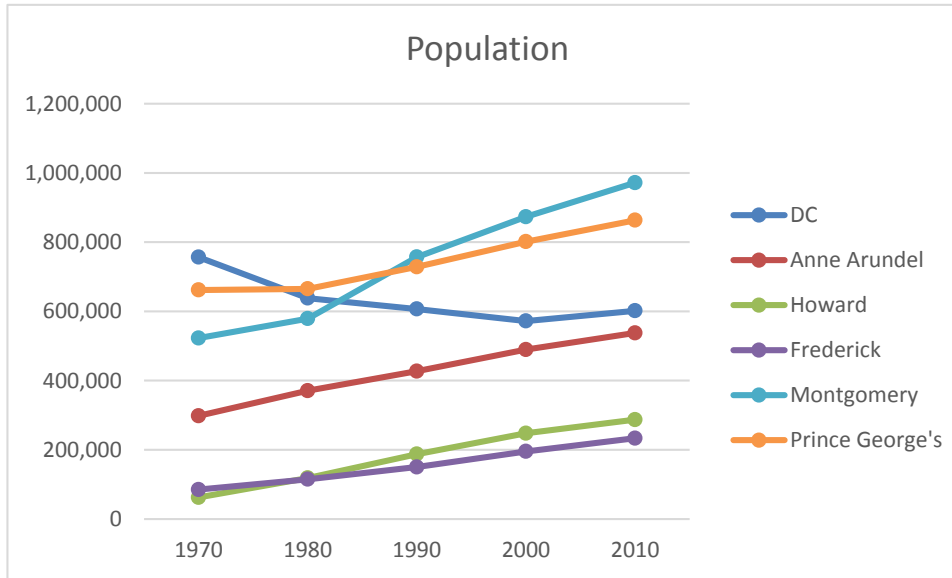


Figure 6 –Historic Changes in Jurisdictional Employment

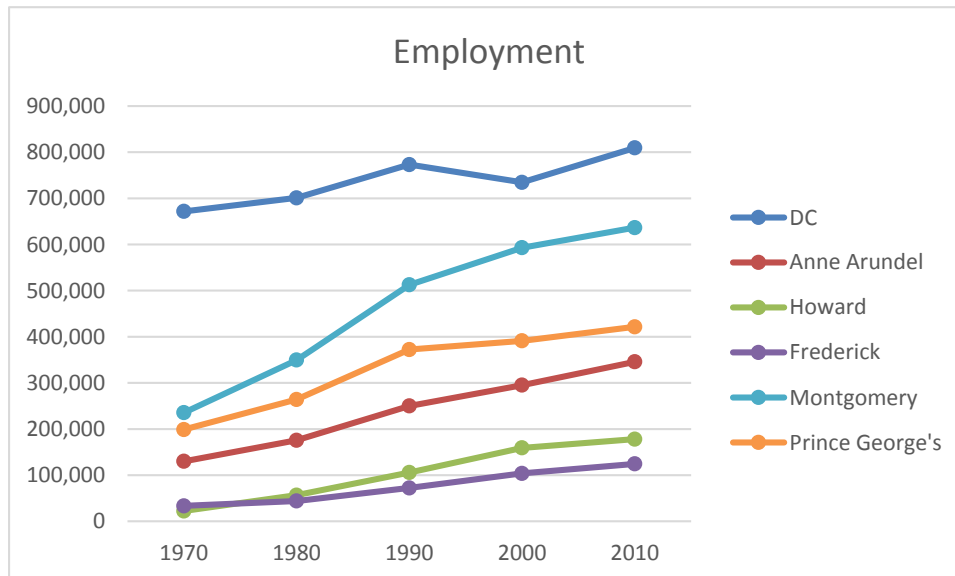
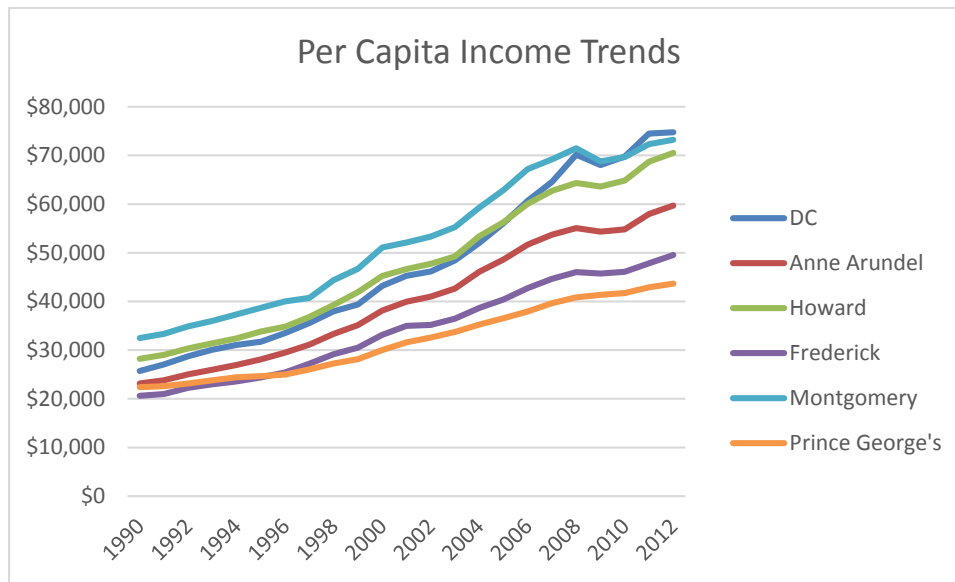


Figure 7 –Historic Trends in Jurisdictional Per Capita Income



Regional Economic Trends

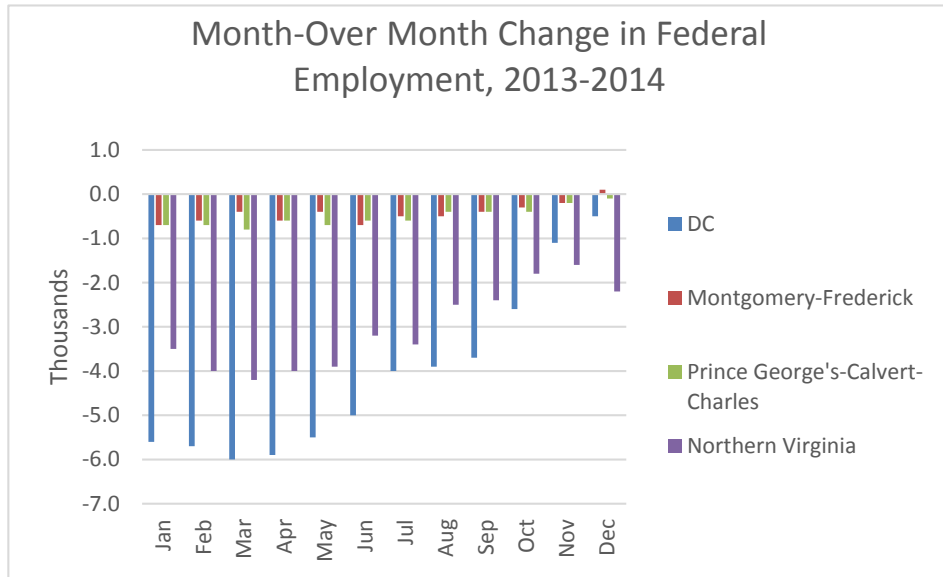
Professor Steven Fuller of George Mason University, a longtime observer and analyst of economic conditions in the Washington, DC region, shared his thoughts on current trends and conditions in the regional economy at a recent presentation as summarized in the following five bullets:¹

- The region made it through sequestration with less pain than anticipated. There are still strengths in the economy and its demographics (high education and income levels).
- To some extent the strong performance of recent years while the rest of the U.S. was hurting has left little room to improve.
- But Federal spending is still tight and federal employment is still decreasing – but the region’s economy is starting to pick up after trailing the rest of the U.S. while the national economy was strengthening.
- Gross regional product (GRP) decreased more in 2013 than it did during the Great Recession, driven by federal reductions in contracting and wages. This is the second year in a row of GRP decrease.
- Only three sectors posted GRP increases from 2012-2013: food service/hotels/entertainment, education/health services, and retail; these are all primarily local-serving sectors driven by population growth.

Fuller’s observations serve as an apt framework for our jurisdictional analyses. At a sub-regional level, comparing monthly employment data in 2013 and 2014 shows that thousands of federal jobs were lost in the District of Columbia and Northern Virginia. Thousands of professional services jobs were lost in Northern Virginia, but modest gains in this sector occurred in the District and Montgomery/Frederick Counties. These two sectors are the main drivers of the regional economy.

¹ “The U.S. and Washington Area Economic Performance and Outlook.” Stephen S. Fuller, Ph.D. Center for Regional Analysis, George Mason University. April 23, 2015. http://cra.gmu.edu/pdfs/studies_reports_presentations/Washington_Building_Congress_042315.pdf

Figure 8 –Monthly Change in Washington Regional Federal Employment



Annual employment data provide by the U. S. Bureau of Labor Statistics over the past several years are shown for federal employment and professional, scientific, and technical services employment in Figures 8 through 11. These data show that the trajectory of federal employment growth is down since 2010 in the District, Prince George’s County, and Northern Virginia, while it first increased then tracked downward since 2012 in Montgomery and Frederick Counties. The growth trajectory for the professional services sector is upward in the District, upward only until 2012 then downward in Northern Virginia, largely downward in Prince George’s County, and mostly flat in Montgomery/Frederick Counties.

Figure 9 –Monthly Change in Washington Regional Services Employment

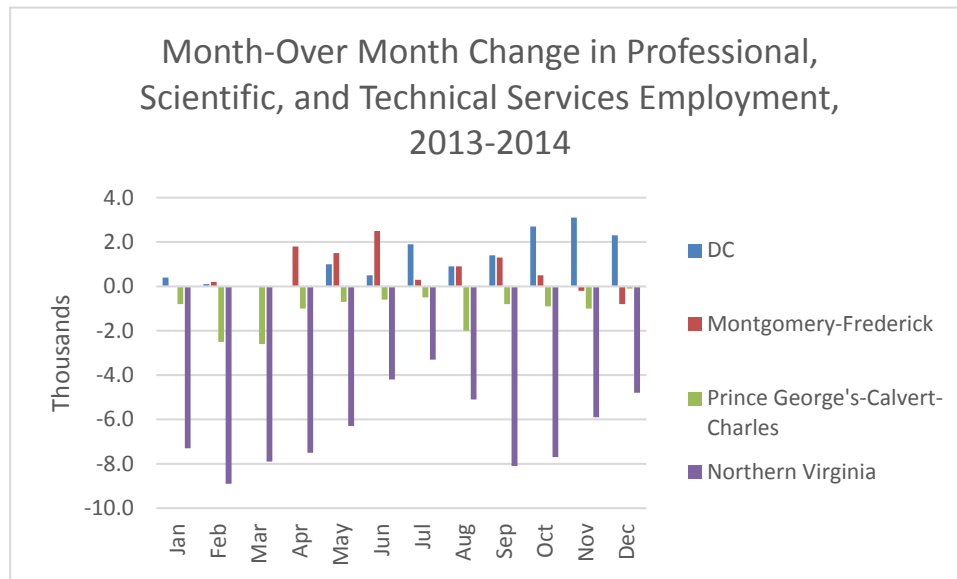


Figure 10 –Growth Trajectory of Federal Employment

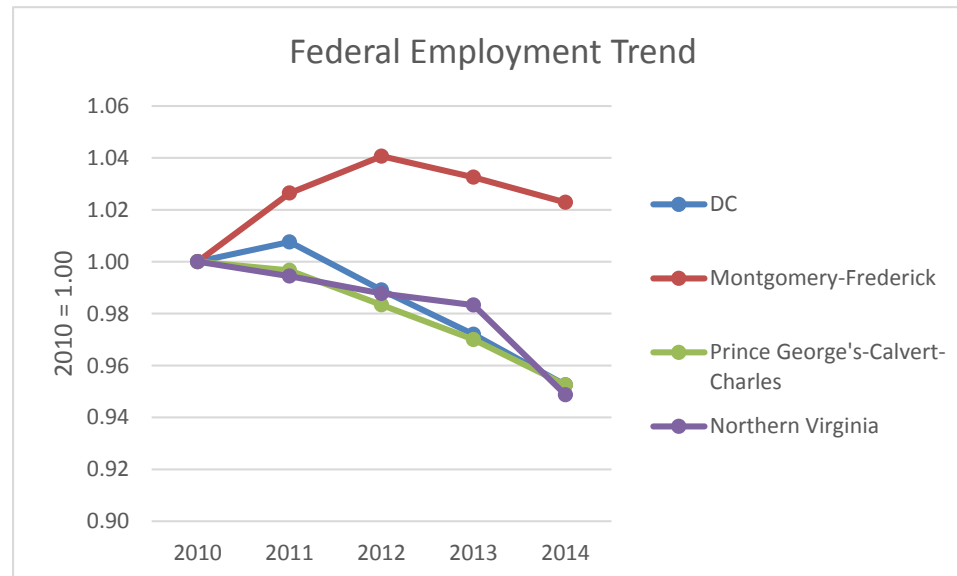
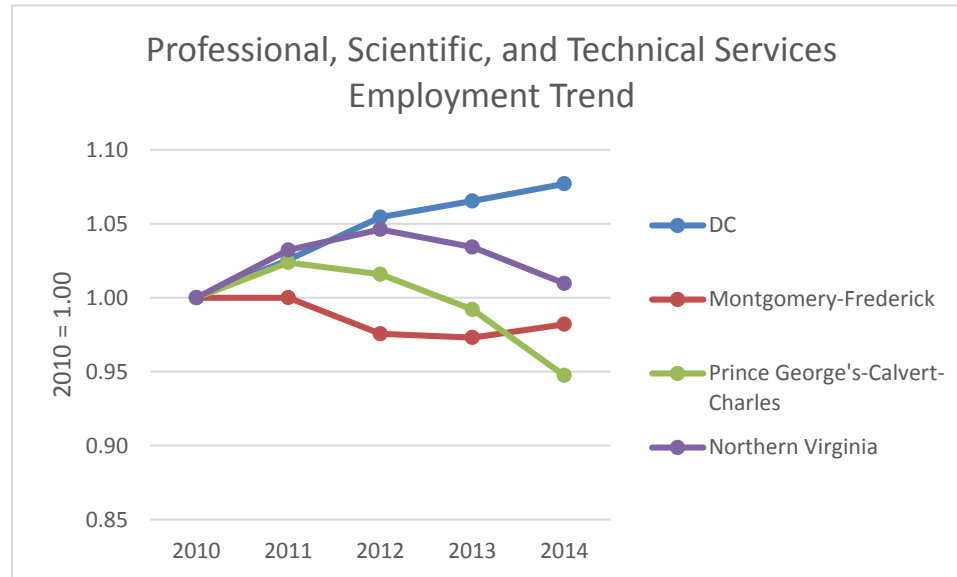


Figure 11 –Growth Trajectory of Professional Services Employment



The weakening of the regional economy has been reflected in real estate market conditions and the prospects for development and investment as seen by market participants. After ranking as the 8th strongest market nationally for 2013 in the annual Urban Land Institute *Emerging Trends in Real Estate* survey, the Washington, DC market fell to 22nd in 2014. The survey divided the region into three submarkets for its 2015 edition, and respondents ranked the District itself 25th, Northern Virginia 28th, and Suburban Maryland 51st for this year.² Another recent compilation of regional market conditions highlighted two “megatrends” in the Washington, DC economy: (1) wage growth is flat, but discretionary income is up; and (2) the regional economy is *recovering* – but not yet *recovered*.³

The main takeaway from current economic conditions seems to be that the two large (and well-paying) economic drivers of the regional economy, namely the federal government and professional services (linked heavily to federal contracting) are retrenching, and there is not much filling the gap right now beyond growth in retail/restaurant jobs and GRP. Biotech has been mentioned as a key growth sector for Montgomery County given its existing strength in that industry cluster.

District of Columbia Population and Housing Trends

From April 2010 to July 2012 the District of Columbia added more population than it did from 2000-2010. Over half of these people were age 25-34, the core of what is known as the Millennial generation. The blossoming of many District neighborhoods has been well-documented in media reports. Observers have started to wonder how long this trend can last.

A notable observer is the District’s Office of the CFO, which has published forecasts that expect population growth to slow. A major component of this change is the slowing of migration – domestic net migration has gone down from an average of 6,400 per year in 2010-2013 to 1,200 per year from 2013-2014, an 82 percent decrease.⁴ The “Mapping America’s Futures” online tool created by the Urban Institute allows one to create different population growth scenarios for the District in 2030 by selecting low, average, or high rates of births, deaths, and migration. The scenario that most closely matches MWCOG’s Round 8.3 forecast is one that assumes high births, low deaths, and high migration.⁵

Housing costs in the District have spiked along with the population. The U.S. Bureau of Economic Analysis publishes state and regional cost of living comparison metrics known as regional price parities for goods, services, and rents (a proxy for all housing costs). As Figure 12 shows, the housing costs in the District increased sharply from 2009 to 2011, briefly surpassing the regional housing cost metric in that year. Meanwhile, the cost of goods and services in both areas stayed steady and similar. The real estate website Zillow reports that home values in the District are up 29 percent and rents are

² PwC and the Urban Land Institute. *Emerging Trends in Real Estate 2015*. <http://uli.org/research/centers-initiatives/center-for-capital-markets/emerging-trends-in-real-estate/americas>

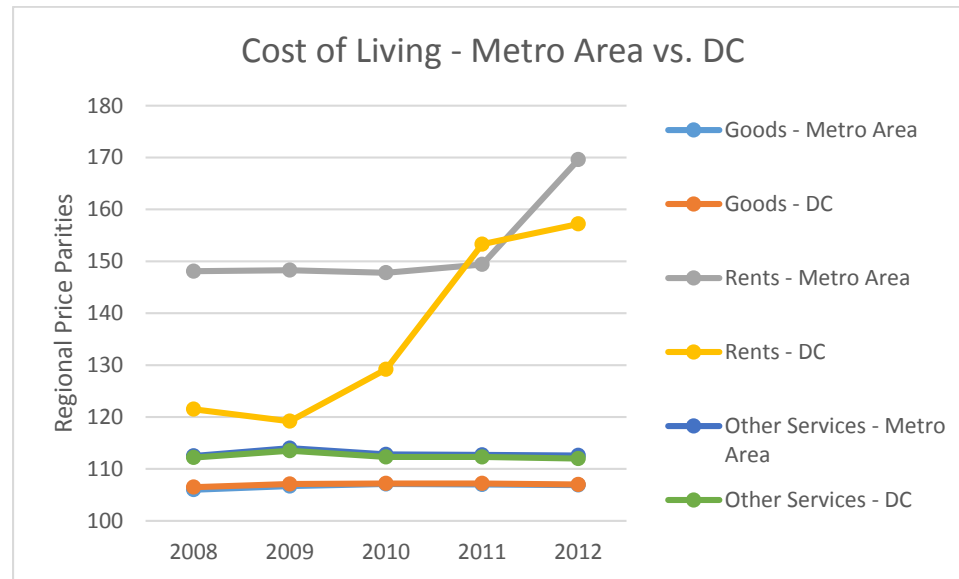
³ Transwestern et al. *Trendlines 2015: Trends in Washington Commercial Real Estate*. <https://www.mwcog.org/uploads/committee-documents/kl1WX11f20150310112618.pdf>

⁴ Government of the District of Columbia, Office of the Chief Financial Officer. *District of Columbia Economic and Revenue Trends: January 2015*. http://cfo.dc.gov/sites/default/files/dc/sites/ocfo/publication/attachments/Economic%20and%20Trend%20Report_January%202015.pdf

⁵ The Urban Institute. *Mapping America’s Futures*. <http://datatools.urban.org/features/mapping-americas-futures/#map>

up 13 percent since 2011. A study by the U.S. Bureau of Labor Statistics found that the Washington, DC metro area had the highest average annual housing costs in U.S. for 2011-2012 – even more than New York City and San Francisco.⁶

Figure 12 –DC Cost of Living Comparison



Rising housing costs might be expected to slow the Millennial population growth in the District. But because average earnings in the two major employment sectors of federal government and professional services are both high (though they have declined slightly since 2008), high home prices and rents will not stop all young professional growth because of the financial resources many will have available. A more relevant question for the long term is whether the current Millennial cohort remain in the District as the people get older and start families. The District Office of the CEO has documented the fact that once households have their first child they're more likely to leave the District within four years. Middle income households are more likely to leave than low and high income households, suggesting that cost is a factor for residents in the middle of the income scale.⁷ Other findings from the research indicate that the District population is transient: only 23 percent of people living there in 2004 were still there in 2012. Single

⁶ Wiener, Aaron. "D.C. Area Housing Costs Are the Highest in America." *Washington CityPaper*. September 8, 2014.

<http://www.washingtoncitypaper.com/blogs/housingcomplex/2014/09/08/d-c-housing-costs-are-the-highest-in-america>

⁷ Moored, Ginger and Lori Metcalf. "D.C. Parenthood: Who Stays and Who Leaves?" District of Columbia Government, Office of the Chief Financial Officer. January 15, 2015. <http://cfo.dc.gov/publication/dc-parenthood-who-stays-and-who-leaves>

people were more likely to leave the District, while people who got married during the analysis timeframe were more likely to stay. Having multiple children in the household tended to make people stay, and higher income households tended to stay.⁸

In its December 2014 revenue letter, the District CFO stated that the District population cannot be assumed to grow as fast in the future as it has recently.⁹ We expect continuing in-migration of young urban professionals to help the District continue the population growth increase over the next several decades. However, the cost of living concerns and tendency for aging Millennial generation families to leave the District suggests that the population growth estimates in the Round 8.3 forecasts are somewhat optimistic.

Emerging Preferences for Cities and Walkability

The Millennial generation is poised to have as much of an impact on economic and social trends as the Baby Boom generation did before it. Also known as Gen Y, it makes up one-fourth of the U.S. population and is expected to increase in size since many immigrants come to the U.S. at a young age. Much has been written about the emerging and future influence of this generation, and the Urban Land Institute commissioned two surveys in the past few years to evaluate its current and future housing and shopping preferences. The findings reinforce the narrative of the increasing popularity of urban areas, walkability and associated lifestyle, which in this context would be the District of Columbia and perhaps also close-in walkable areas in Alexandria and Arlington's Rosslyn-Ballston corridor. This would help explain the recent population boom in the District and the continuing market strength of the Metrorail corridor in Arlington.

In a 2013 survey by the Urban Land Institute, 39 percent of Gen-Yers said that they are "city" people in terms of their residential orientation, compared to 29 percent "suburbanites" and 33 percent "small-town/country people." As far as where the respondents currently lived, 48 percent lived either in downtown or near downtown, or in a city neighborhood outside downtown.¹⁰ In terms of where they work, a 2010 survey by ULI found that 55 percent of Gen-Yers expect to be working in central cities in five years, compared to 21 percent in suburbs and 23 percent in small towns or rural areas. Interestingly, only 47 percent of the respondents said that they currently worked in central cities, suggesting as the ULI report puts it "that cities appeal to members of Generation Y as a place to work, even if they prefer not to live in dense urban places." Looking at a place-driven factor independent of the city/suburb distinction, the 2010 survey found that 64 percent of respondents felt that the walkability of shopping and gathering places was either "essential" or "preferable."¹¹ These findings reinforce the idea that the District and the closer-in, transit-served employment centers will maintain their strong market positions, and perhaps even strengthen as Generation Y increases its earning power and continues to assert its influence in the marketplace.

⁸ Taylor, Yesim Sayin. "Who Stays in the District? Who Leaves? Preliminary Findings from DC Tax Filers from 2004." District of Columbia Government, Office of the Chief Financial Officer. January 28, 2015. <http://cfo.dc.gov/publication/who-stays-district-who-leaves-preliminary-findings-dc-tax-filers-2004>

⁹ DeWitt, Jeffrey S. "December 2014 Revenue Estimates." District of Columbia Government, Office of the Chief Financial Officer. December 30, 2014. <http://cfo.dc.gov/sites/default/files/dc/sites/ocfo/publication/attachments/Revenue%20Certification%20Letter%20Dec%202014.pdf>

¹⁰ Lachmann, M. Leanne and Deborah L. Brett. *Generation Y: Shopping and Entertainment in the Digital Age*. Urban Land Institute. 2013. <http://uli.org/wp-content/uploads/ULI-Documents/Generation-Y-Shopping-and-Entertainment-in-the-Digital-Age.pdf>

¹¹ Lachmann, M. Leanne and Deborah L. Brett. *Generation Y: America's New Housing Wave*. Urban Land Institute. 2011. http://www.uli.org/wp-content/uploads/2012/06/GenY-Report-20110510.ashx_1.pdf

The walkability of urban areas and “urban-like” areas is seen as one of the key factors in their appeal, to Millennials and others alike. Real estate analyst and longtime Washington, DC market observer Christopher Leinberger has published research showing that the region leads the nation in major walkable centers, most of the region’s new development is happening in these centers, and real estate in these centers has a major price/value premium over other suburban development.¹² It appears that walkability is increasingly driving the commercial real estate market in the region, and most of the walkable places are in or near the urban core or along Metrorail lines. Of the 43 walkable centers identified by Leinberger, 21 are in the District, five are in Montgomery County, and only two are in Prince George’s County.

Research at a national level published by the National Association of Industrial and Office Properties (NAIOP) found similar preferences by office tenants and higher values for walkable, mixed-use places. Across the U.S. “vibrant suburban centers” are competing evenly with regional central business districts for office tenants, but they are beating out conventional suburban locations.¹³ This factor has been mentioned as a reason for why the Montgomery County office market has been increasingly less competitive with Northern Virginia and the several major walkable centers located there. If this trends persists it may draw growth away from the ICC Primary Market Area and into the urban core and existing strong centers like the Rosslyn-Ballston corridor. The same market trends, however, reinforce planned Primary Market Area growth in existing, emerging, and planned walkable centers like White Flint and the Great Seneca Life Sciences Corridor in the I-270 corridor of Montgomery County where local planning and zoning initiatives are focusing on incentivizing transit-oriented, walkable designs.

Suburban Growth Prospects

Population growth in the District of Columbia and real estate demand and development in walkable centers around the region are suggesting that urban and urban-style places are the future of regional growth. But the suburbs still have strong prospects and not all growth is likely to come from city-dwelling Millennials.

The trend of Millennials moving into CBDs and urban neighborhoods is real and significant, but this represents a relatively small share of the total Millennial population. Most Millennials are living in the suburbs, particularly the older suburbs just outside the central city.¹⁴ Job sprawl seems to have slowed in the largest metro areas across the U.S., although there are still many metros where the periphery grew faster than the core over the past decade. And the source of the core’s strength in recent years appears to owe a lot to the fact that industries that tend to centralize were not hit as hard by job losses as those that tend to be decentralized.¹⁵

¹² Leinberger, Christopher B. *DC: The WalkUP Wake-Up Call*. The George Washington University School of Business. 2012. <http://business.gwu.edu/dc-the-walkup-wake-up-call>

¹³ Malizia, Emil. *Preferred Office Locations*. NAIOP Research Foundation. 2014. <http://www.naiop.org/preferredofficelocations>

¹⁴ Cox, Wendell. “Urban Core Millennials? A Matter of Perspective.” *New Geography*. March 6, 2015. <http://www.newgeography.com/content/004864-urban-core-millennials-a-matter-perspective>

¹⁵ Cortright, Joe. “Has the Tide Turned?” *City Observatory*. June 3, 2015. <http://cityobservatory.org/has-the-tide-turned>

Numerous surveys have found that many Millennials still aspire to own a home and live in the suburbs eventually.¹⁶ And a recent survey of all ages found that more people currently living in urban places wanted to move to a different type of place (suburbs, rural) than people living in the suburbs or rural places.¹⁷ There is a lively debate supported by research findings on both sides of the issue about the scale, strength, and persistence of Millennials' preference for urban living over the longer term.¹⁸ But because a preference for urban living is tightly correlated with age, as the Millennial generation ages the growth in urban neighborhoods is likely to slow at least somewhat. One article states that we have reached "peak urban Millennials."¹⁹

Even though companies moving downtown have been getting most of the attention, suburban office markets that were hit hard by the recession are starting to come back.²⁰ The catch seems to be that the recovery is typified by a focus on the best locations, so many secondary and lower-tier suburban markets are still struggling or stagnant. The Suburban Maryland office market seems to be representative of this, with development and absorption activity mostly confined to Bethesda and Rockville.²¹ In fact, the overarching trend in population growth appears to be bifurcated: the strongest growth in the truly urban neighborhoods near the center *and* in the farther out suburbs. One analyst concludes: "So are suburban areas growing faster than urban areas? The simple answer is yes. But the fuller answer is that some urban neighborhoods are growing fast and some suburban neighborhoods even faster. The best evidence of urban growth is in the densest city neighborhoods, not in a shift within suburbia toward more urban suburbs. Growth is currently favoring the densest urban neighborhoods and the most suburban suburbs, not the neighborhoods in between."²²

The attractiveness of urban activity centers in the Washington, DC region benefits from the extensive Metrorail system, large numbers of established walkable and transit-oriented places, high incomes and educational levels that drive urban/walkable preferences, and primary employment sectors that tend to be centralized (professional services and federal government). Growth in the suburbs will continue, both in its own right and as many current urban Millennials have children and move out of the city. Inner ring suburban Maryland (Montgomery and Prince George's Counties) will face a need to be more competitive in this market environment, especially given that Northern Virginia has the new Silver Line Metrorail extension and a significant amount of existing growth momentum.

¹⁶ Kotkin, Joel. "Misunderstanding the Millennials." *Orange County Register*. February 22, 2015. <http://www.ocregister.com/articles/millennials-651872-suburbs-generation.html>

¹⁷ Kolko, Jed. "Urban Headwinds, Suburban Tailwinds." *Trulia Trends*. January 22, 2015. <http://www.trulia.com/trends/2015/01/cities-vs-suburbs-jan-2015>

¹⁸ Juday, Luke. "Are the 'Urban Millennials' a Real Thing." *StatChat*. February 11, 2015. <http://statchatva.org/2015/02/11/millennials-downtown/#more-6407>

¹⁹ Ferro, Shane and Any Kiersz. "The Era of City-Dwelling Millennials is Coming to An End." *Business Insider*. January 28, 2015. <http://www.businessinsider.com/we-have-reached-peak-urban-millennials-2015-1>

²⁰ Drummer, Randy. "Once Left for Dead, Suburban Office Making a Comeback." *CoStar News*. November 12, 2013. <http://www.costar.com/News/Article/Once-Left-for-Dead-Suburban-Office-Making-a-Comeback/154320>

²¹ Colliers International. *Suburban Maryland Office Market Report, Fourth Quarter 2014*. http://www.colliers.com/-/media/Files/United%20States/MARKETS/District%20of%20Columbia/Market%20Reports/SubMD_Office_2014Q4.pdf

²² Kolko, Jed. "No, Suburbs Aren't All the Same. The Suburbiest Ones Are Growing Fastest." *CityLab*. February 5, 2015. <http://www.citylab.com/housing/2015/02/no-suburbs-arent-all-the-same-the-suburbiest-ones-are-growing-fastest/385183>

Retail Industry Trends

The retail industry is certainly in flux, dealing with the aftermath of the Great Recession on one hand and on the other hand the continuing rise of e-commerce and the knock-on effects of mobile technology and Generation Y preferences beginning to supersede those of the Baby Boomers, which have driven the market for so long. Many commentators and analysts have weighed in on this subject, and it is complex because it reflects a wide range of cultural and economic influences. But based on a survey of sources, some key trends or conclusions seem to be:

- Less retail space overall in the future – both less being developed and existing obsolete space being demolished or repurposed. The less-competitive locations are being weeded out of the marketplace. Bricks and mortar retail will be more heavily oriented toward things you can't do at all or as well online.²³
- Many of the standardized retail sectors are going to be driven by big national/regional chains that can maximize efficiency to make money on tight profit margins and high volumes. Think groceries, drugstores, etc. Amazon is testing out grocery delivery on the west coast right now, and is building enormous regional distribution centers across the country to meet their goal of offering same-day delivery soon in most markets. Anything that is subject to economies of scale will be pushed hard by big companies leveraging new technology and cutting edge logistics.
- The retail trend is “de-massification.” Mass markets are disappearing and fragmenting, and along with that are many big malls, shopping centers, and retailers. The retail in demand now is either driven by experience (upscale) or need/convenience (downscale). The convenience and choice of online shopping fits with the desires of Millennial shoppers, so getting them out to physical locations calls for prime locations and compelling experiences/products.²⁴
- Vacancy rates between Suburban Maryland and Northern Virginia shopping centers began to separate during the Great Recession, and the difference remains pronounced. Vacancies are higher in Maryland than in Northern Virginia. Rents are higher in Northern Virginia. One analyst notes that “tenants seeking space are interested in newer, Class A space, and the rise of the District as a destination for living, working, and shopping represents a unique opportunity for retailers in the region. We predict that the trend toward mixed-use projects in core submarkets with a more urban feel will continue for the foreseeable future.”²⁵

Based on these trends, it seems that retail is probably not going to grow dramatically in the region, but it will accompany significant localized population and employment growth. The District probably has room to increase its stock of general retail thanks to its population boom, but employment data show that the restaurant sector has been the real engine in recent years, which may not continue once the market reaches a saturation point. Given broader industry trends there probably is not a significant amount of unmet retail demand waiting to be served in the suburbs,

²³ Nelson, Andrew J. and Ana Leon. *Bricks and Clicks: Rethinking Retail Real Estate in the E-commerce Era*. RREEF Real Estate. July 2012.

http://realestate.deutscheawm.com/content/media/Research_RREEF_Real_Estate_Bricks_and_Clicks_July2012.pdf

²⁴ Lewis, Robin. “The Great Retail Demassification, Part 1.” *Forbes*. March 24, 2014. <http://www.forbes.com/sites/robinlewis/2014/03/24/the-great-retail-demassification-part-1>

²⁵ Delta Associates. *Year-End 2014 Washington, DC Metro Retail Outlook*. http://www.rappaportco.com/downloads/Q4_2014_Retail_Outlook.pdf

although data indicate that Prince George's County is somewhat under-retailed and could have room to grow its retail base to reach the levels demonstrated in other metro counties.

The number and strength of walkable, mixed-use places in the Washington, DC region that was mentioned earlier suggests that the region is at the leading edge of the curve in the evolution of the retail industry and the locations and real estate that it occupies. Combined with the emerging preference for urban living on the part of Millennials and the District population boom, the outward expansion of retail development following an outward expansion of population may slow or be redirected to more intensely developed centers than has been the case in the past.

Office Space Usage

The location and density of future employment in the ICC Primary Market Area could be influenced by trends in companies' usage of office space. Specifically, the average square footage of building space per worker influences individual firm location decisions (based on the amount and characteristics of available space), and also influences projections of future employment in local areas (i.e. TAZs) that are based on estimates of the amount of office space likely to be developed. The common rule of thumb of analysts and brokers has usually been 200 or 250 square feet per worker, but there have been a number of commentators and analysts in recent years offering forecasts that corporate office space usage will decline significantly to 150 square feet or even less per worker. This represents a potentially dramatic reduction in office space demand that could significantly change build-out assumptions in some developing areas.

But a more rigorous, academic approach to the question makes a compelling argument that the future of office space usage is probably going to look a lot like the past. A recent paper by Professor Norm G. Miller of the University of San Diego digs deep into the real-world parameters of how usable office space is measured from the perspectives of developers, brokers, and space users and finds that the traditional rule of thumb is most likely underestimating the true amount of office space companies are occupying per worker.²⁶ Rather than 200 or 250 square feet per worker, the true figure may be more like 340 square feet per worker. From that adjusted starting point, Miller argues that most companies will not be able to dramatically reduce their office space usage due to the practicalities of fluctuating personnel counts, inefficiencies in space configurations, and the influence on recruitment of new employees. And many companies may not even wish to reduce their office space usage as dramatically as some of the large, high-profile corporate users have been able to simply because of cultural reasons or differing priorities. Miller summarizes his findings thusly: "Based on reduced space usage, the demise of the office market has certainly been exaggerated, and we will likely see a continuation of space demand far in excess of the targets espoused by a few large public corporations and space planners. Moving forward, we will see some firms achieve square feet per worker of less than 100 square feet, but given the cultural impediments and the challenges of predicting growth rates, we are more likely to see figures at double this target for quite a while. It is unlikely in the real world of worker turnover, with both growing and shrinking firms, that typical firms will ever reduce actual space per worker to the stated goals."

Transit Investment Effects on Development

Plans for new premium transit service in and near the ICC Primary Market Area hold the potential to shape the course of development in the area in future years. The ICC Primary Market Area has two major new transit investments both with Locally Preferred Alternatives in the process of developing

²⁶ Miller, Norm G. "Estimating Office Space per Worker: Implications for Future Office Space Demand." September 17, 2012. <http://www.costar.com/Webimages/Webinars/EstOfficeNMiller.pdf>

New Starts applications with the Federal Transit Administration. The proposed Purple Line light rail (LRT) is a circumferential line inside the Capital Beltway that connects the Bethesda Metrorail station in Montgomery County to the New Carrollton Metrorail station in Prince George's County. The Corridor Cities Transitway bus rapid transit (BRT) project in the I-270 corridor extends from the end of line Shady Grove Metrorail station in Montgomery County through the Great Seneca Science Corridor plan area and into Germantown and Clarksburg. Both of these major transit investments will attract development concentrated around station areas through the application of transit-oriented development principles. The degree to which different types of transit investment leverage development activity and the predictors of success were the focus of a recent report by the Institute for Transit Development & Policy (ITDP) that analyzed case studies of recently constructed transit lines in 21 corridors in North America.²⁷ Their main study findings were:

- Both BRT and LRT can leverage many times more development value than they cost, but on a cost-effectiveness basis the BRT return on investment was much larger because of its lower construction costs.
- The key predictors of success in leveraging new development with transit are:
 - Primary predictor: government support for transit-oriented development
 - Secondary predictor: strength of the land market around the transit corridor
 - Tertiary predictor: quality of the transit investment (i.e., how close the BRT service and facilities are to best practices)

Other major transit investments in the region, such as the Metrorail Orange Line in the Rosslyn-Ballston corridor of Arlington County in Northern Virginia, have had transformational impacts on the land use and development patterns around them. The Metrorail Silver Line has been highly anticipated, and sparked a comprehensive master plan for transit-oriented redevelopment of the Tysons Corner area. A report by the CBRE real estate brokerage finds that the Silver Line will spur office demand, spark population growth and demographic changes, and transform the development landscape around the new stations.²⁸

With proper execution and Montgomery County support for transit-oriented development at the station areas, the public investment in these two new transit lines should have a substantial impact on the development patterns in the Primary Market Area.

²⁷ Hook, Walter et al. *More Development for Your Transit Dollar*. Institute for Transit & Development Policy. 2013. <https://www.itdp.org/more-development-for-your-transit-dollar-an-analysis-of-21-north-american-transit-corridors>

²⁸ CBRE. *The Silver Line: Transforming Commercial Real Estate*. 2014.

Step 4: New 2014 Baseline

The travel model validation efforts included the establishment of a 2014 model run that reflects traffic counts taken during 2014, including the portions of the ICC project between I-370 and I-95 (but not the extension to US Route 1 that opened November 9, 2014). The assessment of 2014 conditions was based on a pivot from the MWCOG Round 8.3 estimates for 2015, the 2013 and 2014 estimates for jurisdiction-level population developed by the US Census Bureau, the American Community Survey estimates for 2008-2013, and information on the status of substantial commercial property development. The 2014 county-level population estimates released by the Census Bureau in March 2015 revealed that the primary jurisdictions in the ICC study area all had population estimates that approached or exceeded the MWCOG Round 8.3 estimates for 2015, although several individual census-designated places in the study area showed lower growth rates (but with a wider five-year basis and higher corresponding margins of error). Based on available information, the Round 8.3 2015 population and housing estimates were adopted as representative for 2014 for TAZs in the Primary Market Area and some additional adjustments were made outside the Primary Market Area to reflect the trends in the 2014 population estimates. Note that neither the census estimates for 2013 or 2014 were adopted outright, both due to the fact that sub-jurisdictional forecasts are not made available and the fact that the estimates are, in fact, also only estimates of population, and are occasionally found lacking when compared to the decennial census. For instance, in 2010, the decennial census found the City of Alexandria's population to be 139,966, whereas the 2009 census bureau estimate of the population was 150,006.

Step 5: Macroeconomic Forecast and Guidance

The 2020, 2025, 2030, and 2040 Round 8.3 county-level population and employment control totals for each jurisdiction in the metro area were evaluated through a comparison with long-term forecasts obtained from several different sources. For population and employment, we obtained forecasts from the relevant state government departments of Maryland and Washington DC, Woods & Poole Economics, and Moody's Analytics. The employment forecasts were adjusted as necessary to account for differing definitions of "employment" so that they would be relatively comparable.

The basic approach was to plot the Round 8.3 control totals against the various forecast sources for each county and identify jurisdictions and time periods where the Round 8.3 forecasts diverged significantly from a blend of the outside forecasts. Our objective was to highlight places where adjustments to the Round 8.3 control totals seem to be advisable. The intent is to refine the Round 8.3 forecasts to better reflect the macroeconomic trends being projected in the outside forecasts.

Figures 13 and 14 provide a comparison of the jurisdiction level forecasts for population and employment for each of the six primary area jurisdictions through the year 2040, as well as the Renaissance Planning Group (RPG) "blended" macro-economic forecasts that take into consideration the bases for each of the third-party source forecasts as well as the national and regional trends described in Step 3.

Figure 13 – Comparison of Alternative Macroeconomic Employment Forecasts

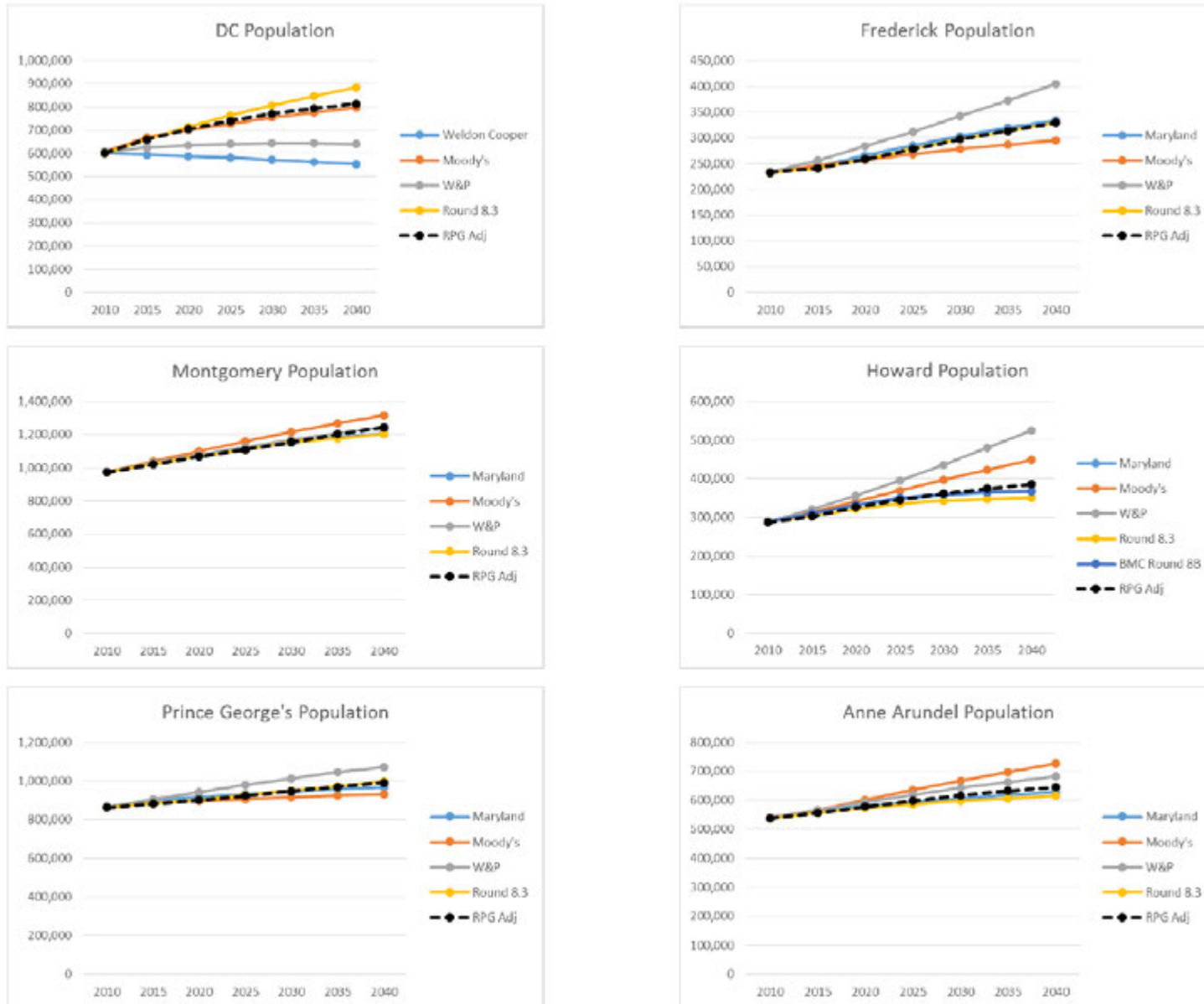
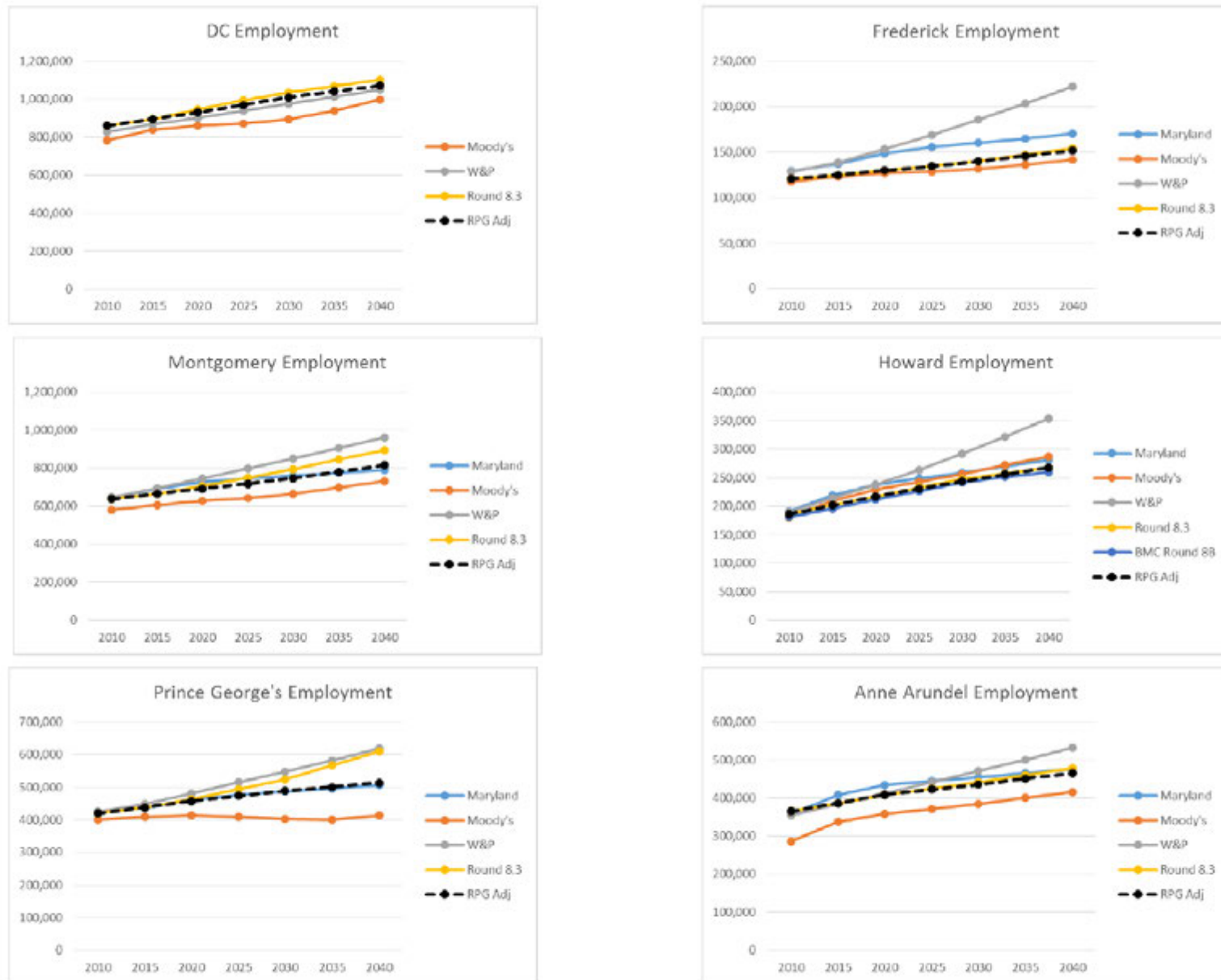


Figure 14 – Comparison of Alternative Macroeconomic Employment Forecasts



Population and Employment Adjustments

Starting from the 2015 Round 8.3 forecasts, we applied the compound annual growth rates within each five-year period of the Round 8.3 forecasts to produce updated control totals for comparison with the outside forecasts. Our evaluation indicated that adjustments to the following jurisdictions and time periods would be advisable:

- In general, we see the need for a greater balance between jobs and housing units in the MWCOC region, so that our population projections are generally higher than those in Round 8.3 (with the notable exception of the District of Columbia noted below) and our employment projections are generally a bit lower than those in Round 8.3 (with the notable exception of continued federal Base Realignment and Closure (BRAC) related growth reflecting future BRAC rounds not anticipated in the MWCOC or BMC cooperative forecast processes). BRAC activities improve Department of Defense (DOD) efficiency by consolidating and relocating strategic activities nationwide. Five separate rounds of BRAC activity from 1988 through 2005 (and the 2005 plans were generally implemented by 2011). No further BRAC activities are explicitly contemplated, but we believe they will continue periodically through the foreseeable future.
- For the District of Columbia, the Round 8.3 population forecasts prepared by the DC Office of Planning are higher than any of the other sources, and predict that by the year 2040, the city will have far exceeded its historic 1950 population peak of 802,178 by about 80,000 residents. Conversely, the Weldon Cooper and Woods and Poole forecasts predict either no growth or continued population decline. Our assessment of the larger national trends concerning regional age pyramids (the proportion of total population in different age cohorts such as the Baby Boom and Millennial generations), interest in urban environments, and cost of living/ quality of life considerations lead us to a forecast similar to that predicted by Moody's, with continued robust population growth through the year 2040, but with a peak value about 70,000 residents lower than MWCOC.
- We find that Woods and Poole tends to place a high value on greenfields development potential without recognition of the success of local jurisdictions in establishing and maintaining urban growth boundaries through planning and zoning efforts. The Woods and Poole population forecasts for Frederick, Howard, and Anne Arundel Counties are all therefore outliers at the high end of the scale.

The Renaissance macro-economic forecasts for each jurisdiction are shown, along with the individual third-party forecast sources, in Figures 12 and 13. These macro-economic forecasts are then subject to further shifts within the Primary Market Area to reflect local land use planning and accessibility characteristics associated with the gridcell-level forecasting processes described in Step 6, so that the final jurisdictional level forecasts built up from the TAZ level reflect, but are not bound by, the macro-economic process. Figures 15 through 18 provide a comparison of MWCOC and macroeconomic average annual growth rates for jobs and population by jurisdiction for each of the horizon year timeframes, reflecting the growth shown in Figures 13 and 14.

Figure 15 – Table of Compound Annual Growth Rates for MWCOG Round 8.3 Population Forecasts

	2015-2020	2020-2025	2025-2030	2030-2040
District of Columbia	1.61%	1.33%	1.14%	0.89%
Montgomery	0.90%	0.79%	0.78%	0.42%
Prince George's	0.42%	0.59%	0.49%	0.47%
Frederick	1.39%	1.49%	1.33%	1.03%
Howard	1.24%	0.83%	0.49%	0.20%
Anne Arundel	0.65%	0.42%	0.39%	0.31%

Figure 16 – Table of Compound Annual Growth Rates for Blended Macroeconomic Population Forecasts

	2015-2020	2020-2025	2025-2030	2030-2040
District of Columbia	1.28%	1.00%	0.80%	0.55%
Montgomery	0.92%	0.79%	0.78%	0.75%
Prince George's	0.42%	0.50%	0.49%	0.47%
Frederick	1.39%	1.49%	1.33%	1.03%
Howard	1.50%	1.20%	0.90%	0.65%
Anne Arundel	0.80%	0.70%	0.60%	0.45%

Figure 17 – Table of Compound Annual Growth Rates for MWCOG Round 8.3 Employment Forecasts

	2015-2020	2020-2025	2025-2030	2030-2040
District of Columbia	1.12%	1.00%	0.83%	0.59%
Montgomery	1.19%	1.19%	1.19%	1.19%
Prince George's	1.14%	1.30%	1.18%	1.53%
Frederick	0.81%	0.67%	0.86%	0.92%
Howard	1.48%	1.38%	1.29%	0.76%
Anne Arundel	1.13%	0.78%	0.80%	0.81%

Figure 18 – Table of Compound Annual Growth Rates for Blended Macroeconomic Employment Forecasts

	2015-2020	2020-2025	2025-2030	2030-2040
District of Columbia	0.77%	0.80%	0.83%	0.60%
Montgomery	0.83%	0.70%	0.80%	0.90%
Prince George's	0.90%	0.70%	0.60%	0.50%
Frederick	0.81%	0.67%	0.81%	0.79%
Howard	1.48%	1.21%	1.10%	0.95%
Anne Arundel	1.13%	0.70%	0.60%	0.65%

Step 6: Gridcell Level Analysis

An analysis of land use in the Primary Market Area was conducted to understand the existing conditions for residential and non-residential development and availability of developable land by TAZ. This analysis identified land that is currently developed and land that has market viability for residential and commercial development. The socio-economic projections for each TAZ were then evaluated in the context of the supply of developable land to provide a TAZ level 'reasonableness check' for the study area. In addition, there were other land use statistics available from this analysis that was inserted into the overall study area evaluation tool.

To conduct this analysis, the study area was divided into one-acre gridcells that facilitated the application of land use policy, planning, and analysis variables from a variety of scales to individual development sites. These attributes were queried to determine each parcel's development status, and whether that land was primarily in residential, or employment. Potentially developable lands are areas that are determined to be either vacant or under-utilized. Gridcells were associated with TAZs in order to be able to summarize variables by the model's geography. The land supply side analysis yields the following statistics by TAZ:

- Existing Developable Land, including;
 - Vacant (residential, employment);
 - Under-utilized/Redevelopable (residential and employment);
 - Unbuildable land (ROW, Utilities, Easement, Federal Park, etc.);
- Multimodal link density
- Existing net residential households per acre by TAZ;
- Existing net employees per acre by TAZ;
- Future net residential households per acre by TAZ;
- Future net employees per acre by TAZ;
- Proximity to existing and planned high quality transit station areas for Metrorail, commuter rail, and future LRT and BRT lines.

The gridcell analysis incorporated a three-step analysis process. In the first step, some twenty land use policy variables were examined for their predictive power in explaining the MWCOC Round 8.3 forecast growth through 2040 using a linear regression model. These policy variables included elements that are explicitly included in the forecasting process, such as the presence of transit (all jurisdictions consider high quality transit access as one element in the planning and zoning process) and elements that are not necessarily incorporated in the forecasting process such as accessibility (most jurisdictions at least intuitively recognize the relationship between access to jobs (for residents) and to workers (for employers), but this relationship is generally not explicitly modeled in the allocation of jurisdictional growth totals to individual TAZs.

In the second step, a "heat" variable was derived that explained the difference between the Round 8.3 growth factor elements that were explained by the quantitative regression analysis and the actual TAZ-level forecasts. The heat variable is a surrogate for the many elements, both quantitative and qualitative, that enter into the actual land development process, ranging from quantitative pro-forma feasibility details to the qualitative objectives and criteria that individual property owners and developers consider in their negotiation processes; an amalgam of considerations often described as institutional knowledge. This heat variable was used as a constant in the third step in the process, wherein the value of the quantitative analyses were gradually increased and the

“heat” variables decreased using an iterative process so that the quantitative elements played a larger role in the allocation of jobs and population and the institutional knowledge played a somewhat lesser role, although the ultimate process still required substantial judgement.

Figure 19 through Figure 25 show a number of the quantitative factors that are useful predictors of forecast growth as reflected in the MWCOG Round 8.3 forecasts:

- The presence of multimodal links (roads and streets with pedestrian and bicycle accommodations), from the EPA’s Smart Location Database, has a positive effect on forecast jobs and housing growth as they are prevalent in “smart growth” areas that have a robust street grid to accommodate infill development
- Accessibility to jobs by transit (with a decay-based curve recognizing jobs that are closer have higher value than jobs that are further away), from the EPA’s Smart Location Database (SLD)²⁹, has a positive effect on both forecast jobs and housing growth. The linkage to housing growth is intuitive; places with high jobs accessibility are desired smart growth locations for linking residents with job opportunities. The linkage to jobs growth is slightly less intuitive, but reflects that fact that transit-oriented developments with high accessibility to jobs are desirable places for both residential and commercial growth, and that most transit-oriented activity centers (such as communities on the Metrorail Red Line) have sufficient accessibility to attract office (and sometimes retail) density for both transit and walk/bike access considerations.
- Accessibility to workers (housing) by transit, again with a decay-based curve from the EPA’s Smart Location Database. One of the advantages of the EPA Smart Location Database is that it utilizes NAVTEQ (now owned by the company HERE) and GTFS transit feed to identify accessibility by census block groups, which is both more finely-grained than the MWCOG model TAZ geography and connects multiple metro areas seamlessly. One of the greatest areas of judgment in applying growth factors is the degree of change in future accessibility recognizing that the MWCOG model does not directly account for jobs beyond the TPB model area, a concern most greatly associated with jobs in Baltimore City and Baltimore County and the fact that the northernmost TAZs in Howard and Anne Arundel Counties do not reflect those attractions. For this reason, the consideration of existing accessibility relied on the EPA Smart Location Database information and the changes to future years were discounted for the northernmost portions of Howard and Anne Arundel Counties.
- The designation of “Greenprint” areas (where development is discouraged) and “Growthprint” areas (where development and revitalization is targeted and encouraged), as identified by each Maryland jurisdiction and maintained by the Maryland Department of Planning. In the Growthprint areas, both “established communities” and areas of “targeted growth and revitalization” are designated. In general, established communities are expected to remain developed, but with less of an increase in density as the targeted growth and revitalization areas. As would be expected, these designations are highly correlated with forecast Round 8.3 development forecasts.
- The identification of “medium density” and “high density” development are highly correlated with future growth, given the degree to which future development within the Primary Market Area is directed towards infill and redevelopment sites.

²⁹ The Smart Location Database is a GIS tool developed by the US Environmental Protection Agency to help agencies such as the General Services Administration identify locations nationwide that have favorable locational attributes for locating government offices. The tool is available to all agencies and the general public and contains some 90 variables relating to current jobs and housing characteristics including the transportation networks that connect them. <http://www2.epa.gov/smart-growth/smart-location-mapping#SLD>

The development and analysis of these predictive variables serves two purposes. First, it provides a sense of the types of environments most likely to be associated with MWCOC jurisdictional growth forecasts. Second, it provides the ability to identify outliers; areas that have high amounts of development forecast despite lower scores in the predictive variables, or vice-versa. In some cases, these outliers may reflect other known, site-specific influences on development attractiveness (in which case the adopted forecasts may be essentially retained); in other cases they may indicate areas where adjustments to the forecasts are indicated. The process of synthesizing the blended macroeconomic trends in Step 5 and the localized predictive variables in Step 6 is described as part of Step 7.

Figure 19 – Map of Multimodal Link Density

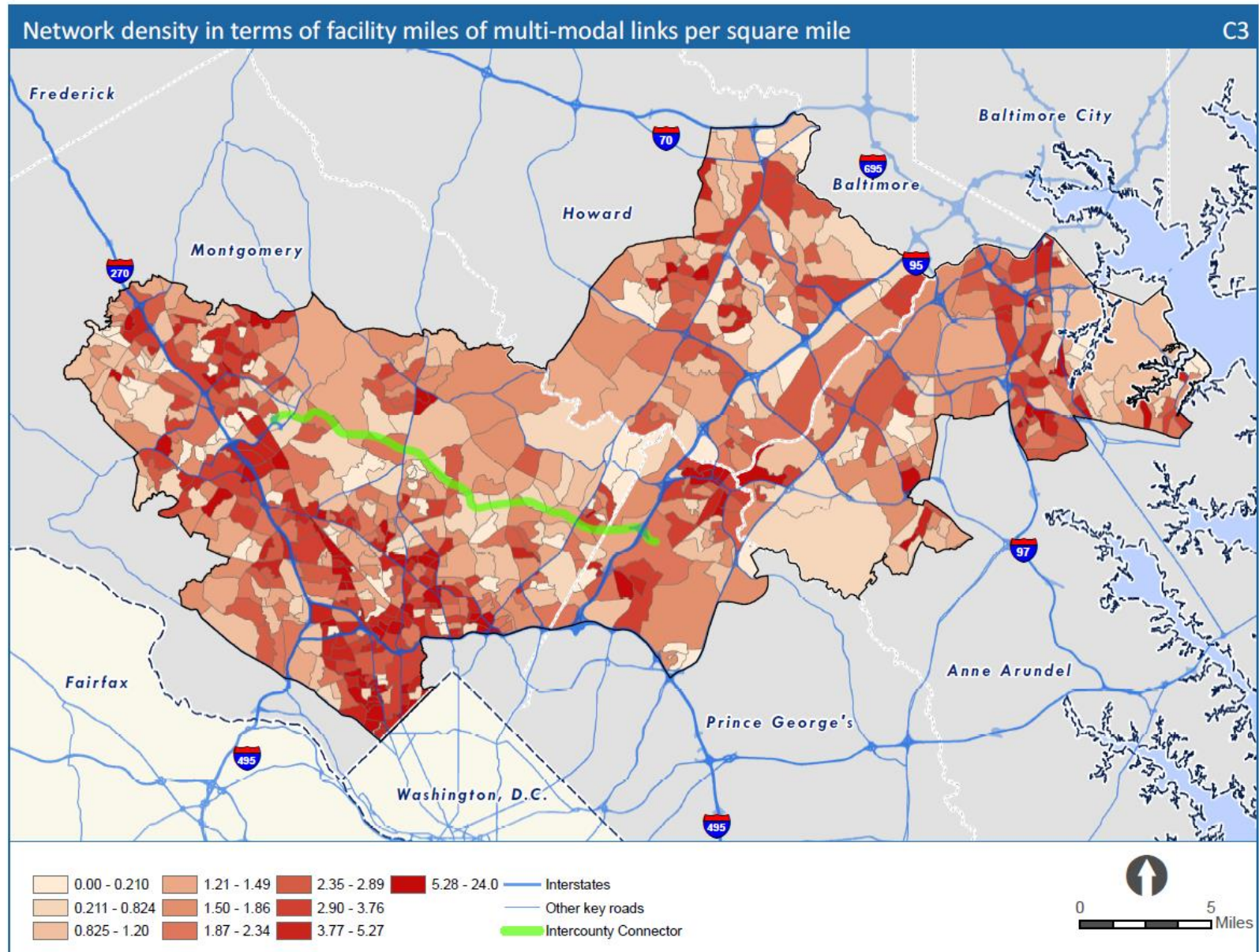


Figure 20 – Accessibility to Jobs by Transit

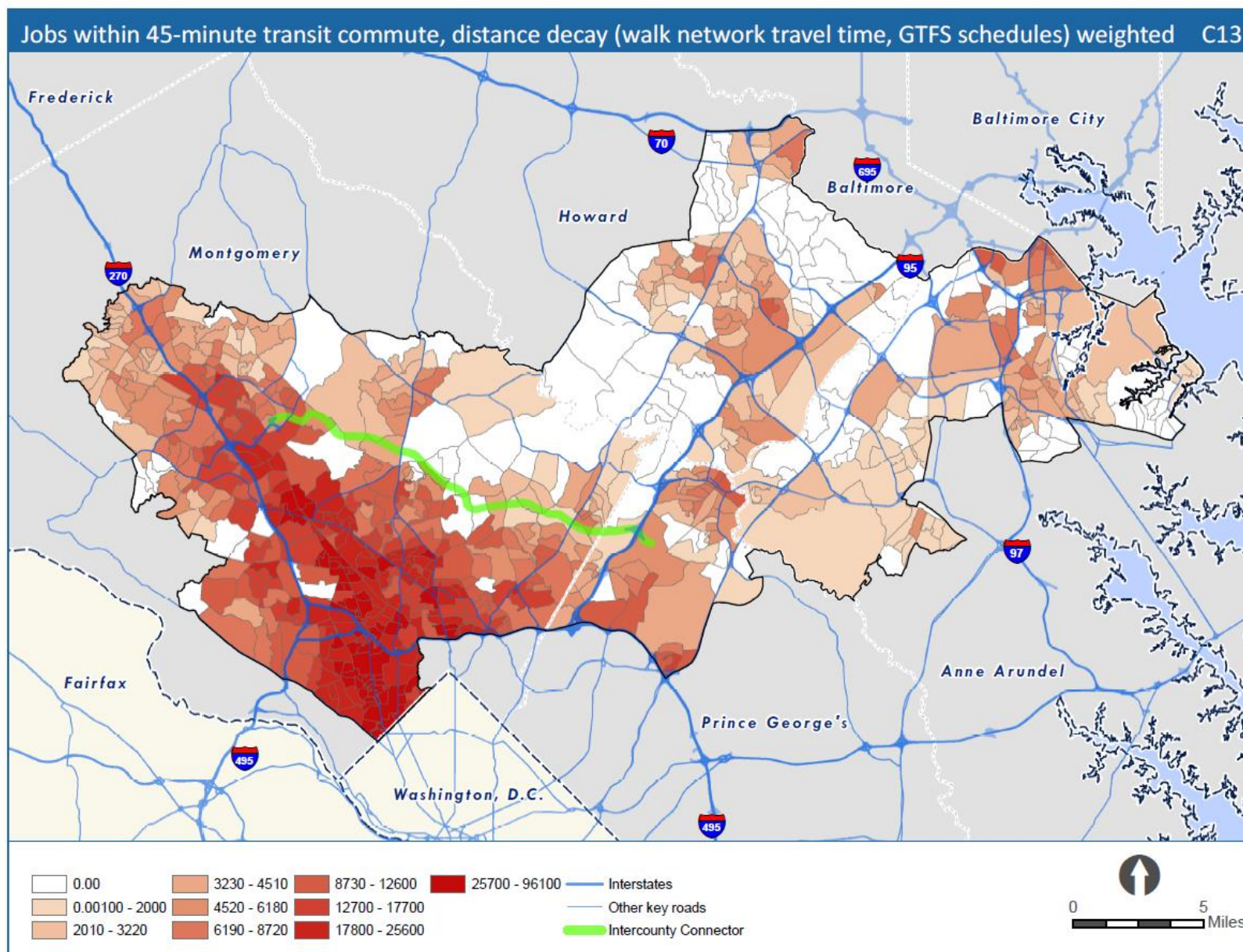


Figure 21 – Accessibility to Housing by Transit

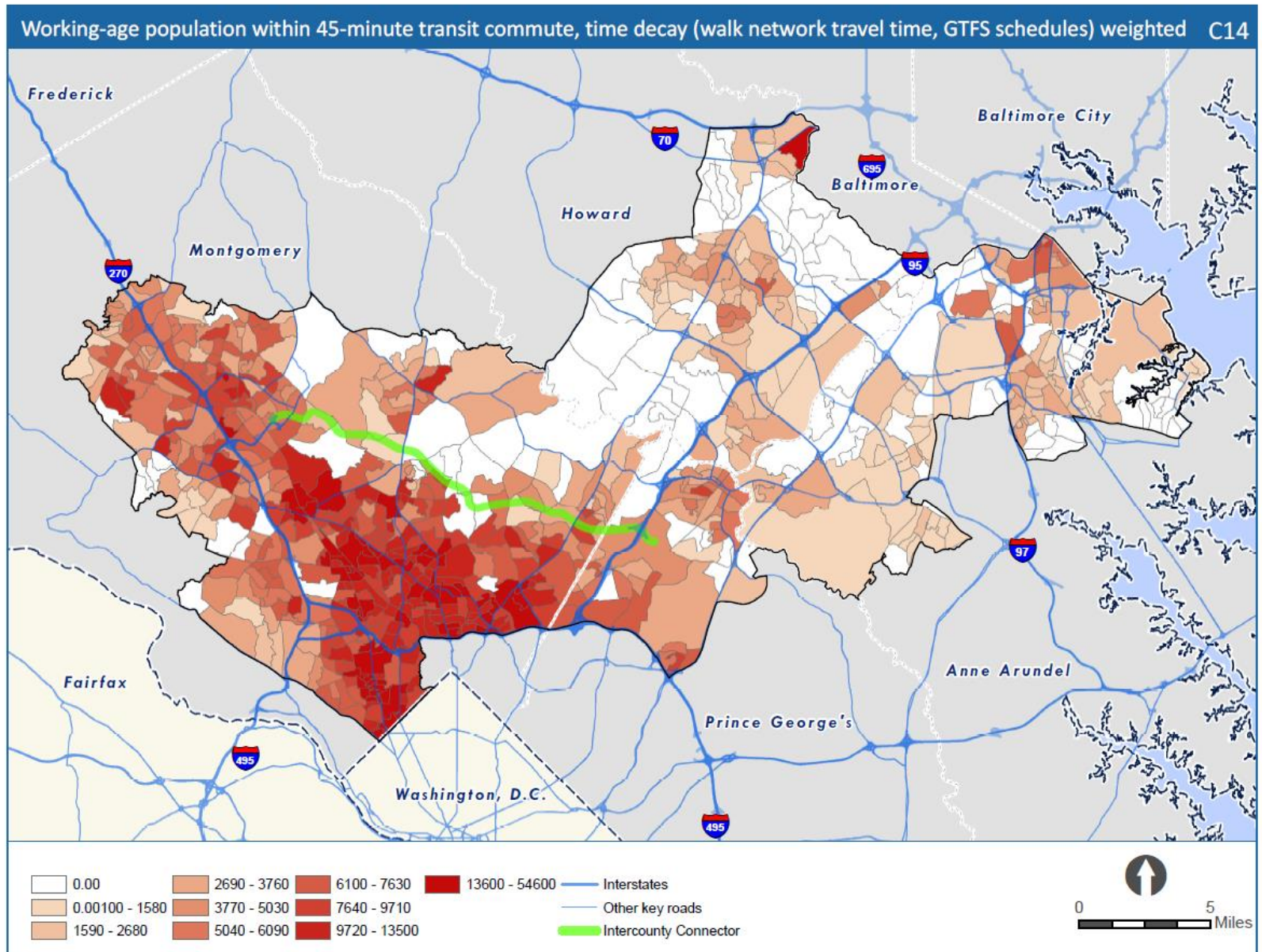


Figure 22 – Map of Greenprint Areas

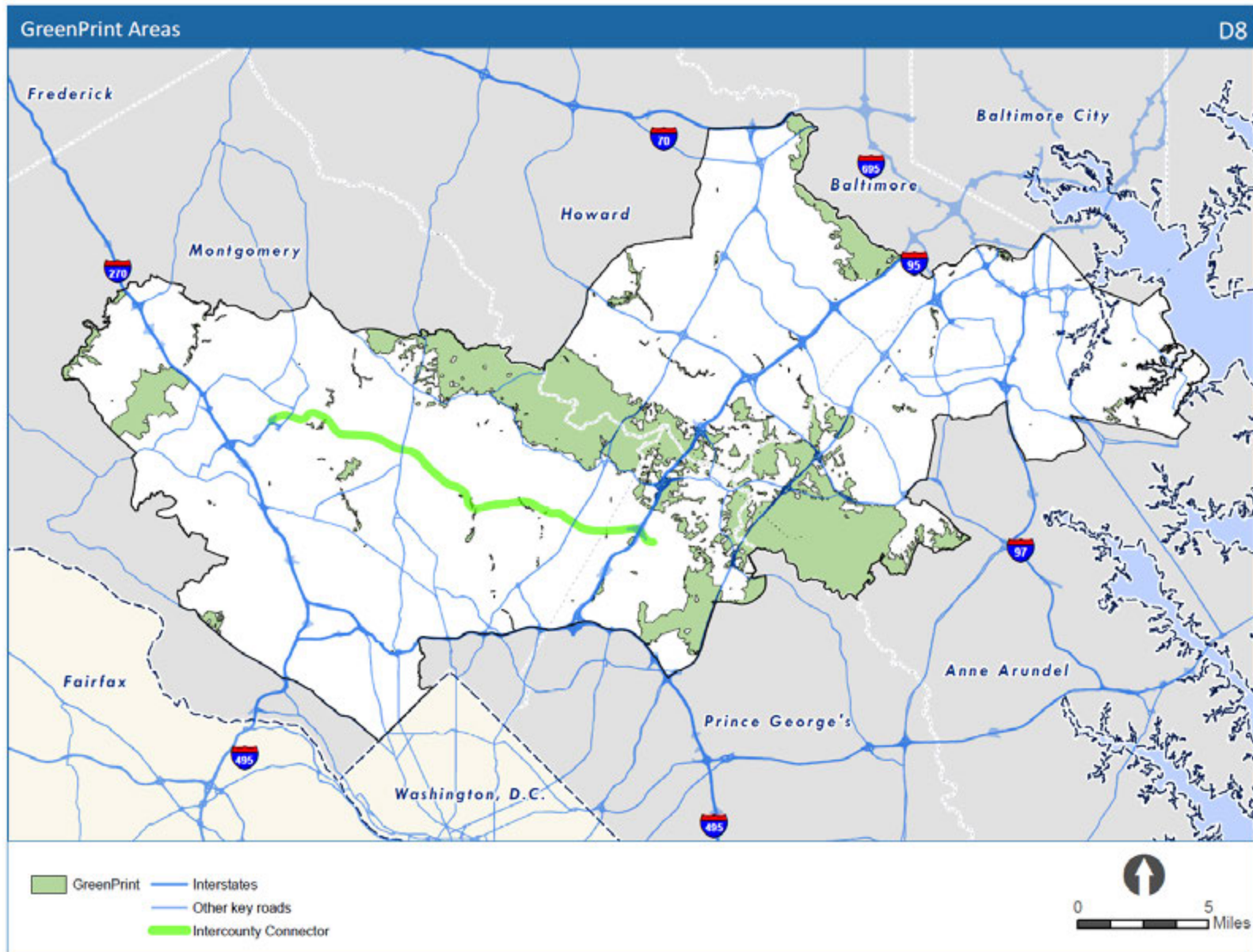


Figure 23 – Map of Growthprint Areas

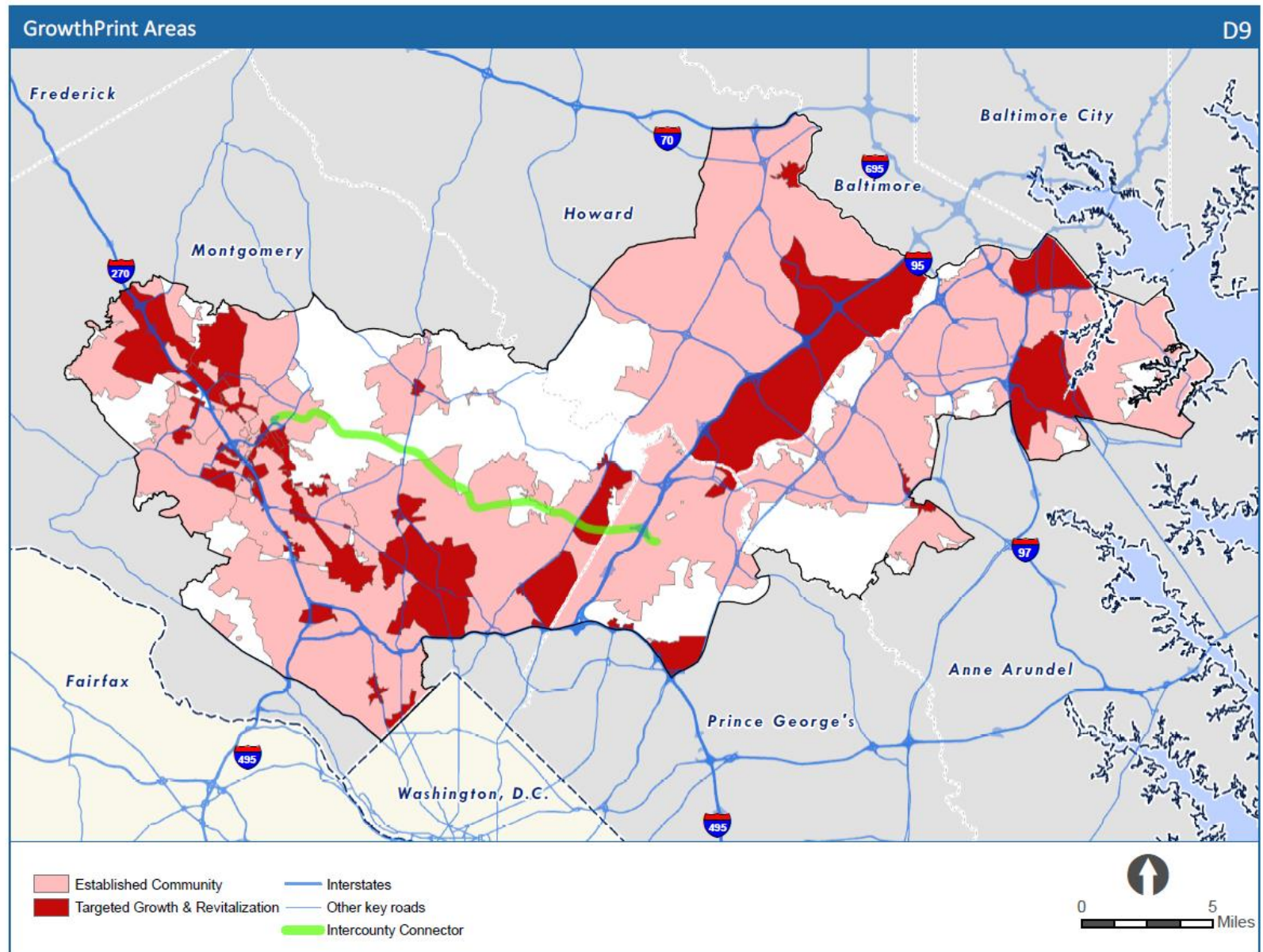


Figure 24 – Map of Medium Density Development

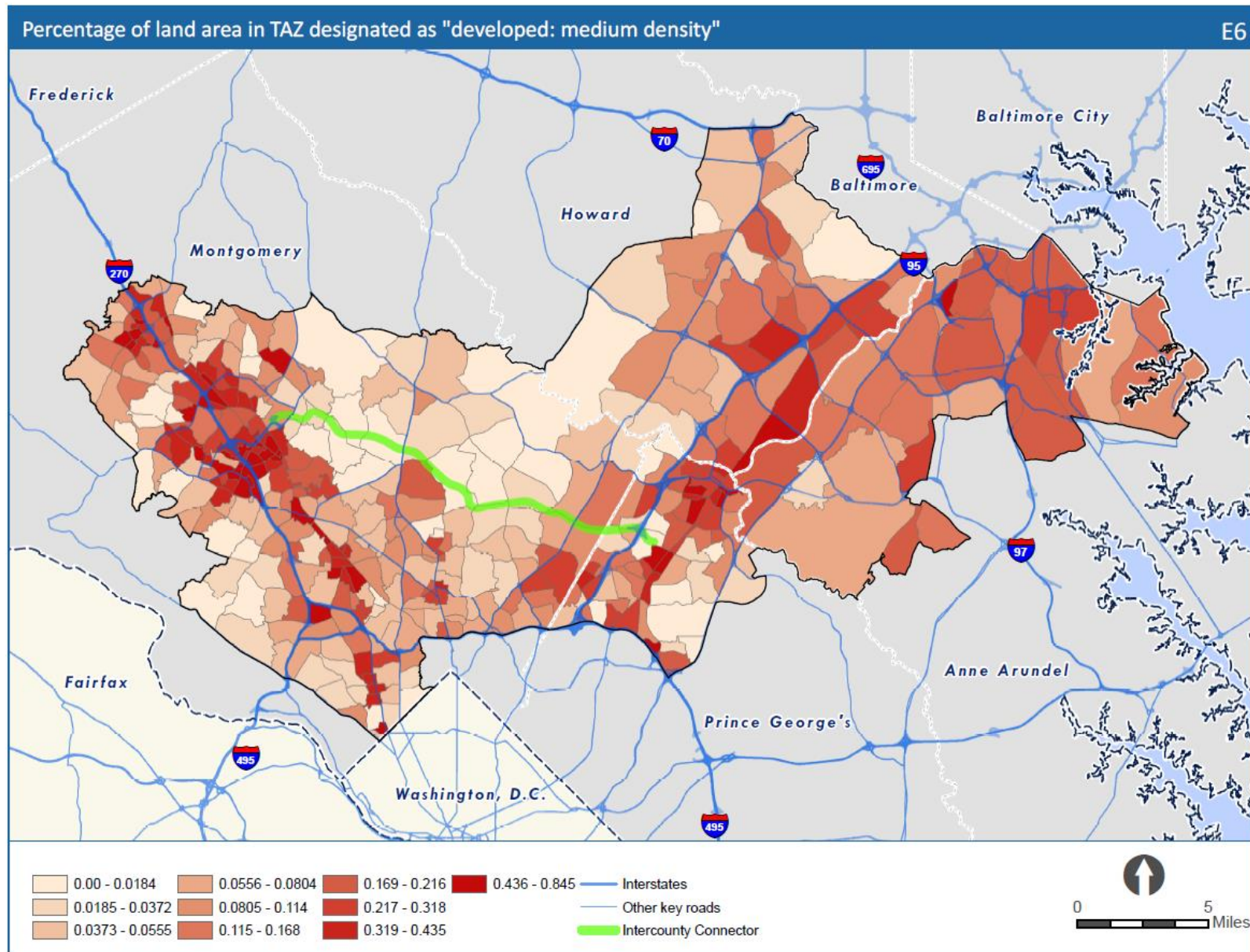
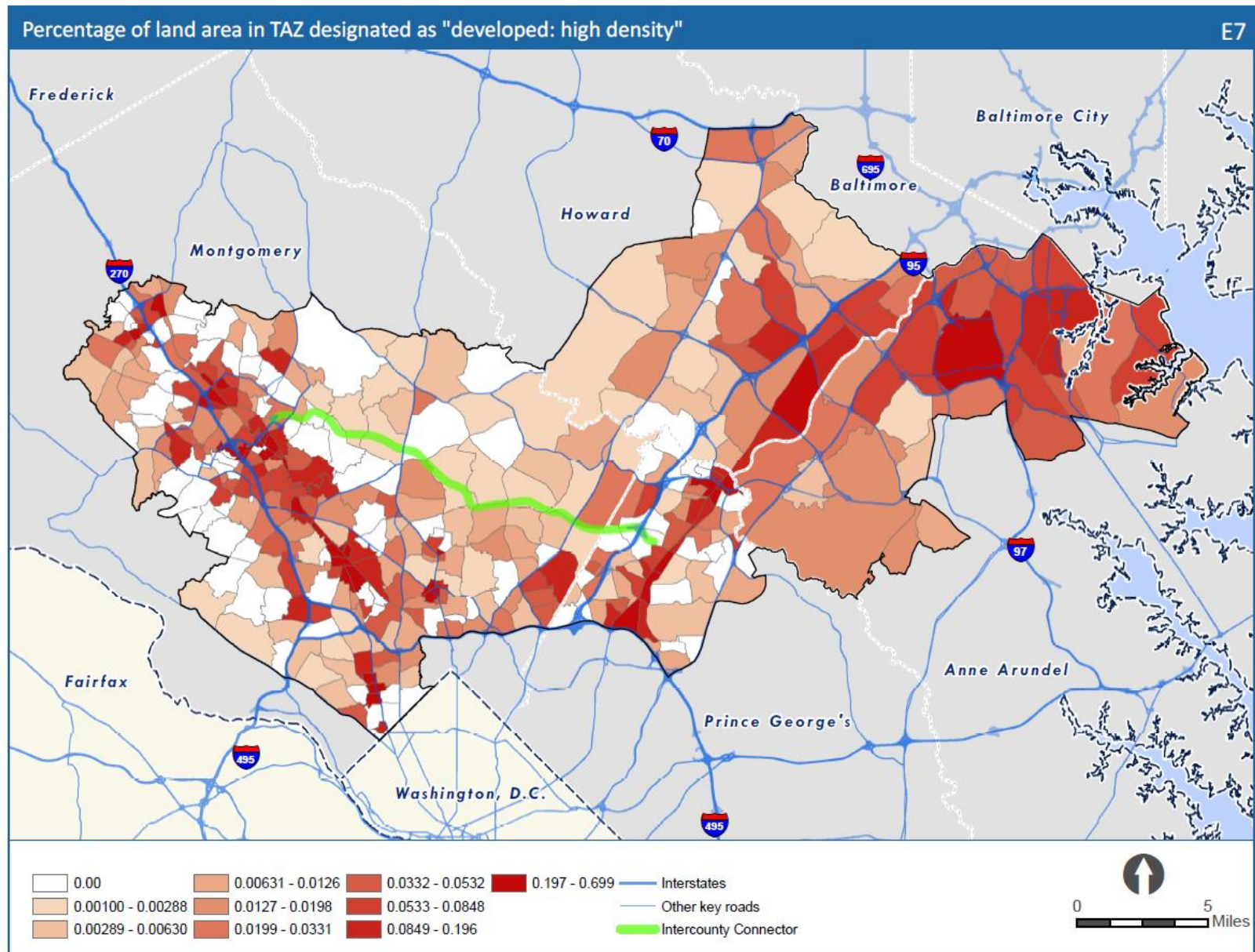


Figure 25 – Map of High Density Development



Step 7: Methodology and Tool for Testing MWCOG Forecasts

Land use development patterns and absorption rates are influenced by a wide range of independent policy and market variables. Policy variables include federal agency employment decisions such as the Base Realignment and Closure (BRAC) initiative; local jurisdiction master plans, zoning, and subdivision regulations. Market variables include regional econometric trends, local property characteristics, and the specific interests of individual property owners. The Renaissance approach to the independent economic assessment was to identify the relative effect of those variables on population and employment. The basic unit of the forecasting process is TAZ-level density. In other words, the process forecasts the total number of jobs per TAZ-acre and the total population per TAZ-acre.

The approach combines systematic application of independent variables with site-specific local knowledge to derive TAZ-specific forecasts that pivot from the Round 8.3 forecasts to reflect both macroeconomic trends and assumptions regarding site-specific development activity. The forecasting process includes three basic components:

- A top-down analysis of macroeconomic trends, described in Step 5, used to identify trends at the jurisdictional level
- A bottom-up regression analysis of current property attributes, described in Step 6 and aggregated at the TAZ level, that explains the growth rates observed in the Round 8.3 forecasts
- Submarket analysis that considers updated base year (2010) conditions, macroeconomic forecasts, and recent or anticipated policy changes to guide the TAZ-level forecasts toward the macroeconomic trends.

These forecasting process components provide a rough correlation between certain market and policy indicators of growth and the increases in density by TAZ contained in the Round 8.3 forecasts. It is important to note that while these relationships are numerical, they reflect a combination of art and science. The regression analysis provided a useful quick-response tool to aid in the forecasting process, but the approach is not intended to serve as an independent land use model or replacement for the more detailed and time-intensive approach taken by the local jurisdictions in coordination with MWCOG. The application and results of this methodology are described in detail in Step 8.

Step 8: Assumptions, Forecast Comparisons and Final Adjusted Forecast

The Renaissance forecasts pivot from the Round 8.3 forecasts considering three types of independent information sources: updated base year (2014) conditions, recent or anticipated policy changes such as master plan or zoning changes, and macroeconomic source guidance as described in Step 5. The following sections describe the detailed interventions made inside the Primary Market Area, present the forecasts at the jurisdictional level, show the overall jobs and population trends within each primary jurisdiction over time, and indicate the effect of population and employment adjustments in the Primary Market Area. These sections are followed by a number of maps that represent the forecasts and their differences at the TAZ level.

The tables and graphics that follow the text show the jurisdiction-level forecasts and demonstrate the following overarching trends:

- Among the primary market area jurisdictions, Montgomery County (in addition to having the largest geographic and demographic share of the Primary Market Area) is best positioned to attract both residential and commercial opportunities.
- The Renaissance forecasts indicate a lower number of jobs in the primary jurisdictions (142,000 fewer jobs in 2040), with a fairly steady decline from the Round 8.3 forecasts and encompassing all jurisdictions.
- The Renaissance forecasts indicate a higher number of residents in the primary jurisdictions (44,000 more residents by 2040), with the notable exception being the District of Columbia, where we quality of life will result in a continued increase in population residents, but slowed notably from the rates projected in the Round 8.3 forecasts. Conversely, Montgomery County is best positioned over time among the primary market area jurisdictions based on location, market forces, and planning initiatives, to experience the greatest growth in residential population.

Balancing Macro-Economic Trends and Site-Specific Adjustments

As described in Step 5, the macro-economic trends provide a general assessment of ways in which the TAZ-specific forecasts pivot from the MWCOC model. An overarching concern with the Round 8.3 socio-economic forecasts are the growing imbalance between the forecast number of jobs and the lack of housing in the region to supply those workers. Several trends are converging towards a general correction to the jobs/housing balance over time, each of which has a short-term and a longer-term component:

- Increased market acceptance of mixed-use neighborhoods; the nationwide interest in form-based codes is one of the signals that segregation of residential and commercial uses is, in most cases, no longer warranted by concerns for public health and welfare and that the market is increasingly more interested in accessibility to proximate jobs than in historic environmental concerns that promoted exclusive residential enclaves such as noise, traffic, and design conformity.
- Concerns about housing affordability; the lack of housing in the region's job centers increases housing prices regionwide; the market is signaling that affordable housing units may rely less on large residences with a high degree of privacy and more on smaller residential units (1,000 square feet or lower) in communities with a greater reliance on shared public spaces (including both civic and retail experiences)
- Improved connectivity between jobs and housing resources; the housing boom and bust during the recession demonstrated the resiliency of housing units that were well-connected to jobs; most of the region's foreclosures occurred in exurban jurisdictions where the relative lack of proximate job opportunities, the burden of maintenance for larger residential properties, and the cost of travel as fuel prices spiked all combined to depress the attraction of traditional single-family residential neighborhoods.

- Interest in fostering increased mixed-use centers with a 24/7 level of activity. Montgomery County, for example, is in the process of replacing all their commercial zones with a Commercial-Residential (CR) family of zones that encourage the introduction of residential uses into commercial zones.

All four Primary Market Area jurisdictions are seeking means to better infuse mixed-use elements into their planning and zoning paradigms; Montgomery County has had the greatest early success in both planning/zoning implementation as well as market response (and the cause and effect of the public and private sector initiatives are linked in reinforcing cycles).

Transit Oriented Development Potential

In general, each of the jurisdictions in the Primary Market Area continues to pursue planning and zoning opportunities that direct economic growth towards transit areas, particularly existing and new Metrorail stations such as Bethesda, White Flint, Rockville, Twinbrook, Shady Grove, and Wheaton. Each of the jurisdictions is also exploring new transit systems that will better connect activity nodes that are not part of the region's rail transit system, generally through bus rapid transit or express bus services. Among the Primary Market Area jurisdictions, Montgomery County has taken perhaps the most detailed step towards the realization of a locally-serving BRT network, with the designation of a 102-mile system of BRT lines comprising 118 potential station locations with a focus on downcounty connectivity in the Primary Market Area. In contrast, the recently completed plans for improved transit system connectivity in Prince George's County focus primarily on corridors outside the Primary Market Area and the Anne Arundel Countywide transit system features designated lanes for express bus service on limited-access highways that is oriented towards longer distance, drive-access-to-transit services serving the Washington and Baltimore employment cores more so than local station area development plans. Howard County is exploring the development of BRT along the Route 1 corridor as the primary location where historic and potential development patterns would support both revitalization and moderately higher development densities in a linear corridor. All four Primary Market Area jurisdictions are served by Maryland Area Regional Commuter (MARC) commuter rail operated by the Maryland Transit Administration, but even given the MARC investment plans for improved services, the MARC station areas are generally not viewed as traditional TOD centers due to the commuter-orientation of the MARC service.

Accessibility to Jobs and Workers by Auto

The EPA SLD resource assessment of auto accessibility to jobs (from residences) and to housing (from places employment) demonstrated a positive, yet insignificant, level of correlation in predicting Round 8.3 jobs and population growth through 2040. This is partly due to the fact that each jurisdiction has concerted planning and zoning efforts that incent growth near transit stations, and not necessarily near places with the greatest amount of auto access. The ICC itself is a case in point; development potential near the ICC interchanges at Georgia Avenue (MD 97), Layhill Road (MD 182), and New Hampshire Avenue (MD 650) is limited by design through Montgomery County's planning and zoning authority. Nevertheless, substantial research indicates that auto accessibility, like transit accessibility, is an element influencing market value, and therefore development potential (and the positive, but insignificant, relationship is part of the "heat" value described previously). The change in auto accessibility from 2014 through 2040 in the MWCOG model was used to assess development potential. For the purposes of this analysis, the change in auto accessibility included not only the highway projects included in the CLRP, but also the removal of the MD 28/MD 198 widening project from the 2040 analysis, a change developed in consultation with MDTA. The MD 28/MD 198 widening project is a master-planned expansion of a two-lane roadway to four lanes (with a small six-lane segment at the eastern end) parallel and to the north of the ICC across Montgomery County's agricultural reserve. The primary benefit of the project is to address safety concerns associated with the undivided two-lane roadway; several studies have suggested that there are more cost-effective means for addressing the safety concerns rather than full scale widening. The project is therefore unlikely to be constructed as a full scale widening in the foreseeable future.

The recognition of the market value of auto accessibility is a part of the reason for including some degree of population growth in central Montgomery County beyond that included in the Round 8.3 forecasts; even without any planning and zoning changes, the potential exists for more accessory dwelling units, unregulated multi-family housing units, and minor subdivisions that would increase the housing stock in established communities such as Aspen Hill and Kensington/Wheaton, south of the ICC.

Notable Changes from Round 8.3

The Renaissance forecasts include TAZ-specific revisions to the MWCOG Round 8.3 forecasts throughout the Primary Market Area. The balancing of macroeconomic forces, localized quantitative factors that influence development suitability and market response, as well as site-specific or property concerns results in some notable adjustments at the TAZ level for many of the key activity centers in the Primary Market Area. In general, these activity centers are places where mixed use development is encouraged with some flexibility for jobs/housing balance in recently developed or pending local planning and zoning regulations. In general, the Renaissance forecasts include somewhat higher levels of residential development and slightly lower levels of commercial development than included in the Round 8.3 forecasts. Notable changes in several key activity centers as summarized in Figure 26.

Figure 26 – Sub-market Changes in Primary Market Area

Geographic area	Notable changes from Round 8.3
BRAC Federal Employment Areas	The MWCOG cooperative forecasting process incorporates federal planning processes such as Base Realignment and Closure activities for the near-term (conclusion of current BRAC actions, such as the BRAC V actions nominally concluded in 2011) but does not presume or speculate on additional DOD or GSA actions for the longer term. The Renaissance forecasts for 2025 through 2040 assume subsequent BRAC actions will occur at Fort Meade in western Anne Arundel County, the FDA headquarters site in White Oak in southeastern Montgomery County, and the NIH site in Bethesda in southwestern Montgomery County, as these industry sectors (military intelligence and life sciences) will continue to be growth sectors for the federal government and all three sites, while nominally crowded, still have growth potential on centrally located but secure campuses.
Great Seneca Science Corridor	The Great Seneca Science Corridor master plan, adopted in 2009, incorporates the Montgomery County Life Sciences Center and includes five stations on the Corridor Cities Transitway (CCT). The Johns Hopkins proposal for development of the Banks Farm, one of the last remaining greenfields sites in the Great Seneca Science Corridor, leverages a key location at the western end of the ICC/I-370 corridor. However, the complexity of the Banks Property deed restrictions, coupled with delays to CCT delivery (which will almost certainly not be completed by 2020 per the CLRP forecasts) and challenging master plan staging requirements will slow initial development in this area. Over time, development will occur, but with a slightly greater mix of locally-serving retail and professional services than the negligible amount included in the Round 8.3 forecast.
White Oak Science Gateway	The White Oak Science Gateway, at the junction of the ICC and US 29, is the most recently designated science center in Montgomery County per the master plan adopted in 2014. This plan leverages the relatively new relocation of the Food and Drug Administration to the prior Naval Surface Warfare Center campus on New Hampshire Avenue and the availability of the County's adjacent Site 2 landfill for future development. The FDA property is one of the BRAC centers that will see some continued employment growth beyond that included in the Round 8.3 forecasts. Accessibility challenges associated with adjacent development will limit commercial development north of the FDA site, but the need for additional housing near the FDA site and the regional core will result in an increase of residential yield beyond the Round 8.3 forecasts over time.
Konterra	The Konterra activity center has been planned as a mixed use center anchored by more than 5 million square feet of regional serving retail development. The high levels of auto accessibility for this activity center, at the junction of I-95 and the ICC, will yield a strong mix of commercial and residential development, but without the levels of retail development in the Round 8.3 forecasts, and at a slower pace of growth, particularly in the near term.
White Flint	The White Flint activity center, located along MD 355 about five miles south of the ICC, is one of the faster-growing mixed-use centers, with the MidPike Plaza redevelopment's first phase beginning occupancy within 5 years of the Sector Plan adoption that created the County's CR Zone. The White Flint Sector Plan envisions growth in both residential and commercial development, as with most mixed-use sites in the Primary Market Area, the forecast will be more residentially oriented over time than reflected in the Round 8.3 forecasts.
US Route 1 Corridor	The Route 1 corridor in Howard County is beginning a transformation from a predominantly strip commercial and industrial set of uses to a series of residentially-oriented nodes, generally anchored by MARC station proximity. As with most mixed-use sites in the Primary Market Area, the Howard County portion of the Route 1 corridor will see more residential, and slightly less commercial, development than included in the Round 8.3 forecasts.
Central Montgomery County	Montgomery County has a substantial amount of aging, post-World War II housing stock south of the ICC between Rock Creek and the Northwest Branch. The County is channeling growth into transit-served activity centers such as Glenmont, Wheaton, and Kensington and seeking to preserve the single-family residential neighborhoods. However, the combination of affordability and accessibility provided by the ICC and continuing to evolve with emerging downcounty BRT network elements (even absent delivery of the full, formal BRT system in the 2013 Countywide Transit Corridors Functional Master Plan) will facilitate increased population growth through accessory apartments and minor resubdivisions in residential zones, use of the 2014 CR zone for small scale infill development projects, and minor master plan amendments such as for the Aspen Hill Shopping Center.
BWI Airport Vicinity	BWI Airport is located in northern Anne Arundel County about twenty miles northeast of the ICC/I-95 interchange. The high levels of international accessibility associated with BWI airport connections, as well as the ongoing branding of the adjacent Arundel Mills area as airport-oriented tourism, make this area one of the few areas (other than BRAC sites) where jobs will increase at a rate slightly higher than forecast in Round 8.3 (which reflects Round 8B of the Baltimore Metropolitan Council forecast series).

Tabular Comparison of Population Forecasts

Figure 27 through Figure 32 present the MWCOG Round 8.3, Blended Macroeconomic and final Renaissance population forecasts. The Blended Macroeconomic forecast was used as guidance in generating the final Renaissance forecast shown in Figure 30. All tables for population and employment totals report forecasts in thousands.

Figure 27 – Table of Round 8.3 Population Forecasts by Jurisdiction

	2015	2020	2025	2030	2040
District of Columbia	660.5	715.5	764.3	808.7	883.6
Montgomery	1020.0	1067.0	1110.0	1153.9	1202.8
Prince George's	881.4	899.9	926.9	950.0	995.5
Frederick	241.6	258.8	278.7	297.7	330.0
Howard	302.2	321.4	335.0	343.3	350.1
Anne Arundel	555.2	573.5	585.5	597.1	615.6
TOTALS	3660.9	3836.1	4000.4	4150.7	4377.6

Figure 28 – Table of Blended Macroeconomic Population Forecasts by Jurisdiction

	2015	2020	2025	2030	2040
District of Columbia	660.5	703.8	739.7	769.8	813.2
Montgomery	1020.0	1067.8	1110.7	1154.7	1244.3
Prince George's	881.4	899.9	922.6	945.6	990.9
Frederick	241.6	258.8	278.7	297.7	330.0
Howard	302.2	325.6	345.6	361.4	385.6
Anne Arundel	555.2	577.7	598.2	616.4	644.7
TOTALS	3660.9	3833.6	3995.5	4145.6	4408.7

Figure 29 – Table of Difference between Blended Macroeconomic and Round 8.3 Population Forecasts

	2015	2020	2025	2030	2040
District of Columbia	0.0	-11.7	-24.6	-38.9	-70.4
Montgomery	0.0	0.8	0.7	0.8	41.5
Prince George's	0.0	0.0	-4.3	-4.4	-4.6
Frederick	0.0	0.0	0.0	0.0	0.0
Howard	0.0	4.2	10.6	18.1	35.5
Anne Arundel	0.0	4.2	12.7	19.3	29.1
TOTALS	0.0	-2.5	-4.9	-5.1	31.1

Figure 30 – Table of Renaissance Population Forecasts by Jurisdiction

	2014	2015	2020	2025	2030	2040
District of Columbia	660.5	667.7	703.8	737.8	761.9	813.2
Montgomery	1021.4	1029.5	1070.5	1126.1	1181.2	1272.2
Prince George's	901.3	904.3	919.0	942.9	964.7	1002.4
Frederick	241.6	244.5	258.8	278.7	297.7	330.0
Howard	301.0	305.0	325.0	345.9	356.7	368.3
Anne Arundel	557.5	561.0	578.3	594.6	610.4	635.5
TOTALS	3683.3	3712.0	3855.4	4026.0	4172.6	4421.6

Figure 31 – Table of Difference between Renaissance and Round 8.3 Population Forecasts

	2015	2020	2025	2030	2040
District of Columbia	7.2	-11.7	-26.5	-46.8	-70.4
Montgomery	9.5	3.5	16.1	27.3	69.4
Prince George's	22.9	19.1	16.0	14.7	6.9
Frederick	2.9	0.0	0.0	0.0	0.0
Howard	2.8	3.6	10.9	13.4	18.2
Anne Arundel	5.8	4.8	9.1	13.3	19.9
TOTALS	51.1	19.3	25.6	21.9	44.0

Figure 32 – Table of Difference between Renaissance and Blended Macroeconomic Population Forecasts

	2015	2020	2025	2030	2040
District of Columbia	7.2	0.0	-1.9	-7.9	0.0
Montgomery	9.5	2.7	15.4	26.5	27.9
Prince George's	22.9	19.1	20.3	19.1	11.5
Frederick	2.9	0.0	0.0	0.0	0.0
Howard	2.8	-0.6	0.3	-4.7	-17.3
Anne Arundel	5.8	0.6	-3.6	-6.0	-9.2
TOTALS	51.1	21.8	30.5	27.0	12.9

Tabular Comparison of Employment Forecasts

Figure 33 through Figure 38 present the MWCOG Round 8.3, Blended Macroeconomic and final Renaissance employment forecasts. The Blended Macroeconomic forecast was used as guidance in generating the final Renaissance forecast shown in Figure 36. All tables for population and employment totals report forecasts in thousands.

Figure 33 – Table of Round 8.3 Employment Forecasts by Jurisdiction

	2015	2020	2025	2030	2040
District of Columbia	815.0	861.8	905.8	944.1	1001.8
Montgomery	532.0	564.4	598.8	635.3	715.1
Prince George's	357.0	377.9	403.1	427.5	497.7
Frederick	102.0	106.2	109.8	114.6	125.6
Howard	172.8	186.0	199.2	212.4	229.1
Anne Arundel	321.5	340.0	353.5	367.8	398.6
TOTALS	2300.3	2436.3	2570.2	2701.7	2967.9

Figure 34 – Table of Blended Macroeconomic Employment Forecasts by Jurisdiction

	2015	2020	2025	2030	2040
District of Columbia	815.0	846.7	881.1	918.4	974.6
Montgomery	532.0	554.4	574.1	597.4	653.4
Prince George's	357.0	373.3	386.6	398.3	418.7
Frederick	102.0	106.2	109.8	114.3	123.7
Howard	172.8	186.0	197.5	208.6	229.2
Anne Arundel	321.5	340.0	352.1	362.8	387.0
TOTALS	2300.3	2406.6	2501.2	2599.8	2786.6

Figure 35 – Table of Difference between Blended Macroeconomic and Round 8.3 Employment Forecasts

	2015	2020	2025	2030	2040
District of Columbia	0.0	-15.1	-24.7	-25.7	-27.2
Montgomery	0.0	-10.0	-24.7	-37.9	-61.7
Prince George's	0.0	-4.6	-16.5	-29.2	-79.0
Frederick	0.0	0.0	0.0	-0.3	-1.9
Howard	0.0	0.0	-1.7	-3.8	0.1
Anne Arundel	0.0	0.0	-1.4	-5.0	-11.6
TOTALS	0.0	-29.7	-69.0	-101.9	-181.3

Figure 36 – Table of Renaissance Employment Forecasts by Jurisdiction

	2014	2015	2020	2025	2030	2040
District of Columbia	808.7	815.0	846.7	890.4	921.2	974.6
Montgomery	530.2	534.0	552.9	595.4	624.9	701.3
Prince George's	354.1	357.0	371.3	379.0	392.6	426.3
Frederick	101.4	102.2	106.2	109.2	113.6	123.8
Howard	170.2	172.1	181.7	190.8	199.2	209.0
Anne Arundel	318.0	320.8	335.2	348.2	355.0	390.9
TOTALS	2282.6	2301.1	2394.0	2513.0	2606.5	2825.9

Figure 37 – Table of Difference between Renaissance and Round 8.3 Employment Forecasts

	2015	2020	2025	2030	2040
District of Columbia	0.0	-15.1	-15.4	-22.9	-27.2
Montgomery	2.0	-11.5	-3.4	-10.4	-13.8
Prince George's	0.0	-6.6	-24.1	-34.9	-71.4
Frederick	0.2	0.0	-0.6	-1.0	-1.8
Howard	-0.7	-4.3	-8.4	-13.2	-20.1
Anne Arundel	-0.7	-4.8	-5.3	-12.8	-7.7
TOTALS	0.8	-42.3	-57.2	-95.2	-142.0

Figure 38 – Table of Difference between Renaissance and Blended Macroeconomic Employment Forecasts

	2015	2020	2025	2030	2040
District of Columbia	0.0	0.0	9.3	2.8	0.0
Montgomery	2.0	-1.5	21.3	27.5	47.9
Prince George's	0.0	-2.0	-7.6	-5.7	7.6
Frederick	0.2	0.0	-0.6	-0.7	0.1
Howard	-0.7	-4.3	-6.7	-9.4	-20.2
Anne Arundel	-0.7	-4.8	-3.9	-7.8	3.9
TOTALS	0.8	-12.6	11.8	6.7	39.3

Graphical Comparison of Population and Employment Forecasts

The following maps illustrate the Renaissance forecast growth and comparison to MWCOC Round 8.3 forecasts at a TAZ level. Figures 39 through 42 show the Renaissance population and employment density growth per TAZ acre for 2020 and 2040; perhaps the most effective way for showing where growth is forecast to occur while accounting for the variability in TAZ acreages throughout the Primary Market Area. Figures 43 through 46 show the Renaissance population and employment incremental growth (without normalizing for TAZ acreage) for 2020 and 2040. Finally, Figures 47 through 50 provide a comparison between the Renaissance and MWCOC Round 8.3 population and employment incremental growth.

Figure 39 – Map of Renaissance Population Density Growth Per TAZ Acre 2014-2020

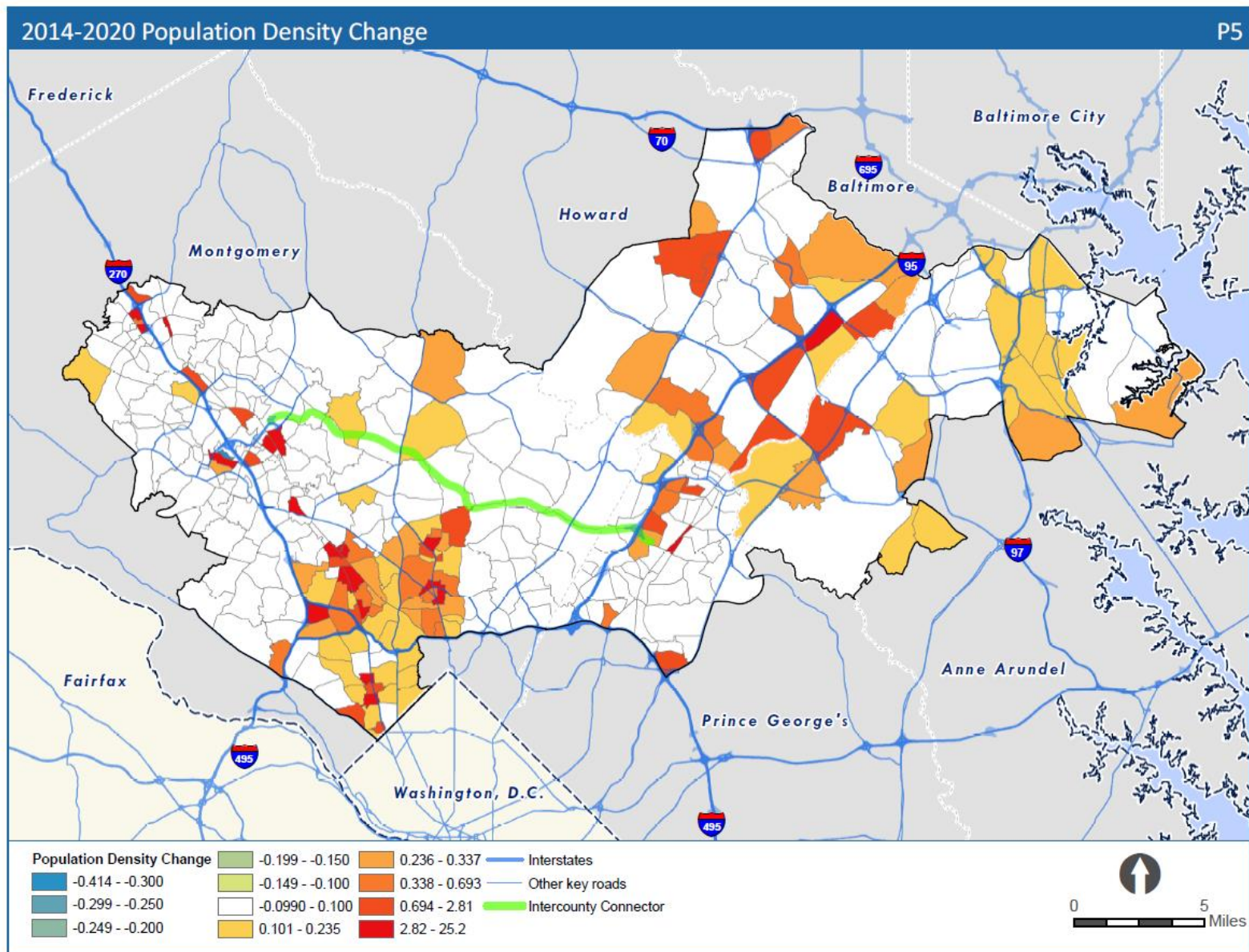


Figure 40 – Map of Renaissance Employment Density Growth Per TAZ Acre 2014-2020

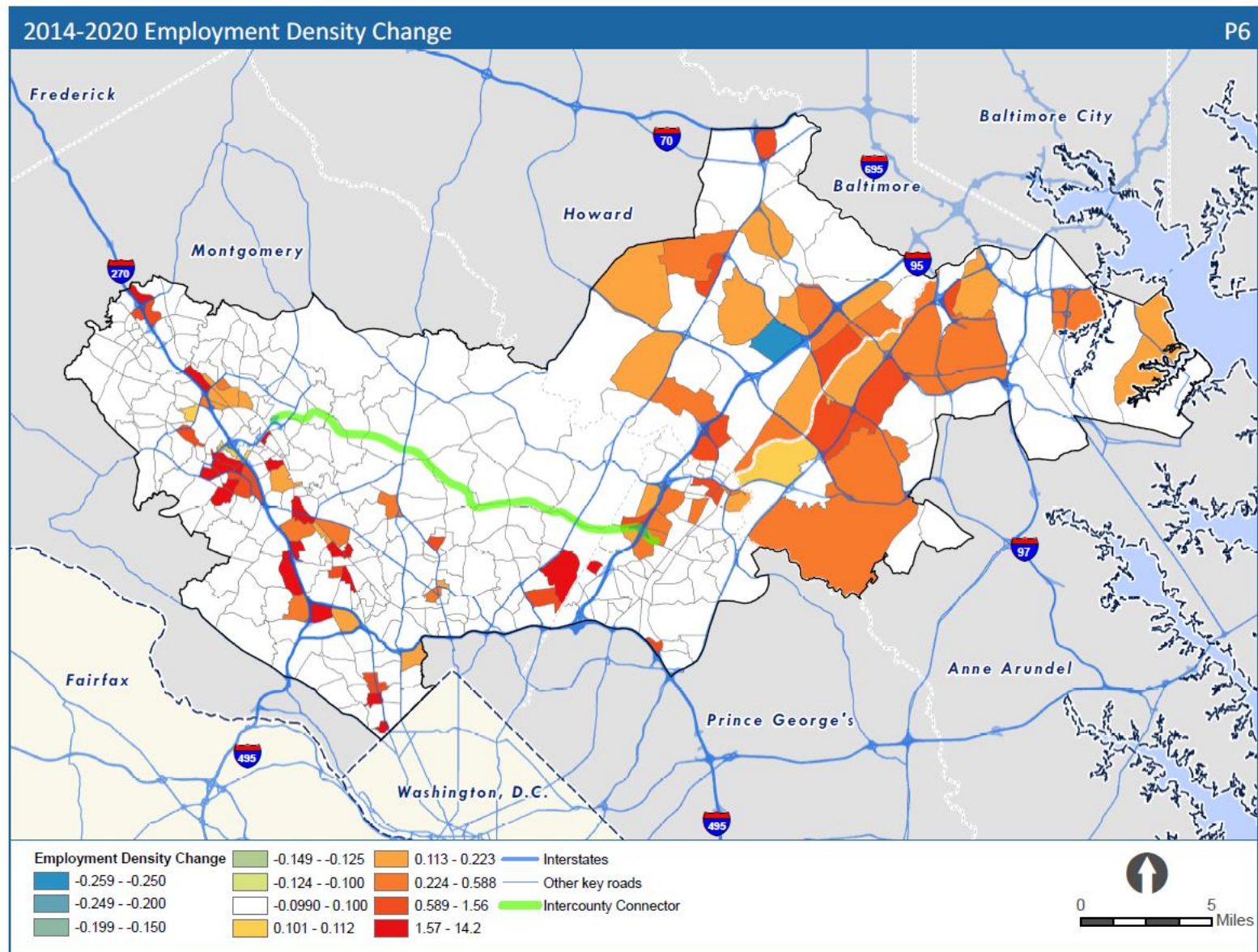


Figure 41 – Map of Renaissance Population Density Growth Per TAZ Acre 2014-2040

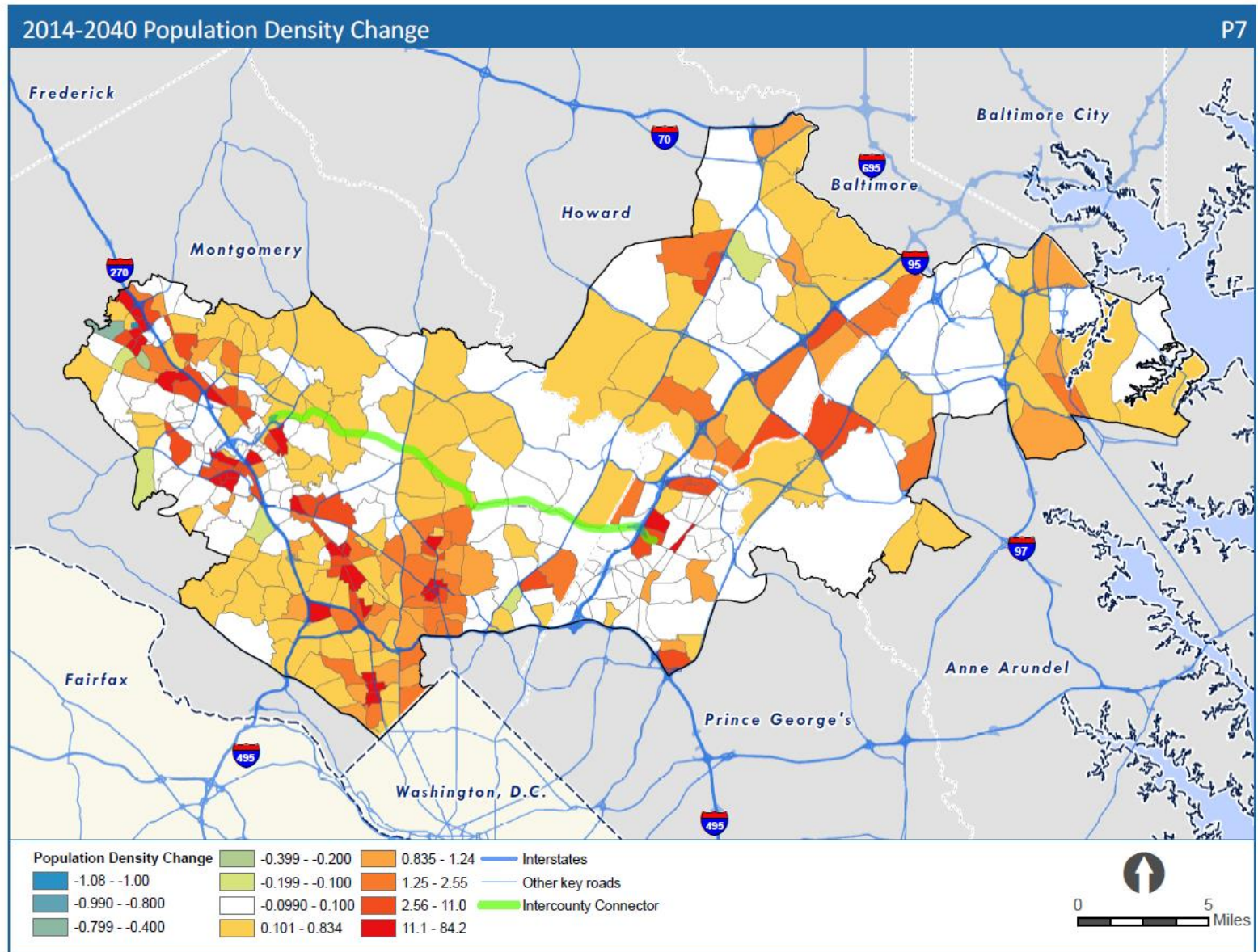


Figure 42 – Map of Renaissance Employment Density Growth Per TAZ Acre 2014-2040

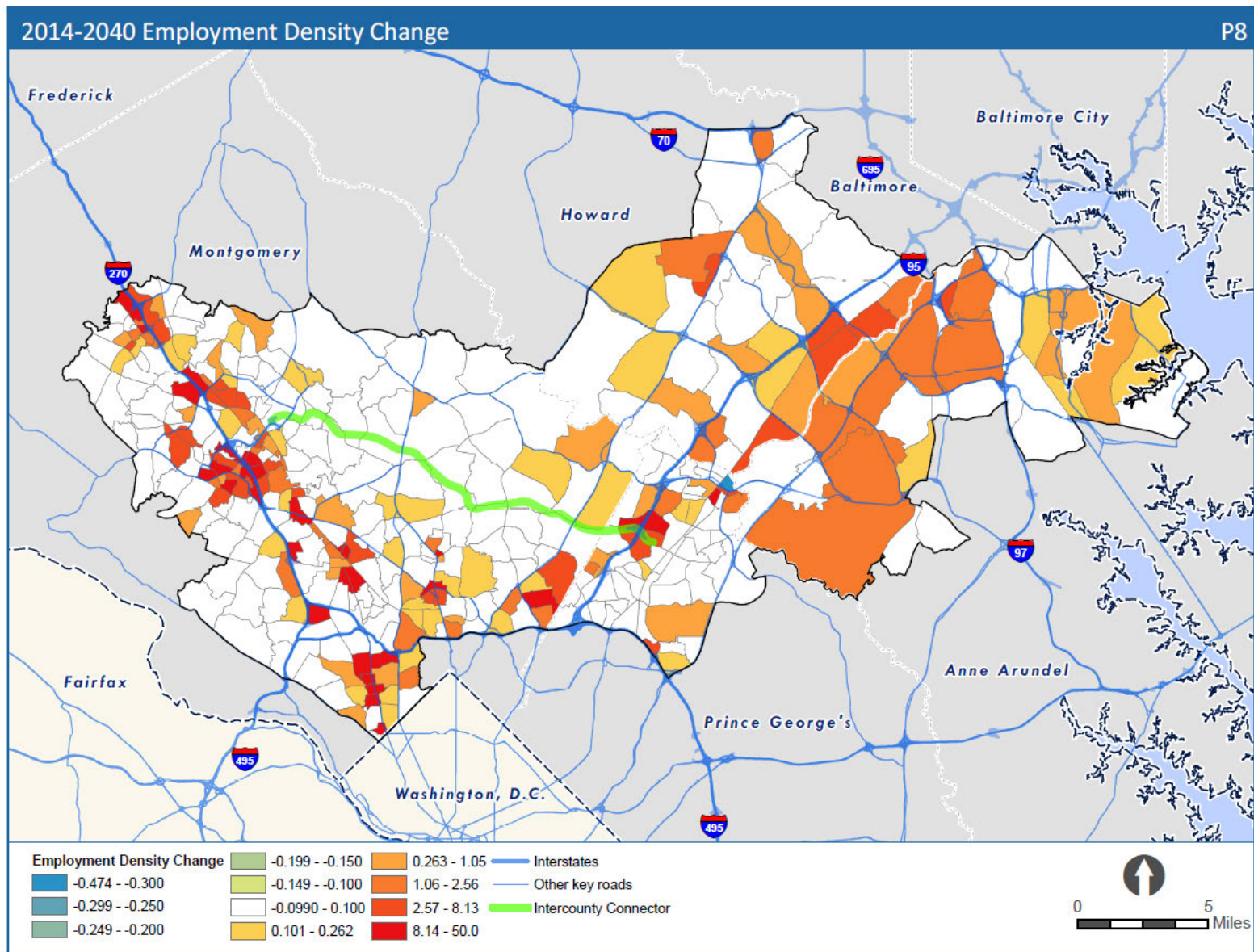


Figure 43 – Map of Renaissance 2014-2020 Population Increment

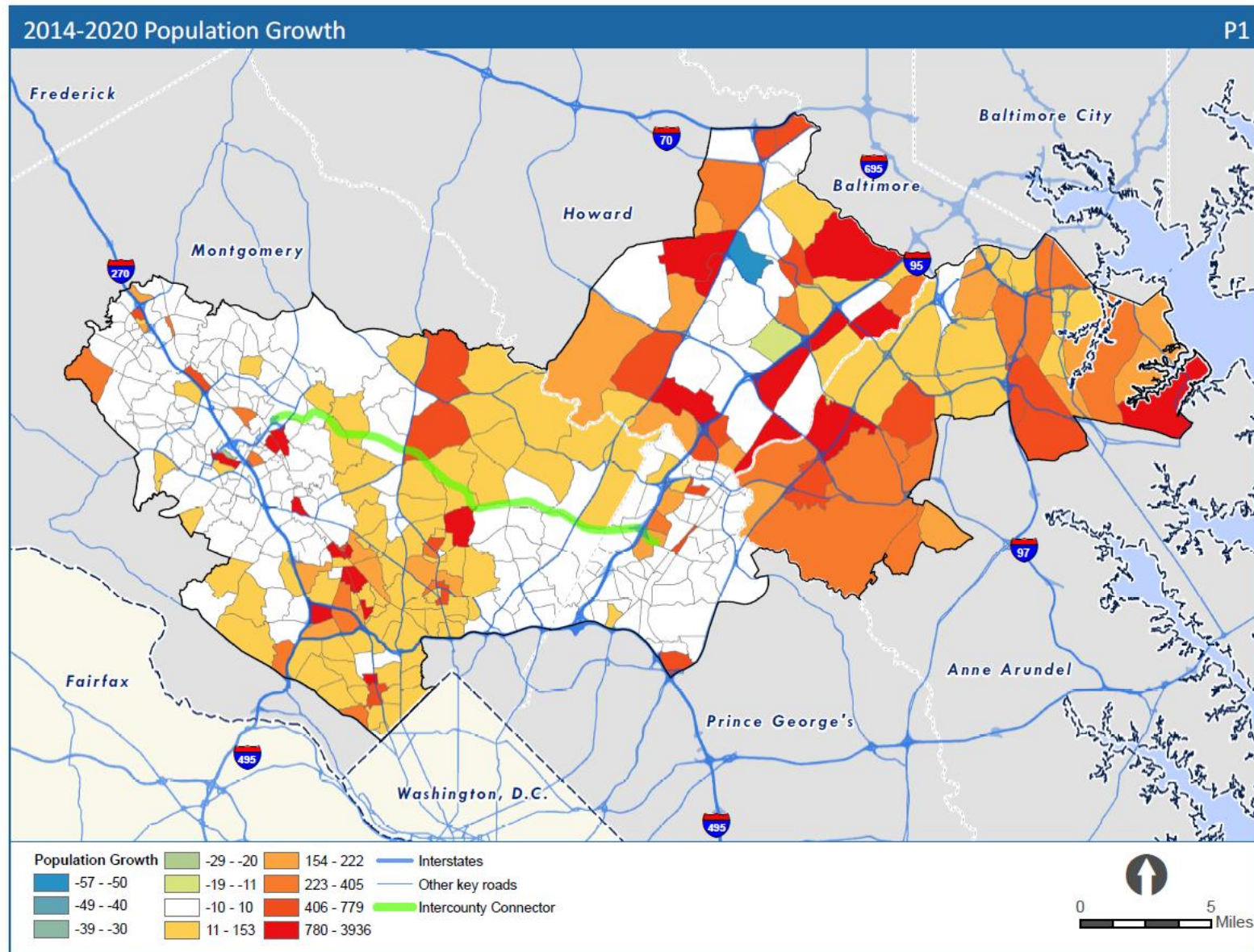


Figure 44 – Map of Renaissance 2014-2020 Employment Increment

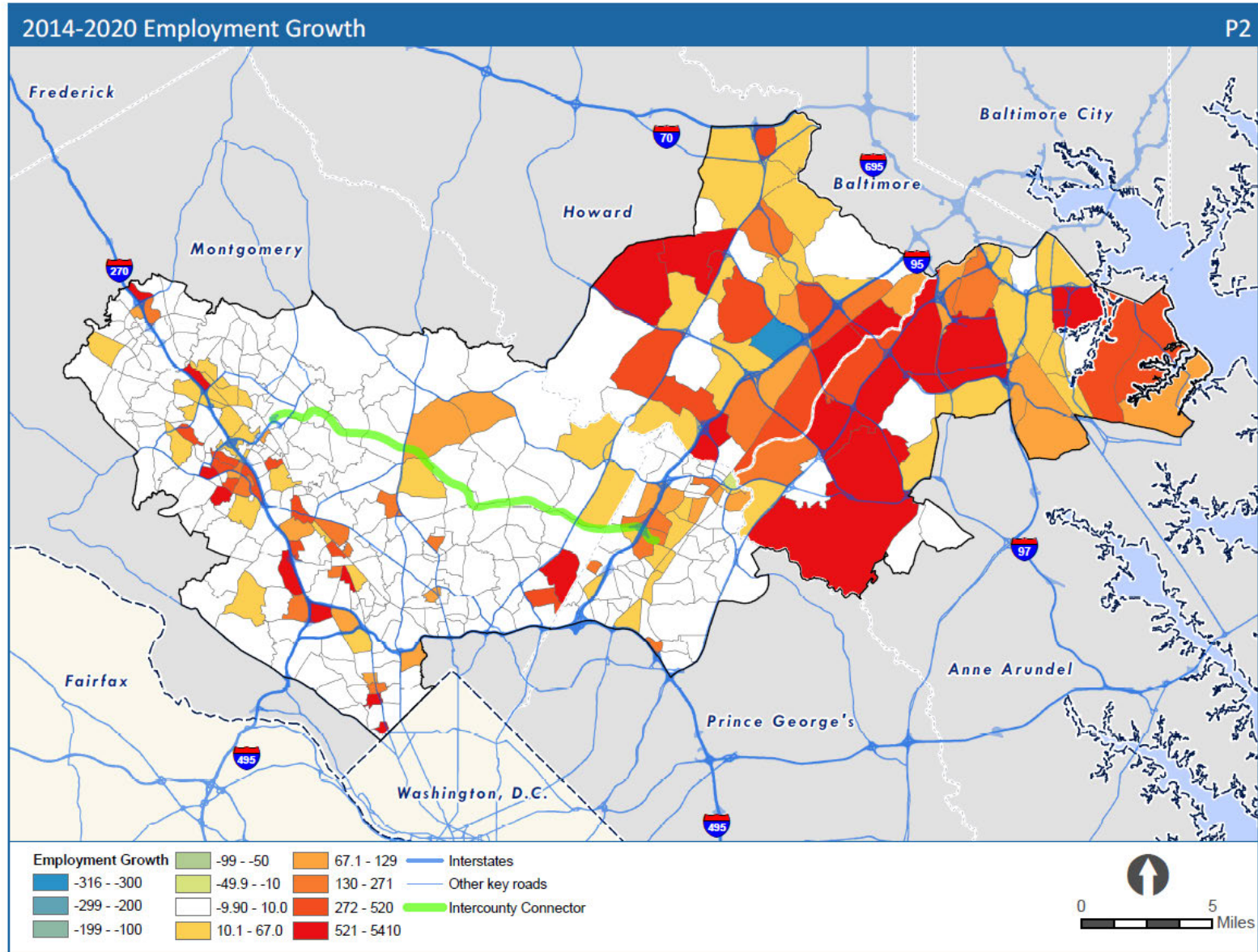


Figure 45 – Map of Renaissance 2014 to 2040 Population Increment

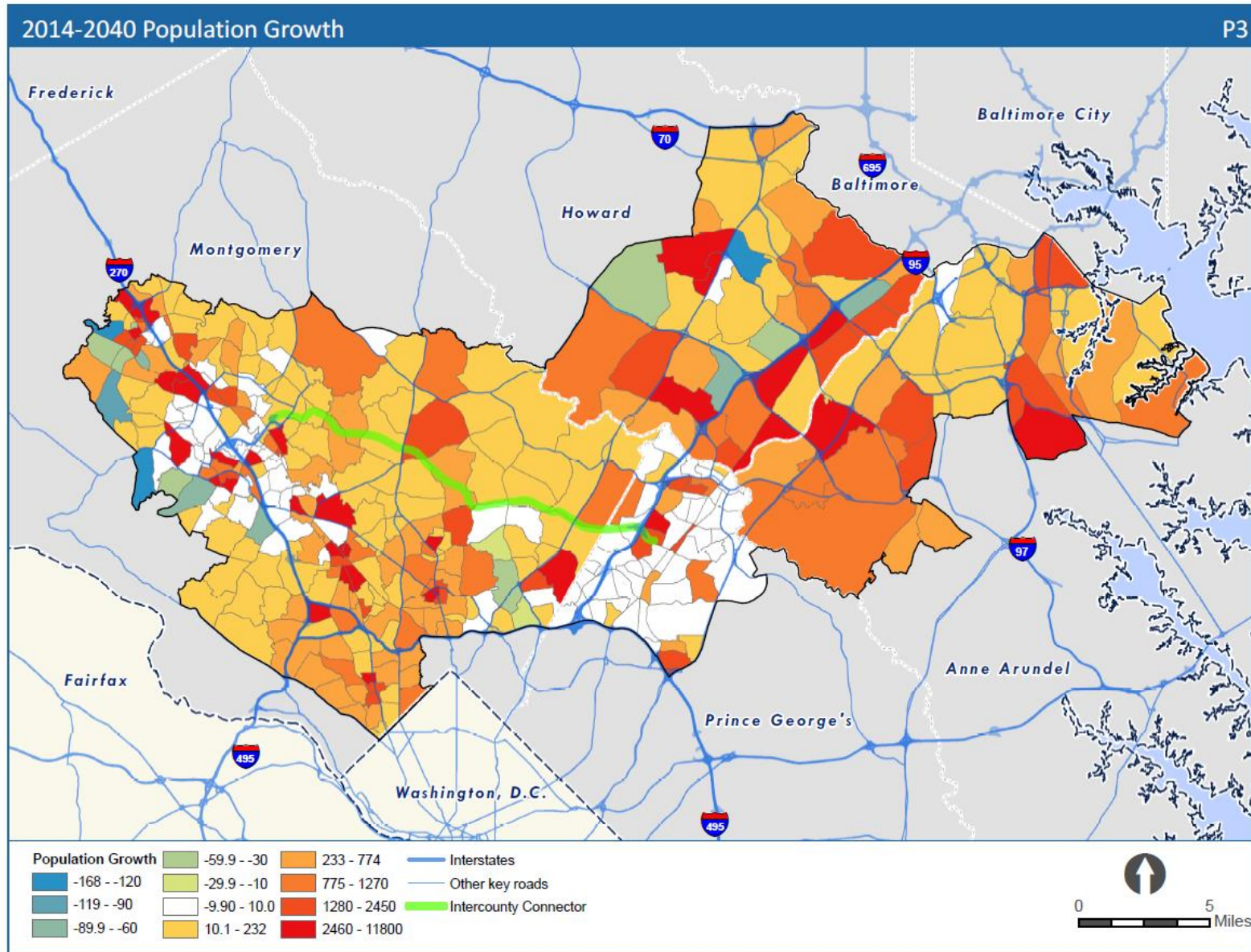


Figure 46 – Map of Renaissance 2014 to 2040 Employment Increment

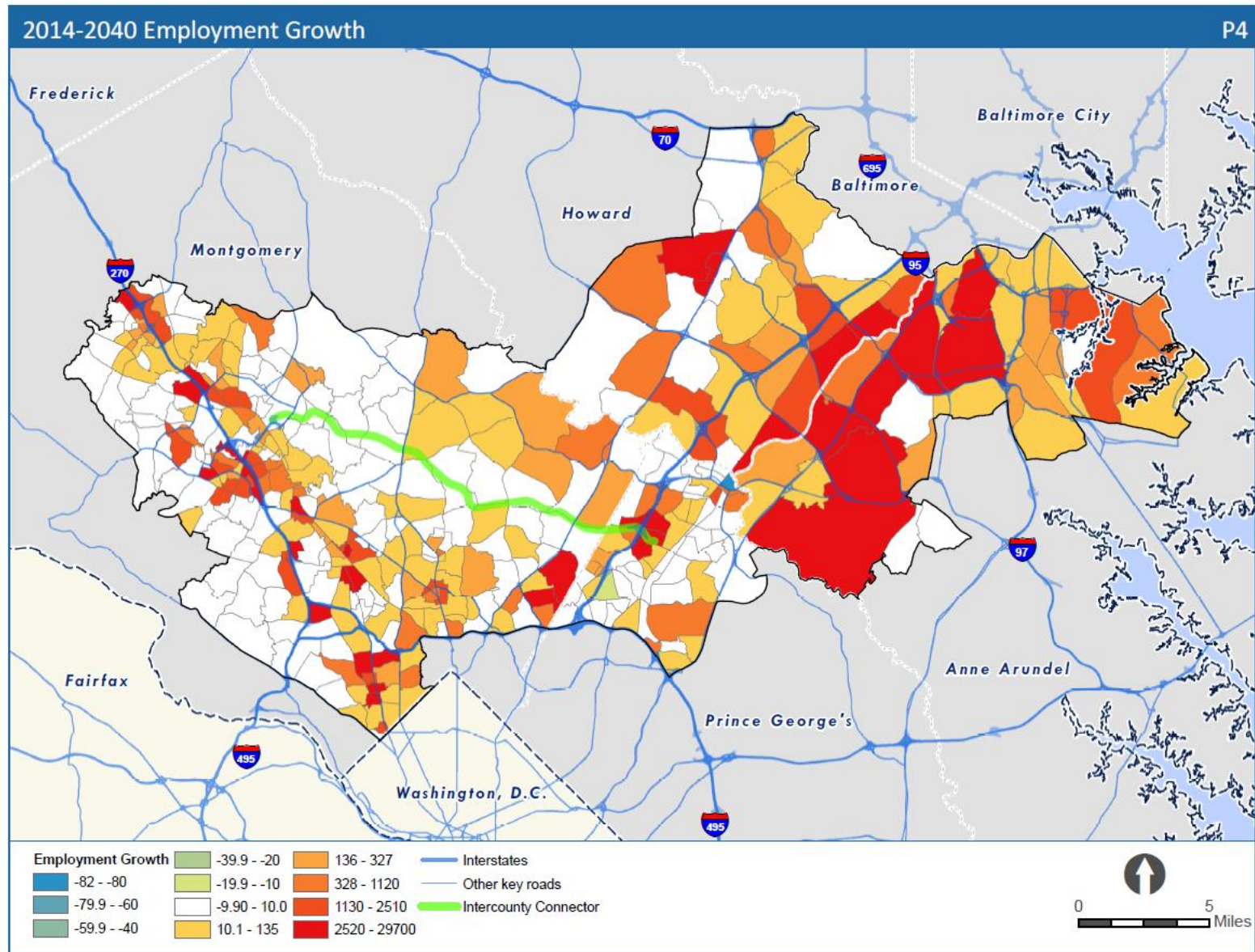


Figure 47 – Map of 2020 Population Difference: Renaissance Minus Round 8.3

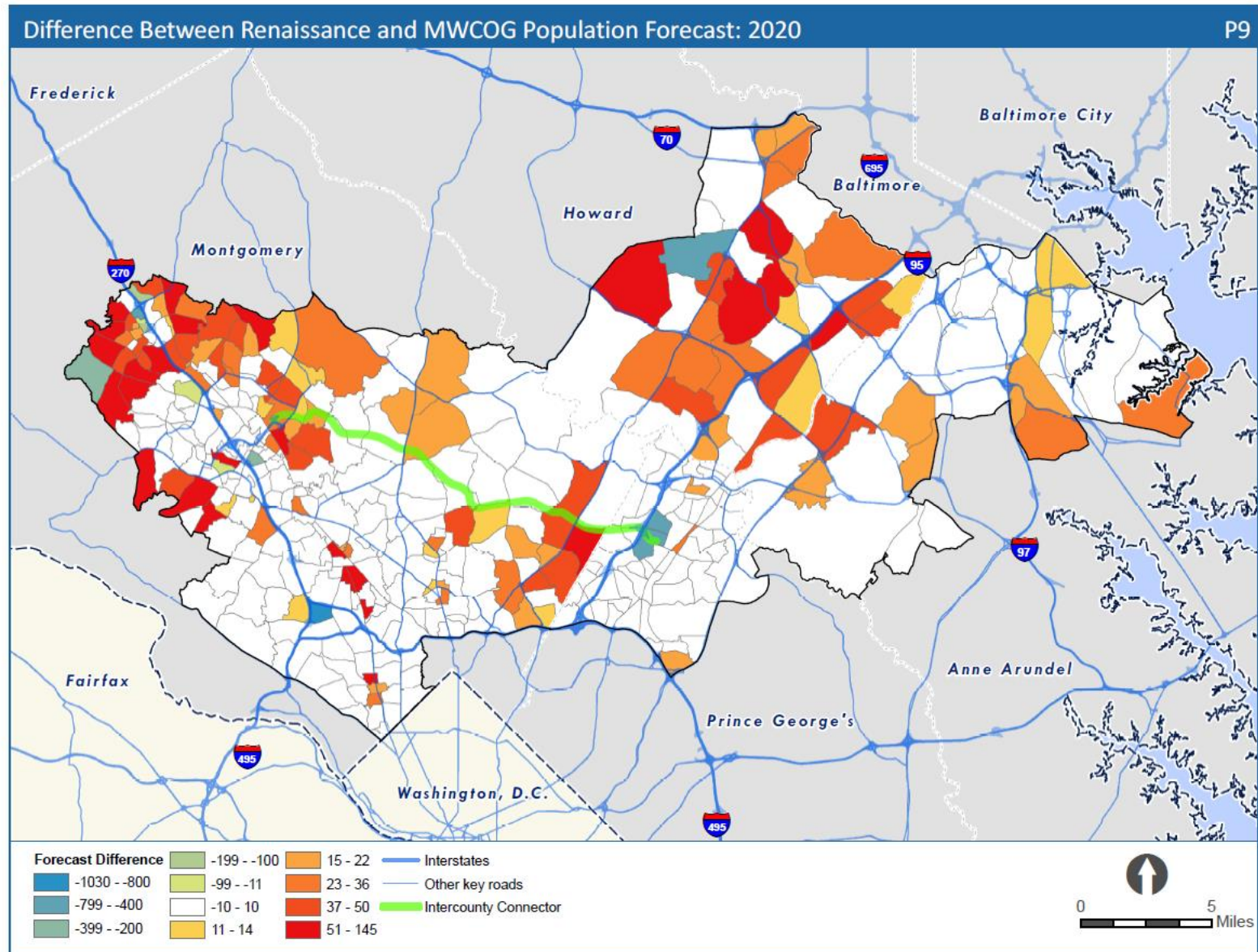


Figure 48 – Map of 2020 Employment Difference: Renaissance Minus Round 8.3

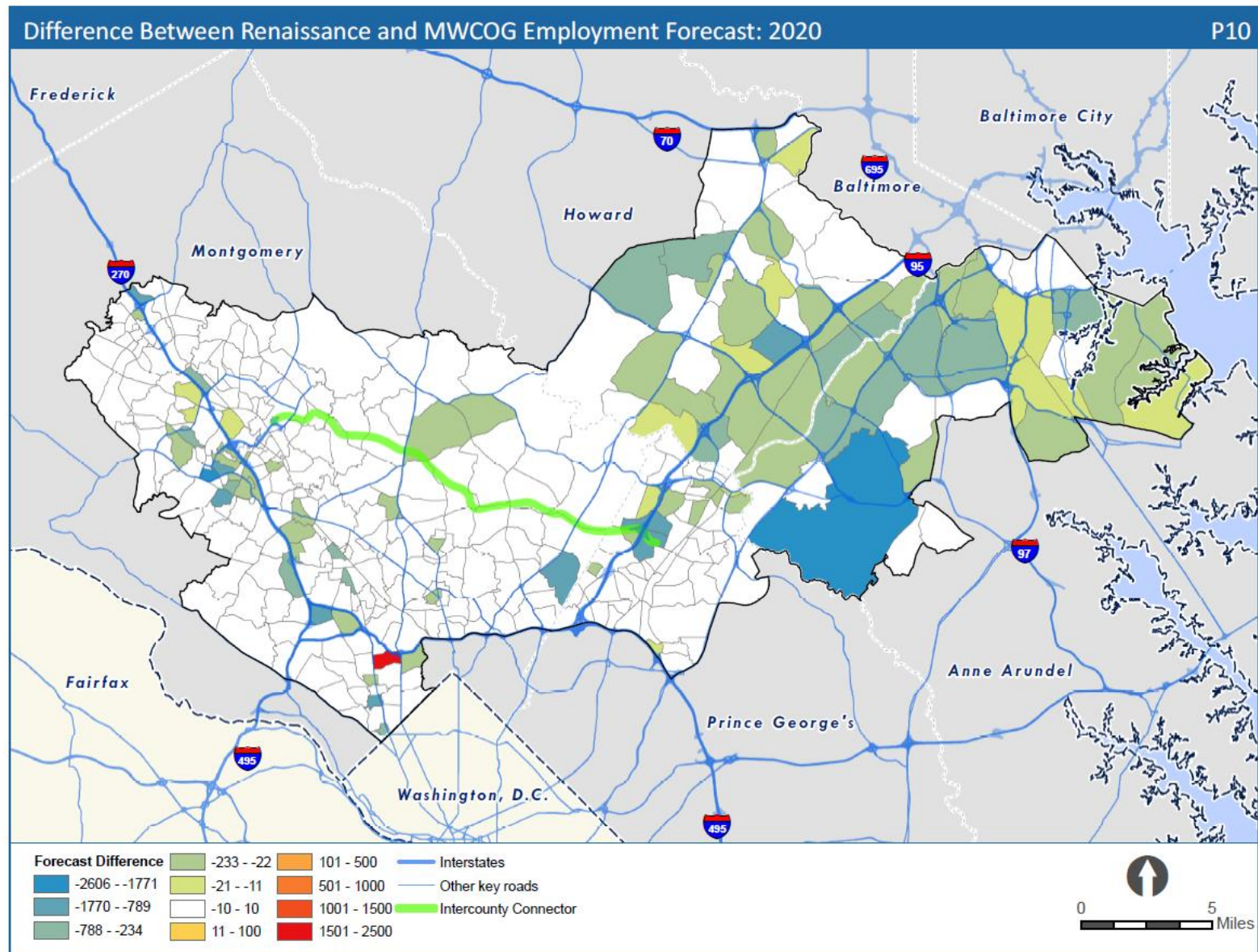


Figure 49 – Map of 2040 Population Difference: Renaissance Minus Round 8.3

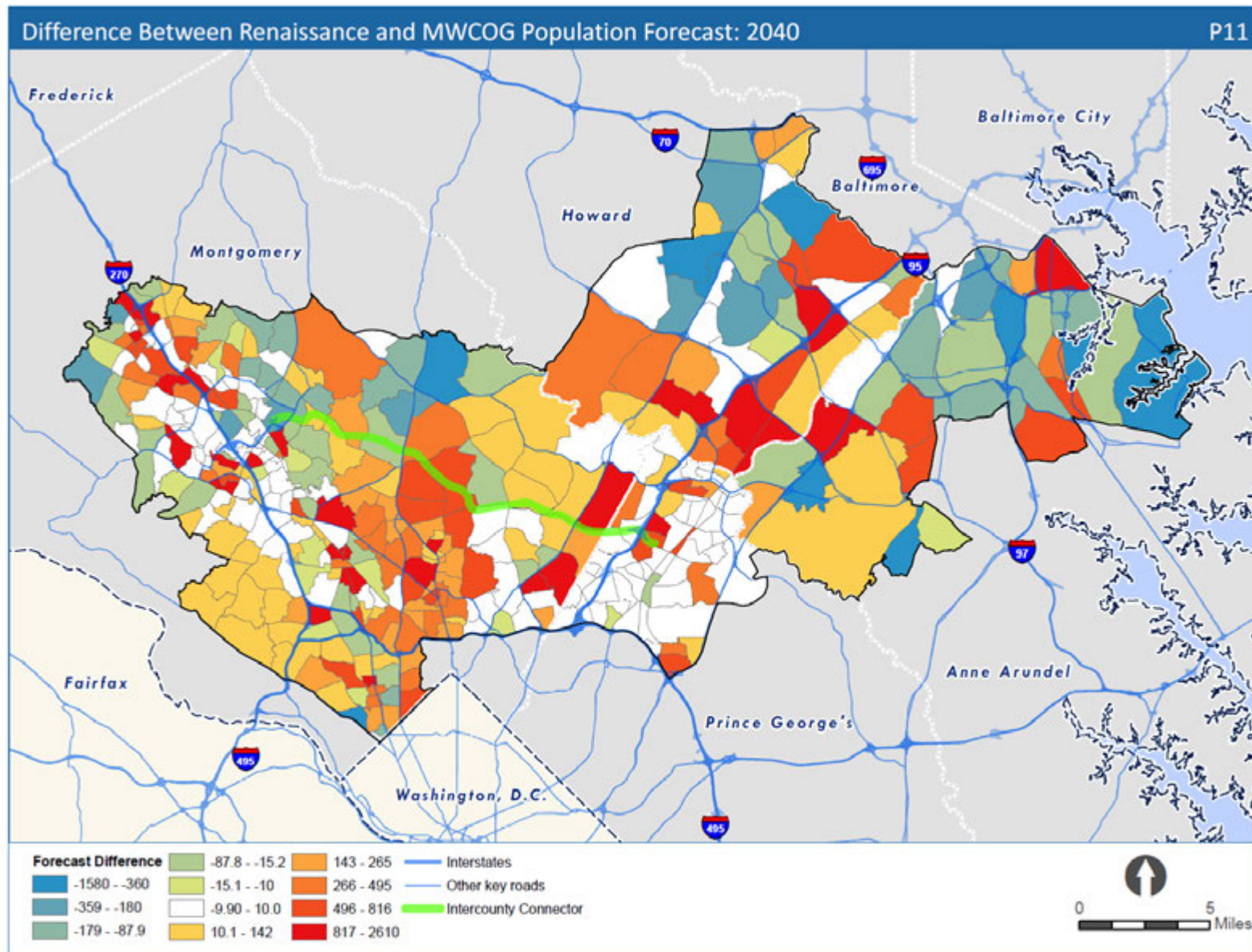


Figure 50 – Map of 2040 Employment Difference: Renaissance Minus Round 8.3

