

Summary Report of 2013 Public Comments

I-95 Express Toll Lanes Tolling Plan

November 14, 2013



Maryland
Transportation
Authority

I-95 Express Toll Lanes Tolling Plan

Public Comment Summary Final Report

Executive Summary

The Maryland Transportation Authority's (MDTA) I-95 Express Toll Lanes (ETL) Tolling Plan public comment period began on September 19, 2013, following the announcement by the MDTA Board Members of the I-95 ETL tolling plan proposal. The public comment period closed officially on November 4, 2013, at 5 PM.

As of 5:01 PM on November 4, 2013, the MDTA had received a total of 73 public comments on the proposed I-95 Express Toll Lanes tolling plan. Of the 73 comments, 92% (67) were received via the Internet, 4% (3) were received through email, 3% (2) were received during public hearings, and 1% (1) was received through one of our *E-ZPass* Stop-In Centers. 42% (31) commented on the Overall Tolling Plan and 40% (29) commented on the 2 axle per mile toll rate ranges. 15% (11) of comments mentioned the Gas Tax or Fuel Tax. 37% (27) of the comments requested a response from MDTA and all 27 received MDTA's response well within the five day response requirement. The most comments received during a single day (11), were received on October 4, 2013, following the tolling plan proposal being published in several local newspapers just prior to this date. Of the 73 comments received, the majority of the comments received 80% (58) indicated opposition to the proposed I-95 Express Toll Lanes Tolling Plan, 19% (14) of comments received indicated a neutral position and 1% (1) of comments received indicated a supportive position.

Three public hearings were held for the proposed I-95 ETL tolling plan in the following jurisdictions: Baltimore City (Patterson High School), Baltimore County (Perry Hall Middle School) and Harford County (Patterson Mill High School). There was low turnout for the public hearings. During the three meetings, 17 total citizens attended and a total of two citizens provided formal testimony. On October 7, one person attended the hearing and testified. During the hearing held on October 10; seven people attended, however, no one testified. During the third hearing, held on October 15, nine people attended and one person testified. Delegate Susan McComas, representing Harford County, attended the third public hearing but did not offer testimony.

The following report covers the process MDTA used to gather public comments, along with limited demographic data on the individuals that submitted comments, and a summary of the concerns and recommendations expressed in the public comments. All public comments are included at the end of this report. The comments have been captured verbatim.

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Public Comment Process

The MDTA Board proposed toll rate ranges for the I-95 Express Toll Lanes (ETL) tolling plan on September 19, 2013. The public comment period began following the announcement on September 19, 2013th and continued until 5 PM, November 4, 2013. Three public hearings were conducted on October 7th, 10th and 15, 2013th. The details of the public hearings can be found in Appendix A. A total of 73 comments were received during the public comment period.

Submission Methods

Public comments for the official record could be submitted through a form on the MDTA web site (mdta.maryland.gov), U. S. mail, comment cards, public hearing testimony in front of the MDTA Board, and private testimony collected by a court reporter at the public hearings. The distribution of submission methods is illustrated in Figure 1. Copies of the web form and the comment cards can be found in Appendix B.

The majority of the comments 92% (67) were received via the form on mdta.maryland.gov.

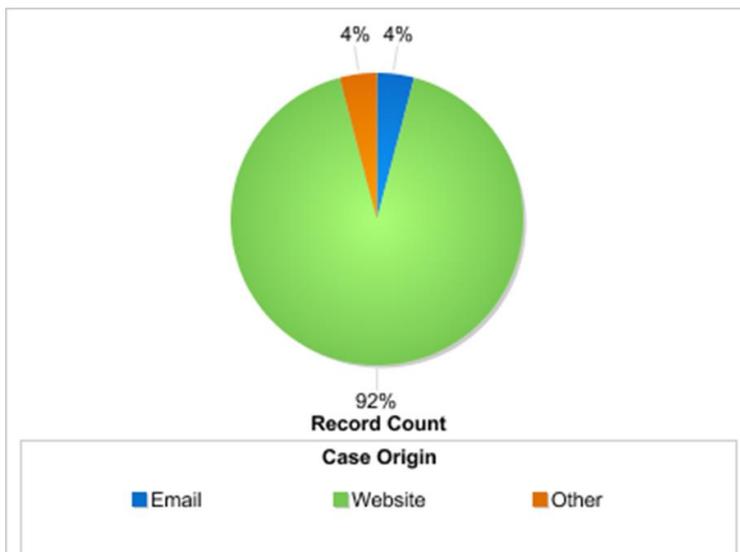


Figure 1: Comments by Submission

This allowed for real-time tracking of comments and provided staff a daily summary of key performance indicators. The web form facilitated entries such as name, email address, and zip code, which enabled improved data quality and better data analysis. It also reduced data entry by MDTA staff as submissions were entered by the public directly into the database used for analysis. Further, individuals utilizing the web form were able to indicate if their public comment required a response, or if they only wanted it included in the official record.

Twenty-seven (37%) of the comments requested a response. All 27 requests received MDTA's response well within the five day response requirement. Testimony at the public hearings accounted for 3% (2) of the comments received, email accounted for 4% (3), and comment forms at *E-ZPass* Stop-In Centers made up 1% (1) of the comments.

Data Collection

In order to improve the quality of data collected, select fields were requested from the individuals making public comments. Individuals who used the web form or a public comment card were requested to provide their first name, last name, zip code, email address, and their position on the toll increases in addition to their public comment.

Each comment was reviewed by MDTA's Division of Strategic Development staff to ensure the user-selected description of the comment was consistent with its content. No changes were ever made to the content of the comments.

Comments Received by Date

As of 5:01 PM on November 4, 2013 there were 73 comments received. The most comments received during a single day (11), were received on October 4, 2013, following the tolling plan proposal being published in several local newspapers just prior to this date. Figure 2 displays the distribution of the comments by the date received (inclusive of all types of correspondence).

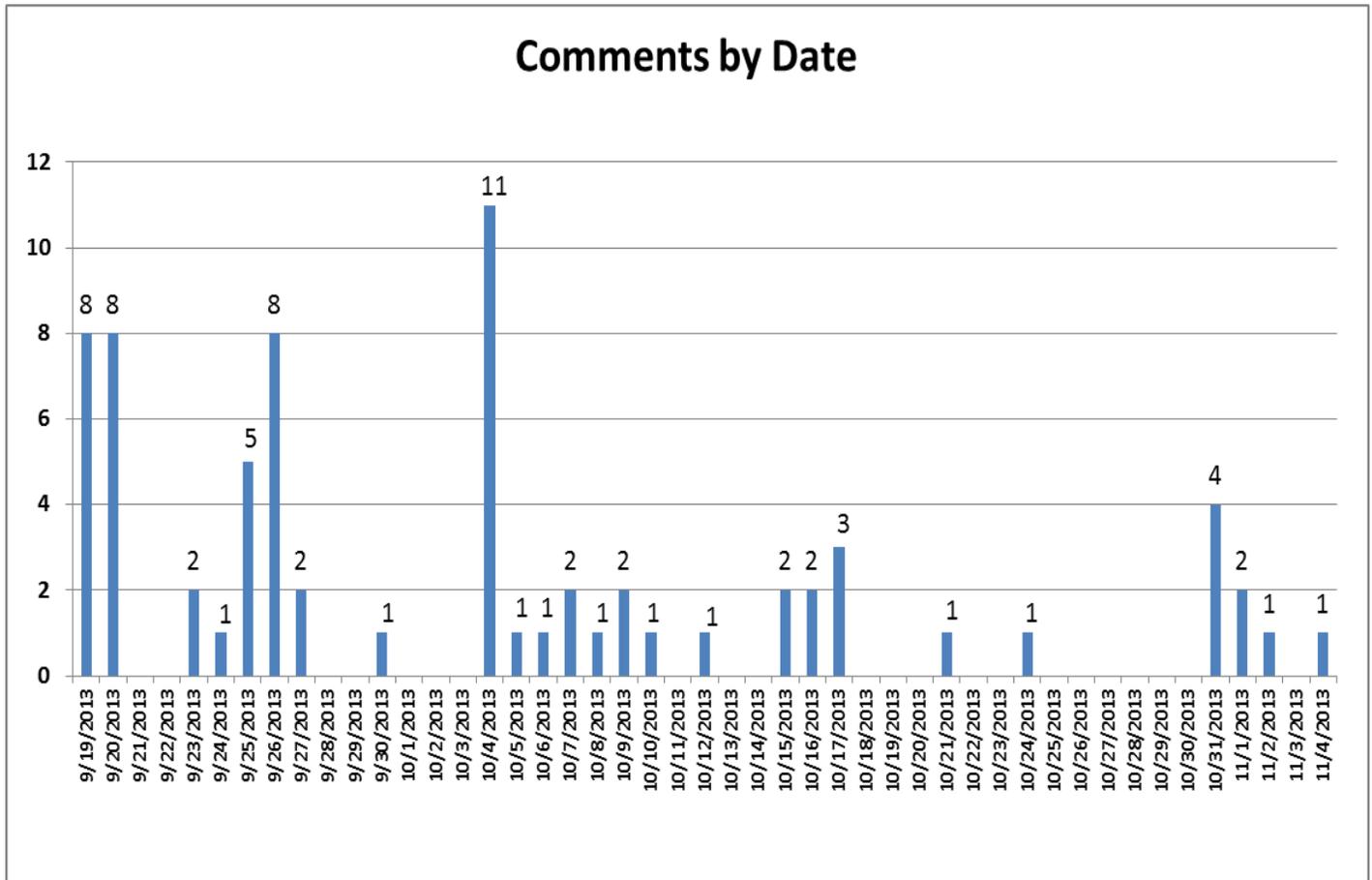


Figure 2: Comments by Date

Demographics

The 73 comments received originated from 65 individuals. Four individuals submitted multiple comments. Comments were received from 37 different cities as identified by the U.S. Postal Service. All of the comments were from Maryland. Comments were received from eight counties and Baltimore City. The largest percentage of comments were received from Harford County with 39% (28), while Baltimore County represented 34% (24) of the comments received and Baltimore City represented 8% (6) of the comments received.

Figure 3 below represents the 20 cities most frequently indicated on the comments MDTA received.

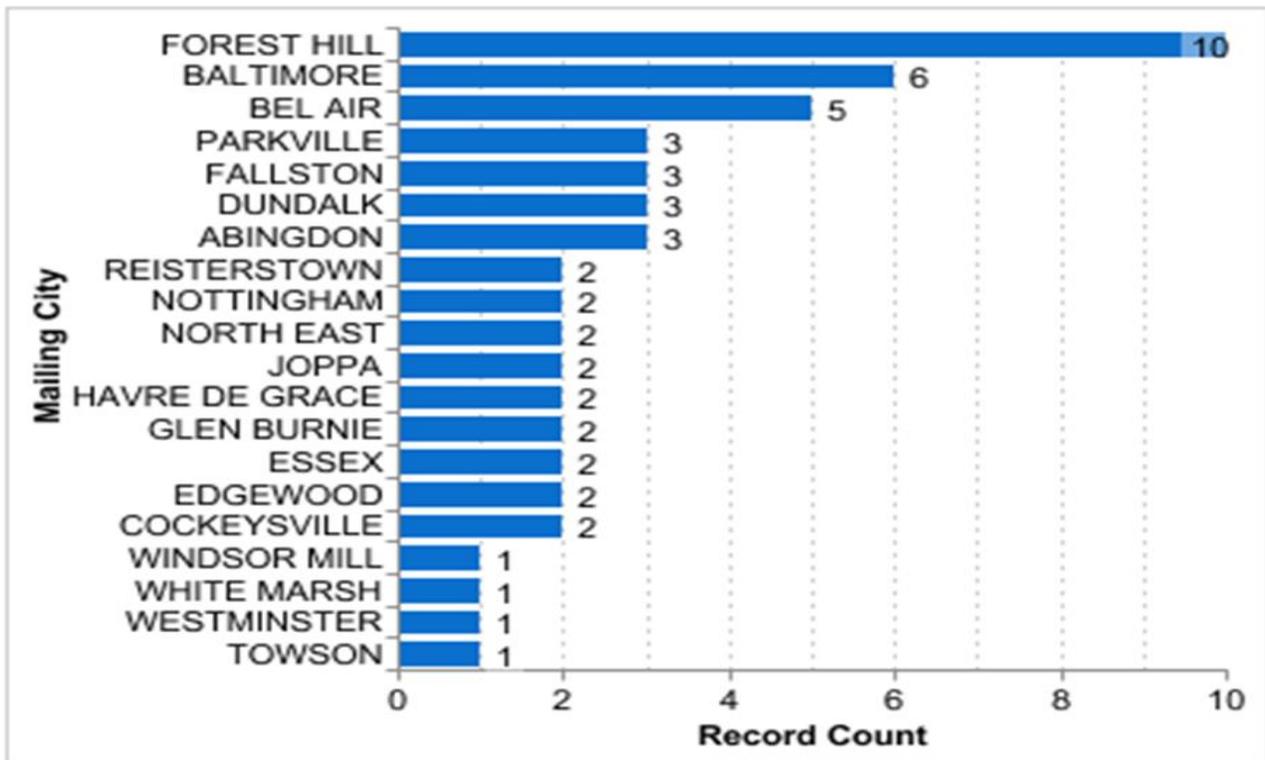


Figure 3: Comments by Mailing City

Figure 4 represents the comments received from the eight counties and Baltimore City.

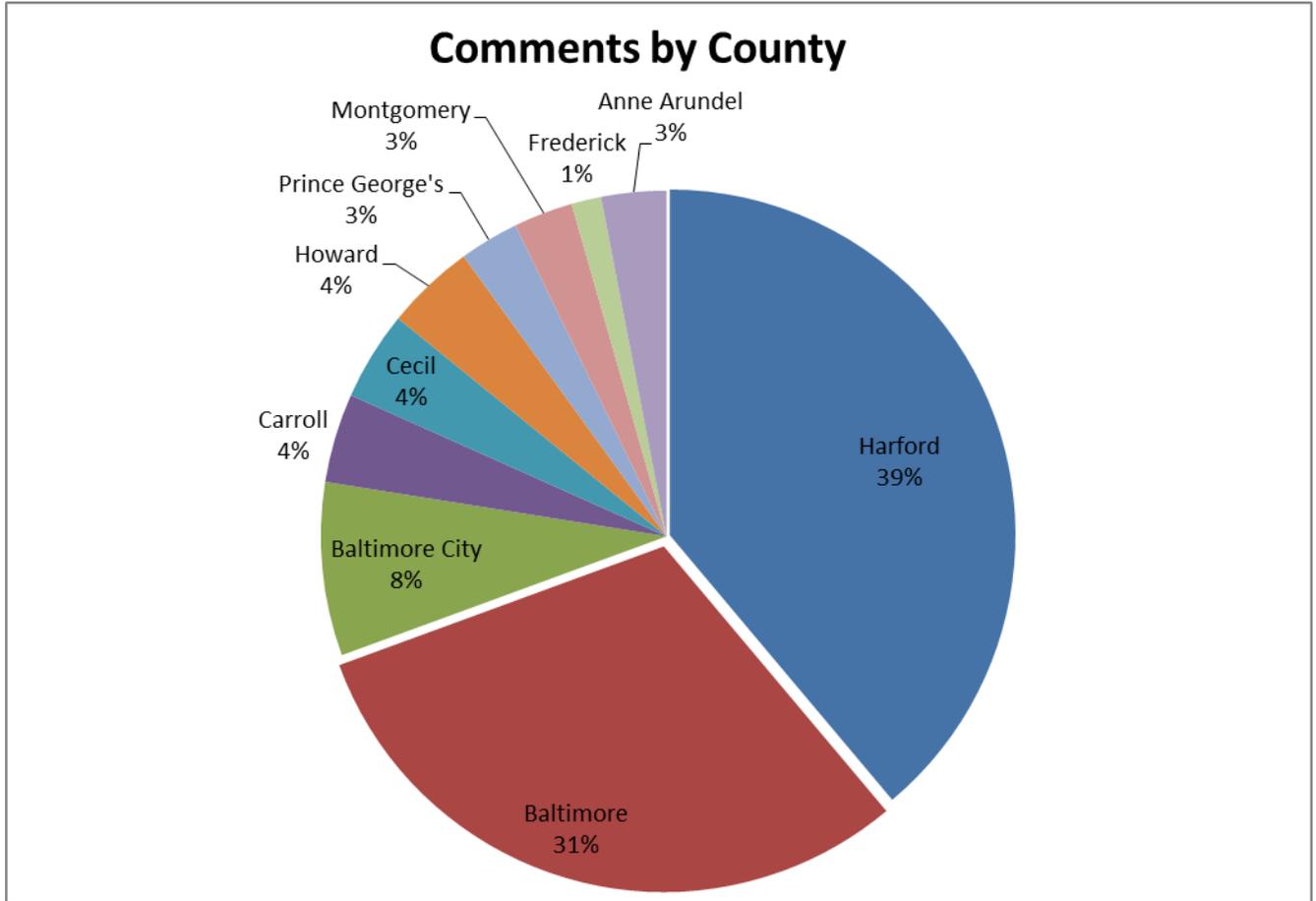


Figure 4: Comments by County

Comments Received by Position on the Proposed I-95 Express Toll Lanes Tolling Plan

The majority of the comments received 80% (58) indicated opposition to the proposed I-95 Express Toll Lanes tolling plan, 19% (14) of comments received indicated a neutral position and 1% (1) of comments received indicated a supportive position. See Figure 5 below.

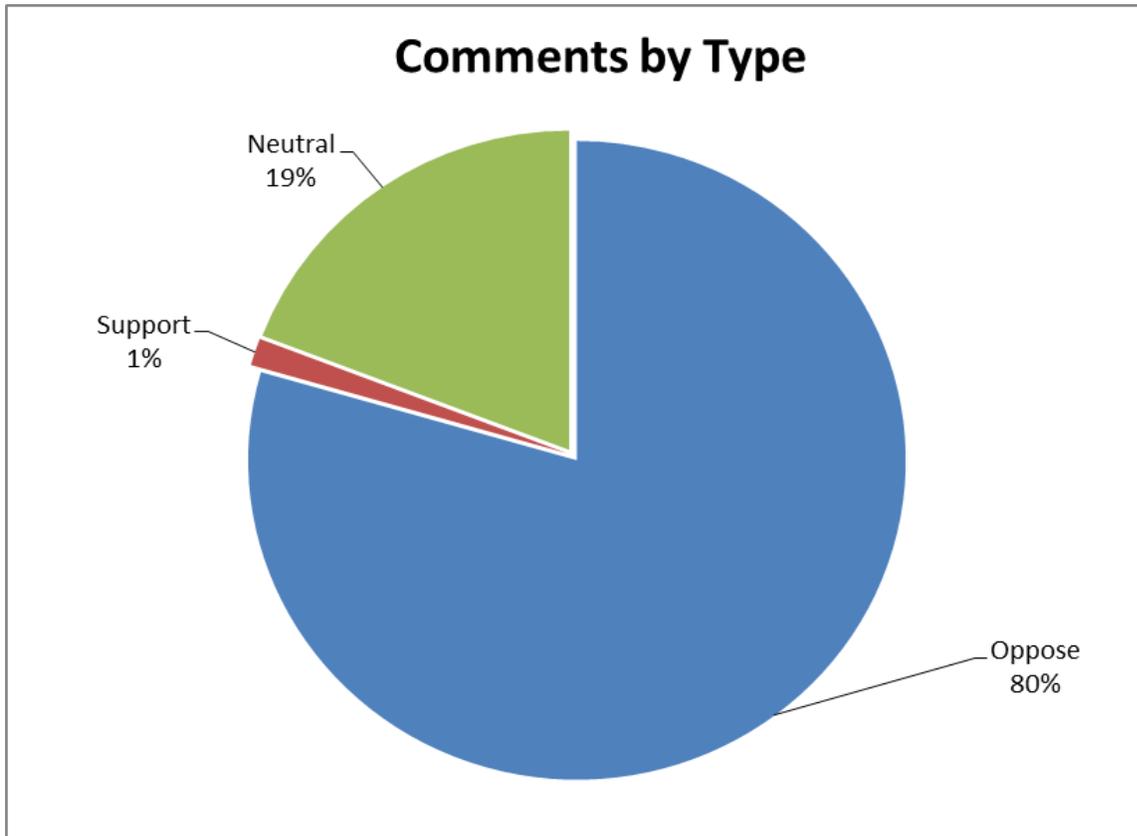


Figure 5: Comments by Type

Verbatim Comments

Please note that the record numbers 00004063, 00004064, and 00004065 were sent by the same person and are identical, as well as record numbers 00004067 and 00004068.

Support Comments

- Great highways *Record Number 00004052*

Neutral Comments

- I had [sic] choose neutral because there wasn't a "pissed-off" category. I think that the SHA and the MTA have their heads so far up their asses that they must break wind out of their mouths.

The construction projects are never ending and every where you go; this is a major cause of traffic jams and congestion; you make it so very hard for anyone to get to work; rush hour seems to be 23 hours a day, and then on top of that you have the nerve to raise toll rates. WTF? Is this someone's idea of a very sick joke? How many government officials are receiving payoffs while the working person is left to suffer once again, and pay for all highway construction contractors who work as slowly as possible. If I have to see another contractor hanging off the back of a truck dropping cones, I'm going to puke!

We pay taxes and then get raped at the toll booth as well.

KMA SHA & MTA

Record Number 00003999

- I have no problem with the ETL plan. However, I want to know that there is a policy that prevents the ETL lanes from being marked at a higher speed limit than the non-ETL lanes. Paying extra for easier travel is one thing, but paying extra for a higher speed limit doesn't seem fair to me. I demand a policy is adopted that keeps the speed limits on both sections the same wherever conditions safely allow. *Record Number 00004002*
- The issue will come down to how many will actually pay the toll. As it stands now most will use the regular lanes. These will remain crowded; while very few will use the new ones. Which [sic] will not get them payed [sic] for by the tolls and you will toll the whole length. On top of that you have toll at tunnels and bridges after that resulting in [sic] a \$8-\$10 toll for the length if you use those lanes this becomes cost prohibitive which will result in lack of use. *Record Number 00004026*
- Why can't we make all of the EZPass [sic] tolls high speed electronic tolls similar to what Delaware has done and what the ICC has? This would save a lot of time.
Record Number 00004035
- I have travelled [sic] that portion of I 95 every workday for the past ten years. All of the aggravation, inconvenience, and delays that the construction has cost me and every other commuter should be compensated when the express toll lanes are finally opened for

business. Just think of all the extra gas and wasted hours from sitting in the huge backups that the construction has caused during rush hours.

I propose a 1 year moratorium on collecting any tolls for the express lanes. This would be a way of saying thanks to the commuters who have had to suffer with the construction, and give everyone a chance to feel like they are getting something back to make it worth the inconvenience. In the scheme of things, a one year moratorium is a very small offering when you consider how much you have raised the tolls for everything else in the MTS toll system. *Record Number 00004041*

- I would probably not be able to use the lanes because I go north in the morning and south in the evening rush hours. However I would like to see the tolls be as low as possible and stay low for commuters in two axle vehicles. You should restrict all big trucks especially 10 to 18 wheelers or charge them three times 2 axles at least.

Thank you

Record Number 00004042

- If an accident occurs in the express toll lanes and traffic in the express toll lane is moving slower or not at all than the free lanes, will users of the express toll lanes get a refund?

If an accident occurs in the free lanes and traffic is diverted on to the Express Toll Lanes will users be charged? *Record Number 00004046*

- I am all for the express lanes. However, I drive back and forth between Reston, Virginia and DC to my home in Middle River each day for work. I would love to be able to cut out a portion [sic] of the ridiculous traffic between work and home. However, the proposed toll rates are all much too high for someone like me to use them, especially since you are still going to have to fight your way from the tunnel to where the express lanes start, which is several more miles. Barring a major accident that shuts the road down, I will continue to get off on Eastern Avenue and take the side streets. If it were more reasonably priced I would take them every day, but at such a high rate I can't afford to do so. *Record Number 00004054*

- I don't have nothing to say *Record Number 00004057*

- And it's on the west side so, you know, this will probably not affect me too often. However, I came over with a lot of questions and the first thing I want to say is you've got a very good support staff of people up front who did a great job of handling the majority of those questions. I think the only thing that, well, remains in my mind, and unfortunately they could not answer it at the time and they did state that they will go through my records and clarify it for me. But my wife and I have recently, well, when I say recently I think it was in March, March or May of this year, converted to a standard plan. And up to I think July, we were still having deductions made that were based upon a commuter plan. But I'm not going to complain about that. I mean now we're getting our 10 percent discount. We have the convenience of going through at a relatively fast pace when I look at everybody else in the other lanes. So we regard it as a great convenience. I would like to know whether or not this standard plan, which strangely enough when I went and dug it out for this meeting and forgot to bring it over, stated that the plan

expired October 2013. So there was no date and at the moment I'm going through the E-Z Pass and I'm under the assumption that I'm still under a standard plan. So hopefully if I'm delusional, they'll let me know about that. The only other thing that I find a bit unclear because as I say, your people answered many questions and also referred me to the website that I think will help clarify anything else and help me explain things to my wife, because I'm terrible with that. I don't think I'm the only guy who's like that. And that is the holiday rates. So if you would do your best to please let me know how you will determine holiday rates, I'd love to hear it. Thank you. *Record Number 00004058*

- I have travelled [sic] that portion of I 95 every workday for the past ten years. All of the aggravation, inconvenience, and delays that the construction has cost me and every other commuter should be compensated when the express lanes are finally open for business. Just think of all the extra gas and wasted hours from sitting in the huge backups that the construction has caused during rush hours.

I propose a 1 year moratorium on collecting any tolls for the express lanes. This would be a way of saying thanks to the commuters who have had to suffer with the construction, and give everyone a chance to feel like they are getting something back to make it worth the inconvenience. In the scheme of things, a one year moratorium is a very small offering when you consider how much you have raised the tolls for everything else in the MTS toll system. *Record Number 00004062*

- The rates as stated seem reasonable to me, assuming the traffic is truly reduced in general purpose lanes because of the ETL. I probably wouldn't use it though because of where I live in Perry Hall. My family uses I-95 depending on traffic on I-695.

I work on the west side of town and have noticed that the traffic has increased significantly [sic] on I-695 since the tolls at the tunnels increased in July, 2013. Was this an unintended consequence? I am most upset that the traffic from I-83 and I-795 bottlenecks the beltway in the morning and the evening. A lot of these commuters are coming from Pennsylvania. How about adding a toll as you enter Maryland from the Pennsylvania [sic] line on I-83 or MD 30? It's okay for people to live in PA, and work in MD, then let them feel our pain and pay Maryland tolls. I feel that I am penalized for where I live in Baltimore. I have to live where I do because of my elderly mother. At this time, I don't have a choice to move.

I would consider using I-95 more except for the newly raised tolls at the tunnels. Most ETL commuters will also be paying the toll for the tunnels. So, it could cost a commuter from Harford County \$10-\$12 a day to commute to work and back. Doesn't that seem outrageous? I had an EZ Pass commuter plan and wound up paying more for tolls, so I switched it to the Standard plan. I don't know if it is the automatic credit card payment process or the threshold needs to be lowered, but the EZPass [sic] system needs to be re-evaluated. I have been paying way too much for tolls I never used. I have called Customer Service numerous times and was never told I could make a one time credit card payment. I realize that there are commuter rates, but that is most beneficial to those who use the tolls almost everyday. I don't. But, I would use the tunnel more if the rates were more reasonable. I oppose the tunnel rates. I think the EZPass [sic] Standard tunnel toll rates need to be more reasonable and should be reduced. Aren't we taxed enough?

Thank you for the opportunity to comment! *Record Number 00004066*

- Yesterday 10/31/13 at 15:38:39 I passed through Fort McHenry Tunnel and because I had no toll money requested a receipt. This was on Coll.1067, lane 016 as indicated on the card. But it was first cash toll on your left coming from Essex. What baffles me is why my receipt has the number 1-888-321-5824 instead of the official 1-888-321-6824. I kept calling the number on the receipt to no avail to pay my dues. I had to use 411 meaning more expenses to get the correct number. How many people has this lady duped, or caused to suffer? She should be removed from there. *Record Number 00004067*
- Yesterday 10/31/13 at 15:38:39 I passed through Fort McHenry Tunnel and because I had no toll money requested a receipt. This was on Coll.1067, lane 016 as indicated on the card. But it was first cash toll on your left coming from Essex. What baffles me is why my receipt has the number 1-888-321-5824 instead of the official 1-888-321-6824. I kept calling the number on the receipt to no avail to pay my dues. I had to use 411 meaning more expenses to get the correct number. How many people has this lady duped, or caused to suffer? She should be removed from there. *Record Number 00004068*

Opposed Comments

- You guys must be out of your mind. The residents of Maryland pay one of the highest tax rates in the country and now we have to pay a fee to drive 8 miles of I95. The ICC rates are so high that there is never anyone on them because people don't want to pay the high rates to drive on the ICC. You're proposing an estimated \$.35 per mile change [sic] to go 8 miles from White Marsh to Eastern Avenue. This rate equates to \$ 2.80 per trip, \$ 5.60 per day or \$ 120.00 per month to drive the ICC for a daily commute.

With RT40, RT7 and Bel Air [sic] roads in such close relation to the ETL, who in there [sic] right mind would pay this? Not to mention the fact that you still have to deal with Tunnel traffic and those ADDITIONAL tolls as well - DAILY.

This is yet another waste of our tax dollars and another way to try to stick all the residents with an EZ Pass monthly bill to save 10 minutes in the morning.

Many people like myself avoid paying your insane fees (now \$ 8.00) to cross from Harford County to Cecil County. If [sic] now costs almost \$20 in tolls to get to Ocean City now.

Good luck trying to get residents to swallow this crap sandwich *Record Number 00003998*

- I'd like to see an Ezpass [sic] plan option that bundles the cost of the ETL and Fort McHenry or Harbor Tunnel toll commuter tolls. Consumers who use the tolls consistently and can be a guaranteed [sic] source of income should have the opportunity to pay a slightly reduced rate. No one has discussed highway restrictions on the toll lanes. Has there been discussion on restricting vehicles to 2 axel (similar to 295)?

Record Number 00004000

- I have no intention of ever using the I-95 Express Toll lanes; but am certainly ecstatic over the fact that "road construction" will soon end. The delays & hardships caused by the construction of these so-called "Express Lanes" have been not worth the time & effort. Germany built the Autobahn SEVENTY YEARS (70) ago and we in America have nothing to compare to it. How long before you bureaucrats begin clammoring [sic] for new construction (AND more traffic delays)? *Record Number 00004001*

- Sir:

You people are crazy! You just raised the Gas Tax to pay for road improvements and now you want to place a Toll on them as well. When will this state stop draining our pockets? I am completely against any more tolls as long as you have an open ended gas tax that will increase with inflation.

Don't do it! *Record Number 00004003*

- Tax O'Malley continues to suck the money out of Maryland residents. I will never be extorted \$2+ to beat traffic. These lanes should be free because I already pay more money for tolls and pay Maryland State taxes. I predict this will be a huge flop. The traffic volume simulation would not be congested enough for someone to pay money to move faster. I hope it fails! *Record Number 00004004*

- You keep preaching about public transportation, but keep building more infrastructure with our gas tax dollars when you can't even afford to make repairs needed on existing infrastructure that is failing horribly. Stop wasting OUR money, not YOURS, by building more. Wake up people, how much money do you think you can squeeze out of a turnip. Let our governing officials figure out a solution to our overburdened pockets, or get the heck out of the office that we know they use to line their own pockets with!!!!!!

Record Number 00004005

- I m [sic] opposed to the charging of toll on any road or bridge.
 1. Our tax dollars built those roads
 2. Our tax dollars maintain those roads
 3. We pay into the transportation highway trust fund already
 4. No toll booths means expense to the state for mailed citations and the processing of payments
 5. I had an EZ-Pass until you started charging a fee just to have it!!! Now you want me to get another one so I can avoid your fees for NOT using it!!!
 6. admit is[sic], this isn't about road congestion, it's about the \$\$\$\$\$\$\$\$\$, it's ALWAYS about the money. There will be no improvement in traffic movement. This will open the door to making all the roads around Baltimore toll roads. Give the tax payer a break

Record Number 00004006

- This is ridiculous. It will only create more traffic because you have to wait in the toll lane to get money and whatnot. If you end up putting this in, more people will crowd Pulaski [sic] highway and bel air[sic] road. So all in all it's a lose situation. I find this new plan very appalling and i oppose to the greatest extent. [sic] *Record Number*

00004007

- What's the deal? We pay enough at all the other tolls! *Record Number 00004008*
- I understand that new revenue is always welcome, and I'm not one of your don't-tax-me,-because-I'm-a-Tea-Party types.

But consider the two instances where I've used these ETL (Lexus) lanes and observed problems. One of them is on a stretch of I-95 north of Miami. And the other is on a stretch of I-110, the Harbor Freeway section south of downtown Los Angeles.

You can Google Maps the two areas to see what I mean. Zoom way in and examine the Google Maps photo of the north Miami area. It appears to show the late morning rush hour. Note how empty the southbound express lanes going into Miami are compared to the relatively busy southbound regular lanes. During my experience living there for a portion of this past winter, I experienced the southbound regular lanes to be similarly congested even during afternoon hours, while the express lanes were wide open. Real bottlenecks occur on the regular lanes while the ETL lanes are hardly used.

The other portion of last winter I spent in the L.A. area. As you may be aware, L.A. traffic can be a nightmare at any time of the day or night. And the situation on the I-110 where it has ETL lanes shows a similar situation on Google Maps as the Miami situation. Note the busy traffic on the regular I-110 lanes compared to the relative emptiness of its ETL lanes.

Tolling is a regressive tax and hits working folks hardest. The L.A. situation, in particular, is an example. The traffic literally crawls on the regular lanes of that portion of the I-110 where there are ETL lanes because the tolls on the ETL lanes are relatively hefty. Now ... think of the price that must exact on mental health and workforce productivity when folks are late to work because ETL lanes rob them of a reasonably speedy commute.

The Maryland section of I-95 gets quite a bit of out-of-state traffic. And, as you're aware, different states have different EZPass [sic] type systems. EZPass, [sic] for example, is not compatible with the systems in Florida or California. How much of a bottleneck non-EZPass [sic] out-of-staters will encounter is a question to consider.

Finally, one suggestion. Allow the Maryland ETL lanes to be open and non-tolled during holiday getaway and return travel. The idea to enforce tolls on them during those times seems to me to be headache producing. Thanks for your time. *Record Number 00004009*

- Charging \$5/day for the average daily commuting worker calculates as follows:
5 x 250 workdays = \$1,250 per year or \$1,785 gross income
For an average salary of \$50,000 that calculates to be 3.6% of annual gross income or tax if you will to use this road for daily commuting.
This is quite a hefty fee on the pocket of our workers in already stressed economy.
Add this to the already expensive and heavily taxed gasoline, and you are looking at the average worker paying 7% of their annual gross income just to get to and from work.

(not counting the cost of a vehicle)

I would recommend considering the reallocation of existing state tax dollars to cover the cost of these roads and subsidize with a normal fee of \$2 per day of unlimited use. If it helps with cash flow, maybe a one-time annual payment under the EZ Pass. At \$5/day, I am thinking very few will participate. *Record Number 00004010*

- I think the whole project is terrible and any politician involved should be ashamed. In Maryland we already pay some of the highest taxes, both income and property. In the past few months our tunnel and bridge tolls have doubled and a gasoline tax was added. For someone like myself, in the middle class according to charts, these increases do have a tangible effect on my finances and life.

Baltimore has one of the worst commutes in the nation and this is the solution? Tax payer money was taken and then used to build new roads that we will then be forced to pay to use. And the rates will rise depending on time of day so when people really need them they will pay more. That is extortion. And we are supposed to rely on people paying to use them to lower traffic congestion on the current roads. What if no one uses them?

Also as an extra kick most commutes have been lengthened the last few years while these new lanes for the elite have been constructed. This is not a solution, its a money grab. *Record Number 00004011*

- Why are you turning a roadway, most likely already paid for by everyone's taxes, into an elitest [sic] pathway? It's bad enough we have to pay the ever increasing toll on Rte 95 in Maryland. Amazing, raise tolls to pay for the roads, raise the gas tax to pay for the roads, - neverending [sic] taxation. I don't think the return on investment has been worth it. *Record Number 00004012*
- Tax payer dollars paid for the ETL and therefore, every tax payer, not those with extra, discretionary cash should be able to use the highway.

Not everyone can afford to pay additional fees to travel on the highways their taxes support and build and it is not right that this would only be open to those who can afford to avoid traffic. These lanes should be open to all traffic. Make it a HOV lane for all to use. This will encourage more occupancy and less cars on the road. A much better use of my tax dollars. Thank you *Record Number 00004013*

- An allowance should be made for high occupancy vehicles (HOV's). During peak pricing periods. HOV's should be allowed to travel the express lanes without a fee. This system is in place in other states and works well, still generates income for the state and promotes car pooling to reduce traffic congestion. *Record Number 00004014*
- 1. We built these roads with tax dollars
 2. We maintain these roads with tax dollars
 3. We pay into the transportation highway funds already (they just raised the fees because they keep raiding this fund.
 4. If you don't have an EZ Pass [sic], they are going to send you a citation and charge you a processing fee to handle the payment.

This is not about improving traffic movement, it's about the \$\$\$\$\$\$\$\$\$! It's always about the money! *Record Number 00004015*

- I recently made a trip to Prince Georges County from Cecil County. It cost me 16 dollars in tolls to make the round trip. This borders on extortion. I will have to go North or East from now on, as the tolls are still reasonable, although still high. With all the taxes I have to pay along with the high gas prices it looks like I may not go anywhere anymore except to my grave. *Record Number 00004016*
- This is a complete waste of money and theft from the public. It would just clog up already existing highways as well as not using the new lanes to ease traffic. The new lanes should be used to ease the general traffic patterns and not add toll lanes to cause problems (which they will). Since the roads are already being built, the funding should have already been set up and there should be no need to make these lanes toll roads.

The \$1.50 monthly fee should also not be charged. There is no additional cost if the EZ pass is not being used or is not used more than an arbitrary number of times per month. All this does is cause Maryland motorists to get the Virginia or Delaware EZ-Pass [sic] since they do not charge this fee. *Record Number 00004017*

- First, the recent toll increase has forced me to review and reconsider my driving routes. I can no longer afford the increase you have forced upon us. Now you want to throw another new toll at us. Second, I wouldn't pay you one penny to drive in the express lane. If it was free, certainly but I am not willing to pay for it, I live here I shouldn't have to pay to use roads in my own state. You believe that it will help traffic I don't see how that's possible. The ICC was built to aid in the flow of traffic...it's not used. What a waste of money. That's the thing about Maryland...wasteful...wasteful and when you're wasteful you rob the taxpayers. *Record Number 00004018*
- Recommend that all time periods on Saturday and Sunday should be free or priced at Overnight rates. The rationale for this is that there is minimal congestion during these hours. Recommend that no tolls be collected during Overnight hours Monday through Friday. There is little congestion during these hours. *Record Number 00004019*
- There is no way I would ever support express toll lanes in Maryland and I will vote against any political [sic] leader that is in favor of them. It's a residential ripoff! [sic] Use my tax dollars to build express lanes that those that want to exit I495 at Rt. 50 to Annapolis, I95 North to Baltimore, I270 to Frederick or want to express their way into N. VA. I've conducted my own survey and this is what MD tax payers are willing to pay for. If the ICC wasn't a toll road, do you know how much more beneficial [sic] it would be to MD residents? I talk to business owners and residents everyday in these area's [sic] do you? Here is what we have to say: "Use this casino money to pay for it. Virginia residents abosulety [sic] hate the new hot lanes at Tyson's and it has done nothing visibly to reduce the traffic on that region of I 495. There are simply just too many cars for the roads around here. How will express lanes resolve that problem? It won't." As an insurance agent I travel I495 almost everyday and talk to the people this will affect everyday so my input if not merely personal, it's from hundreds of conversations about it

because it's an esasy [sic] conversation starter and something we all have in common. By the way; they ICC has done absolutely nothing to shorten my communiting [sic] time from Frederick down I 270 and when I do utilize it; all I'm doing is trading the bottom portion of the I270 traffic jam for the traffic jam at the bottom of I95 at I495. What can we learn from that? *Record Number 00004020*

- How is this going to be funded? The ICC(MD200) resulted in state-wide toll increases to cover the funding for construction and operation as very few people actually use the road. Is this proposed project going to result in YET ANOTHER TAX ON THE PEOPLE OF MD????? *Record Number 00004021*
- The state should be looking at ways to reduce cost, not continually increase taxes and fees to offset out of control spending. *Record Number 00004022*
- After several recent trips on I-95 South at the capital beltway, and seeing both backed up stop and go traffic exiting to 495 west, and seeing literally no cars exiting prior to take the intercounty [sic] connector, I have to ask if this concept of forcing people to pay extra money to try and avoid heavier traffic is a sound concept?

What is the ROI on the intercounty [sic]connector? What is the projected return in toll collection on this new section of I-95?

I think that the basic concept of providing adequate transportation infrastructure has been lost in the race to grab money from the public for this project. *Record Number 00004023*

- Maryland just raised the Gas tax along with 40 other Tax and fee increases. I think that the governor is trying to make it 50 plus before he leaves office. Rick Perry's Texas is looking better and better! Also FYI I don't use I-95 for commuting. *Record Number 00004024*
- Do not do this, more cost to travel. This should have been made into express bypass lanes to reduce traffic so those that are not intending to get off the Interstate are separated. We have many travelers that are passing thru to Baltimore or further south and this would help reduce this traffic with those commuting. Toll lanes do not reduce traffic; they just raise the cost of travel! *Record Number 00004025*
- Widening I-95 is probably necessary, at least from 695 north for some number of miles. Charging is just another indicator of avarice of the Maryland government. If the state can not be fiscally solvent after instituting more and higher taxes in six years than any time in Maryland history then we need a complete change of leadership. *Record Number 00004027*
- I'm getting VERY fed up with the State of Maryland and the tolls and taxes. My gasoline tax has JUST BEEN raised to pay for road projects and so my tax money is been used to pay for roads-this is not the first one-that I have to pay AGAIN to use!!! Why am I paying higher gas taxes if then to turn around AND PAY TO USE THE

ROADS BEING BUILT? No wonder businesses and residents are leaving this state in droves. No one can afford to live or work here anymore. I will be leaving and relocating some place cheaper myself. *Record Number 00004028*

- There is no need for more tolls for the Maryland taxpayer. Use the money that has already been taxed from Marylanders. *Record Number 00004029*
- Please do not put this tolling plan into effect. *Record Number 00004030*
- The citizens just had the financial burden of an increased fuel tax, increases in mva [sic] vehicle fees, and the intrusion of speed and red light camera's [sic] throughout the state, which nets this state millions of dollars in increased taxes to the citizens! My question is what is this state doing with all of this increased tax money that should be used for infrastructure repair? The roads and streets in this state are deplorable and some barely passable although the state's raking in more and more taxes! This is just another tax which just slips through to place even more financial burden upon an already struggling working, tax paying citizen! This will also become another egregious tax on the trucking industry that will undoubtedly increase prices to the working, taxpaying consumer already struggling to make ends meet! When will the outrageous taxes end in this state and the state start using the tax money they already have for the purpose they are collected under! When will this state stop using the taxpayer as nothing more than a atm [sic] machine? *Record Number 00004031*
- Bruce,
I doubt this will reach you, but I HAVE to take issue with the EZ-Pass rules. I am not a frequent user of the toll roads/bridges in Maryland. They took my EZ-Pass away because of it. This is highway robbery to suggest that Marylanders have an EZ-Pass to make it easier for YOU to collect your funds or pay your extortion to not have one. This is ridiculous! *Record Number 00004032*
- This has been the longest slowest and most poorly run project ever witnessed. This work area has been directly responsible for constant traffic jams and has been a nightmare for commuters. It has also caused numerous serious accidents over the many years that this project has languished. You should forget about charging anyone anything to use these lanes for at least two years in order to pay back the average local commuter for the many lost hours they have had to pay over the course of this poorly run project. *Record Number 00004033*
- Local Traffic should not be charged, period. If a toll must be assessed, it should be a flat \$0.25 for local traffic. *Record Number 00004034*
- This equates to \$4 per day then add the \$4 a day to use the tunnels just 5 miles down the road. It is out of control. I am currently using other routes to get downtown because of the tunnel rate hikes. I certainly will not be able to utilize this road which my tax dollars were used to build. I do not understand any reason to charge any toll much less a toll next to a toll. *Record Number 00004036*

- I see this as a stepping stone to eventually tolling all the lanes. The “greed” that there is in Annapolis supports this theory. I travel to work from Edgewood to Stevensville every day. It’s bad enough that all of the bridges and tunnels have doubled in price, not to mention the gas tax that is emptying my wallet. I want to see in writing, an amendment that says that “non-toll” lanes will never ever be subject to tolls. We’re being taxed and tolled to death. *Record Number 00004037*
- Way too expensive!!!!!! would cost approximately \$10.00 per day. At this price would only use in a dire emergency. *Record Number 00004038*
- The increased cost in commuting for work has become outrageous. First more than doubling the tax on the tunnels, than increasing the gas tax, .70 and .55 to about 2 miles on the ICC 200 to route 29 (ridiculous), and now another toll to avoid traffic caused by poor planning to expand roads and manage growth. Those of us that work and live in the state of Maryland are being tolled and taxed to death by the state – where will it end? I won’t use the new toll road at White Marsh and I would petition others to not use it just to show that state we have had it with all of the charges just to use the roads. I already pay taxes, gas tax, etc so stop charging me more just to use a short stretch of road. *Record Number 00004039*
- It does not seem reasonable to charge an overnight or even off-peak toll for use of the ETL. Unlike the ICC that is a new route, the ETL will parallel mainline I-95 and during non-peak times there would be little or no benefit to use ETL for a fee. *Record Number 00004040*
- TO THE BEST OF MY KNOWLEDGE, THE ORIGINAL HARBOR TUNNEL TOLLS WERE SUPPOSED [sic] TO BE ELIMINATED WHEN THE TUNNELS WERE PAID FOR. WHAT HAPPENED TO THAT? NOW THIS PROPOSED TOLL HIGHWAY SYSTEM IS SUPPOSED TO ALLEVIATE TRAFFIC CONDITIONS AND IS CONSTRUCTED WITH PAID OUT TAX DOLLARS.WHY DO WE HAVE TO PAY TWICE? OH YEAH, THERE HAVE BEEN SEVERAL ACCIDENTS IN THE 95-WHITEMARSH AREA THE PAST TWO YEARS SINCE CONSTRUCTION BEGAN. COINCIDENCE? [sic] *Record Number 00004043*
- The general act of charging Maryland residents who rely on this road (and have few very other viable alternatives) to commute for work purposes is disgusting. It’s bad enough that the tunnel rates are as high as they are; this plan is just another abuse. Plan you roads better and you’ll have less traffic to deal with a peak times and non-peak times. The stupidity surrounding the entire roadway infrastructure north of Baltimore on I-95 is unreal. And the top if all off, the police that patrol that area choose to focus on speeders versus those that willingly break the law and drive on shoulders/merge lanes which acts to further spread traffic delays. I’ve been a Maryland resident for 37 years and I’m seriously considering leaving Maryland with my family because of how difficult and ridiculous living in Maryland has become. *Record Number 00004044*
- Since the ICC is still not being used to the fullest I don’t think charging for this is a good

idea. If anything you should at least make it an HOV/Commercial lane to free up the regular lanes for everyone else. *Record Number 00004045*

- It is over the top to build another toll. Having said that, why do we need to charge to use it? Tolls just went up on all facilities-with Hatem & JFK sitting at \$8.00 now. The public was told that was to cover upgrades, now we are being saddled with another toll. STOP MAKING US PAY FOR EVERY LITTLE THING!!!! We pay to build it, we pay to use it, we pay for gas to drive across it. THREE times at the least we pay, and you just keep adding more. UNBELIEVABLE! *Record Number 00004047*
- I think it is absolutely criminal that you use our tax dollars to improve an existing non-tolled road to alleviate traffic jams and then charge us to use it. The citizens of MD are treated like an ATM by this administration. We should not have to pay to use the road sections WE paid to build. Your [sic] talking about charging the taxpaying citizens to drive back and forth to work on a road our money paid to build. When will the fleecing of MD taxpayers end? When is enough, enough? We do not have unlimited resources. This road improvement was paid for by us. Why should we now have to pay to use it? You already raised all our tolls. This is criminal but typical for MD government. You should all be ashamed of the way you treat our citizens. *Record Number 00004048*
- I am very taken back by the fact the new express lanes between I895 and White Marsh will have an extra toll. I am a daily commuter and I pay tolls at the tunnel and an extra gas tax for road repairs and improvements. I was thinking it will be so nice to use the lanes when they are opened; then I learn I will have to pay more to use them! Well Governor you do not have to pay for your mortgage; gas tax; gas, and tolls. You have no idea what impact it is having on hard working Marylander's you just want more an [sic] more. I can barely afford to go to work; yet taxes keep going up. My husband can't keep a job due to the electrical industry and you keep wanting more and more money. I will never, ever, drive in those lanes. I am looking to sell my home and move to Delaware because of the tax rate in MD. You have no idea what it takes to keep a car, gas, and tolls, it is so difficult; I will never vote for you again ... ever! *Record Number 00004049*
- It is absolutely ridiculous that you are seriously considering adding another portion of tolled roadway. Please see your example of failure in implementing a solution to revenue demands by creating US 200. We already have suffered a 400% toll increase in the previously existing tolled roadways. Please gather your sense, and stop this madness. *Record Number 00004050*
- I am a returning MD-state citizen. I was born in MD. Lived here from 1989-1993 too (Harford Co). Your BUDGET E-Zpass [sic] plan SUCKED!! You're welcome for the extra \$\$ NOT!! *Record Number 00004051*
- Why is it that we who use I-95 are required to pay this new toll when the users of I-795 pay no toll at all? This is ludicrous. The State and Counties permitted the development of these suburban areas but only those on the east side are required to pay a penalty in the form of a toll for the overcrowding of the roads that occurred due to development. *Record Number 00004053*

- After discussing this with staff at the Patterson Mill HS meeting and fully expecting to hear back from them regarding my concerns, I wanted to make sure that this issue was included in comments for the Board Members.

According to the website FAQ's, "The ETL were built to reduce peak period congestion..."

The RK&K Engineering report tables 2 through 5 on pages 9 and 10, looking at the GP SB (AM PEAK) speed comparisons and travel times and projections show a reduced speed and increased travel time from current "No Build with No ETLs" conditions to the "Build with ETLs at Base Toll Rate", from 9.5 minutes to 13 on I-95 (39.5% increase) and from 12 minutes to 16 on I-895 (33% Increase).

How does RK&K's projected increase in travel time on the non-tolled lanes once the ETLs are opened meet the MDTA's stated goal of reducing the peak period congestion on the roadway? *Record Number 00004055*
- Staff explained to me prior to last night's meeting that the toll being charged on the ETLs is not to recoup construction costs per se, but to control the traffic flow on the new section of roadway (the higher the toll, the fewer users).

Why construct new lanes with the intent of financially de-incentivizing [sic] people to use them? How do new lanes with strictly limited traffic help reduce peak period congestion (except for those who pay for the privilege)?

The plan's focus on the peak congestion periods is southbound AM and northbound PM. With less off-peak traffic flow comes less incentive for people to use the alternative new ETLs, which could possibly go unused other than the southbound AM rush and northbound PM rush. Why was the money spent to construct 4 lanes, when alternating traffic flow direction on 2 lane roadway would have the same effect?

Record Number 00004056
- I'm here to speak for many people who are not here tonight. Working moms and dads that are rushing from one job to a second job, maybe a minimum-wage job trying to make ends meet. Maybe a soldier at Aberdeen driving from perhaps Aberdeen to Johns Hopkins taking a sick child there. Maybe some mom or dad working and then going to a night school to try to improve their education or whatnot for their family. People are working very, very hard and they see themselves sitting in traffic and then they look to their left and they see an under-used lane or two lanes with a Lexus driving by. I know that sounds like a trigger word. But I've visited my brother in Washington, D.C. and a couple of times I sat in traffic, and I finally got to my brother's home in Annandale and I said, Bob, when are they going to open up those lanes, and he said they're already open. And I said gosh, I didn't see a car in them. Then coming home, again sitting in traffic I saw an occasional car going by. I really just resent the fact that the road that those Lexus lanes are built on has been paid for by the taxpayers for public use, for everyone's use.

I don't think it's right for working people to have to sit in traffic while other people have the financial resources to just zip by and jump ahead of the line. And I'm speaking for all those people that are going to sit in traffic. They're going to be very resentful, and sometimes the laws are so onerous that it makes normal people get a little bit crazy. And I think it's unfair and I'm speaking for all those people, and I hope you take my opinion for all the people that are not here. Thank you very much. *Record Number 00004059*

- MD already has one of the highest gasoline taxes in the country. Don't we use the gas tax revenue to maintain and upgrade the state highways? Why do we need to charge additional tolls for highway use? If additional revenue is required, then I would recommend increasing tolls for commercial vehicles. The very heavy large trucks are responsible for most of the highway damage so they should pay larger share of the highway maintenance cost.

Record Number 00004060

- There are too many of these toll roads already and the ones that do exist show that they are very inefficient uses of resources. Since they tend to hinder their use, they contribute to excess fuel use, both a drain oo [sic] resources and add to Global warming.

They also put additional burdens on low income users and create a class status for a public facility. This is especially true when they are most useful and have the highest fares. Roads are a public facility and should be financed that way. *Record Number 00004061*

- MTA should just realize that us commuters have suffered for years with the construction, paid camera tickets because out of total frustration we take advantage of a tiny window where we can go more than 55 MPH to make up for the 10-15 miles of only being able to go 25 MPH, and now our reward is more tolls; and purely salt in the wound that it's the highest cost when we commute. This is garbage. Why can't the tolls just be for out of town vehicles and/or Maryland vehicles who don't use EasyPass? [sic] And please stop the smoke and mirrors by providing a "per mile" rate when you know very well that we're all going from 152 through the tunnels. Why hasn't anyone considered a tunnel & Express Lane combo toll for commuters? I wish O'Malley and company could just drive my commute for one day when it's raining. This is nothing but greed. *Record Number 00004063*

- MTA should just realize that us commuters have suffered for years with the construction, paid camera tickets because out of total frustration we take advantage of a tiny window where we can go more than 55 MPH to make up for the 10-15 miles of only being able to go 25 MPH, and now our reward is more tolls; and purely salt in the wound that it's the highest cost when we commute. This is garbage. Why can't the tolls just be for out of town vehicles and/or Maryland vehicles who don't use EasyPass? [sic] And please stop the smoke and mirrors by providing a "per mile" rate when you know very well that we're all going from 152 through the tunnels. Why hasn't anyone considered a tunnel & Express Lane combo toll for commuters? I wish O'Malley and company could just drive my commute for one day when it's raining. This is nothing but greed. *Record Number 00004064*

- MTA should just realize that us commuters have suffered for years with the construction, paid camera tickets because out of total frustration we take advantage of a tiny window where we can go more than 55 MPH to make up for the 10-15 miles of only being able to go 25 MPH, and now our reward is more tolls; and purely salt in the wound that it's the highest cost when we commute. This is garbage. Why can't the tolls just be for out of town vehicles and/or Maryland vehicles who don't use EasyPass? [sic] And please stop the smoke and mirrors by providing a "per mile" rate when you know very well that we're all

going from 152 through the tunnels. Why hasn't anyone considered a tunnel & Express Lane combo toll for commuters? I wish O'Malley and company could just drive my commute for one day when it's raining. This is nothing but greed. *Record Number 00004065*

- Looking at the overall diagram for entry and exiting the ETLs, why would anyone at MDTA think that there won't be a huge backup in both directions when traffic is re-entering I95? Especially at the split SB where we are deciding which tunnel to take and NB, unless the entry is past the entry ramp from 43 which clogs traffic every day. I say this because of the total waste of money used several years ago to relieve this same traffic, when the new beltway exits were done. All that did was move the backup to a different location in both directions, especially the NB beltway exit when cars can't ever get on to the exit ramp because of beltway backups, so they sit stopped on I95. Maybe somebody who drives this route daily should have been consulted on all these changes PRIOR to the plans. Duh. *Record Number 00004069*
- As the public comment period comes to a close, I must reiterate my earlier comment regarding the RK&K Engineering report, pages 9 and 10, which indicate that travel times southbound during morning rush would INCREASE in the GP lanes once the ETLs at the base toll rate were opened. The report states that “in conclusion, the ETLs would have a shorter travel time than the GP lanes” (really?), but does not seem concerned enough about the projected INCREASED travel times on the southbound GP lanes to even comment on the 33% to 39% increase in travel time for the non-tollpayer [sic].
In your website FAQ's as a response to “Why were the ETL built?”, the answer is “The ETL were built to help reduce peak period congestion on I-95 between White Marsh and the I-95/I-895 split that occurs during morning and afternoon rush hours, weekends, holidays, incidents and other peak periods.”
How can the MDTA move forward with their tolling plan when their basis for the construction of extra lanes on I-95 is not being met (reduce peak period congestion rather than INCREASE)? *Record Number 00004070*

Themes

Many of the comments spoke to the expensive cost of the ETL, along with other increases and taxes the public of Maryland has had to deal with in the last few years. The perception being that the previous toll increases and gas tax increase should cover the construction cost of the ETL and that the roadway should be free to travel on. A few comments also spoke to perceived low usage of the ICC/MD 200 and the perception that it is not generating enough traffic or revenue, believing the same thing will happen with the ETL.

You guys must be out of your mind. The residents of Maryland pay one of the highest tax rates in the country and now we have to pay a fee to drive 8 miles of I95. The ICC rates are so high that there is never anyone on them because people don't want to pay the high rates to drive on the ICC. You're proposing an estimated \$.35 per mile change to go 8 miles from White Marsh to Eastern Avenue. This rate equates to \$ 2.80 per trip, \$ 5.60 per day or \$ 120.00 per month to drive the ICC for a daily commute. With RT40, RT7 and Bel Air roads in such close relation to the ETL, who in there [sic] right mind would pay this? Not to mention the fact that you still have to deal with Tunnel traffic and those ADDITIONAL tolls as well - DAILY. This is yet another waste of our tax dollars and another way to try to stick all the residents with an EZ Pass monthly bill to save 10 minutes in the morning. Many people like myself avoid paying your insane fees (now \$ 8.00) to cross from Harford County to Cecil County. If now costs almost \$20 in tolls to get to Ocean City now. Good luck trying to get residents to swallow this crap sandwich. Record Number 00003998

... If the ICC wasn't a toll road, do you know how much more benifical [sic] it would be to MD residents? ... By the way; they ICC has done absolutely nothing to shorten my communiting [sic] time from Frederick down I 270 and when I do utilize it; all I'm doing is trading the bottom portion of the I270 traffic jam for the traffic jam at the bottom of I95 at I495. What can we learn from that? *Record Number 00004020*

I am very taken back by the fact the new express lanes between I895 and White Marsh will have an extra toll. I am a daily commuter and I pay tolls at the tunnel and an extra gas tax for road repairs and improvements. I was thinking it will be so nice to use the lanes when they are opened; then I learn I will have to pay more to use them! Well Governor you do not have to pay for your mortgage; gas tax; gas, and tolls. You have no idea what impact it is having on hard working Marylander's you just want more an [sic] more. I can barely afford to go to work; yet taxes keep going up. My husband can't keep a job due to the electrical industry and you keep wanting more and more money. I will never, ever, drive in those lanes. I am looking to sell my home and move to Delaware becuase [sic] of the tax rate in MD. You have no idea what it takes to keep a car, gas, and tolls, it is so difficult; I will never vote for you again ever! *Record Number 00004049*

MD already has one of the highest gasoline taxes in the country. Don't we use the gas tax revenue to maintain and upgrade the state highways? Why do we need to charge additional tolls for highway use? If additional revenue is required, then I would recommend increasing tolls for commercial vehicles. The very heavy large trucks are responsible for most of the highway damage so they should pay larger share of the highway maintenance cost. *Record Number 00004060*

Recommendations from the public

Commuters

There were 10 comments that mentioned offering some sort of relief to the commuters. A few comments suggested offering some length of moratorium on tolls. Mr. Keitz from Joppa writes:

I have travelled that portion of I 95 every workday for the past ten years. All of the aggravation, inconvenience, and delays that the construction has cost me and every other commuter should be compensated when the express lanes are finally open for business. Just think of all the extra gas and wasted hours from sitting in the huge backups that the construction has caused during rush hours.

I propose a 1 year moratorium on collecting any tolls for the express lanes. This would be a way of saying thanks to the commuters who have had to suffer with the construction, and give everyone a chance to feel like they are getting something back to make it worth the inconvenience. In the scheme of things, a one year moratorium is a very small offering when you consider how much you have raised the tolls for everything else in the MTS [sic] toll system. Record Number 00004041

Other comments suggested a commuter plan that could be bundled and used for both the ETL and tunnels. Ms. Tucker from Belcamp writes:

I'd like to see an Ezpass [sic] plan option that bundles the cost of the ETL and FortMcHenry [sic] or Harbor Tunnel toll commuter tolls. Consumers who use the tolls consistently and can be a guaranteed [sic] source of income should have the opportunity to pay a slightly reduced rate.

No one has discussed highway restrictions on the toll lanes. Has there been discussion on restricting vehicles to 2 axel (similar to 295)? Record Number 00004000

Ms. Hansman from Forest Hill writes:

MTA should just realize that us commuters have suffered for years with the construction, paid camera tickets because out of total frustration we take advantage of a tiny window where we can go more than 55 MPH to make up for the 10-15 miles of only being able to go 25 MPH, and now our reward is more tolls; and purely salt in the wound that it's the highest cost when we commute. This is garbage. Why can't the tolls just be for out of town vehicles and/or Maryland vehicles who don't use EasyPass? [sic] And please stop the smoke and mirrors by providing a "per mile" rate when you know very well that we're all going from 152 through the tunnels. Why hasn't anyone considered a tunnel & Express Lane combo toll for commuters? I wish O'Malley and company could just drive my commute for one day when it's raining. This is nothing but greed. Record Number 00004065

Overnight Rates

There were two comments that suggested MDTA reevaluate the need to charge a toll overnight, since there will be little to no congestion during those hours. Mr. Errera of Laurel writes:

Recommend that all time periods on Saturday and Sunday should be free or priced at Overnight rates. The rationale for this is that there is minimal congestion during these hours.

Recommmed [sic] that no tolls be collected during Overnight [sic] hours Monday through Friday. There is little congestion during these hours. *Record Number 00004019*

Mr. Wilson of Forest Hill writes:

It does not seem reasonable to charge an overnight or even off-peak toll for use of the ETL. Unlike the ICC that is a new route, the ETL will parallel mainline I-95 and during non-peak times there would be little or no benefit to use ETL for a fee. *Record Number 00004040*

Records Management

Public comments will be retained for further review and analysis as required. This summary report is available at mdta.maryland.gov and contains all 73 records. A binder containing all 73 records submitted during the public comment period also is available for review during routine business hours at the MDTA offices located at 2310 Broening Highway; Baltimore, MD 21224. Please contact the MDTA Division of Communications at 410-537-1017 for further information.

Appendix A: MDTA Public Hearings

The MDTA held three public hearings on the I-95 Express Toll Lanes tolling plan. There were 17 people in total who attended these hearings, including one elected official. Of the 17 people who attended, two provided testimony before the MDTA Board. The public was also able to submit official comments through private testimony or comment card. Throughout the three hearings, no one submitted private testimony or a comment card.

Total Attendance Numbers at I-95 ETL Tolling Plan Public Hearings

Date/Location	Total Number Signed in (including public and elected official)	Number of Public Testimony	Number of Private Testimony	Number of Elected Officials	Number of Written Comment Forms
October 7 – Baltimore City	1	1	0	0	0
October 10 – Baltimore Co.	7	0	0	0	0
October 15 – Harford Co.	9	1	0	1	0
Total	17	2	0	1	0

Appendix B1: Web Comment Form



MDTA Public Comment Form

Required Information

Comment Subject *

Comment Category *

Available	Chosen
Toll rate range (2 axle)	
Toll rate range (3 axle)	
Toll rate range (4 axle)	
Toll rate range (5 axle)	

Comment Type *

Public Comment *

Customer Information and Details

Would you like to receive follow-up on this inquiry?

Enter Customer Information Below

First Name *

Last Name *

Zip/Postal Code (5 Digits Only) *

E-Mail

Do you operate a commercial motor vehicle?

Appendix B2: Comment Card



I-95 Express Toll Lanes

**Proposed Tolling Plan
Comment Form**

1. I wish to comment on the following (check all that apply):
- | | |
|--|---|
| <input type="checkbox"/> 2-axle/motorcycle per mile toll rate ranges | <input type="checkbox"/> Peak Pricing Period |
| <input type="checkbox"/> 3-axle per mile toll rate ranges | <input type="checkbox"/> Overnight Pricing Period |
| <input type="checkbox"/> 4-axle per mile toll rate ranges | <input type="checkbox"/> Off-Peak Pricing Period |
| <input type="checkbox"/> 5-axle per mile toll rate ranges | <input type="checkbox"/> Holiday Schedule |
| <input type="checkbox"/> 6-axle+ per mile toll rate ranges | <input type="checkbox"/> Overall Tolling Plan |
| <input type="checkbox"/> Other _____ | |
2. My comments as they relate to the above categories:
- Support
 Oppose
 Neutral

For the boxes you've checked, please provide an explanation below: _____

3. I would like to receive follow-up on my comments (Contact information must be included below):
 Yes No

4. Please provide the following information:

First Name _____

Last Name _____

Zip Code (5 digits only) _____ E-mail _____

Thank you for your comments. You can place your comments in the comment box provided, submit them online at www.mdtamaryland.gov, or mail your comments to MDTA Toll Comment, 2310 Broening Highway, Baltimore, MD 21224. Public comments will be accepted until 5 PM on November 4, 2013.

Appendix C: Comments by Zipcode

Contact Account Name	Number of Comments	Mailing Zip/Postal Code	Mailing City
General Public	3	21009	ABINGDON
General Public	1	21013	BALDWIN
General Public	1	21202	BALTIMORE
General Public	1	21210	BALTIMORE
General Public	1	21214	BALTIMORE
General Public	1	21215	BALTIMORE
General Public	1	21224	BALTIMORE
General Public	1	21229	BALTIMORE
General Public	4	21014	BEL AIR
General Public	1	21015	BEL AIR
General Public	1	21017	BELCAMP
General Public	1	20720	BOWIE
General Public	1	20818	CABIN JOHN
General Public	1	21228	CATONSVILLE
General Public	2	21030	COCKEYSVILLE
General Public	1	21045	COLUMBIA
General Public	3	21222	DUNDALK
General Public	2	21040	EDGEWOOD
General Public	1	21075	ELKRIDGE
General Public	1	21042	ELLCOTT CITY
General Public	2	21221	ESSEX
General Public	3	21047	FALLSTON
General Public	1	21048	FINKSBURG
General Public	10	21050	FOREST HILL
General Public	2	21061	GLEN BURNIE
General Public	2	21078	HAVRE DE GRACE
General Public	1	21755	JEFFERSON
General Public	2	21085	JOPPA
General Public	1	20707	LAUREL
General Public	1	21220	MIDDLE RIVER
General Public	2	21901	NORTH EAST
General Public	2	21236	NOTTINGHAM
General Public	3	21234	PARKVILLE
General Public	1	21128	PERRY HALL
General Public	1	21904	PORT DEPOSIT
General Public	2	21136	REISTERSTOWN
General Public	1	20906	SILVER SPRING

General Public	1	21219	SPARROWS POINT
General Public	1	21784	SYKESVILLE
General Public	1	21204	TOWSON
General Public	1	21157	WESTMINSTER
General Public	1	21162	WHITE MARSH
General Public	1	21244	WINDSOR MILL

Appendix D: Public Notice



I-95 Express Toll Lanes

**NOTICE FOR PUBLIC COMMENT
I-95 EXPRESS TOLL LANESSM (ETL) TOLLING PLAN**

On September 19, 2013, the Maryland Transportation Authority (MDTA), the State agency that owns, finances, operates and maintains Maryland's eight toll facilities, proposed the tolling plan shown below for the **I-95 Express Toll LanesSM** (the eight miles of I-95 from the I-895 interchange in Baltimore City to north of MD 43 in White Marsh). The two new ETL will run adjacent to the four existing general-purpose (non-tolled) lanes in each direction of I-95 and are scheduled to open in late 2014. The opening date is subject to change. Tolls will be collected via *E-ZPass* and Video Tolling only.

Public Hearings:

Three **public hearings** will be held by the MDTA Board to receive public and private testimony about the proposed tolling plan. The meetings will be held from 6 - 9 p.m. Sign-in and displays will occur from 6 - 7 p.m., and a formal presentation and testimony will begin at 7 p.m. The public may arrive any time between 6 and 8:30 p.m., as registration for public testimony will close at 8:30 p.m.

October 7, 2013
Patterson High School
100 Kane Street
Baltimore, MD 21224

October 10, 2013
Perry Hall Middle School
4300 Ebenezer Road
Baltimore, MD 21236

October 15, 2013
Patterson Mill High School
85 Patterson Mill Road
Bel Air, MD 21015

Public hearing sites will be accessible to individuals with disabilities. Individuals who require auxiliary aids should contact the MDTA at 410.537.1017 (711 for MD Relay) no later than three business days before the date of the hearing they wish to attend.

Public Comments:

Members of the public may submit comments for the official record on the I-95 Express Toll Lanes tolling plan by 5 p.m. on November 4, 2013, by visiting mdta.maryland.gov; by writing to MDTA I-95 Express Toll Lanes Toll Comment, 2310 Broening Highway, Baltimore MD, 21224; or by providing testimony at a public hearing.

The MDTA Board plans to consider the matter for final action in a public meeting on December 12, 2013. The meeting details, proposed plan for final action and approved tolling plan will be posted to mdta.maryland.gov.

Proposed Tolling Plan Southbound and Northbound (Fall 2014)

E-ZPass Mileage Rate Ranges:					
	2-axle/ motorcycle Per mile	3-axle Per mile	4-axle Per mile	5-axle Per mile	6-axle+ Per mile
Peak¹	\$0.25 - \$0.35	\$0.75 - \$1.05	\$1.13 - \$1.58	\$1.50 - \$2.10	\$1.88 - \$2.63
Off-Peak¹	\$0.20 - \$0.30	\$0.60 - \$0.90	\$0.90 - \$1.35	\$1.20 - \$1.80	\$1.50 - \$2.25
Overnight²	\$0.10 - \$0.30	\$0.30 - \$0.90	\$0.45 - \$1.35	\$0.60 - \$1.80	\$0.75 - \$2.25

- 1 Peak Pricing Periods:**
Southbound:
 Monday - Friday, 6:00 a.m. - 9:00 a.m.
 Saturday, 12:00 p.m. - 2:00 p.m.
 Sunday, 2:00 p.m. - 5:00 p.m.
Northbound:
 Monday - Friday, 3:00 p.m. - 7:00 p.m.
 Saturday, 12:00 p.m. - 2:00 p.m.
 Sunday, 2:00 p.m. - 5:00 p.m.

- 2 Overnight Pricing Periods:**
 Southbound and Northbound:
 Monday - Sunday, 9:00 p.m. - 5:00 a.m.

- 3 Off-Peak Pricing Periods:** all other times

- ADDITIONAL TOLLING PARAMETERS FOR PUBLIC COMMENT:**
- On certain holidays and the days immediately before and after, the MDTA will apply the pricing period for the day of the week that most closely resembles the travel patterns during the holiday period. The MDTA Executive Secretary will announce the affected dates and pricing periods that apply for the new year at the December MDTA Board Meeting prior to the start of the new year.

- NOTES:**
- The tolling length is seven miles.
 - Video Toll Rate ranges are 150% of the *E-ZPass* mileage rate ranges. There is a minimum video surcharge of \$1 and a maximum of \$15.
 - The *E-ZPass* Maryland 10% discount for two-axle vehicles does not apply to the toll on the ETL.
 - The MDTA Executive Secretary is authorized to make changes within the approved toll rate ranges with at least 10 days notice to the public.
 - The MDTA Executive Secretary is authorized to adjust the start and end of pricing periods by up to 60 minutes based on observed traffic patterns.
 - Changes to the overall tolling plan once approved by the MDTA Board require public hearings and a public-comment period.



For additional information,
visit mdta.maryland.gov.

