2011 Toll Increase Proposal Public Comments
Final Report (Amended)
September 1, 2011

Maryland
Transportation
Authority

Maryland Transportation Authority

Martin O'Malley
Governor

Anthony Brown
Lt. Governor

Beverley K. Swaim-Staley
Chairman

Peter J. Basso
Rev. Dr. William C. Calhoun, Sr.
Mary Beyer Halsey
Louise P. Hoblitzell
Richard C. Mike Lewin
A. Bradley Mims
Michael J. Whitson
Walter E. Woodford, Jr., P.E.

Randolph P. Brown, P.E.
Acting Executive Secretary

2310 Broening Highway
Suite 150
Baltimore MD 21224

410-537-1000
410-537-1090 (fax)
711 (MD Relay)
1-866-713-1596

e-mail: mdta@
mdta.maryland.gov

www.mdta.maryland.gov

Memorandum

To: General Public

From: Maryland Transportation Authority

Re: Updates to the Final Comment Report

It was discovered that public hearing testimony was in advertently omitted from the Salesforce Database. The testimony, which contained 61 comments, has been entered. Entering these comments has changed some of the numbers and percentages, none of which are significant. The changes have been reflected in the report and are listed below.

- The total number of comments increased by 61 to 3,831 *(P.3)*
    - Oppose Comments: 3,566 to 3,626 *(P.3)*
    - Neutral Comments: 124 to 125 *(P.3)*
- 50 to 58 comments from 38 to 46 elected officials *(P.3)*
- AVI Program opposition: 844 to 871 *(P.3)*
- Commuter Discount Plan: 275 to 278 *(P.3)*
- Commercial Toll Rates: 151 to 172 *(P.3)*
- Two-Axle plus Trailers: 139 to 148 *(P.3)*
- Public hearing testimony: 451 to 511 (12% to 13%) *(P.5)*
- Elected official comments increased from 31 to 40 came from testimony *(P.6)*
- Letters submitted by elected officials decreased from 12 to 11 *(P.6)*
- Elected officials submitted a comment via website increased from 1 to 2 *(P.6)*
- Individuals who submitted comments increased from 3,560 to 3,611 *(P.7)*
- Queen Anne's County increased from 467 to 477 comments *(P.7)*
- Anne Arundel County increased from 367 to 386 comments *(P.8)*
- Comments referencing the Hatem Bridge increased from 1,591 to 1,600 *(P.8)*
- Comments referencing the Bay Bridge increased from 1,568 to 1,586 *(P.8)*
- Comments referencing the Nice Bridge increased from 541 to 542 *(P.8)*
- Comments referencing the ICC increased from 419 to 422 *(P.8)*
- Individuals identified themselves as a commuter increased from 1,097 to 1,122 (30% to 29%) *(P.8)*
- Individuals identified themselves as a commercial vehicle operator increased from 405 to 415 *(P.8)*
- 2013 Rate: 34 to 42 *(P.12)*
- Senior Discounts: 140 to 142 *(P.13)*

Randolph P. Brown, P.E
Acting Executive Secretary

Public Comment Summary Final Report

Executive Summary

On June 2, 2011, the Maryland Transportation Authority proposed increased toll rates for all its toll facilities. A public comment period immediately followed the announcement on June 2nd and continued for 60 days until 5:00 PM on August 1, 2011. The public submitted 3,831 comments for the official record via testimony at public hearings, an Internet form, comment cards, U.S. mail, and E-mail. The majority (80%) of comments were received by the Internet form, followed by public hearing testimony (13%).

The most comments (57.3%) were received from communities near the Hatem Memorial Bridge, JFK Highway, and the William Preston Lane Jr. Memorial (Bay) Bridge. Comments from Harford County accounted for 18.2% of the total comments received; Cecil County accounted for 16.6%; Queen Anne's County accounted for 12.7%; and Anne Arundel County accounted for 9.8%. MDTA also received 58 comments from 46 elected officials. The elected officials represented jurisdictions including Federal, State, county and local government.

Of the 3,831 comments, eighty comments supported the proposal, 3,626 opposed, and 125 were neutral. While most of the comments addressed the entire toll increase proposal, the Hatem Bridge AVI Program was the specific element of the proposal that received the most opposition (871), followed by requests for higher discount rates for *E-ZPass*® (387), lower commuter program toll rates (278), lower commercial vehicle toll rates (172), and lower toll rates for two-axle vehicles towing a trailer (148). The proposal to discontinue the Bay Bridge Shopper Program received only 56 comments, and the proposed changes to the video toll rates received only 10 comments.

Two themes emerged in the public comments. There appears to be a percentage of the public that is supportive of the proposed 2011 toll rates, but strongly opposed to the proposed 2013 rates. There is also a percentage of the public that would like more transparency of MDTA financial records. Not that the records are not available, but the public wants the data presented in a way that is easier to understand and wants to clearly see revenues and expenses from each facility.

The public comments also presented recommendations for modifications to the toll increase proposal. The public has asked for:

- A senior citizen discount program,
- Larger discounts for *E-ZPass* users,
- Provisions to limit the Hatem Bridge discount program to those who live or work in Harford or Cecil counties,
- Elimination of the *E-ZPass* Monthly Account Charge,
- Implementation of the toll increases over a longer period of time, and
- Reduced rates for 2-axle vehicles towing a trailer.

The following report covers in greater detail the process MDTA utilized to gather public comments, limited demographic data on the individuals that submitted comments, and a summary of the concerns and recommendations expressed in the public comments. Select public comments are displayed to support each generalization.

Table of Contents

Public Comment Process 5
Submission Methods 5
Data Collection 6

Demographics 7

What did the public say 9
AVI Program 9
Commuter Rates 10
E-ZPass Toll Rates 10
Commercial Vehicle Rates 11
Two-Axle Vehicles Towing a Trailer 11
Proposal Elements Receiving Fewer Comments 12

Themes 12

Recommendations from the public 13
Senior Discounts 13
Implement the Increases over a Longer Period 13
Limit AVI to Those Who Live or Work in Cecil & Harford County 14
Reduced Rates for Two-axle Plus Trailers 14
Larger Discount for *E-ZPass* 14
Eliminate *E-ZPass* Account Fees 15

Records Management 15

Appendix A: MDTA Public Hearings 16

Appendix B: Comment Forms 17

Appendix C: Elected Official Contacts 20

Appendix D: Comments by Zip Codes 22

Appendix E Public Notice 30

Public Comment Summary Final Report

Public Comment Process

MDTA members proposed increased toll rates and other changes for its facilities on June 2, 2011. The 60 day public comment period began following the announcement on June 2nd and continued until 5 PM, August 1, 2011. Ten public hearings were conducted between June 9th and July 14th. The details of the public hearings can be found in Appendix A. A total of 3,831 comments were received.

Submission Methods

Public comments for the official record could be submitted through a number of methods. Five methods were advertised to the public including a form on the Internet, U. S. mail, comment cards, public hearing testimony in front of the MDTA members, and private testimony collected by a court reporter at the public hearings. The distribution of submission methods is illustrated in Figure 1. E-mails from the public were also accepted as part of the official public record though that method was not advertised. Copies of the web form and the comment cards can be found in Appendix B.

The majority of the comments (80%) were received via the form on the Internet. This allowed for real-time tracking of comments and provided staff a daily summary of key performance indicators. The web form facilitated mandatory entries such as name, E-mail 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. Less than 32% of the comments required a response. Each of the 1,189 records that requested a response received one. All but one received a response within five business days. The one that did not was received via a comment card and did not contain any information about where to send the response.

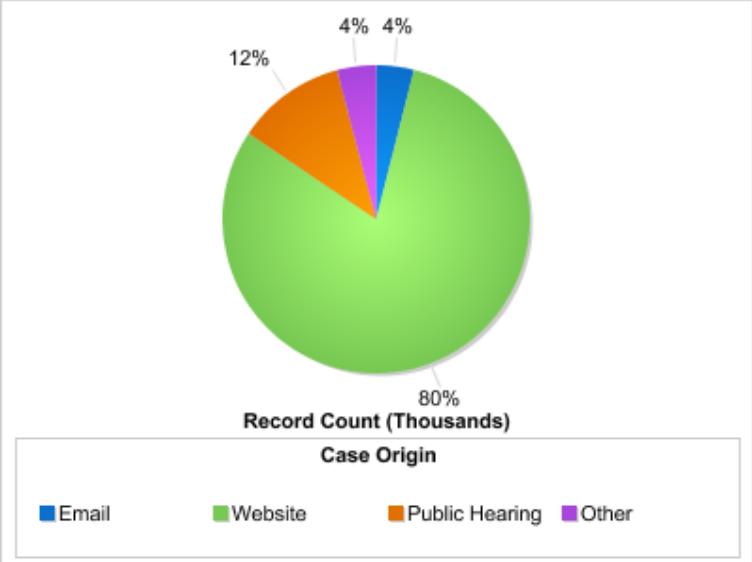


Figure 1: Comments by Source

Testimony at the public hearings accounted for 13% (511) of the comments received, E-mail accounted for 4% (150), letters through the U.S. Mail accounted for 2.5% (97), comment forms at *E-Z Pass* Stop-In Centers made up 0.9% (34), and third parties, including the Governor's Office provided 0.7% (26) of the comments.

MDTA received 58 comments from 46 elected officials. The elected officials represented jurisdictions including Federal, State, county and local government.

Forty of the elected official's comments came from testimony at the public hearings. There were also 11 letters, four E-mails, and two website submission. A complete listing of elected officials who commented on the toll increase proposal can be found in Appendix C.

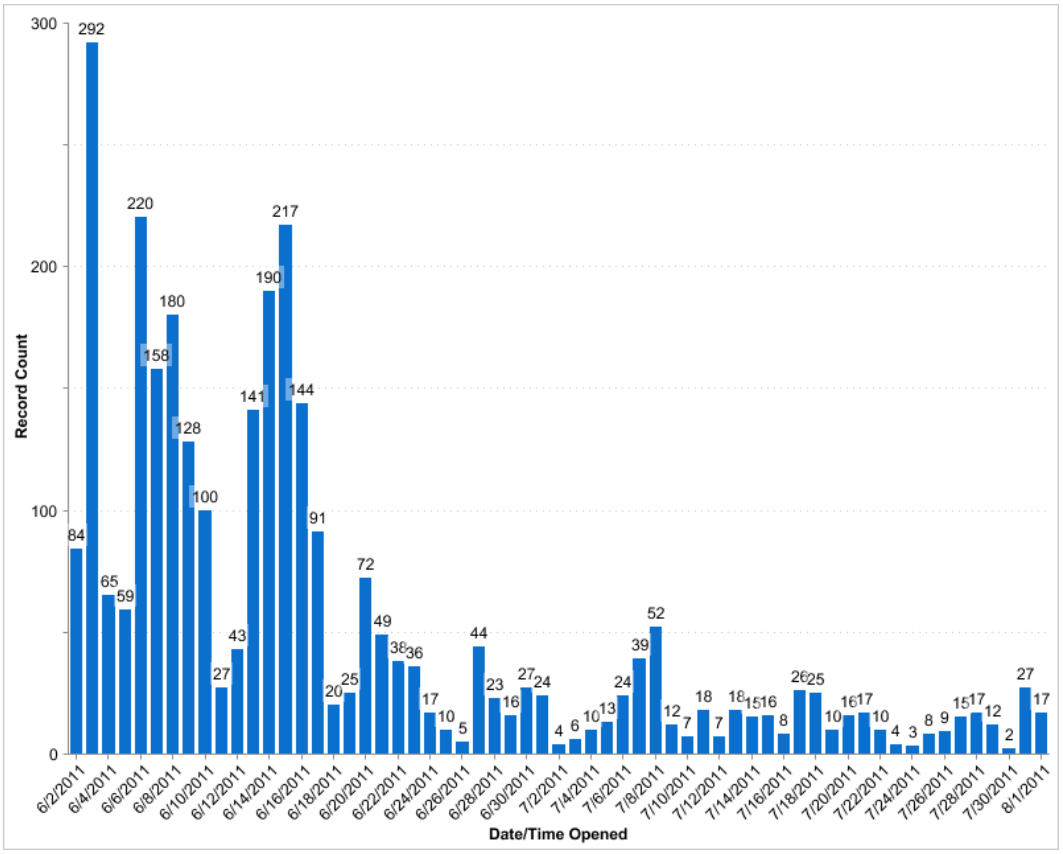


Figure 2: Comments Received by Date

MDTA received comments every day of the public comment period. A daily high of 292 comments were received on the first full day of the comment period, June 3rd. The daily low of 2 comments was received on Saturday, July 30th. There were fewer comments during weekends than during weekdays. Increased volumes of comments came following media coverage about the toll increase, and on the dates of the public hearings. Figure 2 presents all comments received by date.

Data Collection

In order to improve the quality of data collected, select fields were requested from the individuals making public comments. Individuals who utilized the Internet or a public comment card were requested to provide their first name, last name, zip code, E-mail address, the facilities their comments referred to, specific topics, and their position on the toll increases in addition to their public comment.

As comments were received and reviewed, additional fields were added to the database and the on-line submission form. The "Shoppers Plan" and "2-Axle plus Trailer Rates" were added in week 3 of the public comment period. MDTA staff reviewed all entries submitted prior to week 3 to ensure any that contained references to the "Shoppers Plan" or the "2-Axle plus Trailer Rates" were appropriately categorized. In week 7 of the comment period additional descriptors were added to the database; these descriptors were not available for the public to see. These descriptors were used to respond to internal questions from MDTA staff. For example one field was added to identify comments that mentioned a discount program for seniors, and another field was added to identify comments that referred to the *E-ZPass* Monthly Account Charge.

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. Reviews of the comments in some cases resulted in changes to the user entered data. For example, numerous individuals selected "Entire Toll Increase Proposal" for comments that only referred to the Hatem Bridge AVI program. In those instances, staff changed that selection to "AVI Program" to more accurately describe the comment. In other instances, individuals selected that they "support" the toll increase, but their comment indicated that they objected. In those cases staff changed the user-selected entry to "oppose." The public comment application created an entry into the comment's history to indicate that a change had been made and which user of the system made the change. No changes were ever made to content of the comment themselves. The only authorized changes were to descriptors such as the subject, position on the toll increase, and facilities that were discussed.

During the review of the comments, several entries were filtered out of the reports. For example, several comments were intended for the Maryland Transit Administration and had nothing to do with the toll increase. Staff changed the subject of those messages to "Other" for filtering purposes, but retained them in the database. Two records were deleted from the database. Both were test entries by MDTA staff members conducting training for other users of the public comment application.

Demographics

The 3,831 comments received originated from 3,611 individuals. More than 20 individuals submitted multiple comments. Additionally, Delegate Glen Glass of Harford Country presented the MDTA Chairman with a petition signed by 1,183 individuals. Those names were captured in the public comment database, but were excluded from the total number of comments. In most cases the individuals with multiple comments testified at a public hearing in addition to submitting a comment via the Internet. In a few cases, the individual wrote correspondence to 3rd parties such as the Governor's office which sent the correspondence to MDTA for a response and for the public record.

Comments were received from more than 270 different cities as identified by the US Postal Service. While most of the comments were from Maryland, some were received from other states including Delaware, Pennsylvania, Virginia, and New Jersey. Consistent with attendance at the public hearings, MDTA received the most comments from cities near the Hatem Memorial Bridge, JFK Highway, and the William Preston Lane Memorial Bridge. Comments from Harford County accounted for 18.2% (684) of the total comments received; Cecil County accounted for 16.6% (624); Queen Anne's County accounted for 12.7% (477); and

Anne Arundel County accounted for 9.8% (386). Those percentages are reflective only of individuals who provided zip codes, so many of the comments received during the public hearings are excluded from those percentages. Those four counties likely accounted for more than 60% of the total comments received. The top 20 cities providing comments are displayed in Figure 3.

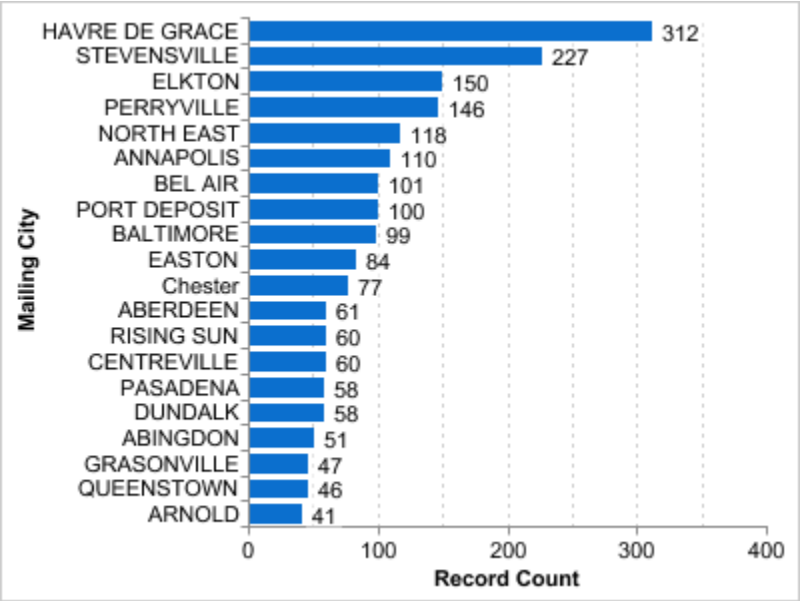


Figure 3: Top 20 Cities for Comments

Individuals were allowed to refer to multiple facilities in a single comment. As the selections were not mutually exclusive, the facility totals will exceed the total number of comments received. The most popular facilities for comments included the Bay Bridge and the Hatem Bridge. More than 42% (1,600) of comments reference the Hatem Bridge while 41% (1,586) referenced the Bay Bridge. The Nice Bridge and the ICC received the fewest comments. The Nice Bridge was referred to in 14.4% (512) of comments and 11.2% (422) referenced the ICC. The majority of the ICC comments were from non-users of the ICC who felt the proposed toll increases were a direct result of the facility being built. The total number of comments for each facility is displayed in Figure 4.

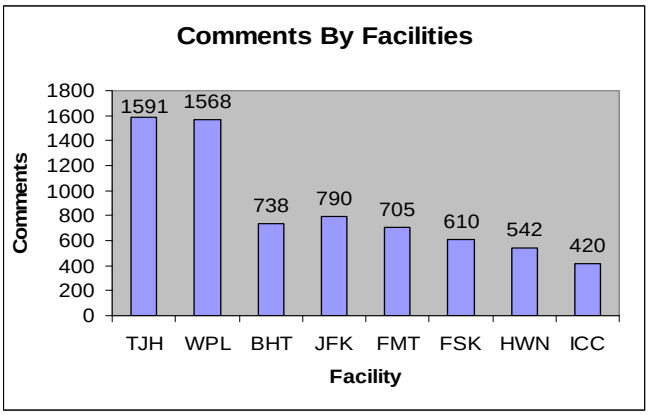


Figure 4: Comments by Facilities

Individuals submitting public comments via the Internet or comment card were asked if they participated in a commuter program and if they operated a commercial motor vehicle. More than 29% (1,122) of individuals who submitted comments identified themselves as commuters. Just over 11% (415) identified themselves as commercial vehicle operators. Both of these optional questions received more than 67% participation.

What did the public say

Comments were sorted into three positions on the toll increase proposal: oppose, support, and neutral. Eighty comments supported the proposal, 3,626 opposed, and 125 were neutral. The majority of the neutral comments were ones that either showed support for the 2011 proposed rates but objected to the 2013 proposed rates, or contained a question about the proposal instead of a comment.

Hatem Bridge AVI Program

The Hatem Bridge AVI Program was the subject that received the most opposition. There were 871 comments in opposition to the proposed changes to that program. Several themes developed among the AVI specific comments. Residents of Harford and Cecil counties frequently commented that the AVI program should be limited to local residents only. For example, Ms. Voss of Perryville, MD states:

> I am not opposed to a slight increase in tolls ($10 a year for the current sticker to cross the Hatem Bridge is a bargain!!) What I am opposed to is losing the discount that the people who live mainly in Cecil and Harford Counties have who use that bridge on a daily basis because that bridge is a lifeline between the two counties. I realize that safety for toll collectors is one reason to go with the E-Z-pass and another is the outdated equipment which reads the current stickers. I think the solution would be to give out free transponders to only those residents who can prove they live in Maryland (there could be an additional fee if it is stolen or lost), and then have an annual fee of approximately $25.00 for those residents to use the Hatem Bridge.(sic) *Record Number 00003087*

A second trend that developed is the impact the changes to the AVI program will have on the influx of residents to Harford and Cecil counties as a result of BRAC. For example, Ms. Sierra of North East, MD states:

> We had to come to MD due to the BRAC..after countless bus rides to visit the area, we chose cecil county..and we overjoyed to find that we only had to pay $10 to run back and forth across the hatem. we did not expect this price to remain at ten dolloars forever..but to see that the increase is slated to start not long after the last of the BRAC families arrive seems like a strange coincidence. we are not happy and we cant afford it. ask the casino for a loan...we are barely surviving down here! (sic) *Record Number 00001938*

General AVI comments repeatedly make note of the link the Hatem Bridge provides to the communities that border it. For example, Mr. Klisavage of Port Deposit, MD states:

> We own a Business in Harford County and Live in Cecil County and the Proposal to remove the AVI Decal and Increase the Rates on the Thomas J. Hatem Bridge is extremely Harmful to both the Public at large and the Economy that it will disrupt... This increased toll will be devastating to business... It will make it impossible for low income or even average income families to afford to cross from Cecil to Harford County.. It will discourage anyone from utilizing the shopping in both Counties ..not to mention the Health Services in Havre de Grace, or the Commercial shopping.. It will greatly discourage anyone from coming across the Bridge... In these economic times when Gas prices and Food Prices are

> impacting everyone...The idea of an increased toll only shows that the Maryland Government does not realize what another tax (fee) does to the average person (sic) ...*Record Number 00001907*

Commuter Rates

Seven percent (278) of comments opposed changes to the commuter discount programs, 61% were from individuals who identified themselves as participants in MDTA commuter programs. For example, Mrs. Woolery of Stevensville, MD states:

> It's ridiculous to raise tolls by this much all at once. My husband and I are commuters 5 times a week or more on the bay bridge. I would not be able to afford to go to work if tolls rise this much especially with the gas prices the way they are. I have 4 kids and a mortgage cars etc.... And everything things is Increasing on us. I oppose this increase…(sic) *Record Number 00000050*

There were 20 comments that asked for increases in the commuter rates. Some of the comments were in support of the overall toll increase proposal, some were opposed, but they all seemed to acknowledge that commuters are being subsidized by non-commuters. In a few comments, individuals pointed out that commuter rates encourage the public to maintain longer commutes than necessary. For example, Mr. Eby of Germantown, MD states:

> …In general, I support the elimination of the commuter discount plan altogether. Maryland needs to focus on discouraging unecessary (sic) driving and continue to use innovative methods to reduce congestion. The commuter discount program conflicts with those policies and tends to create more congestion and encourage automobile use over mass transit and other options, as well as encouraging people to live farther from their place of work, both of which exacerbate congestion. (sic) *Record Number 00001770*

E-ZPass Toll Rates

E-ZPass Rates were the subject of more than 11% (418) of the public comments. Many of the comments in this category felt that cash customers should pay a larger percentage of the proposed toll increase. For example, Ms. Clark of Baltimore, Maryland states:

> I think this tax should be directed at the people who use the most resources when going across the bridge or through the tunnel. I have an easy pass. I don't why everyone doesn't have one but put the burden on the people that have to stop and pay a cashier. It cost more to service these customers. *Record Number 00003660*

A few comments went further to suggest that the proposed 10% discount for *E-ZPass* was not enough to encourage increased adoption of the *E-ZPass*. Some suggested that the *E-ZPass* discount was in conflict with the *E-ZPass* Monthly Account Charge. More than 119 comments referenced the $1.50 Monthly Account Charge, which was implemented during the cost recovery initiative in 2009. For example, Mr. Edison of Hyattsville, Maryland states:

> …I also would like to encourage MdTA to reconsider its EZPass approach - the $1.50 monthly account service charge greatly discourages adoption of EZPass for many occasional users of MD's toll facilities, resulting in bigger delay problems

> on holidays and peak travel periods. Couldn't some of the toll increase revenue be used to eliminate these nuisance fees? (sic) *Record Number 00002095*

Commercial Vehicle Rates

The impact of the toll increase proposal on commercial vehicles was the subject of 4% (172) of the comments. Only 39 of those came from individuals who identified themselves as operators of commercial vehicles. Most of the comments came from individuals that were concerned that increased commercial rates would increase the cost of everyday goods purchased at markets and other retail outlets. Most of the comments received from commercial operators discussed the impact the toll will have on local businesses. For example, Mr. Warpinski of Centreville, Maryland states:

> I operate a family owned Grain and Turf farm in Queen Anne's county. Last year we spent a combined total of $14,500.00 on Bay Bridge tolls for our trucks and vehicles. The proposed toll increase will TRIPLE that amount to $43,500.00! Agriculture is a venture where crop input decisions are based on cost per acre, usually measured in 10's of dollars per acre. This increase will add over $150.00 per acre to our cost to produce! It is unfair, absurd and wrong to tax a very small percentage of Maryland's citizens to pay for new infrastructure, such as the ICC, owned by ALL of the citizens of the state! All Maryland citizens should bear the cost to build new infrastructure. I have no other way to get my products to market other than over the Bay Bridge. I accept that users of the Bay Bridge should pay for maintenance, upkeep and security through tolls. Current toll rates generate much more revenue that needed to cover these costs…
> (sic) *Record Number 00002011*

MDTA also received comments from the Baltimore Port Alliance (*Record # 00002989*) and the Maryland Motor Truck Association (*Record # 00003551*) stating the concerns of their members regarding the impact of proposed commercial vehicle rates would have on Maryland businesses. Both pointed out the relationship of MDTA facilities to key logistics hubs such as the Port of Baltimore. Commercial vehicles departing the Port of Baltimore are likely to use MDTA facilities unless they are making a local delivery in Dundalk, Maryland. For example, Mr. Louis Campion, President and CEO of MMTA states:

> …Maryland's transportation system is the backbone of its commercial activity, with trucks providing the integral link for the state's rail system, the Baltimore-Washington International Airport, and the Port of Baltimore, which serves as a distribution center of national importance. Trucks are the hub of Maryland's distribution wheel, playing a vital role in the state's economic development as they safely and efficiently support the state's manufacturing, agricultural, and retail industries. Over 94 percent of Maryland's communities are served exclusively by truck…(sic) *Record Number 00003551*

Two-Axle Vehicles Towing a Trailer

Many individuals commented on the rates for 2-axle vehicles towing a trailer. Currently those vehicles pay the same rate as heavy trucks with the same axle count. More than 3.7% (148) of the public comments referenced the rates for trailers. Many comments focused on recreational

activities such as boating, camping, and off-road sports. The remainder focused on businesses that use small trailers such as landscapers and equipment rental companies. The comments focus on the position that a car or light truck towing a trailer should not cost as much as a heavy truck. For example, Mrs. Baker of Bel Alton, Maryland states:

> My family and I live in Maryland and own a two-axle recreational vehicle (RV) trailer that we use for vacations together and with several other friends that own RVs .... I do not feel that it's fair that those with personally-owned RVs should pay the same as commercial multi-axle vehicles who are utilizing the bridge to earn revenue. ... The EZ-Pass system could make registration and identification of personal RVs a very simple process and help to encourage their use. At the proposed toll rates, many drivers will often choose a route using the Woodrow Wilson or other non-toll bridges. This will only contribute to the traffic congestion problems on I-495 and I-95 and may have a negative impact on toll revenues. While I understand the need to raise tolls to cover maintenance costs and upgrades, additional financial burdens should not be put on the backs of Maryland RV owners who already contribute to the state with registration and fuel taxes and tag fees. I strongly urge the Maryland Transportation Authority to reconsider these proposed toll increases. There needs to be some other toll rate structure implemented for personally-owned RVs. (sic) *Record Number 00001361*

Proposal Elements Receiving Fewer Comments

Two elements of the toll increase proposal did not receive a significant amount of comments. The Bay Bridge Shoppers Program received 56 comments which equates to 1.5% of the total comments received. Only 10 (less than one-half of one percent) comments were received pertaining to the Video Toll Rates, one of which indicated that the new rate "will not deter the practice nor does it off set the administrative and postage costs to collect (*Record #0000007*)."

Themes

Two themes related to the toll increase proposal became evident during the review of the public comments. Both themes are difficult to measure statistically as individuals expressed them in a multitude of ways. The first theme included individuals who are supportive of the proposed 2011 rates but oppose the proposed 2013 rates. We have identified at least 42 comments that fit this trend. For example, Ms. Pierce of Waldorf, Maryland states:

> I do support a toll increase. It is needed. I do not agree with to raising it to $8. That is not a realistic amount for anyone using the bridge. In hard economic times this is not the answer. I suggest increasing the toll- gradually and put a limit on the amount that it can be raised within a 5 year period. This should apply to everyone using the Bay Bridge. I would support an increase for the Harry Nice bridge if the money would go to build a new span! This is an outdated and dangerous bridge that needs to be expanded or replaced.
> (sic) *Record Number 00003649*

The second theme related to fiscal transparency. Comments repeatedly contained evidence that the public is attempting to perform their own financial calculations on MDTA needs. Others simply asked to see how the tolls for each facility are utilized. Approximately 136 comments (3.6%) question or reference MDTA financial statements. For example, Mr. Bonolis of Essex, Maryland states:

> Maybe it's time to get an independent firm to budget the books. It's pretty apparent the State Government has failed. The tolls that are collected seem to just fund the MTA payroll which in the private sector are way out of line. Just a quick search and seems 1/2 Billion dollars in payroll. There is plenty of money collected to perform routine maintenance on these facilitates we just need someone to watch over the Hen house not a Fox. Lets open the books and see where the waste has gone and clean the act up. (sic) *Record number 00000807*

Recommendations from the public

Senior Discounts

At least 142 comments asked for some type of consideration for seniors. Many referred to other nearby states' discounts for seniors. For example Mr. Brown of Crownsville, Maryland states:

> During this time of tolls review, I think it is also time for Maryland EZ pass to join Delaware, Pennsylvania and New York states' "Senior Discount Pass". Those of us who are NOT commuters and live on fixed incomes deserve a break on tolls. It is time for Maryland to 'bend a little and do the right thing by joining other progressive states in this important matter. (sic) *Record Number 00002346*

Implement the Increases Over a Longer Period

Phasing in the increases over a longer period of time was a common recommendation amongst individuals both in support of and opposed to the toll increase proposal. For example, Mr. King of Centreville, Maryland states "I'm not opposed to an increase, just the amount of the increase, increase the toll in smaller steps over the next say 5years, i.e. add $1.00 for a 2 year period, then add $ .50 for 2 years (*Record Number 00002716*)." Further, Mr. Baker of Queenstown, MD states:

> The proposed rate increase for MDTA facilities is too much too fast. The increase is exhorbitant (sic) given todays economic woes and the challenges facing Maryland working class families. The phase in schedule of this is much too rapid with no time to absorb each significant increa*se*. A modest increase phased in over a reasonable time period is justifiable. (sic) *Record Number 00002800*

Limit AVI to Those Who Live or Work in Cecil & Harford County

Many of the comments pertaining to the Hatem Discount Plan recommended that regardless of MDTA changes to the technology, the discount program should be limited to those who live or work in Harford and Cecil Counties. For example Mr. Miller of Havre de Grace, MD states:

> The problem with the existing sticker in place right now is that it is given to people out of state. You have Delaware residents and Pennsylvania residents who use the sticker, jump off of 95, congest the traffic in Havre de Grace and Perryville and then jump on Route 22 to get on 95 heading north. So that's the problem with the existing sticker. What needs to take place is to keep the sticker in place and limit it to who you give it to. Limit it to either Harford County residents or Cecil County residents or also limit it to just people who live in Havre de Grace or people that live in Perryville. I think that's the best way, the most common sense. (sic) *Record Number 00003477*

Reduced Rates for Two-axle Plus Trailers

As illustrated earlier in the comment from Mrs. Baker, motorists towing a light trailer with a two-axle vehicle have asked for changes to the current practices charging them rates identical to that of heavy trucks with a similar axle count. *E-ZPass*® was referenced several times as a potential way to identify light trailers from heavy trucks. For example Mr. Pratt of Piney Point, Maryland states:

> I live in Southern Maryland and often travel over the Harry Nice bridge with my motorhome. This is a non-commercial vehicle. When towing our car behind the motorhome, the proposed rate will be $36 per trip (4 axles). Yet, if I separated the two non-commercial vehicles, the total charge would only be $16. What justifies the extra $20? I know it makes it easier for the computer just to count axles but that is not justification for these high rates. I am being charged the same as a 20 or 30 ton commercial dump truck. This calculation will also affect any pickup or passenger vehicle towing a trailer with just two axles. You need to develop a commercial and non-commercial rate table. I don't know how EZPass will handle that but that is not my problem. Maybe we could have a special EZPass account for non-commercial users, other than just simple passenger cars. (sic) *Record Number 00001125*

Larger Discount for E-ZPass

There were multiple recommendations from the public to increase *E-ZPass* utilization. Most encouraged MDTA to increase the proposed discount for Maryland *E-ZPass* accounts. For example, Mr. Le Faive of Gambrills, Maryland states, "The e-zPass discount needs to be bigger... 10% will not get enough people using it to help traffic flow... 25% would be much more effective (*Record Number 00000108*)

Eliminate E-ZPass Account Fees

As discussed earlier, there were several recommendations for the elimination of the $1.50 monthly account fee. For example, Mr. Weiss of Potomac, Maryland stated:

> "I see the proposal would give a discount to those using ezpass instead of paying a toll. This seems a bit in tension with the $1.50, account maintenance fee that went into effect in 2009. If MD wants to give a monetary incentive for using ezpass to reduce congestion at toll plazas and reduce the need for human toll operators and cash reserves, then it should eliminate the account maintenance fee. This could be instead of the new discounts for using expass, or the lost revenue on the maintenance fee could be used to adjust the proposed discount for ezpass…" (sic) *Record Number 00000064*

Records Management

Public comments will be retained for further review and analysis as required. Binders containing all 3,831 records submitted during the public comment period are available for review during routine business hours at the MDTA offices located at 2310 Broening Highway; Baltimore, MD 21224. Please contact the Division of Communications at 410-537-1017, for further information.

Appendix A: MDTA Public Hearings

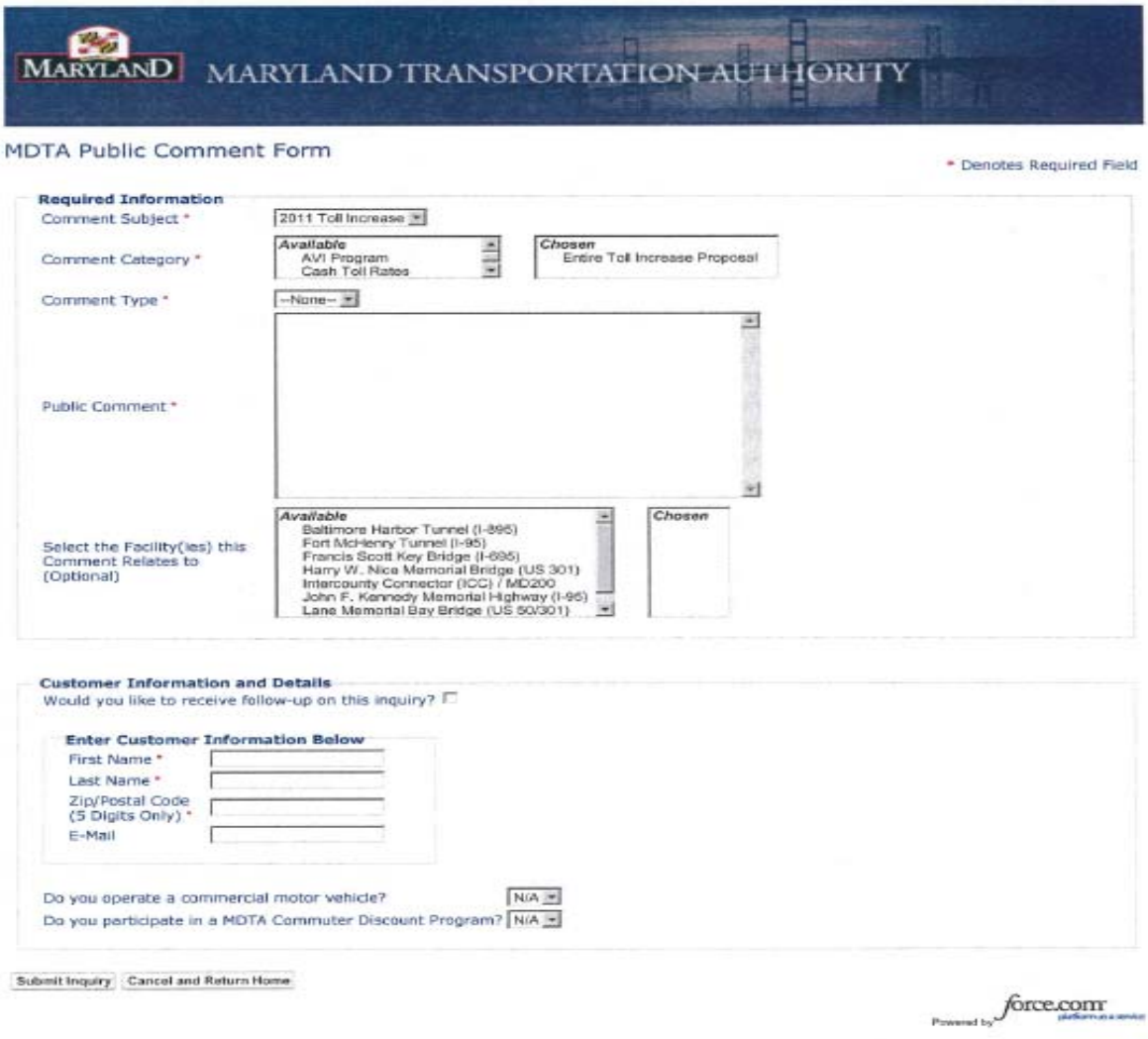
MDTA held 10 public hearings. There were 3,079 people in attendance; 76 elected officials attended the hearings. Of the 3,079 people in attendance, 379 testified before the Board. The public was also able to submit official comments through private testimony, online comment form or comment card. Throughout the hearings, 59 people provided private testimony, 50 people provided comments through the online form and 126 comment cards were submitted.

Total Attendance Numbers at Toll Increase Public Hearings

Date/Location	Total Number Signed In (public and elected officials)	Number Public Testimony	Number Private Testimony	Number of Elected Officials	Number of Written Comment Forms	Number of Computer Comments
June 9 – Montgomery Co.	20	7	1	2	1	2
June 13 – Baltimore City	22	8	0	2	0	0
June 14 – Prince George's Co.	12	5	0	5	1	0
June 15 – Queen Anne Co.	579	66	11	7	20	7
June 16 – Cecil Co.	1,223	95	18	24	59	30
June 20 – Anne Arundel Co.	69	19	0	4	2	2
June 21 – Baltimore Co.	132	56	6	5	9	1
June 22 – Charles Co.	33	20	2	2	3	2
June 27 - Harford Co.	794	66	22	15	28	5
July 14 - Ocean City	195	32	2	10	3	1
TOTALS	**3,079**	**374***	**62***	**76**	**126**	**50**

**Estimated total*

Appendix B 1: Web comment form



MARYLAND TRANSPORTATION AUTHORITY

MDTA Public Comment Form

* Denotes Required Field

Required Information

Comment Subject * 2011 Toll Increase

Comment Category *
Available: AVI Program, Cash Toll Rates
Chosen: Entire Toll Increase Proposal

Comment Type * --None--

Public Comment *

Select the Facility(ies) this Comment Relates to (Optional)
Available: Baltimore Harbor Tunnel (I-895), Fort McHenry Tunnel (I-95), Francis Scott Key Bridge (I-695), Harry W. Nice Memorial Bridge (US 301), Intercounty Connector (ICC) / MD200, John F. Kennedy Memorial Highway (I-95), Lane Memorial Bay Bridge (US 50/301)
Chosen:

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? N/A

Do you participate in a MDTA Commuter Discount Program? N/A

Submit Inquiry | Cancel and Return Home

Powered by force.com

Appendix B 2: Comment Form available at Public Hearings

Comment Form for Proposed Changes for Maryland Toll Facilities

1. I wish to comment on the following (check all that apply):

- ☐ AVI Program
- ☐ Cash Toll Rates
- ☐ Commercial Vehicle Rates
- ☐ Commuter Discount Plans
- ☐ *E-ZPass* Toll Rates
- ☐ Public Hearing
- ☐ Toll Increase Process
- ☐ Video Toll Rates
- ☐ Other _____
- ☐ Entire Toll Increase Proposal

2. My comments as they relate to the above categories:

- ☐ Support
- ☐ Oppose
- ☐ Neutral

3. Comments _____

_____

_____

_____

_____

_____

4. My comments relate to the following facility(ies):

- ☐ Baltimore Harbor Tunnel (I-895)
- ☐ Fort McHenry Tunnel (I-95, I-395)
- ☐ Francis Scott Key Bridge (I-695)
- ☐ Harry W. Nice Memorial Bridge (US 301)
- ☐ Intercounty Connector (ICC)/MD 200
- ☐ John F. Kennedy Memorial Highway (I-95)
- ☐ Lane Memorial Bay Bridge (US 50/301)
- ☐ Thomas J. Hatem Memorial Bridge (US 40)

5. I would like to receive follow-up on this comment: ☐ Yes ☐ No

6. Please provide the following information:

First Name _____

Last Name _____

Zip/Postal Code (5 digits only) _____

E-Mail _____

7. Do you operate a commercial motor vehicle? ☐ Yes ☐ No

8. Do you participate in a MDTA Commuter Discount Program? ☐ Yes ☐ No

Thank you for your comments. You can place your comments in the comment box provided at the public hearing, submit them online at *www.mdta.maryland.gov*, or mail your comments to MDTA Toll Comment, 2310 Broening Highway, Baltimore, MD 21224

www.mdta.maryland.gov **June 2011**

Appendix B 3: Comment form available at *E-ZPass* Stop-In Centers

Proposed Toll Increase
Customer Comment Card

Comment:

_____

Contact Information (Optional):
Name:
Zip Code:
Email:

Please return to ***E-ZPass®*** Stop-In Center personnel by 5 p.m. August 1, 2011, or mail to the address below.

We appreciate your valuable feedback and comments.
Please note that your comments will become part of the official record, which will be reviewed by the MDTA Board. The MDTA Board is expected to consider the proposal for final action in a public meeting later this summer.

Comments may also be submitted by 5 p.m. August 1 via web-site form at www.mdta.maryland.gov or to:

Maryland Transportation Authority

MDTA Toll Comment
2310 Broening Highway
Baltimore, MD 21224

For more information, visit **www.mdta.maryland.gov**.

Proposed Toll Increase
Customer Comment Card

Comment:

_____

Contact Information (Optional):
Name:
Zip Code:
Email:

Please return to ***E-ZPass®*** Stop-In Center personnel by 5 p.m. August 1, 2011, or mail to the address below.

We appreciate your valuable feedback and comments.
Please note that your comments will become part of the official record, which will be reviewed by the MDTA Board. The MDTA Board is expected to consider the proposal for final action in a public meeting later this summer.

Comments may also be submitted by 5 p.m. August 1 via web-site form at www.mdta.maryland.gov or to:

Maryland Transportation Authority

MDTA Toll Comment
2310 Broening Highway
Baltimore, MD 21224

For more information, visit **www.mdta.maryland.gov**.

Appendix C: Elected Official Contacts

Title	Origin	Case Number	Name
Delegate	US Mail	00003576	Addie C Eckhardt
Congressman	Public Hearing	00003010	Andy Harris
Mayor	Public Hearing	00003674	Bruce Morrison
Mayor	US Mail	00003564	Bruce Morrison
Senator	3rd Party	00003429	Bryan Simonaire
Senator	Public Hearing	00003780	Bryan Simonaire
Commissioners	Public Hearing	00002745	Cecil County Commissioners
Delegate	Public Hearing	00003685	Charles Otto
Wicomico County Republican Central Committee	Public Hearing	00003671	David Gosice
Wicomico County Republican Central Committee	Public Hearing	00003672	David Gosice
Delegate	Email	00002524	David Rudolph
Delegate	Public Hearing	00003021	David Rudolph
Talbot County Council	US Mail	00002957	Dirck Bartlett
Senator	Public Hearing	00003020	E.J Pipkin
Senator	Public Hearing	00003202	E.J Pipkin
Delegate	Public Hearing	00002361	Charles Barkley
Delegate	Public Hearing	00003023	Glen Glass
Delegate	Public Hearing	00003024	Jay Jacobs
Delegate	Public Hearing	00003205	Jay Jacobs
Delegate	Public Hearing	00003683	Jay Jacobs
Delegate	Email	00003776	Jay Jacobs
President, Dochester County Council	US Mail	00003777	Jay L Newcomb
Delegate	US Mail	00003567	Jeannie Haddaway-Riccio
AA County Executive	US Mail	00003607	John Leopold
Delegate	Public Hearing	00003501	John Wood Jr.
Delegate	Public Hearing	00002622	Kathy Szlegia
For Senator Mathias	Public Hearing	00003680	Lynda Donaldson
State Delegate	US Mail	00003557	Mary-Dulany James
Wicomico County Republican Central Committee	Public Hearing	00003684	Michael Swartz
Mayor	Public Hearing	00002746	Mike Bennett
Delegate	Public Hearing	00003206	Mike McDermott
Delegate	Public Hearing	00003675	Mike McDermott
Delegate	Public Hearing	00003203	Mike Smigiel
Delegate	Public Hearing	00003025	Mike Smigiel
Senator	Email	00002738	Nancy Jacobs
Senator	Public Hearing	00003018	Nancy Jacobs

Title	Origin	Case Number	Name
Delegate	Website	00000325	Nicholaus Kipke
Delegate	Public Hearing	00003677	Norman Conway
Commissioners	Email	00002906	Queen Annes County Commissioners
County Executive	US Mail	00003750	Richard M. Pollitt
Mayor	Public Hearing	00003740	Richard Meehan
County Commissioners of Kent Island	US Mail	00002978	Ronald Fithian
Delegate	Public Hearing	00003779	Ron George
Delegate	Public Hearing	00003204	Stephen Hershey
Delegate	Public Hearing	00003781	Stephen Hershey
Delegate	Public Hearing	00003028	Stephen Hershey
Delegate	US Mail	00003566	Stephen Lafferty
Senator	Public Hearing	00003502	Thomas Middleton
Town Commissioners of Perryville	US Mail	00003741	Town Commissioners of Perryville
Mayor	Public Hearing	00002410	Wayne Dougherty
Delegate	Public Hearing	00003031	Wayne Norman
Delegate	Public Hearing	00003369	Susan McComas
Delegate	Public Hearing	00003801	John Olszewski
Delegate	Public Hearing	00003802	Joseph Minnick
Delegate	Public Hearing	00003803	Mike Weir
Delegate	Public Hearing	00003800	Pat McDonough
Senator	Public Hearing	00003799	Norman Stone
Senator	Public Hearing	00003365	Barry Glassman

Appendix D: Comments by Zip Codes

Mailing Zip/Postal Code	Number of Comments	Account Name	Mailing City
20606	1	General Public	ABELL
21001	60	General Public	ABERDEEN
21005	8	General Public	ABERDEEN PROVING GROUND
21009	51	General Public	ABINGDON
20607	2	General Public	ACCOKEEK
22307	1	General Public	ALEXANDRIA
22315	1	General Public	ALEXANDRIA
15001	1	General Public	ALIQUIPPA
21401	56	General Public	ANNAPOLIS
21403	18	General Public	ANNAPOLIS
21404	1	General Public	ANNAPOLIS
21407	5	General Public	ANNAPOLIS
21409	41	General Public	ANNAPOLIS
22222	1	General Public	ARLINGTON
21012	45	General Public	ARNOLD
28804	1	General Public	ASHEVILLE
20861	1	General Public	ASHTON
33823	2	General Public	AUBURNDALE
21013	5	General Public	BALDWIN
21201	3	General Public	BALTIMORE
21202	3	General Public	BALTIMORE
21205	1	General Public	BALTIMORE
21206	9	General Public	BALTIMORE
21209	4	General Public	BALTIMORE
21210	2	General Public	BALTIMORE
21211	4	General Public	BALTIMORE
21212	3	General Public	BALTIMORE
21213	2	General Public	BALTIMORE
21214	5	General Public	BALTIMORE
21217	3	General Public	BALTIMORE
21218	4	General Public	BALTIMORE
21224	34	General Public	BALTIMORE
21229	4	General Public	BALTIMORE
21230	8	General Public	BALTIMORE
21231	8	General Public	BALTIMORE
21239	2	General Public	BALTIMORE
21607	2	General Public	BARCLAY
19701	5	General Public	BEAR
21014	62	General Public	BEL AIR
21015	39	General Public	BEL AIR
20611	2	General Public	BEL ALTON
21017	13	General Public	BELCAMP
20705	1	General Public	BELTSVILLE

20612	1	General Public	BENEDICT
21018	1	General Public	BENSON
21811	16	General Public	BERLIN
19930	1	General Public	BETHANY BEACH
20814	1	General Public	BETHESDA
20816	1	General Public	BETHESDA
20817	3	General Public	BETHESDA
21813	3	General Public	BISHOPVILLE
20715	10	General Public	BOWIE
20716	4	General Public	BOWIE
20720	3	General Public	BOWIE
22427	1	General Public	BOWLING GREEN
20841	1	General Public	Boyds
21612	1	General Public	BOZMAN
20613	1	General Public	BRANDYWINE
20833	3	General Public	BROOKEVILLE
21225	3	General Public	BROOKLYN
20866	2	General Public	BURTONSVILLE
20818	1	General Public	CABIN JOHN
20619	5	General Public	CALIFORNIA
20620	3	General Public	CALLAWAY
21613	19	General Public	CAMBRIDGE
21228	14	General Public	CATONSVILLE
21617	62	General Public	CENTREVILLE
20621	1	General Public	CHAPTICO
21914	5	General Public	CHARLESTOWN
20622	4	General Public	CHARLOTTE HALL
20732	1	General Public	CHESAPEAKE BEACH
21915	5	General Public	CHESAPEAKE CITY
21619	77	General Public	CHESTER
21620	25	General Public	CHESTERTOWN
20815	3	General Public	CHEVY CHASE
21622	3	General Public	CHURCH CREEK
21623	10	General Public	CHURCH HILL
20733	7	General Public	CHURCHTON
21028	17	General Public	CHURCHVILLE
21624	3	General Public	CLAIBORNE
20735	1	General Public	CLINTON
39060	1	General Public	CLINTON
19320	1	General Public	COATESVILLE
20625	1	General Public	COBB ISLAND
19330	1	General Public	COCHRANVILLE
21030	7	General Public	COCKEYSVILLE
20740	9	General Public	COLLEGE PARK
22443	1	General Public	COLONIAL BEACH
21917	25	General Public	COLORA
21044	10	General Public	COLUMBIA
21045	9	General Public	COLUMBIA
21046	4	General Public	COLUMBIA
21918	30	General Public	CONOWINGO

21625	4	General Public	CORDOVA
21114	6	General Public	CROFTON
21032	9	General Public	CROWNSVILLE
21226	3	General Public	CURTIS BAY
22448	1	General Public	DAHLGREN
20872	4	General Public	DAMASCUS
21034	6	General Public	DARLINGTON
21035	10	General Public	DAVIDSONVILLE
20751	1	General Public	DEALE
21875	4	General Public	DELMAR
17314	1	General Public	DELTA
21629	21	General Public	DENTON
20855	5	General Public	DERWOOD
20842	1	General Public	DICKERSON
21222	58	General Public	DUNDALK
20754	2	General Public	DUNKIRK
21919	5	General Public	EARLEVILLE
21631	6	General Public	EAST NEW MARKET
21601	84	General Public	EASTON
21822	1	General Public	EDEN
21037	15	General Public	EDGEWATER
21040	20	General Public	EDGEWOOD
21075	4	General Public	ELKRIDGE
21921	151	General Public	ELKTON
21042	8	General Public	ELLICOTT CITY
21043	4	General Public	ELLICOTT CITY
21221	29	General Public	ESSEX
17320	1	General Public	FAIRFIELD
22041	1	General Public	FALLS CHURCH
22042	1	General Public	FALLS CHURCH
21047	13	General Public	FALLSTON
20632	2	General Public	FAULKNER
21632	3	General Public	FEDERALSBURG
19944	1	General Public	FENWICK ISLAND
21048	1	General Public	FINKSBURG
19031	1	General Public	FLOURTOWN
21050	19	General Public	FOREST HILL
21051	1	General Public	FORK
21052	2	General Public	FORT HOWARD
20744	1	General Public	FORT WASHINGTON
21701	3	General Public	FREDERICK
21702	3	General Public	FREDERICK
21703	2	General Public	FREDERICK
21826	1	General Public	FRUITLAND
20877	1	General Public	GAITHERSBURG
20878	1	General Public	GAITHERSBURG
20879	9	General Public	GAITHERSBURG
20882	1	General Public	GAITHERSBURG
21635	1	General Public	GALENA
20765	1	General Public	GALESVILLE

21054	7	General Public	GAMBRILLS
20874	5	General Public	GERMANTOWN
21829	1	General Public	GIRDLETREE
21057	4	General Public	GLEN ARM
21060	9	General Public	GLEN BURNIE
21061	30	General Public	GLEN BURNIE
20769	4	General Public	GLENN DALE
21636	2	General Public	GOLDSBORO
21536	1	General Public	GRANTSVILLE
21638	47	General Public	GRASONVILLE
20634	1	General Public	GREAT MILLS
20768	2	General Public	GREENBELT
20770	4	General Public	GREENBELT
21639	9	General Public	GREENSBORO
21010	1	General Public	GUNPOWDER
21207	1	General Public	GWYNN OAK
21740	4	General Public	HAGERSTOWN
21742	1	General Public	HAGERSTOWN
21227	6	General Public	HALETHORPE
21074	2	General Public	HAMPSTEAD
21074	2	General Public	HAMPSTEAD
21076	6	General Public	HANOVER
20776	5	General Public	HARWOOD
21078	312	General Public	HAVRE DE GRACE
21640	3	General Public	HENDERSON
20170	1	General Public	HERNDON
20777	1	General Public	HIGHLAND
19707	1	General Public	HOCKESSIN
20636	13	General Public	HOLLYWOOD
20637	4	General Public	HUGHESVILLE
20639	3	General Public	HUNTINGTOWN
21643	8	General Public	HURLOCK
20782	2	General Public	HYATTSVILLE
20783	2	General Public	HYATTSVILLE
20784	6	General Public	HYATTSVILLE
21082	1	General Public	HYDES
21754	1	General Public	IJAMSVILLE
20645	5	General Public	ISSUE
21084	3	General Public	JARRETTSVILLE
20794	3	General Public	JESSUP
21085	32	General Public	JOPPA
21756	1	General Public	KEEDYSVILLE
21667	2	General Public	Kent Island
22485	18	General Public	KING GEORGE
20646	16	General Public	LA PLATA
17538	1	General Public	LANDISVILLE
20706	1	General Public	LANHAM
15650	1	General Public	LATROBE
20707	2	General Public	LAUREL
20708	2	General Public	LAUREL

20723	1	General Public	LAUREL
20724	1	General Public	LAUREL
20178	2	General Public	LEESBURG
20653	11	General Public	LEXINGTON PARK
21090	7	General Public	LINTHICUM HEIGHTS
20711	2	General Public	LOTHIAN
20657	5	General Public	LUSBY
21093	10	General Public	LUTHERVILLE TIMONIUM
21648	1	General Public	MADISON
20658	1	General Public	MARBURY
19061	1	General Public	MARCUS HOOK
21837	2	General Public	MARDELA SPRINGS
21104	7	General Public	MARRIOTTSVILLE
21649	4	General Public	MARYDEL
21767	1	General Public	MAUGANSVILLE
20659	23	General Public	MECHANICSVILLE
21220	20	General Public	MIDDLE RIVER
19709	2	General Public	MIDDLETOWN
21108	7	General Public	MILLERSVILLE
21651	1	General Public	MILLINGTON
19966	1	General Public	MILLSBORO
21111	1	General Public	MONKTON
20886	2	General Public	MONTGOMERY VILLAGE
21771	14	General Public	MOUNT AIRY
17552	1	General Public	MOUNT JOY
75457	1	General Public	MOUNT VERNON
20662	1	General Public	NANJEMOY
21840	1	General Public	NANTICOKE
19702	6	General Public	NEWARK
19711	4	General Public	NEWARK
20664	14	General Public	NEWBURG
21901	120	General Public	NORTH EAST
21236	27	General Public	NOTTINGHAM
23416	1	General Public	OAK HALL
21842	13	General Public	OCEAN CITY
19970	4	General Public	OCEAN VIEW
21113	3	General Public	ODENTON
20832	4	General Public	Olney
20736	4	General Public	OWINGS
21117	5	General Public	OWINGS MILLS
19363	2	General Public	OXFORD
21654	10	General Public	OXFORD
20745	1	General Public	OXON HILL
19365	1	General Public	PARKESBURG
21120	5	General Public	PARKTON
21234	39	General Public	PARKVILLE
21849	1	General Public	PARSONSBURG
21122	58	General Public	PASADENA
21123	1	General Public	PASADENA
20670	2	General Public	PATUXENT RIVER

21128	13	General Public	PERRY HALL
21902	1	General Public	PERRY POINT
21903	148	General Public	PERRYVILLE
21131	3	General Public	PHOENIX
21208	2	General Public	PIKESVILLE
20674	1	General Public	PINEY POINT
15241	1	General Public	PITTSBURGH
21850	3	General Public	Pittsville
21850	3	General Public	Pittsville
21850	3	General Public	PITTSVILLE
21851	5	General Public	POCOMOKE CITY
20675	1	General Public	POMFRET
20837	1	General Public	POOLESVILLE
21904	100	General Public	PORT DEPOSIT
20676	1	General Public	PORT REPUBLIC
20854	3	General Public	POTOMAC
21655	12	General Public	PRESTON
20678	1	General Public	PRINCE FREDERICK
21853	1	General Public	PRINCESS ANNE
21132	2	General Public	PYLESVILLE
21657	2	General Public	QUEEN ANNE
21658	46	General Public	QUEENSTOWN
21133	2	General Public	RANDALLSTOWN
21557	1	General Public	RAWLINGS
19609	1	General Public	READING
21136	3	General Public	REISTERSTOWN
20680	1	General Public	RIDGE
21660	5	General Public	RIDGELY
21911	60	General Public	RISING SUN
21140	4	General Public	RIVA
20737	2	General Public	RIVERDALE
24018	1	General Public	ROANOKE
21661	1	General Public	ROCK HALL
20850	6	General Public	ROCKVILLE
20851	1	General Public	ROCKVILLE
20852	4	General Public	ROCKVILLE
20853	8	General Public	Rockville
21237	26	General Public	ROSEDALE
21662	5	General Public	ROYAL OAK
20684	2	General Public	SAINT INIGOES
20685	1	General Public	SAINT LEONARD
21663	16	General Public	SAINT MICHAELS
21801	10	General Public	SALISBURY
21802	1	General Public	SALISBURY
21803	2	General Public	SALISBURY
21804	5	General Public	SALISBURY
21807	3	General Public	Salisbury
32771	1	General Public	SANFORD
12866	1	General Public	SARATOGA SPRINGS
20763	1	General Public	SAVAGE

19973	3	General Public	SEAFORD
19975	1	General Public	SELBYVILLE
21144	6	General Public	SEVERN
21146	32	General Public	SEVERNA PARK
25442	1	General Public	SHENANDOAH JUNCTION
21665	2	General Public	SHERWOOD
17361	2	General Public	SHREWSBURY
20901	3	General Public	SILVER SPRING
20902	2	General Public	SILVER SPRING
20903	1	General Public	SILVER SPRING
20904	1	General Public	SILVER SPRING
20905	5	General Public	SILVER SPRING
20906	4	General Public	SILVER SPRING
20910	4	General Public	SILVER SPRING
21783	1	General Public	SMITHSBURG
15479	1	General Public	SMITHTON
15480	1	General Public	SMOCK
21863	7	General Public	SNOW HILL
21219	7	General Public	SPARROWS POINT
22152	1	General Public	SPRINGFIELD
22554	1	General Public	STAFFORD
20165	1	General Public	STERLING
17578	1	General Public	STEVENS
21666	232	General Public	STEVENSVILLE
21154	6	General Public	STREET
20746	1	General Public	SUITLAND
21784	22	General Public	SYKESVILLE
20912	1	General Public	TAKOMA PARK
21671	2	General Public	TILGHMAN
21204	4	General Public	TOWSON
21286	7	General Public	TOWSON
21287	1	General Public	Towson
21673	3	General Public	TRAPPE
21156	1	General Public	UPPER FALLS
20772	1	General Public	UPPER MARLBORO
20692	1	General Public	VALLEY LEE
21869	2	General Public	VIENNA
22182	2	General Public	VIENNA
20601	4	General Public	WALDORF
20602	8	General Public	WALDORF
20603	2	General Public	WALDORF
20604	2	General Public	WALDORF
20001	1	General Public	WASHINGTON
20011	1	General Public	WASHINGTON
20015	1	General Public	WASHINGTON
20016	1	General Public	WASHINGTON
19087	1	General Public	WAYNE
19390	1	General Public	WEST GROVE
20778	1	General Public	WEST RIVER
21157	9	General Public	WESTMINSTER

21158	1	General Public	WESTMINSTER
21161	5	General Public	WHITE HALL
21162	2	General Public	WHITE MARSH
20695	4	General Public	WHITE PLAINS
21160	3	General Public	WHITEFORD
23185	1	General Public	WILLIAMSBURG
19802	1	General Public	WILMINGTON
19805	1	General Public	WILMINGTON
21676	1	General Public	WITTMAN
21797	2	General Public	WOODBINE
21163	1	General Public	WOODSTOCK
21678	3	General Public	WORTON
21679	4	General Public	WYE MILLS
17402	1	General Public	YORK

Appendix E – Public Notice

NOTICE FOR PUBLIC COMMENT

The Maryland Transportation Authority (MDTA), the State agency that owns, finances, operates and maintains Maryland's toll facilities, proposed on June 2, 2011, increasing toll rates for its toll facilities. The proposed toll rates would be phased in as follows:

Facility	Passenger Cars/Light Trucks (Two-axle Vehicles)			
	Effective	Commuters[1,2]	E-ZPass MD[1]	Cash/Base[3]
Baltimore Harbor Tunnel (I-895) Fort McHenry Tunnel (I-95, I-395) Francis Scott Key Bridge (I-895) (Two-way toll collection)	Current Toll	$0.40	$2.00	$2.00
	10/1/2011	$0.90	$2.70	$3.00
	7/1/2013	$1.40	$3.60	$4.00
John F. Kennedy Memorial Highway (I-95) Thomas J. Hatem Memorial Bridge (US 40) (One-way toll collection)	Current Toll	$0.80	$5.00	$5.00
	10/1/2011	$1.80	$5.40	$6.00
	7/1/2013	$2.80	$7.20	$8.00
William Preston Lane, Jr. Memorial (Bay) Bridge (US 50/301) (One-way toll collection)	Current Toll	$1.00	$2.50	$2.50
	10/1/2011	$1.50	$4.50	$5.00
	7/1/2013	$2.80	$7.20	$8.00
Harry W. Nice Memorial Bridge (US 301) (One-way toll collection)	Current Toll	$0.60	$3.00	$3.00
	10/1/2011	$1.50	$4.50	$5.00
	7/1/2013	$2.80	$7.20	$8.00

Facility	Effective	Vehicles with Three or More Axles			
		3-axle Cash/E-ZPass[4]	4-axle Cash/E-ZPass[4]	5-axle Cash/E-ZPass[4]	6+-axle Cash/E-ZPass[4]
Baltimore Harbor Tunnel (I-895) Fort McHenry Tunnel (I-95, I-395) Francis Scott Key Bridge (I-895) (Two-way toll collection)	Current Toll	$6.00	$9.00	$12.00	$15.00
	1/1/2012	$9.00	$14.00	$18.00	$23.00
	7/1/2013	$12.00	$18.00	$24.00	$30.00
John F. Kennedy Memorial Highway (I-95) Thomas J. Hatem Memorial Bridge (US 40) (One-way toll collection)	Current Toll	$15.00	$23.00	$30.00	$38.00
	1/1/2012	$18.00	$27.00	$36.00	$45.00
	7/1/2013	$24.00	$36.00	$48.00	$60.00
William Preston Lane, Jr. Memorial (Bay) Bridge (US 50/301) (One-way toll collection)	Current Toll	$9.00	$12.00	$15.00	$18.00
	1/1/2012	$15.00	$23.00	$30.00	$38.00
	7/1/2013	$24.00	$36.00	$48.00	$60.00
Harry W. Nice Memorial Bridge (US 301) (One-way toll collection)	Current Toll	$9.00	$12.00	$15.00	$18.00
	1/1/2012	$15.00	$23.00	$30.00	$38.00
	7/1/2013	$24.00	$36.00	$48.00	$60.00

Other Components of Proposal Effective Oct. 1, 2011:

- Provide a 10% discount off the two-axle Cash/Base rate to *E-ZPass* Maryland customers.[1]
- Replace the $3 Notice of Toll Due fee with a Video Toll rate[5] that is 25% above the Cash/Base rate.
- Replace the $3 Notice of Toll Due fee with Video Toll rate[5] ranges that are 25% above the current rate ranges for the Intercounty Connector (ICC)/ MD 200.
- Eliminate the Shoppers Program at the Bay Bridge.
- Eliminate the ticket programs at the Hatem Bridge.
- Replace the $10 AVI Decal at the Hatem Bridge with an *E-ZPass* Discount Plan that provides unlimited trips for $36 per year (effective 10/1/2011) and $72 per year (effective 7/1/2013).[6]
- Effective 1/1/2012, reduce post-usage discounts for *E-ZPass* Maryland business accounts to 10%, 15% and 20%.

[1] *E-ZPass* Maryland accounts with properly mounted transponder only.
[2] Uniform 70% discount off the two-axle cash/base rate (65% effective July 1, 2013).
[3] Cash tolls are the base rate for each vehicle/axle class.
[4] Cash/*E-ZPass* tolls for vehicles with three or more axles are based on the two-axle base rate times the appropriate multiplier rounded up to the nearest dollar.
[5] A Video Toll rate is assessed when a driver travels through a toll plaza without a valid *E-ZPass* or cash payment or travels the ICC without a valid *E-ZPass*.
[6] *E-ZPass* monthly account fee and transponder cost would apply.

For more information visit www.mdta.maryland.gov.

Public Hearings:

Ten **public hearings** will be held by the MDTA Board to receive public and private testimony for the proposed toll increases. The hearings will be held from 5:30 - 8 p.m. on the following dates (5:30 - 6 p.m. sign-in and displays; 6 p.m. formal presentation and testimony begin. Registration for public comment will close at 7:45 p.m.):

June 9, 2011
Shady Grove Middle School
8100 Midcounty Hwy., Gaithersburg, MD

June 13, 2011
Digital Harbor High School
1100 Covington St., Baltimore, MD

June 14, 2011
High Point High School
3601 Powder Mill Rd., Beltsville, MD

June 15, 2011
Kent Island High School
900 Love Point Rd., Stevensville, MD

June 16, 2011
Perryville High School
1696 Perryville Rd., Perryville, MD

June 20, 2011
Severn River Middle School
241 Peninsula Farm Rd., Arnold, MD

June 21, 2011
Dundalk Middle School
7400 Dunmanway, Baltimore, MD

June 22, 2011
Dr. Thomas L. Higdon Elementary School
12872 Rock Point Rd., Newburg, MD

June 27, 2011
Havre de Grace Activity Center
351 Lewis Ln., Havre de Grace, MD

July 14, 2011
Stephen Decatur Middle School
9815 Seahawk Rd., Berlin, MD

Public Comments:

Maryland Transportation Authority

Members of the public may submit comments for the official record by 5 p.m. on August 1, 2011, by completing the web form at **www.mdta.maryland.gov**; writing to MDTA Toll Comment, 2310 Broening Highway, Baltimore, MD, 21224; or attending a public hearing.

The MDTA Board plans to consider the matter for final action in a public meeting later this summer. The meeting details and approved tolling plan will be posted to **www.mdta.maryland.gov**. Public hearing sites will be accessible to individuals with disabilities. Sign-language interpreters, real-time captioning and assistive listening devices can be provided upon request. Individuals who require these accommodations or auxiliary aids should contact the MDTA's Division of Communications at 410.537.1017 (711 for MD Relay) no later than three business days before the date of the hearing they wish to attend.

www.mdta.maryland.gov.