

Testimony on the Toll Range Setting Process
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Thank you to the MDTA Board for these hearings.

In brief, I cannot support the results to date of the Toll Range Setting Process. Here are some specific examples of deficiencies in the supporting materials:

- FAQ #25 (what a commuter could expect to pay) says “the toll rate could be as low as \$2.40 for the 12 miles,” but where is the expected total toll for an end-to-end trip during a typical rush hour?
- FAQ #32 (about excess toll revenues) mentions the Equity Internal Rate of Return and profit margins, but these figures are not available to the public, nor is sharing of excess revenues (if any) described. Does Maryland receive any of the excess revenue?
- Virtual Information Room on p. 30 has small print that says: “Toll rates are for illustrative purposes only,” and “Actual toll rates will be set in the future by the Phase 1 South Section Developer.” How does this support an informed decision?
- The October 20, 2020 Preliminary Due Diligence document, states on page 3: “the rate can be set to maximize throughput or revenue. In order to achieve the P3 program goals, the rate must be set to maximize revenue ...” What are the actual P3 program goals, and how does maximizing revenue serve the public interest?
- Last, the March 12, 2021 Preliminary Due Diligence Report, on pages 9, 10, and 11 mentions the Capitol Beltway Accord. But no version of this document has ever been made available to the public.

Finally, I want to comment on the behavior of some of the supporters of the P3 Project. It does not help when the Governor accuses those with legitimate issues of being “far-left, pro-traffic activists.” And it does not help when an MDOT Deputy Secretary threatens jurisdictions with loss of funding if they oppose the P3 project.

In closing, I urge the Board to reset the entire process. I oppose the current proposal as it stands. Thank you.