My name is Ollie Ellison. I live in Rockville.

The P-3 partnership is by design, a high profit margin source of revenue for the private partner. The source of the profit margin will be from the public.

Conditions will favor members of the public who can afford the $40 to $50 dollar price tag to use the toll road.

Public members unable or unwilling to pay an extra fee for transportation will legally be bound to more congested side roads or local neighborhood avenues.

The private partner would reap a greater profit margin from greater participation from the public partnership and are not bound by the public's best interests in achieving a desired financial position.

This plan does not create additional capacity, it only re-arranges current capacity into a profit venture.

Although public payments are made through the MDTA which is a subsidiary of MDOT, the pre-agreement contract guarantees a profit margin for the private partner. This has the effect of the State of Maryland enforcing a conditional burden on Maryland residents to the benefit of a non-elected partner of the governing body.

There may be little legal redress that can be sought by the citizens of Maryland once the contract is put into effect.

Lower and middle class citizens may find better opportunity out of the State, particularly if saddled with deprivation during economic downturns in the future. If this condition is realized, it could have obvious consequences on Maryland's tax base.