



**Rockville Mayor and Council**  
**HB 1220 – Public Private Partnerships – Highway and**  
**Bridge Toll Facilities – Rates (No Lexus Lanes Act)**  
**SUPPORT**

Good afternoon Delegate Barve and members of the House Environment and Transportation Committee. I'm Councilmember Mark Pierzchala and I am honored to be here in representation of the Rockville Mayor and Council strongly, who strongly support HB 1220 Public Private Partnerships – Highway and Bridge Toll Facilities. We thank Chairman Barve for this leadership on this important measure.

Rockville is THE most impacted municipality under the plans to widen I-270. The project will abut nine neighborhoods and traverse our great city. Two Rockville bridges over I-270, that have no current access to I-270 are proposed to provide ramps to the toll lanes. The potential impacts related to property loss, disruption of existing commuter patterns, and significant noise and environmental pollution, could be devastating.

Tolls are at the core of the approved I-270&I-495 public-private partnership (P3), which will cost an estimated \$9 to \$11 billion. Unfortunately, MDOT has refused to release any toll data and cost assumptions. Rockville residents, regional commuters, and others that travel on I-270 deserve far better than this blatant lack of transparency. We've all seen media reports of variable tolls in the northern Virginia network rise to exceedingly high levels. What will be the cost be to I-270 commuters? With potentially exorbitant toll prices, commuters will be forced off the interstate and onto local roads in Rockville and other communities abutting I-270. Neighborhoods will be overwhelmed with additional traffic congestion, disrupting existing commuter patterns, and significantly increasing noise and environmental pollution.

HB 1220 would provide a much-needed safeguard for motorists who rely on I-270 to get to jobs, school, and other critical life activities. A variable-based toll pricing toll network has no price cap, since it is based on congestion levels. It is an unacceptable product to deliver to consumers. By prohibiting toll rates that exceed ten cents per mile, commuters would have an affordable option, which would maintain their travel times and quality of life. Requiring Board of Public Works approval in circumstances where the toll rate would exceed ten cents a mile, provides a necessary check on the system. It is our hope that only modest increases would occur, in very limited situations, in the most highly congested areas where it is necessary.

In closing, we believe HB 1220 is a critical piece of legislation that would provide surety for commuters from a travel time and budgetary planning perspective. It brings fairness, accountability and transparency to the process, which has been lacking in the P3 project. For these reasons, we urge that the Committee provide HB 1220 with a favorable report as soon as possible.