

Board Meeting: Proposal for 2023 I-95 ETL Northbound Extension Project
(Section 200) & I-695 Ramps
Toll Rate Setting Public Hearings

Agenda

- | | | |
|------|--|-----------------|
| I. | Introduction | Will Pines |
| II. | Updated Toll Proposal | Deb Sharpless |
| III. | Public Hearing Schedule | Carl Chamberlin |
| IV. | Public Hearing Materials | Carl Chamberlin |
| V. | Approval to Accept the Updated Toll Proposal | Jim Ports |

I. Introduction

At the December 2022 MDTA Board Meeting, the Board approved a motion to proceed with public hearings for the I-95 ETL Northbound Extension (Section 200) & I-695 Ramps toll rate range setting. Since the December meeting, MDTA staff has been working on preparing the materials necessary to open up the public comment period and schedule the hearing dates. During the process, MDTA staff reported that the proposal presented matched the existing toll rate ranges already set for the open/existing ETL facility (Section 100). During the development of the hearing materials, MDTA staff recognized that certain aspects of the existing toll structure (e.g., the early payment discount for video tolls, etc.) were not explicitly stated, and therefore we have updated the proposal to ensure clarity that the proposed toll proposal matches all aspects of the existing toll rate ranges. Additionally, the proposal was updated to clarify that the existing toll zones will remain unchanged.

The purpose of today's meeting is to provide the Board Members with this minor update to the proposal that was approved in December, provide the additional materials that will be open to review by the public during the hearing process, and provide an updated schedule. The other aspects of the materials presented at the December 15, 2022 Board meeting (e.g., communications plan, etc.) remain unchanged and are incorporated into this updated proposal by reference.

MDTA staff is seeking the Board's approval to proceed with the updated proposal for the I-95 ETL Northbound Extension (Section 200) & I-695 Ramps toll rate range setting. The MDTA Board is not voting on a proposal today, rather just voting to continue the toll rate range setting process with the updated proposal.

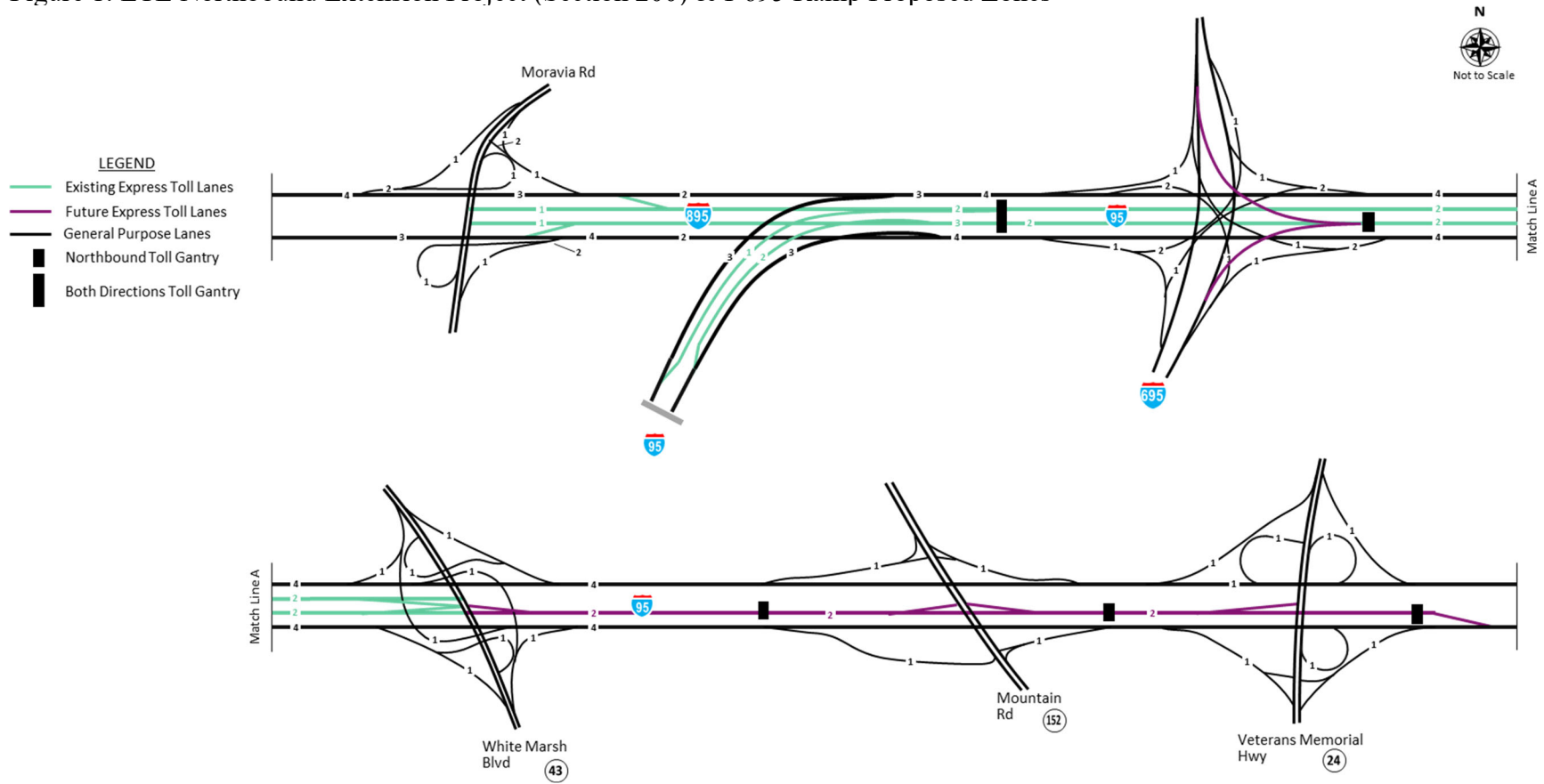
II. Updated Proposal

In the process of developing the material, MDTA staff found two parts of the proposal that needed to be updated in order to better clarify that the proposal fully matches the existing toll structure for Section 100.

- Figure 1: The figure has been updated from the December Board Book to mirror the actual current limits of tolling in the existing ETL facility (Section 100) and the proposed limits in the new toll proposal to reflect no changes to the existing Section 100 toll zones.
- Toll Rate Range Proposal Table: Everything listed in the toll rate range proposal table (shown in page 5 of this section) is still accurate, and there are no changes to the information in the table. Notes and footnotes have been added and updated next to the table from the December Board book.

It is important to note that MDTA staff is not changing the original toll rate ranges that were presented at the December meeting. The proposal continues to match the existing toll rate ranges already set for the open/existing ETL facility (Section 100). The other aspects of the materials presented at the December 15, 2022 Board meeting (e.g., communications plan, etc.) remain unchanged and are incorporated into this updated proposal by reference.

Figure 1: ETL Northbound Extension Project (Section 200) & I-695 Ramp Proposed Zones



Note: Proposed gantry locations are illustrative only. The actual gantry locations are subject to change and to the approval of the Executive Director.

Proposed Toll Rate Ranges

2023 I-95 ETL Northbound Extension (Section 200) & I-695 Ramps Toll Setting Public Hearings Proposed Per-Mile Toll Rate Ranges

| Motorcycle | Peak | Off-Peak | Overnight |
|--------------|------------------|------------------|------------------|
| E-ZPass | \$0.11 to \$0.18 | \$0.09 to \$0.15 | \$0.04 to \$0.15 |
| Pay-by-Plate | \$0.14 to \$0.22 | \$0.11 to \$0.19 | \$0.04 to \$0.19 |
| Video | \$0.17 to \$0.26 | \$0.13 to \$0.23 | \$0.05 to \$0.23 |

| 2-axle | Peak | Off-Peak | Overnight |
|--------------|------------------|------------------|------------------|
| E-ZPass | \$0.22 to \$0.35 | \$0.17 to \$0.30 | \$0.07 to \$0.30 |
| Pay-by-Plate | \$0.28 to \$0.44 | \$0.21 to \$0.38 | \$0.09 to \$0.38 |
| Video | \$0.33 to \$0.53 | \$0.26 to \$0.54 | \$0.11 to \$0.45 |

| 3-axle light | Peak | Off-Peak | Overnight |
|--------------|------------------|------------------|------------------|
| E-ZPass | \$0.33 to \$0.53 | \$0.26 to \$0.45 | \$0.11 to \$0.45 |
| Pay-by-Plate | \$0.41 to \$0.66 | \$0.32 to \$0.56 | \$0.13 to \$0.56 |
| Video | \$0.50 to \$0.79 | \$0.38 to \$0.68 | \$0.16 to \$0.68 |

| 3-axle-heavy | Peak | Off-Peak | Overnight |
|--------------|------------------|------------------|------------------|
| E-ZPass | \$0.44 to \$0.70 | \$0.34 to \$0.60 | \$0.14 to \$0.60 |
| Pay-by-Plate | \$0.55 to \$0.88 | \$0.43 to \$0.75 | \$0.18 to \$0.75 |
| Video | \$0.66 to \$1.05 | \$0.51 to \$0.90 | \$0.21 to \$0.90 |

| 4-axle light | Peak | Off-Peak | Overnight |
|--------------|------------------|------------------|------------------|
| E-ZPass | \$0.55 to \$0.88 | \$0.43 to \$0.75 | \$0.18 to \$0.75 |
| Pay-by-Plate | \$0.69 to \$1.09 | \$0.53 to \$0.94 | \$0.22 to \$0.94 |
| Video | \$0.83 to \$1.31 | \$0.64 to \$1.13 | \$0.26 to \$1.13 |

| 4-axle heavy | Peak | Off-Peak | Overnight |
|--------------|------------------|------------------|------------------|
| E-ZPass | \$0.66 to \$1.05 | \$0.51 to \$0.90 | \$0.21 to \$0.90 |
| Pay-by-Plate | \$0.83 to \$1.31 | \$0.64 to \$1.13 | \$0.26 to \$1.13 |
| Video | \$0.99 to \$1.58 | \$0.77 to \$1.35 | \$0.32 to \$1.35 |

| 5-axle | Peak | Off-Peak | Overnight |
|--------------|------------------|------------------|------------------|
| E-ZPass | \$1.32 to \$2.10 | \$1.02 to \$1.80 | \$0.42 to \$1.80 |
| Pay-by-Plate | \$1.65 to \$2.63 | \$1.28 to \$2.25 | \$0.53 to \$2.25 |
| Video | \$1.98 to \$3.15 | \$1.53 to \$2.70 | \$0.63 to \$2.70 |

| 6+-axle | Peak | Off-Peak | Overnight |
|--------------|------------------|------------------|------------------|
| E-ZPass | \$1.65 to \$2.63 | \$1.28 to \$2.25 | \$0.53 to \$2.25 |
| Pay-by-Plate | \$2.06 to \$3.28 | \$1.59 to \$2.81 | \$0.66 to \$2.81 |
| Video | \$2.84 to \$3.94 | \$1.91 to \$3.38 | \$0.79 to \$3.38 |

Pricing Periods

Peak 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.

Overnight Periods:

- Southbound and Northbound:
 - Monday - Sunday, 9:00 p.m. - 5:00 a.m.

Off-Peak Periods: All other times

Per COMAR 11.07.05.04, "The Executive Director may set or adjust the time of day pricing mileage rate, pricing period, or toll zones consistent with the toll rate range established by the Authority."

- Total unregistered video surcharge (difference between E-ZPass® toll and unregistered video toll amount) cannot exceed \$15 per trip.
- The minimum trip toll (not per mile) by payment type for all vehicle types would be \$0.40 for customers using E-ZPass, \$0.50 for customers using Pay-By-Plate (Registered Video), and \$1.00 for customers using Video Tolling (Unregistered Video).
- Video Tolling customers can save 15% (maximum of \$5 per transaction) by paying their Video Tolls before the notice is mailed.

Note: The proposed ETL Northbound Extension (Section 200) & I-695 Ramps rate ranges match the existing ETL rate ranges (Section 100).

III. Public Hearing Boards



Welcome

Public Hearing for the I-95 Express Toll Lanes (ETL) Northbound Extension (Section 200) and I-695 Ramps Toll Rate Plan

Purpose of Hearing

The purpose of the hearing is to:

- **Notify the public that the proposed toll rate range for the I-95 ETL Northbound Extension (Section 200) and I-695 ramps match the existing toll rate ranges already set for the open/existing I-95 ETL facility (Section 100).**
- **Provide an opportunity to discuss the proposed toll rate ranges for Section 200 and I-695 ramps with Maryland Transportation Authority (MDTA) Staff.**
- **Provide an opportunity to comment for the official record, which will be considered by the MDTA Board Members as part of their final decision making process.**



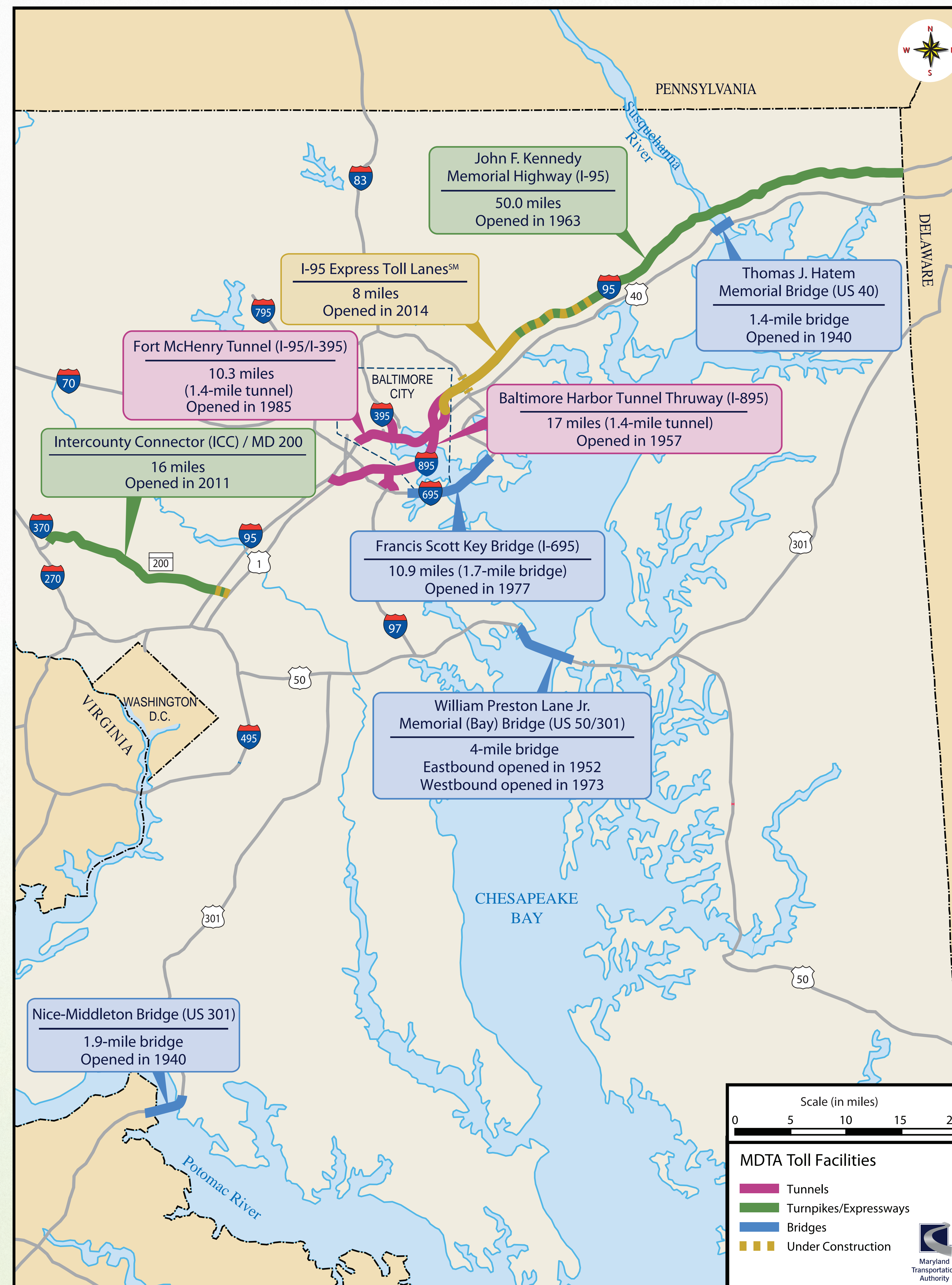
Who is the MDTA

- **The Maryland Transportation Authority (MDTA) is the State agency responsible for:**
 - Financing, constructing, operating, maintaining, protecting, and improving the State's eight toll facilities, including the I-95 Express Toll Lanes, with toll revenues paid by customers using those facilities.
 - The MDTA is self-sufficient and receives no gas tax, motor vehicle fees, or other revenue from the Transportation Trust Fund.
 - MDTA is governed by citizen Board Members appointed by the Governor, and confirmed by the Senate, and chaired by the Secretary of Transportation
 - Dontae Carroll
 - William H. Cox, Jr
 - William C. Ensor, III
 - W. Lee Gaines, Jr.
 - Mario J. Gangemi, P.E.
 - John F. von Paris
 - Cynthia D. Penny-Ardinger, CPA, Esq.
 - Jeffery S. Rosen, CPA, CGMA, MBA
- **William Pines, PE, PMP, CCM, Executive Director of MDTA**

I-95 EXPRESS TOLL LANES (ETL) NORTHBOUND EXTENSION



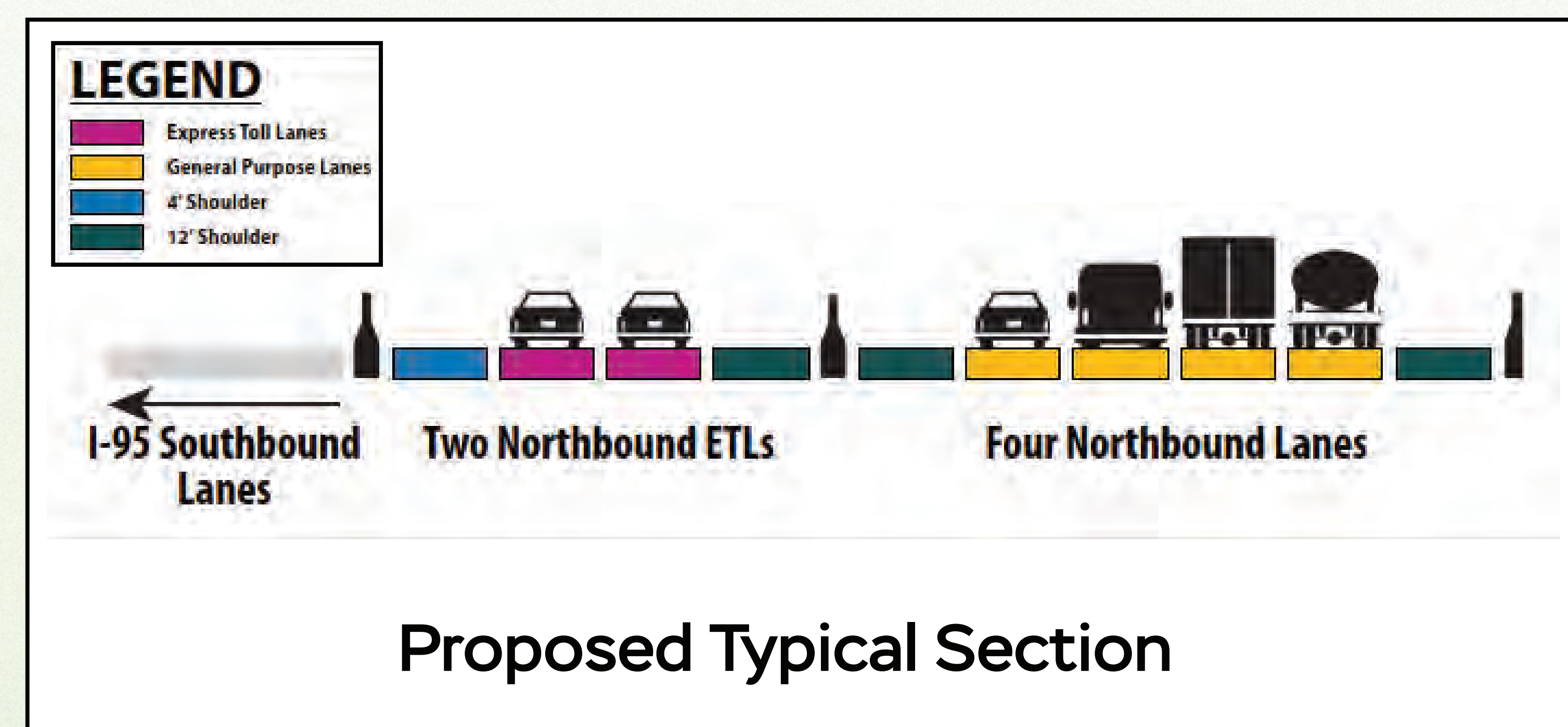
MDTA Facilities





What are the limits of the I-95 ETL Northbound Extension (Section 200)?

- Construction is ongoing to extend the I-95 ETL in the Northbound direction from MD 43 to north of MD 24, within the Section 200 limits of the I-95 Master Plan.
- The extension is expected to be open to traffic by Winter 2024/2025 to MD 152, with the full extension to north of MD 24 open to traffic by Winter 2027/2028.
- In addition, the project includes connecting the I-695 ramps into the new I-95 ETL northbound lanes.





Project Benefits of the ETL Program

- **Congestion Relief:** Reduces the traffic congestion providing a more reliable commute time and removes the I-95/MD 24 interchange from the bottleneck list.
- **Jobs:** Improves connections to Trade Point Atlantic supply chains, supporting jobs.
- **Freight Mobility:** I-95 is the highest freight corridor in Maryland and the backbone for freight traffic for the East Coast.
- **Park & Ride (P&R):** Includes two P&R facilities for enhanced carpooling (MD 152 & MD 24/MD 924).
- **Transit:** Provides new transit connections with new lines already opened:
 - MD 24/924 P&R: Harford Transit stop added, Tour bus lines added, and sidewalk access added to the MTA 410 bus stop
 - MD 152 P&R: MTA adding a bus stop and coordinating with Harford Transit
- **Safety:** Prior to the ETL Program, I-95 experienced crash rates higher than the statewide average. The ETL facility also provides a better access for EMS service in times of emergency.
- **Environmental:** Provides water runoff treatment, stream enhancements, wetland creation, and tree planting.
- **Maintenance:** Provides a safer and less impactful opportunity for facility maintenance and replaces several 50-year-old bridges.



Provides new transit connections



Environmental Enhancements



Replaces 50 year old bridges

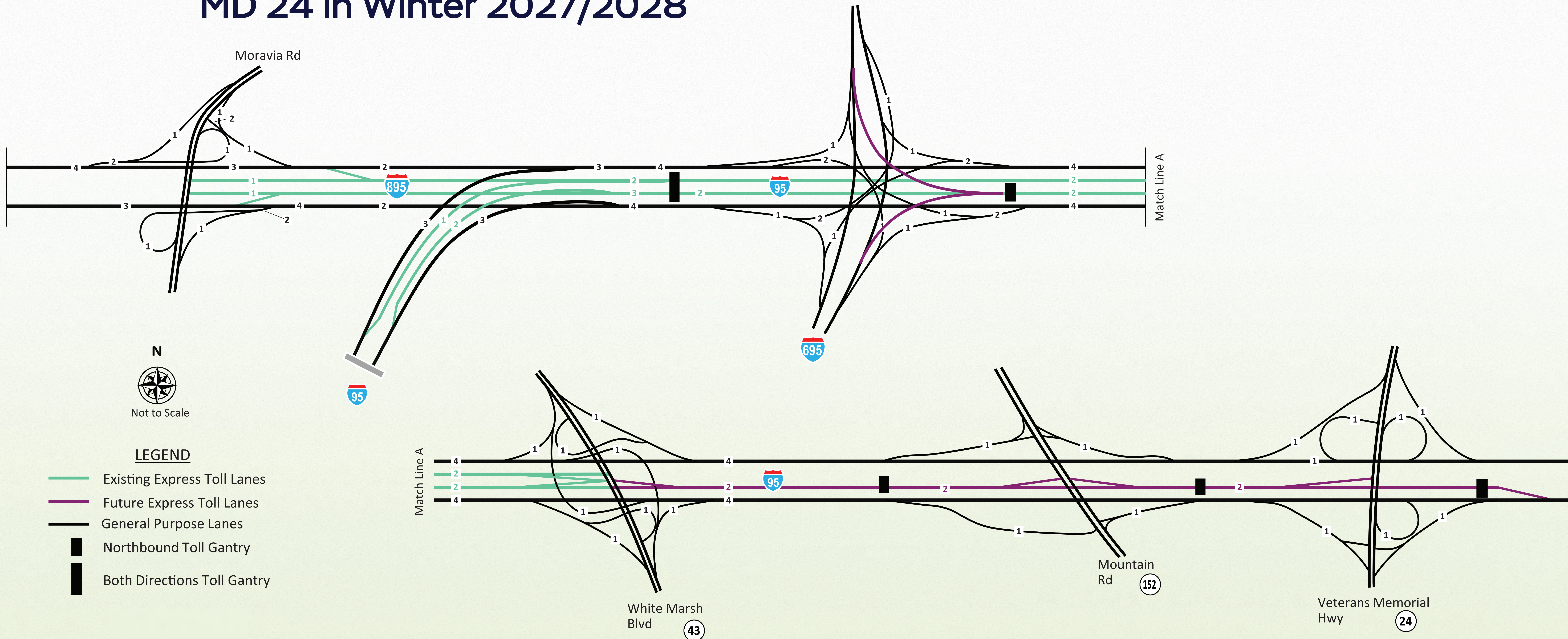


Opening by Winter 2027/2028

■ The I-95 Northbound ETL improvements will open on:

■ I-95 Northbound ETL to MD 152 in Winter 2024/2025

■ I-695 Ramps to I-95 Northbound ETL and I-95 Northbound ETL to north of MD 24 in Winter 2027/2028





Why Will the ETL be Tolled?

- **Section 200 is an extension of an existing toll road and is being extended to offer a relatively free-flowing travel choice, especially during peak travel periods, by varying toll rates.**
- **Toll revenue will be used to construct the Facility.**

Where do Toll Dollars Go?

- **All toll dollars collected at MDTA toll facilities go directly back into the operation, maintenance, and improvement of all MDTA facilities.**
- **Toll dollars are NOT shared with the State's General or Transportation Trust Funds or with other state government agencies.**



What is the toll rate proposal for the I-95 ETL Northbound Extension (Section 200) and I-695 Ramps?

- **The proposed toll rate ranges for Section 200 and I-695 Ramps match the existing I-95 Express Toll Lane rate ranges.**
- **Existing toll rates ranges applied to the Northbound Extension are projected to continue high speed operations on I-95 through 2035.**

| Motorcycle | Peak | Off-Peak | Overnight |
|----------------|------------------|------------------|------------------|
| <i>E-ZPass</i> | \$0.11 to \$0.18 | \$0.09 to \$0.15 | \$0.04 to \$0.15 |
| Pay-by-Plate | \$0.14 to \$0.22 | \$0.11 to \$0.19 | \$0.04 to \$0.19 |
| Video | \$0.17 to \$0.26 | \$0.13 to \$0.23 | \$0.05 to \$0.23 |
| 2-axle | Peak | Off-Peak | Overnight |
| <i>E-ZPass</i> | \$0.22 to \$0.35 | \$0.17 to \$0.30 | \$0.07 to \$0.30 |
| Pay-by-Plate | \$0.28 to \$0.44 | \$0.21 to \$0.38 | \$0.09 to \$0.38 |
| Video | \$0.33 to \$0.53 | \$0.26 to \$0.54 | \$0.11 to \$0.45 |
| 3-axle light | Peak | Off-Peak | Overnight |
| <i>E-ZPass</i> | \$0.33 to \$0.53 | \$0.26 to \$0.45 | \$0.11 to \$0.45 |
| Pay-by-Plate | \$0.41 to \$0.66 | \$0.32 to \$0.56 | \$0.13 to \$0.56 |
| Video | \$0.50 to \$0.79 | \$0.38 to \$0.68 | \$0.16 to \$0.68 |
| 3-axle heavy | Peak | Off-Peak | Overnight |
| <i>E-ZPass</i> | \$0.44 to \$0.70 | \$0.34 to \$0.60 | \$0.14 to \$0.60 |
| Pay-by-Plate | \$0.55 to \$0.88 | \$0.43 to \$0.75 | \$0.18 to \$0.75 |
| Video | \$0.66 to \$1.05 | \$0.51 to \$0.90 | \$0.21 to \$0.90 |

| 4-axle light | Peak | Off-Peak | Overnight |
|----------------|------------------|------------------|------------------|
| <i>E-ZPass</i> | \$0.55 to \$0.88 | \$0.43 to \$0.75 | \$0.18 to \$0.75 |
| Pay-by-Plate | \$0.69 to \$1.09 | \$0.53 to \$0.94 | \$0.22 to \$0.94 |
| Video | \$0.83 to \$1.31 | \$0.64 to \$1.13 | \$0.26 to \$1.13 |
| 4-axle heavy | Peak | Off-Peak | Overnight |
| <i>E-ZPass</i> | \$0.66 to \$1.05 | \$0.51 to \$0.90 | \$0.21 to \$0.90 |
| Pay-by-Plate | \$0.83 to \$1.31 | \$0.64 to \$1.13 | \$0.26 to \$1.13 |
| Video | \$0.99 to \$1.58 | \$0.77 to \$1.35 | \$0.32 to \$1.35 |
| 5-axle | Peak | Off-Peak | Overnight |
| <i>E-ZPass</i> | \$1.32 to \$2.10 | \$1.02 to \$1.80 | \$0.42 to \$1.80 |
| Pay-by-Plate | \$1.65 to \$2.63 | \$1.28 to \$2.25 | \$0.53 to \$2.25 |
| Video | \$1.98 to \$3.15 | \$1.53 to \$2.70 | \$0.63 to \$2.70 |
| 6+-axle | Peak | Off-Peak | Overnight |
| <i>E-ZPass</i> | \$1.65 to \$2.63 | \$1.28 to \$2.25 | \$0.53 to \$2.25 |
| Pay-by-Plate | \$2.06 to \$3.28 | \$1.59 to \$2.81 | \$0.66 to \$2.81 |
| Video | \$2.84 to \$3.94 | \$1.91 to \$3.38 | \$0.79 to \$3.38 |

- Total unregistered video surcharge (difference between ETC/*E-ZPass*® toll and unregistered video toll amount) cannot exceed \$15 per trip.
- The minimum trip toll (not per mile) by payment type for all vehicle types would be \$0.40 for customers using *E-ZPass*, \$0.50 for customers using Pay-By-Plate (Registered Video), and \$1.00 for customers using Video Tolling (Unregistered Video).
- Customers can receive an early payment discount of 15% off their toll up to \$5 for unregistered video trips if paid before notice is mailed.



ETL Pricing Periods (Same as the Existing ETL Pricing Periods)

- **Per COMAR 11.07.05.04, the Executive Director may set or adjust the time of day pricing mileage rate, pricing period, or toll zones consistent with the toll rate range established by the Authority in accordance with §A of this regulation. The Authority shall post notice of such action by the Executive Director on the Authority's official website at least 10 days prior to the effective date.**

- **Peak 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.

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

- **Off-Peak Periods:** All other times



Time of Day Pricing & How it Works

- **Per COMAR 11.07.05.04, the MDTA Executive Director is authorized to:**
 - Set the per mile rate within the approved toll rate ranges with at least 10 days notice to the public posted on the MDTA's official website.
 - Adjust the start and end of the pricing periods by up to 60 minutes based on observed traffic patterns.
 - Make adjustments on certain holidays and the days immediately before or after.
- **When the I-95 ETL open in Winter 2024/2025 and Winter 2027/2028, the toll rate range will vary based on the time of day.**
 - Tolls will be higher during peak-travel times and lower when traffic volumes are lower during off-peak and overnight periods.
 - Traffic volumes, toll rate ranges, and per mile rates will be reviewed periodically.
 - Changes to the overall tolling rate ranges, once approved by the MDTA Board, require public hearings and a public-comment period.



What Could a Trip on the I-95 Express Toll Lanes Cost?

■ Examples of sample trip costs:

- Car traveling the entire distance of I-95 ETL on Section 100 and 200, 18.7 miles: **\$4.11**
- 5-axle Truck traveling the entire distance of I-95 ETL on Section 100 and 200, 18.7 miles: **\$24.68**
- Car traveling from I-695, east or west bound, to MD 24, 12.7 miles: **\$2.79**

Note: These example sample trips assume peak-period travel and payment with E-ZPass using the minimum per mile toll in the toll rate range.



How to Pay

The ETL is an All-Electronic Toll facility, where tolls will be collected at highway speeds as vehicles pass under overhead tolling structures.

There are multiple ways to pay*:

■ **Pay with *E-ZPass***

- The toll is automatically paid from your *E-ZPass* account.

■ **Pay with Pay-By-Plate**

- Pay-By-Plate is an alternative payment system where you register your license plate and tolls are automatically billed to your credit card each time you use Maryland's facilities.

■ **Pay with Video Tolling**

- The license plate is used to identify the vehicle owner with the Motor Vehicle Administration.
- A toll is calculated and you are mailed a Notice of Toll Due (NOTD). Video Tolls are 150% of the base toll (*E-ZPass*), with a minimum charge of \$1 and a maximum of \$15. Note, Customers can receive an early payment discount of 15% off their toll, up to \$5, for unregistered video trips if paid before notice is mailed.
- Customers will have 30 days to pay from the NOTD date.

■ **Pay with 3rd Party Mobile Tolling Apps**



**Note: There will be no cash toll collection on the I-95 ETL.*



Summary

- **The proposed toll rate ranges for Section 200 and I-695 ramps match the existing I-95 Express Toll Lane rate ranges.**
- **The proposed pricing periods match the existing periods.**
- **Existing per mile toll rate ranges, if applied to the Northbound Extension, are projected to continue high speed operations on I-95 through 2035.**

I-95 EXPRESS TOLL LANES (ETL) NORTHBOUND EXTENSION



Schedule





How to Comment

■ We want to hear from you

- Provide public or private testimony at this hearing
- Fill out a comment card and leave it at the comment table
- Submit a comment online at mdta.maryland.gov/I95ETLNB-Section200
- Take a comment card with you and mail it back to the address on the card
- Public comments will be accepted through April 13, 2023



■ Stay Connected

- Keep up-to-date on the I-95 Improvements with Express Toll Lanes:
 - [Twitter.com/TheMDTA](https://twitter.com/TheMDTA)
 - [Facebook.com/TheMDTA](https://facebook.com/TheMDTA)
 - mdta.maryland.gov/I95ETLNB/Projects
 - mdta.maryland.gov



Title VI Compliance

■ What is Title VI?

- Title VI, 42 U.S.C., * Section 2000d et seq., was enacted as part of the Civil Rights Act of 1964. Title VI-related statutes and regulations provide that no person shall on the ground of race, color, national origin, sex, English proficiency, or disabilities be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity.

■ Why is Title VI Important?

- Title VI ensures that public services, including transportation, are provided in an equitable and nondiscriminatory manner.
- Title VI provides opportunities for public participation in decision-making without regard to race, color, or national origin, including populations with Limited English Proficiency (LEP).

■ Filing a Complaint / Seeking Assistance

- Should you need LEP assistance or if you believe MDTA is not meeting the expectations of Title VI, you may direct questions, concerns, or file a complaint with:

Adrienne Munroe
Lead EEO/Title VI
Compliance Officer

Maryland Transportation Authority
Division of Civil Rights & Fair Practices
EEO Office
2310 Broening Highway
Baltimore, MD 21224

410-537-1051 (office)
410-537-1044 (Fax)
amunroe@mdta.state.md.us
<http://www.mdta.maryland.gov>

IV. Schedule

| | |
|-------------------|---|
| December 15, 2022 | MDTA Board Presentation |
| January 26, 2023 | MDTA Board update, public hearings notification and comment period #1 begins |
| February 27, 2023 | In person public hearing at Perry Hall High School with quorum of MDTA Board Members and Chairman or Designee |
| March 2, 2023 | Virtual public hearing with quorum of MDTA Board Members and Chairman or Designee |
| March 6, 2023 | In person public hearing at Joppatowne High School with quorum of MDTA Board Members and Chairman or Designee |
| April 13, 2023 | Close public comment period #1 |
| April 27, 2023 | Toll Hearing Final Report for public comment #1 and Board review; open public comment period #2 |
| May 11, 2023 | Close comment period #2 |
| May 25, 2023 | Present Toll Hearing Final Report for comment period #2 |
| June 29, 2023 | Final Recommendation and vote at MDTA Board Meeting |
| Fall 2023 | Toll collection programming starts followed by equipment install |
| Winter 2024/2025 | Northbound ETL open up to MD 152 |
| Winter 2027/2028 | I-695 ramps open to Northbound ETL system |
| Winter 2027/2028 | Northbound ETL open to north of MD 24 |

V. Approval to Continue with the Updated Proposal

The proposal presented is to set the I-95 ETL Northbound Extension (Section 200) & I-695 Ramps toll rate ranges for three different time periods (peak, off-peak, and overnight). The existing per mile toll rates are estimated to still result in highspeed operations of the express lanes with the Northbound Extension and I-695 direct connectors even by 2035. Therefore, the proposed toll rate ranges for the I-95 ETL Northbound Extension (Section 200) and I-695 Ramps are the same as the existing toll rate ranges for the existing ETL.

We are seeking the Board's approval to continue to proceed with the updated proposal for the I-95 ETL Northbound Extension (Section 200) & I-695 Ramps toll rate range setting.