

November 18, 2020

Maryland Transportation Authority
2310 Broening Highway
Baltimore
MD 21224



C/o Itinera Infrastructure
& Concessions, Inc.
421 East Route 59
Nanuet NY 10954

desharpless@mdta.state.md.us

Dear Ms. Sharpless,

I-495 & I-270 P3 Program Preliminary Toll Rates

Thank you for your correspondence dated November 4, 2020. We welcome the opportunity to provide you with feedback, including clarifications and comments, regarding the Toll Rate Setting Process and Preliminary Tolling Proposal/Soft Rate Cap and Operational Metrics. Specifically:

1. Under vehicle type in the tables for minimum toll rates (p. 6), maximum toll rate (p. 8), and Soft Cap Rate (p. 10), there are separate categories for “3-axle Light” and “3-axle Heavy” and “4-axle Light” and “4-axle Heavy”. These “Heavy” and “Light” distinctions do not appear in the current MDTA toll schedules.
 - a. Please provide a definition for these vehicle classes.
 - b. Please provide guidance on how MDTA proposes these vehicle classes be measured by the toll collection system (e.g., axles only, axles and shape, or axles and weight).
2. There is a reference to passenger car equivalent vehicles (PCE) in the third paragraph on page 11. Please provide a precise quantitative definition of PCE.
3. The Soft Cap Demand Factor table on page 11 contains reference in the first column to average traffic volume. Please add a column to the table providing the corresponding average speed for each demand factor.
4. The last paragraph on page 11 indicates that the “time interval for altering the revised toll rate cap at a gantry should be once every 5 minutes...” To provide flexibility in the application of dynamic pricing please consider revising to “no less than once every 5 minutes....”
5. MDOT has indicated that a draft of the Tolling Services Agreement or summary of key terms of that agreement will be released before the final RFP (see response to Request for Clarification MDOT ID# 23).
 - a. Please advise when this draft will be made available to Shortlisted Proposers.
 - b. A critical element of the Tolling Service Agreement is a definition of any transaction or trip fees to be charged by MDTA to the operator of each Section. Please advise if this will be included in the draft Tolling Service Agreement or when this information can be expected.

6. Has MDTA staff considered conducting a review on toll rates for comparable facilities in the region in the course of formulating its proposal? We note that Priced Managed Lanes currently operating in Virginia on the Capital Beltway and other corridors have posted hourly prices in the past that exceed (on a per mile basis) the Soft Rate Cap proposed for this project in the initial years of operation (after escalation from 2021 values). We also note that Priced Managed Lanes currently under development in Virginia have produced traffic and revenue forecasts for bondholders that include average per mile rates that would be in excess of the Soft Rate Cap proposed here for early years of operation.

Again, we thank you for considering our feedback. We look forward to receiving a response or liaising a discussion with you at your earliest convenience.

Itinera Infrastructure & Concessions, Inc.



Kate Speir, VP & Senior Bid Director