

PHASE 1 SOUTH: AMERICAN LEGION BRIDGE I-270 TO I-370 TOLL RATE RANGE SETTING PROCESS
VIRTUAL PUBLIC HEARING INFORMATION ROOM
AUDIO TRANSCRIPT
UPDATED JUNE 10 TO INCLUDE HEARING DATES

Board #	Title	Script
1	Welcome! Public Hearing Virtual Information Room	<ul style="list-style-type: none"> • The Maryland Transportation Authority, or the M-D-T-A, welcomes you to the public hearing virtual information room for the Phase 1 South: American Legion Bridge I-270 to I-370 Toll Rate Range Setting Process. • This public hearing virtual information room provides you with the same information as traditional in-person hearings. In response to the current COVID-19 Pandemic, we are practicing social distancing by sharing the public hearing materials virtually.
2	Purpose of the public hearings for the Phase 1 South Toll Rate Range Setting Process	<ul style="list-style-type: none"> • During this public hearing, you will be provided an opportunity to comment on the Toll Rate Range proposal for Phase 1 South: American Legion Bridge I-270 to I-370. • The public comment period starts on May 20, 2021 and closes on August 12, 2021 at 5 o'clock PM. • The testimony and written comments received during the public comment period will be part of the official record reviewed by the M-D-T-A Board and M-D-T-A Executive Director. • This virtual information room contains public hearing materials with information about: <ul style="list-style-type: none"> ▪ the toll rate range setting process for Phase 1 South, ▪ the toll rate range proposal for Phase 1 South, ▪ how to submit written comments, and ▪ how to provide voicemail testimony. • Hearing materials should be reviewed online prior to attending a hearing.
3	When are the public hearings and how do I comment on	<ul style="list-style-type: none"> • The MDTA has scheduled virtual and in-person public hearings to seek public testimony on the proposed toll rate ranges for Phase 1 South • Two in-person testimony hearing sessions will be held from 2 to 4 p.m. and from 6 to 8 p.m. on Monday, July 12, at the Hilton Washington D.C./Rockville Hotel & Executive Meeting Center in Rockville • Two call-in testimony hearing sessions will be held from 2 to 4 p.m. and from 6 to 8 p.m. on Wednesday, July 14.

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	the tolling proposal?	<ul style="list-style-type: none">• There will be no formal presentation during the public hearings, and no responses to questions will be given.• The public will be able to listen live to the hearings via telephone by calling 855-701-1977 or by watching a livestream online.• Registration is now open for those wishing to provide testimony during a public hearing.• Register at mdta.maryland.gov/ALB270TollSetting or call 888-725-0174.• Beginning May 20, 2021, public comment is being accepted, and all public hearing materials are available in the Virtual Information Room on the project webpage at mdta.maryland.gov/ALB270TollSetting.• Written comments and call-in testimony through voicemail will be accepted for the official record through Thursday, August 12, 2021 at 5 PM.• Written comments may be submitted by completing and submitting an electronic comment form on the project webpage, by downloading and emailing a completed comment form to ALB270TollSetting@mdta.maryland.gov, or by printing and mailing a completed comment form to the M-D-T-A.• Call-in testimony may be provided by calling 855-701-1977 and leaving a single voicemail that is limited to three minutes.• All comments received, whether at the hearing or through other methods, will be given equal consideration.• If you are unable to access the hearing materials online, or if you require special accommodations under the Americans with Disabilities Act or require language translation services - free of charge - please contact the MDTA's Title Six Officer at mdtaeeo@mdta.maryland.gov or at 410-537-6720 at least ten days prior to the first hearing.
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4	What is Phase 1 South of the Phase 1: American Legion Bridge I-270 to I-70 Relief Plan?	<ul style="list-style-type: none"> • Let’s get started with an explanation of what we mean when we say, “Phase 1 South.” • First, Phase 1 South is part of a larger, historic effort to reduce congestion for millions of travelers in the National Capital Region known as “Phase 1: American Legion Bridge I-270 to I-70 Relief Plan”. • The map shows the limits of Phase 1 in blue, which extend from just south of the American Legion Bridge up to I-270 in Montgomery County and north along I-270 up to I-70 in Frederick County. • The purple section shown within Phase 1 is “Phase 1 South: American Legion Bridge I-270 to I-370,” and is entirely within Montgomery County. • This Toll Rate Range Setting Process is focused on the American Legion Bridge up to I-270, and north on I-270 to I-370.
5	What is being tolled within Phase 1 South?	<ul style="list-style-type: none"> • Phase 1 South: American Legion Bridge I-270 to I-370 is part of the Managed Lanes Study, which is following the National Environmental Policy Act, or NEPA, process. • The Managed Lanes Study is being developed on an independent track from Phase 1. • The Maryland Department of Transportation State Highway Administration, known as M-DOT S-H-A, has identified Alternative 9: Phase 1 South as the Recommended Preferred Alternative for the Managed Lanes Study. • Alternative 9: Phase 1 South improvements are shown in the two typical sections on this board. • The top typical section shows replacement of the 60-year-old American Legion Bridge, which includes the addition of two High-Occupancy Toll, or HOT, lanes in each direction across the New Bridge to I-270. A third HOT lane will be provided in both directions on the New Bridge to accommodate vehicles exiting and entering the HOT lanes to and from the George

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		<p>Washington Parkway, south of the bridge. This typical section also shows a possible location for a pedestrian and bicycle shared-use path on the Bridge.</p> <ul style="list-style-type: none"> • The bottom typical section shows improvements along I-270 to I-370, where one existing high-occupancy vehicle, or H-O-V, lane will be converted to a HOT lane and one HOT lane will be added in each direction. The new HOT lanes would be separated and tolled to maintain traffic speeds or throughput. • The existing general-purpose lanes would remain free within the entire limits of Phase 1 South. • The Managed Lanes Study NEPA process will result in a Final Environmental Impact Statement, called an F-E-I-S, and Record of Decision, known as a ROD. • Tolls will not be implemented within Phase 1 South if the F-E-I-S and ROD do not include a managed lanes Build Alternative. • To learn more about the Managed Lanes Study and the M-DOT S-H-A Recommended Preferred Alternative 9: Phase 1 South, please visit 495-270-p3.com/.
6	How do HOT lanes benefit everyone?	<ul style="list-style-type: none"> • So you may be wondering what HOT lanes are and what benefits they provide over general purpose lanes. • HOT lanes are dedicated managed lanes within the highway right of way that single-occupancy vehicle, or S-O-V, motorists may use by paying a variably priced toll. • HOT lanes are designed to operate at 45 miles per hour or higher. Average speeds in the general-purpose lanes also improve because drivers choosing to use the HOT lanes reduce the vehicles in the general-purpose lanes. • These improvements in speed and travel time encourage motorists who have been using local roadways to switch back to the interstate because it will be operating much better; thus, reducing cut-through traffic on the local roads.

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		<ul style="list-style-type: none"> • Free passage will be granted for H-O-V 3 Plus, buses, and motorcycles. • By granting free passage to H-O-V 3 Plus, buses and motorcycles, these new lanes will: give people a more reliable trip, provide more equitable opportunities with the option to travel free, reduce dependence on single-occupancy vehicles) and create new opportunities for ride sharing supporting regional planning efforts to expand HOT/HOV usage. • The HOT lanes are compatible with the Express lanes in Virginia, which is important because they will be connecting directly to them. • The HOT lanes allow for a more reliable trip for the buses operating at increased speeds in free-flow traffic. • The HOT lanes provide better connections to existing transit service, thus bringing transit to offices, shops, and entertainment centers more quickly. • And lastly, the HOT lanes connect to existing and future transit service which will help provide transportation connections to underserved communities and businesses.
7	<p>How are the MDTA, MDOT SHA and Developer partnering in Phase 1 South: American Legion Bridge I-270 to I-370?</p>	<ul style="list-style-type: none"> • The next four boards discuss the partnership and roles and responsibilities of the state agencies and the developer involved in Phase 1 South. • The M-D-T-A is the only State entity with the authority to set, revise and fix tolls and is responsible for setting toll rate ranges and conducting toll collection operations for Phase 1 South. • M-DOT S-H-A is the State entity responsible for developing the Phase 1 South: American Legion Bridge I-270 to I-370 related to program development, solicitations and long-term program management. • The Phase I Developer will conduct predevelopment work with the M-D-T-A and M-DOT S-H-A to advance the preliminary design to further avoid and minimize impacts. • The Phase 1 South Section Developer will design and implement the toll system.

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8	Responsibilities of MDTA, MDOT SHA and Developer	<ul style="list-style-type: none"> • The M-D-T-A will be involved in selecting the Phase 1 South Section Developer, will establish minimum and maximum toll rate ranges, set soft rate caps. They will also be responsible for maintaining tolling customer accounts, collecting tolls providing customer service, when needed, and administering the transfer of revenue to the Phase 1 Section Developer. • M-DOT S-H-A will be responsible for managing the agreements made with the public-private partnerships - also known as P3 - and maintaining stakeholder engagement and communications. This includes commitments such as the Bi-State Agreement with Virginia for improvements to the New American Legion Bridge, regional transit benefits, agreements with utilities and other third parties, and maintenance of the new general-purpose lanes. M-DOT S-H-A will also coordinate all property purchases and obtain government approvals on all NEPA documents, such as the F-E-I-S and the ROD, should a build alternative be chosen. • The Phase 1 South Section Developer will finance, construct, operate, and maintain the HOT lanes, toll gantries, and electronic signage. They will also set the variably priced tolls that must be within the toll rate ranges to be established by the M-D-T-A Board.
9	Responsibility of the MDTA Board	<ul style="list-style-type: none"> • After considering all comments and testimony received during the toll rate range setting process, the M-D-T-A Board will vote on final toll rate ranges to be established for Phase 1 South. • The M-D-T-A Board is governed by eight citizen Board Members appointed by the Governor, and confirmed by the Maryland Senate. The M-D-T-A Board is chaired by the Maryland Secretary of Transportation, Gregory Slater.

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		<ul style="list-style-type: none"> James F. Ports, Jr. is the Executive Director of M-D-T-A and he oversees daily operations. Although he is not a voting Member of the M-D-T-A Board; he will have a role in the toll rate range setting process.
10	What is the MDTA Board voting on?	<ul style="list-style-type: none"> Following the hearings and public comment periods, the M-D-T-A Board will consider all comments received and then vote on the final M-D-T-A staff recommendation for the proposed toll rate ranges for Phase 1 South: American Legion Bridge I-270 to I-370, which will include the minimum and maximum toll rate ranges, the process for toll escalation, and toll discounts for certain types of vehicles. By law, the M-D-T-A Executive Director may set or adjust the soft rate cap, operational metrics, or toll zones consistent with the toll rate ranges that are established by the M-D-T-A Board. Before the M-D-T-A Board Members cast their votes, they want to hear from you. Therefore, the M-D-T-A is asking the public to comment on all elements of the toll rate range proposal for Phase 1 South.
11	How are the proposed toll rate ranges for Phase 1 South different than tolls on the existing MDTA toll facilities?	<ul style="list-style-type: none"> The toll rate ranges for Phase 1 South will differ from toll operations on existing M-D-T-A toll facilities, which have either a fixed price toll or a variably priced toll that uses time of day pricing, and focuses on revenue generation to allow M-D-T-A to construct, manage, operate and improve the State's toll facilities. With MDTA's existing fixed price facilities, vehicles are tolled at a set rate regardless of the time of day or congestion level. With M-D-T-A's existing variably priced facilities, vehicles are tolled at a set rate that can vary based on the time of day. This is used with the Intercounty Connector and the I-95 Express Toll Lanes.

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		<ul style="list-style-type: none"> • Phase 1 South would be a variably priced facility that uses dynamic pricing, which is new to Maryland, where tolls vary by tolling segment and congestion level. • Dynamic pricing focuses on relieving congestion by maintaining reliability and traffic speeds of 45 miles per hour or greater in the HOT lanes. • Generally speaking, with dynamic tolling, toll rates are set within established toll rate ranges to maintain free-flowing traffic on the HOT lanes and use pricing factors to influence the traffic flow – when lanes become more congested, the toll increases, and when lanes become less congested, the toll decreases. • The M-D-T-A’s existing toll facilities will not be impacted by this Toll Rate Range Setting Process.
12	How will dynamic pricing work on the HOT lanes?	<ul style="list-style-type: none"> • Let’s take a look at how dynamic pricing will work on the Phase 1 South HOT lanes. • Toll rates will adjust as frequently as every 5 minutes, if needed, to maintain a free-flowing level of traffic – that is, 45 miles per hour or greater. • Toll rates will generally increase when the HOT lanes are relatively full and traffic slows, and then decrease when the HOT lanes are less full. • Tolls will be collected at highway speeds, using overhead gantries, with no toll plazas or toll booths – this is known as cashless tolling. • Current toll rates for common destinations will be displayed on electronic roadway signs so drivers will know their toll prior to entering the HOT lanes. • Please note, tolling gantry locations, as well as actual toll rates, will be identified by the Phase 1 South Section Developer in the future. Gantry locations shown in the public hearing informational materials are theoretical and for illustrative purposes only. Toll rates for each tolling segment will be set by the Developer within the M-D-T-A Board-approved toll rate ranges.

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13	How will your toll be determined for a trip?	<ul style="list-style-type: none">• Here are two examples of how tolls would be calculated for a trip along the Phase 1 South HOT lanes.• Please note, the toll rates used in the graphic are not actual; the example toll rates are for illustration purposes only. Once toll rate ranges are established by the M-D-T-A Board, the Developer will set actual toll rates within the approved toll rate ranges.• Now, let's proceed with the examples.• This is a graphic depicting a highway with four, free general purpose lanes and two tolled HOT lanes. There are four Interchange Crossroads labeled A, B, C and D. The HOT lanes between Interchange Cross Roads are called tolling segments - there are three in this example, and overhead tolling gantries are located within each of the segments. The HOT lanes may be accessed and exited from any of the four Interchange Cross Roads, A, B, C, or D. Before entering the HOT lanes, a digital road sign will show the anticipated total toll to the common destinations. In this example, a digital road sign is shown at Cross Road A telling you how much it will cost to get from Cross Road A to Cross Roads C and D.• To calculate a total trip cost, multiply the number of miles traveled within a tolling segment by the toll rate per mile for that given tolling segment. A trip may pass through multiple tolling segments, and the toll rate per mile may vary within each tolling segment based on traffic conditions.• In the first example, you are traveling from Cross Road A to Cross Road C, which involves passing through two tolling segments. The vehicle here is tolled at a rate of \$0.40 per mile for two miles in the first tolling segment and tolled at a rate of \$0.60 per mile for five miles in the second tolling segment, for a total trip cost of \$3.80.• In the second example, you would pay a total trip cost of \$4.70.
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		<ul style="list-style-type: none"> As a reminder, there will always be an option to travel in the existing general purpose lanes for free.
14	How will tolls be collected?	<ul style="list-style-type: none"> Three tolling collection methods will be used by the M-D-T-A on the HOT lanes. As motorists move beneath overhead gantries, tolls will be collected electronically via an <i>E-ZPass</i>[®] transponder, Pay-By-Plate (also called registered video), or through Video Tolling (also called unregistered video). When using an <i>E-ZPass</i> account, customers will pay the lowest tolls on every trip. <i>E-ZPass</i> transponders are free with no monthly fee for Maryland residents. Customers without an <i>E-ZPass</i> may register their license plate and a credit card for payment in the Pay-By-Plate or registered video program. When registered video customers drive under the gantries, a video image of the vehicle’s license plate will be taken and their credit card will be charged at a toll rate that is 25 percent higher than the base rate paid by <i>E-ZPass</i> customers. No prepaid balance is required for Pay-By-Plate. To pay by Video Tolling or unregistered video, customers that do not have an <i>E-ZPass</i> nor are registered for Pay-By-Plate will have an image of their vehicle’s license plate taken and an invoice called “a Notice of Toll Due” will be mailed to the registered vehicle owner. The toll rate for Video Tolling is 50% higher than the base rate paid by <i>E-ZPass</i> customers.
15	Toll rate range proposal for Phase 1 South: American Legion Bridge I-270 to I-370	<ul style="list-style-type: none"> Now we are going to explain the details of the toll rate range proposal for Phase 1 South, which applies only to travel in the HOT lanes. There are three main parts of the proposal: <ul style="list-style-type: none"> first – there are the minimum and maximum toll rate ranges with soft rate caps within each range;

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		<ul style="list-style-type: none"> ○ second – there are annual escalation factors to ensure the toll rate ranges, soft rate caps and unregistered video surcharge rates, adequately cover inflation and demand growth over the next 50 years; ○ and third – there are discounts, which under this tolling proposal equates to free passage for high-occupancy vehicles with at least 3 passengers, called H-O-V 3 plus, for buses, and for motorcycles. ● As a reminder, the existing free general-purpose lanes will remain free for everyone. ● So, in summary, the difference between the minimum and maximum toll rates creates the proposed toll rate ranges, which vary by vehicle classification and payment type. Actual toll rates - to be determined dynamically by the Developer - will be constrained by soft rate caps within each toll rate range and can only be exceeded in specific circumstances. ● Next, we will review definitions of the toll rate types.
16	What does the toll rate range proposal include?	<ul style="list-style-type: none"> ● First, we have the minimum toll rate, which is the lowest toll rate per mile that may be charged within any tolling segment of the HOT lanes <i>or</i> the lowest total toll a customer will pay regardless of how far they travel. ● The minimum toll rate ensures short trips on the HOT lanes are charged a flat toll to cover toll collection costs. ● Next, we have the soft rate cap - this is the per-mile toll rate that can only be exceeded when at least one of the following thresholds are met within a given tolling segment during the preceding 5-minute period. <ul style="list-style-type: none"> ○ The first is when traffic volume exceeds 1,600 passenger car equivalent vehicles per hour per lane. ○ The second is when the average speed is below 50 miles per hour.

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		<ul style="list-style-type: none"> • The soft rate cap protects customers from price gouging when traffic conditions do not justify higher rates. • Lastly, we have the maximum toll rate, which is the highest toll rate per mile that may be charged within any tolling segment along the HOT lanes. This rate may not be exceeded under any circumstances. <ul style="list-style-type: none"> ○ The toll rate may reach the maximum toll rate in extremely rare circumstances when travel demand is very high within a given tolling segment, such as during a severe crash or extreme weather event.
17	Minimum Toll Rate	<ul style="list-style-type: none"> • Now let's get into an example of how the minimum toll rate will work. • This board provides two examples of how the minimum toll rate will operate in the HOT lanes. • For these examples, the toll rate is set at its lowest rate in a free-flowing traffic situation with very low congestion. For all vehicle types, the minimum toll per trip is \$0.50 for <i>E-ZPass</i> payment, \$0.63 for Pay-By-Plate, and \$0.75 for Video Tolling. The minimum toll rate per mile is \$0.20. • In the first example, Vehicle 1, a 2-axle vehicle with <i>E-ZPass</i>, enters the HOT lanes at Interchange Cross Road A and travels a total of three miles to their exit at Interchange Cross Road C. During their trip, Vehicle 1 passes through two tolling segments before exiting the HOT lanes and is charged the minimum toll rate of \$0.20 per mile for one mile at Toll Gantry #1 between Interchange Cross Roads A and B, and is charged the minimum toll rate of \$0.20 per mile for two miles at Toll Gantry #2 between Interchange Cross Roads B and C, for a total toll of \$0.60. • In the second example scenario, Vehicle 2, which is also a 2-axle vehicle with <i>E-ZPass</i>, enters the HOT lanes at Interchange Cross Road A and only travels a total of one mile to

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		<p>their exit at Interchange Cross Road B. During their trip, Vehicle 2 passes through one tolling segment before exiting the HOT lanes and is charged the minimum toll per trip of \$0.50 at Toll Gantry #1. The minimum per trip toll was charged because at only one mile traveled, the minimum \$0.20 per-mile toll rate would be less than the \$0.50 per trip minimum.</p> <ul style="list-style-type: none"> • As in all examples, the four existing general-purpose lanes remain free for all vehicles.
18	What is the Soft Rate Cap?	<ul style="list-style-type: none"> • Moving on from the minimum toll rate, let’s talk about the soft rate cap, which is a set toll rate amount within an approved toll rate range that may be temporarily exceeded when either vehicle throughput or speed performance metrics are not met for a specific tolling segment. • A predefined soft rate cap “mechanism” is necessary to ensure the developer charges toll rates only up to the soft cap unless warranted by traffic or speeds. • The soft rate cap may be exceeded if the average traffic volume measured in a segment during the preceding five-minute period exceeds 1,600 passenger car equivalent vehicles per hour per lane, OR the average speed in a segment during the preceding five-minute period is below 50 miles per hour. <ul style="list-style-type: none"> ○ Note that a speed threshold of 50 miles per hour is used here with the soft rate cap. This is higher than the 45 miles per hour overall minimum speed desired for the HOT lanes. The 5 mile per hour buffer is included here because the speeds are monitored in the previous 5-minute period to make toll rate changes in the next 5-minute period. ○ Allowing the soft rate cap to be exceeded if traffic levels become high enough is important because if traffic reaches certain levels that are understood to be approaching HOT lane capacity, speeds could decrease quickly even with small increases in traffic.

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		<ul style="list-style-type: none"> ○ Allowing the soft cap to be exceeded if speeds become low enough is important to ensure the overall mobility goals of the project are being achieved, even during more unique travel demand situations. ● The soft rate cap will always be lower than the maximum toll rate and can be exceeded only temporarily in the affected tolling segment to provide customers who choose to pay a toll a faster and more reliable trip. ● M-D-T-A is proud to note that although not standard practice in the tolling industry, we are choosing to be one of two states in the U. S. to set a soft rate cap to constrain the toll rate as a protective measure for our customers.
19	How will the Soft Rate Cap work?	<ul style="list-style-type: none"> ● Now that we have explained what the soft rate cap is, let's review how it will work on the HOT lanes. ● As mentioned, if the throughput or speed performance metrics are not met, the per-mile toll rates charged for a tolling segment may temporarily exceed the soft rate cap. ● If that happens, vehicles would temporarily pay a toll rate for that segment that is greater than the soft rate cap toll amount. ● In these instances, the toll rate cap would be multiplied by a demand factor to calculate a new, temporary revised toll rate cap for only the affected segment - not the entire Phase 1 South limits. ● The toll rate will gradually return to the soft rate cap after the throughput drops below the 1,600-passenger car equivalent vehicles per hour per lane or average speed is at or above 50 miles per hour. ● The revised toll rate cap will be 90% of the prior revised toll rate cap and will continue decreasing every 5 minutes until the revised toll rate cap equals the soft rate cap.

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		<ul style="list-style-type: none"> • We understand that it may be difficult to follow how the soft rate cap would be applied, with its traffic or speed thresholds and demand factors, so we have prepared a short video for you that runs through two examples. • We now request that you turn your attention to the Soft Rate Cap Informational Video found on the project webpage.
<p>INSERT SOFT RATE CAP VIDEO HERE</p>		
20	How does the Soft Rate Cap Benefit Customers?	<ul style="list-style-type: none"> • This graphic shows a more specific example of how the soft rate cap could lower toll rates for customers. • The example is for a northbound HOT Lanes segment between River Road on I-495 and Westlake Terrace on the I-270 West Spur for 6 o'clock PM to 6:59 PM. • The y-axis shows the estimated average 2-axle <i>E-ZPass</i>[®] toll rate per mile. The toll rates are rounded to the nearest 10 cents and expressed in 2021 equivalents in 2021 dollars for consistency with the rest of these boards. • The x-axis represents the share of weekdays at different toll rate levels. • As shown in the table, without the soft rate cap, shown in red, about two-thirds of weekdays would have rates above \$1.50 per mile and one-third of weekdays would have rates at or below \$1.50 per mile. • With the soft rate cap, shown in blue, about two-thirds of weekdays would have rates at or below \$1.50 per mile and one-third of weekdays would have rates above \$1.50 per mile. • The frequency of the per mile rate at or below \$1.50 doubles with the soft rate cap because the traffic metrics tied to the cap constrain the per mile rate, providing toll rate protection to customers. • Visually this is seen by the blue peak that extends outward.

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		<ul style="list-style-type: none"> Without the soft rate cap, the toll rate would rise into the solid red area above the \$1.50 soft rate cap.
21	How often will the Soft Rate Cap be Exceeded?	<ul style="list-style-type: none"> This table shows the estimated number of non-holiday weekdays, by assumed segments, that the soft rate cap could be reached, but not allowed to increase; or reached and to be exceeded due to traffic conditions. The red columns indicate the estimated number of weekdays traffic conditions allow the soft rate to be exceeded and the green columns indicate the estimated number of weekdays the per mile rate is limited to \$1.50 to protect customers when traffic conditions do not warrant higher tolls. The soft rate cap is generally reached and/or exceeded between four and seven PM, primarily on the inner loop. The highest occurrences are at or near the American Legion Bridge, which experiences some of the nation’s worst congestion. For example, in the 6 o’clock PM to 6:59 PM column in the third row from the top – from River Road to I-495 (inner loop), East of the I-270 West Spur - it is estimated the soft rate cap would be reached but not allowed to be exceeded on 186 weekdays and the soft rate cap would be exceeded on 34 weekdays.
22	How often will the Soft Rate Cap be Exceeded?	<ul style="list-style-type: none"> Here’s another way to look at the frequency. Following the same example from the previous board- from River Road to I-495 (inner loop), East of the I-270 West Spur – it is estimated the soft rate cap would be reached but not allowed to exceed 74% of weekdays and the soft rate cap would be exceeded 14% of weekdays.

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23	How does the Maximum Toll Rate Work?	<ul style="list-style-type: none"> • In addition to the minimum toll rate and the soft rate cap, the proposed toll rate range has a maximum per-mile toll rate, which is the highest rate a vehicle could ever pay per mile, and it cannot be exceeded under any circumstances. • Maximum toll rates are not typically used for HOT lane facilities; however, the maximum toll rate offers added protection to toll customers. • Customers could choose to pay this higher toll to avoid high traffic events such as a severe crash or extreme weather. • The maximum toll rate would not be applied to the entire length of the Phase 1 South, but only at the tolling segments that are experiencing unusually high congestion. • The probability of reaching the maximum toll rate within a tolling segment is very small. • The probability of reaching the maximum toll rate is highest on the northbound portion of Phase 1 South just north of the American Legion Bridge.
24	Vehicle Classifications	<ul style="list-style-type: none"> • The proposed toll rate ranges, and soft rate caps within, vary based on the different vehicle classifications shown here, as well as payment type, which we have already reviewed. • Vehicle classifications include passenger vehicles with 2 axles, motorcycles, 3-axle light, 3-axle heavy, 4-axle light, 4-axle heavy, 5-axle and those vehicles with 6 or more axles.
25	Proposed Toll Rate Ranges, Soft Rate Cap, Discounts and Free Passage Chart	<ul style="list-style-type: none"> • This board presents the proposed minimum and maximum toll rate ranges, soft rate caps, discounts and free passage for all vehicle classifications by payment type as part of the Toll Rate Range Proposal. • Please note that everyone, regardless of vehicle classification or payment type, may continue to drive for free within the existing general-purpose lanes. • As an example of how to read this chart, let's take a look at the first row, which covers a 2-axle Passenger Vehicle using an <i>E-ZPass</i> transponder using the Phase 1 South HOT lanes.

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		<ul style="list-style-type: none"> This particular vehicle would be subject to a toll rate range of \$0.20 to \$3.76 per mile, with a soft rate cap of \$1.50. As a reminder, the actual per-mile toll rate would vary by tolling segment and congestion level; the soft rate cap of \$1.50 per mile would be exceeded only when one of the previously mentioned metrics for traffic volume or vehicle speed were not being met; and the maximum toll rate of \$3.76 per-mile would never be exceeded.
26	Vehicles that travel for Free in the HOT Lanes	<ul style="list-style-type: none"> As shown here, the free passage discount will be granted along the Phase 1 South HOT lanes for H-O-V 3 plus, buses, and motorcycles. Lastly, the existing general purpose lanes within Phase 1 South will remain free for all vehicles and will not be subject to any tolls.
27	What is Toll Escalation	<ul style="list-style-type: none"> For the toll rates to effectively manage demand and ensure reliability for users of the HOT lanes into the future, the maximum per mile rates, soft rate caps, and unregistered video surcharge rates will escalate over time to account for inflation, population employment, and income growth. The toll rate ranges will be adjusted annually according to the M-D-T-A-approved escalation factors that will account for growth in demand for use of the HOT lanes over time, and inflation, which decreases the value of money over time. The growth in demand factors are based on decades of population, employment, and per capita income growth data and the inflation factor is specific to the region.
28	Example NB Trips	<ul style="list-style-type: none"> This board shows example trip costs in toll segments along Phase 1 South in off-peak and peak traffic conditions heading northbound, originating just south of the American Legion Bridge, and exiting at either MD 190, MD 187, or I-370. The tables show examples of total trip tolls and per mile tolls by segment for off-peak conditions for the 10am and 11am hours northbound and peak hour/heavy congestion conditions during the 6pm hour northbound.

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		<ul style="list-style-type: none"> • For example, during peak hours or heavy congestion northbound, the total cost from the American Legion Bridge to MD 190 could be \$5.23 per trip, from the Bridge to MD 187 could be \$10.03 per trip, and from the Bridge to I-370 could be \$18.60 per trip. • Using the example northbound toll rates, the chart at the bottom of this board represents the total tolls motorists would pay traveling from Virginia to MD 190, MD 187 and I-370 at different times throughout the day. The vertical lines represent the examples shown.
29	Example SB Trips	<ul style="list-style-type: none"> • This board is similar to the previous board showing example trip costs in off-peak and peak traffic conditions heading southbound. The trips originate north of I-370 and exiting at Gude Drive, I-495 or into Virginia. • In this example, during OFF-peak conditions heading southbound, the total cost for a trip from I-370 to Gude Drive could be \$0.65 per trip, from I-370 to I-495, it could be \$3.23 per trip, and from I-370 to Virginia, it could be \$4.66 per trip. • Using the example southbound toll rates, the chart at the bottom of this board represents the total tolls motorists would pay traveling from I-370 to Virginia, I-495 East and Gude Drive at different times throughout the day. Again, the vertical lines represent the examples shown.
30	Anticipated Customer Experience	<ul style="list-style-type: none"> • This table shows example average tolls that could be paid per mile, the average toll paid, and the average trip length in miles at different times of day when traveling on the Phase 1 South HOT lanes, both northbound and southbound. • As a reminder, the example toll rates shown here and in other slides are based on 2021 traffic and revenue models and are for illustrative purposes only; actual toll rates will be set by the Phase 1 South Section Developer.

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31	How do toll rates compare?	<ul style="list-style-type: none"> • The map on this board highlights four states—Virginia, North Carolina, Texas, and Colorado—that have similar HOT lane or express lane facilities and compares their average trip price with Phase 1 South. • Virginia’s I-95/I-395 Express Lanes have 39 miles of toll lanes with an average trip price of \$8.45. • Virginia’s I-495 Express Lanes have 14 miles of toll lanes with an average trip price of \$5.40. • North Carolina’s I-77 Managed Lanes have 26 miles of toll lanes with an average trip price of \$7.02. • Texas’ I-635 Express Lanes have 13.3 miles of toll lanes with an average trip price of \$5.53. • Texas’ North Tarrant Express Lanes have 13.3 miles of toll lanes with an average trip price of \$5.65. • Colorado’s US 36 HOT Lanes have 16 miles of toll lanes with an average trip price of \$5.84.
32	Potential Trips	<ul style="list-style-type: none"> • This board provides example trips where a customer might choose to pay a toll or ride in the Maryland HOT lanes. • In example one, a junior accounting associate living in Shady Grove is starting her new job in Tysons. She’ll take advantage of buses that ride in the HOT Lanes for free for her daily commute. She will save up to 10 minutes on the HOT lanes and her trip will be free in Maryland. • In example two, a plumber with a business in Tysons Corner needs to respond to an emergency service call at 1:00 p.m. at the National Cancer Institute in Shady Grove. By choosing the HOT lanes he will save up to 10 minutes and his trip will cost an estimated \$3.72 in Maryland. • In example three, a family of four living in Vienna needs to get their youngest child to a 7:00 p.m. soccer game at Gaithersburg High School. They can expect to encounter rush-

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		<p>hour traffic, but since they are an HOV 3 plus vehicle, they will save up to 10 minutes on the HOT lanes and their trip will be free in Maryland.</p> <ul style="list-style-type: none"> • In example four, an NIH researcher has a 9:00 a.m. speech at a biotech start-up based in McLean. By using the HOT lanes, he will save up to 14 minutes and his trip will cost an estimated \$4.03 in Maryland. • In the last example, a veteran from Falls Church has a 3:00 pm. appointment at Walter Reed Medical Center. He will save up to 21 minutes on the HOT Lanes and his trip will cost an estimated \$5.85. • The toll rates and time savings are based on 2021 projections and are preliminary for two-axle vehicles with <i>E-ZPass</i>.
33	Steps in the Toll Rate Range Setting Process for Phase 1 South	<ul style="list-style-type: none"> • The steps in the toll rate range setting process for Phase 1 South include three public comment periods during which the public may comment on the tolling proposal before the M-D-T-A Board votes on the recommended final toll rate ranges in the fall of 2021. • On May 20th, the M-D-T-A staff presented the toll rate range proposal to the M-D-T-A Board and received approval to seek public comment. Public hearing materials were then posted to the M-D-T-A website for public review, and the first public comment period opened. • In Summer 2021, within the first public comment period, the M-D-T-A will hold two in-person testimony hearing sessions from 2 to 4 p.m. and from 6 to 8 p.m. on Monday, July 12, at the Hilton Washington D.C./Rockville Hotel and Executive Meeting Center in Rockville. • In addition to the in-person testimony hearing sessions, the MDTA will also hold two call-in testimony hearing sessions from 2 to 4 p.m. and from 6 to 8 p.m. on Wednesday, July 14. • To provide testimony during a public meeting, register online at mdta.maryland.gov/ALB270TollSetting or call 888-725-0174. • On August 12th, the first public comment period will close at 5pm.

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		<ul style="list-style-type: none">• After the comment period closes, a summary and analysis of the comments and testimony received will be presented to the M-D-T-A Board and posted to the M-D-T-A webpage. The
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		<p>M-D-T-A staff will then present the recommended toll rate ranges for Phase 1 South for the M-D-T-A Board vote, and a second public comment period will open.</p> <ul style="list-style-type: none"> • In Fall 2021, the second public comment period will close. A summary and analysis of the comments and testimony received during the second comment period will be presented to the M-D-T-A Board and posted to the M-D-T-A webpage. The M-D-T-A staff will then present the final recommended toll rate ranges for Phase 1 South for the M-D-T-A Board vote. • A third public comment period will open for public comment on the recommended action at the Fall 2021 M-D-T-A Board Meeting. The M-D-T-A Board will then vote on the final recommended toll rate ranges. • The public is welcome to watch the MDTA Board meetings live by visiting the MDTA website by following the link provided at the bottom of this board. Pre-registration is required in order to comment on an MDTA Board Meeting agenda item. Instructions for registration are available online at the link provided.
34	Title VI Questionnaire	<ul style="list-style-type: none"> • Title Six of the Civil Rights Act of 1964 provides that no person shall, on the grounds 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. • Title Six is important because it ensures that public services, including transportation, are provided in an equitable and non-discriminatory manner. • Title Six provides opportunities for public participation in decision-making to everyone, regardless of race, color, national origin, or English proficiency. • If you feel that M-D-T-A is not meeting the expectations of Title Six and would like to either file a complaint or seek assistance, please contact the Title Six Officer at 410-537-6720, by

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		<p>email at mdtaeeo@mdta.maryland.gov or by US Mail at 2310 Broening Highway, Baltimore, MD 21224.</p> <ul style="list-style-type: none">• Please fill out a Title Six Survey by clicking on the Title Six link at the bottom of this board. Your input will assist M-D-T-A in planning outreach to communities during the course of the toll rate range setting process for Phase 1 South.
35	Thank you	<ul style="list-style-type: none">• Thank you for participating. Please stay up to date on the toll rate range setting process by going to our website at mdta.maryland.gov/ALB270TollSetting.