

Phase 1 South Toll Rate Range Setting Process
PUBLIC HEARINGS

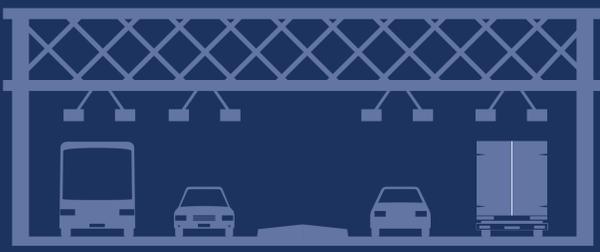


Maryland
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American Legion Bridge I-270 to I-370

WELCOME!

Public Hearing
Virtual Information Room



Phase 1 South Toll Rate Range Setting Process

PUBLIC HEARINGS

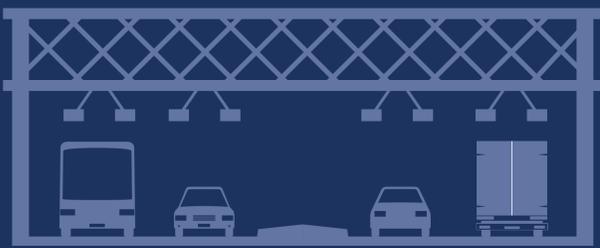


American Legion Bridge I-270 to I-370

Purpose of the public hearings for the Phase 1 South Toll Rate Range Setting Process

- The hearings will provide an opportunity for the public to comment on the Toll Rate Range Proposal for Phase 1 South: American Legion Bridge I-270 to I-370.
- Verbal testimony and written comments will be part of the official record reviewed by the MDTA Board and the MDTA Executive Director.
- The public comment period starts on May 20, 2021, and closes on August 12, 2021, at 5 p.m.
- Hearing materials should be reviewed online prior to attending a hearing; if you are unable to access the materials, email mdtaeeo@mdta.maryland.gov or call 410-537-6720.





Phase 1 South Toll Rate Range Setting Process **PUBLIC HEARINGS**



American Legion Bridge I-270 to I-370

When are the public hearings and how do I comment on the tolling proposal?

The MDTA is planning virtual and in-person public hearings to seek public testimony on the proposed toll rate ranges for Phase 1 South: American Legion Bridge I-270 to I-370. Registration to provide testimony at a public hearing will open once the public hearing dates are announced. 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 or by watching a livestream at mdta.maryland.gov/ALB270TollSetting.

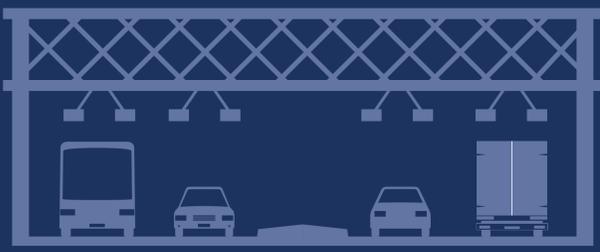
Dates and details will be provided in future announcements for public hearings to be scheduled during the comment period.

Beginning May 20, 2021, public comment is being accepted, and all public hearing materials are available in the Virtual Information Room 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 p.m.:

- Submit an electronic comment form at mdta.maryland.gov/ALB270TollSetting;
- Download and email a completed comment form to ALB270TollSetting@mdta.maryland.gov;
- Print and mail a completed comment form to Phase 1 South: American Legion Bridge I-270 to I-370 Toll Rate Range Public Comment, Maryland Transportation Authority, 2310 Broening Highway, Baltimore, MD 21224; or
- Provide call-in testimony at 855-701-1977 and leave 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 VI Officer at mdtaeeo@mdta.maryland.gov or at 410-537-6720.



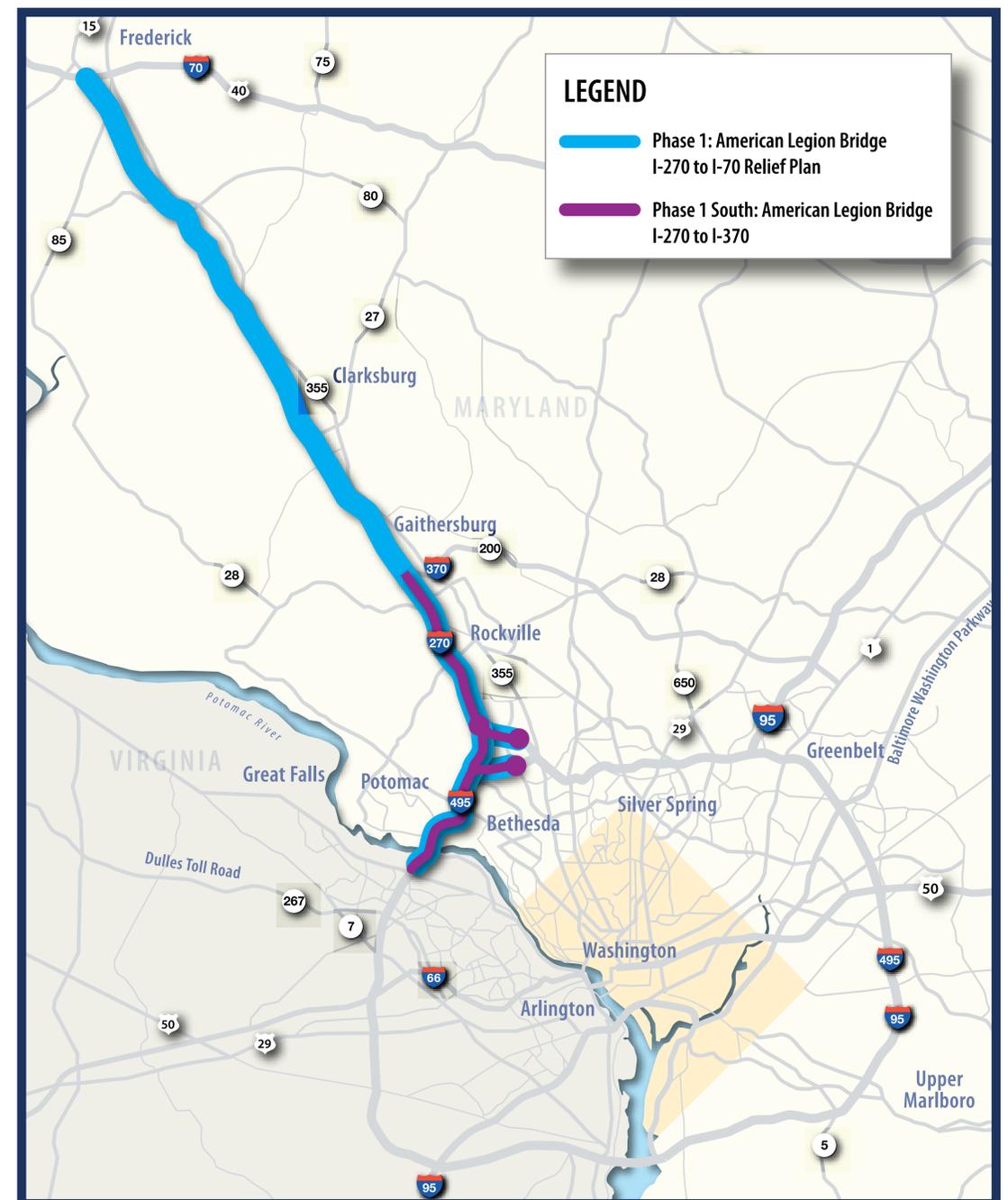
Phase 1 South Toll Rate Range Setting Process **PUBLIC HEARINGS**

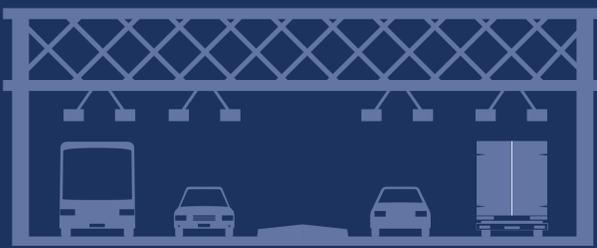


American Legion Bridge I-270 to I-370

What is Phase 1 South of the Phase 1: American Legion Bridge I-270 to I-70 Relief Plan?

- The **Phase 1: American Legion Bridge I-270 to I-70 Relief Plan** is a historic effort to reduce congestion for millions of travelers in the National Capital Region.
- The **Phase 1 South** Toll Rate Range Setting Process is focusing on the American Legion Bridge up to I-270, and north along I-270 to I-370 to address the regionally significant congestion bottleneck.





Phase 1 South Toll Rate Range Setting Process PUBLIC HEARINGS

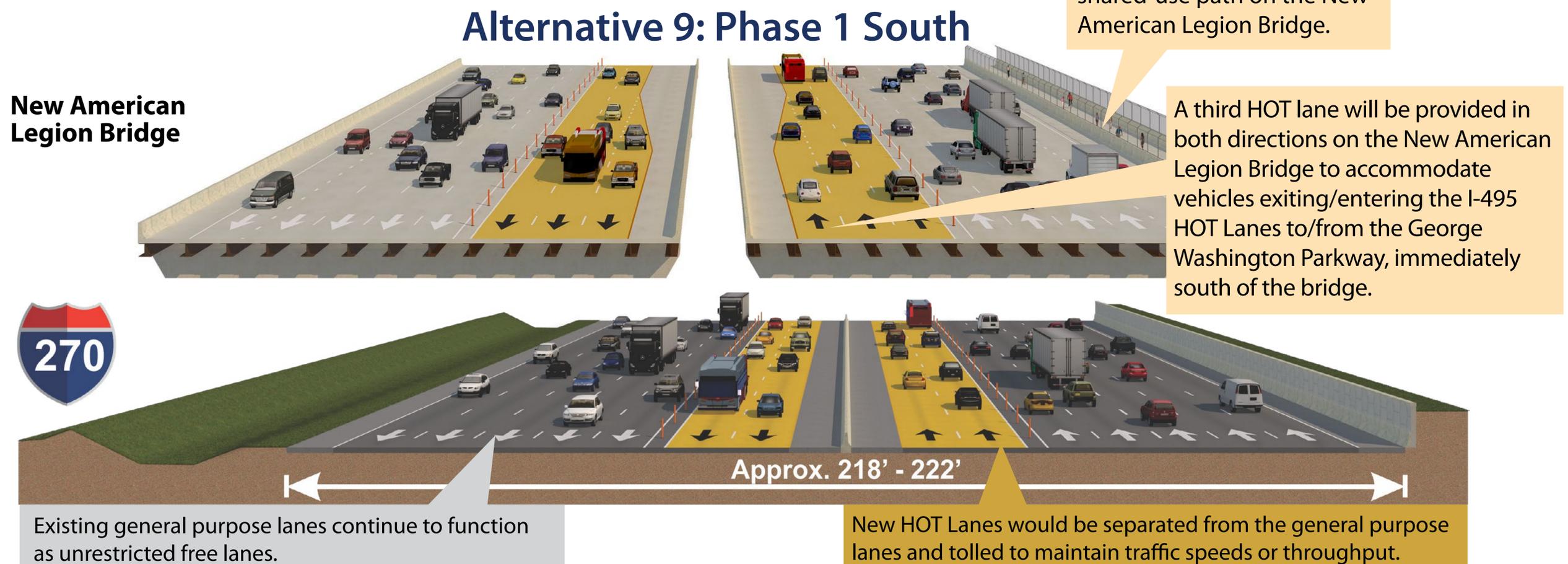


American Legion Bridge I-270 to I-370

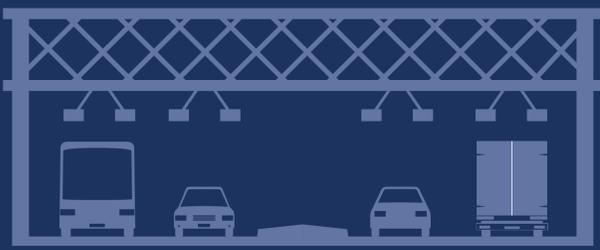
What is being tolled within Phase 1 South?

The Maryland Department of Transportation (MDOT) State Highway Administration (SHA) has identified Alternative 9: Phase 1 South as the Recommended Preferred Alternative for the Managed Lanes Study (MLS)*.

- Alternative 9: Phase 1 South adds two high-occupancy toll (HOT) lanes in each direction across the New American Legion Bridge to I-270. Along I-270 to I-370, it converts one existing high occupancy vehicle (HOV) lane to a HOT lane and adds one HOT lane in each direction.



*The MLS is following the National Environmental Policy Act (NEPA) process and will result in a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD). The NEPA process is running on a separate independent track from the Phase 1: American Legion Bridge I-270 to I-70 Relief Plan and the Phase 1 South Toll Rate Range Setting Process. Tolls will not be implemented if the FEIS and ROD do not include a managed lanes build alternative.



Phase 1 South Toll Rate Range Setting Process

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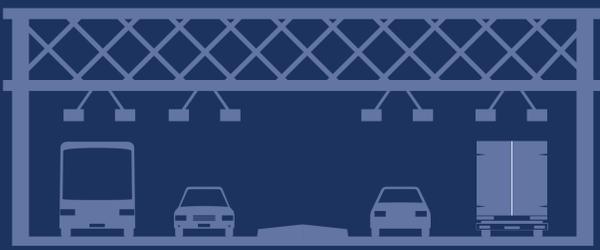
American Legion Bridge I-270 to I-370

How do HOT lanes benefit everyone?

- HOT lanes operate at 45 mph or higher while average speeds in the general purpose lanes also improve as drivers choosing HOT lanes help to reduce the number of vehicles in the general purpose lanes.
- Improvements in speed and travel time encourage use of interstate and reduce cut-through traffic on local roadways.
- The free passage discount will be granted along the Phase 1 South HOT lanes for HOV 3+, buses and motorcycles.
- By granting free passage to HOV 3+, 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 (SOV) and create new opportunities for ride sharing supporting regional, planning efforts to expand HOT/HOV usage.
- Operationally compatible with Express/HOT lanes in VA.
- Allows for increased speeds for buses in HOT lanes by providing free-flow traffic and assuring a reliable trip.
- Provides HOT lane connections to existing transit service on local roads that serve offices, shops, and entertainment centers.
- Provides connections that support existing and future transit service to underserved communities and businesses.

What are HOT Lanes?

Dedicated managed lanes within highway right of way that SOV motorists may use by paying a variably priced toll. HOV 3+, buses and motorcycles may use the HOT lanes for free.



Phase 1 South Toll Rate Range Setting Process **PUBLIC HEARINGS**



American Legion Bridge I-270 to I-370

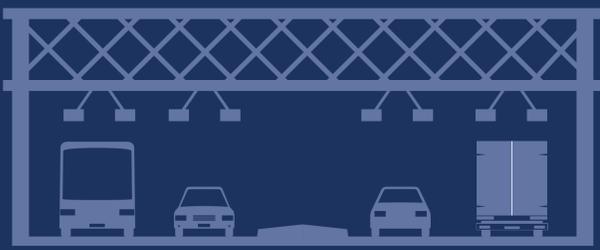
How are the MDTA, MDOT SHA and the Developer partnering in Phase 1 South: American Legion Bridge I-270 to I-370?



- The MDTA is the only State entity with the authority to set, revise, and fix tolls for State transportation facilities; responsible for setting toll rate ranges and conducting toll collection operations for the Phase 1 South: American Legion Bridge I-270 to I-370.



- MDOT SHA is the State entity responsible for rights and obligations under the Phase 1 South: American Legion Bridge I-270 to I-370 related to program development, solicitation(s) and long-term program management.
- The Phase 1 Developer will conduct predevelopment work with the MDTA and MDOT SHA to advance the preliminary design to further avoid and minimize impacts to environmental resources, communities, properties, utilities, and other features by working with the counties, municipalities, state and federal agencies, property owners, utility providers and citizens.
- The Phase 1 South Section Developer will design and implement the toll system.



Phase 1 South Toll Rate Range Setting Process

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American Legion Bridge I-270 to I-370

What are the responsibilities of the MDTA, MDOT SHA and Phase 1 South Section Developer?

MDTA

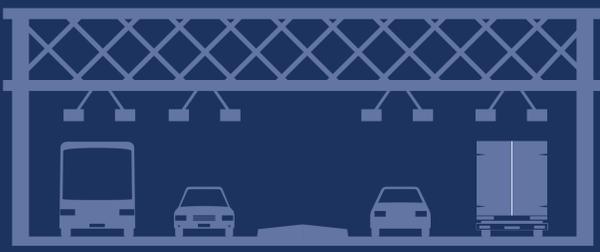
- Establish toll rate ranges and set soft rate cap.
- Maintain tolling customer accounts and interactions.
- Transfer toll revenue to Phase 1 South Section Developer.
- Issue bonds.
- Utilize updated Customer Service Center and back-office systems.
- Establish Operating Reserve.
- Participate in the developer selection process.
- Administer Toll Collection.

MDOT SHA

- Administer and oversee P3 Agreements.
- On-going stakeholder engagement and communications, including Virginia Bi-State Agreement, regional transit benefits, utility and third-party coordination.
- Coordinate right of way.
- Obtain certain government approvals, including completion of the Final Environmental Impact Statement (FEIS)/Record of Decision (ROD).
- Operate and maintain the new general purpose lanes.

Phase 1 South Section Developer

- Set variable tolls within approved toll rate range.
- Finance, construct, operate, and maintain HOT lanes.
- Create toll transactions/trips that are then sent to MDTA for toll collection.



Phase 1 South Toll Rate Range Setting Process

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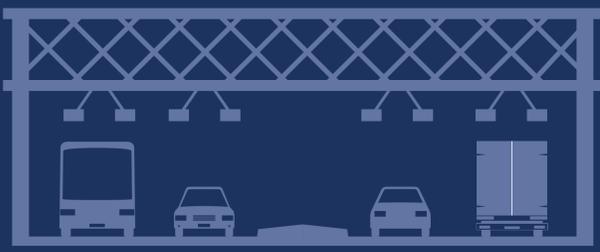
American Legion Bridge I-270 to I-370

What is the responsibility of the MDTA Board?

- Following a transparent public process outlined in Maryland Annotated Code, Transportation Article §4-312 and COMAR 11.07.05 to ensure multiple opportunities for public comment and feedback, the MDTA Board will vote on the final toll rate ranges to be established for Phase I South.

Who is the MDTA Board?

- The MDTA is governed by eight citizen Board Members appointed by the Governor, and confirmed by the Senate, and chaired by the Secretary of Transportation.
 - Chairman, Gregory Slater
 - 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
 - Jeffrey S. Rosen
- James F. Ports, Jr. is the Executive Director of the MDTA and oversees daily operations and is not a voting Member of the MDTA Board.



Phase 1 South Toll Rate Range Setting Process

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American Legion Bridge I-270 to I-370

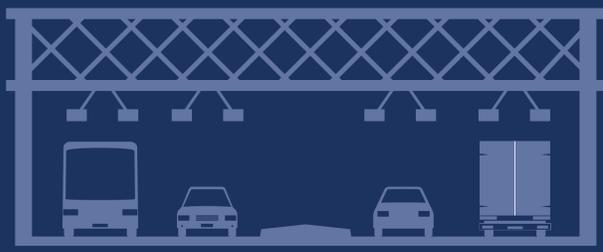
What is the MDTA Board voting on?

- Following the hearings and public comment periods, the MDTA Board will consider all comments received and then vote on the final MDTA staff recommendation for the proposed toll rate ranges for Phase 1 South: American Legion Bridge I-270 to I-370 including:
 - Minimum toll and maximum toll rate ranges.
 - Process for annual toll escalation.
 - Toll discounts for certain types of vehicles.
- Per COMAR 11.07.05, the Executive Director may set or adjust the soft rate cap, operational metrics, or toll zones consistent with the toll rate ranges established by the MDTA Board.

What is the MDTA asking the public to comment on?

- The MDTA is seeking public comment on the minimum and maximum toll rate ranges and the soft rate cap within, process for annual toll escalation, and toll discounts.

All public comments received will be summarized, analyzed and presented to the MDTA Board as part of the final toll rate range recommendation prior to the Board vote.



Phase 1 South Toll Rate Range Setting Process

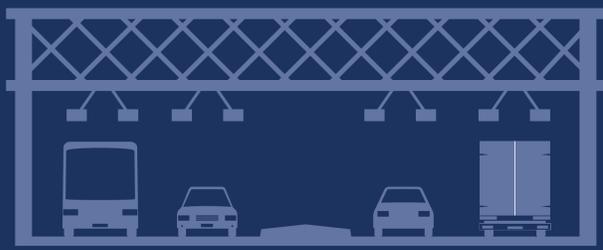
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American Legion Bridge I-270 to I-370

How are the proposed toll rate ranges for Phase 1 South different than tolls on the existing MDTA toll facilities?

- The MDTA facilities are comprised of **fixed price facilities** and **variably priced facilities** that use time of day pricing, and focus on revenue generation to allow the MDTA to construct, manage, operate, and improve the State's toll facilities.
 - **Fixed price facilities** - vehicles are subject to a set toll rate regardless of the time of day or congestion level. This applies to most MDTA facilities.
 - **Variably priced facilities** - vehicles are subject to a set toll on some or all lanes that can vary based on the time of day. These include the Intercounty Connector (ICC) and I-95 Express Toll Lanes.
- **Phase 1 South would be a variably priced facility that uses dynamic pricing**, which is new to Maryland, where vehicles are subject to a dynamic toll on the HOT lanes that vary by tolling segment and congestion level.
 - Dynamic pricing shifts the focus from revenue generation to relieving congestion by maintaining certain traffic speeds (45 mph or greater in the HOT lanes) and reliability.
 - Generally speaking, toll rates are set within established toll rate ranges to maintain free-flowing traffic and use pricing factors to influence the traffic flow – when lanes become more congested, the toll increases, and when the lanes become less congested, the toll decreases.
- The MDTA's existing toll facilities will not be impacted by the Phase 1 South Toll Rate Range Setting Process.



Phase 1 South Toll Rate Range Setting Process

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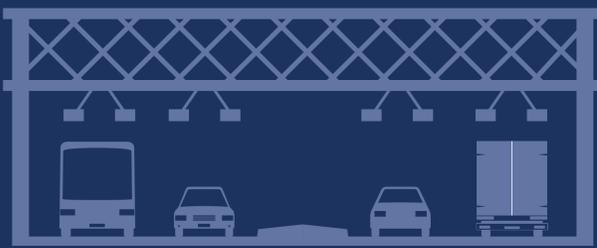


American Legion Bridge I-270 to I-370

How will dynamic pricing work on the HOT lanes?

- Toll rates will adjust as frequently as every 5 minutes, if needed, to maintain a free-flowing level of traffic (45 mph or higher).
- Toll rates will generally increase when the HOT lanes are relatively full and decrease when the HOT lanes are less full.
- Tolls will be collected electronically at highway speeds, using overhead gantries, with no toll plazas or toll booths (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.
- Overhead tolling gantries will be placed within each tolling segment along Phase 1 South by the Phase 1 South Section Developer (locations to be determined).
- Toll rates for each tolling segment will be set in the future by the Phase 1 South Section Developer within MDTA Board-approved toll rate ranges.





Phase 1 South Toll Rate Range Setting Process PUBLIC HEARINGS

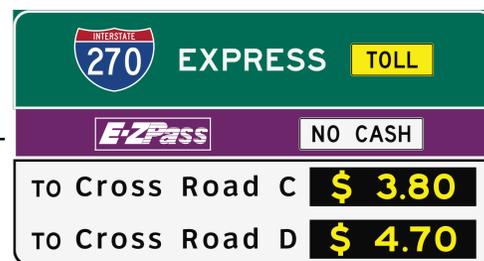
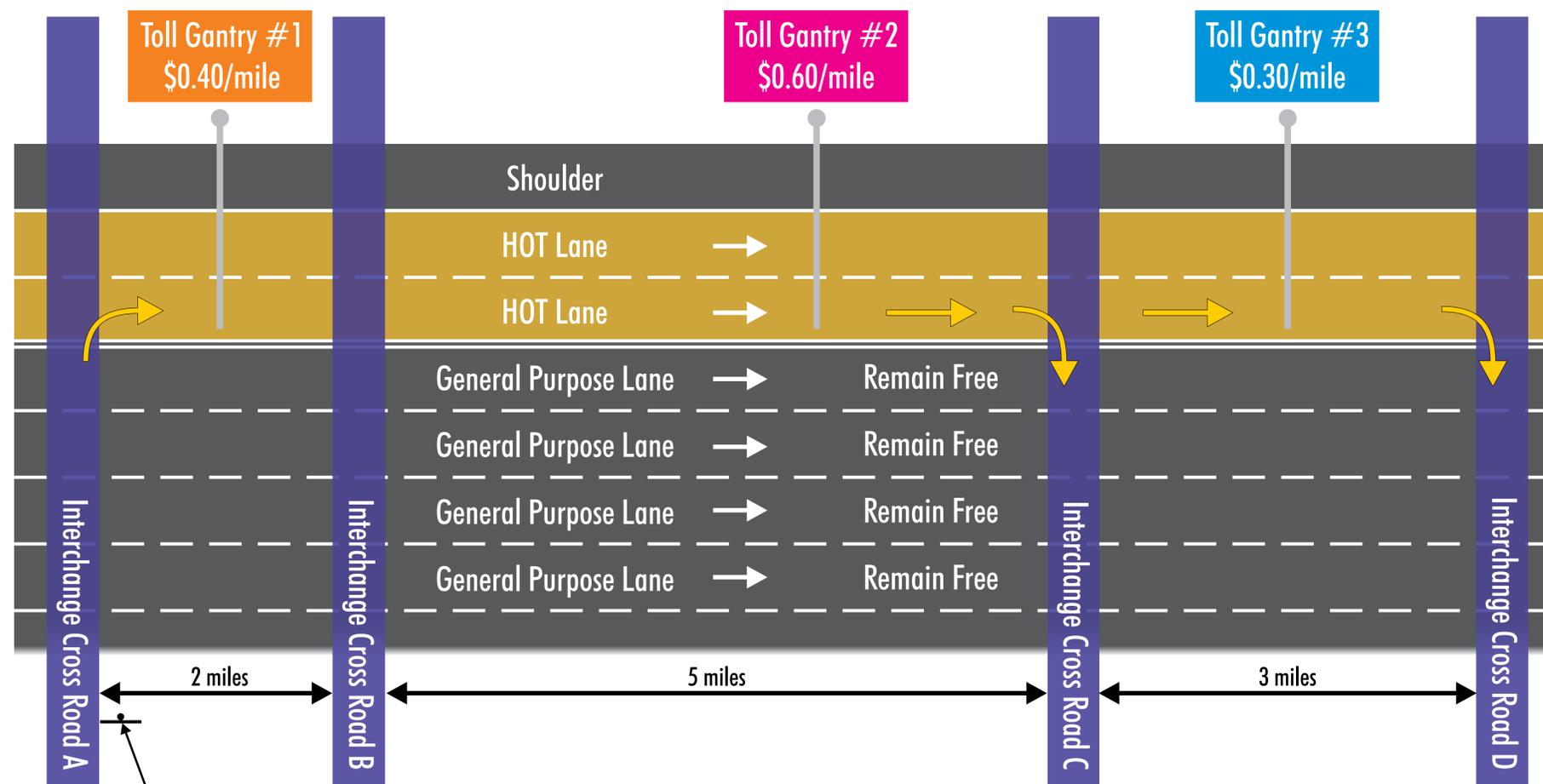


American Legion Bridge I-270 to I-370

How will your toll be determined for a trip?

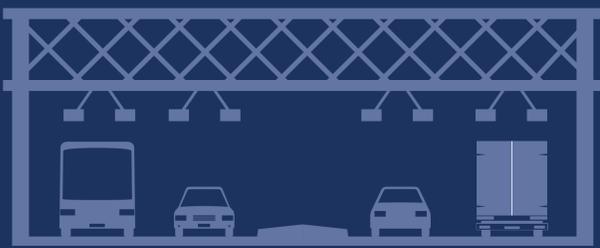
Your toll to travel from Cross Road A to Cross Road C = $[\$0.40/\text{mile} \times 2 \text{ miles}] + [\$0.60/\text{mile} \times 5 \text{ miles}] = \3.80 total^*

Your toll to travel from Cross Road A to Cross Road D = $[\$0.40/\text{mile} \times 2 \text{ miles}] + [\$0.60/\text{mile} \times 5 \text{ miles}] + [\$0.30/\text{mile} \times 3 \text{ miles}] = \4.70 total^*



Your toll will be shown on signs at Cross Road A, telling you how much it will cost to get to Cross Roads C and D.

*Note: Toll rates shown here are for illustrative purposes only and will be set in the future by the Phase 1 Section Developer within established toll rate ranges and are subject to change based on tolling segment and congestion level.



Phase 1 South Toll Rate Range Setting Process

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American Legion Bridge I-270 to I-370

How will tolls be collected?

- Tolls will be collected electronically via *E-ZPass*®, Pay-By-Plate or Video Tolling, as motorists keep moving at highway speeds beneath overhead gantries.

BEST



E-ZPass® Account

- *E-ZPass* customers pay the lowest tolls on every trip!
- New customers can use cash, check, money order or credit card to open an *E-ZPass* account at various locations.
- *E-ZPass* transponders are free.
- There's no monthly fee for Maryland residents.

BETTER



Pay-By-Plate (registered video)

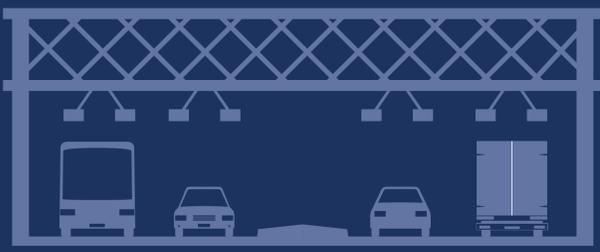
- Users without an *E-ZPass* may register their license plate and a credit card for payment.
- When registered users drive under the gantries, a video image of the vehicle's license plate will be taken and the registered credit card will be charged.
- No prepaid balance is required.
- Toll rate is 25% higher than base rate (*E-ZPass* account).

GOOD



Video Tolling (unregistered video)

- When users without *E-ZPass* or Pay-By-Plate accounts drive under the tolling gantries, a video image of the vehicle's license plate will be taken.
- A Notice of Toll Due will be sent to the registered owner of the vehicle for the Video Toll amount due.
- Toll rate is 50% higher than base rate (*E-ZPass* account).



Phase 1 South Toll Rate Range Setting Process

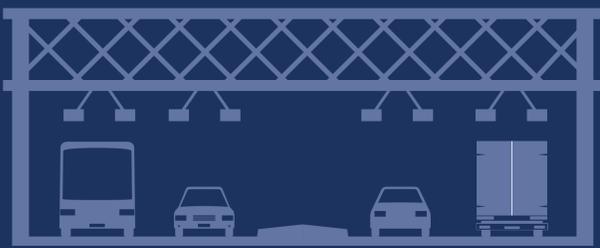
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American Legion Bridge I-270 to I-370

Toll rate range proposal for Phase 1 South: American Legion Bridge I-270 to I-370

- Consists of minimum and maximum toll rate ranges, and soft rate cap within, for the HOT lanes.
- Includes annual escalation factors to ensure the toll rate ranges, soft rate cap within, minimum tolls and unregistered video surcharge are adequate to cover the full term of the Phase 1 South: American Legion Bridge I-270 to I-370 agreements (anticipated to be 50 years).
- Applies only to travel in the HOT lanes; the existing general purpose lanes will remain free and not be tolled.
- Free passage discount will be granted along the Phase 1 South HOT lanes for HOV 3+, buses and motorcycles.
- The difference between minimum and maximum toll rates create toll rate ranges, which vary by vehicle classification and payment type. Toll rates will be constrained by soft rate caps within each toll rate range and can only be exceeded in specific circumstances.



Phase 1 South Toll Rate Range Setting Process

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What does the toll rate range proposal include?

Minimum Toll Rate:

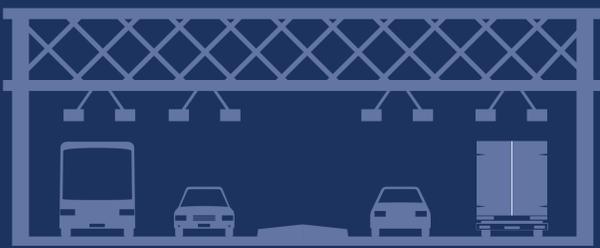
- Lowest toll rate per mile that may be charged within any tolling segment for the HOT lanes *or* the lowest total toll a customer will pay regardless of how far they travel (not per mile).
- Ensures short trips on the facility are charged a flat toll to cover toll collection costs.

Soft Rate Cap:

- 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:
 - Traffic volume exceeds 1,600 passenger car equivalent vehicles per hour per lane.
 - Average speed is below 50 mph.
- Customers can choose to pay this toll for a faster, more reliable trip when traffic conditions meet the thresholds.
- The soft rate cap protects customers from price gouging when traffic conditions do not justify higher rates.

Maximum Toll Rate:

- Highest toll rate per mile that may be charged within any tolling segment for the HOT lanes.
- Under no circumstances will the maximum toll rates be exceeded.
- In extremely rare circumstances, when travel demand is very high within a given tolling segment, the toll rate may reach the maximum toll rate.



Phase 1 South Toll Rate Range Setting Process PUBLIC HEARINGS



American Legion Bridge I-270 to I-370

How will the Minimum Toll Work?

The minimum toll rate is the lowest toll rate per mile that may be charged within any tolling segment for the HOT lanes *or* the lowest total toll a customer will pay regardless of how far they travel (not per mile).

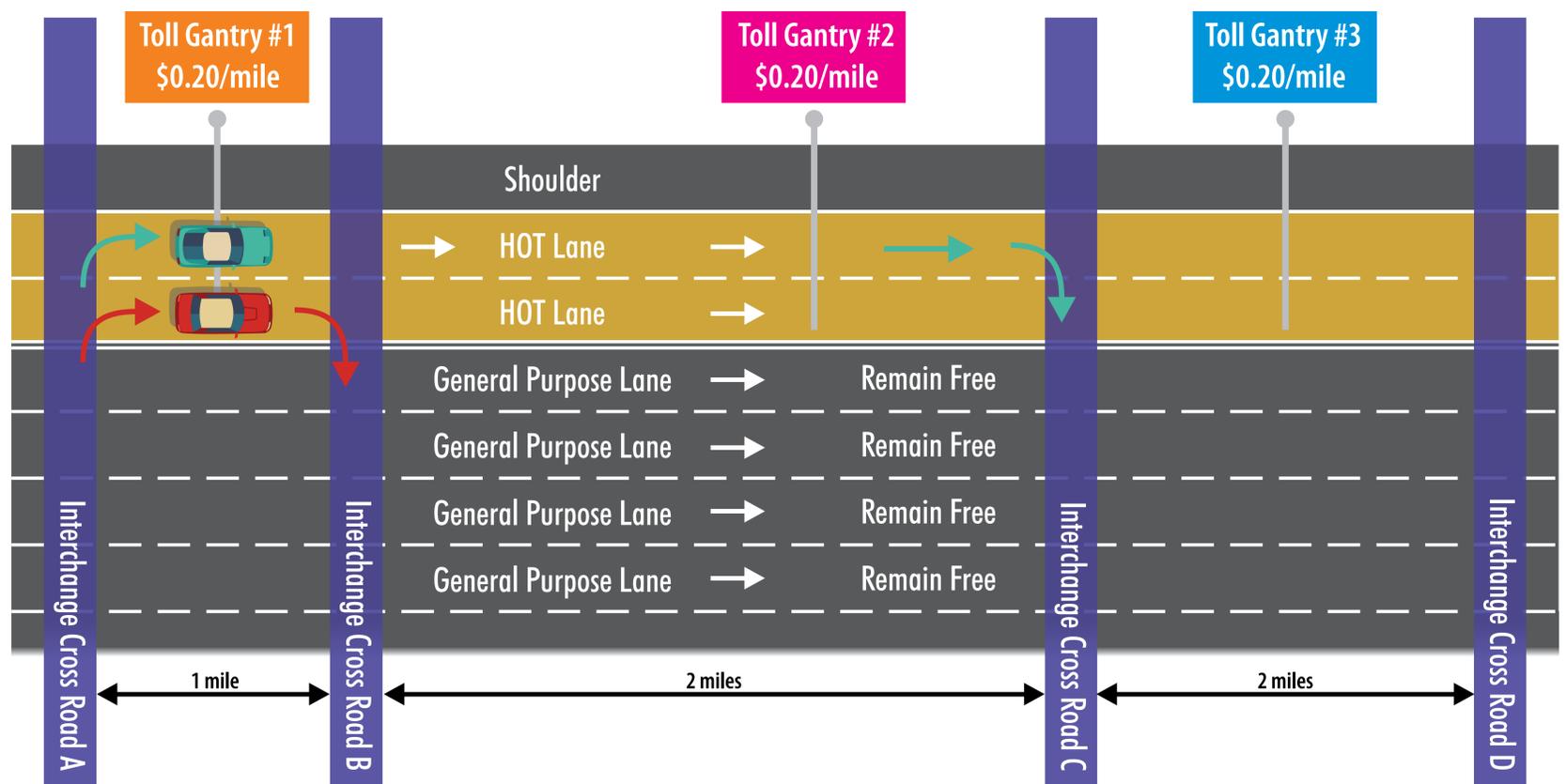
An example scenario:

- The toll rate is set at its lowest rate (very low congestion and free flowing traffic).
- **Vehicle 1** (2-axle with *E-ZPass*®) enters the toll facility and travels 3 miles.
- **Vehicle 2** (2-axle with *E-ZPass*) enters the toll facility and travels 1 mile.

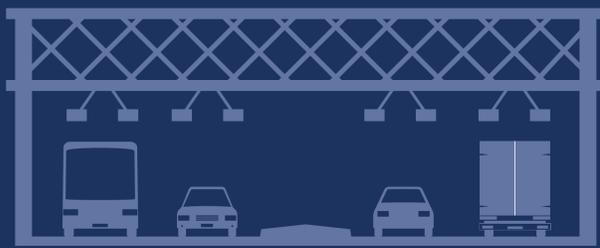
Vehicle 1 travels 3 miles from Cross Road A to Cross Road C = $[\$0.20/\text{mile} \times 1 \text{ mile}] + [\$0.20/\text{mile} \times 2 \text{ miles}] = \0.60 total

Vehicle 2 travels 1 mile from Cross Road A to Cross Road B = $[\$0.20/\text{mile} \times 1 \text{ mile}] = \$0.20 = \$0.50 \text{ (minimum toll per trip)}$

Since \$0.20 is less than the minimum toll of \$0.50 per trip, Vehicle 2 would be charged the minimum toll of \$0.50 for this trip.



Vehicle type	Payment type	Minimum trip toll by payment type
All vehicle types	<i>E-ZPass</i> ®	\$0.50
All vehicle types	Pay-By-Plate (PBP / registered video)	\$0.63
All vehicle types	Video Tolling (unregistered video)	\$0.75



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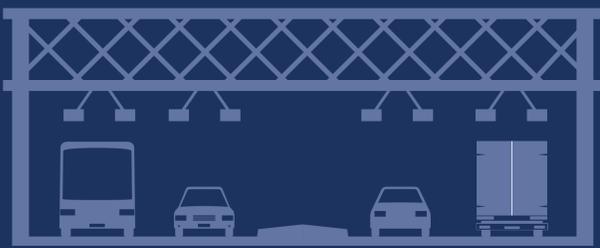


American Legion Bridge I-270 to I-370

What is the Soft Rate Cap?

- The soft rate cap is a set toll rate amount within an approved toll rate range that may be temporarily exceeded when one of the following vehicle throughput or speed performance thresholds are met for a specific tolling segment:
 - Average traffic volume measured in a segment during the preceding five-minute period exceeds 1,600 passenger car equivalent vehicles per hour per lane (PCEphpl); OR
 - The average speed in a segment during the preceding five-minute period is below 50 mph.
- The soft rate cap will always be lower than the maximum toll rate, and can be exceeded only temporarily to provide customers who choose to pay a toll, a faster and more reliable trip.

Although not standard practice in the tolling industry, the MDTA is choosing to be one of only two states in the United States to set a soft rate cap to constrain the toll rate as a protective measure for customers.



Phase 1 South Toll Rate Range Setting Process PUBLIC HEARINGS



American Legion Bridge I-270 to I-370

How will the Soft Rate Cap Work?

If the throughput or speed performance thresholds are met, the per-mile toll rates charged for a segment may temporarily exceed the soft rate cap. Vehicles would temporarily pay a toll rate for that segment that is greater than the soft rate cap.

In these instances, the **toll rate cap** (either the soft rate cap or previously revised toll rate cap) would be multiplied by a **demand factor** to calculate a new, temporary **revised toll rate cap** for that segment, as described below:

$$\text{Toll Rate Cap} \times \text{Demand Factor} = \text{Revised Toll Rate Cap}$$

Average Traffic Volume (PCEphpI)	Average Speed (mph)	Demand Factor
Greater than or equal to 1,600 and less than 1,650	Less than 50	1.05
Greater than or equal to 1,650 and less than 1,700	Less than 50	1.10
Greater than or equal to 1,700 and less than 1,750	Less than 50	1.15
Greater than or equal to 1,750 and less than 1,800	Less than 50	1.20
Greater than or equal to 1,800	Less than 50	1.25

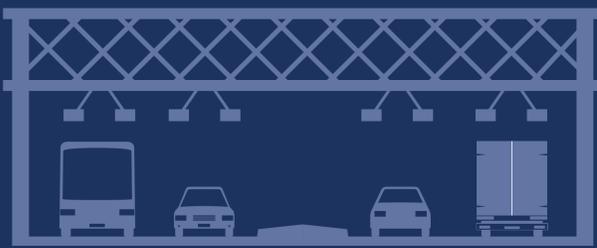
Note that a speed threshold of 50 miles per hour is used here with the soft rate cap. This is higher than the 45 miles per hour overall minimum speed desired for the HOT lanes. The 5 mile per hour buffer is included here because the speeds are monitored in the previous 5-minute period to make toll rate changes in the next 5-minute period.

Note: With speed, the developer can apply a demand factor ranging from 1.05 to 1.25 for speeds below 50 miles per hour. More flexibility is allowed in the speed demand factors compared to the traffic demand factors shown to allow for a better pricing response during unique events.

How will the toll rate return to the soft rate cap after it is exceeded?

- The toll rate will gradually return to the soft rate cap after the throughput and speed performance thresholds are not met (average traffic volume in a segment drops below 1,600 PCEphpI or average speed is at or above 50 mph).
- The revised toll rate cap will be calculated by multiplying the prior revised toll rate cap by a demand factor of 0.90, which will decrease the revised toll rate until the revised toll rate cap equals the soft rate cap.

Watch a video explaining how the Soft Rate Cap works here: mdta.maryland.gov/ALB270TollSetting

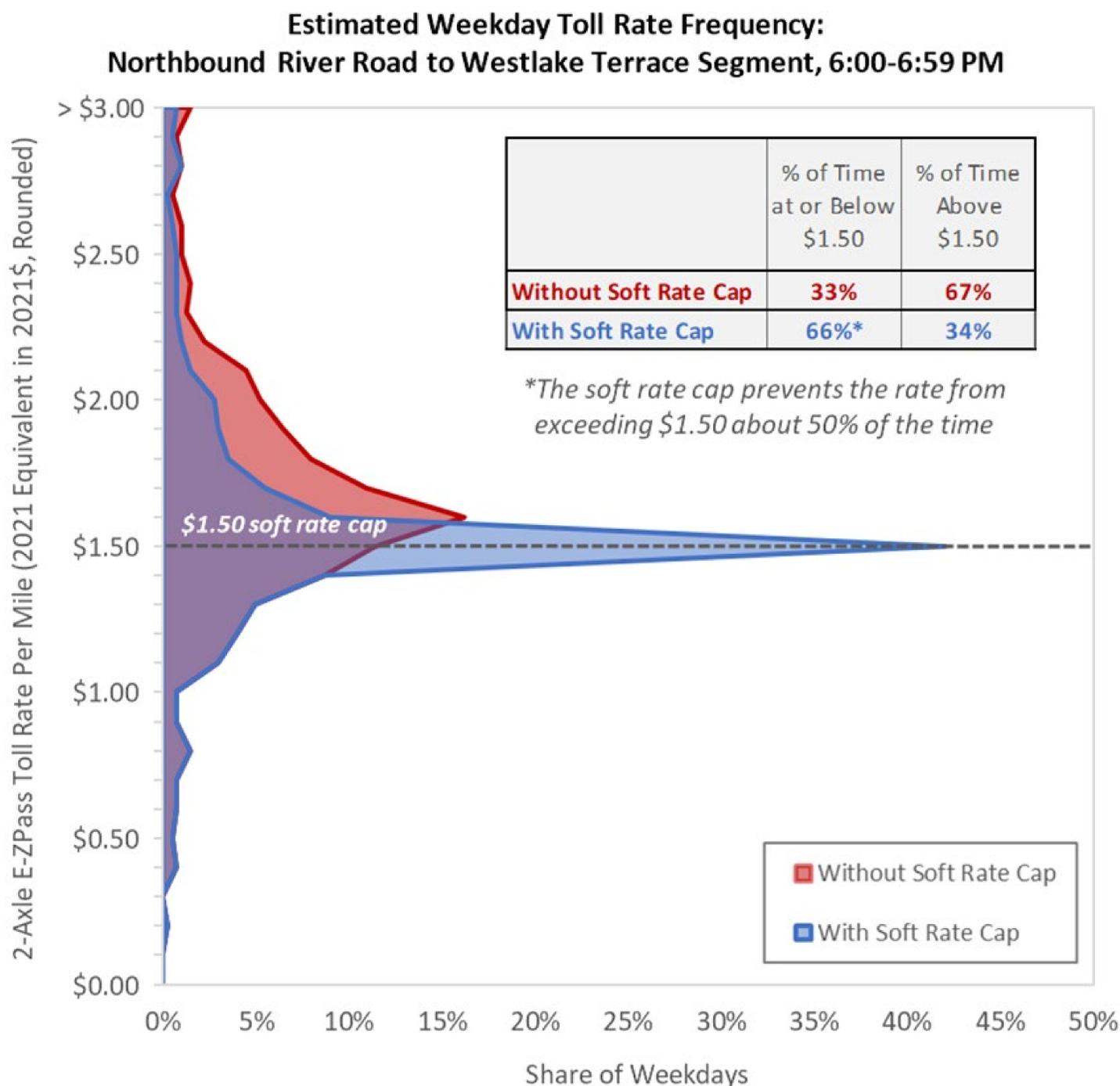


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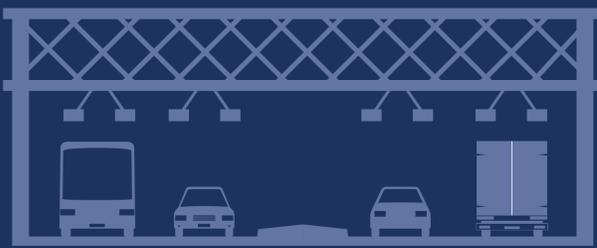


American Legion Bridge I-270 to I-370

How does the Soft Rate Cap Benefit Customers?



- This example shows 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 red area in the graph represents estimated weekday toll rates without a soft rate cap in place. The blue area represents estimated weekday toll rates with a soft rate cap in place.
- Without the soft rate cap, shown in red, about 2/3 of weekdays would have rates above \$1.50 per mile and 1/3 of weekdays with rates at or below \$1.50.
- With the soft rate cap, shown in blue, about 2/3 of weekdays would have rates at or below \$1.50 per mile and 1/3 of weekdays with rates above \$1.50.
- 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.
- Without the soft rate cap, the toll rate would rise into the solid red area above the \$1.50 soft rate cap.



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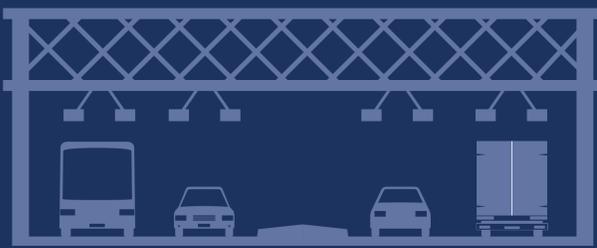
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American Legion Bridge I-270 to I-370

How often will the Soft Rate Cap be Exceeded?

Segment	5:00AM to 6:59AM		7:00AM to 8:59AM		9:00AM to 9:59AM		10:00AM to 2:59PM		3:00PM to 3:59PM		4:00PM to 5:59PM		6:00PM to 6:59PM		7:00PM to 7:59PM		8:00PM to 11:59PM		12:00AM to 5:59AM	
	\$1.50 Exceeded Due to Traffic Conditions	\$1.50 Reached But Not Allowed to Exceed	\$1.50 Exceeded Due to Traffic Conditions	\$1.50 Reached But Not Allowed to Exceed	\$1.50 Exceeded Due to Traffic Conditions	\$1.50 Reached But Not Allowed to Exceed	\$1.50 Exceeded Due to Traffic Conditions	\$1.50 Reached But Not Allowed to Exceed	\$1.50 Exceeded Due to Traffic Conditions	\$1.50 Reached But Not Allowed to Exceed	\$1.50 Exceeded Due to Traffic Conditions	\$1.50 Reached But Not Allowed to Exceed	\$1.50 Exceeded Due to Traffic Conditions	\$1.50 Reached But Not Allowed to Exceed	\$1.50 Exceeded Due to Traffic Conditions	\$1.50 Reached But Not Allowed to Exceed	\$1.50 Exceeded Due to Traffic Conditions	\$1.50 Reached But Not Allowed to Exceed	\$1.50 Exceeded Due to Traffic Conditions	\$1.50 Reached But Not Allowed to Exceed
George Washington Parkway to River Road (ALB IL)	-	-	34	60	1	1	-	-	2	2	168	80	155	74	4	4	-	-	-	-
River Road to George Washington Parkway (ALB OL)	-	-	-	-	1	1	-	-	5	6	32	22	5	6	-	-	-	-	-	-
River Road to I-495 (East of I-270 West Spur) (IL)	-	-	-	4	-	-	-	-	-	-	3	29	34	186	1	7	-	-	-	-
I-495 (East of I-270 West Spur) to River Road (OL)	-	-	-	-	-	-	-	-	1	4	11	51	1	7	-	-	-	-	-	-
River Road to Westlake Terrace (MD I-495 IL / I-270 W Spur NB)	-	-	-	-	-	-	-	-	-	-	156	74	85	85	-	-	-	-	-	-
Westlake Terrace to River Road (MD I-495 OL / I-270 W Spur SB)	-	-	-	-	1	1	-	-	-	-	5	14	1	4	-	-	-	-	-	-
I-270 East Spur to I-270 @ East Spur/West Spur Interchange (NB)	-	-	-	-	-	-	-	-	-	-	-	-	-	3	-	-	-	-	-	-
I-270 @ East Spur/West Spur Interchange to I-270 East Spur (SB)	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Westlake Terrace to Wootton Parkway (I-270 NB)	-	-	-	-	-	-	-	-	-	-	34	48	29	47	-	-	-	-	-	-
Wootton Parkway to Westlake Terrace (I-270 SB)	-	-	-	-	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wootton Parkway to Gude Drive (I-270 NB)	-	-	-	-	-	-	-	-	-	-	39	27	49	27	-	-	-	-	-	-
Gude Drive to Wootton Parkway (I-270 SB)	-	-	4	2	6	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gude Drive to I-370 (I-270 NB)	-	-	-	-	-	-	-	-	-	-	53	29	72	30	-	-	-	-	-	-
I-370 to Gude Drive (I-270 SB)	-	-	9	4	6	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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. Red columns indicate estimated number of weekdays the soft rate cap could be exceed and green columns indicate the estimated number of weekdays the per-mile rate is limited to \$1.50 to protect customers. The soft rate cap is generally reached and/or exceeded between 4-7PM, primarily on the inner loop. The highest occurrences are at or near the American Legion Bridge.



Phase 1 South Toll Rate Range Setting Process

PUBLIC HEARINGS



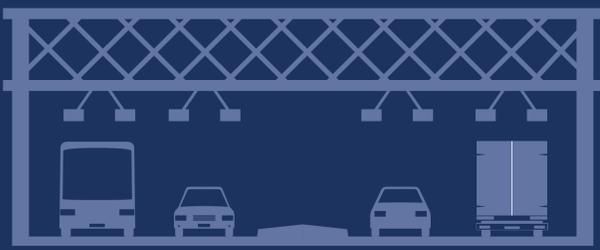
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American Legion Bridge I-270 to I-370

How often will the Soft Rate Cap be Exceeded?

Segment	5:00AM to 6:59AM		7:00AM to 8:59AM		9:00AM to 9:59AM		10:00AM to 2:59PM		3:00PM to 3:59PM		4:00PM to 5:59PM		6:00PM to 6:59PM		7:00PM to 7:59PM		8:00PM to 11:59PM		12:00AM to 5:59AM	
	\$1.50 Exceeded Due to Traffic Conditions	\$1.50 Reached But Not Allowed to Exceed	\$1.50 Exceeded Due to Traffic Conditions	\$1.50 Reached But Not Allowed to Exceed	\$1.50 Exceeded Due to Traffic Conditions	\$1.50 Reached But Not Allowed to Exceed	\$1.50 Exceeded Due to Traffic Conditions	\$1.50 Reached But Not Allowed to Exceed	\$1.50 Exceeded Due to Traffic Conditions	\$1.50 Reached But Not Allowed to Exceed	\$1.50 Exceeded Due to Traffic Conditions	\$1.50 Reached But Not Allowed to Exceed	\$1.50 Exceeded Due to Traffic Conditions	\$1.50 Reached But Not Allowed to Exceed	\$1.50 Exceeded Due to Traffic Conditions	\$1.50 Reached But Not Allowed to Exceed	\$1.50 Exceeded Due to Traffic Conditions	\$1.50 Reached But Not Allowed to Exceed	\$1.50 Exceeded Due to Traffic Conditions	\$1.50 Reached But Not Allowed to Exceed
George Washington Parkway to River Road (ALB IL)	-	-	13%	24%	1%	1%	-	-	1%	1%	67%	32%	61%	29%	1%	2%	-	-	-	-
River Road to George Washington Parkway (ALB OL)	-	-	-	-	1%	1%	-	-	2%	2%	13%	9%	2%	2%	-	-	-	-	-	-
River Road to I-495 (East of I-270 West Spur) (IL)	-	-	-	2%	-	-	-	-	-	-	1%	12%	14%	74%	1%	3%	-	-	-	-
I-495 (East of I-270 West Spur) to River Road (OL)	-	-	-	-	-	-	-	-	1%	2%	5%	20%	1%	3%	-	-	-	-	-	-
River Road to Westlake Terrace (MD I-495 IL / I-270 W Spur NB)	-	-	-	-	-	-	-	-	-	-	62%	29%	34%	34%	-	-	-	-	-	-
Westlake Terrace to River Road (MD I-495 OL / I-270 W Spur SB)	-	-	-	-	1%	1%	-	-	-	-	2%	6%	1%	2%	-	-	-	-	-	-
I-270 East Spur to I-270 @ East Spur/West Spur Interchange (NB)	-	-	-	-	-	-	-	-	-	-	-	-	-	1%	-	-	-	-	-	-
I-270 @ East Spur/West Spur Interchange to I-270 East Spur (SB)	-	-	-	-	-	1%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Westlake Terrace to Wootton Parkway (I-270 NB)	-	-	-	-	-	-	-	-	-	-	14%	19%	12%	19%	-	-	-	-	-	-
Wootton Parkway to Westlake Terrace (I-270 SB)	-	-	-	-	1%	1%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wootton Parkway to Gude Drive (I-270 NB)	-	-	-	-	-	-	-	-	-	-	15%	11%	20%	11%	-	-	-	-	-	-
Gude Drive to Wootton Parkway (I-270 SB)	-	-	2%	1%	2%	2%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gude Drive to I-370 (I-270 NB)	-	-	-	-	-	-	-	-	-	-	21%	12%	29%	12%	-	-	-	-	-	-
I-370 to Gude Drive (I-270 SB)	-	-	3%	2%	2%	2%	-	-	-	-	-	-	-	-	-	-	-	-	-	-

As an example, 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.



Phase 1 South Toll Rate Range Setting Process

PUBLIC HEARINGS



American Legion Bridge I-270 to I-370

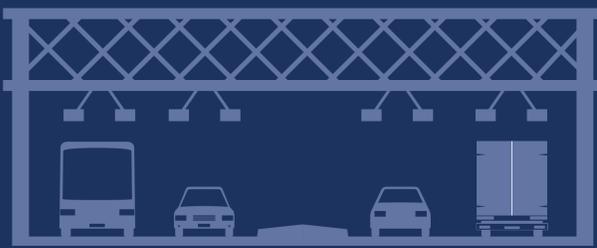
How does the Maximum Toll Rate Work?

The maximum toll rate is the ceiling for the toll rate range, and it **cannot** be exceeded under any circumstances. Customers could choose to pay this higher toll to avoid unusually heavy traffic congestion due to 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 at the tolling segment(s) experiencing unusually high traffic congestion.
- The probability of reaching the maximum toll rate within a tolling segment is very small.
- The probability is highest on the Northbound portion of Phase 1 South, north of the American Legion Bridge.

Maximum Toll Rate:

- The highest rate a vehicle could ever pay per mile
- Not typically used for HOT facilities
- Added protection to toll customers



Phase 1 South Toll Rate Range Setting Process PUBLIC HEARINGS



American Legion Bridge I-270 to I-370

Vehicle Classifications

The proposed toll rate ranges and soft rate caps within, vary based on vehicle classification.

Passenger Vehicle (2-axle)



Motorcycle



3-axle Light



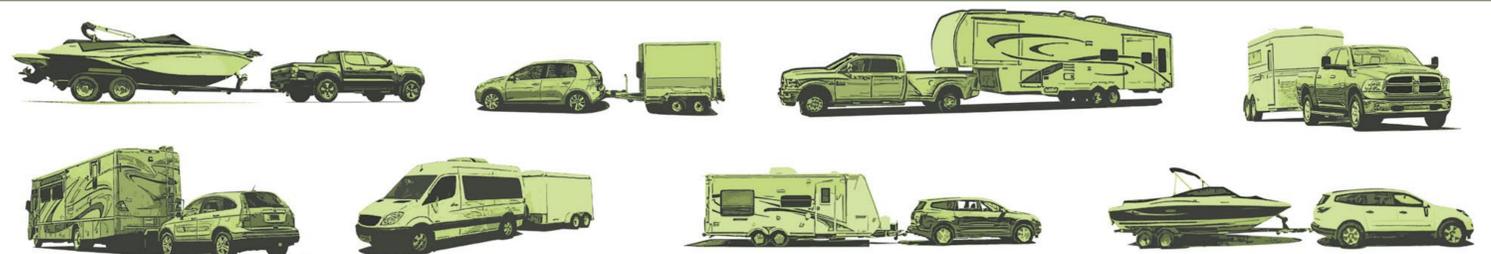
5-axle



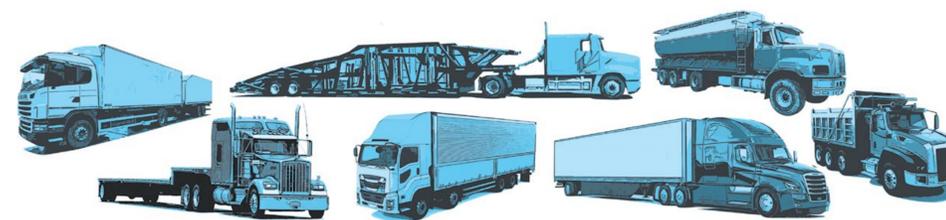
3-axle Heavy



4-axle Light

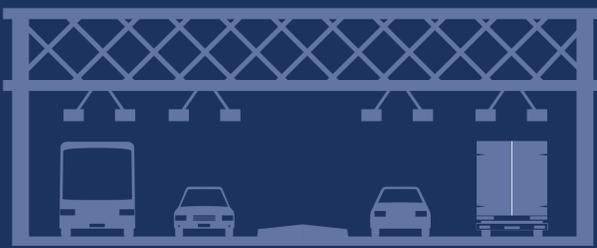


4-axle Heavy



6+-axle





Phase 1 South Toll Rate Range Setting Process PUBLIC HEARINGS



American Legion Bridge I-270 to I-370

Proposed Toll Rate Ranges, Soft Rate Caps, Discounts, and Free Passage for Vehicle Classifications by Payment Type

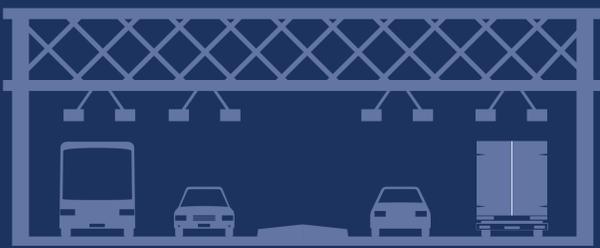
VEHICLE CLASSIFICATIONS	GENERAL PURPOSE LANES	HOT LANES					HOV 3+ Vanpools Carpools	Buses Motorcycles
		Payment Type	Proposed Toll Rate Ranges (2021\$/mile) ³					
			Minimum Toll Rate Range ²	Soft Rate Cap	Maximum Toll Rate Range			
Passenger Vehicle (2-axle)	Free	Electronic Toll Collection (ETC) <i>E-ZPass</i>	\$ 0.20	\$ 1.50	\$ 3.76	Free	Free	
Motorcycle			\$ 0.00	\$ 0.00	\$ 0.00			
3-axle Light			\$ 0.30	\$ 2.25	\$ 5.64			
3-axle Heavy			\$ 0.40	\$ 3.00	\$ 7.53			
4-axle Light			\$ 0.51	\$ 3.75	\$ 9.41			
4-axle Heavy			\$ 0.61	\$ 4.50	\$ 11.29			
5-axle			\$ 1.21	\$ 9.00	\$ 22.58			
6+-axle			\$ 1.52	\$ 11.25	\$ 28.22			
Passenger Vehicle (2-axle)	Free	Pay-By-Plate (Registered Video) (1.25x ETC)	\$ 0.25	\$ 1.88	\$ 4.70	Free	Free	
Motorcycle			\$ 0.00	\$ 0.00	\$ 0.00			
3-axle Light			\$ 0.38	\$ 2.81	\$ 7.05			
3-axle Heavy			\$ 0.50	\$ 3.75	\$ 9.41			
4-axle Light			\$ 0.64	\$ 4.69	\$ 11.76			
4-axle Heavy			\$ 0.76	\$ 5.63	\$ 14.11			
5-axle			\$ 1.51	\$ 11.25	\$ 28.23			
6+-axle			\$ 1.90	\$ 14.06	\$ 35.28			
Passenger Vehicle (2-axle)	Free	Video Tolling ^{1,4} (Unregistered Video) (1.5x ETC)	\$ 0.30	\$ 2.25	\$ 5.64	Free	Free	
Motorcycle			\$ 0.00	\$ 0.00	\$ 0.00			
3-axle Light			\$ 0.46	\$ 3.38	\$ 8.47			
3-axle Heavy			\$ 0.61	\$ 4.50	\$ 11.29			
4-axle Light			\$ 0.76	\$ 5.63	\$ 14.11			
4-axle Heavy			\$ 0.91	\$ 6.75	\$ 16.93			
5-axle			\$ 1.82	\$ 13.50	\$ 33.86			
6+-axle			\$ 2.28	\$ 16.88	\$ 42.33			

¹Total unregistered video surcharge (difference between ETC toll and unregistered video toll amount) cannot exceed \$15 per trip. The surcharge is subject to escalation as defined below.

²The minimum trip toll (not per mile) by payment type for all vehicle types would be \$0.50 for customers using E-ZPass®, \$0.63 for customers using Pay-By-Plate (Registered Video), and \$0.75 for customers using Video Tolling (Unregistered Video).

³Escalation formulas can be found at mdta.maryland.gov/ALB270TollSetting.

⁴Customers can receive an early payment discount of 15% off their toll up to \$5 for unregistered video trips if paid before notice is mailed.



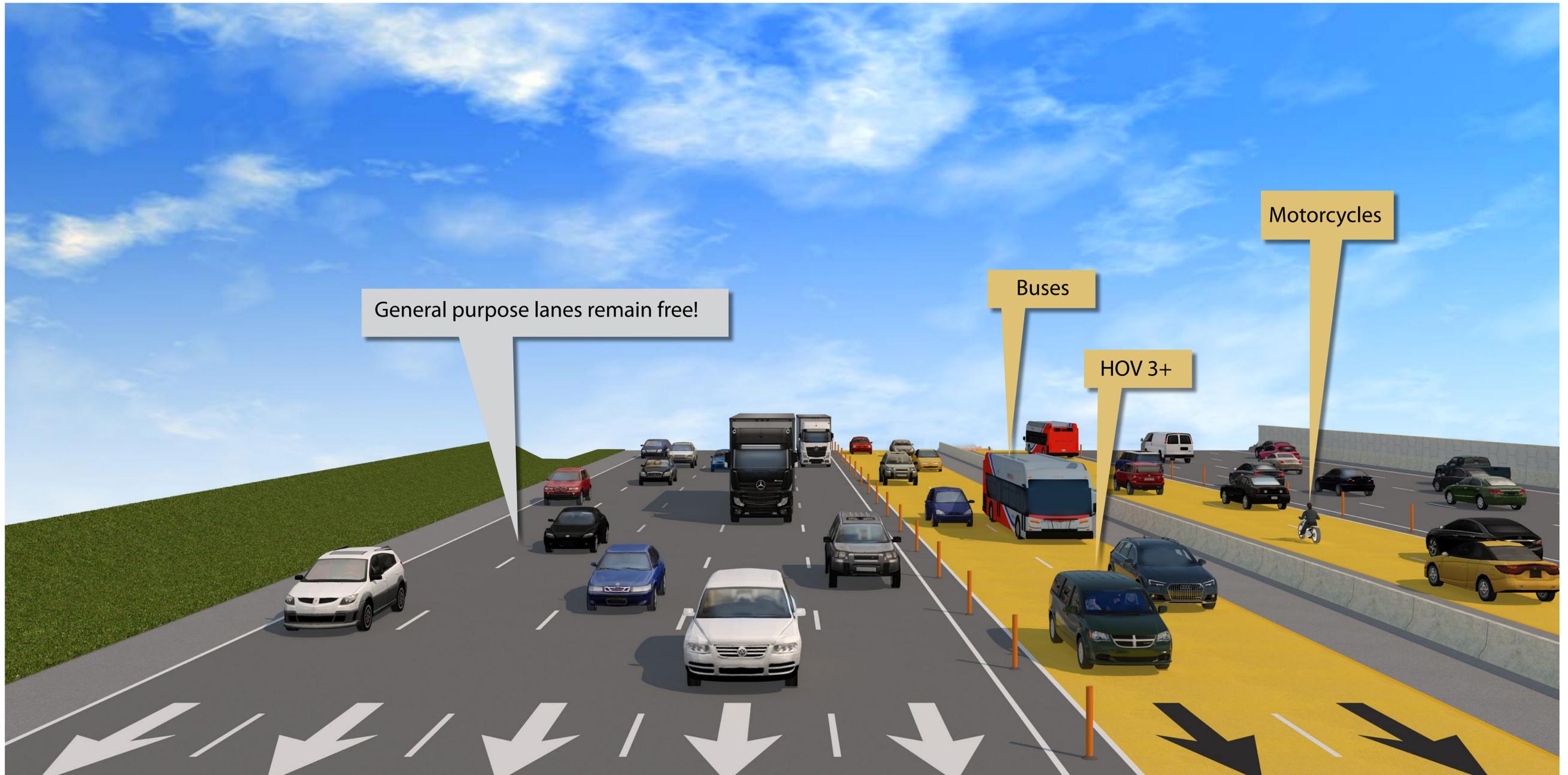
Phase 1 South Toll Rate Range Setting Process **PUBLIC HEARINGS**

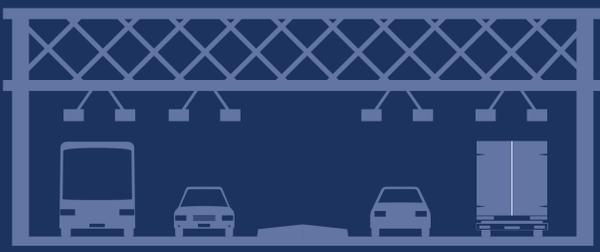


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American Legion Bridge I-270 to I-370

Vehicles that travel for free in the HOT Lanes





Phase 1 South Toll Rate Range Setting Process

PUBLIC HEARINGS



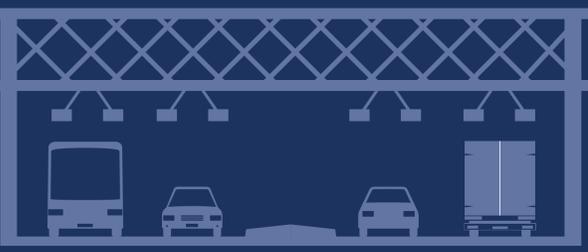
American Legion Bridge I-270 to I-370

What is toll escalation?

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 will escalate annually to account for inflation, population employment, and income growth. The minimum per mile rates and the minimum tolls are both subject to escalation for inflation only.

- The escalation factors account for and keep pace with the following:
 - Inflation: causes the value of money to decrease over time.
 - Growth in demand: for use of the HOT lanes over time.
- The escalation factors are set based on the following:
 - Inflation: Washington Metro regional consumer price index - all urban consumers (CPI -U)* values that consider the relative cost of goods and services.
 - Growth in demand: captures changes in population, employment, and incomes above inflation.
 - 1.1% per annum population and employment real growth rate.
 - 1.0% per annum per capita personal income real growth rate.

*Designated by the United States Bureau of Labor Statistics under the code CUURS35ASA0.



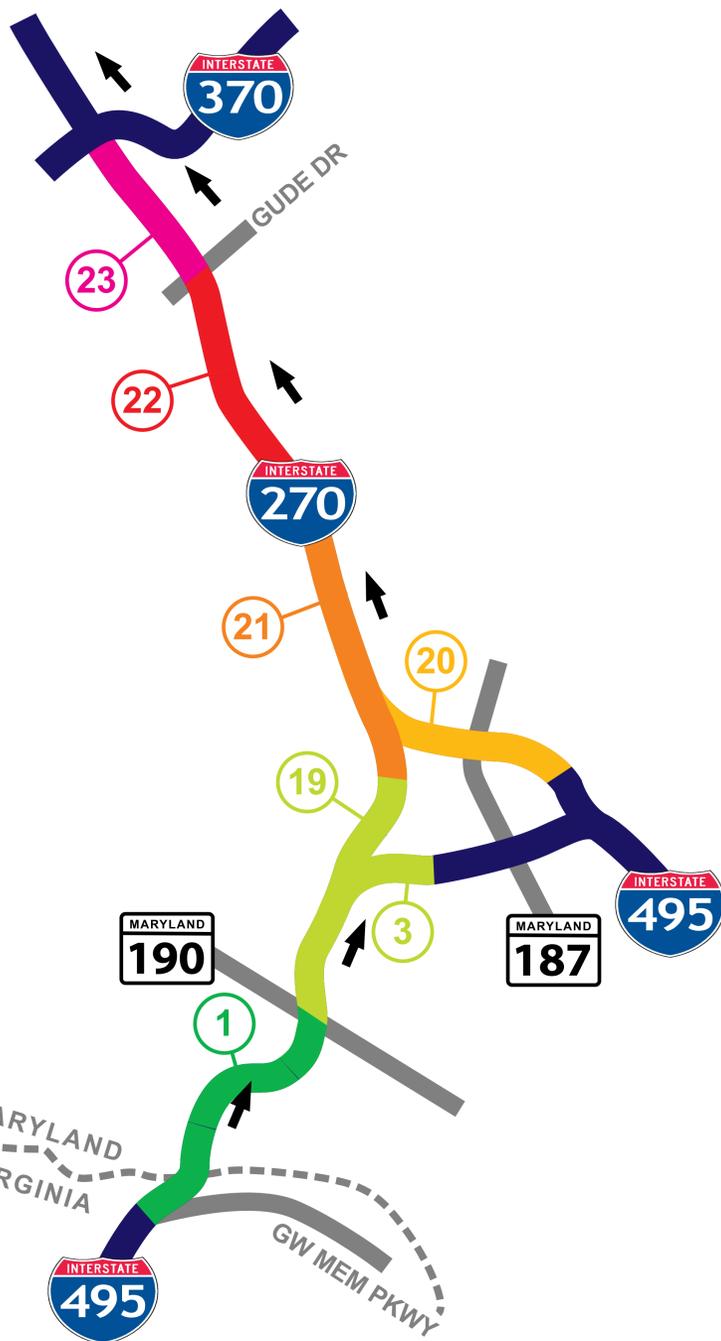
Phase 1 South Toll Rate Range Setting Process PUBLIC HEARINGS



American Legion Bridge I-270 to I-370

Example Northbound Trip Costs in Off Peak and Peak Traffic Conditions

All example trips originate in Virginia, just south of the American Legion Bridge, with motorists exiting at either MD 190, MD 187 or I-370.



INTERSTATE 495 INTERSTATE 270 NORTH	
MD 190	\$0.94
MD 187	\$2.10
I-370	\$3.07

Example Off Peak Conditions: 10 and 11 AM Northbound

Toll Segments							
1	3	19	20	21	22	23	Total
\$0.94							\$0.94
\$0.94	\$1.16						\$2.10
\$0.94		\$0.56		\$0.62	\$0.58	\$0.37	\$3.07
Distance	2.6 mi.	3.2 mi.	2.7 mi.	1.9 mi.	3.0 mi.	2.8 mi.	1.8 mi.
Per Mile Toll	\$0.36	\$0.36	\$0.21	\$ -	\$0.21	\$0.21	\$0.21

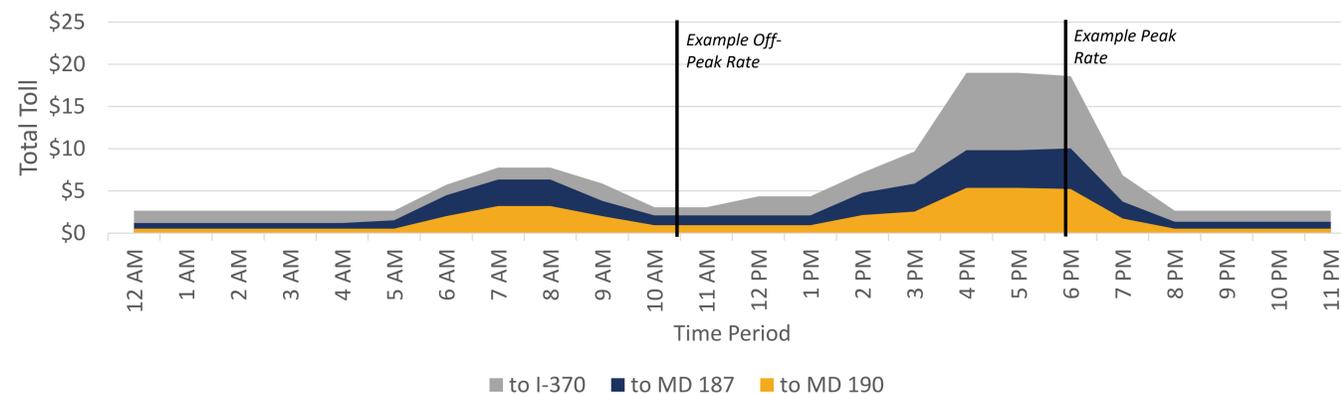
Example: A trip from VA to MD 187 during an off-peak time is calculated by adding tolls from left to right as shown below for each tolling segment traveled through:
Tolling Segment 1 (\$0.94) + Tolling Segment 3 (\$1.16) = **\$2.10 for Total Toll**

INTERSTATE 495 INTERSTATE 270 NORTH	
MD 190	\$5.23
MD 187	\$10.03
I-370	\$18.60

Example Peak Hour/Heavy Congestion: 6PM Northbound

Toll Segments							
1	3	19	20	21	22	23	Total
\$5.23							\$5.23
\$5.23	\$4.80						\$10.03
\$5.23		\$3.76		\$3.72	\$3.47	\$2.42	\$18.60
Distance	2.6 mi.	3.2 mi.	2.7 mi.	1.9 mi.	3.0 mi.	2.8 mi.	1.8 mi.
Per Mile Toll	\$2.01	\$1.50	\$1.39	\$ -	\$1.24	\$1.24	\$1.34

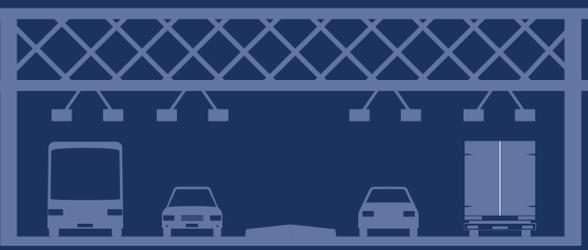
Example: Total Toll Heading Northbound



Gold line represents total toll a motorist would pay traveling from Virginia to MD 190 at different times throughout the day.

Blue line represents total toll a motorist would pay traveling from Virginia to MD 187 at different times throughout the day.

Gray line represents total toll a motorist would pay traveling from Virginia to I-370 at different times throughout the day.



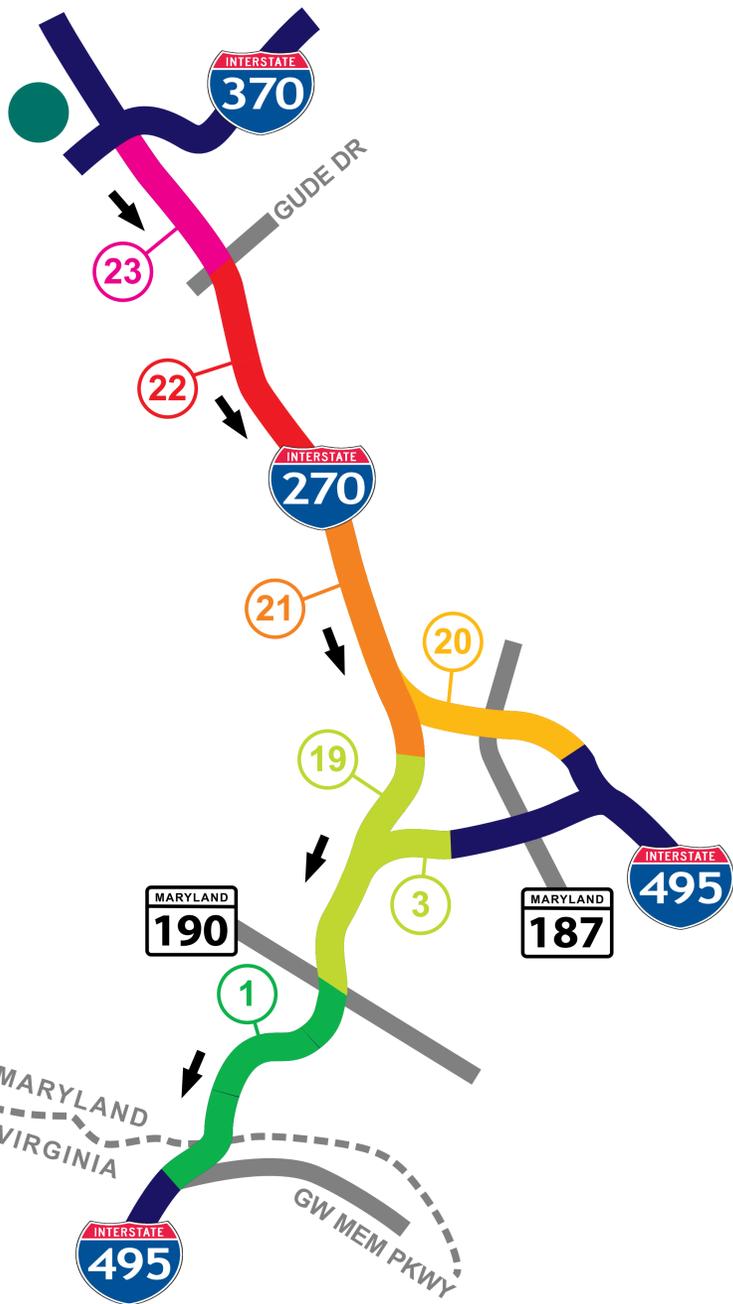
Phase 1 South Toll Rate Range Setting Process PUBLIC HEARINGS



American Legion Bridge I-270 to I-370

Example Southbound Trip Costs in Off Peak and Peak Traffic Conditions

All example trips originate north of I-370 with motorists exiting at either Gude Drive, the I-495 North Beltway, or in Virginia.



495 270 SOUTH	
GUDE DR	\$0.65
495 N BELT	\$3.23
VIRGINIA	\$4.66
Distance	1.8 mi. 2.8 mi. 3.0 mi. 1.9 mi. 2.7 mi. 3.2 mi. 2.6 mi.
Per Mile Toll	\$0.36 \$0.36 \$0.36 \$0.26 \$0.36 \$ - \$0.36

Example Off Peak Conditions: 10 and 11 AM Southbound

Toll Segments							
23	22	21	20	19	3	1	Total
\$0.65							\$0.65
\$0.65	\$1.01	\$1.08	\$0.49				\$3.23
\$0.65	\$1.01	\$1.08		\$0.98		\$0.94	\$4.66

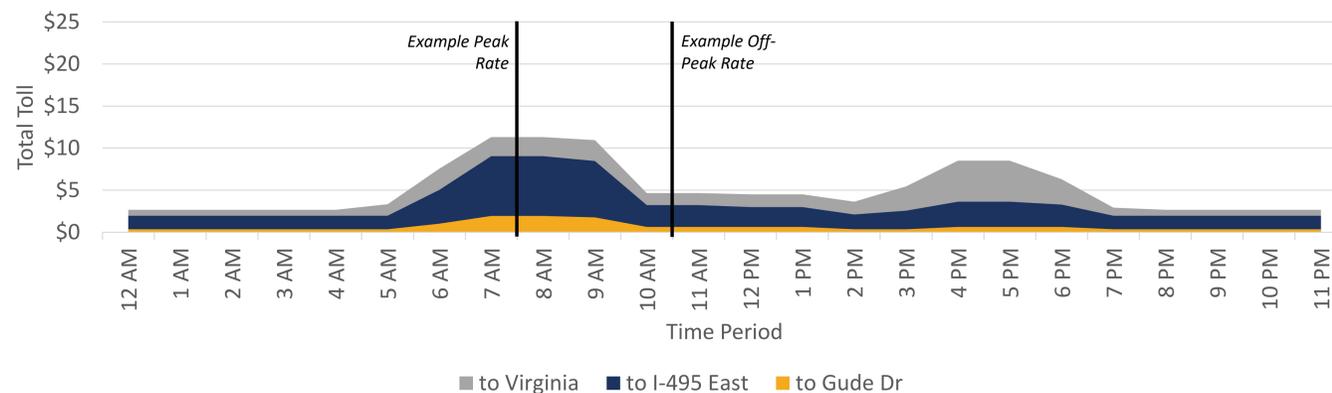
Example: A trip from I-370 to I-495 during the off peak time is calculated by adding tolls from left to right as shown above for each tolling segment traveled through:
Tolling Segment 23 (\$0.65) + Tolling Segment 22 (\$1.01) + Tolling Segment 21 (\$1.08) + Tolling Segment 20 (\$0.49) = **\$3.23 for Total Toll**

495 270 SOUTH	
GUDE DR	\$1.95
495 N BELT	\$9.04
VIRGINIA	\$11.31
Distance	1.8 mi. 2.8 mi. 3.0 mi. 1.9 mi. 2.7 mi. 3.2 mi. 2.6 mi.
Per Mile Toll	\$1.08 \$1.03 \$0.88 \$0.83 \$0.83 \$ - \$0.62

Example Peak Hour/Heavy Congestion: 7 and 8 AM Southbound

Toll Segments							
23	22	21	20	19	3	1	Total
\$1.95							\$1.95
\$1.95	\$2.89	\$2.63	\$1.57				\$9.04
\$1.95	\$2.89	\$2.63		\$2.23		\$1.61	\$11.31

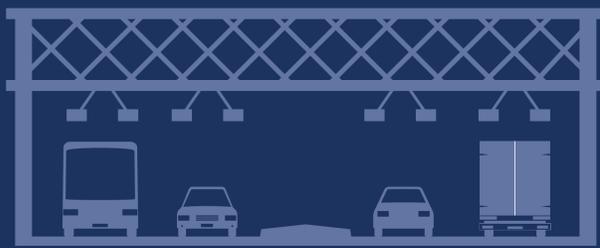
Example: Total Toll Heading Southbound



Gray line represents total toll a motorist would pay traveling from I-370 to Virginia at different times throughout the day.

Blue line represents total toll a motorist would pay traveling from I-370 to I-495 East at different times throughout the day.

Gold line represents total toll a motorist would pay traveling from I-370 to Gude Drive at different times throughout the day.



Phase 1 South Toll Rate Range Setting Process PUBLIC HEARINGS



American Legion Bridge I-270 to I-370

Anticipated Customer Experiences

In Maryland, Phase 1 South ALB I-270 to I-370:

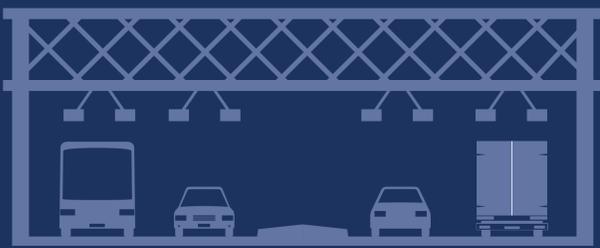
- Most common trip is 6 miles between GW Parkway and MD 187
- Total distance between GW Parkway and I-370 is about 12 miles
- Average trip length is 7 miles
- Weekday average tolls are \$4.42 Northbound per trip, \$3.44 Southbound per trip (2-axle transponder, 2021 model year in 2021 dollars)

In Virginia:

- Average tolls for Virginia’s managed lanes on I-495 and I-95 are \$5.40 and \$8.45 per trip, respectively
- On I-495, 87% of trips were less than \$12 and 85% of customers spend less than \$20 a month
- On the Virginia I-95 Express Lanes, 74% of customers spend less than \$20 a month

Direction	5 AM	6 AM	7 & 8 AM	9 AM	10 AM & 11 AM	12 PM & 1 PM	2 PM	3 PM	4 & 5 PM	6 PM	7 PM	8 PM	12 PM to 4 AM	Daily
Average Toll Paid Per Mile (2021\$)														
Northbound	\$0.21	\$0.51	\$0.60	\$0.45	\$0.23	\$0.31	\$0.53	\$0.70	\$1.33	\$1.31	\$0.49	\$0.21	\$0.21	\$0.66
Southbound	\$0.24	\$0.52	\$0.78	\$0.77	\$0.33	\$0.31	\$0.29	\$0.45	\$0.69	\$0.51	\$0.21	\$0.21	\$0.21	\$0.50
Total	\$0.24	\$0.52	\$0.72	\$0.64	\$0.28	\$0.31	\$0.41	\$0.60	\$1.08	\$1.01	\$0.41	\$0.21	\$0.21	\$0.58
Average Toll Paid (2021\$)														
Northbound	\$1.29	\$3.43	\$3.51	\$2.62	\$1.57	\$2.09	\$3.51	\$4.66	\$9.41	\$9.30	\$3.47	\$1.25	\$0.44	\$4.42
Southbound	\$2.13	\$3.95	\$5.36	\$5.20	\$2.41	\$2.11	\$1.77	\$2.77	\$4.53	\$3.35	\$1.50	\$0.94	\$0.74	\$3.44
Total	\$1.97	\$3.81	\$4.62	\$4.06	\$2.00	\$2.10	\$2.66	\$3.84	\$7.38	\$6.99	\$2.86	\$1.20	\$0.62	\$3.95
Average Trip Length (miles)														
Northbound	6.25	6.73	5.81	5.80	6.87	6.82	6.61	6.63	7.05	7.08	7.02	6.04	2.15	6.66
Southbound	8.76	7.62	6.87	6.79	7.33	6.84	6.19	6.20	6.57	6.63	7.09	4.54	3.60	6.89
Total	8.30	7.39	6.45	6.35	7.11	6.83	6.41	6.44	6.85	6.91	7.04	5.81	3.00	6.77

Toll rates are for illustrative purposes only and are based on 2021 project traffic and revenue models. Actual toll rates will be set in the future by the Phase 1 South Section Developer within established toll rate ranges and are subject to change based on tolling segment and congestion level experienced within each tolling segment. Toll rates used in this illustration assume a 2-axle vehicle with E-ZPass. Free passage discount will be granted along the Phase 1 South HOT lanes for HOV 3+, buses and motorcycles.

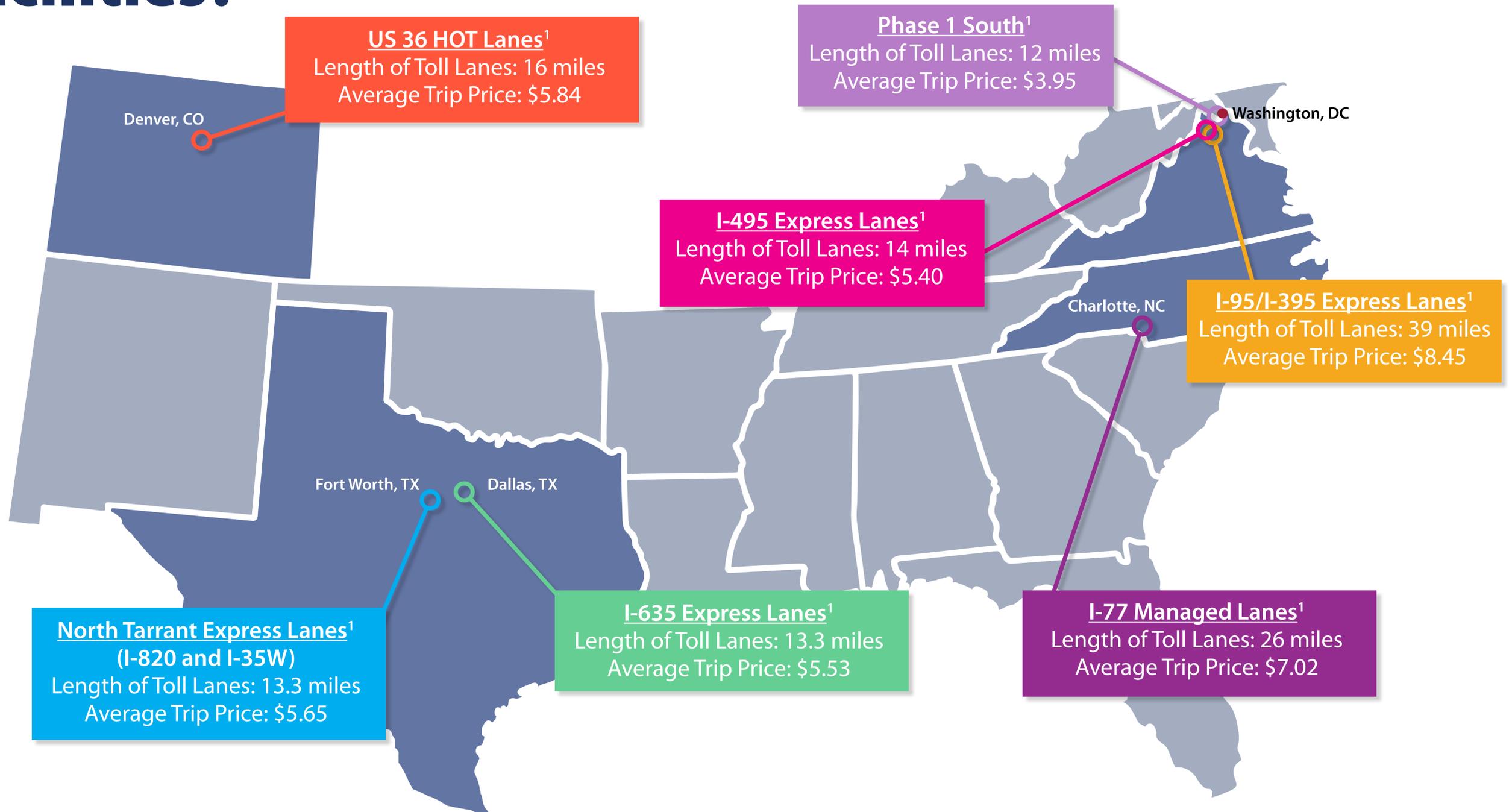


Phase 1 South Toll Rate Range Setting Process PUBLIC HEARINGS

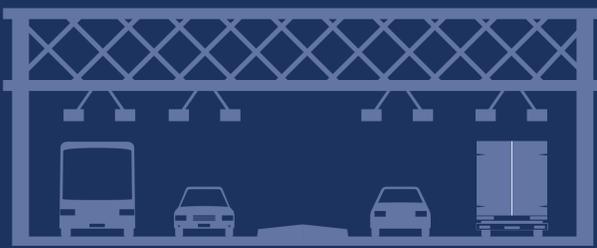


American Legion Bridge I-270 to I-370

How do these toll rates compare to other similar facilities?



¹Operated by P3 Section Developer

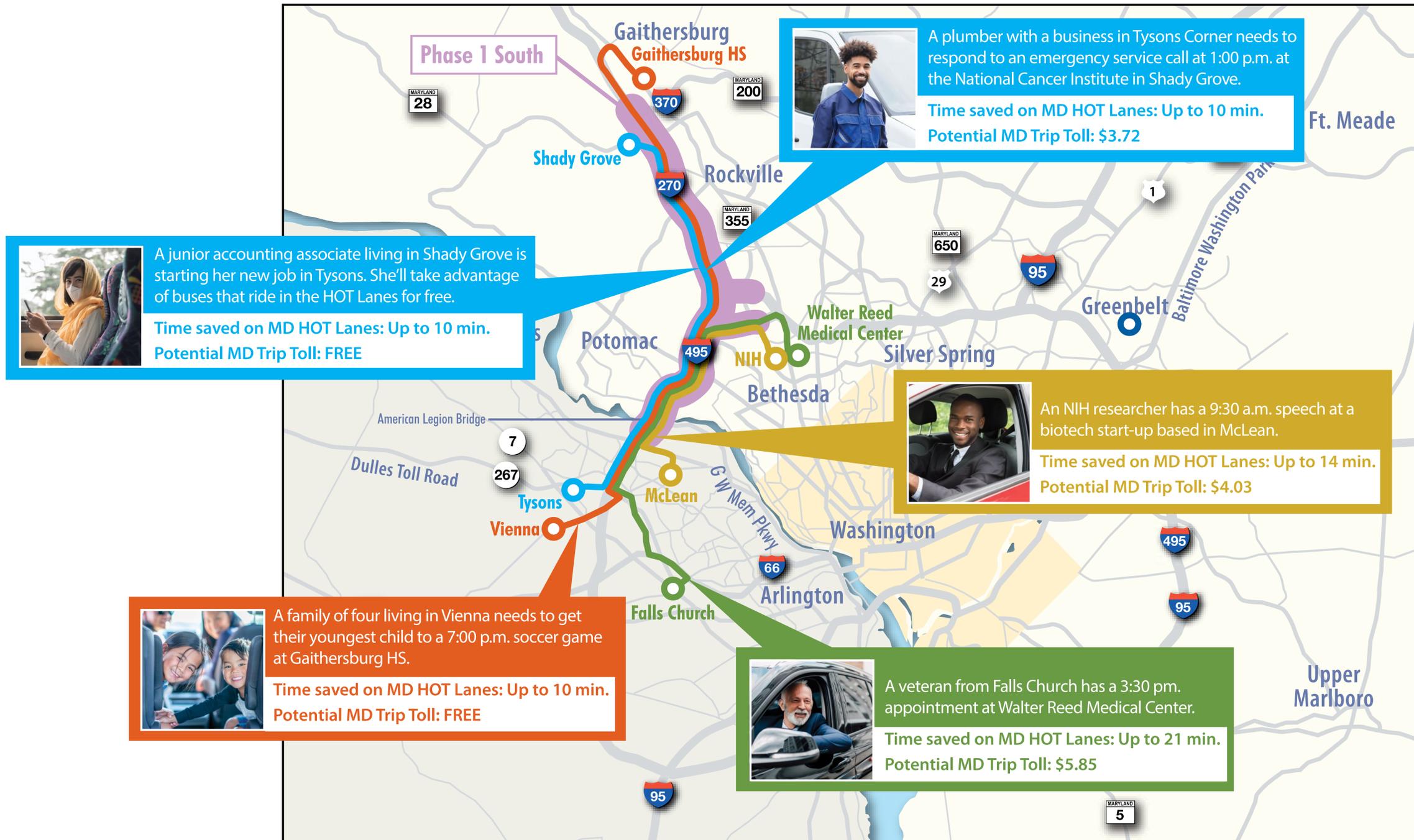


Phase 1 South Toll Rate Range Setting Process PUBLIC HEARINGS

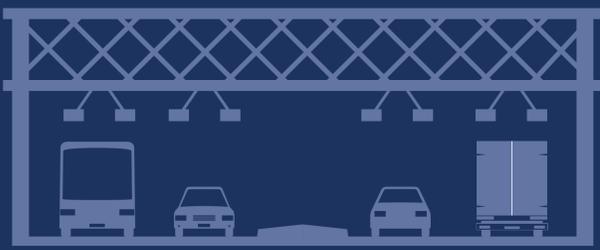


American Legion Bridge I-270 to I-370

Potential HOT lane trips along Phase 1 South



Toll rates and time savings are for illustrative purposes only and are based on 2021 project traffic and revenue models. Actual toll rates will be set in the future by the Phase 1 South Section Developer within established toll rate ranges and are subject to change based on tolling segment and congestion level experienced within each tolling segment. Toll rates used in this illustration assume a 2-axle vehicle with E-ZPass. Free passage discount will be granted along the Phase 1 South HOT lanes for HOV 3+, buses and motorcycles.



Phase 1 South Toll Rate Range Setting Process PUBLIC HEARINGS



American Legion Bridge I-270 to I-370

What are the steps in the Toll Rate Range Setting Process for Phase 1 South?

MDTA Board Meeting* / Comment Period #1 Opens

- The MDTA staff presents toll rate range proposal to the MDTA Board on May 20.
- Toll rate range proposal for Phase 1 South: American Legion Bridge I-270 to I-370 public hearing materials posted to mdta.maryland.gov/ALB270TollSetting for public review on May 20.
- First public comment period opens.

MAY 2021

Comment Period #1 Ends

- First comment period closes on August 12.

SUMMER 2021

Comment Period #2 Ends

- Second comment period closes.

FALL 2021

Public Hearings

- MDTA Public Hearing Dates TBD.

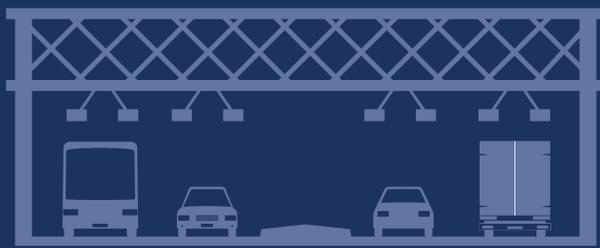
MDTA Board Meeting* / Comment Period #2

- Summary/analysis of public comments received during Comment Period #1 presented to the MDTA Board and posted to mdta.maryland.gov/ALB270TollSetting for public review.
- The MDTA staff presents recommended action (recommended toll rate ranges) for Phase 1 South: American Legion Bridge I-270 to I-370 for the future MDTA Board vote.
- Second public comment period opens for public review and comment on the recommended action.

MDTA Board Meeting* / Comment Period #3

- Summary/analysis of public comments received during Comment Period #2 presented to the MDTA Board and posted to mdta.maryland.gov/ALB270TollSetting for public review.
- The MDTA staff presents the final toll rate range recommendation for Phase 1 South: American Legion Bridge I-270 to I-370 for the MDTA Board vote.
- Third public comment period opens for public comment on the recommended action; Public comment accepted at the MDTA Board Meeting.
- The MDTA Board votes on final toll rate ranges.

* NOTE: The MDTA Board Meetings are open meetings conducted via livestreaming. The public is welcomed to watch the meetings at mdta.maryland.gov/Meeting_Schedules/MDTA_Board_Meeting_Schedule.html. Pre-register in advance to comment on an agenda item. Instructions for registration are available at the link above.



Phase 1 South Toll Rate Range Setting Process PUBLIC HEARINGS



American Legion Bridge I-270 to I-370

Title VI Questionnaire

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.

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

Title VI Officer

Division of Civil Rights and Fair Practices
Maryland Transportation Authority

2310 Broening Highway
Baltimore, MD 21224
410-537-6720

mdtaeeo@mdta.maryland.gov

* United States Code

Why is Title VI Important?

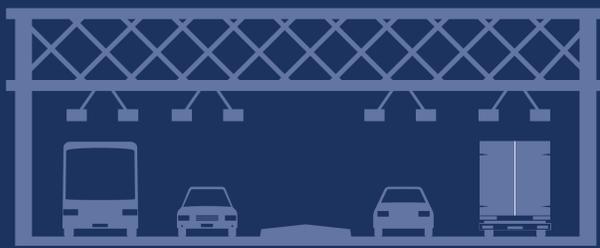
- Title VI ensures that public services, including transportation, are provided in an equitable and nondiscriminatory manner.
- Title VI provides opportunities for public participation in decision-making without regard to race, color, or national origin, including populations with Limited English Proficiency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

Please Fill Out a Survey by Clicking on the Link Below.

The MDTA strives to involve all groups relevant to its Study in its public involvement activities. Please fill out a Demographic Information Survey to assist the MDTA in planning outreach to communities during the course of the toll rate range setting process for Phase 1 South.



Complete the
MDOT Title VI questionnaire



Phase 1 South Toll Rate Range Setting Process
PUBLIC HEARINGS



Maryland
Transportation
Authority

American Legion Bridge I-270 to I-370

Thank you for your participation!

**The MDTA is committed to keeping the
public informed about the
Phase 1 South Toll Rate Range Setting Process.**

**Stay up to date by visiting
mdta.maryland.gov/ALB270TollSetting.**