

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

Agenda

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|------|---|-----------------|
| I. | Purpose of the Presentation | Carl Chamberlin |
| II. | Public Comment Summary Report | Carl Chamberlin |
| III. | Recommended Action | Carl Chamberlin |
| IV. | Schedule | Carl Chamberlin |
| V. | Approval to Advertise Recommended Action for Second
Comment Period | Will Pines |

I. Purpose of the Presentation

After presenting the I-95 ETL Northbound Extension (Section 200) & I-695 Ramps toll rate range proposal at two in-person public hearing sessions and one virtual call-in public hearing session and providing 75 days of open public comment on the proposal, MDTA staff has developed a recommended action (recommended toll rate ranges), which is detailed in the sections below. As part of this MDTA Board meeting, the MDTA staff recommends that the MDTA Board approve a second public comment period, as stipulated in Transportation Article §4-312 of the Annotated Code of Maryland and Code of Maryland Regulations (COMAR) Title 11 Department of Transportation, Subtitle 07 MDTA, Chapter 05 Public Notice of Toll Schedule Revisions (11.07.05), to solicit comments on the recommended action. At this point, MDTA staff are not seeking approval of the recommended action; the final MDTA Board vote will take place at a future MDTA Board meeting. The recommended action makes no changes to the proposal that was advertised and presented to the public during the first public comment period.

II. Public Comment Summary Report

A copy of the Public Comment Summary Report is attached on the subsequent pages of the MDTA Board book. The public comment period began on January 26, 2023 and continued until 5PM, April 13, 2023. Two in-person public hearings and one virtual public hearing were conducted between February 27th and March 6th. The in-person public hearings were conducted in Baltimore and Harford counties, where the toll rate ranges are proposed to be implemented. The following report covers in greater detail the process MDTA utilized to gather public comments and a summary of the comments received.

I-95 Express Toll Lanes Northbound Extension
Project (Section 200) & I-695 Ramps
Toll Rate Range Setting Process
Public Comment Summary Report
April 17, 2023



Maryland
Transportation
Authority

Executive Summary

On December 15, 2022, the Maryland Transportation Authority (MDTA) Board unanimously approved proceeding with holding public hearings and seeking public comment on the I-95 Express Toll Lanes (ETL) Northbound Extension Project (Section 200) and I-695 Ramps to Northbound I-95 ETL Tolling Plan as part of the toll rate range setting process. The toll rate range setting process establishes the toll rates based on vehicle size (motorcycle to 6+ axles), travel period (peak, off-peak, and overnight), distance traveled (miles), and the toll payment method (*E-ZPass*[®], Pay-by-Plate, and Video Tolling). The toll rate ranges proposed for Section 200 are the same as those in operation for the existing I-95 ETL in Baltimore.

The public comment period began on January 26, 2023, and closed on April 13, 2023. Two in-person public hearings and one virtual public hearing were conducted between February 27th and March 6th. The in-person public hearings were conducted in Baltimore and Harford counties, where the toll rate ranges are proposed to be implemented.

Public comments for the official record were submittable through a number of methods, including verbal testimony during the public hearings, hard copy comment form at the in-person public hearings, online comment form, and U.S. mail. During the comment period, a total of 38 persons provided 36 comments, 29 statements of support/opposition/neutrality regarding the proposed Tolling Plan, and/or 34 survey responses related to their use of MDTA facilities.

The following report covers in greater detail the process MDTA utilized to gather public comments and a summary of the comments received.

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I. Public Hearings and Comment Period Process

On December 15, 2022, the MDTA Board unanimously approved proceeding with holding public hearings and seeking public comment on the I-95 ETL Northbound Extension Project (Section 200) and I-695 Ramps to Northbound I-95 ETL Tolling Plan (referred to herein as Section 200 Toll Rate Plan) as part of the toll rate range setting process. These toll rate ranges are being proposed only for the section of the ETL Northbound Extension project currently being designed and built, including all phases of the project from MD 43 to north of MD 24 on I-95 and the I-695 ramps to northbound ETL.

The proposed tolling plan presented to the public includes the toll rate ranges for three different time periods (peak, off-peak, and overnight), vehicle classification, and toll payment method (*E-ZPass*, Pay by Plate, Video Tolling). The toll rate ranges proposed for Section 200 match the existing Section 100 ETL rate ranges. **Table 1** provides a breakdown of the proposed toll rate ranges based on these variables.

Table 1: Proposed Toll Rate Ranges

Vehicle Classification	Payment Method	Peak	Off-Peak	Overnight
Motorcycle	<i>E-ZPass</i>	\$0.11 - \$0.18	\$0.09 - \$0.15	\$0.04 - \$0.15
	Pay-By-Plate	\$0.14 - \$0.22	\$0.11 - \$0.19	\$0.04 - \$0.19
	Video	\$0.17 - \$0.26	\$0.13 - \$0.23	\$0.05 - \$0.23
2-Axle	<i>E-ZPass</i>	\$0.22 - \$0.35	\$0.17 - \$0.30	\$0.07 - \$0.30
	Pay-By-Plate	\$0.28 - \$0.44	\$0.21 - \$0.38	\$0.09 - \$0.38
	Video	\$0.33 - \$0.53	\$0.26 - \$0.54	\$0.11 - \$0.45
3-Axle Light	<i>E-ZPass</i>	\$0.33 - \$0.53	\$0.26 - \$0.45	\$0.11 - \$0.45
	Pay-By-Plate	\$0.41 - \$0.66	\$0.32 - \$0.56	\$0.13 - \$0.56
	Video	\$0.50 - \$0.79	\$0.38 - \$0.68	\$0.16 - \$0.68
3-Axle Heavy	<i>E-ZPass</i>	\$0.44 - \$0.70	\$0.34 - \$0.60	\$0.14 - \$0.60
	Pay-By-Plate	\$0.55 - \$0.88	\$0.43 - \$0.75	\$0.18 - \$0.75
	Video	\$0.66 - \$1.05	\$0.51 - \$0.90	\$0.21 - \$0.90
4-Axle Light	<i>E-ZPass</i>	\$0.55 - \$0.88	\$0.43 - \$0.75	\$0.18 - \$0.75
	Pay-By-Plate	\$0.69 - \$1.09	\$0.53 - \$0.94	\$0.22 - \$0.94
	Video	\$0.83 - \$1.31	\$0.64 - \$1.13	\$0.26 - \$1.13
4-Axle Heavy	<i>E-ZPass</i>	\$0.66 - \$1.05	\$0.51 - \$0.90	\$0.21 - \$0.90
	Pay-By-Plate	\$0.83 - \$1.31	\$0.64 - \$1.13	\$0.26 - \$1.13
	Video	\$0.99 - \$1.58	\$0.77 - \$1.35	\$0.32 - \$1.35
5-Axle	<i>E-ZPass</i>	\$1.32 - \$2.10	\$1.02 - \$1.80	\$0.42 - \$1.80
	Pay-By-Plate	\$1.65 - \$2.63	\$1.28 - \$2.25	\$0.53 - \$2.25
	Video	\$1.98 - \$3.15	\$1.53 - \$2.70	\$0.63 - \$2.70
6+-Axle	<i>E-ZPass</i>	\$1.65 - \$2.63	\$1.28 - \$2.25	\$0.53 - \$2.25
	Pay-By-Plate	\$2.06 - \$3.28	\$1.59 - \$2.81	\$0.66 - \$2.81
	Video	\$2.84 - \$3.94	\$1.91 - \$3.38	\$0.79 - \$3.38

Note: 1) Total unregistered video surcharge (difference between ETC/*E-ZPass*® toll and unregistered video toll amount) cannot exceed \$15 per trip.
 2) The minimum trip toll (not per mile) by payment type for all vehicle types would be \$0.40 for customers using *E-ZPass*, \$0.50 for customers using Pay-By-Plate (Registered Video), and \$1.00 for customers using Video Tolling (Unregistered Video).
 3) Customers can receive an early payment discount of 15% off their toll up to \$5 for unregistered video trips if paid before notice is mailed.

Three public hearings were held virtually and in-person from 5:30 to 8:00 PM at the following locations:

- February 27, 2023– Perry Hall High School (Baltimore County)
- March 2, 2023– Virtual Hearing
- March 6, 2023– Joppatowne High School (Harford County)

At the public hearings, a quorum of MDTA Board Members and the MDTA Acting Chairman were in attendance. Two comments were received during the public hearings: one from Harford County Councilman, Dion Guthrie, during the Harford County public hearing and one from a member of the public during the virtual hearing. A local broadcast TV station attended and covered the Baltimore County hearing.

Advertisements of Public Hearings and Comment Period

The public hearings and comment period were announced to elected officials and the public by the following approaches: MDTA press release, email blast to elected officials, email blasts to the project mailing database, newspaper print ads, online digital ads, social media posts, and updates to the MDTA project website (<https://mdta.maryland.gov/I95ETLNB-Section200>). Print advertisements were placed in the following daily and weekly newspapers: *Dundalk Eagle*, *Avenue News*, *Cecil Whig*, *Susquehanna Press*, *Afro American*, *Baltimore Sun*, *Aegis*, and *Washington Hispanic*. Digital advertisements were run on the following news websites: *DundalkEagle.com*, *AvenueNews.com*, *CecilDaily.com*, *BaltimoreSun.com*, *Aegis.com*, *Afro.com*, *WashingtonHispanic.com*, and *LatinOpinionBaltimore.com*. The Maryland Department of Transportation (MDOT) also announced the public hearings through its Facebook and Instagram accounts.

Equitable Outreach

The MDTA conducted outreach targeted to traditionally underserved populations close to the study corridor in Baltimore and Harford counties. A flyer announcing the public hearings and public comment period was printed in both English and Spanish and hard copies of the flyer were distributed to schools, churches, affordable/subsidized housing complexes, libraries, community centers, food pantries, and grocery stores within one mile of the project corridor. MDTA delivered the flyers, asking location staff to either leave a stack for customers to take and/or post where community information is displayed. Additionally, MDTA emailed the flyer to Baltimore County and Harford County outreach coordinators and advisory groups with a request for them to distribute the flyer to their respective community listservs.

See **Appendix A** for a list of the hard copy flyer distribution locations and a list of the county and community advisory groups to which the flyer was emailed.

Comment Submission Methods

Public comments were accepted from January 26, 2023, through April 13, 2023. Public comments for the official record were submittable through a number of methods, including verbal testimony during the

public hearings, hard copy comment form at the in-person public hearings, online comment form, and U.S. mail. All methods were advertised to the public.

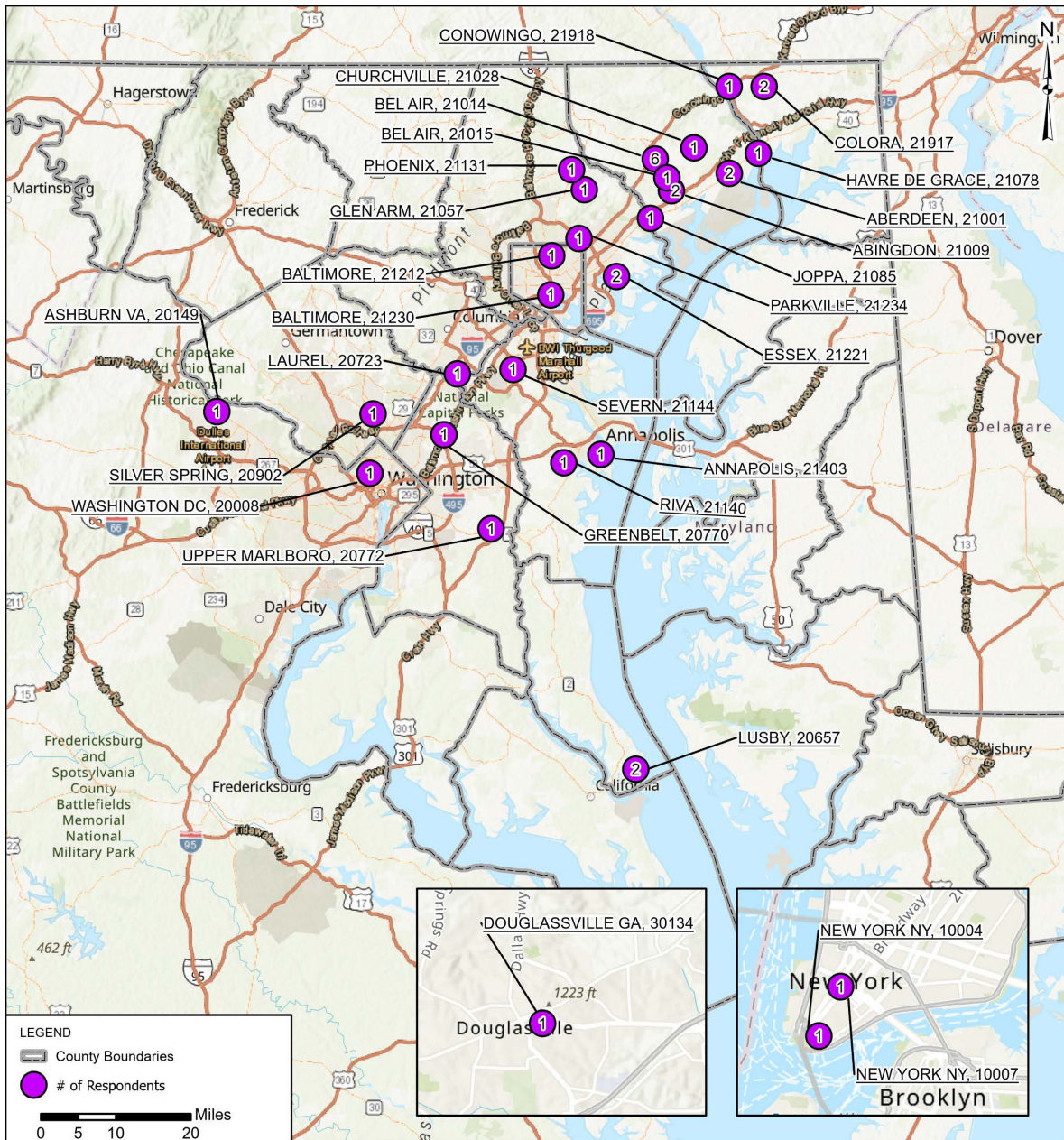
The online and hard copy comment form prompted respondents to select (via check box) whether they supported, were in opposition to, or were neutral toward the proposed Section 200 toll rate ranges. The form included space for respondents to provide their written comments on the Section 200 Tolling Plan as well as other comments. To improve data quality and analysis, the comment form also included three multiple-choice survey questions on the respondent's use of MDTA facilities. See **Appendix B** for a copy of the comment form.

MDTA distributed a press release on April 5th reminding the public of the end of the comment period. During the comment period, a total of 38 persons provided 36 comments, 29 statements of support/opposition/neutrality regarding the proposed Section 200 Tolling Plan, and/or 34 survey responses related to their use of MDTA facilities. See **Appendix C** for the public comments received during the comment period. See the following sections for respondent data analysis and comment summary and analysis.

II. Respondent Data Analysis

Commenters from 30 different zip codes submitted feedback during the comment period. **Figure 1** provides a breakdown of the comments received by Zip Code.

Figure 1: Commenters by Zip Code



Of the 38 total persons who submitted feedback during the comment period, 34 responded to the three survey questions related to their use of MDTA facilities. **Figures 2-4** summarize the survey responses.

Figure 2: Respondents' Use of MDTA Facilities - Comment Form Question 1

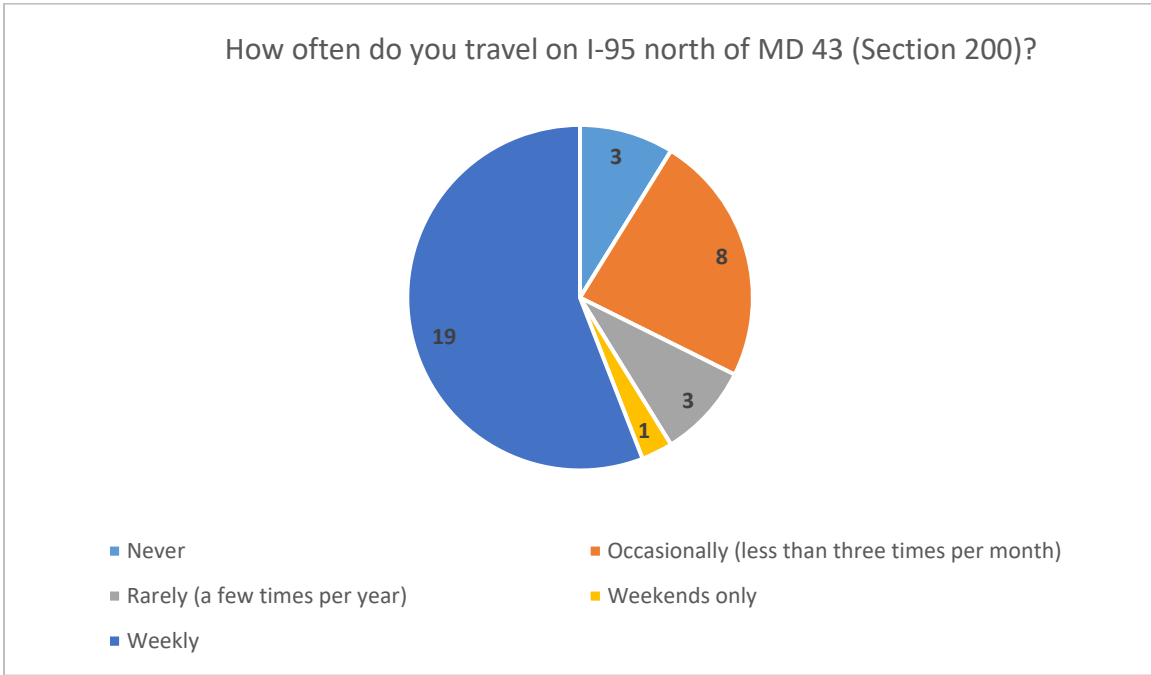


Figure 3: Respondents' Use of MDTA Facilities - Comment Form Question 2

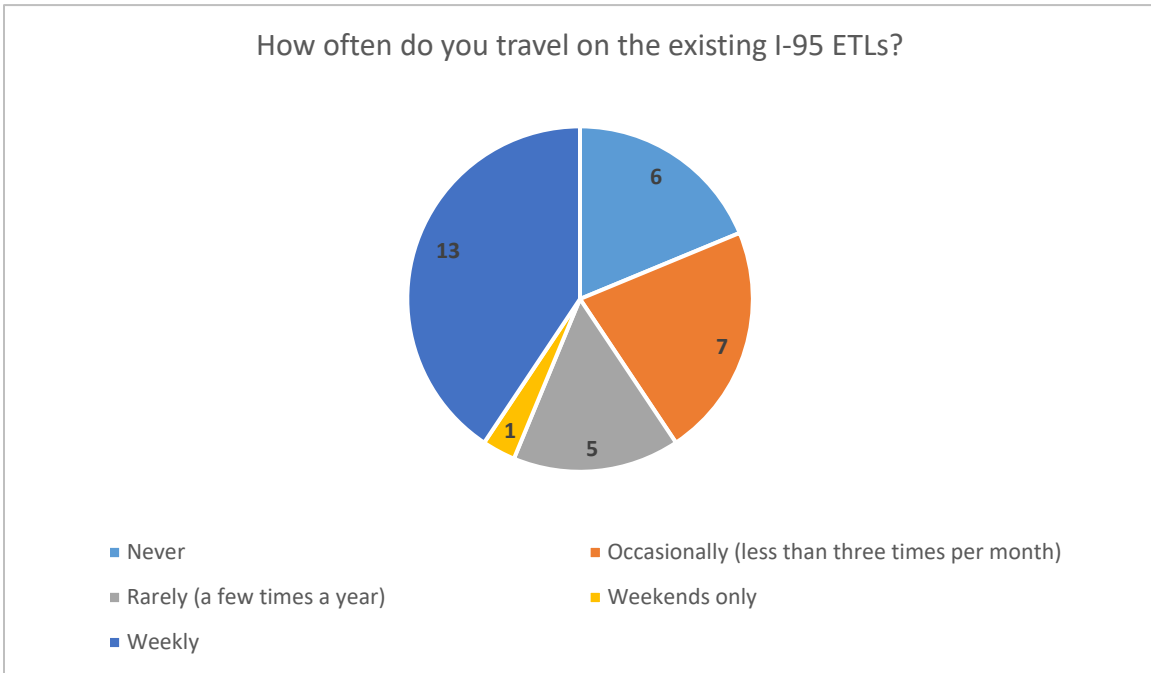
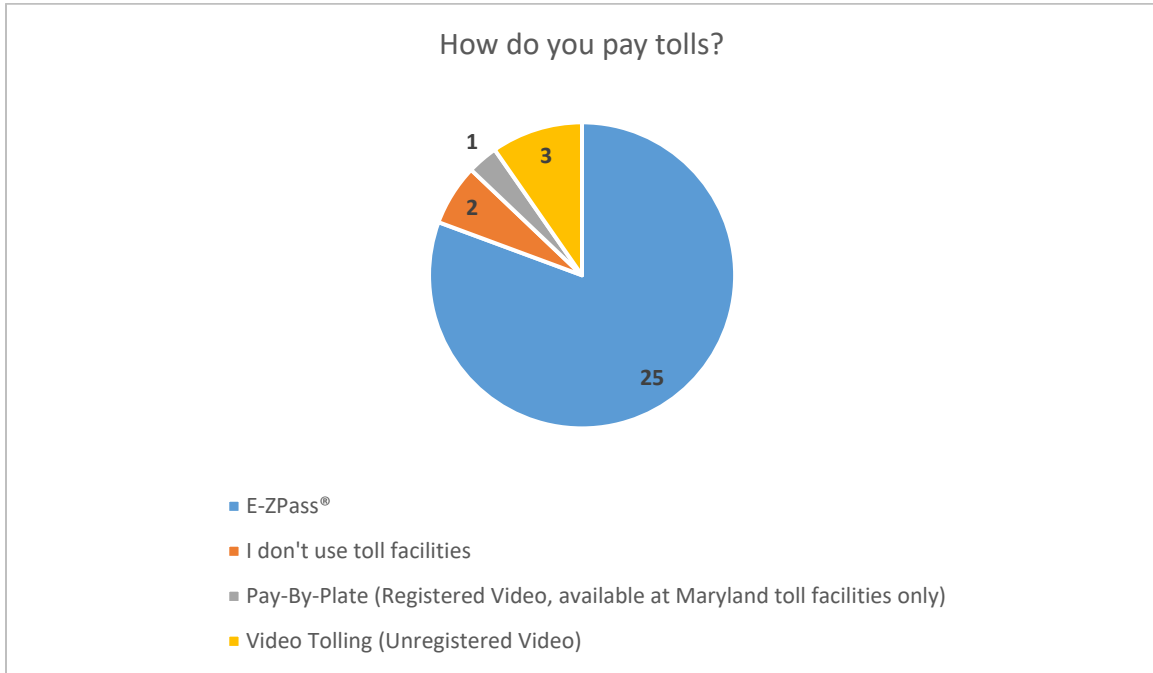


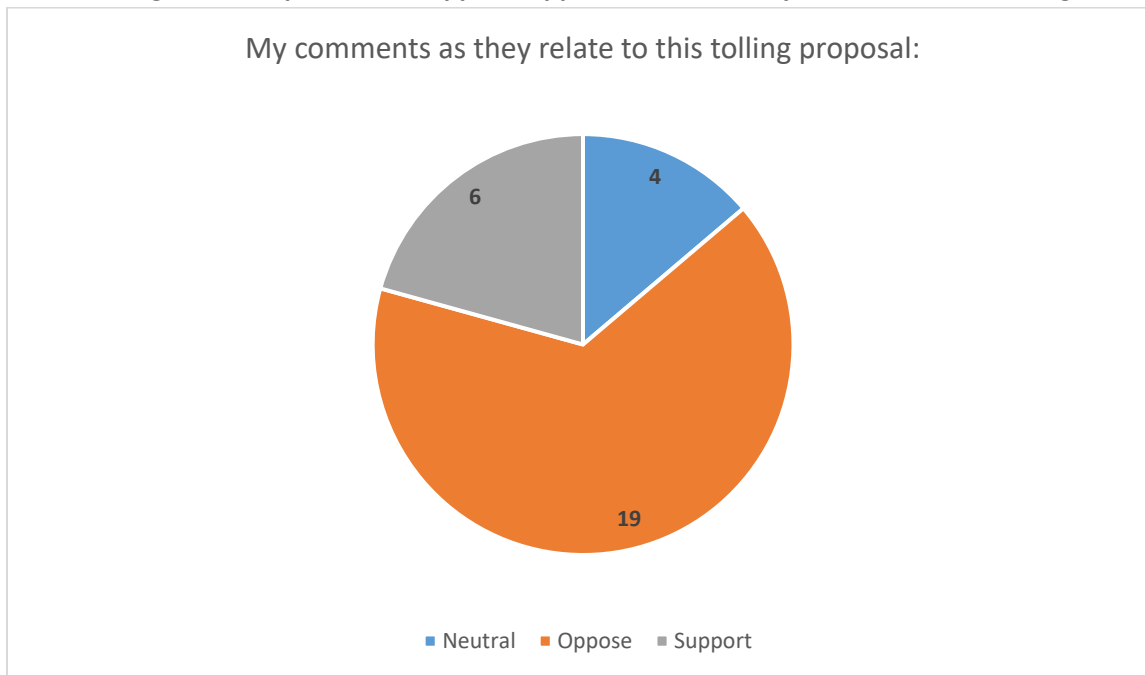
Figure 4: Respondents' Use of MDTA Facilities - Comment Form Question 3



III. Comment Summary and Analysis

Overall public response to the toll rate range proposal was relatively low. Of the 29 people who responded to the multiple-choice question on their general sentiment about the Section 200 Tolling Plan, the majority oppose the Plan; see **Figure 5**.

Figure 5: Respondents' Support/Opposition/Neutrality for Section 200 Tolling Plan



As provided in **Appendix C**, the 36 written comments were categorized by their common general theme, including the Section 200 Tolling Plan and general tolling. The following select comments are representative of these themes.

Commenters 4 and 12 expressed concern about the proposed Tolling Plan rates:

“I travel to 543 every weekday. Use the bridge toll to Cecil count once in a while. I work at Hopkins and would use express but would certainly not be able to afford \$8.00 or more a day. Forget it. I’ll sit in traffic.”

“Ridiculously high rates. No thank you, I will sit in the traffic or use route 7 or route 40. I would be willing to pay 5 cents per mile MAX FOR peak EZ pass.”

Commenters 17 and 20 provided statements regarding tolling in general:

“Maryland should not fund projects that reduce highway congestion or increase highway usage. Such projects recommit Maryland to overreliance on automobiles, which contradict the state's goals

regarding greenhouse gas emissions and climate change. Instead of funding or planning such projects, Maryland and MDTA should invest in transit infrastructure across the state and bicycle/pedestrian infrastructure in and around cities.”

“Tolls should have no place in public transportation plans. They both complicate travel and favor the rich. Tolls are an unnecessary nuisance. In a sane and decent world you would not impose them. I know I will not be heard but I have to speak up in response to this invitation. Thank you for all the good work you do, but not for all the annoying tolls.”

A copy of all comments is provided in **Appendix C**.

IV. Other Public Comments

Many comments received were outside the scope of the Section 200 Tolling Plan. Several were associated with billing and payment issues and others were associated with tolling specific to the Millard E. Tydings Memorial Bridge (I-95) and Thomas J. Hatem Memorial Bridge (US-40). Two comments noted concern about natural resources impacts and noise impacts near Aberdeen. One commenter asked if toll revenue was being distributed equitably for public needs.

V. Records Management

Public comments will be retained for further review and analysis as required. All 36 public comments submitted during the public comment period are available for review during normal business hours at the MDTA office located at 2310 Broening Highway, Baltimore, MD 21224. Please contact the Division of Communications at 410-537-1017, for further information. In addition, all comments are attached to this report, which is posted online at the project website.

Appendix A

Flyer Distribution Locations

Potential locations for targeted outreach were identified within mapped EJ areas within a two-mile buffer of the corridor. Using a variety of sources,¹ MDTA identified schools with above-average Free and Reduced-Price (F&R) Lunch program participation, places of worship, affordable housing, libraries, community centers, food pantries, and international markets/grocery stores within two miles of the corridor. Locations where MDTA was unable to deliver the flyers due to no staff present at the location, etc. are identified in the tables.

Schools

The following schools were identified that have above-average participation in the F&R Lunch program. Based on statistics for the 2018-2019 school year (the latest available data), total Free and Reduced-Price Lunch participation was 42.7% for the State of Maryland, 43.5% for Baltimore County, and 29.9% for Harford County.

Schools with Above-Average F&R Lunch Participation within 2 Miles of the Study Corridor

Name	Address	County	% F&R Lunch Participation	Delivery Status
Shady Spring Elementary School	8868 Goldenwood Rd Baltimore, MD 21237	Baltimore	69.7%	Delivered on 2/23
Golden Ring Middle School	6700 Kenwood Ave Baltimore, MD 21237	Baltimore	64.3%	Delivered on 2/23
Overlea High School	5401 Kenwood Ave Baltimore, MD 21206	Baltimore	51.5%	Delivered on 2/23
William Paca / Old Post Road Elementary School	2706 Philadelphia Rd Abingdon, MD 21009	Harford	69.9%	Delivered on 2/27
Church Creek Elementary School	4299 Church Creek Rd Belcamp, MD 21017	Harford	36.4%	Delivered on 2/27
Joppatowne High School	555 Joppa Farm Rd Joppatowne, MD 21085	Harford	61.0%	Delivered on 2/27

Places of Worship

Places of Worship within 2 Miles of the Study Corridor

Name	Address	County	Delivery Status
Evangel Cathedral Church / Life Source International Church (?)	7000 Rossville Blvd Rosedale, MD 21237	Baltimore	Delivered on 2/23
Central Christian Assembly	7411 Rossville Blvd Baltimore, MD 21237	Baltimore	Delivered on 2/23
Living Water Evangel Lutheran Church	8912 Philadelphia Rd Rosedale, MD 21237	Baltimore	Undeliverable
Kingsway Christian Center	7403 Gum Spring Rd Rosedale, MD 21237	Baltimore	Undeliverable

¹ Sources include Environmental Protection Agency (EPA) EJScreen, the University of Maryland/Maryland Institute for Applied Health EJScreen, and Federal Highway Administration (FHWA) Planning and Equity mapping, US Department of Housing and Urban Development (HUD) Multifamily Assistance & Section 8 Database, Maryland Public Schools Free and Reduced-Price Meal Statistics, and Google Maps.

Kenwood Presbyterian Church	4601 Fullerton Ave Nottingham, MD 21236	Baltimore	No answer, dropped copies in mail slot
Community Christian Church	8009 Corporate Dr Nottingham, MD 21236	Baltimore	Delivered on 2/23
Redeemed Christian Church of God City of Baltimore	5022 Campbell Blvd Suite E Nottingham, MD 21236	Baltimore	Undeliverable
Echo Community Church	5020 Campbell Blvd Suite E Nottingham, MD 21236	Baltimore	Delivered on 2/23
Rosedale Baptist Church	9202 Philadelphia Rd Baltimore, MD 21237	Baltimore	Delivered on 2/23
Immanuel Baptist Church	5041 Bucks School House Rd Baltimore, MD 21237	Baltimore	Delivered on 2/23
In the Light Baltimore	8710 Honeygo Blvd A Perry Hall, MD 21128	Baltimore	Undeliverable
Perry Hall Family Worship Center	5125 E Joppa Rd Perry Hall, MD 21128	Baltimore	Delivered on 2/23
Cowenton United Methodist Church	10838 Red Lion Rd White Marsh, MD 21162	Baltimore	Undeliverable
Masjid An-Nur Foundation	10801 Philadelphia Rd White Marsh, MD 21162	Baltimore	No answer, dropped copies in mail slot
Camp Chapel United Methodist Church	5000 E Joppa Rd Perry Hall, MD 21128	Baltimore	Undeliverable
New Life Baptist Church	5501 Lloyd Ave White Marsh, MD 21162	Baltimore	Undeliverable
Saint Stephen Catholic Church	8030 Bradshaw Rd Kingsville, MD 21087	Baltimore	Delivered on 2/24
Zion Temple Church	1304 Business Center Way Edgewood, MD 21040	Harford	Delivered on 2/27
Connecting Church	1700 Van Bibber Rd Edgewood, MD 21040	Harford	Undeliverable
Sovereign Grace Church	416 Constant Friendship Blvd Abingdon, MD 21009	Harford	Undeliverable
Mountain Christian Church Abingdon Campus	3465 Box Hill Corporate Center Dr Abingdon, MD 21009	Harford	Delivered on 2/27
Truth House Ministry Church	3303 Emmorton Rd Abingdon, MD 21009	Harford	Undeliverable
Faith Baptist Church	1305 Joppa Rd Joppatowne, MD 21085	Harford	Delivered on 2/27
The Love of Christ Church of God	513 Philadelphia Rd Joppatowne, MD 21085	Harford	No answer, dropped copies in mailbox
Community Baptist Church	303 Philadelphia Rd Joppatowne, MD 21085	Harford	Undeliverable
Trinity Lutheran Church	1100 Philadelphia Rd Joppatowne, MD 21085	Harford	Delivered on 2/27
Cornerstone Community Church	2907 Mountain Rd Joppatowne, MD 21085	Harford	Undeliverable

Cokesbury Memorial United Methodist Church	1302 Cokesbury Rd Abingdon, MD 21009	Harford	Undeliverable
Saint Francis De Sales Church	1450 Abingdon Rd Abingdon, MD 21009	Harford	Delivered on 2/27
John Wesley United Methodist	3817 Philadelphia Rd Abingdon, MD 21009	Harford	Undeliverable
Harford County Education Society (HCES – Masjid Al Falaah)	3014 Philadelphia Rd Abingdon, MD 21009	Harford	Delivered on 2/27

Affordable/Subsidized Housing Complexes

Affordable/Subsidized Housing Complexes within 2 Miles of the Study Corridor

Name	Address	County	Delivery Status
Riverwoods at Tollgate II	3803 Monument Cir Abingdon, MD 21009	Harford	Delivered on 2/27
Village Crossroads II Senior Housing	4313B Fitch Ave Baltimore, MD 21236	Baltimore	Delivered on 2/24

Libraries

Libraries within 2 Miles of the Study Corridor

Name	Address	County	Delivery Status
Rosedale Branch of the Baltimore County Public Library	6501 Kenwood Ave Baltimore, MD 21237	Baltimore	Delivered on 2/24
White Marsh Branch of the Baltimore County Public Library	8133 Sandpiper Cir Baltimore, MD 21236	Baltimore	Delivered on 2/24

Community Centers

Community Centers within 2 Miles of the Study Corridor

Name	Address	County	Delivery Status
Loreley Community Center	11530 Philadelphia Rd White Marsh, MD 21162	Baltimore	Delivered on 2/24
The EPICENTER at Edgewood	1918 Pulaski Hwy Edgewood, MD 21040	Harford	Delivered on 2/27

Food Pantries

Food Pantries within 2 Miles of the Study Corridor

Name	Address	County	Delivery Status
Life Source Impact Church	7000 Rossville Blvd Rosedale, MD 21237	Baltimore	Delivered on 2/23
Rosedale Baptist Church Food Pantry	9202 Philadelphia Rd Rosedale, MD 21237	Baltimore	Delivered on 2/23
Trinity Lutheran Church Food Distribution Center	1100 Philadelphia Rd Joppatowne, MD 21085	Harford	Undeliverable
Harford Community Action Agency Food Bank – Food Distribution Center	1231-B Woodbridge Station Way Edgewood, MD 21040	Harford	Delivered on 2/27
The EPICENTER at Edgewood – Monthly Food Giveaway	1918 Pulaski Hwy Edgewood, MD 21040	Harford	Delivered on 2/27

International Markets and Grocery Stores

International Markets/Grocery Stores within 2 Miles of the Study Corridor

Name	Address	County	Delivery Status
Perez International Foods	1812 Pulaski Hwy #A1 Edgewood, MD 21040	Harford	Delivered on 2/27
All Nations International Food Market	6401 Kenwood Ave #A Rosedale, MD 21237	Baltimore	No place to display
All African Delights	6326 Kenwood Ave Rosedale, MD 21237	Baltimore	No place to display
Punjab Supermarket & Halal Meat	8767 Philadelphia Rd Rosedale, MD 21237	Baltimore	No place to display
ALDI	1312 Business Center Way Edgewood, MD 21040	Harford	Delivered on 2/27
ALDI	3430 Emmorton Rd Abingdon, MD 21009	Harford	Delivered on 2/27

Digital Flyer Distribution

The flyer was emailed to the following locations with a request to distribute to their respective community listservs.

- Baltimore County Outreach Coordinators for District 5 and District 6
- **Baltimore County Advisory Groups:**
 - Affordable Housing Workgroup
 - Aging Commission
 - Disabilities Commission
 - Diversity, Inclusion and Equity Community Advisory Councils
 - Baltimore County Minority and Women's Business Enterprise (MBE and WBE)
 - Women Commission
 - Workforce Development Board
- **Harford County Community Advisory Boards:**
 - Joppa-Joppatowne
 - Abingdon-Emmorton
 - Edgewood
 - Bush River
 - Churchville-Creswell

Appendix B



I-95 EXPRESS TOLL LANES NORTHBOUND EXTENSION



TOLL RATE RANGE SETTING COMMENT FORM

1. I wish to comment on the tolling proposal, as presented, for the toll rate ranges for the I-95 ETL Northbound Extension project currently being designed and built, including all phases of the project from MD-43 to north of MD-24 and the I-695 ramps.

My comments as they relate to this proposal: Support Oppose Neutral

Additional Comments:

2. Other Comments:

The comment form continues on the back side.

3. How often do you travel on I-95 north of MD 43 (Section 200)?

- Weekly
- Weekends only
- Occasionally (Less than three times per month)
- Rarely (A few times a year)
- Never

4. How often do you travel on the existing I-95 ETLs?

- Weekly
- Weekends only
- Occasionally (Less than three times per month)
- Rarely (A few times a year)
- Never

5. How do you pay tolls?

- E-ZPass®
- Pay-By-Plate (Registered Video, available at Maryland toll facilities only)
- Video Tolling (Unregistered Video)
- I don't use toll facilities

Optional: Please provide the following information:

Comments may be submitted anonymously; however, please consider providing your zip code as that will help MDTA identify locations where communities may have similar concerns.

Name: _____

E-mail Address: _____

Community/Organization (if applicable): _____

Street Address: _____

City: _____ State: _____ Zip: _____

Thank you for your comments! Comments may be submitted in a variety of ways during the comment period: by completing this form at the public hearing or mailing it to the MDTA; by writing to MDTA I-95 ETL Northbound Extension Project Toll Comment, 2310 Broening Highway, Baltimore, MD 21224; visiting mdta.maryland.gov/I95ETLNB-Section200 and completing an online comment form; or providing testimony at a public hearing. ALL COMMENTS received, whether at the hearing or through other methods, will be given EQUAL CONSIDERATION. The comment period ends on April 13, 2023.

Appendix C

Commenter Code	Comment	General Theme
Commenter_1	My name is [redacted]. My current address is [redacted]. The last few months I have been in the process of moving and traveling as well. I've been going up to Virginia the last few months, visiting family, and those tolls have been sent to me by mail and paid, but the Baltimore toll was never sent to me in the mail. It could have gotten lost between my past address, but I hadn't received the toll ticket until I got the email to testify.	MDTA payment collection
Commenter_2	After closing the toll booths except on Interstates, increasing the tolls, and the easy pass/toll debacle that still has rippling effects I believe enough is enough. The state is passing everything on to the public as the bureaucracy keeps on growing thru the use of contractors picking up the slack at the expense of state employees being removed. See it in many state agencies. Some improvements are just an excuse to keep on adding to the complexity at the expense of efficiency.	General tolling
Commenter_3	MD has lots of money. The state should be looking to ease tolls and/or not raise them.	General tolling
Commenter_4	Almost 4.00 one way if I read this correctly! Then another 4:00 to go over bridge! This is robbery! Will never use it. I guess it is made for the rich!	Section 200
Commenter_4	I travel to 543 every week day. Use the bridge toll to Cecil count once in a while. I work at Hopkins and would use express but would certainly not be able to afford 8.00 or more a day. Forget it. I'll sit in traffic.	Section 200
Commenter_5	Ezpass itself is a mess	MDTA payment collection
Commenter_5	Certain bridges with excessive fees such as the Tydings bridge should have passes for locals who live within a certain radius of the bridge. People are overwhelming small towns like Havre de Grace and Perryville by forcing cars to use the Hatem bridge as an alternative! Think smarter. There is no reason not to alleviate some of the traffic that is caused by people purposely avoiding the Tydings toll and its ridiculous fee!	Other MDTA ETL sections/facilities
Commenter_6	Keep the rates low. Below \$2.	Section 200
Commenter_7	When will the state of Maryland give its residents a break? Enough is enough.	Section 200
Commenter_8	1. NOTD correspondence - stop sending 3 pages with totals on each as if you owe 3 amounts, when in fact you only owe 1 total- this is clearly a waste of paper and confusing to those who may not know! 2. Website to pay online - after you've entered your information, there's is no "submit payment" button - .then there's chat which is of not assistance!! Get it together MDTA,	MDTA payment collection
Commenter_9	I disagree with the tolling proposal. With the current state of the economy, it would be devastating for commuters who need to use I-95 to travel to work to have additional tolls to pay in this region. Our public transportation is non-existent, so you force us to commute in our vehicles. I recommend you start thinking about reliable and efficient public transportation so that you don't have to build these monstrosities of roads.	Section 200
Commenter_10	Work to make roads toll free - it saves lives.	General tolling
Commenter_11	I think all the ETL lanes should be free for all users. We paid for them with our taxes and we should not discriminate as to which persons can use them - those who can afford it and those who cannot. Toll lanes are anachronistic. Pull down the barriers and let everyone use them.	General tolling
Commenter_12	Ridiculously High rates. No thank you, I will sit in the traffic or use route 7 or route 40. I would be willing to pay 5 cents per mile MAX FOR peak EZ pass.	Section 200
Commenter_13	Maryland has all kinds of revenue coming in from gambling, tolls, etc, but how much of the revenue is being used to equally fund schools? Prince George's County schools are falling behind all other county districts for funding and it would be nice to see some of this money going toward PG County in addition to the other school districts and projects that will be funded.	Toll revenue
Commenter_14	With the amount of trees and natural habitat removed, how is the state going to replace, replant what it has destroyed?	Environmental impacts
Commenter_15	Where can go to see the details and renderings of the project. I live in Harford County and would like a visualization of the exits. As far as tolling I would like to have them no more than an additional \$1 from MD 24 to the existing entrance at White Marsh. I believe the extension will help alleviate traffic up to MD 24 but will not address the bottleneck that occurs from MD24 to the Maryland House.	Section 200
Commenter_16	Please remove the "Hatem" plan and make all vehicles pay the same as if they remained on 95 North. The tolls on this stretch will force drivers onto other St Routes and across Hatem. Hatem cannot carry the volume nor weight	Other MDTA ETL sections/facilities
Commenter_17	Maryland should not fund projects that reduce highway congestion or increase highway usage. Such projects recommit Maryland to overreliance on automobiles, which contradict the state's goals regarding greenhouse gas emissions and climate change. Instead of funding or planning such projects, Maryland and MDTA should invest in transit infrastructure across the state and bicycle/pedestrian infrastructure in and around cities.	General tolling

Committer Code	Comment	General Theme
Committer_18	After listening to whole presentation online (thanks for providing that, though I'm sure most people don't sit through it all), I cannot help but leave it with the idea that this toll rate is uncomfortably large for the length of travel we are discussing. I had to screenshot the total cost (using the cheapest option of EZ Pass) because my brain just couldn't understand why only 18+ miles of road could cost \$4.11 at peak travel and so much more for other forms of payment. As a Maryland resident, the toll corridor of our state and that of neighboring Delaware (not your problem) is truly becoming prohibitive to travel. The costs are mounting and as someone currently in a tough financial spot, it really makes me have to plan different routes and make financial decisions. I know I don't have to utilize express lanes, though traffic flow might say differently sometimes. However, I'd like for costs to actually head downward and eventually disappear. I am uncertain if anyone has ever entertained such an idea and I would put forward the suggestion that we make the system self-sustainable at the most minuscule level required for materials and maintenance. Thank you for listening.	Section 200
Committer_18	I would urge you to research how to lower travel costs for the average Maryland resident, as well as for those just passing through this wonderful state. Thank you for your time and contributions.	Section 200
Committer_19	Councilman Dion Guthrie, of course from Harford County. I bring well wishes from the Harford County Council and Pat, our President. I told him I was coming here tonight to cover for the Council. This certainly is an area that I've lived in for 57 years in Joppatowne. I moved here in 1966 and this school wasn't even built yet. I'm taking you back, how far that is cause the school was built in '73. Me and Bill went back a long way, we were at camp [inaudible] together and doing some other things that we can't report online but that's okay. But it's a pleasure to be here. I'm sorry for the light turnout. I did at the last Council meeting - I did mention about this event and was hoping that it would get out in the airways and people would come but I guess if, with this light turnout, they're happy. Because usually when you go to these kind of town hall meetings you get, it's either packed or it's not. You know if it's packed, watch out because they're all ticked off at something. Just like the last week we went to one at the Southern Precinct Police Station for the Perryman Project [inaudible]. If you're not familiar with the project, it's a huge project for more homes and more buildings up there and people were upset about it. And so they had a town hall meeting up at the Southern Precinct. And I've been to probably 100 meetings there and usually all the Joppatowne Community Council Meetings and the Edgewood Community Council Meetings are held there. I've been to all of them, probably easily over 100. Well that place was packed, there was more people at that meeting than any meeting I've ever been to. And of course I didn't hear any people speaking in favor of the project. But anyway, I wanted to thank you all for taking the time to come here and setting this all up and sorry for the light turn out, but again, they must be happy. Okay thank you.	Section 200
Committer_20	Tolls should have no place in public transportation plans. They both complicate travel and favor the rich.; Tolls are an unnecessary nuisance. In a sane and decent world you would not impose them. I know I will not be heard but I have to speak up in response to this invitation. Thank you for all the good work you do, but not for all the annoying tolls.	General tolling
Committer_21	I approve and support MDTA's toll rate ranges for the I-95 Express Toll Lanes Northbound Extension Project.	Section 200
Committer_22	Please know you are hurting those folks who drive long distances to keep a job to support their families while staying in a residence in another zip code or county so they can be with family, care for family or other important personal reason. Respectfully, you can cut your bloated state budget and stop hurting the driver who is keeping a job or travels to see family, or shop at a mall in another county. We will just all ask to be able to work from home, quit our jobs and get state benefits, retire early or another way to not give you our hard earned money. Certainly this high tax state is chasing us out of Maryland. Fact is my husband and I have given up on MD and just today put in a contract to buy a house in FL, where some of our family has already moved to. Keep this tax and spend philosophy going and you will lose more of us to the south. Cut your budgets and save MD. taxpayers from more of your burdensome policies. Respectfully submitted! [Offensive language redacted.]	General tolling
Committer_23	PLEASE MAKE AVAILABLE E-A-S-Y instructions for those of us who use 95 daily and who are losing windshield after windshield due to rocks from the construction destroying our windshields. I have had to replace mine FIVE (yes--5!!!) TIMES!!!!!!!	MDTA payment collection
Committer_23	I would like to see the commuter rates adjusted to account for daily use customers who commute to work. If it is possible for Maryland residents to be given a cheaper rate than out-of-state, infrequent EZ-Pass customers that would be idea. I would be using this every, single day, traveling from Exit 80, all the way down to Columbia, MD. I am not alone in this. I believe we should pay a fair rate, but it should take into consideration the frequency of use.	Section 200
Committer_24	Highway noise from I-95 by Aberdeen city is annoying 24/7. I hope the construction plans include a sound barrier wall going past Aberdeen.	Environmental impacts
Committer_25	I oppose the tolling proposal because tolling is economically regressive for low income people.	Section 200
Committer_26	This website did not record some of my responses.	Comment issue
Committer_26	Tolls are a fee that everybody pays equally. The emphasis on tolls harms the working class in this state the most. These people have to travel to work and often travel at work. Tolls are a burden on the worker and are passed on from the employer to the consumer. We need more people working in this State and making a living wage. When you tax something you activity discourage that activity. Support the working man and the work he does. Money in government is so often just lost to corruption. Leave this money to the people.	General tolling
Committer_27	You guys CAN apparently NOT function properly. You have no idea how to collect tolls. Your website is a disaster and makes it almost impossible to find the pay section. I have a bill now.. WHICH I PAID and its shown coming out of my bank account but EZPASS did not record it and is threatening my registration. You are totally inept at this and need to hire professionals or just get rid of it. Why do we pay, property, state, city and gas taxes and THEN TOLLS anyway? Talk about a money grab.	MDTA payment collection

Commenter Code	Comment	General Theme
Commenter_28	I paid threw credit card cause it was not me driving my brother drove my car there	MDTA payment collection
Commenter_28	I had to pay with my card cause my brother did not pay	MDTA payment collection
Commenter_29	I already pay Maryland taxes, and pay taxes on every gallon of gas I purchase. When did it become customary to toll every road being built, or extended. Maryland is getting ridiculous with their taxation. One trip over the Francis Scott Key bridge is \$6.00. This state makes me want to move elsewhere more and more.	General tolling
Commenter_30	If my Maryland state taxes are being used to build this "public" toll road, then I am adamantly against any tolls what-so-ever. I was under the impression that state roads were paid for by state residents for our use to traverse the state of Maryland. Roads designed to reduce congestion should be free to drive on as they are state roads. If there are tolls, which there will be, why then should our hard-earned money be used to build a road that we will then have to pay to drive on in perpetuity? I've heard the old scheme of "tolls are needed to pay for the additional construction of roads, and will end after that debt has been paid." That's a lie, of course. Most of these tolls/toll roads take the money and pocket into a private developer's pocket who designed the toll readers. I also believe that some of the money goes back to the state, although it somehow never finds it's destination to "roads and bridges". IT goes to other areas of the Maryland budget that have shortfalls, I'm certain. In conclusion, I am against these tolls for what I believe are state-funded roads.	General tolling

III. Recommended Action

MDTA staff proposes, after analyzing the comments received by the public, that the recommended action remain unchanged from the proposal that was advertised and presented to the public during the first public comment period. The details of that proposal are reiterated below.

Establish I-95 ETL Northbound Extension (Section 200) & I-695 Ramps Toll Rate Ranges

Proposal: To establish toll rate ranges for the I-95 ETL Northbound Extension project (Section 200), including the I-695 ramp connections that match the existing toll rate ranges already set for the open/existing ETL facility (Section 100). The proposal includes defined pricing periods, consistent with the existing facility, and additional toll parameters covering certain holidays.

Toll Rates: Refer to the following page and note the proposed toll rate ranges match the existing toll rate ranges for the existing facility (Section 100 ETL).

Fiscal Year Impact: The I-95 ETL Northbound Extension project (Section 200) is a safety and capacity improvement, \$1.1 billion mega-project funded entirely by MDTA toll revenues. The project will use bond sales to cover the cost of the project. The project is expected to generate approximately \$11.6 million more in revenue when it is fully opened by 2028, increasing to approximately \$22.3 million more in revenue by 2035.

Estimated Timeframe: Phased openings in Winter 2024/2025 and Winter 2027/2028

Proposed Toll Rate Ranges

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

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

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

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

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

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

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

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

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

Pricing Periods

Peak Periods:

- Southbound:
 - Monday - Friday, 6:00 a.m. - 9:00 a.m.
 - Saturday, 12:00 p.m. - 2:00 p.m.
 - Sunday, 2:00 p.m. - 5:00 p.m.
- Northbound: Monday - Friday, 3:00 p.m. - 7:00 p.m.
 - Saturday, 12:00 p.m. - 2:00 p.m.
 - Sunday, 2:00 p.m. - 5:00 p.m.

Overnight Periods:

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

Off-Peak Periods: All other times

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

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

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

IV. Schedule

April 27, 2023	Toll Hearing Final Report for public comment period #1 and Board review; open public comment period #2
May 11, 2023	Close comment period #2
May 25, 2023	Present Toll Hearing Final Report for public comment period #2
June 29, 2023	Final Recommendation and vote at MDTA Board Meeting
Fall 2023	Toll collection programming starts followed by equipment installation
Winter 2024/2025	Northbound ETL open up to MD 152
Winter 2027/2028	I-695 ramps open to Northbound ETL system
Winter 2027/2028	Northbound ETL open to north of MD 24

V. Approval to Continue with the Updated Proposal

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

We are seeking the Board's approval to proceed with the second public comment period for the recommended action (recommended toll rate ranges) noted above for the I-95 ETL Northbound Extension (Section 200) & I-695 Ramps toll rate range setting.