

Toll Modernization Proposal
Public Comment Final Report
October 24, 2019



Maryland
Transportation
Authority

Executive Summary

On July 25, 2019, the Maryland Transportation Authority (MDTA) Board unanimously approved to proceed to advertise the Toll Modernization Proposals and seek public comment. The public comment period began on August 1, 2019 and continued until 5PM, October 3, 2019. Nine public hearings were conducted between September 3rd and September 19th.

The Toll Modernization Proposal presented to the public included:

I. Establish New Payment Option (Pay-by-Plate)

- A new payment method would be created for infrequent customers and those that do not want an *E-ZPass*® account. This payment method allows customers to pay as they go by registering their license plate and credit card and eliminates the need to maintain a prepaid balance.

II. Expanded and New Vehicle Classifications

- Provides MDTA the ability to expand and create vehicle classifications for motorcycles, 3-wheeled cars, passenger vehicles towing trailers and campers, 3- and 4- axle recreational vehicles, and 2-axle recreational vehicles and tow trucks towing vehicles.

III. Video Toll Early Payment Discount (Pay-by-Invoice)

- The MDTA proposes the introduction of an early payment discount structure, which would allow customers who pay their notice of toll due within a pre-determined timeframe and prior to the mailing of the notice, to receive a 15% discount off the video toll rate.

Public comments for the official record were submitted through a number of methods. Five methods for providing public comment included an online comment form, U.S. mail, comment cards, public hearing testimony in front of MDTA Board Members, and private testimony collected by a court reporter at the public hearing. Most comments received 95% (272) were received via the online form. Comments at the public hearings accounted for 3% (10) of the comments received and letters through the U.S. mail accounted for 2% (5).

The majority of the comments were received from Anne Arundel County, accounting for 17% (48), followed by Queen Anne's County at 14% (39) and Baltimore County at 13% (37). Those three counties accounted for more than 44% of the total comments received. Most comments were received from areas near the William Preston Lane Jr. Memorial (Bay) Bridge.

Through the different comment methods, the public was able to express their support or opposition to the proposals. Figure 1 shows the final breakdown of support and opposition for the Toll Modernization Proposal and the public comment process.

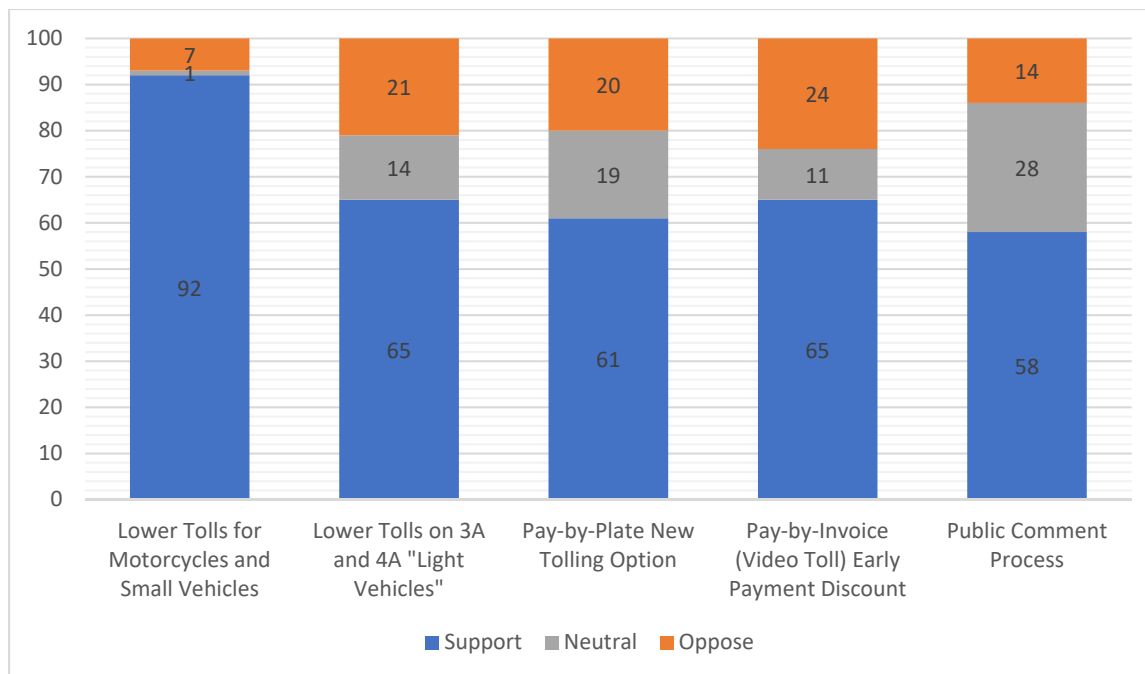


Figure 1 - Public Support for Toll Modernization Proposals

In addition, there were other comments submitted by the public outside of the scope of the Toll Modernization Proposal. These included comments calling for the removal of toll booths and retaining a cash option.

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

Table of Contents

Executive Summary	i
Table of Contents	iii
I. Public Comment Process.....	1
II. Respondent Data Analysis	3
III. Comment Summary and Analysis.....	5
IV. Other Public Comments.....	11
V. Records Management.....	11
Appendix A – MDTA Public Hearings	I
Appendix C – Public Comment Form.....	III
Appendix D – Comments by Zip Code	V
Appendix E – Public Notice	IX
Figure 1 - Public Support for Toll Modernization Proposals	ii
Figure 2 - Comments By Source -Total Comments (287).....	2
Figure 3 - Public Comments by Zip Code	4
Figure 4- Total Comments by Facility.....	5
Figure 5 - Lower Tolls for Motorcycles and Small Vehicles – Total Comments (167).....	6
Figure 6 - Lower Tolls on 3A and 4A "Light Vehicles" – Total Comments (58)	7
Figure 7 - Pay-by-Plate New Tolling Option – Total Comments (117)	8
Figure 8 - Pay-by-Invoice (Video Toll) Early Payment Discount – Total Comments (62)	9
Figure 9- Public Comment Process – Total Comments (71)	10

I. Public Comment Process

On July 25, 2019, the MDTA Board unanimously approved to proceed to advertise the Toll Modernization Proposals and seek public comment. The Toll Modernization Proposals include the following elements:

I. Establish New Payment Option (Pay-by-Plate)

- A new payment method would be created for infrequent customers and those that do not want an *E-ZPass*[®] account. This payment method allows customers to pay as they go by registering their license plate and credit card and eliminates the need to maintain a prepaid balance. The toll rates paid will mirror the cash and non-Maryland E-ZPass rates for the legacy facilities and be 25% higher than the E-ZPass rate on the Intercounty Connector (ICC) and I-95 Express Toll Lanes (ETL).

II. Expanded and New Vehicle Classifications

- Create new vehicle classifications for 3-and 4-axle “light” vehicles and expand the motorcycle vehicle classification in order to lower the toll rate paid by these vehicles.
 - i. Motorcycle & Small Vehicles Classification – reduce tolls by 50%
 - ii. 3A-axle (3-axle “light” Classification) – reduce tolls by 25%
 - iii. 4A-axle (4-axle “light” Classification) – reduce tolls by 17%

III. Video Toll Early Payment Discount (Pay-by-Invoice)

- An early payment discount structure would be created, which would allow customers who pay their notice of toll due within a pre-determined timeframe and prior to the mailing of the notice, to receive a 15% discount off the video toll rate. Currently, customers have 45 days from the date notice is mailed to pay the video toll amount due without any penalty.

The public comment period began on August 1, 2019, and continued until 5PM, October 3, 2019. Nine public hearings were conducted between September 3rd and September 19th. A total of 287 comments were received. The public hearings took place from 6:00 to 8:00 PM at the following locations:

- September 3 – Perryville High School
- September 4 – Dundalk Middle School
- September 5 – Gaithersburg Middle School
- September 9 – Patapsco Arena
- September 10 – High Point High School
- September 12 – Kent Island High School
- September 16 – Havre de Grace Activity Center
- September 17 – Piccowaxen Middle School
- September 19 – Severn River Middle School

MDTA received comments from 39 elected officials. The elected officials represented various jurisdictions including State and County governments. A complete listing of the elected officials who commented on the Toll Modernization Proposal can be found in Appendix B.

Submission Methods

Public comments for the official record could be submitted through several methods: an online comment form, U.S. mail, comment cards, public hearing testimony in front of MDTA Board Members, and private testimony collected by a court reporter at the public hearing. All methods were advertised to the public. The distribution of submission methods is illustrated in Figure 2. Copies of the comment card can be found in Appendix C.

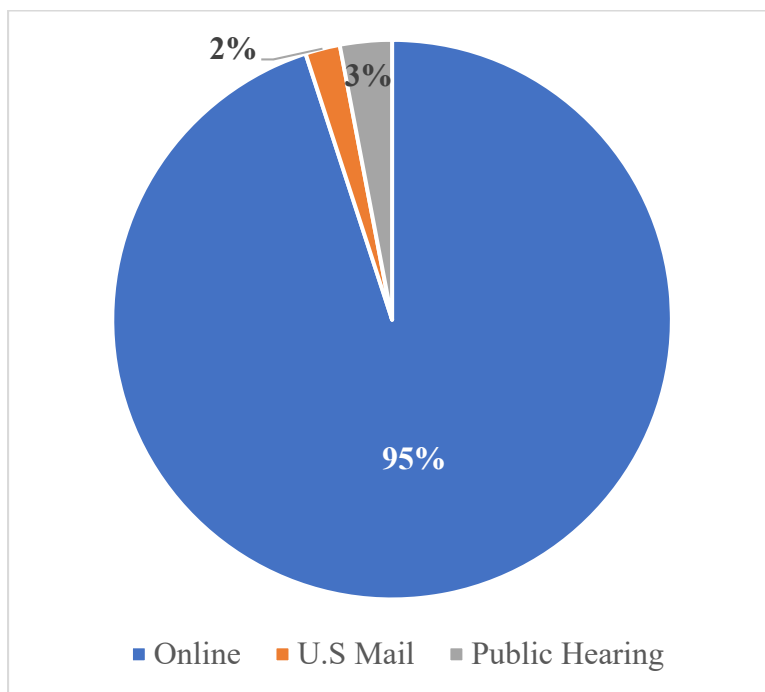


Figure 2 - Comments By Source -Total Comments (287)

Of the 287 comments received, 95% (272) were received via the online form. The online form included mandatory entries such as how often and which MDTA facilities are utilized, how tolls are paid and the zip code of respondents, which enabled improved data quality and better data analysis. It also reduced data entry by MDTA staff as submissions were entered by the public directly into the database used for analysis.

Comments received at the public hearings accounted for 3% (10) of the total comments received, and letters through the U.S. mail accounted for 2% (5).

Data Collection

In order to improve the quality of the data collected and to better analyze the results of the specific proposals, select fields were requested from the respondents making public comments. Respondents who utilized the online form or a public comment card were requested to provide input on at least one of the proposals under consideration. In addition, as discussed above, other mandatory entries were required to assist in obtaining an understanding of where these comments were being made from and if there were specific facilities that had larger approval or disapproval of the proposals being evaluated.

Each comment was reviewed by MDTA staff to ensure the user-selected description of the comment was consistent with its content. Reviews of the comments in some cases resulted in changes to the user entered data. For example, numerous respondents provided comments under the Public Comment Process that belong in the “Other” category. In those instances, staff moved that comment to the “Other” category to better capture the essence of the comment. The public comment application created an entry into the comment’s history to indicate that a change had been made and which user of the system made the change. No changes were made to the content of the comment themselves. The only authorized changes were to re-classify “other” comments that did not fit within the three proposals being presented to the public. These additional comments do not impact the proposal being considered; however, the information is presented in this report to inform the MDTA Board of other comments received.

II. Respondent Data Analysis

While most of the comments were from Maryland, some were received from other states including Delaware, Virginia, Connecticut, Arizona and the District of Columbia. Sixty comments were received from areas near the William Preston Lane Jr. Memorial (Bay) Bridge. Figure 3 presents a map that indicates the location of comment respondents.

Comments from Anne Arundel County accounted for 17% (48) of the total comments received, Queen Anne’s County accounted for 14% (39) and Baltimore County accounted for 13% (37). Those three counties accounted for more than 44% of the total comments received. Details of the comments provided by zip code can be found in Appendix D.

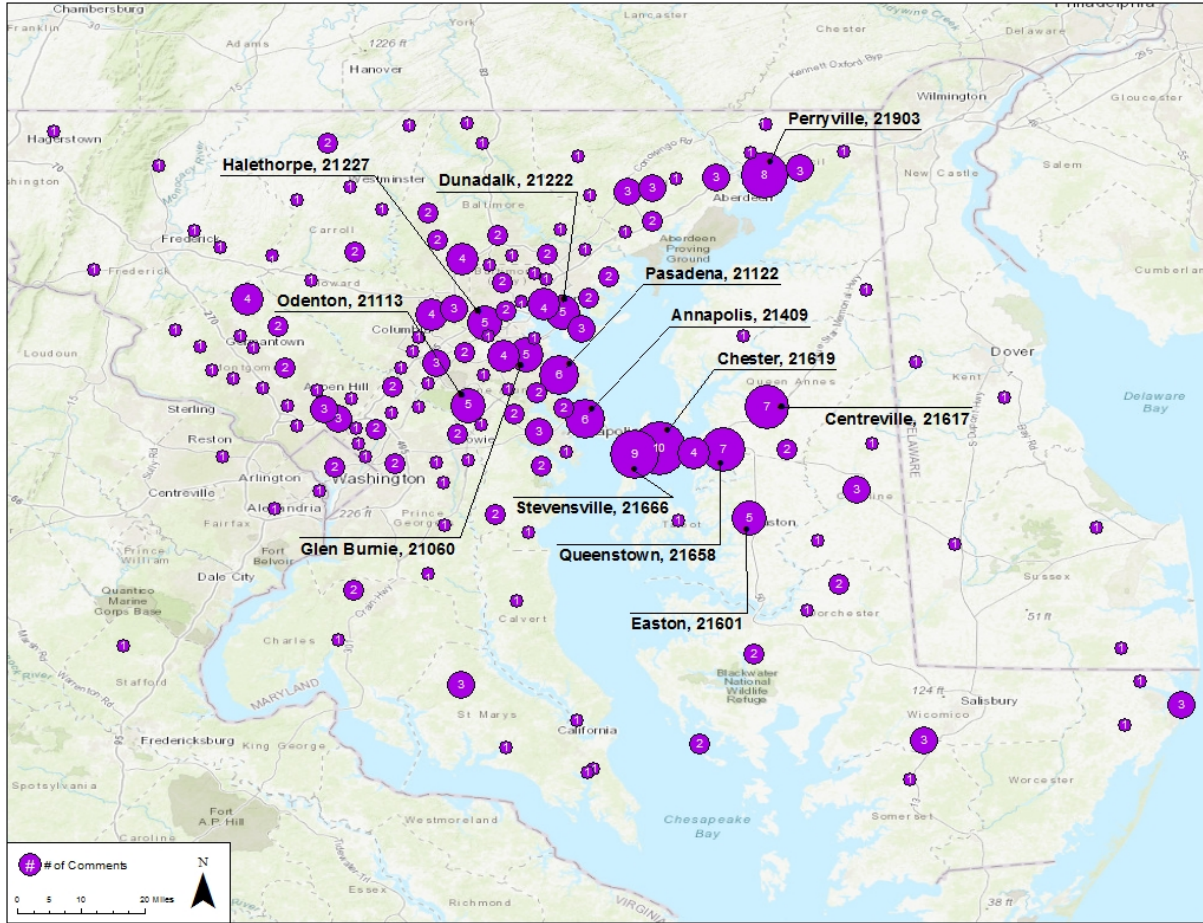


Figure 3 - Public Comments by Zip Code

Respondents could refer to which facilities they regularly use in a single comment. As the selections were not mutually exclusive, the facility totals will exceed the total number of comments received. The most frequently selected facilities included the William Preston Lane Jr. Memorial (Bay) Bridge (153 responses) and the Baltimore Harbor Tunnel (95 responses). The total numbers of comments for each facility is displayed in Figure 4.

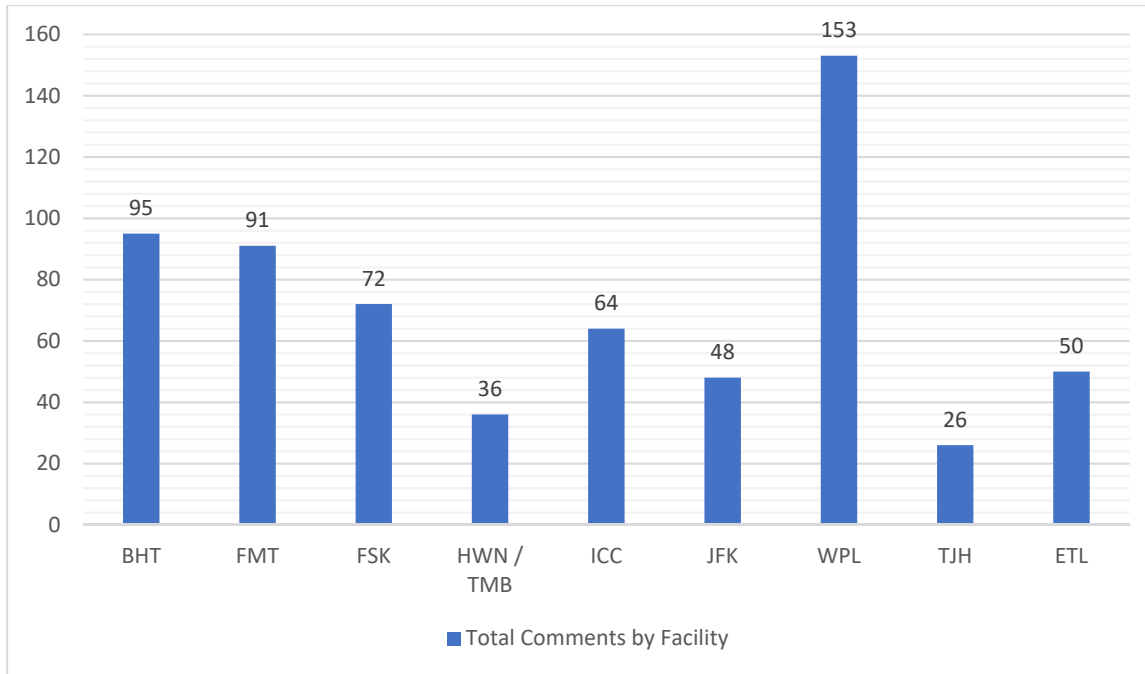


Figure 4- Total Comments by Facility

III. Comment Summary and Analysis

Public comments on the proposed Toll Modernization Proposal were sorted into three categories: support, oppose and neutral. Sections below show the results by each proposal and a summary on the type of comments received:

Lower Tolls for Motorcycles and Small Vehicles

Out of the total 287 comments received, 167 respondents provided their input on lowering tolls for motorcycles and small vehicles. 93% of the respondents did not oppose the proposal to lower tolls on motorcycles and small vehicles (see Figure 5 for breakdown of results).

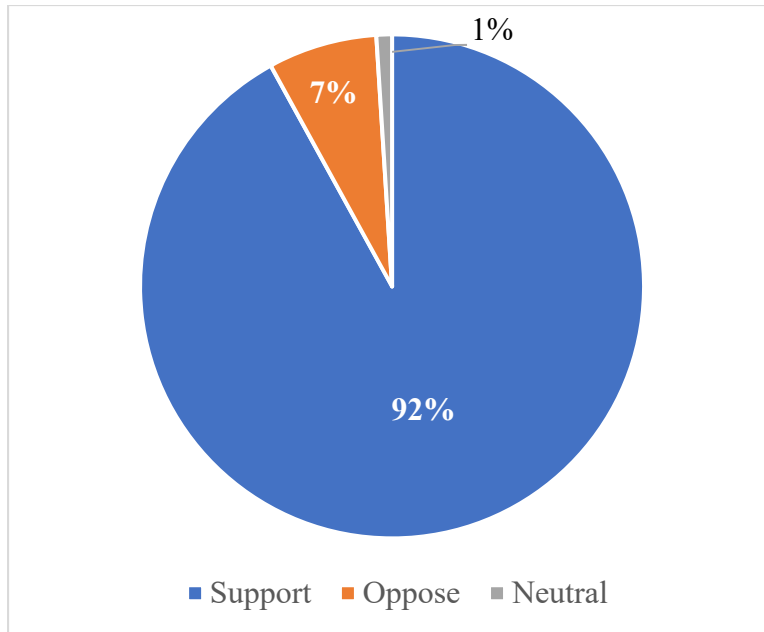


Figure 5 - Lower Tolls for Motorcycles and Small Vehicles – Total Comments (167)

The most common theme that was provided (43 comments) was how respondents supported the lower tolls for motorcycles because of the lower wear and tear that motorcycles have on roadways. For example, Record Number R-PB-19-0180 states:

“As a motorcyclist I fully support a reduction in motorcycle tolls, being that motorcycles cause far less wear and tear on roadways, take up less space on the road, and are far more fuel efficient.”

Record Number R-PB-19-0266 states:

“Motorcycles do not put the same wear and tear on the roads as cars and trucks. Wear and tear on the roads being a factor in the determination of toll amounts, it should be taken into consideration in determining the toll amount a motorcycle should pay verses a car.”

The second theme that developed with 10 comments were respondents supporting the lower tolls for motorcycles but requesting that these tolls be eliminated completely. For example, Record Number R-PB-19-0279 states:

“Motorcycles should be exempted from tolls because of their lower footprint, the reduced numbers and fuel economy. Additionally, motorcycles in this area are more often a recreational vehicle rather than a commuter vehicle. Eliminating tolls for this class of vehicle might encourage higher use which will result in greater economies in fuel use and maintenance.”

No other common themes emerged from the comments. The respondents that commented on why they opposed the proposal mostly argued that tolls should not be lowered at all, and that money should be used for other purposes.

Lower Tolls on 3A and 4A-Axle “Light Vehicles”

Out of the total 286 comments received, 58 respondents provided their input on lowering tolls for 3A and 4A-axle “light vehicles”. 79% of the respondents did not oppose the proposal to lower tolls on 3A and 4A “light vehicles” (see Figure 6 for breakdown of results).

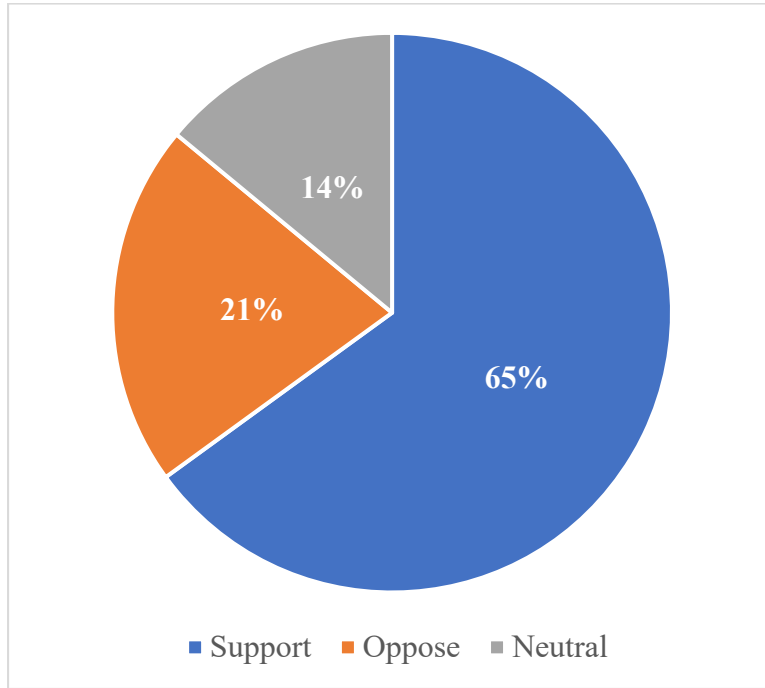


Figure 6 - Lower Tolls on 3A and 4A "Light Vehicles" – Total Comments (58)

The most common theme that developed were respondents who supported the proposal given the lower wear and tear of the light vehicles. For example, Record Number R-PB-19-0135 states:

“I am in support of lower tolls for those who have to tow a trailer for non-commercial uses. It has never made sense why a two-axle EZPass eligible truck would have to pay \$18.00 to tow a trailer. At a minimum, the EZPass who pay for the truck and a nominal per-axle fee for the trailer.”

For example, Record Number R-PB-19-0188 states:

“Just make sense. Light trailers / vehicles are not impacting the roadway system as much as commercial and heavy duty trailers.”

No other common themes emerged from the comments. The respondents that commented on why they opposed the proposal mostly argued that tolls should not be lowered, and that money should be used for other purposes.

Pay-by-Plate New Tolling Option

Out of the total 286 comments received, 117 respondents provided their input on the new Pay-by-Plate tolling option. 80% of the respondents did not oppose the proposal to implement the new tolling option (see Figure 7 for breakdown of results).

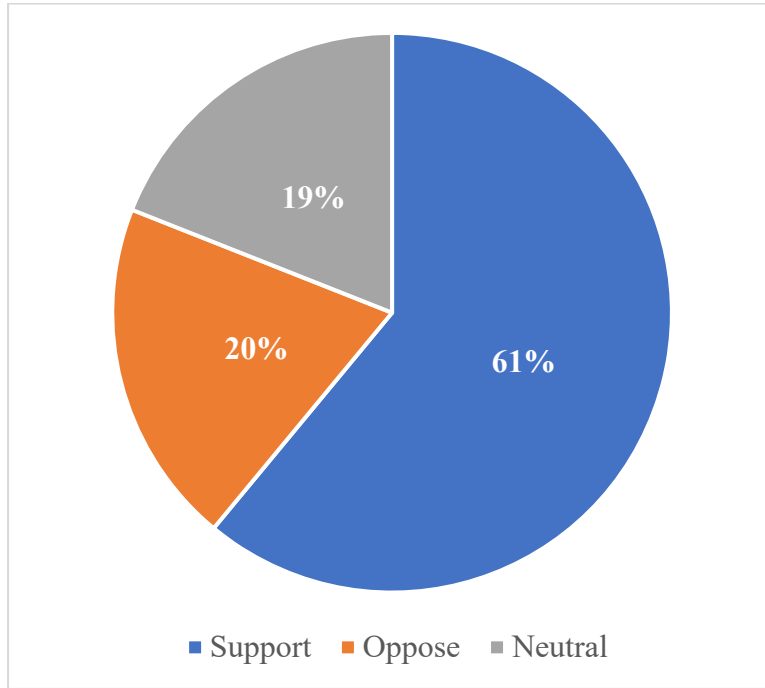


Figure 7 - Pay-by-Plate New Tolling Option – Total Comments (117)

The most common theme that developed were respondents who supported the proposal due to the advantages of Pay-by-Plate for infrequent users. Some examples of the reasons for supporting the proposal included:

Record Number R-PB-19-0137 states:

“I rarely travel on toll roads and dont want to have to keep a balance on a device.”

Record Number R-PB-19-0139 states:

“Great idea, especially for those who only need to use it a few times a month. Right now I’m a commuter, but after I retire I will still need to use the toll facility at the Bay bridge.”

One examples for the reasons for opposing the proposal included:

Record Number R-PB-19-0134 states:

“Terrible idea. Users should get an ezpass as the system is already in place, works perfectly, and is transferable across the East Coast. There is no reason to create a duplicate system to ezpass nor any rational reason to allow that system to discount tolls. If you want discounted tolls then get an ezpass - end of story.”

Pay-by-Invoice (Video Toll) Early Payment Discount

Out of the total 287 comments received, 62 respondents provided their input on the new Pay-by-Invoice (Video Toll) Early Payment Discount option. 76% of the respondents did not oppose the proposal to implement the new tolling option (see Figure 8 for breakdown of results).

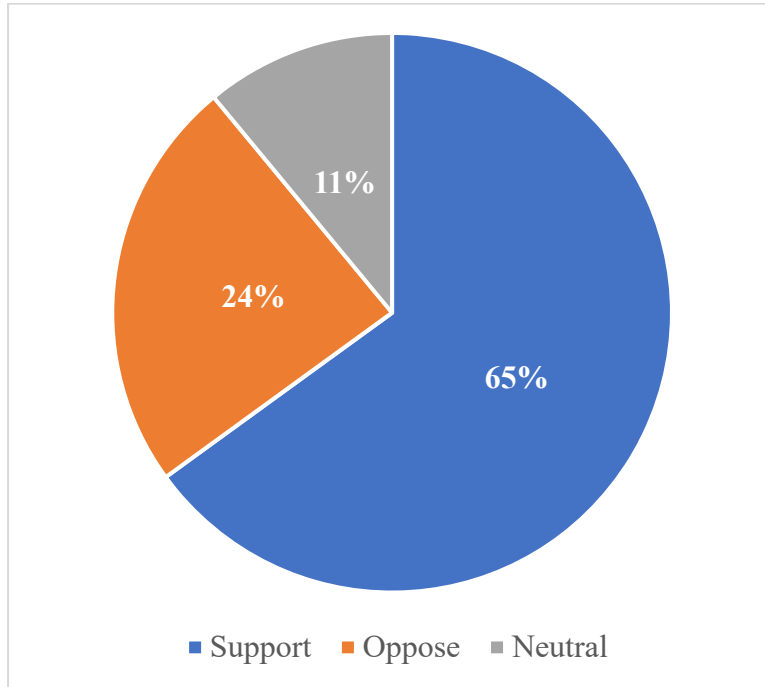


Figure 8 - Pay-by-Invoice (Video Toll) Early Payment Discount – Total Comments (62)

Comments in this category were varied and no single theme emerged within the comments submitted. Some examples of the reasons for supporting the proposal included:

Record Number R-PB-19-0094 states:

“I like the idea of paying in advance for my toll and not having a need to receive an invoice sent to me in the mail”

Record Number R-PB-19-0148 states:

“I fully support any function that automates the billing process.”

One example for the reasons for opposing the proposal included:

Record Number R-PB-19-0150 states:

“Plate and Ezpass only. No cash, no prepay.”

Public Comment Process

Out of the total 286 comments received, 71 respondents provided their input on the Public Comment Process for the Toll Modernization Proposal. 86% of the respondents did not oppose the public process put in place to receive feedback from the public (see Figure 9 for breakdown of results).

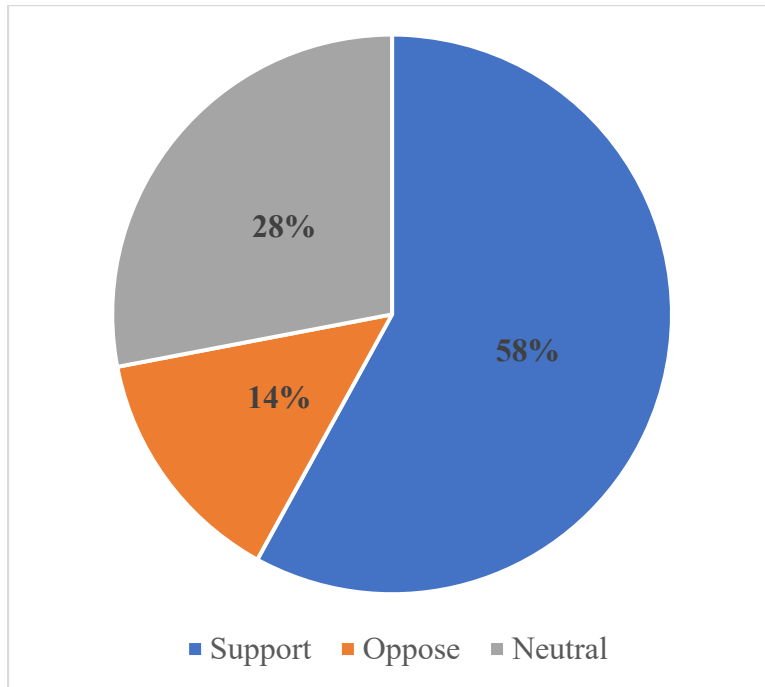


Figure 9- Public Comment Process – Total Comments (71)

Comments in this category were varied and no single theme emerged within the comments submitted. One example of the reasons for supporting the public process included:

Record Number R-PB-19-0131 states:

“Those who develop policy need to know how other people feel about their policy decisions, before they become law and affect our pocketbooks.”

One example for the reasons for opposing the public comment process included:

Record Number R-PB-19-0074 states:

“Every time there is public comment on tolls and bridges the majority of the hearings are held on the western metropolitan portion of the state. It is no secret that the residents of the eastern shore are very much affected by the bay bridge traffic back ups, and tolls. More hearings should be done across the eastern part of the state.”

IV. Other Public Comments

In addition to comments received on the Toll Modernization Proposals, there were other comments submitted by the public on different issues associated with the MDTA. These other comments received do not impact the proposed recommendations under the Toll Modernization Proposal. There were two general themes outlined below.

There were 16 comments received regarding the removal of toll booths. For example, Record Number R-PB-19-0074 states:

“In addition I support the removal of toll booths and the reduction of toll lanes equal to the regular travel lanes of traffic for that road. This would eliminate the need to merge and cause back ups and accidents. Lanes should proceed at or near the normal posted speed limit of the roadway.”

On the other hand, there were 7 comments received regarding keeping a cash toll option. For example, Record Number R-PB-19-0120 states:

“I would support pay-by-plate introduction as an additional option, but the option to pay by cash must remain.”

V. Records Management

Public comments will be retained for further review and analysis as required. All 287 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.

Appendix A – MDTA Public Hearings

The MDTA held nine public hearings. There were 45 people in attendance, 2 elected officials attended the hearings. Of the 45 people in attendance, 5 testified before the MDTA Board. The public was also able to submit official comments through private testimony, online comment form or comment card. Throughout the hearings, 1 person provided private testimony, 1 person provided a comment through the online form and 3 comment cards were submitted.

Total Attendance Numbers at Toll Modernization Proposal Public Hearings


Date/Location	Total Number Signed In (public and elected officials)	Number Public Testimony	Number Private Testimony	Number of Elected Officials	Number of Written Comment Forms	Number of Computer Comments
Sept. 3 Cecil Co.	23	2	0	0	3	1
Sept. 4 Baltimore Co.	2	0	0	0	0	0
Sept. 5 Montgomery Co	3	0	1	0	0	0
Sept 9 Baltimore City	1	0	0	0	0	0
Sept. 10 Prince Georges Co.	2	0	0	0	0	0
Sept. 12 Queen Anne’s Co.	9	3	0	2	0	0
Sept. 16 Harford Co.	0	0	0	0	0	0
Sept. 17 Charles Co.	3	0	0	0	0	0
Sept. 19 Anne Arundel Co.	2	0	0	0	0	0
Total	45	5	1	2	3	1

Appendix B – Elected Official Contacts

Title	Origin	Record No.	Name
Senator – District 41	Letter	R-PB-19-0336	Jill Carter
Senator – District 28	Letter	R-PB-19-0336	Arthur Ellis
Senator – District 15	Letter	R-PB-19-0336	Brian Feldman
Senator – District 19,	Letter	R-PB-19-0336	Ben Kramer
Senator – District 12	Letter	R-PB-19-0336	Clarence Lam
Senator - District 16	Letter	R-PB-19-0336	Susan Lee
Senator – District 45	Letter	R-PB-19-0336	Cory McCray
Senator – District 43	Letter	R-PB-19-0336	Mary Washington
Senator – District 3	Letter	R-PB-19-0336	Ron Young
Delegate – District 39	Letter	R-PB-19-0336	Gabriel Acevero
Delegate – District 13	Letter	R-PB-19-0336	Vanessa Atterbeary
Delegate – District 43	Letter	R-PB-19-0336	Regina Boyce
Delegate – District 18	Letter	R-PB-19-0336	Al Carr
Delegate – District 20	Letter	R-PB-19-0336	Lorig Charkoudian
Delegate – District 19	Letter	R-PB-19-0336	Charlotte Crutchfield
Delegate – District 19	Letter	R-PB-19-0336	Bonnie Cullison
Delegate – District 12	Letter	R-PB-19-0336	Eric Ebersole
Delegate – District 22	Letter	R-PB-19-0336	Anne Healey
Delegate – District 12	Letter	R-PB-19-0336	Terri Hill
Delegate – District 47A	Letter	R-PB-19-0336	Julian Ivey
Delegate – District 16	Letter	R-PB-19-0336	Ariana Kelly
Delegate – District 3B	Letter	R-PB-19-0336	Ken Kerr
Delegate – District 46	Letter	R-PB-19-0336	Robbyn Lewis
Delegate – District 46	Letter	R-PB-19-0336	Brooke Lierman
Delegate – District 34A	Letter	R-PB-19-0336	Mary Ann Lisanti
Delegate – District 16	Letter	R-PB-19-0336	Sara Love
Delegate – District 20	Letter	R-PB-19-0336	David Moon
Delegate - District 39	Letter	R-PB-19-0336	Kirill Reznik
Delegate – District 18	Letter	R-PB-19-0336	Emily Shetty
Delegate – District 18	Letter	R-PB-19-0336	Jared Solomon
Delegate – District 19	Letter	R-PB-19-0336	Vaugh Stewart
Delegate – District 13	Letter	R-PB-19-0336	Jen Terrasa
Delegate – District 20	Letter	R-PB-19-0336	Jheanelle Wilkins
Delegate – District 3A	Letter	R-PB-19-0336	Karen Lewis Young
Queen Anne's County Commissioner	Letter	R-PB-19-0343	James Moran
Queen Anne's County Commissioner	Letter	R-PB-19-0343	Jack Wilson Jr
Queen Anne's County Commissioner	Letter	R-PB-19-0343	Stephen Wilson
Queen Anne's County Commissioner	Letter	R-PB-19-0343	Philip Dumenil
Queen Anne's County Commissioner	Letter	R-PB-19-0343	Christopher Corchiarino

Appendix C – Public Comment Form

TOLL MODERNIZATION PROPOSAL PUBLIC HEARINGS



COMMENT FORM

1. I wish to comment on the following (check all that apply):

- Lower tolls for motorcycles and small vehicles
My comments as they relate to the above category: Support Oppose Neutral
Comments: _____

- Lower tolls on 3A and 4A-axle "light vehicles"
My comments as they relate to the above category: Support Oppose Neutral
Comments: _____

- Pay-by-Plate new tolling option (Pay as you go; no pre-paid balance)
My comments as they relate to the above category: Support Oppose Neutral
Comments: _____

- Pay-by-Invoice (Video toll) early payment discount
My comments as they relate to the above category: Support Oppose Neutral
Comments: _____

- Public comment process
My comments as they relate to the above category: Support Oppose Neutral
Comments: _____

2. How often do you use MDTA Toll Facilities?

- Three times or more per week
- Weekends only
- Occasionally (Less than three times per month)
- Rarely (A few times a year)
- Never

3. How do you pay tolls?

- E-ZPass®
- Cash
- Video Toll (Pay-by-Invoice)
- None of the above

4. I regularly use the following MDTA Toll Facilities (Select all that apply):

- Baltimore Harbor Tunnel (I-895)
- Fort McHenry Tunnel (I-95, I-395)
- Francis Scott Key Bridge (I-695)
- Governor Harry W. Nice Memorial / Senator Thomas “Mac” Middleton Bridge (US 301)
- Intercounty Connector (ICC/MD 200)
- John F. Kennedy Memorial Highway (I-95)
- William Preston Lane Jr. Memorial (Bay) Bridge (US 50/301)
- Thomas J. Hatem Memorial Bridge (US 40)
- Express Toll Lanes (I-95)
- None of the above

5. Please provide the following information:

Name _____
Zip/Postal Code _____
E-mail _____

Members of the public are encouraged to submit comments for the official record. Comments may be submitted during the comment period from August 1, 2019 through October 3, 2019 at 5 PM in order to be included in the official record reviewed by MDTA. Comments submitted on this form will be part of the official record.

Additionally, comments may be submitted by visiting mdta.maryland.gov/TollModernization/Home or by mailing:

MDTA Toll Modernization Comment
2310 Broening Highway
Baltimore, MD 21224

Appendix D – Comments by Zip Code

ZIP / Postal Code	Number of Comments	Mailing City	County	State
21009	2	Abingdon	Harford	MD
22312	1	Alexandria	Alexandria	VA
21401	3	Annapolis	Anne Arundel	MD
21409	6	Annapolis	Anne Arundel	MD
22202	1	Arlington	Arlington	VA
21012	2	Arnold	Anne Arundel	MD
21211	2	Baltimore	Baltimore City	MD
21214	1	Baltimore	Baltimore City	MD
21231	1	Baltimore	Baltimore City	MD
21285	1	Baltimore	Baltimore	MD
20838	1	Barnesville	Montgomery	MD
21014	3	Bel Air	Harford	MD
21015	3	Bel Air	Harford	MD
20705	1	Beltsville	Prince George's	MD
21811	1	Berlin	Worcester	MD
20814	1	Bethesda	Montgomery	MD
21813	1	Bishopville	Worcester	MD
20715	2	Bowie	Prince George's	MD
20716	1	Bowie	Prince George's	MD
20721	1	Bowie	Prince George's	MD
20841	1	Boysds	Montgomery	MD
20613	1	Brandywine	Prince George's	MD
20722	1	Brentwood	Prince George's	MD
19993	1	Bridgeville	Sussex	DE
21613	2	Cambridge	Dorchester	MD
21228	3	Catonsville	Baltimore	MD
21617	7	Centreville	Queen Anne's	MD
21619	10	Chester	Queen Anne's	MD
21620	1	Chestertown	Kent	MD
21028	1	Churchville	Harford	MD
20740	2	College Park	Prince George's	MD
21045	1	Columbia	Howard	MD
21046	1	Columbia	Howard	MD
21114	1	Crofton	Anne Arundel	MD
21032	2	Crowsville	Anne Arundel	MD
21226	1	Curtis Bay	Baltimore City	MD
20872	4	Damascus	Montgomery	MD
21629	3	Denton	Caroline	MD
20855	2	Derwood	Montgomery	MD
21222	5	Dundalk	Baltimore	MD
21631	1	East New Market	Dorchester	MD
21601	5	Easton	Talbot	MD
21403	1	Eastport	Anne Arundel	MD

Maryland Transportation Authority
Toll Modernization Proposal – Public Comment Final Report



ZIP / Postal Code	Number of Comments	Mailing City	County	State
21822	3	Eden	Somerset	MD
21037	2	Edgewater	Anne Arundel	MD
21921	1	Elkton	Cecil	MD
21043	4	Ellicott City	Howard	MD
21221	2	Essex	Baltimore	MD
21047	1	Fallston	Harford	MD
21048	1	Finksburg	Carroll	MD
21634	2	Fishing Creek	Dorchester	MD
19945	1	Frankford	Sussex	DE
21701	1	Frederick	Frederick	MD
21053	1	Freeland	Baltimore	MD
20878	1	Gaithersburg	Montgomery	MD
20882	2	Gaithersburg	Montgomery	MD
20874	1	Germantown	Montgomery	MD
20876	1	Germantown	Montgomery	MD
21057	1	Glen Arm	Baltimore	MD
21060	5	Glen Burnie	Anne Arundel	MD
21061	4	Glen Burnie	Anne Arundel	MD
21638	4	Grasonville	Queen Anne's	MD
21639	1	Greensboro	Caroline	MD
21742	1	Hagerstown	Washington	MD
21227	5	Halethorpe	Baltimore	MD
21076	2	Hanover	Anne Arundel	MD
19953	1	Hartly	Kent	DE
21078	3	Havre De Grace	Harford	MD
21224	4	Highlandtown	Baltimore City	MD
20639	1	Huntingtown	Calvert	MD
21643	2	Hurlock	Dorchester	MD
20782	1	Hyattsville	Prince George's	MD
20783	1	Hyattsville	Prince George's	MD
20785	2	Hyattsville	Prince George's	MD
21084	1	Jarrettsville	Harford	MD
21755	1	Jefferson	Frederick	MD
20794	3	Jessup	Howard	MD
21085	1	Joppa	Harford	MD
20646	1	La Plata	Charles	MD
20707	2	Laurel	Prince George's	MD
20708	1	Laurel	Prince George's	MD
20723	1	Laurel	Howard	MD
20724	1	Laurel	Anne Arundel	MD
20650	1	Leonardtown	St. Mary's	MD
20653	1	Lexington Park	St. Mary's	MD
21090	1	Linthicum Heights	Anne Arundel	MD
20711	2	Lothian	Anne Arundel	MD

Maryland Transportation Authority
Toll Modernization Proposal – Public Comment Final Report

ZIP / Postal Code	Number of Comments	Mailing City	County	State
21093	2	Lutherville Timonium	Baltimore	MD
19962	1	Magnolia	Kent	DE
21102	1	Manchester	Carroll	MD
21650	1	Massey	Kent	MD
20659	3	Mechanicsville	St. Mary's	MD
21220	2	Middle River	Baltimore	MD
21108	1	Millersville	Anne Arundel	MD
19968	1	Milton	Sussex	DE
20886	1	Montgomery Village	Montgomery	MD
21230	2	Morrell Park	Baltimore City	MD
21771	1	Mount Airy	Frederick	MD
21209	1	Mt Washington	Baltimore City	MD
21774	1	New Market	Frederick	MD
21776	1	New Windsor	Carroll	MD
21901	3	North East	Cecil	MD
21842	3	Ocean City	Worcester	MD
21113	5	Odenton	Anne Arundel	MD
21117	2	Owings Mills	Baltimore	MD
20667	1	Park Hall	St. Mary's	MD
21120	1	Parkton	Baltimore	MD
21234	2	Parkville	Baltimore	MD
21122	6	Pasadena	Anne Arundel	MD
21128	1	Perry Hall	Baltimore	MD
21903	8	Perryville	Cecil	MD
21208	4	Pikesville	Baltimore	MD
21904	1	Port Deposit	Cecil	MD
21655	1	Preston	Caroline	MD
21853	1	Princess Anne	Somerset	MD
21657	2	Queen Anne	Queen Anne's	MD
21658	7	Queenstown	Queen Anne's	MD
21206	1	Rosedale	Baltimore City	MD
21136	2	Reisterstown	Baltimore	MD
06877	1	Ridgefield	Fairfield	CT
21911	1	Rising Sun	Cecil	MD
20850	1	Rockville	Montgomery	MD
20852	1	Rockville	Montgomery	MD
21664	1	Saint Michaels	Talbot	MD
21144	1	Severn	Anne Arundel	MD
21146	2	Severna Park	Anne Arundel	MD
20901	3	Silver Spring	Montgomery	MD
20902	3	Silver Spring	Montgomery	MD
20904	1	Silver Spring	Montgomery	MD
20906	1	Silver Spring	Montgomery	MD
20688	1	Solomons	Calvert	MD

ZIP / Postal Code	Number of Comments	Mailing City	County	State
21219	3	Sparrows Point	Baltimore	MD
22556	1	Stafford	Stafford	VA
21666	9	Stevensville	Queen Anne's	MD
21784	2	Sykesville	Carroll	MD
21788	1	Thurmont	Frederick	MD
20779	1	Tracys Landing	Anne Arundel	MD
20772	1	Upper Marlboro	Prince George's	MD
20774	1	Upper Marlboro	Prince George's	MD
22182	1	Vienna	Fairfax	VA
20603	2	Waldorf	Charles	MD
20001	2	Washington	Washington DC	DC
21157	1	Westminster	Carroll	MD
21158	2	Westminster	Carroll	MD
21797	1	Woodbine	Howard	MD
85739	1	Tucson	Pima	AZ

Appendix E – Public Notice

The public notice was printed in the following newspapers:

- Afro American – 8/3/19
- Baltimore Sun – 8/1/19
- Capital Gazette – 8/4/19
- Cecil Whig – 8/2/19
- Dundalk Eagle – 8/1/19
- Latin Opinion – 8/6/19
- Maryland Gazette – 8/3/19
- Maryland Independent – 8/2/19
- Montgomery Sentinel – 8/1/19
- Aegis – 8/2/19

Notice for Public Comment MDTA TOLL MODERNIZATION PLAN

The Maryland Transportation Authority (MDTA), the State agency that owns, finances, operates and maintains Maryland's toll facilities, proposed the Toll Modernization Plan shown below on July 25, 2019. Proposed changes under the plan do not increase toll rates and will result in more than \$28 million in savings for customers over a 5-year period.

The proposed plan is part of a new system that will reshape Maryland's toll collection practices, provide customers greater value, improve the fairness of toll rates and address customer feedback that was previously unable to be resolved due to technology limitations. The proposed changes will apply to all of MDTA's toll facilities including the Fort McHenry Tunnel, Baltimore Harbor Tunnel, Francis Scott Key Bridge, John F. Kennedy Memorial Highway, Thomas J. Hatem Memorial Bridge, William Preston Lane, Jr. (Bay) Bridge, Harry W. Nice Memorial/Mac Middleton Bridge, Intercounty Connector (ICC) and I-95 Express Toll Lanes (ETL).

Proposed Toll Modernization Plan

The proposed toll modernization plan includes:

- Providing a new toll payment method (Pay-by-Plate). Creates a payment method for infrequent customers or those who do not want an *E-ZPass*® account. Customers will pay as they go by registering their license plate and credit card. No prepaid balance is required. Pay-by-Plate is available to all vehicle types.
 - Toll rates are proposed at the current cash rate at all facilities except the ICC and ETL.
 - Toll rate ranges for the ICC and ETL are proposed to be at least 20% less than the current Video Toll (Pay-by-Invoice) ranges and 25% more than the current *E-ZPass* ranges. For example, the 2-axle vehicle toll rate ranges on the ICC or ETL would be:

Travel Period	Peak	Off-Peak	Overnight
Current: <i>E-ZPass</i>	\$0.22 to \$0.35	\$0.17 to \$0.30	\$0.07 to \$0.30
New/Proposed: Pay-by-Plate	\$0.28 to \$0.44	\$0.21 to \$0.38	\$0.09 to \$0.38
Current: Pay-by-Invoice (Video Toll)	\$0.33 to \$0.53	\$0.26 to \$0.45	\$0.11 to \$0.45

- Reducing toll rates for new and expanded vehicle classifications. The proposed new and expanded vehicle classifications would align the toll rates to the associated wear and tear those vehicles have on MDTA's facilities. The motorcycle classification would be expanded to include all motorcycle configurations. New 3 and 4-axle vehicle classes would be created for "light" vehicles towing one- or two-axle trailers.
 - ICC and ETL toll rate ranges and toll rates for all other facilities for the new and expanded vehicle classifications would be reduced by 50% for motorcycles, 25% for "light" 3-axle vehicles, and 17% for "light" 4-axle vehicles. For example, a "light" 3-axle vehicle at the:

Bay Bridge, Fort McHenry Tunnel, Baltimore Harbor Tunnel, Francis Scott Key Bridge		
Payment Method	Current Rate	New Rate
<i>E-ZPass</i> , Cash and Pay-by-Plate (New payment method)	\$8.00	\$6.00
Pay-by-Invoice (Video Toll)	\$12.00	\$9.00

- Providing a 15% discount on early payment of Pay-by-Invoice (Video Toll) to customers who accrue a Video Toll at any MDTA facility and proactively provide payment within a predetermined number of days.

Proposed toll rates for each vehicle classification can be viewed at mdta.maryland.gov/TollModernization/Home.

Public Comments

Members of the public may submit comments for the official record on the Toll Modernization Plan by 5:00PM on October 3, 2019 by visiting mdta.maryland.gov/TollModernization/Home or in writing to: MDTA Toll Modernization Comment, 2310 Broening Highway, Baltimore, MD 21224.

Public Hearings

Nine public hearings will be held by the MDTA. All information presented will be available to view prior to the hearings at mdta.maryland.gov/TollModernization/Home. At the hearings the public will have the opportunity to:

- Review and discuss the proposed Toll Modernization Plan with the MDTA staff; and
- Comment for the official record through private testimony, public testimony or written comments.

The hearings will be held from **6:00-8:00 PM** (6:00-6:30 PM open house; 6:30-8:00 PM public/private testimony) on the following dates. The same information will be presented at each location. The public will be provided three minutes per person to give testimony. Locations will be accessible to individuals with disabilities. Sign-language interpreters, non-English language interpreters, real-time captioning and assisted listening devices can be provided upon request. Individuals who require these accommodations or auxiliary aids should contact the MDTA at 410-537-1000 (711 for MD Relay) no later than three business days before the date they wish to attend.

Tuesday, Sept. 3 Perryville High School 1696 Perryville Road, Perryville, MD 21903	Monday, Sept. 9 Patapsco Arena 3301 Annapolis Road, Baltimore, MD 21230	Monday, Sept. 16 Havre de Grace Activity Center 351 Lewis Lane, Havre de Grace, MD 21078
Wednesday, Sept. 4 Dundalk Middle School 7400 Dunmanway, Dundalk, MD 21222	Tuesday, Sept. 10 High Point High School 3601 Powder Mill Road, Beltsville, MD 20705	Tuesday, Sept. 17 Picoxwaxen Middle School 12834 Rock Point Road, Newburg, MD 20664
Thursday, Sept. 5 Gaithersburg Middle School 2 Teachers Way, Gaithersburg, MD 20877	Thursday, Sept. 12 Kent Island High School 900 Love Point Road, Stevensville, MD 21666	Thursday, Sept. 19 Severn River Middle School 241 Peninsula Farm Road, Arnold, MD 21012



The MDTA Board plans to consider the matter for final action in a public meeting later this fall. The meeting details and final approved plan will be posted to mdta.maryland.gov.