Integrated Statewide Network of Optional Express Toll Lanes

Vision

Maryland's Statewide Express Toll Lanes (ETLs) Network Initiative will:

- Provide a new type of optional transportation service with **reliable, relatively free-flowing travel for time-sensitive trips**;
- Create infrastructure for **regional express bus service** in the busiest commuting routes;
- Provide **increased roadway capacity** in the most severely congested transportation corridors;
- Provide a **sustainable solution** and long-term congestion relief; and
- Make billions of dollars of congestion relief affordable **decades sooner** than traditional approaches would allow.

Objectives

- **Offer reliable and predictable travel times and choices** by providing relatively free-flowing travel options for transit riders and automobile occupants in the near term, not way off in the future, while maintaining free lanes for less time-sensitive trips.
- **Promote transit solutions** by providing the infrastructure for a reliable system of express bus routes as well as financial incentives (e.g., splitting automobile operation costs, parking, and tolls) to carpool and vanpool.
- **Build sustainable highway capacity sooner than otherwise feasible** by providing a new revenue source in the form of tolls and using pricing techniques to manage demand. (Revenue would first be used for maintenance and operation costs on the new lanes with excess revenue used for capital costs to build and maintain the network.)
- **Develop an integrated highway system that optimizes efficiency and maximizes flexibility** by pursuing construction and operational strategies that maximize sustainable transit and motorist movements on a system-wide basis and that also would connect seamlessly to neighboring jurisdictions in the region.
- **Capture air quality and other environmental benefits** by reducing vehicle emissions and lessening the need for future highway widening and associated impacts on residences, businesses, and the natural environment.
- **Improve incidence response times** by reducing congestion and providing adjacent routing for emergency vehicles.
- **Take advantage of technological advances, including collecting tolls 100% electronically, without tollbooths or waits** – and to adjust tolls on a real-time basis to manage traffic flow.

Maryland Department of Transportation

SHA State Highway Administration

MTA Maryland

Maryland Transportation Authority

EXPRESS 95 TOLL LANES

7201 Corporate Center Drive, Hanover, Maryland 21076

Maryland's Statewide Express Toll Lanes Network Initiative

A network of optional express toll lanes will provide a cost-effective way for Maryland to manage congestion, increase roadway capacity, create an expanded regional transit system, and provide an option for relatively free-flowing highway travel – and to do so decades sooner than otherwise feasible.

Statewide Express Toll Lanes Network

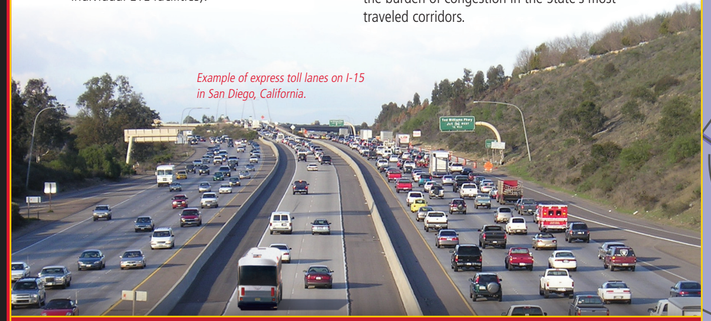
Spring 2007

Express toll lanes (ETLs) will be considered where they can help ease the impact of congestion by making transportation improvements affordable decades sooner. The primary focus of the Statewide Express Toll Lanes Network Initiative is to add new lanes to some of Maryland's most severely congested controlled access highways such as Interstates.

Express toll lanes are actively under consideration in the Baltimore and Washington regions, including for I-95, I-270, I-495/I-95, and MD 5 (see map for details on the status of plans for individual ETL facilities).

Example of express toll lanes operational in Minnesota.

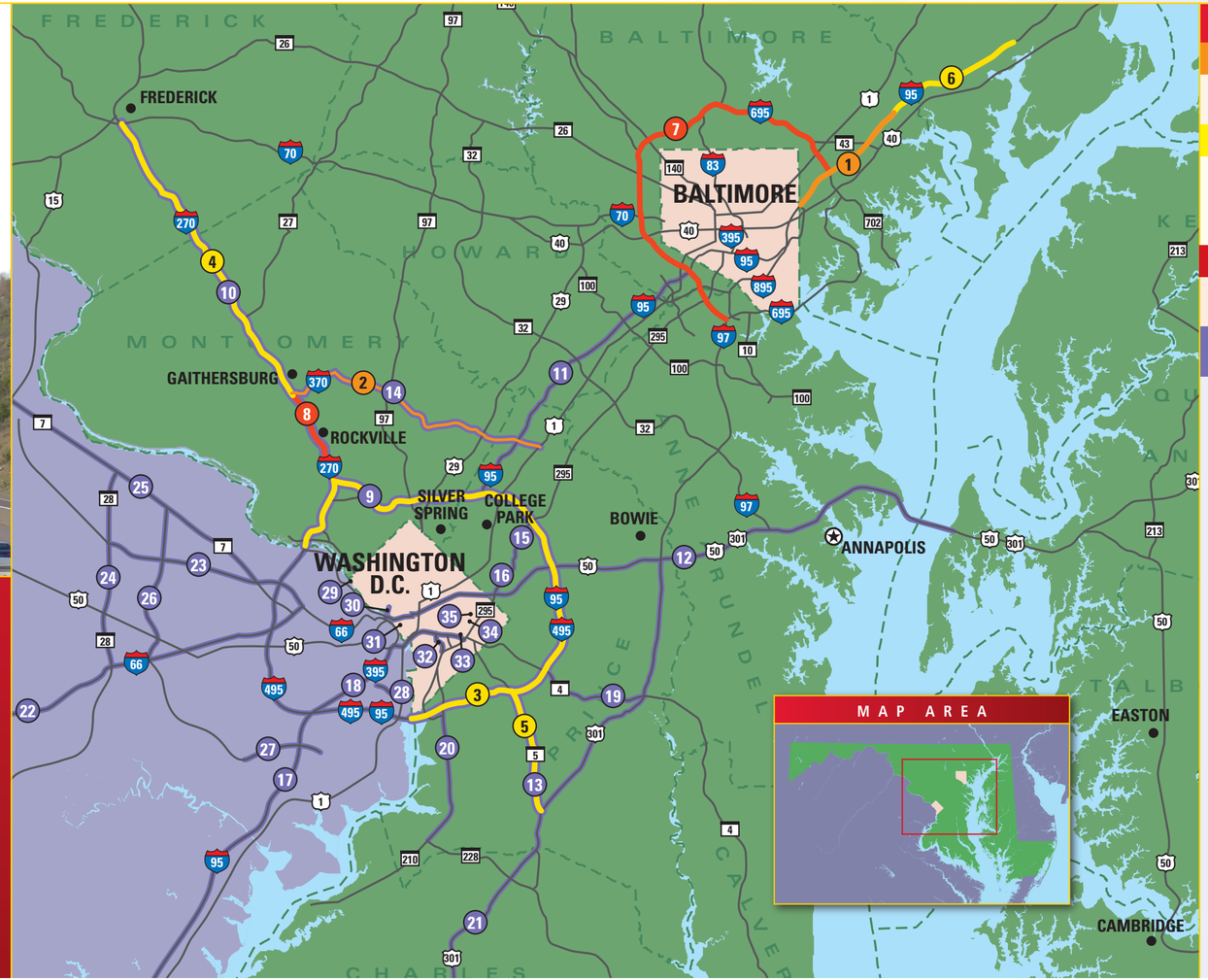
Working in concert with the Maryland Department of Transportation's Vision for a *More Mobile Maryland*, development of an Express Toll Lanes Network will help ease the burden of congestion in the State's most traveled corridors.



Example of express toll lanes on I-15 in San Diego, California.

Optional Express Toll Lanes

- *Express toll lanes will use **added lanes** (in some instances, in combination with creating new options with converted lanes) to major highways such as Interstates.*
- *Express toll lanes will give motorists the **option of paying a fee to drive in separate, relatively free-flowing highway lanes** whenever they need it most.*
- *Options will be preserved for **toll-free travel** in general purpose lanes for **less time-sensitive trips**.*
- *Tolls will be collected **100 percent electronically** at highway speeds.*
- *Relatively free-flowing conditions will be maintained by varying toll rates **based on demand** – either by time of day or actual traffic conditions – increasing when the lanes are relatively full and decreasing when the lanes have extra capacity.*



LEGEND

Express Toll Lane Facilities/Corridors in Design and/or Construction

1. I-95 from I-895 to north of MD 43 – Estimated construction completion – 2011 (10 miles)
2. Intercounty Connector (ICC) from I-270/ I-370 to I-95/ US 1 (18 miles)

Express Toll Lane Facilities/Corridors in Project Planning

3. I-95/ I-495 (Capital Beltway) – Entire Maryland portion (42.2 miles)
4. I-270 from I-370 to I-70 (23 mile section)
5. MD 5 from I-495 to US 301 (9.4 miles)
6. I-95 from north of MD 43 to MD 543 (10 miles)

Express Toll Lane Facilities/Corridors Under Feasibility Study

7. I-695 from I-95N to I-97
8. I-270 from I-495 to I-370

Proposed Regional Variable Priced Lanes Scenario, 2030 for the TPB Regional Mobility and Accessibility Study

9. The entire Capital Beltway (I-495/I-95)
10. I-270 from I-70 to the Capital Beltway (I-495)
11. I-95 from the Capital Beltway (I-495) to the Baltimore Beltway (I-695)
12. US 50 from the Chesapeake Bay Bridge to I-395
13. MD 5 from I-495 to US 301
14. Intercounty Connector (Entire Length)
15. I-295 from Capital Beltway to Anacostia Freeway
16. Anacostia Freeway/Kenilworth Avenue from I-295 to Route 50
17. I-95 from Caroline/Spotsylvania County Line to Capital Beltway (I-495/I-95)
18. I-395 from the Capital Beltway (I-495/I-95) to I-295
19. MD 4 from US 301 to I-495
20. MD 210 from MD 228 to I-495
21. US 301 from the Nice Bridge to US 50 (includes the proposed Waldorf Bypass)
22. I-66 from Warren/Fauquier County Line, over the Theodore Roosevelt Bridge, to Rock Creek Parkway to Independence Avenue, to Maine Avenue, SW to SE/SW Freeway
23. Dulles Toll Road (VA 267) from VA 28 to I-66
24. VA 28 from I-66 to VA 7
25. VA 7 from US Route 15 to the Dulles Toll Road
26. Fairfax County Parkway from I-66 to VA 7
27. Franconia-Springfield Parkway from Sydenstricker Road to Frontier Drive
28. Braddock Road from Burke Lake Road to I-95
29. Chain Bridge
30. Key Bridge
31. Memorial Bridge
32. South Capitol Street Bridge (Frederick Douglass Bridge)
33. Pennsylvania Avenue Bridge (John Phillip Sousa Bridge)
34. East Capitol Street Bridge (Whitney Young Memorial Bridge)
35. Benning Road Bridge