

301 US 301 Project Development

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Funding Concept

The project goal has been, and continues to be, to fund the US 301 project primarily with bonds supported by US 301 toll revenues and some federal funds, thus minimizing the project's impact on the State Transportation Trust Fund (TTF).

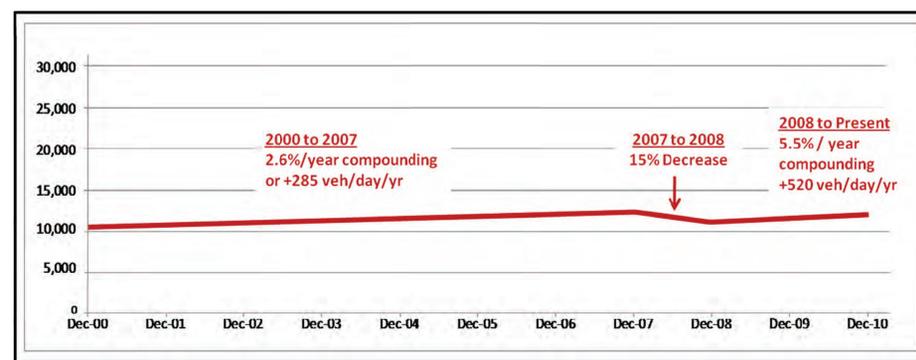
- US 301 has been planned to be a self-supporting toll facility.
- Self-supporting primarily means toll revenues are sufficient to fund:
 - ▶ Debt service for Toll Revenue Bonds;
 - ▶ Highway and Toll Facilities Operation & Maintenance (O&M) costs; and
 - ▶ Major Capital expenditures during term of bonds
- Two Toll Revenue Bond Sales are contemplated:
 - ▶ US 301 Mainline (First Phase – per General Assembly direction) and
 - ▶ US 301 Spur Road (Follow-on Phase – subject to Traffic Monitoring Program ⁽¹⁾)

(1) SR 896 / Bethel Church Road Interchange (Fix the Curve) – potentially separate project / funding
- The bond proceeds and interest earned on the bond proceeds would fund:
 - ▶ US 301 Mainline construction costs (current estimate: \$445M);
 - ▶ Interest payments to bond holders during construction;
 - ▶ Debt service reserve account; and
 - ▶ Issuance costs
- US 301 Toll Revenues:
 - ▶ Approximately 70% of toll revenue is projected to be paid by out-of-state vehicles; and
 - ▶ Approximately 40% of revenue is projected to be paid by trucks
- Path Forward: US 301 Mainline:
 - ▶ Complete design (2011) & Right-of-Way Acquisition (2012)
 - ▶ Update Financial Plan – Sep-Nov 2011
 - Update Traffic & Revenue (T&R) data
 - Update Design and right-of-way budgets
 - Update Construction cost estimates (based on final design documents)
 - Assess Current bond market conditions
 - Secure preliminary bond rating; and
 - ▶ Present updated Financial Plan to Secretary of Transportation in December of this year.

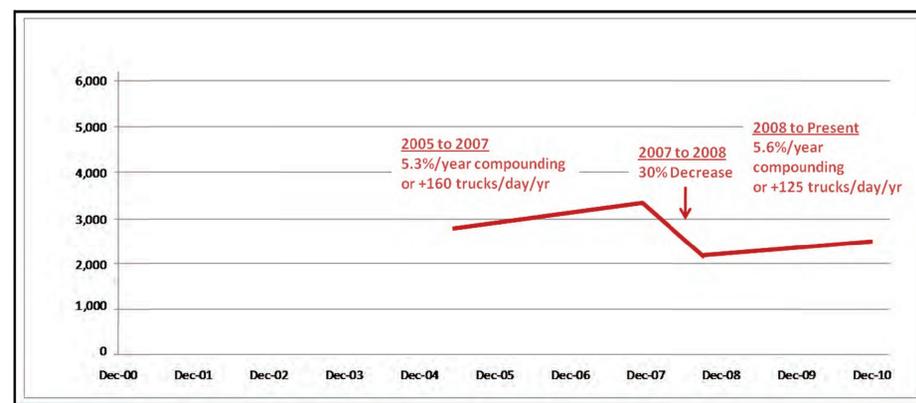
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Traffic Trends

US 301 at MD / DE State Line



Total Traffic



Truck Traffic

- Traffic on US 301 grew steadily until the start of the recession in 2007.
- After approximately 1 year of decreasing traffic (2007-2008), both auto and truck volumes on US 301 have begun to grow again.
- The volume and general traffic growth at the MD/DE state line continue to be key factors in revenue projections for the future US 301 toll facility.

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Toll Considerations

- Projections assume tolls will be collected on:
 - ▶ US 301 mainline at the DE/MD state line (northbound & southbound)
 - ▶ North-serving ramps (ramps to/from the north at the three new US 301 interchanges)
- Toll rates:
 - ▶ Will be established to discourage toll avoidance in Maryland and Delaware, especially truck traffic, from new US 301 to the local road network
 - ▶ Mainline tolls similar to I-95 (Newark)
 - ▶ Ramp tolls similar to SR1, except for trucks, which will be similar to mainline tolls to avoid diversions to local roads
- US 301 motorists would not pay a toll at SR1

Toll Collection

- US 301 Mainline Toll plaza: traditional cash collection booths and electronic E-ZPass readers allowing E-ZPass members to proceed through the plaza at highway speeds
- North serving ramps (to and from the north): E-ZPass readers and coin machines, similar to SR1.

Toll Diversions

- Studied closely during the EIS Project Development phase
- Toll Diversion Working Group formed
 - ▶ Members from both DE and MD (Transportation Agencies, Elected Officials, Police)
- Working Group recommendations, approved by DeIDOT and Maryland SHA included:
 1. Commence a Traffic Monitoring Program to collect traffic data at 13 specific locations on roads in both Delaware and Maryland before and after the opening of each of the proposed Weigh and Inspection Stations on US 301 and before and after the opening of the proposed Mainline US 301 toll plaza. Traffic monitoring effort is actively underway.
 2. Evaluation and implementation of additional truck restrictions on ten (10) specific local roads in Maryland and Delaware
 3. Enhance the existing truck restriction signing on three specific routes
 4. Consider various measures along MD 282 from Cecilton to Warwick to address excessive traffic speeds
 5. Construct and operate a reasonable number of Virtual Weigh Stations (VWS) at appropriate locations as determined by the traffic monitoring program. (At a minimum VWS's should be installed in both directions on MD 213 south of Cecilton)
 6. Provide enhanced truck enforcement:
 - ▶ Delaware should provide additional staffing at their future northbound weigh and inspection station to better match the proposed staffing of Maryland's southbound station
 - ▶ Both states should provide sufficient dedicated enforcement to adequately monitor all VWS's and all truck restrictions on local roads
 - ▶ Maryland should explore ways to increase funding for staff and equipment to support the Maryland State Police in their enhanced truck enforcement efforts
 - ▶ Similarly, DeIDOT should seek additional funding for truck diversion enforcement
 7. Consider closing the median opening on US 301 at MD 299, providing U-turn locations on US 301 north and south of the intersection
 8. Consider posting truck length restrictions on MD 213