WELCOME

I-495 & I-270 P3 Program and Managed Lanes Study
Suburban Maryland Transportation Alliance
February 7, 2019
Agenda

• Project Need: Address Existing and Growing Traffic Congestion

• **Proposed Solutions:** Traffic Relief Plan, I-495 & I-270 P3 Program and Managed Lanes Study

• Process: National Environmental Policy Act (NEPA)

• Next Steps: Alternatives Development, Public Outreach

• Stay Connected: Website, Email, Mail, and Phone
Project Need: Address Existing and Growing Traffic Congestion

• Congestion limits economic growth and diminishes the quality of life

• 2\textsuperscript{nd} longest commuting times in nation

• 98\% of Maryland weekday congestion occurs in Baltimore/Washington region

• $1.3 \text{ B cost of congestion in the Maryland National Capital Region} – 33\% increase since 2013
Project Need: Address Existing Traffic Conditions

- Top 5 highest volume freeway sections in Maryland are within program area
- Today, on average, severe congestion lasts for 7 hours each day on I-270 and 10 hours each day on I-495
- Program area includes several of the most unreliable freeway sections in Maryland (highly variable travel times day to day)
- Many sections experience speeds less than 15 mph under existing conditions and traffic is expected to deteriorate
Project Need: Address Growing Congestion

<table>
<thead>
<tr>
<th>Year</th>
<th>Traffic (AADT)</th>
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<tbody>
<tr>
<td>2018</td>
<td>259,000</td>
</tr>
<tr>
<td>2025</td>
<td>272,900</td>
</tr>
<tr>
<td>2040</td>
<td>299,000</td>
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average annual daily traffic (AADT)
Visualize 2045: Regional Long Range Transportation Plan

- Planned Future Expenditures in the National Capital Region
  - 66% Public Transportation ($191 B)
  - 34% Highways ($100 B)

Total: $291.1 Billion

*Units in Billions
SGR: State of Good Repair
Proposed Solution: Traffic Relief Plan (TRP)

• To address Maryland’s congestion, a balanced approach to transportation infrastructure improvements is needed for both transit and highways

• The TRP is Governor Larry Hogan’s ambitious plan to bring innovative solutions to address the transportation challenges on Maryland’s most congested roads
  - Bringing a better trip to I-495, I-270, MD 295, I-695, I-95, and other major corridors
  - The I-495 & I-270 P3 Program is the largest component of the TRP
Proposed Solution: Transformative and Innovative Improvements

• This is a chance to address more than just traffic. It’s our opportunity to improve **quality of life** for those in the region and to **enhance Maryland’s economic vitality and growth**.

• Transform busy interstates from parking lots during rush hour

• Remove overflow traffic from local network and neighborhoods

• Seeking to address through **INNOVATION** with **OPEN** and **FLEXIBLE** solicitation process and **PERFORMANCE** requirements
Proposed Solution: I-495 & I-270 P3 Program

- I-495 & I-270 P3 Program includes 70-mile interstate corridor

- First Study: I-495 & I-270 Managed Lanes Study (42 miles)

- Future Studies: I-270 North and I-495 South

- VDOT I-495 NEXT Project: Environmental study underway independently
Purpose & Need

The purpose of the I-495 & I-270 Managed Lanes Study is to develop a travel demand management solution that addresses congestion, improves trip reliability on I-495 and I-270 within the study limits and enhances existing and planned multimodal mobility and connectivity.

• The Study will address the following needs.
  ▪ Accommodate Existing Traffic and Long-Term Traffic Growth
  ▪ Enhance Trip Reliability
  ▪ Provide Additional Roadway Travel Choices
  ▪ Accommodate Homeland Security
  ▪ Improve Movement of Goods and Services

• Additional goals of the study include incorporating funding sources for financial viability and developing the study in an environmentally responsible manner.
Process: National Environmental Policy Act (NEPA)

Spring 2018
- Scoping
  - Purpose and Need
  - Public and Agency Input on Scope
  - Potential Alternatives
  - Environmental Considerations

Summer-Fall 2018
- Preliminary Range of Alternatives and Screening
  - Define Purpose and Need
  - Develop Screening Criteria
  - July 2018 Public Workshops

Winter-Spring 2019
- Alternatives Retained for Detailed Study (ARDS)
  - Screened Alternatives
  - ARDS
  - Environmental Studies
  - Spring 2019 Workshops

Summer 2019-Winter 2020
- Draft Environmental Impact Statement (EIS)
  - MDOT SHA Recommended Preferred Alternative
  - Results of Environmental Studies
  - Public Hearing

Winter –Fall 2020
- Combined Final EIS/Record of Decision (ROD)
  - Address DEIS comments
  - Announces Proposed Action
  - Record of Decision
Process: Preliminary Range of Alternatives

- No-Build
- Transportation Systems Management (TSM)/Travel Demand Management (TDM)
- General Purpose Lanes
- Collector/Distributor (CD) Lanes
- High Occupancy Lanes (HOV)
- High Occupancy Toll Lanes (HOT)
- Express Toll Lanes (ETL)
- Reversible Lanes
- Contraflow Lanes
- Heavy Rail, Light Rail, Bus Rapid Transit
- Dedicated Bus Lanes
The Process: Alternatives Development

- Preliminary Range of Alternatives
- Screened Alternatives
- Alternatives Retained for Detailed Study
- Recommended Preferred Alternative Draft EIS

Agency and Public Input

- Public Workshops
- Public Workshops
- Public Hearings
Process: Recommended Screened Alternatives

Preliminary Range of Alternatives

Screened Alternatives
Process: Alternatives Retained for Detailed Study
Process: Concurrent NEPA and P3 Solicitation

**NEPA**

- Scoping
  - Winter 2017-Spring 2018
- Alternatives Development
  - Summer 2018-Spring 2019
- DEIS/Public Comment Period
  - Summer 2019-Winter 2020
- FEIS/ROD
  - Winter-Fall 2020

**P3 Solicitation**

- Request for Information
- Pre-solicitation BPW P3 Designation
- Request for Qualifications & Request for Proposals
- Selection
Upcoming Public Outreach

• Website Updates
• Newsletter mailings (email and traditional mailings)
• Community Outreach
• Spring 2019 Public Workshops
  ▪ Six Workshops Proposed – Three in Montgomery County and Three in Prince George’s County
  ▪ Present the Screened Alternatives and Alternatives Retained for Detailed Study
• Develop Coalition with Project “Partners” – One Voice
The Next Steps

• Present recommended Screened Alternatives to all stakeholders

• Complete additional traffic, financial and environmental analyses on recommended Screened Alternatives

• Present Screened Alternatives with detailed information and recommended Alternatives Retained for Detailed Study at Spring 2019 Public Workshops
Questions

Stay Connected:

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