



## I-495 & I-270 P3 Program Update

North Potomac Citizens Association

June 2, 2021

7:00pm



# Agenda

- Welcome & Introductions
- American Legion Bridge I-270 to I-70 Relief Plan Overview
  - Regional Transportation Plan - Visualize 2045
  - P3 Program Benefits
  - I-495 & I-270 Managed Lanes Study Update
  - I-270 North Update
- Program Phasing: Phase 1 Predevelopment
- Your Community
  - Proposed Access Points
  - Preliminary Traffic Analysis
  - Maintaining Traffic during Construction
- Questions



## American Legion Bridge I-270 to I-70 Relief Plan

- Phase 1 South is I-495 from George Washington Parkway to MD 187 and then I-270 from I-495 to I-370 including the I-270 east spur from MD 187 to I-270 – part of the I-495 & I-270 Managed Lanes Study (MLS)
- Phase 1 North is I-270 from I-370 to I-70 and is a separate study that is in Pre-NEPA





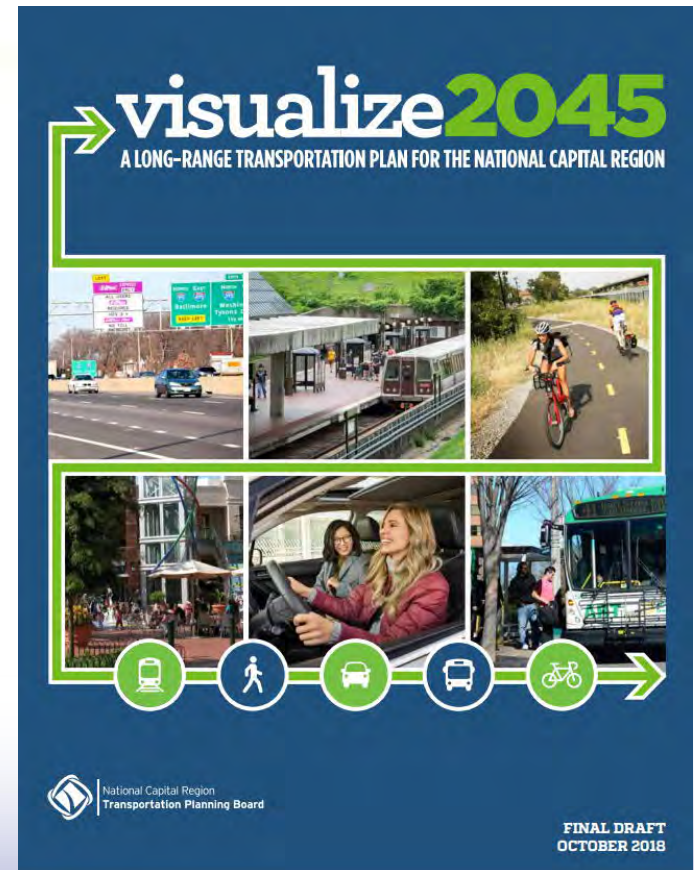
**M.D.T.** MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

## Regional Context- Visualize 2045

# Long-Range Transportation Plan for the National Capital Region

For additional details, see

<https://www.mwcog.org/visualize2045/document-library>





## Regional Transportation Plan: Visualize 2045

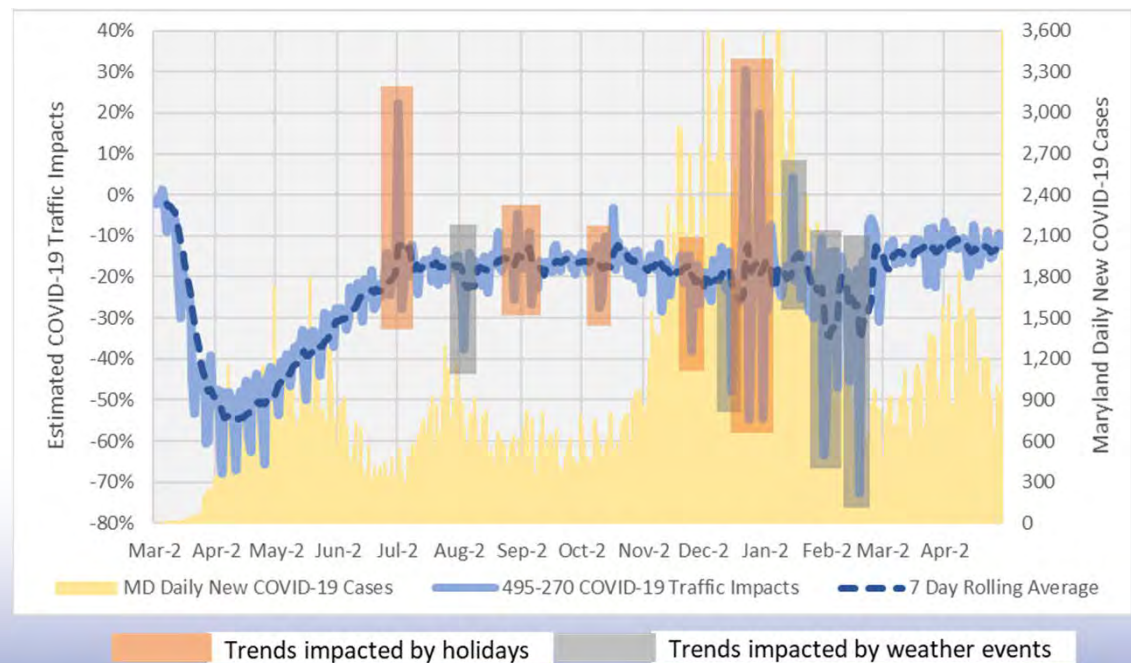
- Adopted by National Capital Region Transportation Planning Board (TPB)
- Includes Seven Aspirational Initiatives
- Calls for expanding the region's express highway network – new managed lanes on all of I-495 & I-270 in Maryland that incentivize carpools and provide new opportunities for transit





## How Is COVID-19 Being Considered?

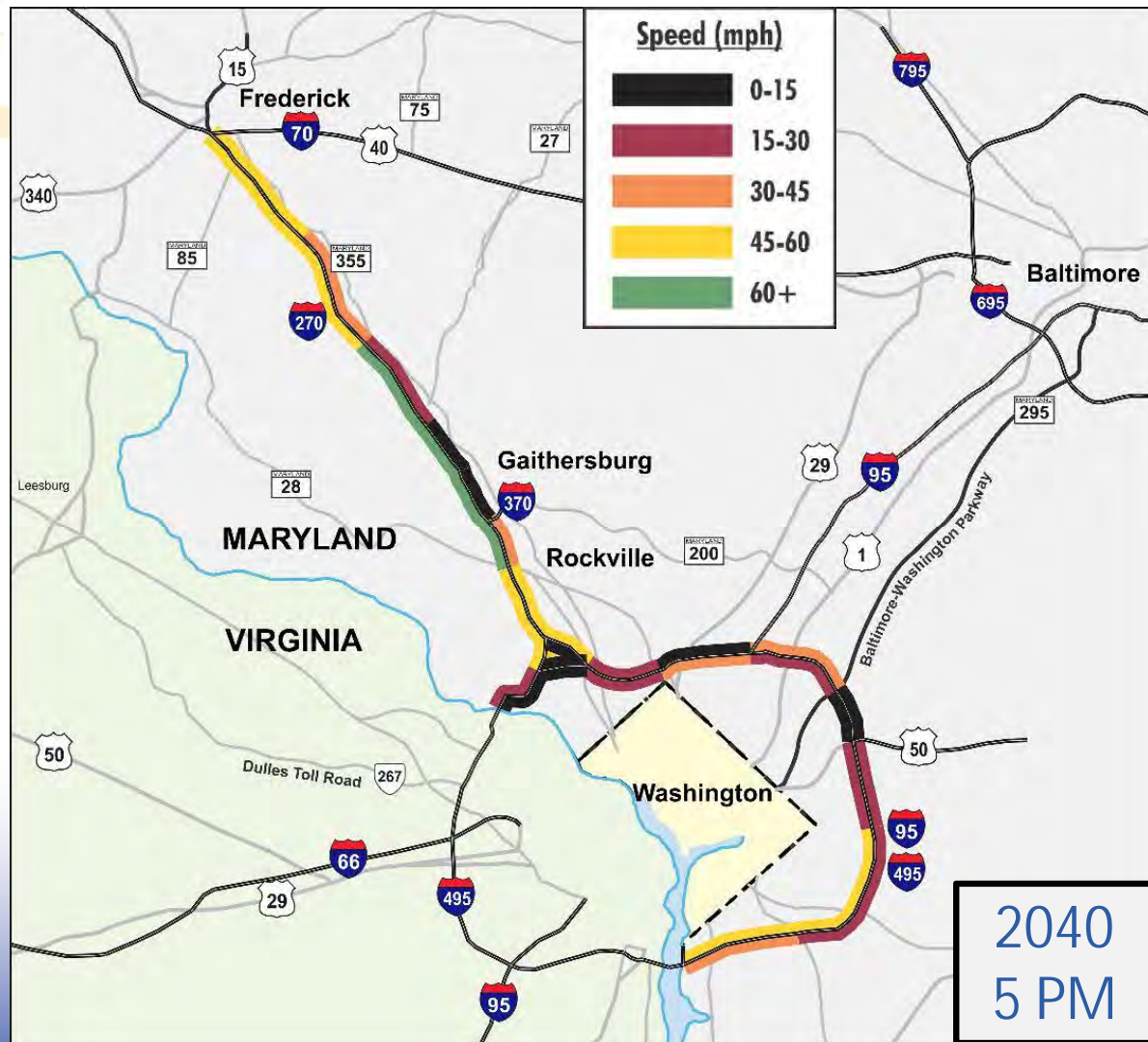
- Traffic on area highways dropped significantly in April 2020 during the height of the COVID-19 lockdown
- Highway traffic volumes have since recovered to roughly 90 percent of pre-COVID levels
- Telework has increased, but commuting only accounts for about 20 percent of daily trips, and fewer people are using transit
- Long-term forecasts: Continued growth in traffic, as the National Capital Region is projected to add another 1.3 million more residents and 1.0 million more jobs by 2045





## I-495 & I-270 Traffic Congestion

- 2<sup>nd</sup> highest commuting times in the country
- Daily severe congestion averaging:
  - 7 hours on I-270
  - 10 hours on I-495
- National Capital Region (NCR) commuters lose an average of 11 work days and over \$2,000 to congestion annually
- Cost of congestion in the Maryland NCR was over \$1.7 B in 2017





## Challenges We Are Addressing

- Need for a new American Legion Bridge
  - New bridge deck or bridge replacement is needed in the next decade – no funding is available
  - Construction/traffic impacts will be similar for replacing the deck or the entire bridge
- Improvements to the most congested and unreliable freeways in Maryland
  - Wider bridge alone does not relieve congestion
- Lack of Transit Opportunities and Connections
  - No opportunities for reliable suburban transit services due to congested interstates
- Barriers to Bicycle and Pedestrian Connections
  - No connection across American Legion Bridge linking trails in Virginia and Maryland
  - Barriers created by interstates – no connections across the highways





## Economic Benefits

- Faster, more reliable movement of goods & services, lower shipping costs
- Improved access to employees, jobs and housing; better quality of life
- More money in consumers' pockets: Congestion costs the average household over \$2,000 a year in added costs
- More jobs: More than \$3B in private infrastructure investment for Phase 1 South will support economic development and job growth in communities and the region - Phase 1 South is estimated to support over 7,500 jobs/year during construction
- Real budget savings: The P3 Program includes hundreds of millions of dollars of upgrades and repairs to existing lanes would otherwise come out of the Transportation Trust Fund
- Boost MD's economic competitiveness in the region



## Recommended Preferred Alternative (RPA)

- Announced in January, Alternative 9 was identified as the RPA based on results of traffic, engineering, financial and environmental analyses and public comment
- After several months of further coordination with and listening to our agencies and stakeholders on Alternative 9 as the RPA, MDOT is now aligning the MLS to be consistent with the phased delivery and permitting approach
- MDOT and FHWA have identified a new RPA, [Alternative 9 – Phase 1 South](#) to include the same two new HOT managed lanes in each direction as described in Alternative 9 included within the Phase 1 South limits only.
- No action at this time on I-495, east of the I-270 east spur.

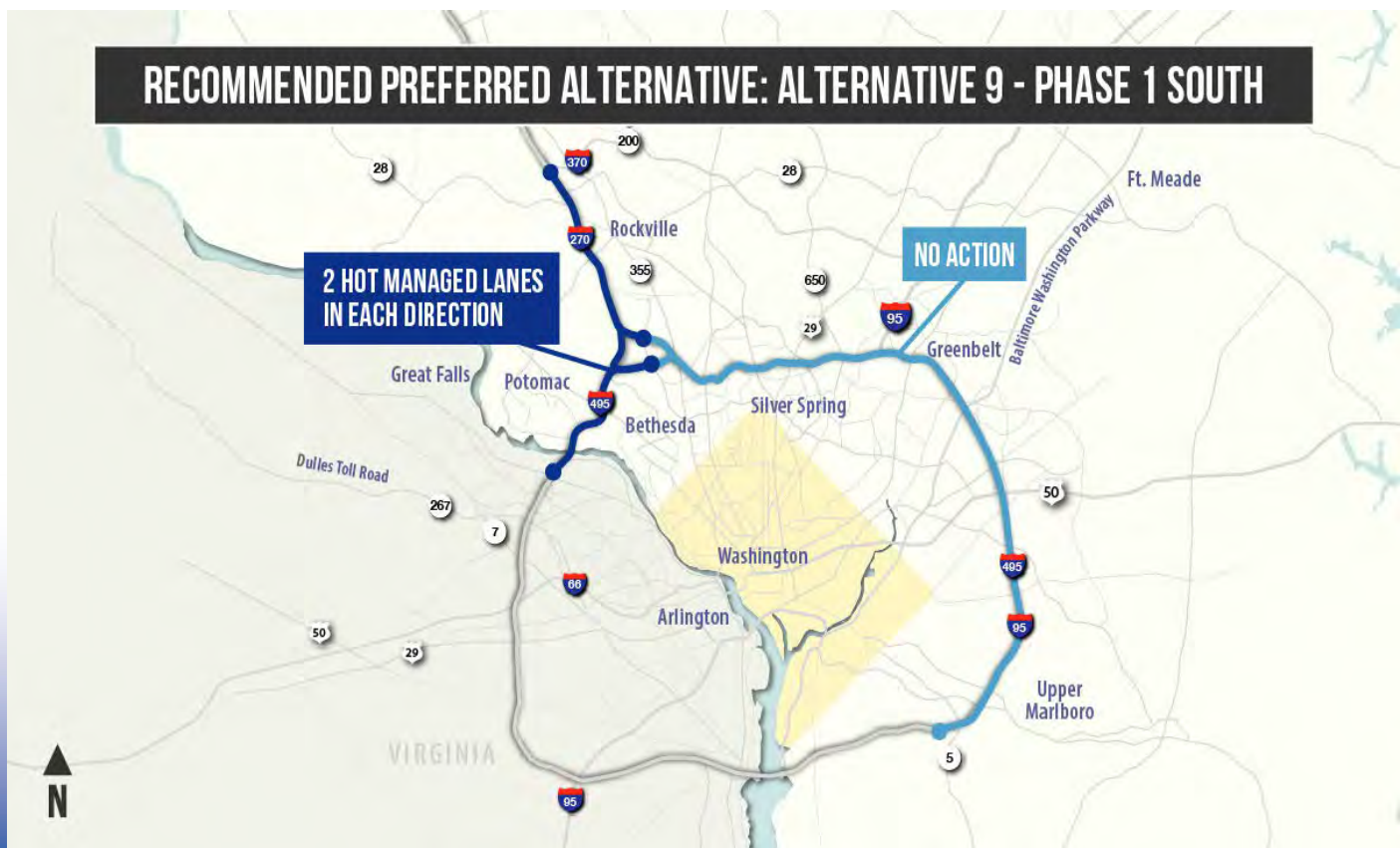


## Managed Lane Study New Recommended Preferred Alternative

### Alternative 9 – Phase 1 South

**Two HOT Lanes:** I-495 from George Washington Memorial Parkway (GWMP) to MD 187 and then I-270 from I-495 to I-370 including I-270 east spur from MD 187 to I-270

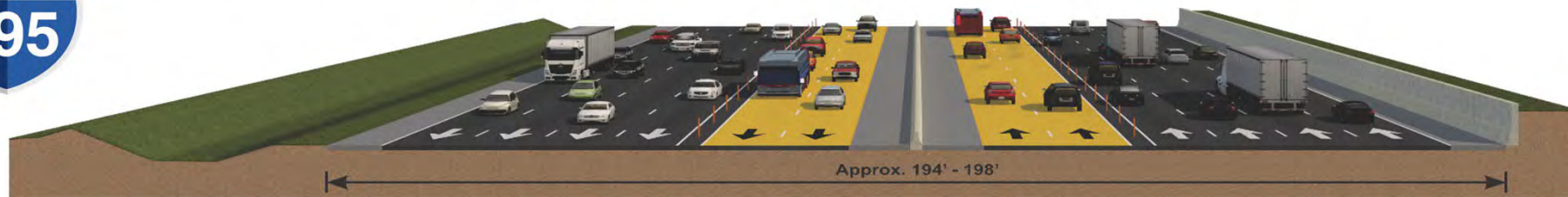
**No Action:** On I-495 From MD 187 to West of MD 5





## New Recommended Preferred Alternative

Add two HOT managed lanes in each direction on I-495 from the GWMP to MD 187



Convert existing HOV lane to HOT managed lane and add one HOT managed lane in each direction on I-270 between I-495 and I-370 and the I-270 East Spur from MD 187 to I-270





## New Recommended Preferred Alternative

No Action on I-495 from MD 187 to West of MD 5





## Supplemental Draft Environmental Impact Statement (SDEIS)

- A SDEIS is being completed based on new information relative to the new RPA, Alternative 9 – Phase 1 South.
- SDEIS will supplement the existing DEIS and will be of limited scope to focus on new information while referencing the DEIS for information that remains valid.
- The analyses in the DEIS remain valid.
- The SDEIS will allow for public review and comment on the new RPA with a 45-day comment period and one virtual hearing.





## Bike/Pedestrian Benefits

- Commit to priority bicycle and pedestrian connections to remove barriers and provide connectivity for bicyclists and pedestrians consistent with connections identified in the affected county master plans and priorities.
  - New pedestrian/bicycle path across the American Legion Bridge to support regional travel
  - Replace and widen Bethesda Trolley Trail bridge crossings of I-495 and I-270
  - Lengthen I-270 bridge over Tuckerman Lane to accommodate future separated bikeway along Tuckerman Lane
  - New buffer-separated side paths across MD 190 over I-495
  - Widen path along Seven Locks Road under I-495
- While some of these improvements do not currently connect to bike lanes the goal is to establish these connections to enable future growth of the county's bicycle network. For more information on the county's bicycle plan visit their website: <https://montgomeryplanning.org/planning/transportation/bicycle-planning>.





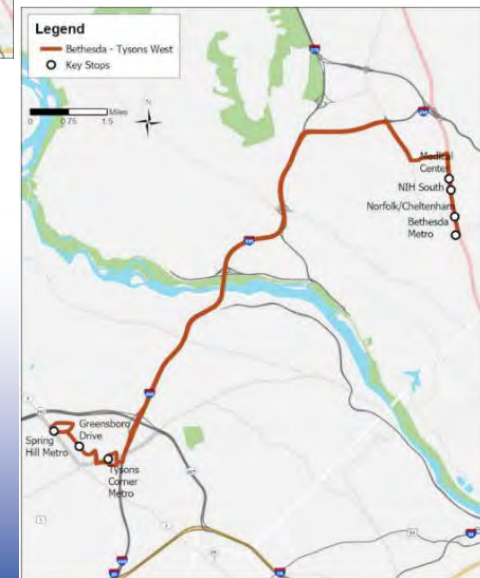
## HOT Lanes Opportunities For New and Expanded Transit

### Potential Enhanced Transit Network

- Integrated service network with existing Commuter Bus and Montgomery County Ride On services
- Combination of peak hour commuter bus routes with new all-day routes
- Begin with new service across American Legion Bridge to Virginia

### Potential Capital Improvements – Phase 1

- Phase 1 South – ALB to I-370
  - Westfield Montgomery Mall Park and Ride
  - Shady Grove Metrorail Station bus capacity expansion
- Phase 1 North – I-370 to Frederick
  - Metropolitan Grove MARC Transit Center
  - Germantown Transit Center
  - Park and Ride Expansion – Metropolitan Grove, Germantown, Dorsey Mill Road, Clarksburg, Hyattstown, Urbana, and Monocacy





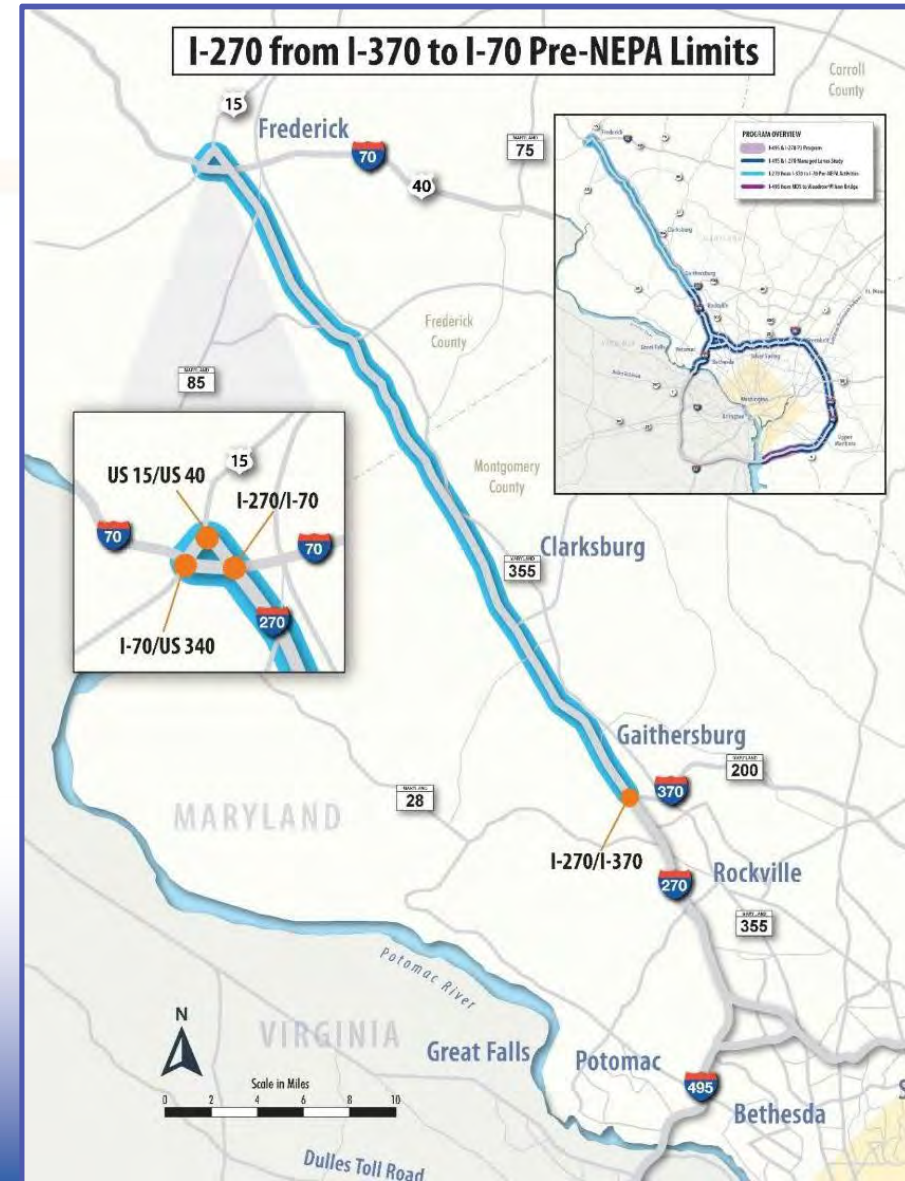


## I-270 North Pre-NEPA Study

Currently conducting planning activities that include:

- Identifying the project's draft purpose and need;
- Developing a range of preliminary alternatives;
- Reviewing the existing and future traffic volumes and existing environmental conditions; and
- Engaging the public and partner agencies in these planning activities

Decisions from these early activities will be applied toward the eventual NEPA (National Environmental Policy Act (NEPA) environmental review process



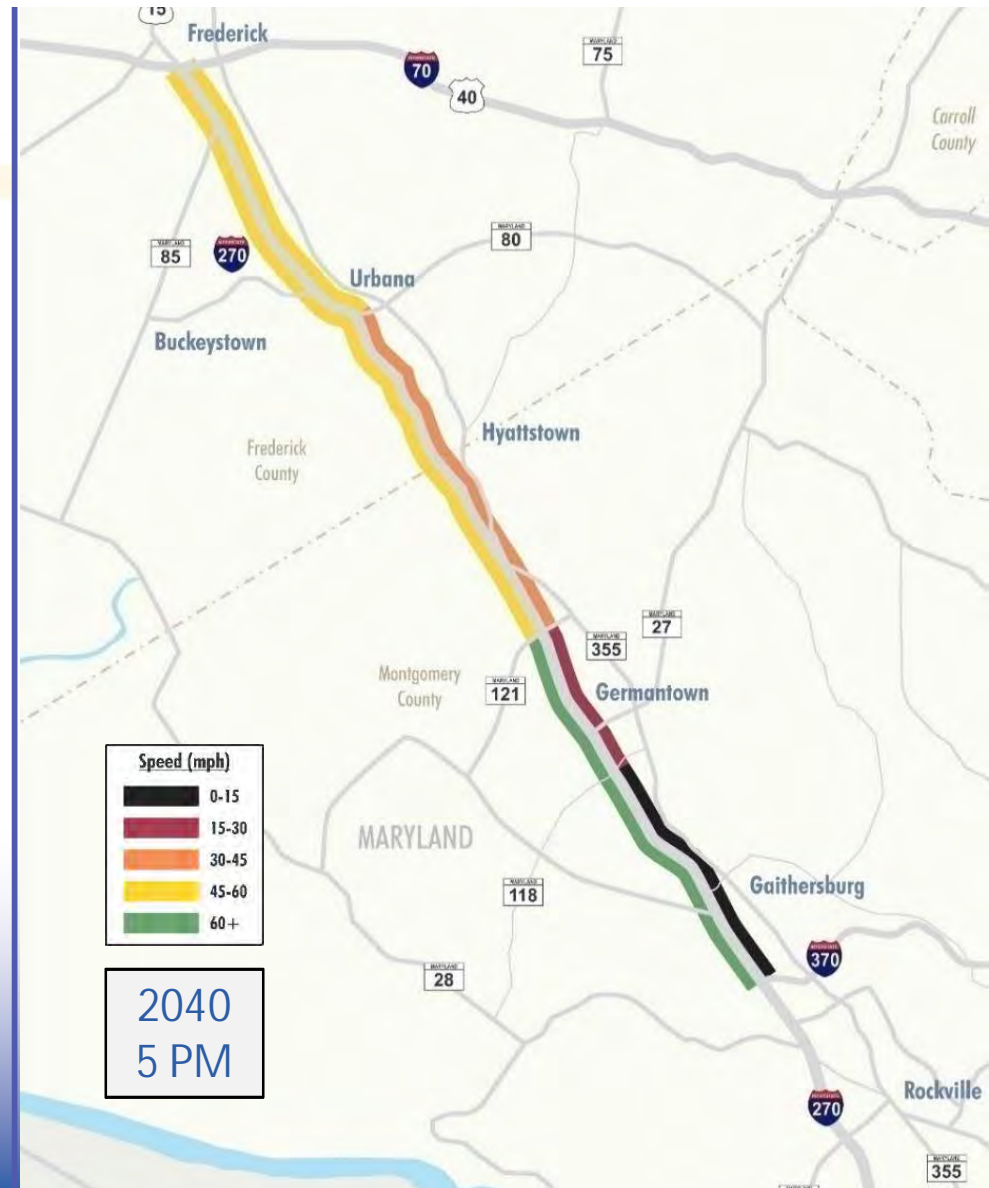


## I-270 North Transportation Needs

The I-270 corridor from I-370 to I-70 regularly experiences heavy congestion, which is expected to worsen in the future.

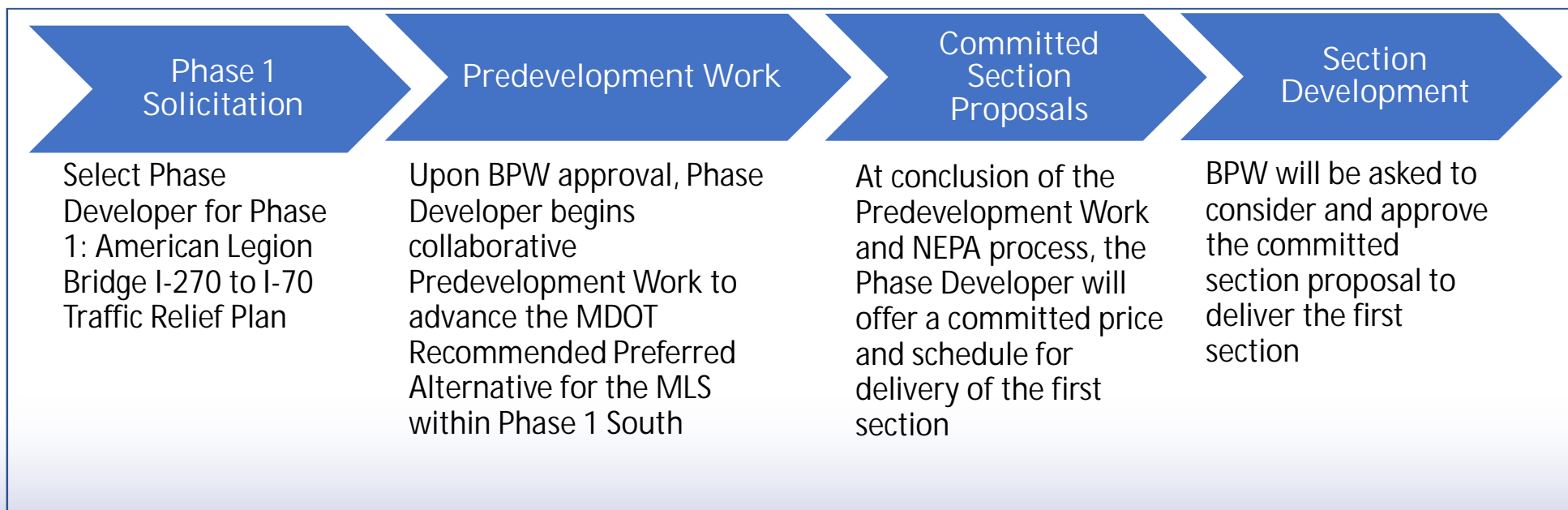
The transportation needs identified for this section of I-270 include:

- Reduce Congestion
- Trip Reliability
- Multimodal Connectivity
- Financial Viability





## Progressive P3 Approach





## Phase 1 Solicitation: Selected Developer

### Accelerate Maryland Partners, LLC

- Strong understanding of the project and well-thought-out approaches to manage and mitigate project risks including solutions to further reduce property impacts, reduce potential utility conflicts, and provide environmental stewardship
- Delivery of Phase 1 South (ALB/I-270 to I-370) with No Maryland Funding
- Proposed Commitments: Transit Improvements in Montgomery County, Community Grant program, Vision Zero Investments, No-Interest Loan Program for Local Fleet Conversions, and Water Quality enhancements\*
- Offered: \$145m Development Rights Payment; Estimated \$5m for Vision Zero during Phase 1 South and estimated at least \$300m in transit services for Phase 1 South, \$50m in community grants, and \$25m for emerging technologies over the operating term\*
- Comprehensive Approach to Local Workforce Development including Small, Disadvantaged, and Veteran Owned Businesses; Union and Local Contractor involvement; Engagement with Local Community Organizations and Educational Institutions

\*The exact investments would be determined as part of the Section P3 Agreement along with other components to advance final design, construction, financing, operations, and maintenance for 50 years.



## Dynamic Pricing

- Congestion (Dynamic) Pricing enables the system to flow much more efficiently, allowing more cars to move through the same physical space.
- Toll rates will adjust as frequently as every 5 minutes, if needed, to maintain a free-flowing level of traffic (45 mph or higher)
- Toll rates will generally increase when HOT lanes are relatively full and decrease when HOT lanes are less full
- Current toll rates for common destinations will be displayed on electronic roadway signs so drivers will know their toll prior to entering HOT lanes





## MDTA - Toll Setting Process

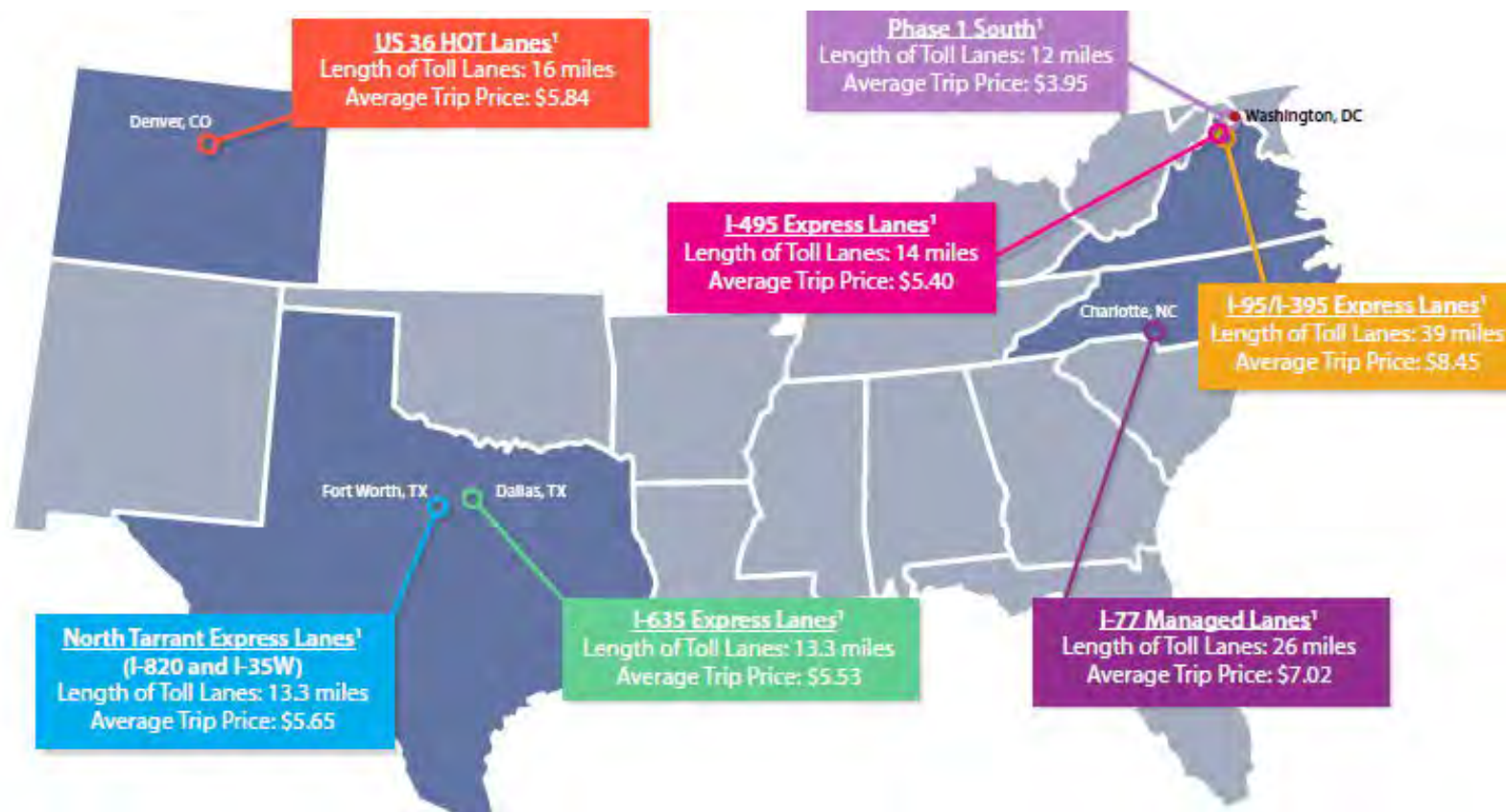
- Transportation Article §4-312 of the Annotated Code of Maryland authorizes only the MDTA to fix, revise, and set toll rates.
- The toll rate setting process is separate and distinct from processes under the P3 Program.
- The public process will be identical to establishing tolls for MDTA existing facilities.
  - A Toll Proposal to initiate toll rate setting process is issued
  - It provides a minimum 60-day Public Comment Period and Public Hearings will be held (in affected counties)
  - The public comments will be presented and MDTA will seek MDTA Board approval of toll rate range
- Variable Priced Facilities
  - Toll rate range: minimum and maximum per mile rate
  - Soft rate cap: rate cannot be exceeded unless vehicle speed is reduced, or vehicle volumes increase to predetermined thresholds



[mdta.maryland.gov/ALB270TollSetting](https://mdta.maryland.gov/ALB270TollSetting)



## How Do These Toll Rates Compare to Other Similar Facilities?

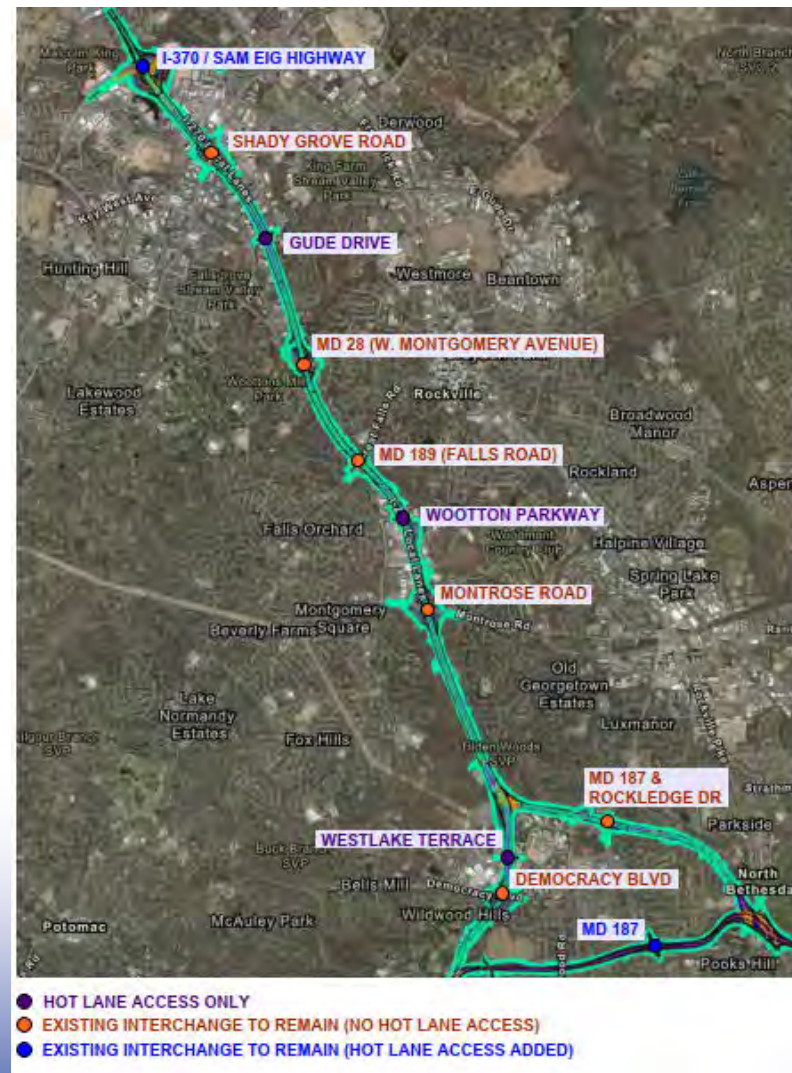








## Local Interstate Access I-270 to I-370





## Local Interstate Access South of I-270 Spur



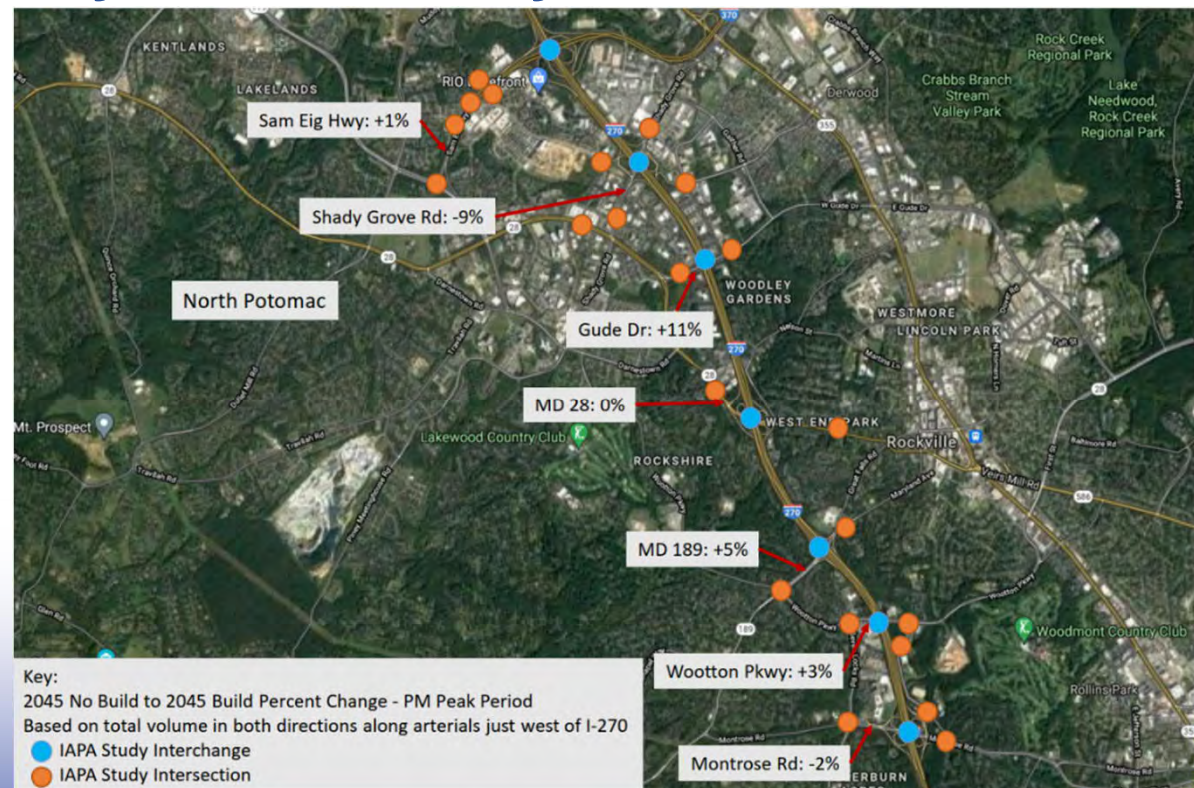
- **MANAGED LANE ACCESS**
- **EXISTING INTERCHANGE TO REMAIN  
(NO MANAGED LANE ACCESS)**



## Preliminary Traffic Analysis

Interstate Access Point Approval (IAPA) documentation is underway:

- It evaluates operations and safety for each interchange, including nearby intersections to obtain FHWA approval
- It analyzes impacts of localized increases in demand on cross streets near interchanges
- It helps determine the changes required to provide acceptable operations based on 2045 forecasts



This graphic shows the changes in two-directional traffic volume just west of I-270 along the roadways that have interchanges with I-270 along the Phase 1 South limits.

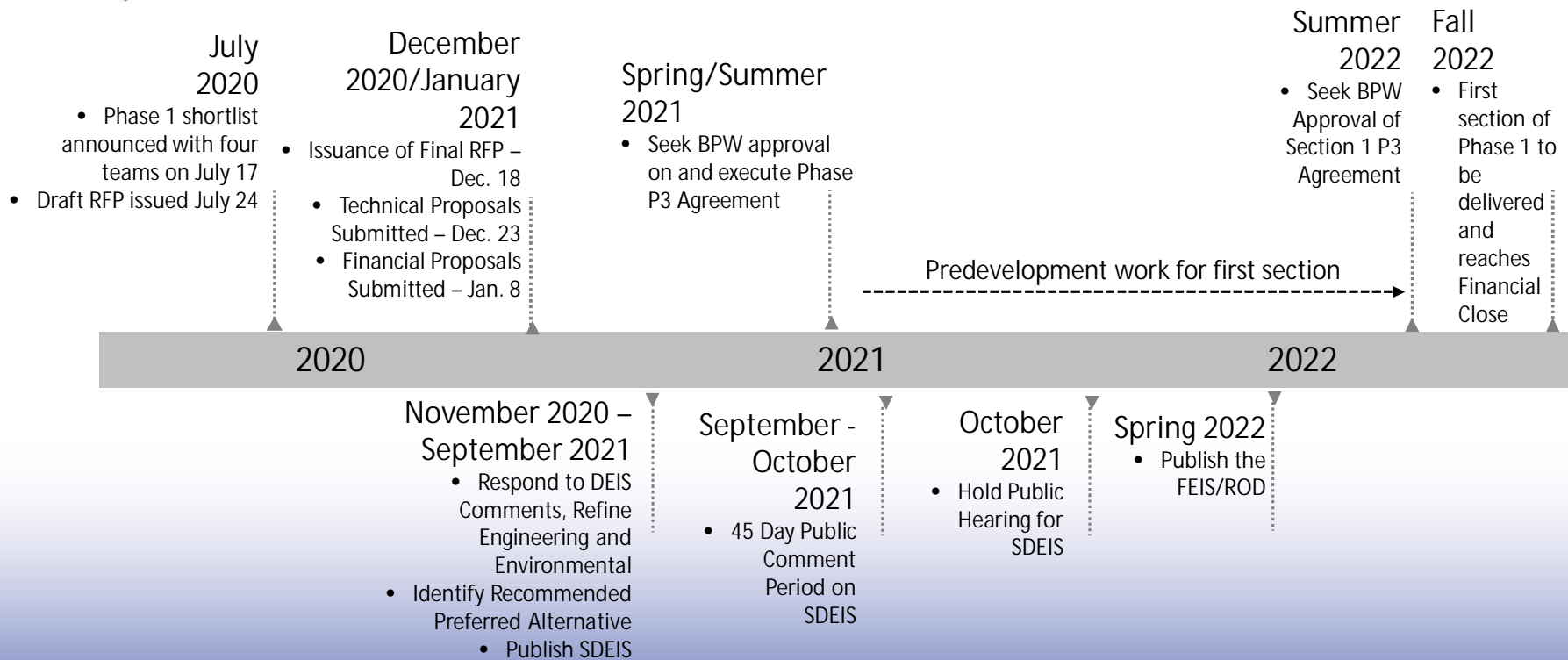


## Maintaining Traffic During Construction

- A Transportation Management Plan (TMP) will be prepared during the Predevelopment Work to provide strategies and methods for maintaining traffic
- The TMP will serve as a living document and be updated throughout design and construction
- The following will be developed as part of the TMP:
  - Operations and safety analysis during construction including acceptable lane closures for the freeways and cross-roads and mitigation strategies
  - Strategies to keep public informed of the work
  - Maintenance of access plan for residences, businesses, pedestrians, bicycles, and first responders
  - Incident management plan for responding to and managing incidents that may occur within the work zone
  - Contingency plan to identify specific actions to minimize traffic impacts due to unexpected events that may occur within (or impact) the work zone
  - Work zone performance monitoring plan



## Phase 1 South Predevelopment/MLS – Timeline





# Questions?

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