



I-495 & I-270 P3 Program Update

Montgomery County Civic Federation
Transportation Committee

April 20, 2021



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
 - Traffic Impacts on Local Roads
 - Impacts during Construction
- Questions



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

- Immediate focus is on delivering Phase 1 South starting with the American Legion Bridge
- Phase 1 South is I-495 from George Washington Parkway to I-270 and then I-270 from I-495 to I-370
- Phase 1 North is I-270 from I-370 to I-70 and is a separate study that is in Pre-NEPA





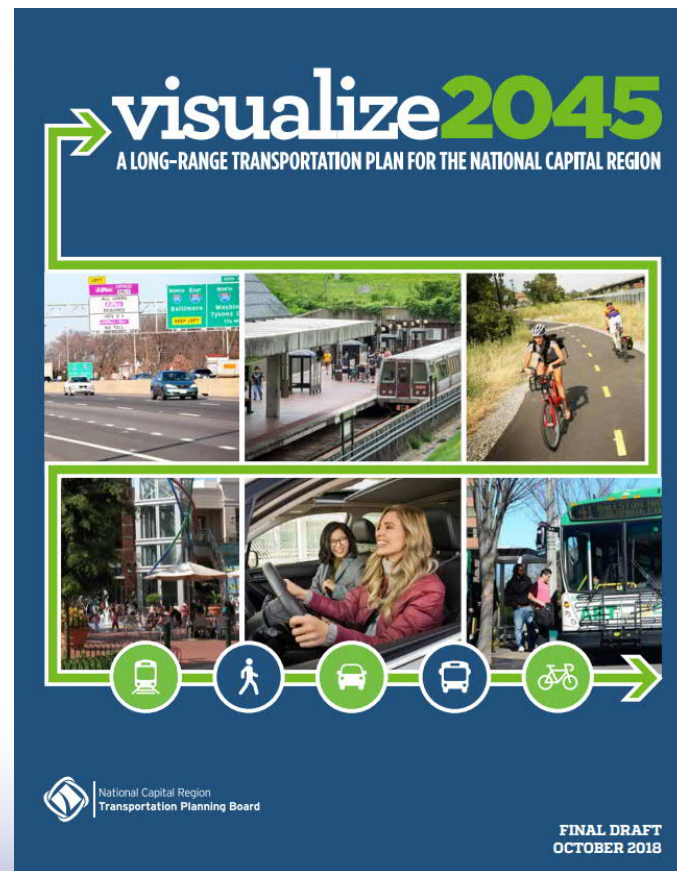
Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION

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

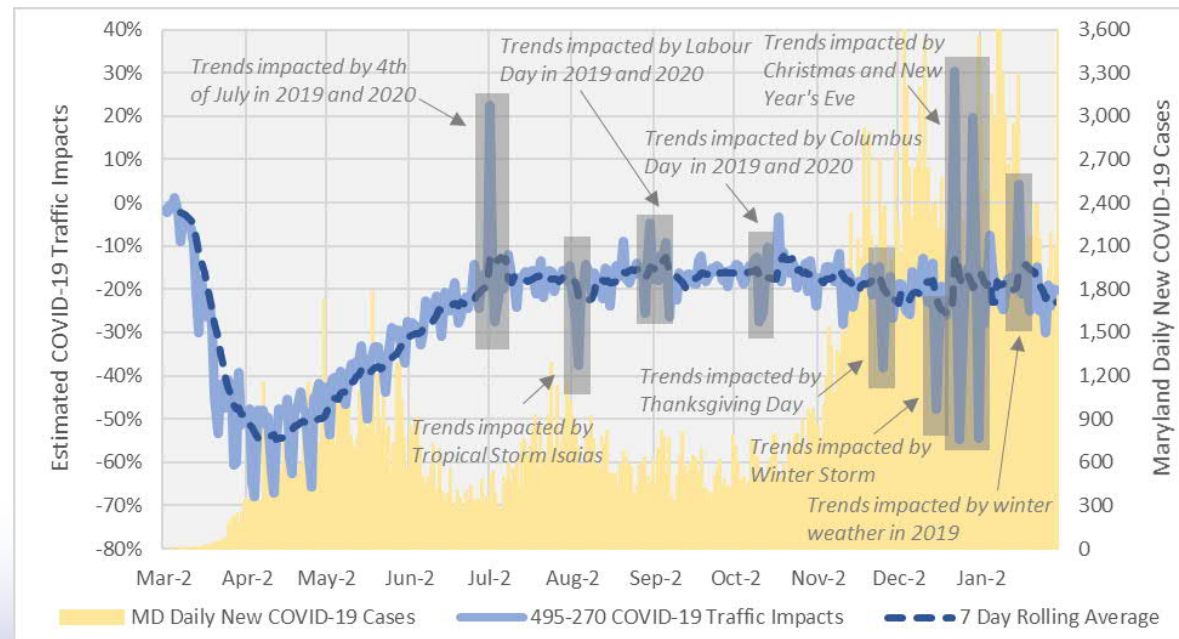
- Adopted by National Capital Region Transportation Planning Board (TPB)
- Includes Seven Aspirational Initiatives
- Calls for expanding the region's express highway network – new managed lanes on all of I-495 & I-270 in Maryland that incentivize carpools and provide new opportunities for transit





How Is COVID-19 Being Considered?

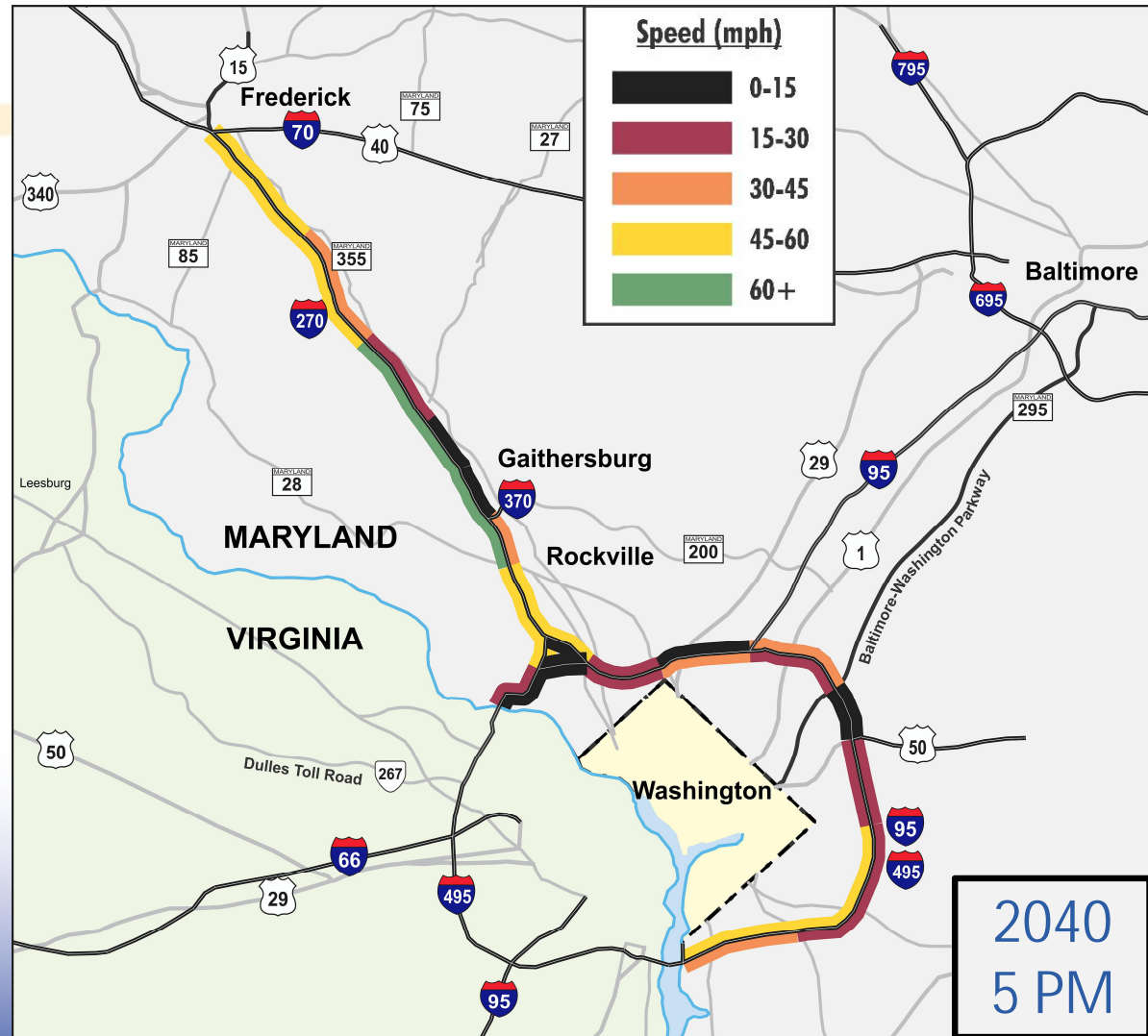
- Traffic on area highways dropped significantly in April 2020 during the height of the COVID-19 lockdown
- Highway traffic volumes have since recovered to roughly 80 percent of pre-COVID levels
- Telework has increased, but commuting only accounts for about 20 percent of daily trips, and fewer people 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

- 2nd 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





Issues Phase 1 Will Solve

- Need for a new American Legion Bridge
 - Redecking or replacement is needed in the next decade – no funding is available
 - Construction/traffic impacts will be similar for a redecking or replacement
- 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 of the P3 Program

- 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 upgrades and repairs to existing lanes worth \$1.7 Billion – that would otherwise come out of the Transportation Trust Fund
- Boost MD's economic competitiveness in the region

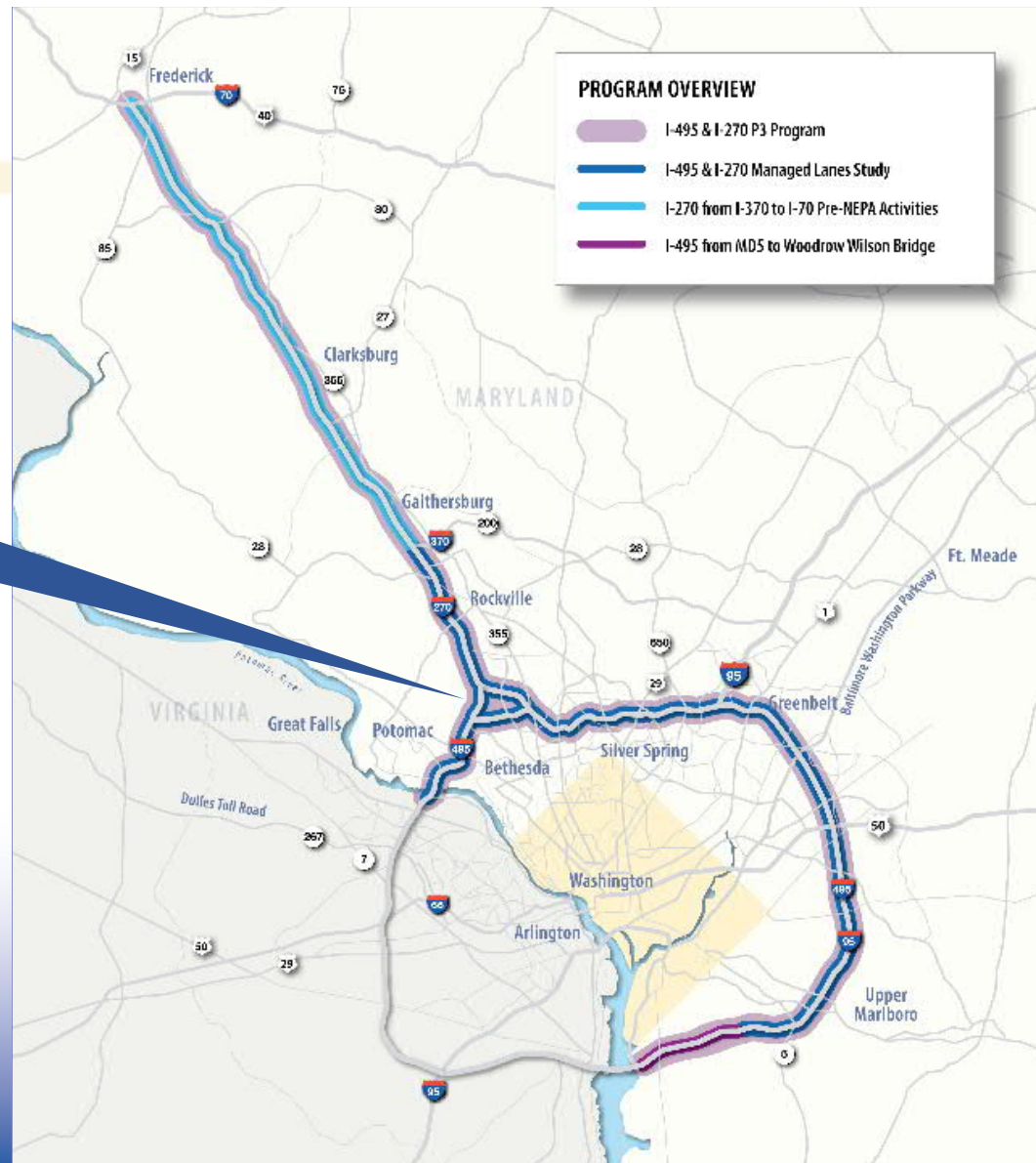


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I-495 & I-270 Managed Lanes Study

I-495 & I-270 Managed Lanes Study (MLS)

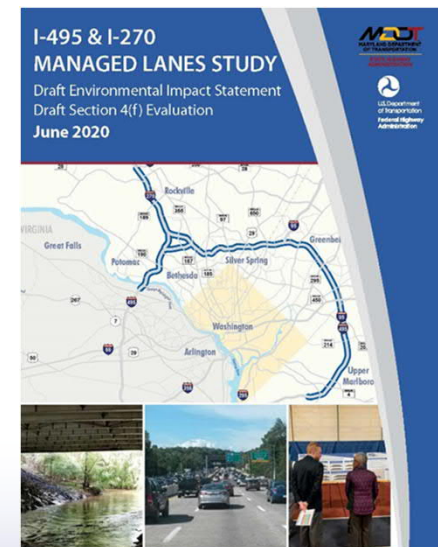
- The 48-mile study area begins south of the George Washington Memorial Parkway on I-495 in Virginia, crosses the American Legion Bridge and extends to west of MD 5 and along I-270 from the Capital Beltway to north of I-370
- First environmental study under the P3 Program





MDOT SHA's Recommended Preferred Alternative (RPA)

- The MLS Draft Environmental Impact Statement (DEIS) was published on July 10, 2020 for a 123-day public and agency comment period
- Numerous alternatives were considered, including transit-only alternatives (bus rapid transit, heavy-rail, light-rail) and using MD 200 (ICC) as a diversion to using the top side of I-495
- After thorough review and consideration of comments, MDOT SHA recommends the two High Occupancy Toll (HOT) lane alternative be identified as the Preferred Alternative in the Final Environmental Impact Statement (FEIS)

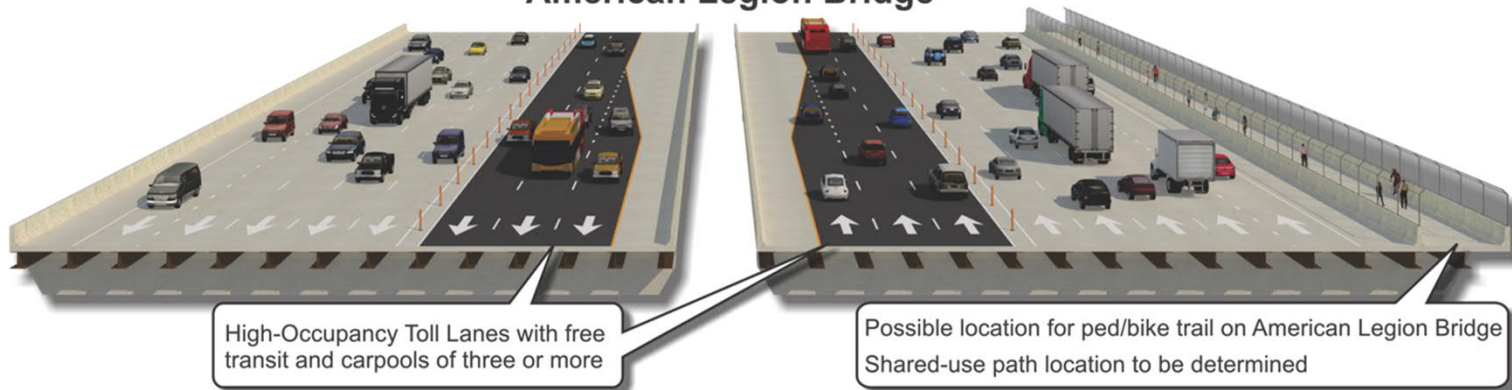




Alternative 9- High Occupancy Toll (HOT) Lanes

Two High-Occupancy Toll (HOT) Lanes in each direction

American Legion Bridge



View of ALB from Virginia looking north towards Maryland

Key Benefits:

- Performs best for average speed and corridor travel times (41 mph in FREE GP lanes)
- Greatest annual savings per commuter (73 hours in 2040)
- Largest reduction in delay on local roadway network (7%)
- New Options – Carpools FREE (three or more)
- New Opportunities – Transit Usage FREE
- Most regionally compatible with existing system in Virginia
- Middle of the range of preliminary environmental impacts
- Most publicly favorable of build alternatives



How Will Alternative 9 (HOT Lanes) Improve Travel Time?

HOT Lanes would offer RELIABLE free-flow travel at or above 45 mph.

Commute from American Legion Bridge to ICC (PM Peak Period)					
Alternatives	Average Speed (mph)	Travel Time (min)	Time Savings (min)	Annual Savings Per Commuter*	
				Minutes	Hours
No Build	24	32	-	-	-
Alt 9 (GP)	33	23	9	2,340	40
HOT/ETL (All Alts)	52	15	17	4,420	75





Key MDOT SHA Commitments and Enhancements for Montgomery County

Bicycle and Pedestrian Connections

- New Pedestrian/bicycle path across the American Legion Bridge
- New buffer-separated side paths across River Road
- Upgraded wider side-path along Seven Locks Road
- Upgraded Bethesda Trolley Trail crossings of I-495 and I-270

Environmental Enhancements

Addressing water quality concerns on parkland focused on:

- Stabilize stream banks/beds, create natural channels, remove concrete lined channels revegetate areas to improve water quality & reduce flooding and pollutant loads in identified priority M-NCPPC Parks.

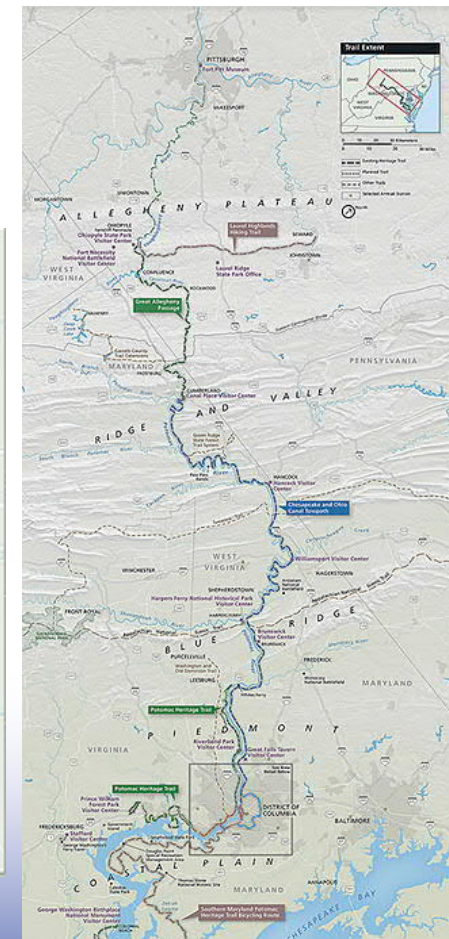
Regional Transit Improvements

- Bus capacity expansion at WMATA Shady Grove Metrorail Station
- Park and Ride expansion at Westfield Montgomery Mall Transit Center



Bike/Ped Benefits

- A new bicycle and pedestrian trail at the American Legion Bridge will allow travel by bike from Mount Vernon in Virginia, through Montgomery County and Western Maryland, all the way to Pittsburgh, Pennsylvania
- Creates new opportunities for bike tourism in Montgomery County
- Expands access to historic and recreational resources along the popular C&O Canal trail and nearby businesses





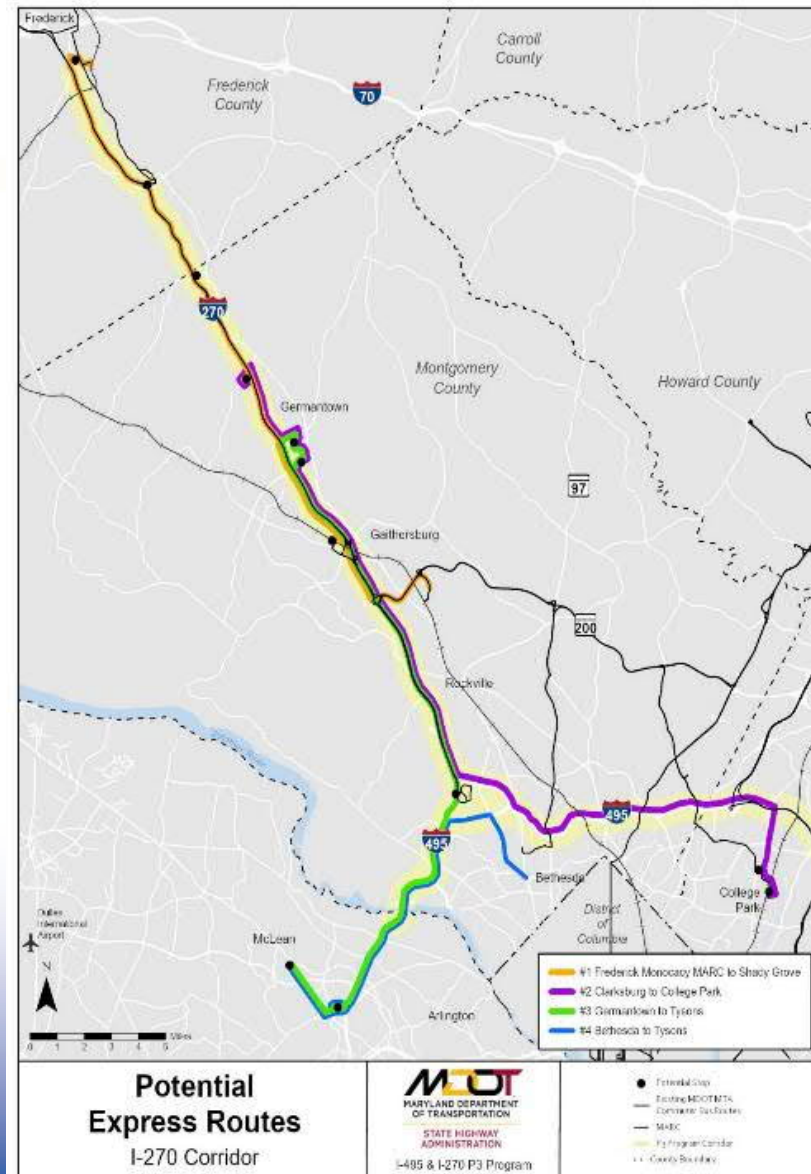
HOT Lanes Opportunities For New and Expanded Transit

Enhanced Transit Network – Developed by Transit Work Group

- Integrated service network with MDOT MTA 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

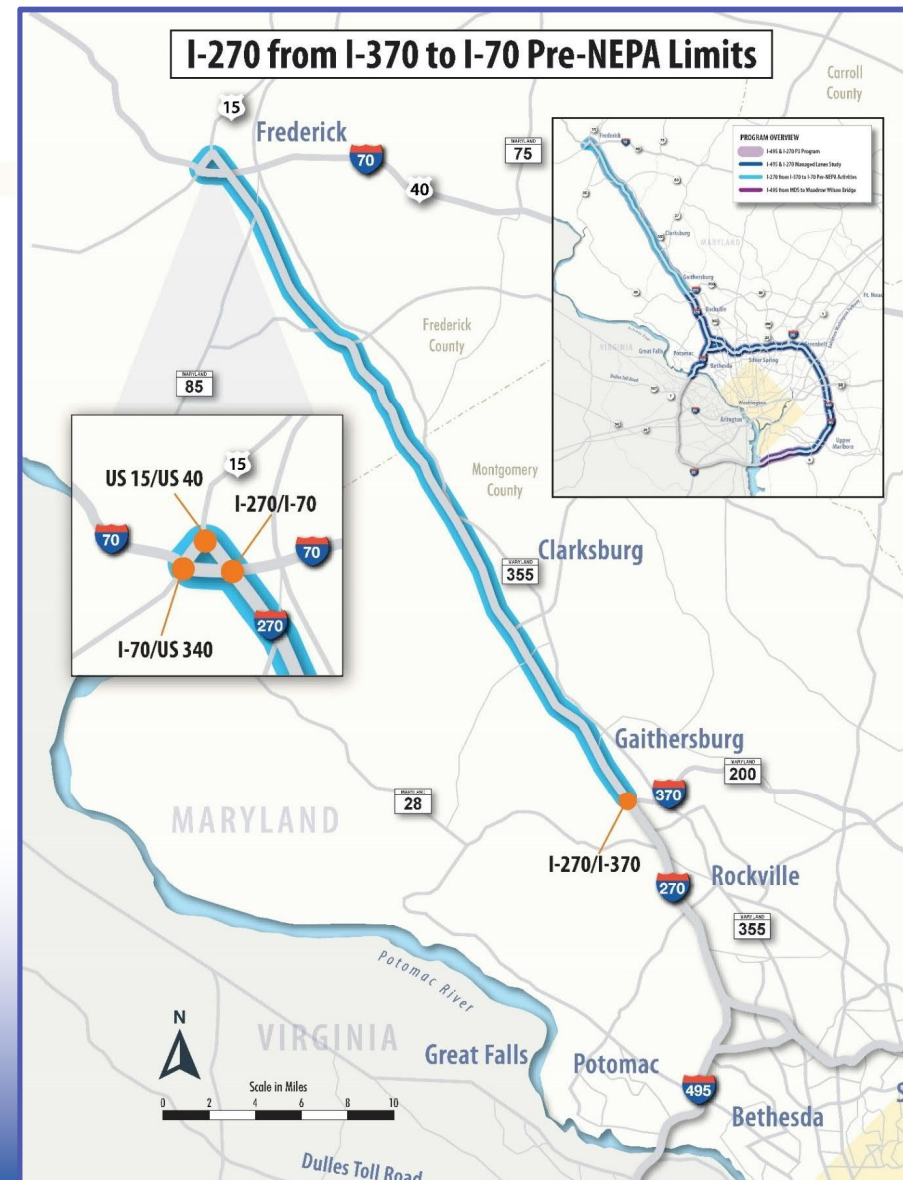
- Phase 1 South – ALB to I-370
 - Westfield Montgomery Mall Park and Ride
 - Shady Grove Metrorail Station bus capacity expansion
- Phase 1 North – I-370 to Frederick
 - Metropolitan Grove MARC Transit Center
 - Germantown Transit Center
 - Park and Ride Expansion – Metropolitan Grove, Germantown, Dorsey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





I-270 North Pre-NEPA Activities

- Agency Coordination
- Existing Conditions Data
- Purpose and Need
- Preliminary Alternatives and Alternatives Screening Criteria



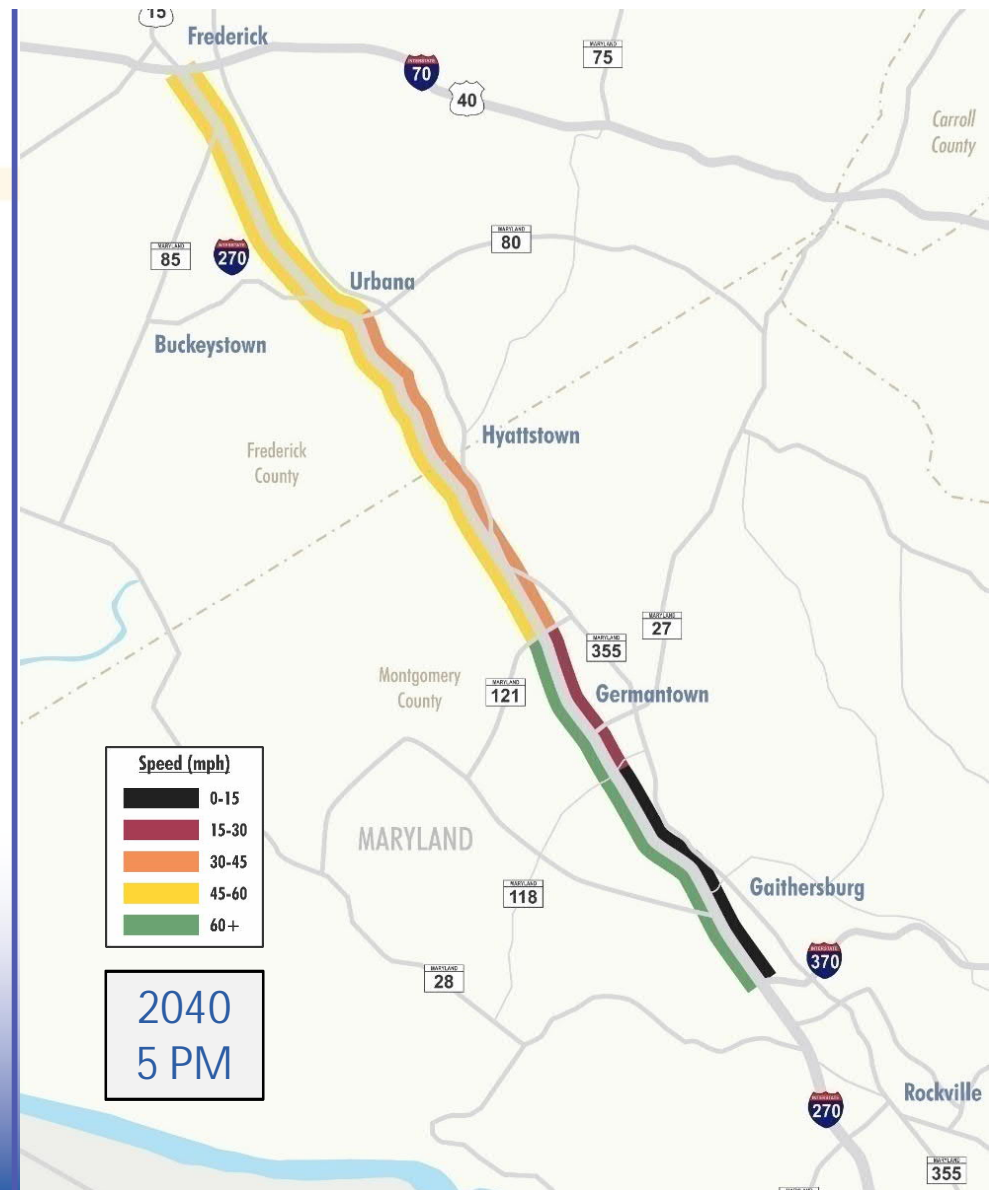


I-270 North Transportation Needs

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

Select Phase Developer for Phase 1: American Legion Bridge I-270 to I-70 Traffic Relief Plan

Predevelopment Work

Upon BPW approval, Phase Developer begins collaborative Predevelopment Work to advance the MDOT Recommended Preferred Alternative for the MLS within Phase 1 South

Committed Section Proposals

At conclusion of the Predevelopment Work and NEPA process, the Phase Developer will offer a committed price and schedule for delivery of the first section

Section Development

BPW will be asked to consider and approve the committed section proposal to deliver the first section



Phase 1 Solicitation: Selected Developer

Accelerate Maryland Partners, LLC

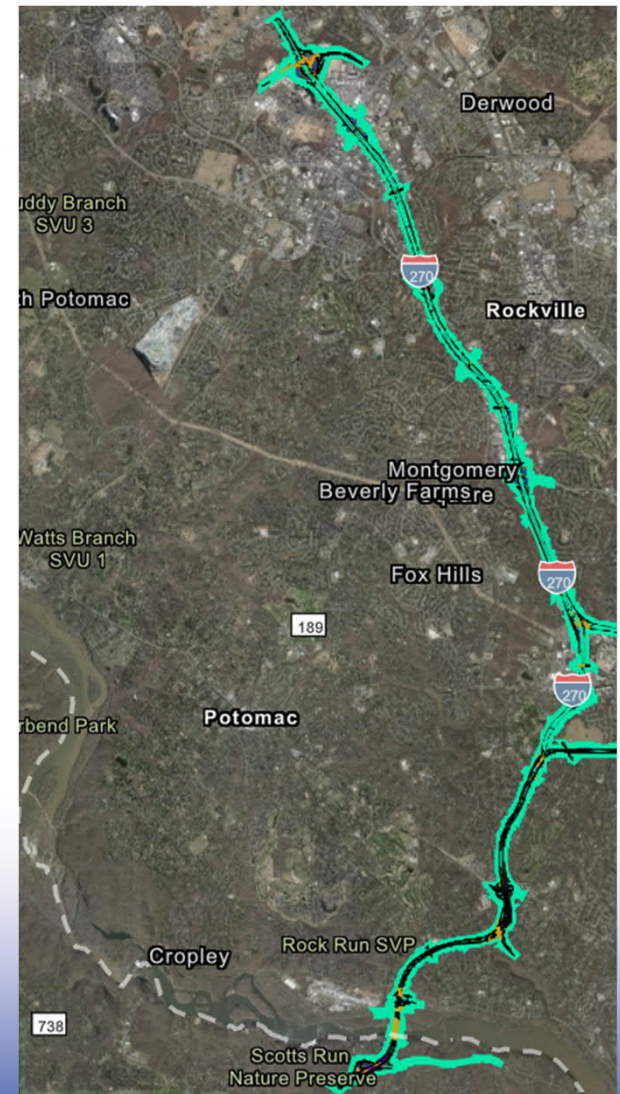
- Strong understanding of the project and well-thought-out approaches to manage and mitigate project risks including solutions to further reduce property impacts, reduce potential utility conflicts, and provide environmental stewardship
- Delivery of Phase 1 South (ALB/I-270 to I-370) with No Maryland 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.



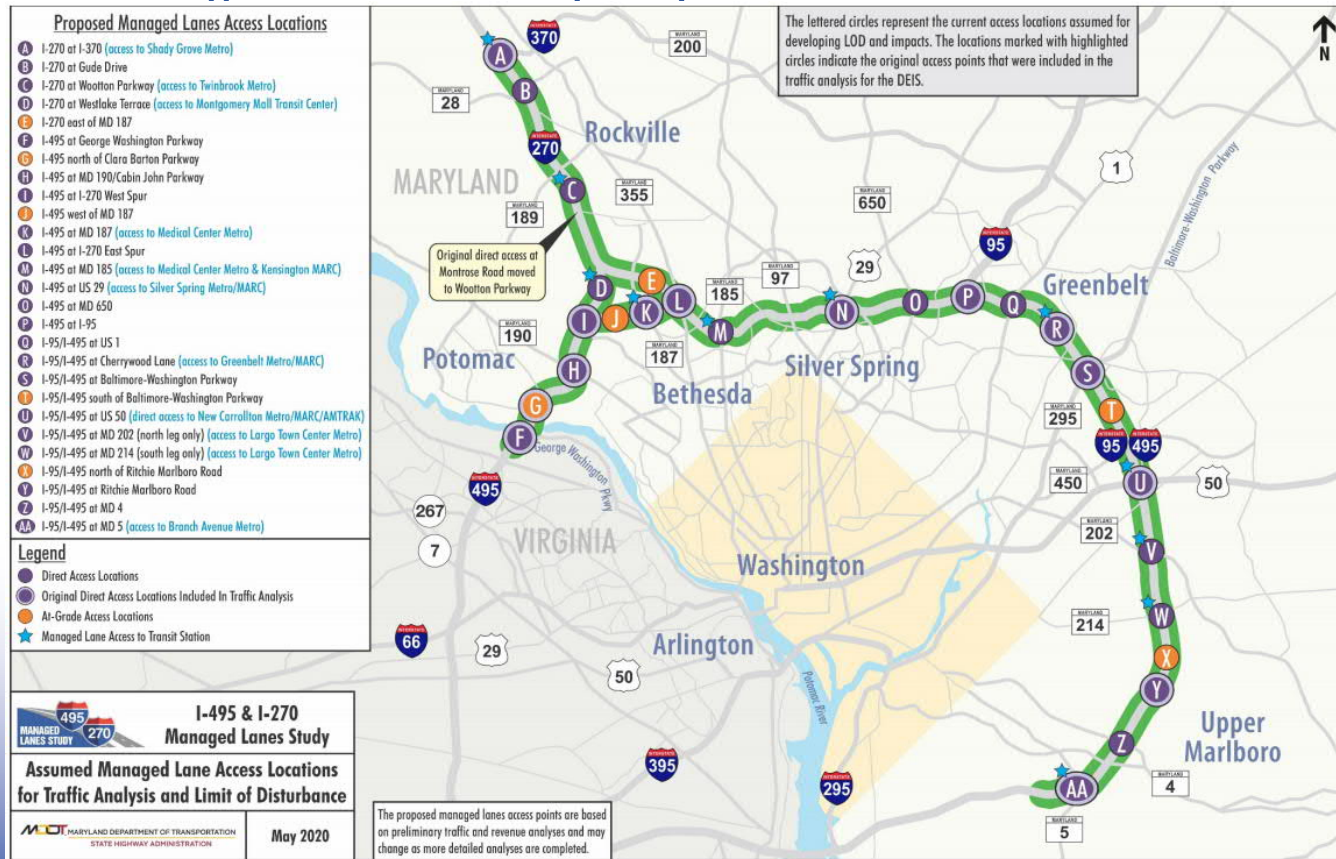
Your Community - Impacts and Benefits

- Proposed Access Points
- Traffic Impacts on Local Roads
- Maintaining Traffic during Construction



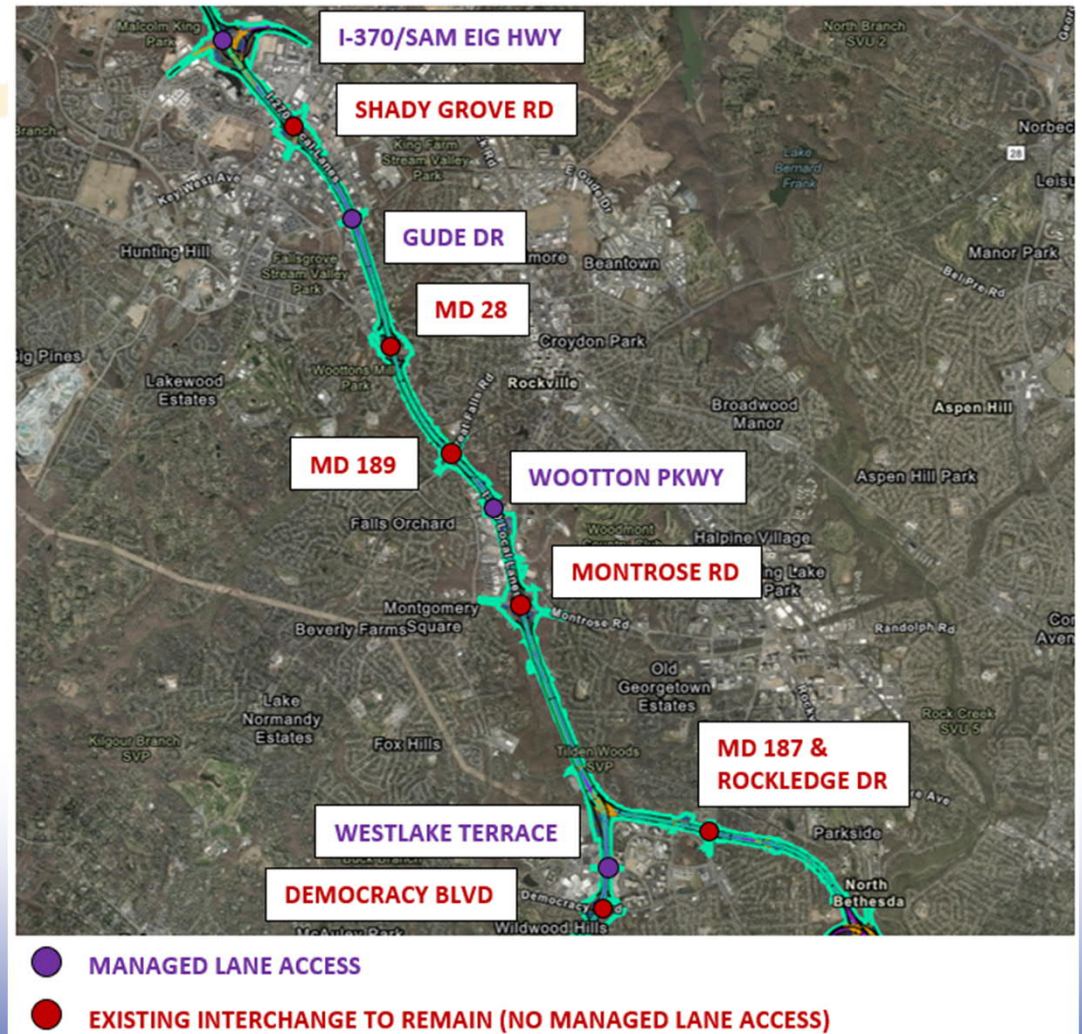


Managed Lane Study - Systemwide Access Points





Local Interstate Access



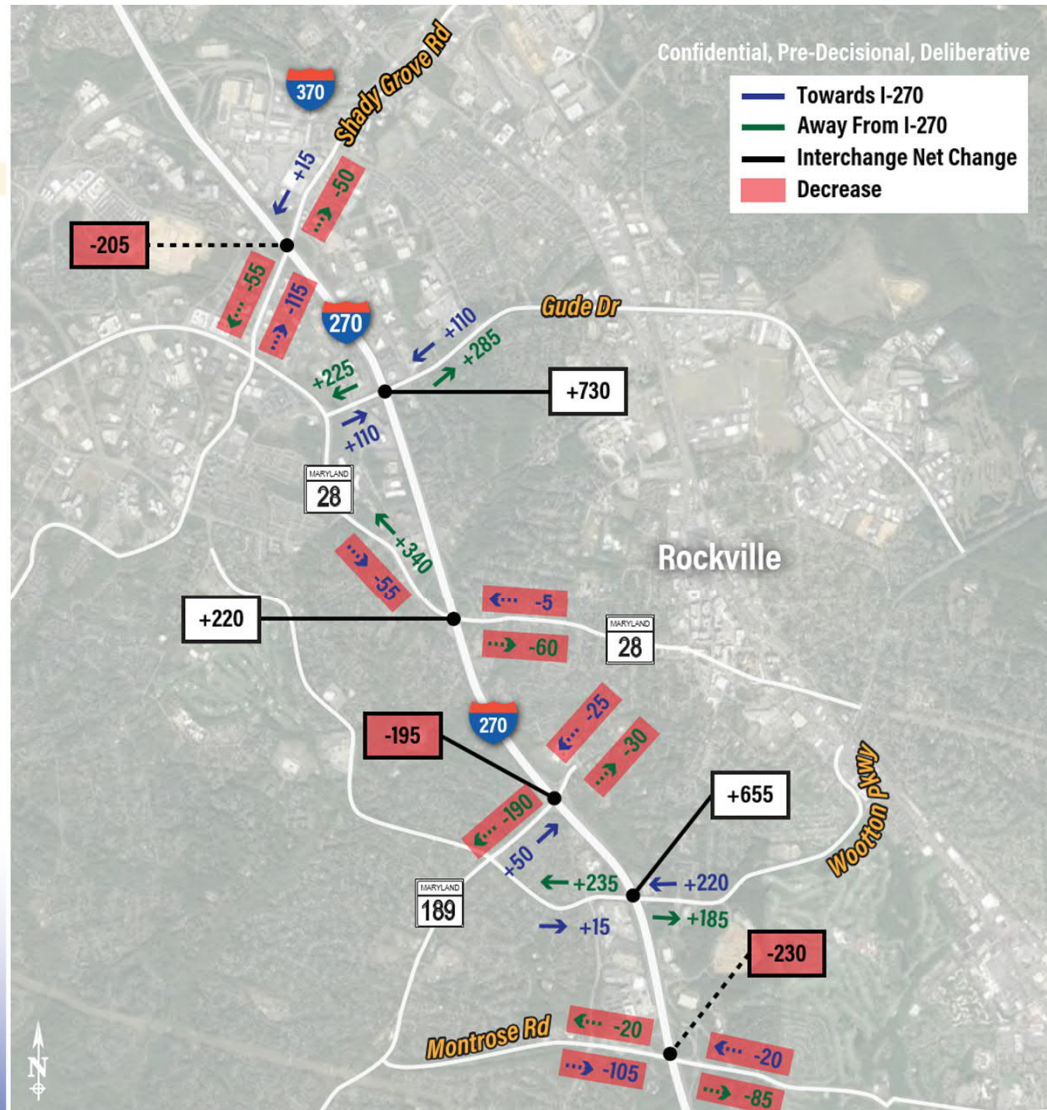


Examples of Traffic Effects on Local Network

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 depicts the changes in traffic volume at the intersections along I-270 during the AM Peak period.



I-270 Corridor Volumes

AM Peak Hour Change In Volume

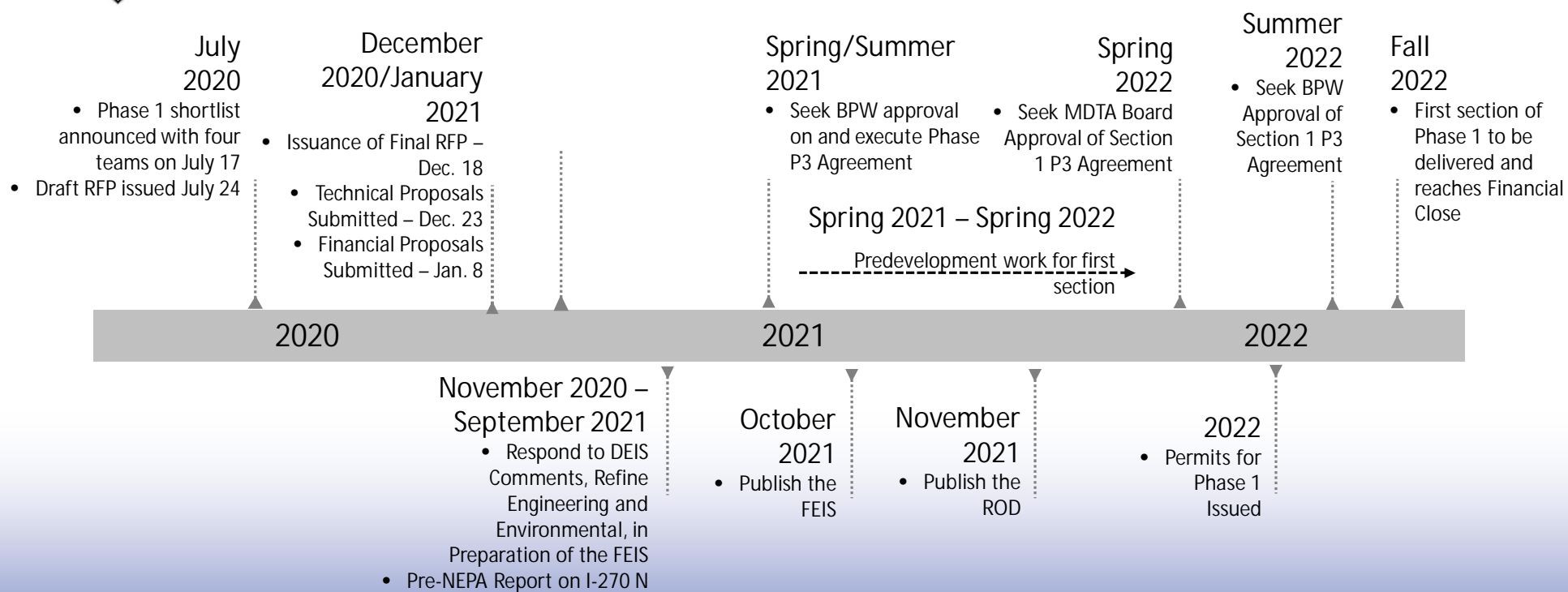


Maintaining Traffic During Construction

- 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 Predevelopment/NEPA Study – Timeline





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