

WELCOME!

Scoping Open House for the I-495 & I-270 Managed Lanes Study

PURPOSE OF TODAY'S SCOPING OPEN HOUSE:

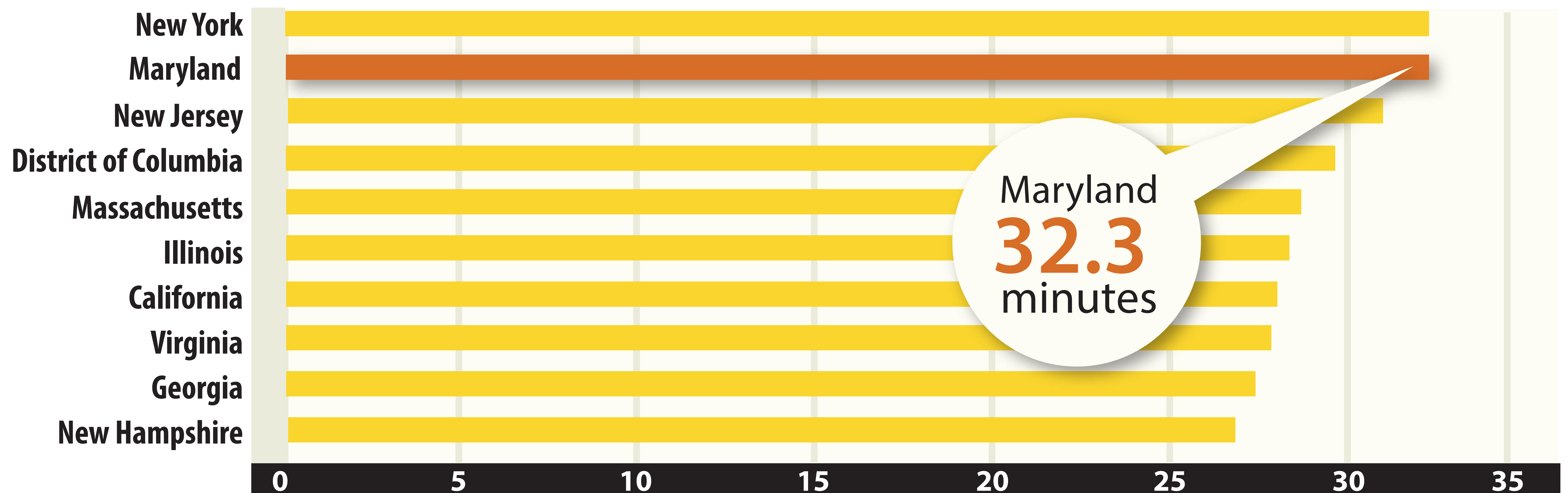
- Provide an introduction and overview of the study
- Introduce staff who can answer study-related questions
- Welcome input on the study scope, purpose and need, potential alternatives, environmental considerations, and evaluation methods



Future meetings will focus on detailed alternatives and specific environmental/property issues.

THE NATIONAL CAPITAL REGION FACES SOME OF THE NATION'S WORST CONGESTION

Maryland has the **second** highest commuting times in the **country**.



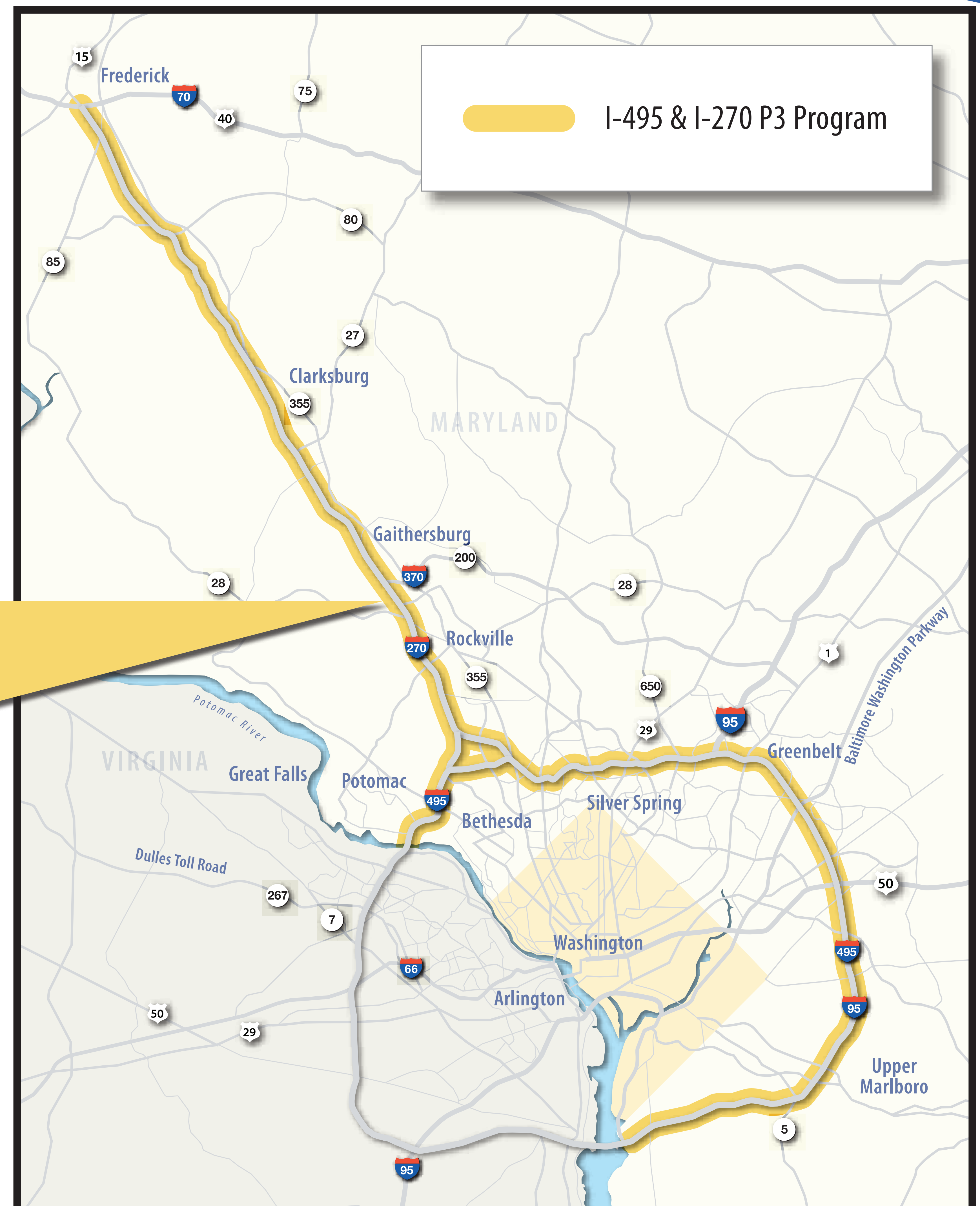
Average minutes spent commuting to work

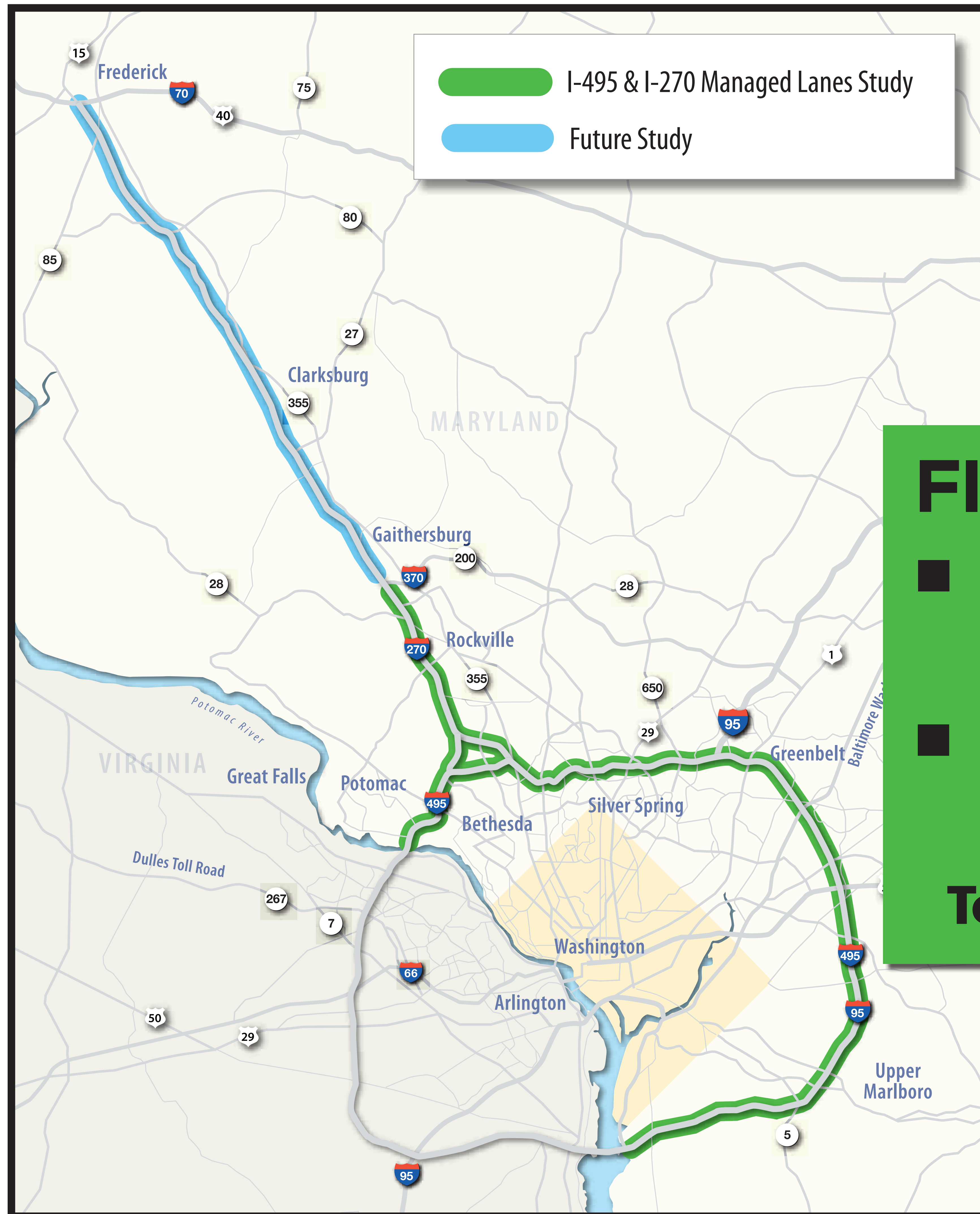
Source: American Community Survey, 2015

I-495 & I-270 P3 PROGRAM

The overall I-495 & I-270 Public-Private Partnership (P3) Program includes improvements for over 70 miles of interstate in Maryland including:

- I-495 (Capital Beltway) from south of the American Legion Bridge to east of the Woodrow Wilson Bridge
- I-270 from I-495 to I-70, including the east and west I-270 spurs





I-495 & I-270 MANAGED LANES STUDY

The first element of the P3 Program will be the I-495 & I-270 Managed Lanes Study including:

FIRST STUDY

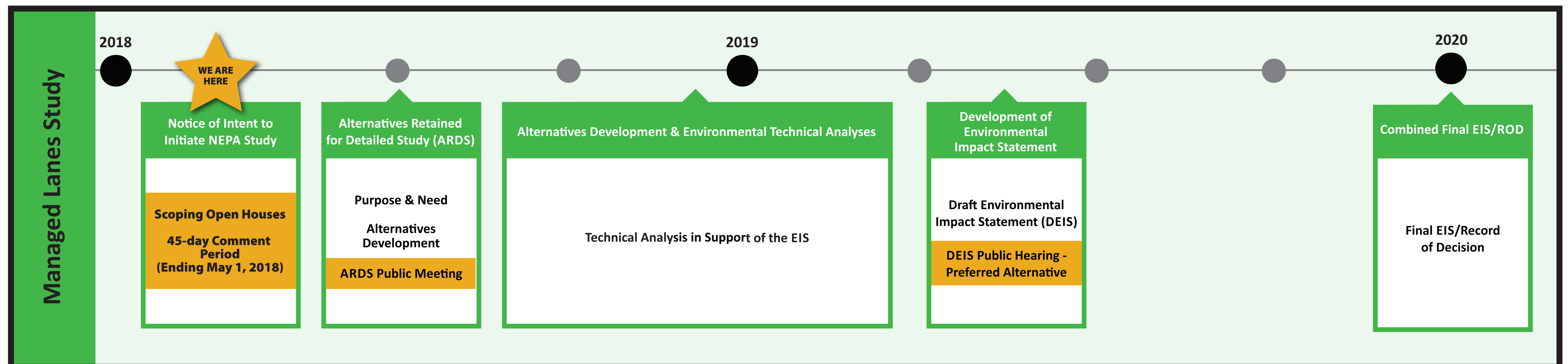
- I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge
- I-270 from I-495 to I-370, including the east and west I-270 spurs

Today's meeting focuses on this study

FUTURE STUDY

- I-270 from I-370 north to I-70

MANAGED LANES STUDY TIMELINE



WHY THE I-495 & I-270 MANAGED LANES STUDY?

- **Relieve Congestion:** High travel demand currently causes severe congestion nearly 10 hours per day and congestion is expected to increase over time; Improvements are needed to accommodate traffic today and in the future
- **Enhance Trip Reliability:** Congestion on I-495 and I-270 results in unpredictable travel times. Improvements are needed to ensure trip reliability
- **Offer Additional Roadway Travel Choices:** Motorists need additional roadway options for critical trips during periods of severe congestion
- **Provide for Emergency Access:** Government, military, and community installations need quick, unobstructed roadway access for emergencies or homeland security threats
- **Move Goods and Services:** Reduced congestion and predictable travel times will enhance the local, regional, and national economy

Additional capacity and improvements to enhance reliability must be financially viable. A revenue source that provides appropriate funding, such as tolling options, is needed to provide additional capacity improvements addressing existing high travel demand.

THE NEPA PROCESS

- The National Environmental Policy Act (NEPA) of 1969 requires federal agencies to evaluate the environmental impacts of their proposed actions
- The I-495 & I-270 Managed Lanes Study will include the development of an Environmental Impact Statement (EIS), which will document the potential natural, cultural, and socioeconomic impacts of the study's alternatives
- The Federal Highway Administration (FHWA) will serve as the lead federal agency for the EIS
- The Maryland Department of Transportation State Highway Administration (MDOT SHA) is serving as the local project sponsor and joint lead agency



U.S. Department of Transportation
Federal Highway Administration



**STATE HIGHWAY
ADMINISTRATION**



THE NEPA PROCESS

WE ARE
HERE

Scoping

Gathering input to be included in the study

**Preliminary Alternatives
and Screening**

Development of preliminary alternatives and criteria used for evaluating those alternatives

**Alternatives Retained for
Detailed Study**

Identification and development of alternatives retained for detailed study

**Draft Environmental
Impact Statement (DEIS)**

Evaluation and documentation of the natural, cultural and socioeconomic impacts of the alternatives retained for detailed study and the Preferred Alternative

**Combined Final EIS/Record
of Decision (ROD)**

Documentation of the impacts and mitigation for the Preferred Alternative and, responses to comments received on the DEIS. This completes the NEPA Process

PUBLIC-PRIVATE PARTNERSHIP (P3) OVERVIEW

- MDOT SHA will be seeking proposals from the private sector to enter into a Public-Private Partnership (P3) to develop innovative approaches to design, build, finance, operate, and maintain potential improvements developed through the I-495 & I-270 Managed Lanes Study
- Using a P3 encourages efficiencies and innovations increasing the likelihood of a lower total construction cost
- The state will use a competitive process to ensure the best value for the citizens of Maryland
- The state will maintain ownership of the transportation facilities and will ensure they meet their public functions



WHY WOULD MDOT SHA CONSIDER USING A P3?

- **Transfer of Risks:** The state and the private partner will share the risks based on who can best manage each risk to provide the best value to the state
- **Projects Constructed Faster:** P3 projects can move forward when the state does not have available funding because the private partner will provide financing to build it in exchange for future revenues from the highway
- **Operations and Maintenance:** The state can benefit from having a concessionaire operate the highway and maintain it (for example, pavement repairs, grass mowing, snow removal) at a more economical cost
- **Limited Government Funding:** Projects with limited or no governmental funding that are anticipated to generate user fees, such as toll roads, may be constructed

STAY CONNECTED

- MDOT SHA is committed to keeping the public informed about this important study
- To learn more about the study, visit the project website at **495-270-P3.com**
- You can reach the Study Team and provide comments:
 - By email at:
495-270-P3@sha.state.md.us
 - By calling toll free at:
833-858-5960
 - By mail at:
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State Highway Administration
I-495 & I-270 P3 Office
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