MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

TRAFFIC RELIEF PLAN

WELCOME!

Public Workshop for the I-270 from I-370 to I-70 Pre-NEPA Activities

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PURPOSE OF TODAY'S PUBLIC WORKSHOP

- Provide an introduction and overview of the Pre-NEPA activities and the NEPA process
- Discuss the transportation needs of the corridor
- Identify potential solutions
- Identify existing environmental conditions

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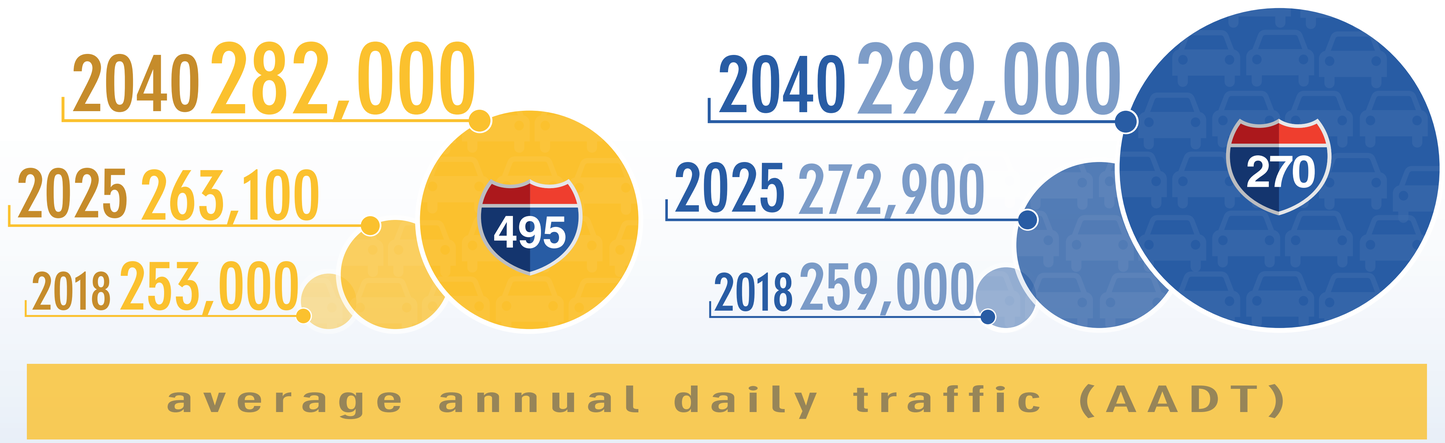
PROGRAM NEED:

Address Existing and Future Traffic Congestion

- Traffic congestion limits economic growth opportunities
- Traffic congestion diminishes the quality of life for Marylanders



- 98% of Maryland weekday congestion occurs in the Baltimore/Washington region
- The average commuter in the National Capital Region loses 87 hours and over $2,000 to congestion annually
- $1.7 B* cost of congestion in the Maryland National Capital Region in 2017 – 40% increase since 2016

** 2018 MDOT SHA Mobility Report*

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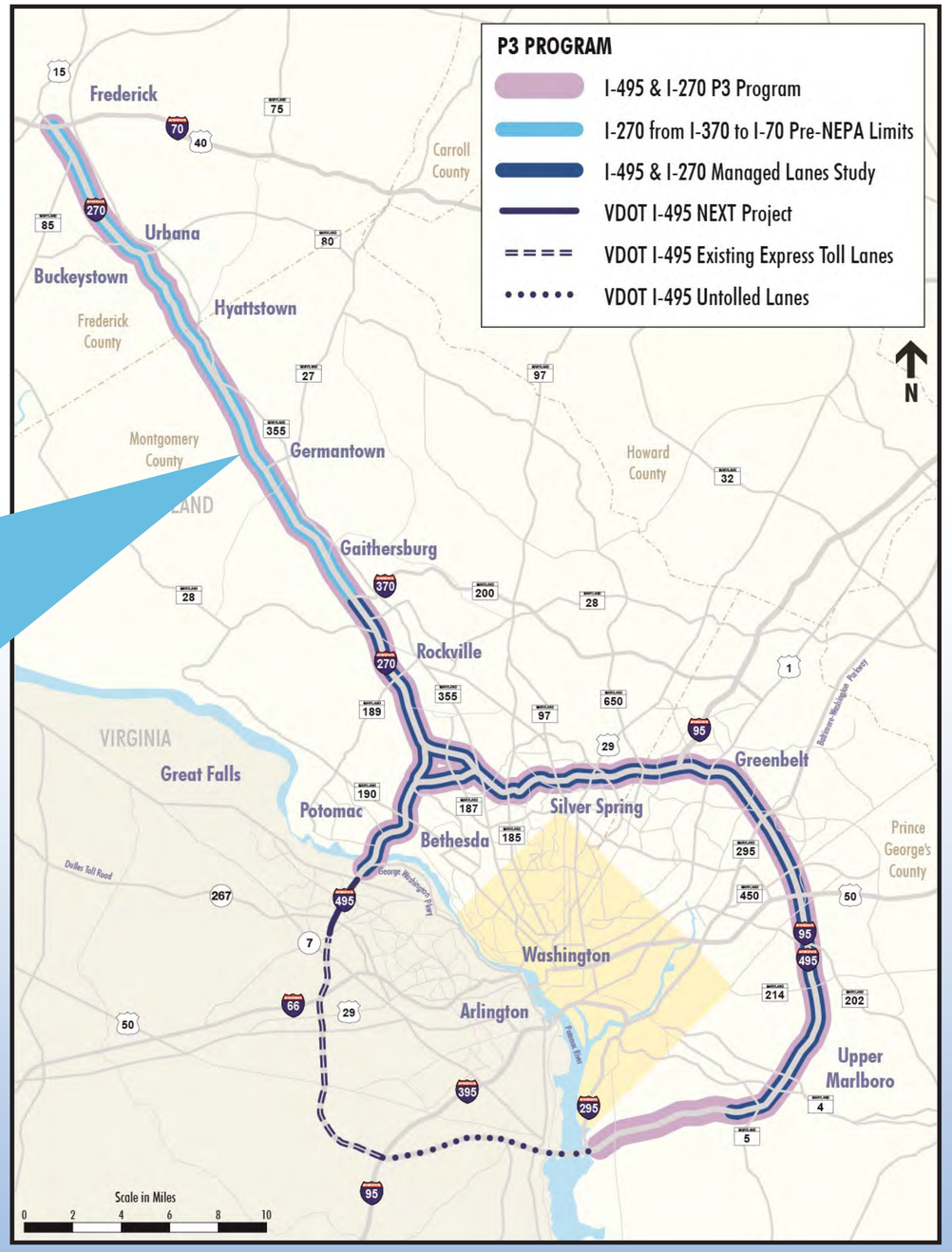
I-495 & I-270 P3 PROGRAM

I-495 & I-270 P3 Program includes over 70 miles of highway improvements

- I-495 & I-270 Managed Lanes Study (48 miles)

I-270 from I-370 to I-70 Pre-NEPA Activities (23 miles)

- I-495 from MD 5 to the Woodrow Wilson Bridge (future study)
- VDOT I-495 NEXT project: Environmental study underway independently



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PUBLIC-PRIVATE PARTNERSHIPS (P3)

WHAT IS A P3?

A Public-Private Partnership (P3) is an alternative delivery model that harnesses private sector expertise and innovation to deliver public infrastructure, benefitting the public owner and the customer. P3s can successfully leverage the respective strengths of the public and private sectors to deliver large, complex infrastructure improvements cost-effectively and faster. P3 delivery may include designing, building, financing, operating, and maintaining an infrastructure facility.

BENEFITS OF A P3

Projects delivered faster:
P3 projects can move forward when the public owner does not have available funding.

Provides equity and financing:
Without a P3, proposed improvements of this magnitude would take decades and would use Maryland's entire transportation budget.

Operations and maintenance:
The P3 developer operates the facility and maintains it over the term of the agreement at a more economical cost.

Transfer of risks:
The public owner and the private partner share the risks based on who can best manage each risk to provide the best value to the public owner, such as revenue risk, design and construction risks, long-term operations and maintenance risks.

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A P3 IS NOT

A Funding Source

Projects require user fees or tax dollars regardless of whether a P3 is used.

Privatization

The private partner does not obtain any ownership. The State is still the owner.

Transfer of State Responsibility

The State retains the ultimate responsibility to ensure the facility meets its intended public need. The private sector also cannot have decision making in the environmental process as it is a government function.

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NEPA AND PRE-NEPA ACTIVITIES

- The National Environmental Policy Act (NEPA) of 1969 requires federal agencies to evaluate the environmental impacts of their proposed actions.
- MDOT SHA is coordinating with the Federal Highway Administration to conduct activities prior to starting a NEPA evaluation to better understand the challenges and potential solutions to conditions on I-270 from I-370 to I-70.
- As part of the Pre-NEPA activities, MDOT SHA will inventory existing conditions and develop baseline information. This will include:
  - Engaging the public
  - Identifying existing transportation and environmental conditions
  - Developing the Draft Purpose and Need
  - Recommending preliminary alternatives and evaluating alternatives to determine if they will be recommended for detailed review in NEPA

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THE PRE-NEPA AND NEPA PROCESS

WE ARE HERE

STEP 1
Initiate Pre-NEPA Process

- Develop Draft Purpose & Need
- Collect Data on Existing Conditions
- Develop Preliminary Range of Alternatives
- Identify Screening Criteria

FALL 2019 - SPRING 2020

STEP 2
Complete Pre-NEPA

- Recommend Preliminary Range of Alternatives for NEPA
- Prepare Pre-NEPA Report
- Analyze Existing Conditions
- Initiate NEPA

SUMMER 2020

PUBLIC INPUT

STEP 3
Alternatives Analysis

- Hold Agency and Public Scoping
- Identify Alternatives Retained for Detailed Study (ARDS)
- Analyze the Environmental Effects of ARDS

FALL 2020 - SPRING 2021

STEP 4
Draft Environmental Document

- Identify MDOT SHA's Recommended Preferred Alternative
- Document Alternatives Analysis, Environmental Effects, Conceptual Mitigation, Decision-making Process and Public Input and Agency Coordination
- Publish Draft Environmental Document
- Hold Public Hearings

SPRING 2021 – EARLY WINTER 2022

PUBLIC INPUT

STEP 5
Final Environmental Document

- Review and Develop Responses to Comments
- Prepare Final Document
- Prepare Federal Decision
- Publish Final Document

SUMMER 2022

STEP 6
Permits Issued

- Federal Permits and Approvals Issued

FALL 2022 - FALL 2023

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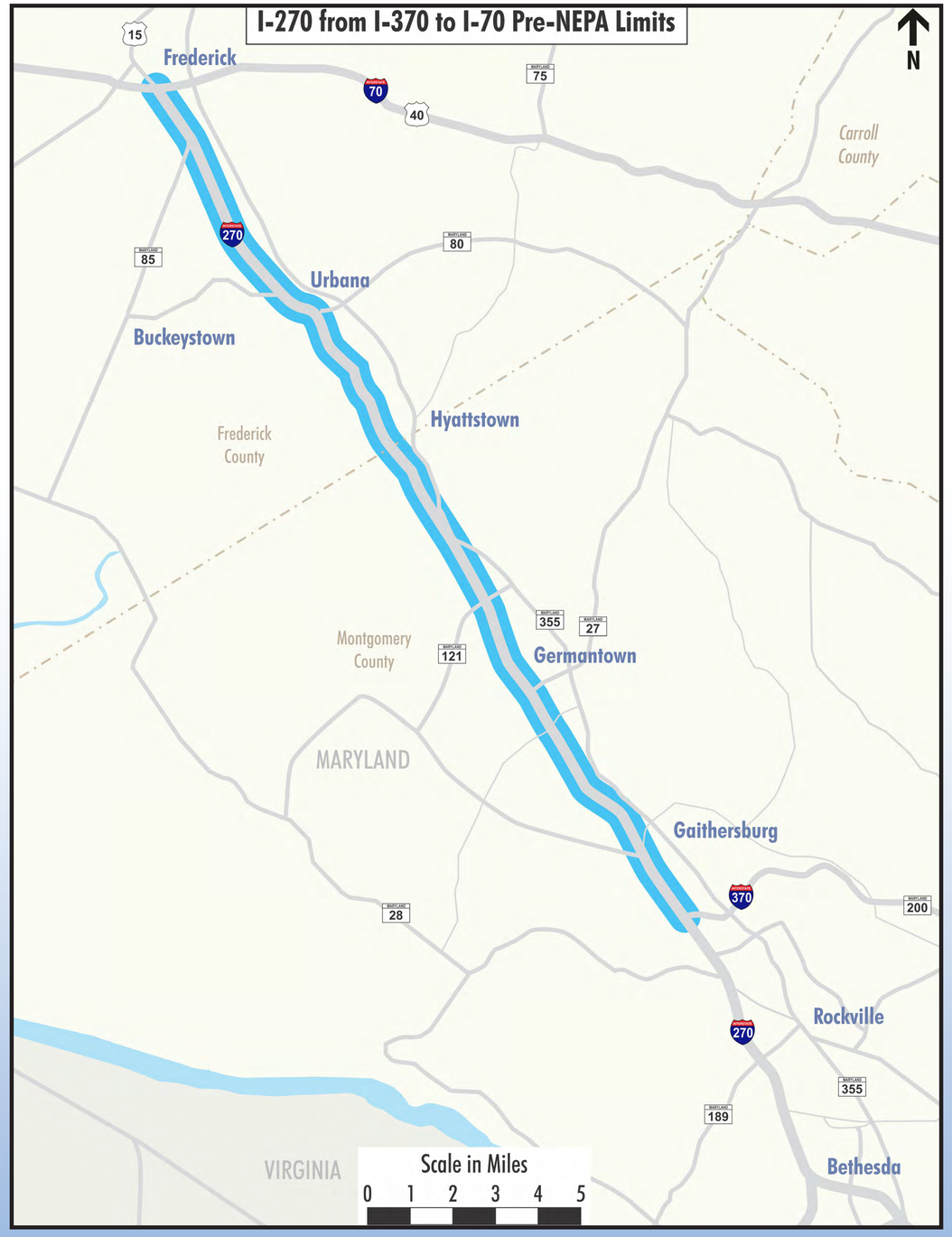
I-270 FROM I-370 TO I-70: CURRENT CONDITIONS

- Average Daily Traffic volumes range from over 115,000 to 219,000.
- On average, I-270 is congested 7 hours each day and experiences extended peak periods that greatly impact reliability.
- Portions of I-270 rank in the top 15 most congested highways in Maryland.
- Southbound I-270 near MD 121 ranks as one of the “worst corridors for truck travel” based on unreliable travel times.



PRIOR STUDIES

The I-270 Corridor has been the subject of numerous studies over the past few decades, including:

- I-270 Innovative Congestion Management (ICM) (2017)
- I-270/US 15 Multimodal Corridor Study (2009)
- Evaluating a Network of Variably Priced Lanes for the Washington Metropolitan Region (2008)
- Maryland's Statewide Express Toll Lanes Network Initiative (2007)
- I-270/MD 121 Project Planning Study (2007)
- I-270 Commuter Rail Feasibility Study (2002)
- I-270/Watkins Mill Road Extended Interchange (2001)
- I-70 West of I-270 (1987)

More information on the prior studies is available on the project website:
495-270-p3.com/environmental/i270-resources/

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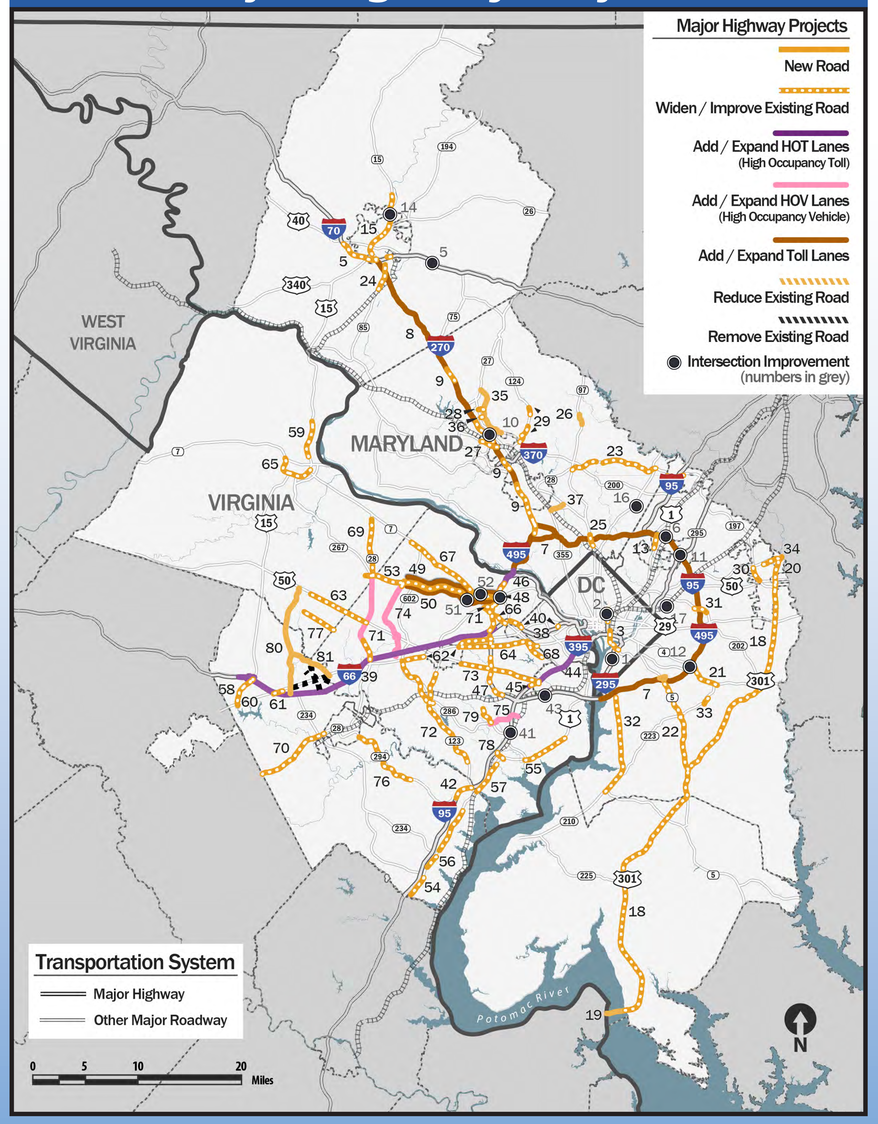
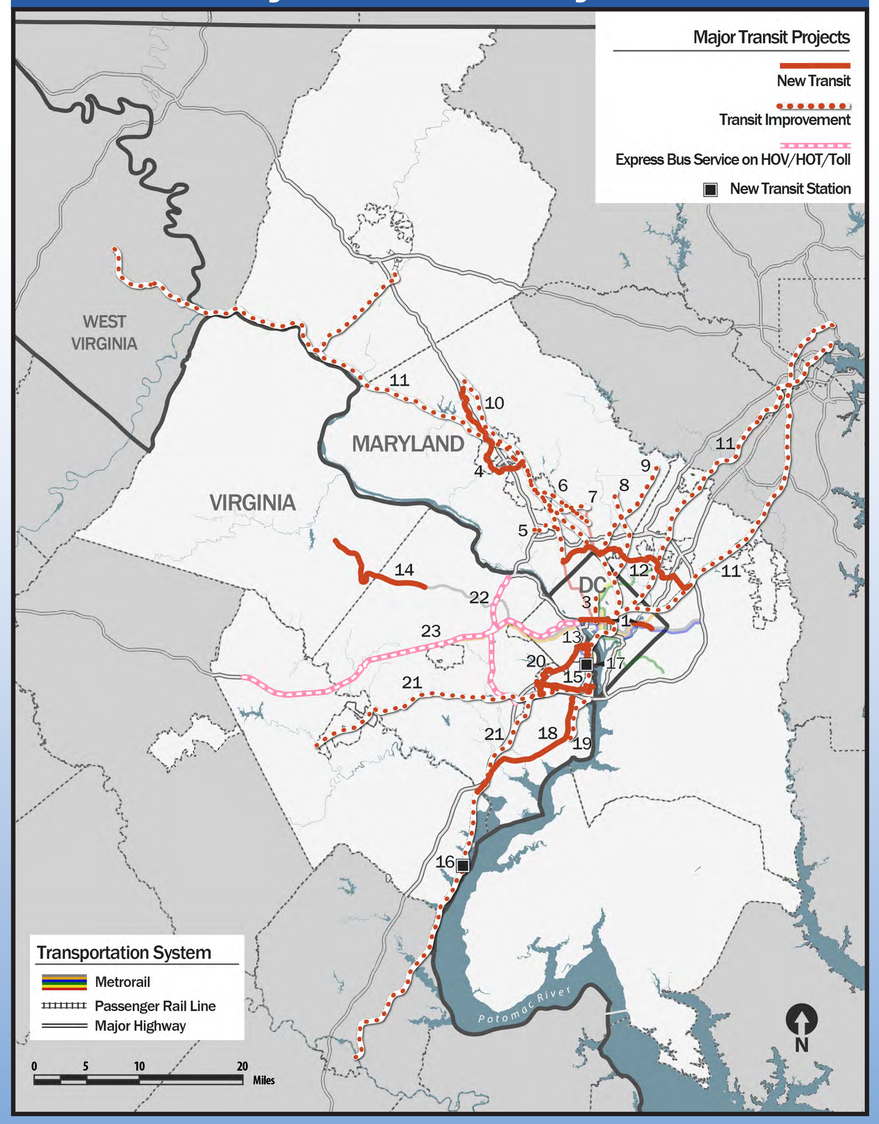
VISUALIZE 2045

These maps show the projects included in the financially-constrained long-range transportation plan for the National Capital Region that would comprise the No-Build condition and be considered for any alternatives analyzed.

Major Highway Projects



Major Transit Projects



More information on Visualize 2045 may be found at: **https://www.mwcog.org/visualize2045/**

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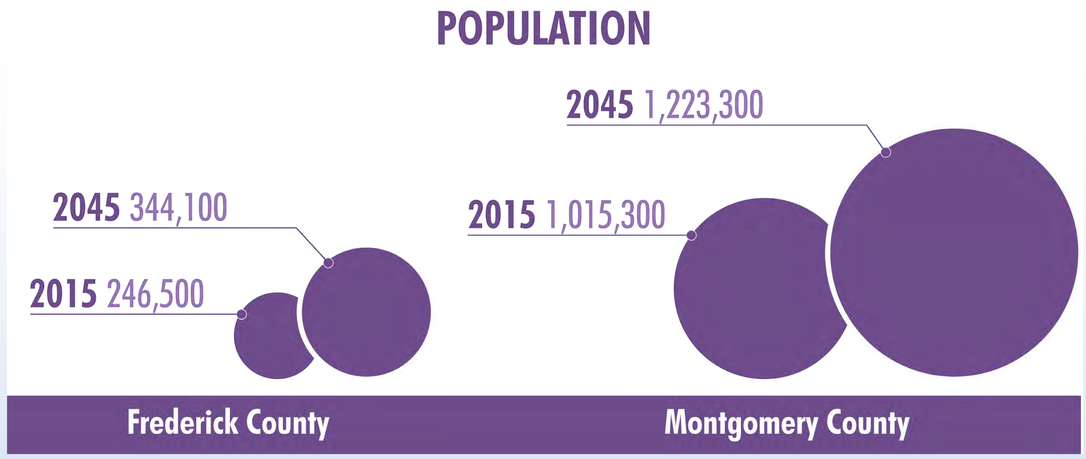
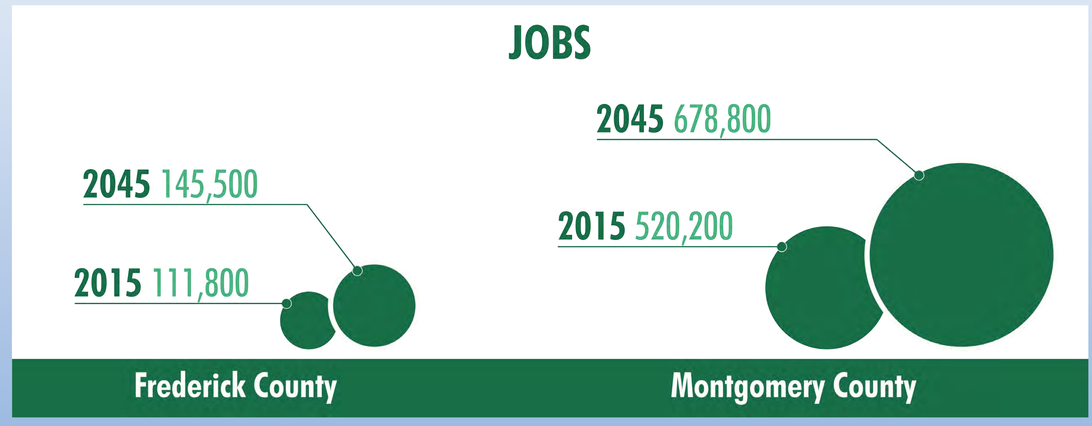
POTENTIAL TRANSPORTATION NEEDS

I-270 from I-370 to I-70 regularly experiences heavy congestion, especially during peak hours. Congestion is expected to worsen as a result of population and employment growth.

As a starting point for developing possible solutions, MDOT SHA has identified several potential transportation needs for this section of I-270:

- Capacity
- Trip Reliability and Safety
- Multimodal and Travel Enhancements
- Financial Viability





? Do you experience these issues on I-270? What other problems exist on I-270?

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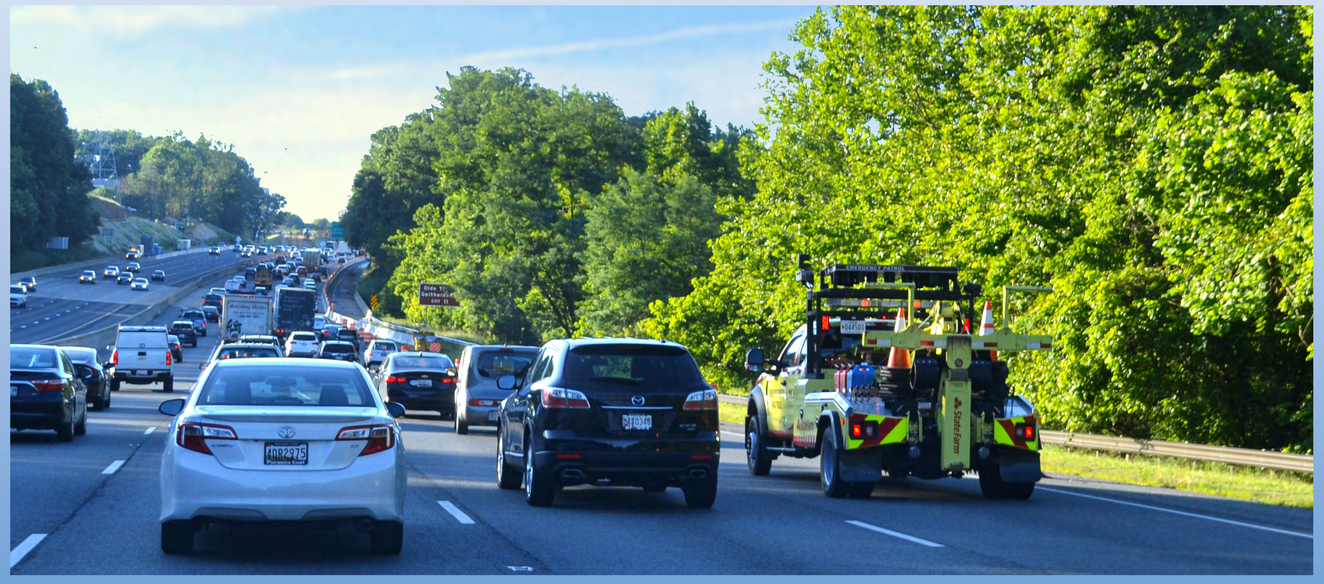
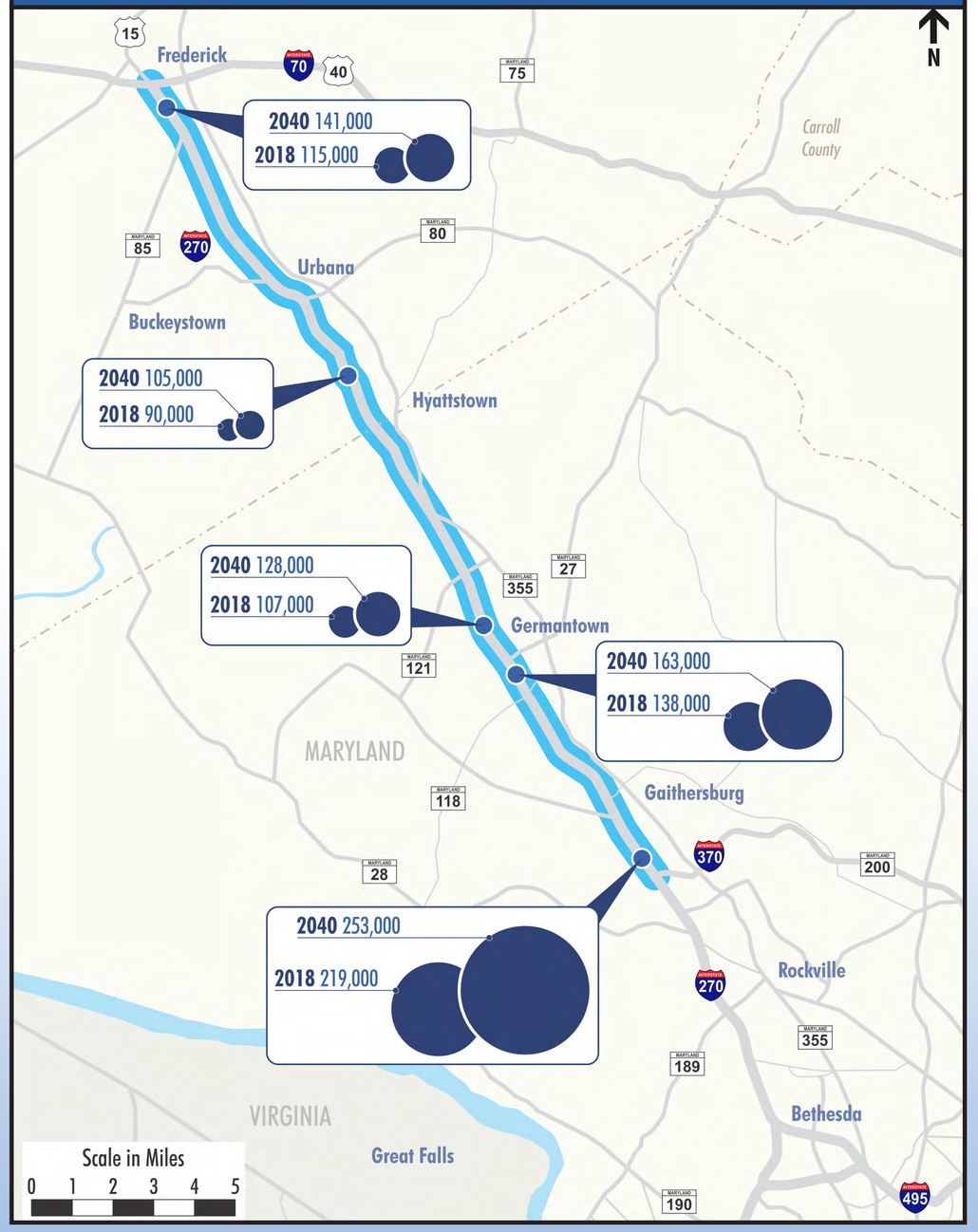
POTENTIAL NEED - CAPACITY

I-270 between I-370 and I-70 is an important radial route serving the National Capital Region. I-270 regularly experiences congestion as it has inadequate capacity to address current travel demand. As the region grows, this congestion will only worsen.

In addition, because I-270 cannot handle the volume of traffic, motorists often divert to the local roadway network, such as MD 355.



Average Annual Daily Traffic 2018 and 2040



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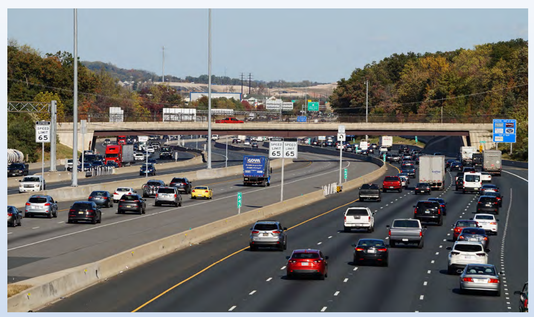
POSSIBLE SOLUTIONS – CAPACITY

Solutions that accommodate more travelers on I-270 would improve capacity.

General Purpose Lane

High Occupancy Vehicles (HOV)

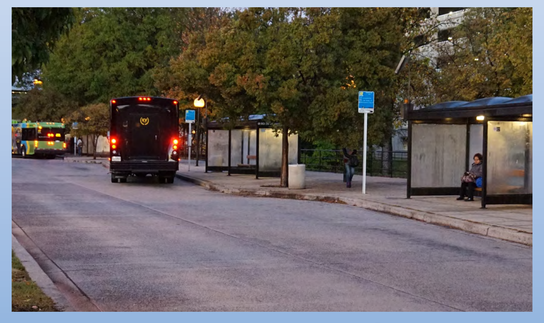
High Occupancy Toll (HOT)



Express Toll Lanes (ETL)

Reversible Lanes

TSM Strategies



TDM Strategies

Bus

Rail

? What other solutions do you think could improve capacity?

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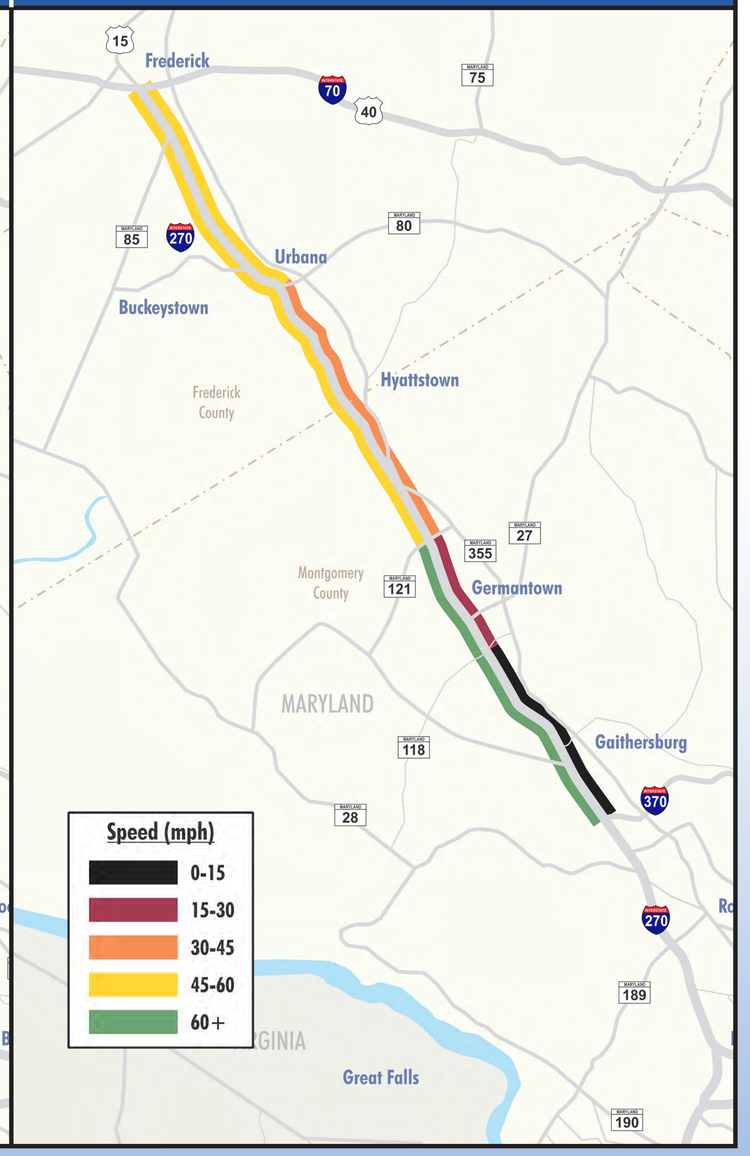
POTENTIAL NEED - TRIP RELIABILITY AND SAFETY

Frequent congestion on I-270 results in unpredictable travel times for all users including autos, buses, freight and commercial vehicles, service providers, and emergency responders.

Congestion on this section of I-270 is expected to worsen by 2040.

Existing Travel Speed at 5PM

2040 Travel Speed at 5PM



More than 50 percent of the crashes on I-270 in this section are rear-end collisions, which is higher than the statewide average of 28 to 40 percent for similar highways. The high rate of rear-end collisions is indicative of congested conditions.

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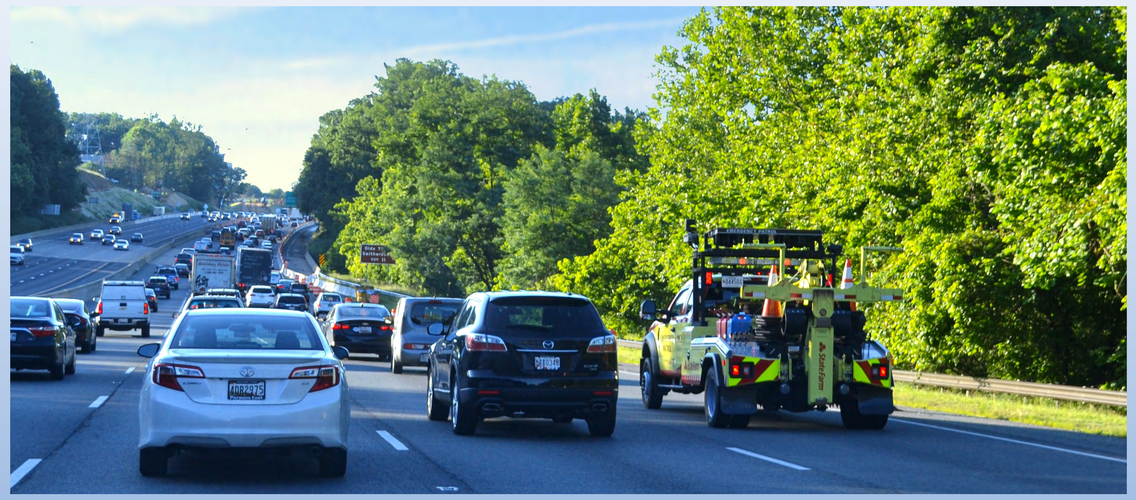
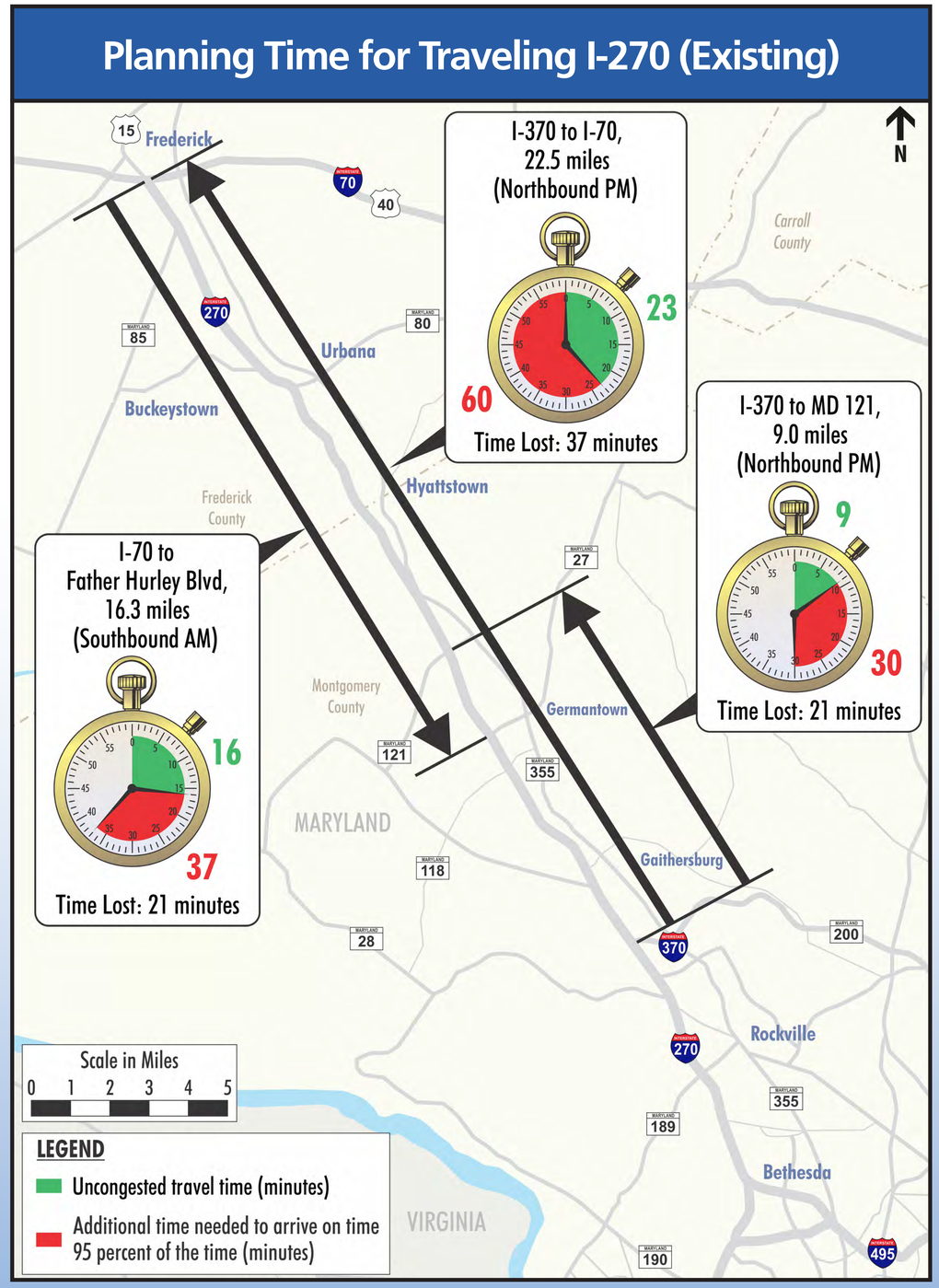
POTENTIAL NEED - TRIP RELIABILITY AND SAFETY

Congestion results in a greater likelihood of crashes, and other incidents, which further degrade trip reliability.





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POSSIBLE SOLUTIONS – TRIP RELIABILITY & SAFETY

Solutions that provide additional options for travelers can improve trip reliability and safety.

High Occupancy Vehicles (HOV)

High Occupancy Toll (HOT)

Express Toll Lanes (ETL)

Bus

Rail

? What other solutions do you think could improve trip reliability and safety on I-270?

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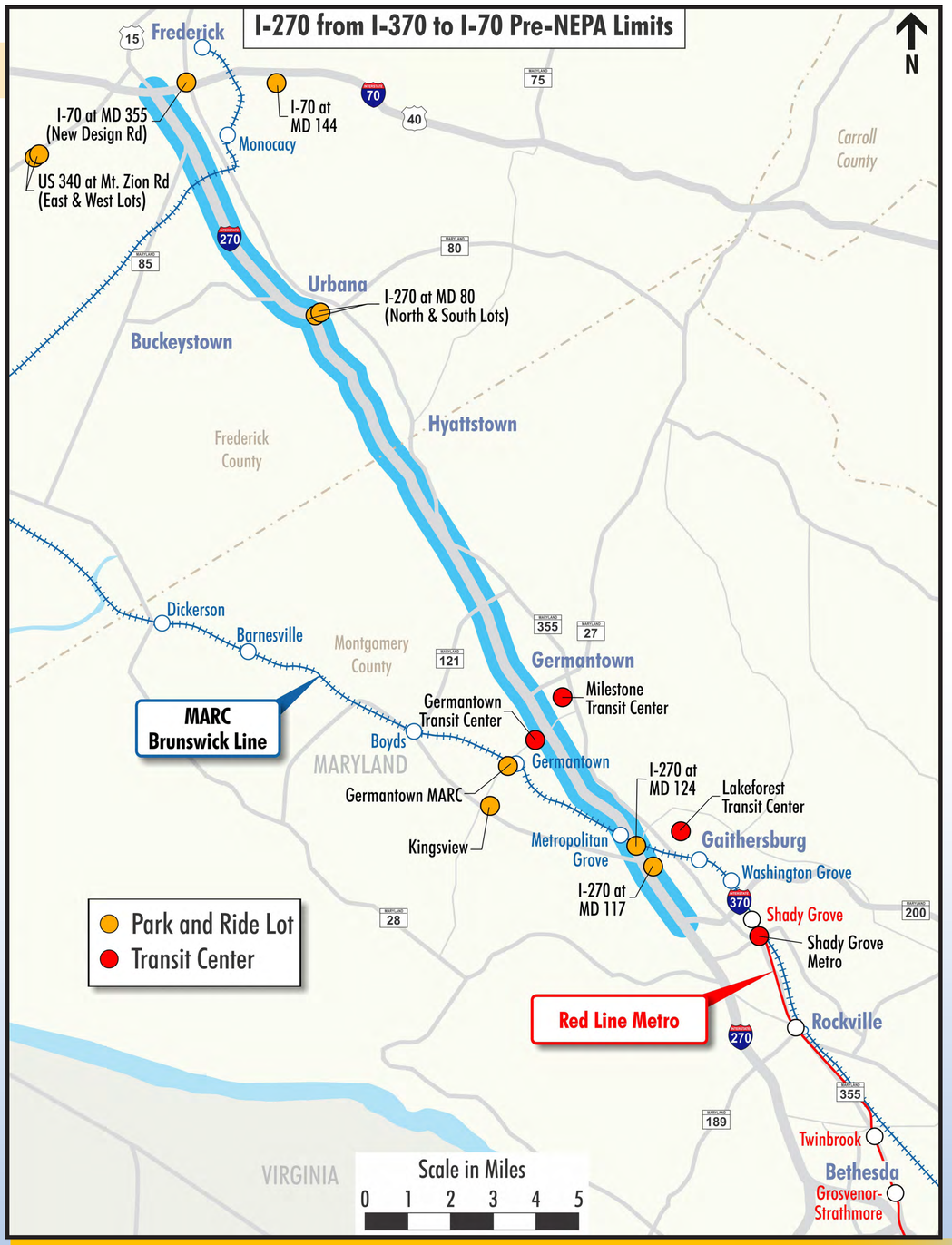
POTENTIAL NEED – MULTIMODAL AND TRAVEL ENHANCEMENTS

This section of I-270 does not provide sufficient multimodal connectivity to allow for efficient travel. The high level of traffic adversely impacts all users, including buses. Improvements to traffic flow are needed to support connectivity to multimodal services.

There are 16 bus routes and more than 230 buses which use this section of I-270 on weekdays. Congestion on I-270 makes bus travel more difficult and less efficient.



There are 4 transit centers and 10 Park and Ride lots located along or near I-270 between I-370 and I-70.

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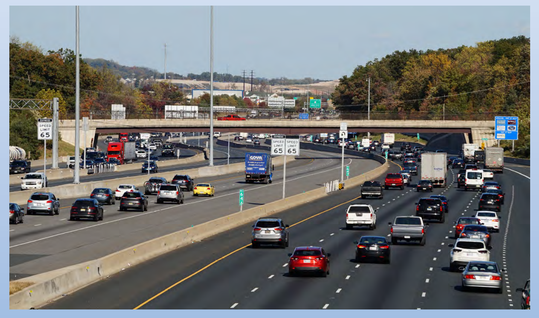
POSSIBLE SOLUTIONS – MULTIMODAL AND TRAVEL ENHANCEMENTS

Solutions that provide more efficient connections between different modes of travel and which improve traffic flow will meet this need.

General Purpose Lane

High Occupancy Vehicles (HOV)

High Occupancy Toll (HOT)



Express Toll Lanes (ETL)

Bus

Rail

? What other solutions can you think of that could provide multimodal or travel enhancements?

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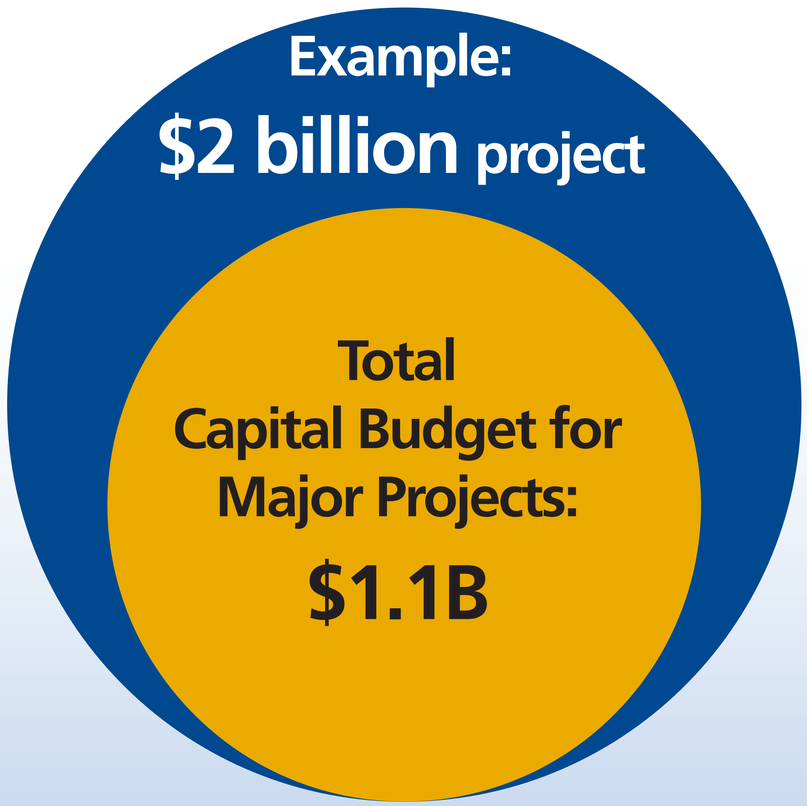
POTENTIAL NEED – FINANCIAL VIABILITY

- Maryland's traditional funding source for transportation improvements, the Maryland Transportation Trust Fund, is insufficient to meet the needs of I-270.
- MDOT SHA's capital budget for major projects is $1.1 billion for the next 6 years.
- As an example, a $2 billion project adding lane capacity on I-270 using traditional funding sources would use **all** of MDOT SHA's current budget and would require at least **11 years** of MDOT SHA's major project funding, diverting funding from all other project needs. Therefore, revenue-generating measures, such as tolls, are necessary to provide funding.



MDOT SHA is looking to the private sector to design, build, finance, operate, and maintain improvements to I-270 as part of the P3 Program. This would allow MDOT SHA to address the transportation needs along I-270 from I-370 to I-70.

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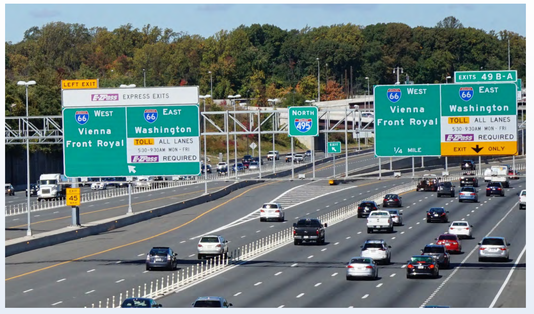
POSSIBLE SOLUTIONS – FINANCIAL VIABILITY

Solutions that generate revenue are more likely to be financially viable.

Express Toll Lanes (ETL)



High Occupancy Toll (HOT)

? Do you have other ideas for financially viable solutions along the corridor?

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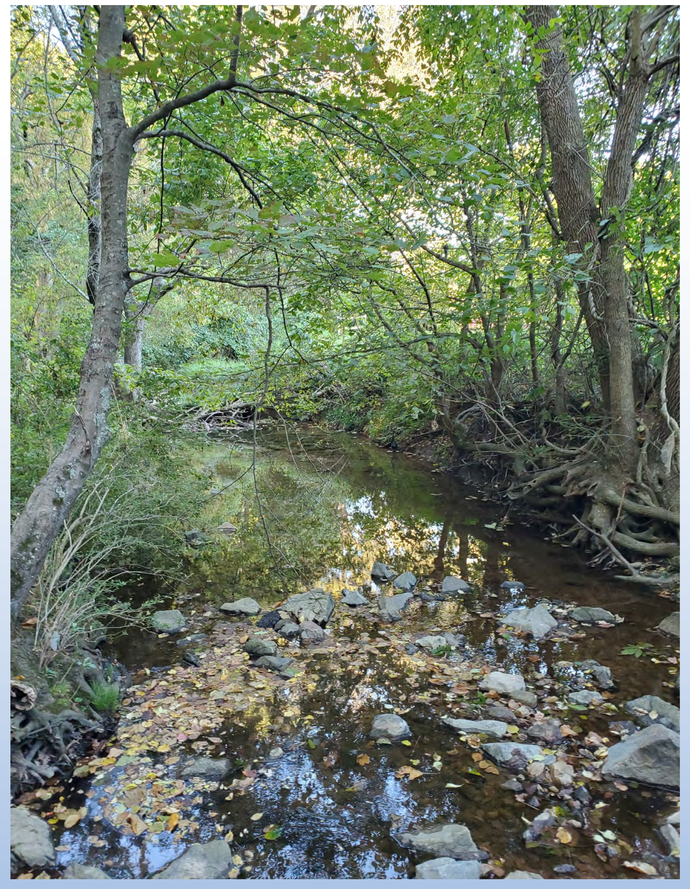
EXISTING ENVIRONMENTAL CONDITIONS

Important natural and human environment resources are being studied, including:

- Wetlands and streams
- Historic resources
- Noise
- Air Quality
- Communities
- Residences and businesses



Working with the regulatory and permitting agencies, MDOT SHA will:

- Develop methodologies for resource investigation
- Gather data on existing resources within the I-270 corridor (i.e. soil samples, surveys)
- Determine the extent of analysis needed for each resource
- Conduct Section 106 consultation to identify historic properties

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PROVIDE FEEDBACK

We want your comments on the material presented tonight. Please comment through one of these methods

- Hard copy comment form that can be dropped off at the workshops or in the mail
- Online comment form at **495-270-p3.com/i270-environmental/**
- Oral comments to the verbatim recorder
- Email **270-Study-p3@mdot.maryland.gov**
- Mail

Maryland Department of Transportation
State Highway Administration
I-495 & I-270 P3 Office
707 North Calvert Street
Mail Stop P-601
Baltimore, MD 21202

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THANK YOU FOR YOUR TIME

STAY CONNECTED

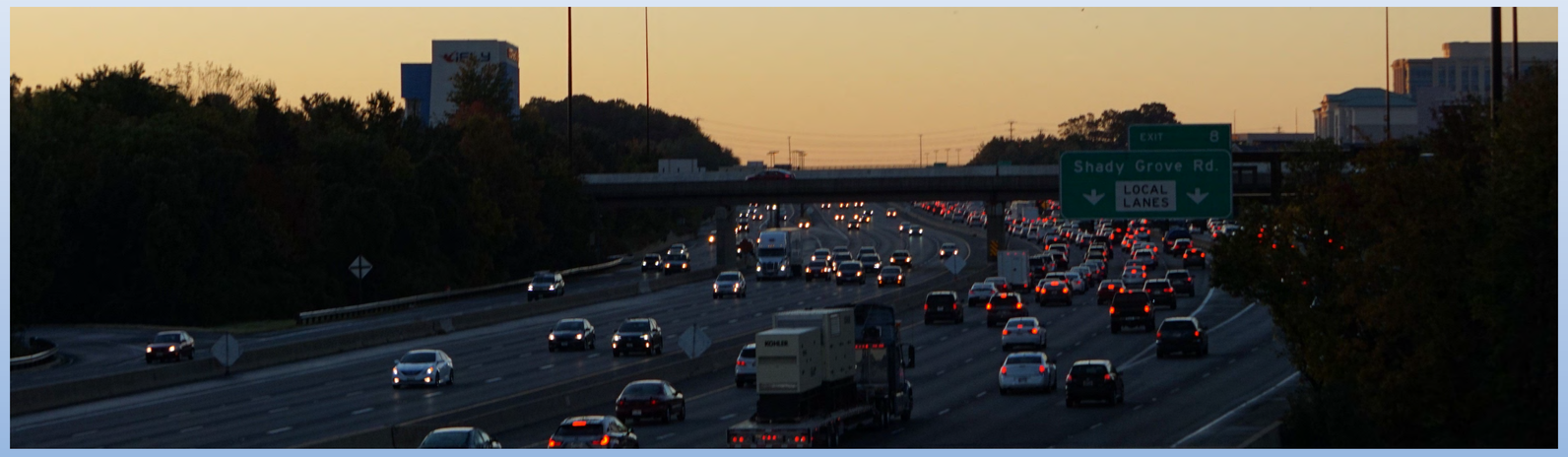
MDOT SHA is committed to keeping the public informed about this important study. Learn more about the study:

Visit
495-270-p3.com/i270-environmental/

Email Study Team
270-Study-p3@mdot.maryland.gov

Call toll free **833-858-5960**

Sign up for email notifications on the website **495-270-p3.com/**



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I-270 MONORAIL FEASIBILITY STUDY

- MDOT is conducting an independent study of the feasibility of monorail technology in the I-270 corridor.
- Monorail is a transportation technology that uses a single rail or beam for passenger vehicles. Because of its design characteristics, monorail typically travels above ground or in a tunnel.
- The study will assess the viability of constructing, operating, and maintaining a monorail system between the Shady Grove Metrorail Station and Frederick, Maryland.

For more information contact: **monorail@mdot.maryland.gov**

Should the findings of the I-270 Monorail Feasibility study determine that monorail is feasible, MDOT SHA will consider whether monorail meets the I-270 Purpose and Need and whether it should be incorporated into a range of alternatives for a future I-270 NEPA study

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