



I-495 & I-270 P3 Program

North Bethesda Transportation Management District

October 23, 2019

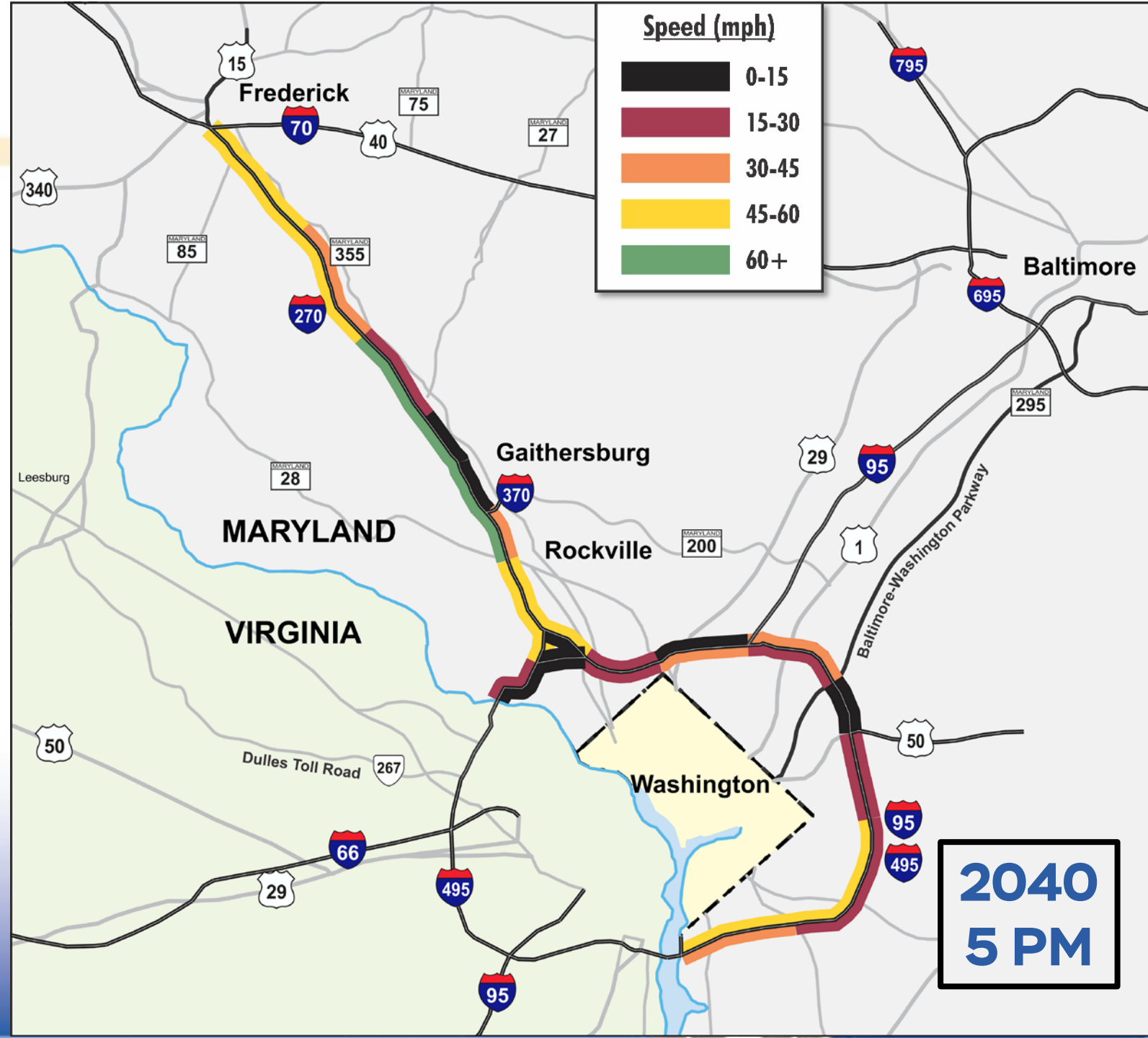




I-495 & I-270 Traffic Congestion

- 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

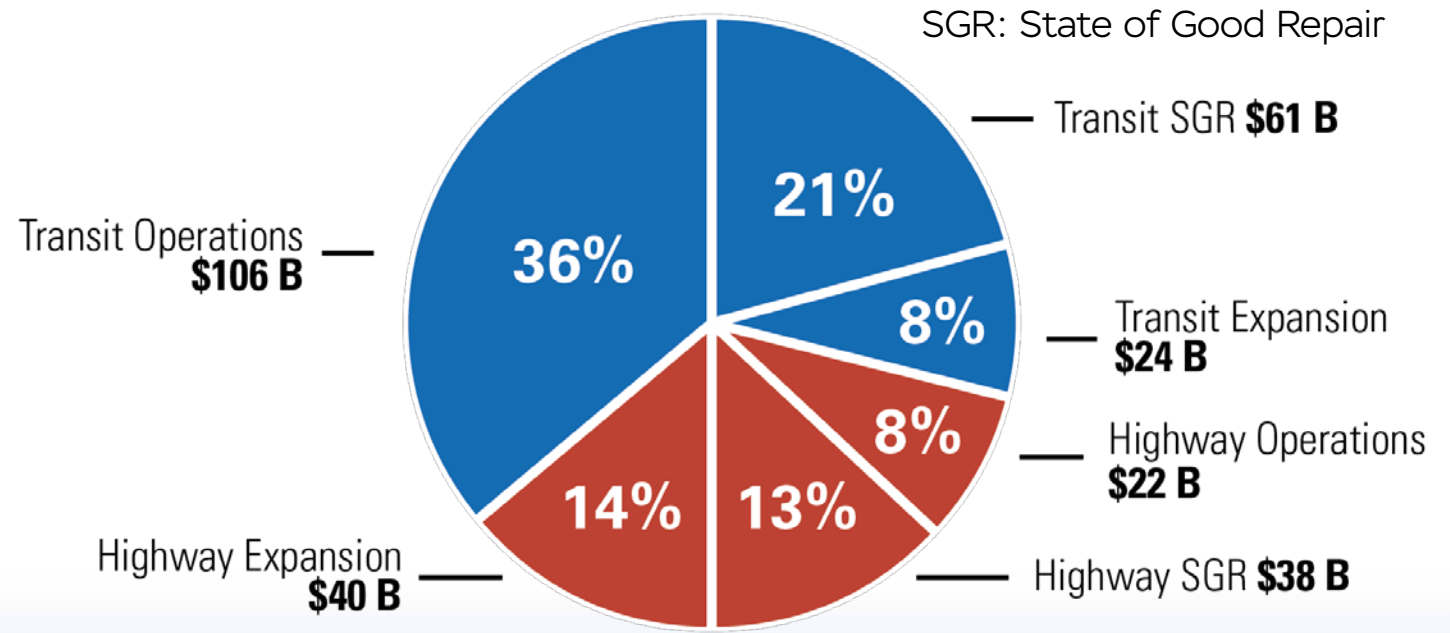
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Visualize 2045 – Regional Long Range Transportation Plan

- The Regional Plan calls for more spending on Transit than on Highway investments:
 - 66% **Public Transportation** (\$191 B)
 - 34% **Highways** (\$100 B)
- Approved Regional Plan includes new managed lanes on all of I-495 and I-270



Total: \$291.1 Billion

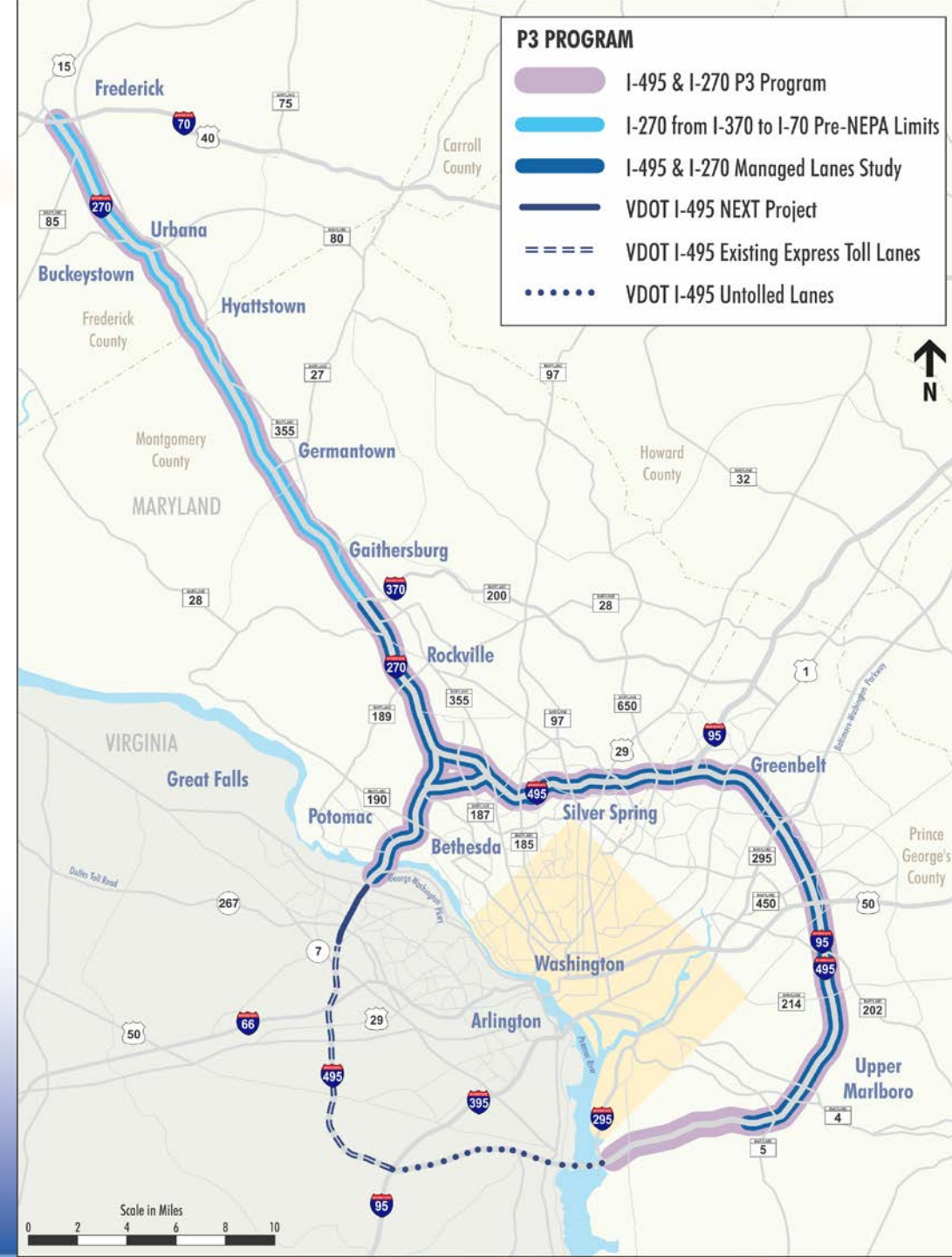
*Units in Billions





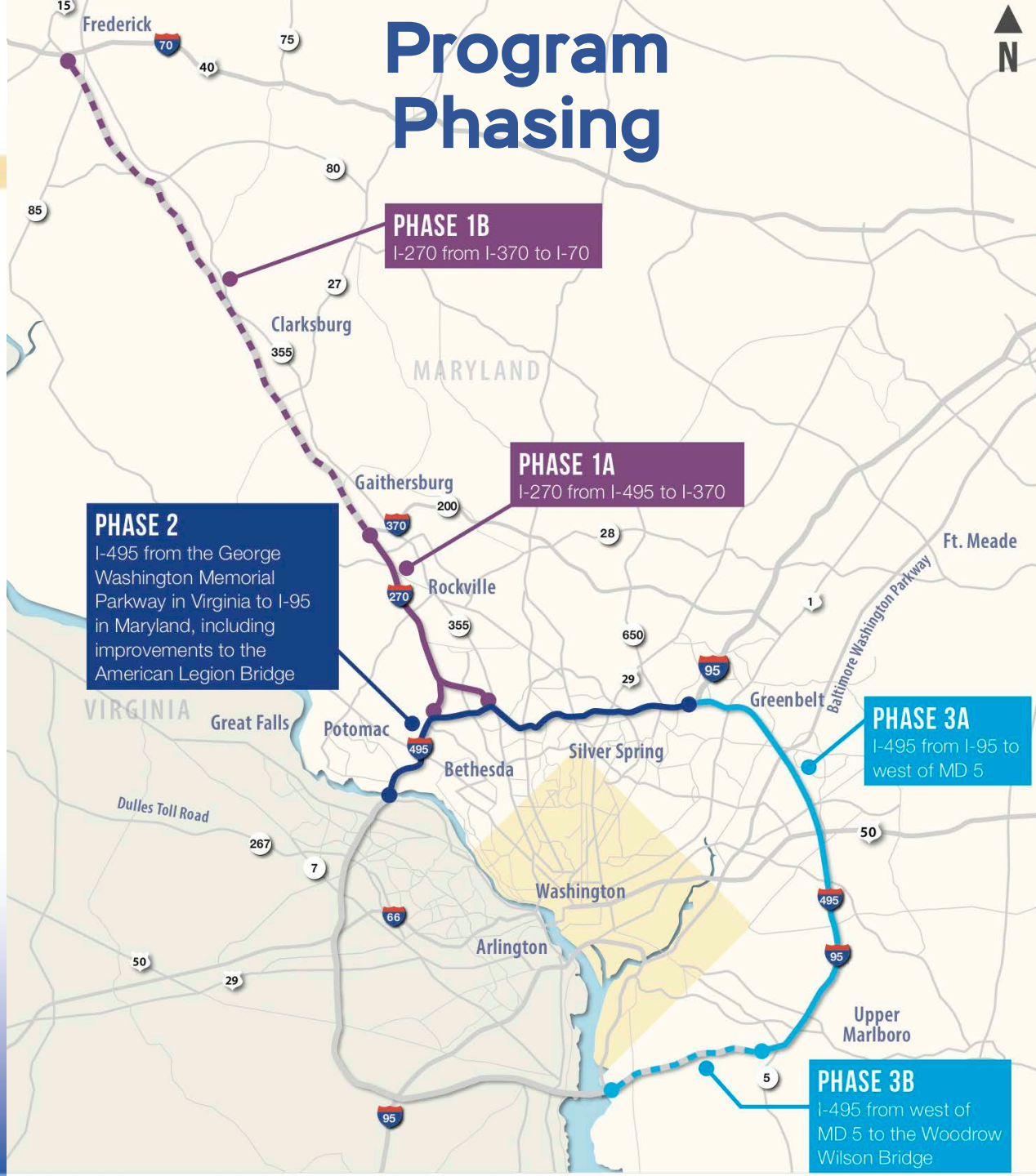
I-495 & I-270 P3 Program Elements

- Current Studies:
 - I-495 & I-270 Managed Lanes Study (48 miles)
 - I-270 from I-370 to I-70 (Preliminary planning underway)
 - VDOT I-495 NEXT Project Environmental Study underway independently
- Future Study:
 - I-495 from MD 5 to the Woodrow Wilson Bridge





Program Phasing



I-495 & I-270 Managed Lanes Study





I-495 & I-270 Managed Lanes Study Purpose and Need

- **Purpose:** Develop a travel demand management solution(s) 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.
- **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
- **Goals:**
 - Financial Viability
 - Environmental Responsibility





Recommended Alternatives Retained for Detailed Study

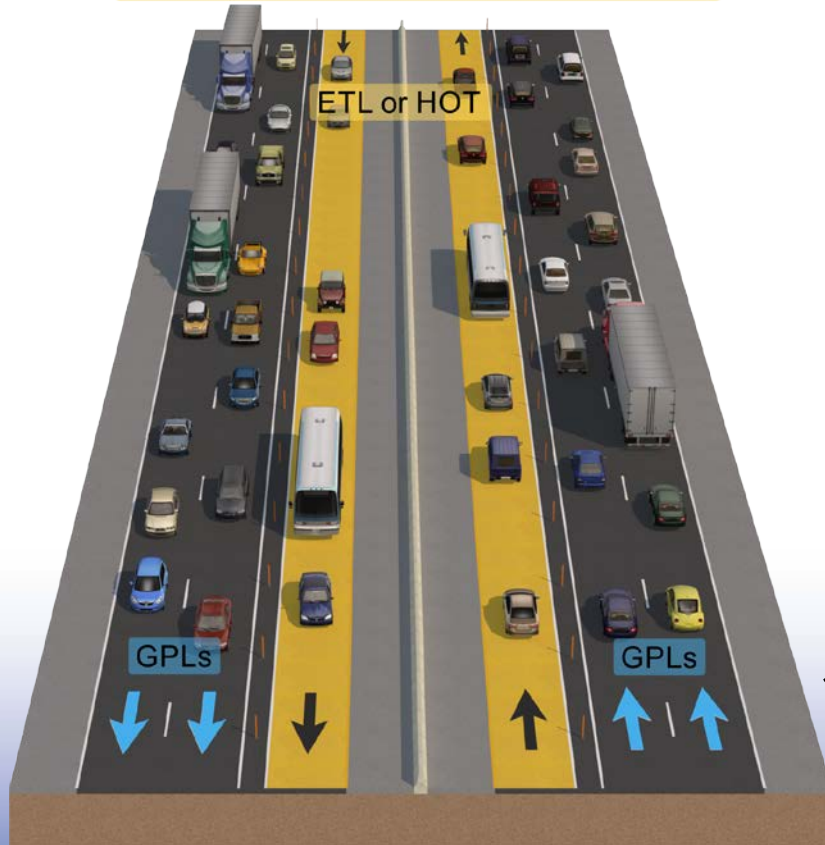
1	No Build (Under this alternative, no improvements are planned to I-495 and I-270 to provide congestion relief.)
5	1-Lane, HOT Managed Lane Network on both I-495 & I-270
8	2-lane, ETL Managed Lane Network on I-495 and 1-ETL and 1-Lane HOV Managed Lanes on I-270
9	2-lane, HOT Managed Lane Network on both I-495 & I-270
10	2-lane, ETL Managed Lanes Network on I-495 & I-270 plus 1-Lane HOV Managed Lane on I-270
13B	2-Lane, HOT Managed Lanes Network on I-495; HOT Managed, Reversible Lane Network on I-270
13C	2-Lane, ETL Managed Lanes Network on I-495; ETL Managed, Reversible Lane Network and 1-Lane HOV Managed Lane on I-270





Express Toll Lane (ETL) / High Occupancy Toll (HOT) Lanes

ETL or HOT Lanes would be separated and tolled to maintain traffic speeds or throughput



General purpose lanes (GPLs) continue to function as unrestricted free lanes

Provides Options

- Opportunity to choose to pay a toll that varies to maintain constant speeds, more reliable and reduced travel times
- All unrestricted free lanes remain free
- Reduced travel times for those using free general-purpose lanes

Upgrades System

- New bridges and smoother pavement for all users

Reduces Traffic on Local System

- Less local road traffic off the interstates

Job Accessibility

- Improved job access throughout the region

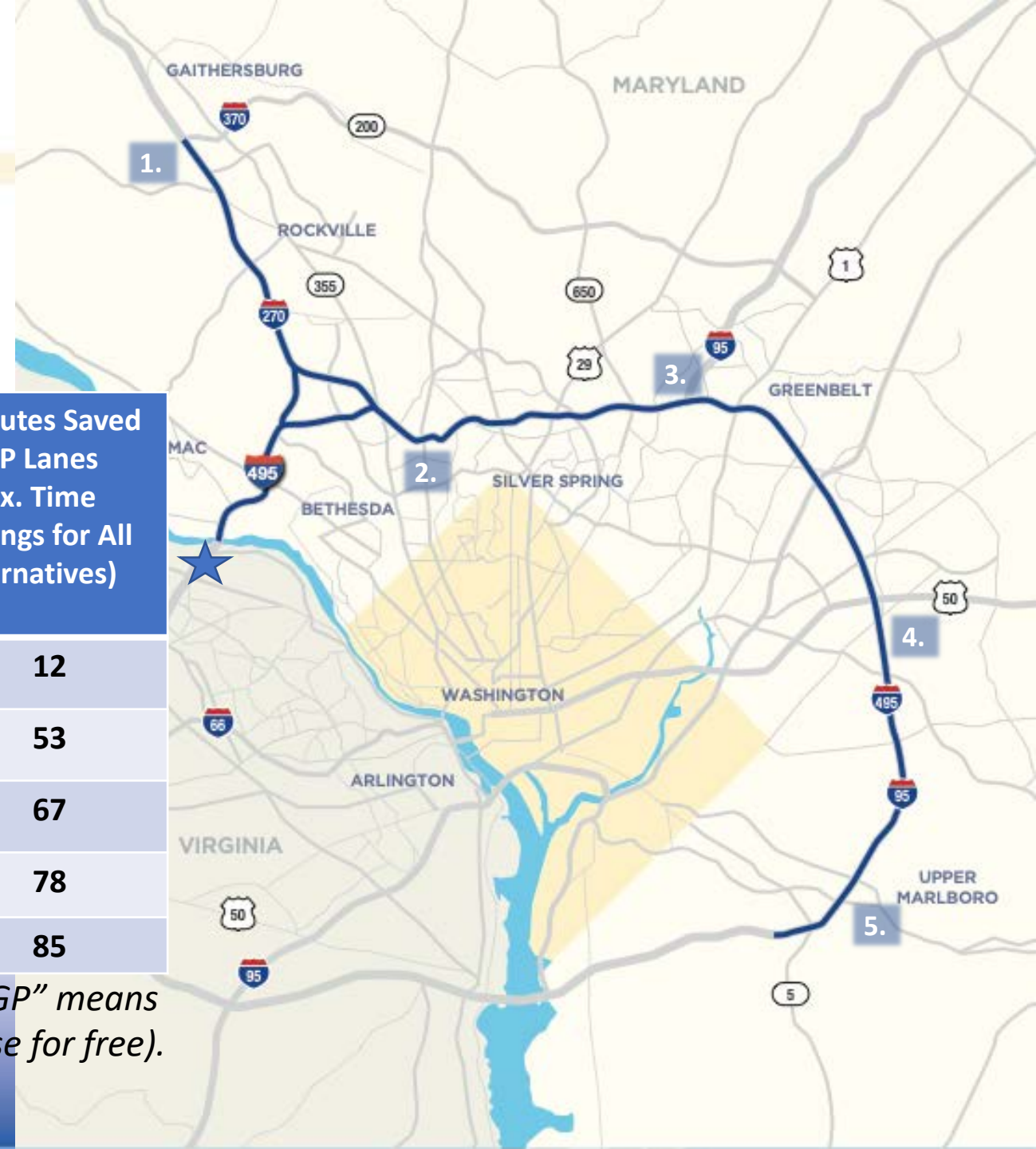




Travel Times from American Legion Bridge – PM Peak

#	Destination Point	2040 Travel Time No-Build	2040 Travel Time HOT or ETL Lanes / Gen. Purpose (GP) Lanes	Minutes Saved in HOT or ETL Lanes	Minutes Saved in GP Lanes (Max. Time Savings for All Alternatives)
1.	I-270 at I-370	30	12 / 18	18	12
2.	I-495 at Conn. Ave.	73	8 / 20	65	53
3.	I-495 at I-95	103	16 / 36	87	67
4.	I-495 at US 50	123	23 / 45	100	78
5.	I-495 at MD 4	139	31 / 54	108	85

Notes: Times are in minutes, for year 2040, one way only. "GP" means "General Purpose" (non-tolled lanes that all travelers can use for free).



Transit Elements

Potential Bethesda-Tysons Bus Service Route

Orange Line Metro

Red Line Metro

Silver Line Metro

Purple Line Project

Green Line Metro

Blue Line Metro

Yellow Line Metro

Potential Purple Line Extended Bus Service Route





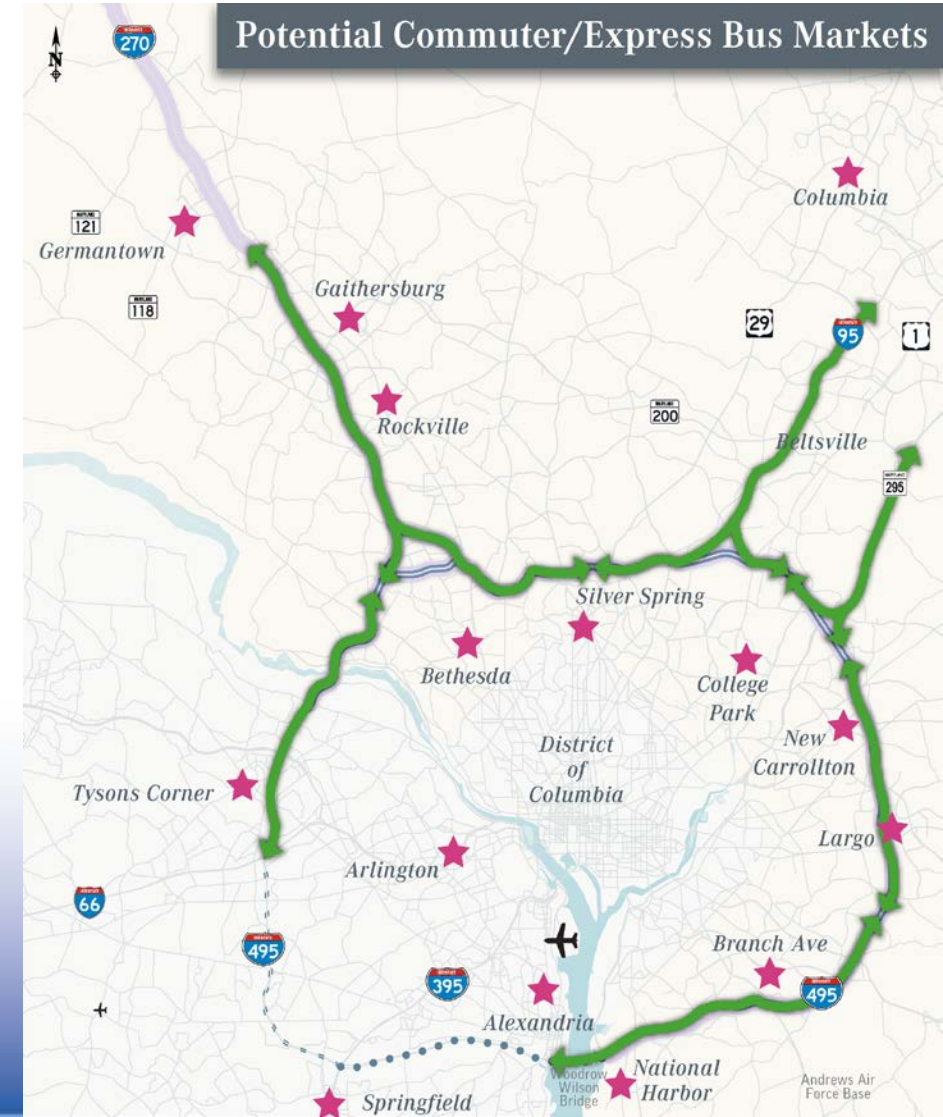
Managed Lanes/Transit/Carpooling – The Big Picture

Opportunities and Potential Benefits for Transit:

- Improved bus operating speeds and reliability
- Service for underserved suburb-to-suburb transit markets
- Managed lanes can be new transit “fixed-guideway”
- Potential for new route market trials
- Partnership opportunities with Virginia
- Incorporate technology and innovation

Carpools, Vanpools and Travel Demand Management are complimentary to Managed Lanes:

- Increase corridor person throughput
- Enhance existing bus transit services
- More cost effective than separate solutions





Concurrent NEPA and P3 Solicitation

NEPA



Winter 2017-
Spring 2018

Summer 2018-
Spring 2019

Summer 2019-
Summer 2020

Fall 2020

Winter 2021-
Spring 2021

Request for
Information

Pre-solicitation /
BPW P3 Designation

Request for Qualifications &
Request for Proposals

Selection

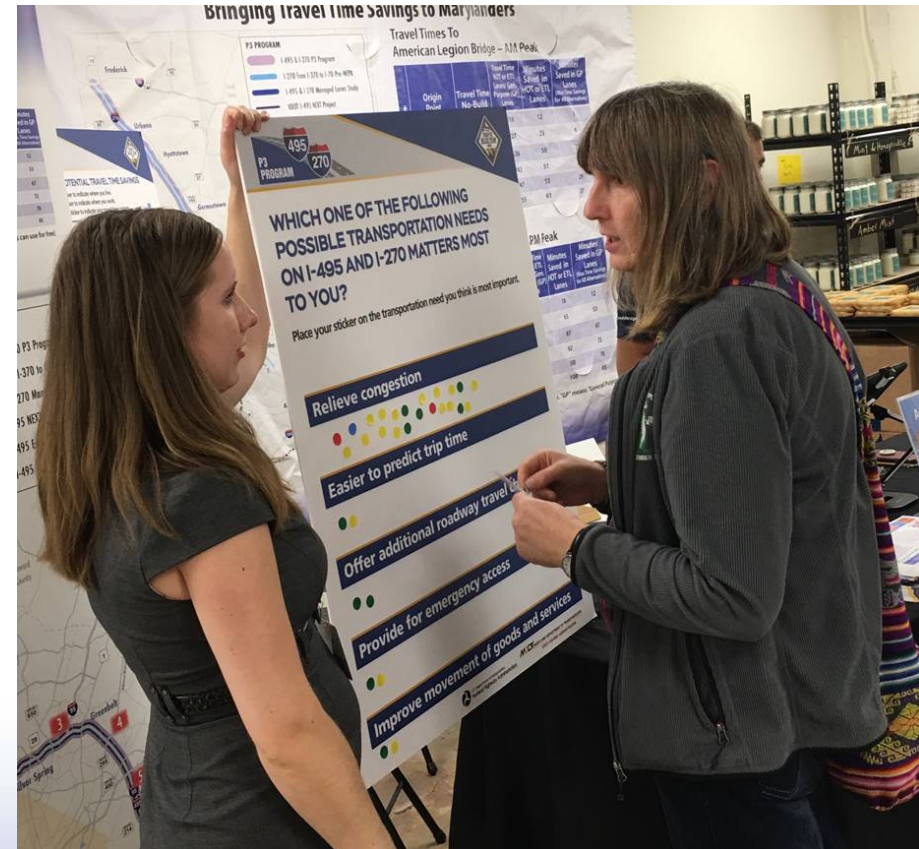
P3 Solicitation





Managed Lanes Public Outreach

- Public Workshops
- Community and Civic Association Meetings
- Pop-up Events
- Property Owner Letters
- Elected Official and Staff Briefings
- Partnering and Coordinating Agency Meetings
- Newsletters and Other Notifications
- Website and Social Media



I-270 from I-370 to I-70 Pre-NEPA Activities





I-270 Pre-NEPA Activities

MDOT SHA is conducting activities prior to starting a NEPA study to better understand the challenges and possible solutions for I-270.

- Activities include:
 - Engaging the public in the planning process
 - Identifying existing transportation and environmental conditions
 - Developing the project's purpose and need
 - Developing preliminary alternatives
 - Evaluating alternatives to determine if they will be advanced into NEPA





I-270 Transportation Needs

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

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

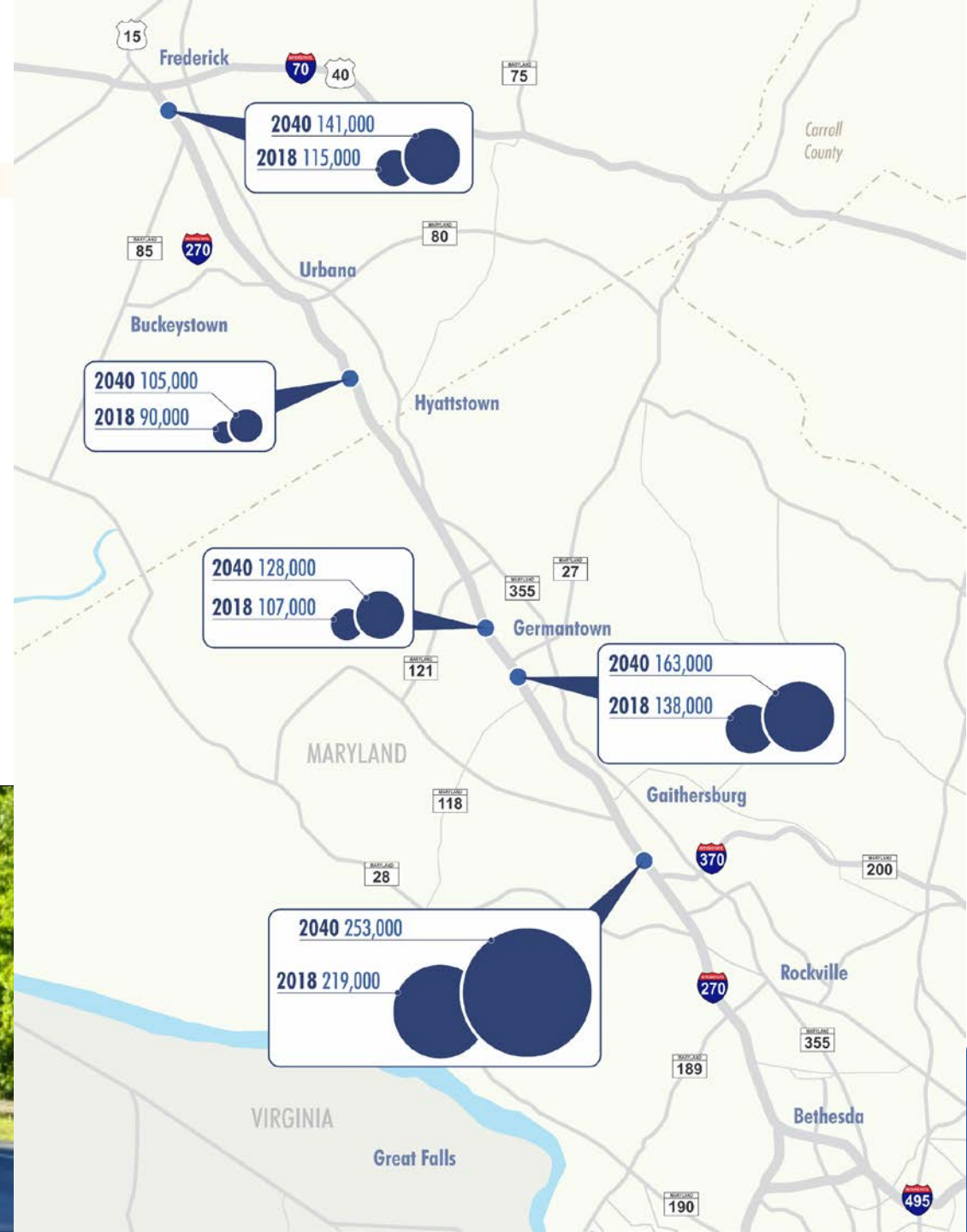
- Capacity
- Trip Reliability and Safety
- Multimodal and Travel Enhancements
- Financial Viability





I-270 from I-370 to I-70 Traffic

- Traffic congestion and extended peak periods reduce travel reliability
- Average Daily Traffic (ADT) volumes range from 115,000 vehicles near I-70 to more than 219,000 near I-370
- Southbound I-270 near MD 121 ranks as one of the “worst corridors for truck travel” based on unreliable travel times



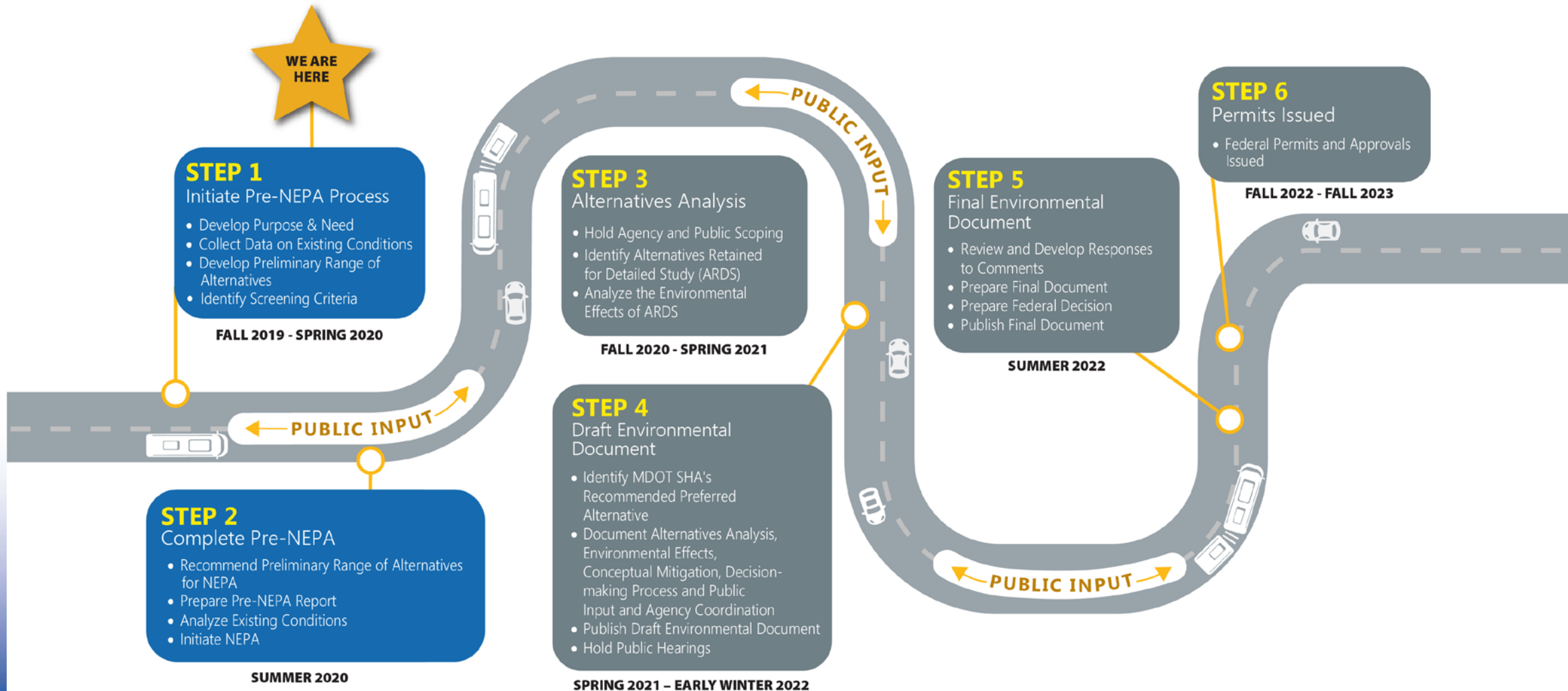


I-270 from I-370 to I-70 Pre-NEPA Activities Schedule





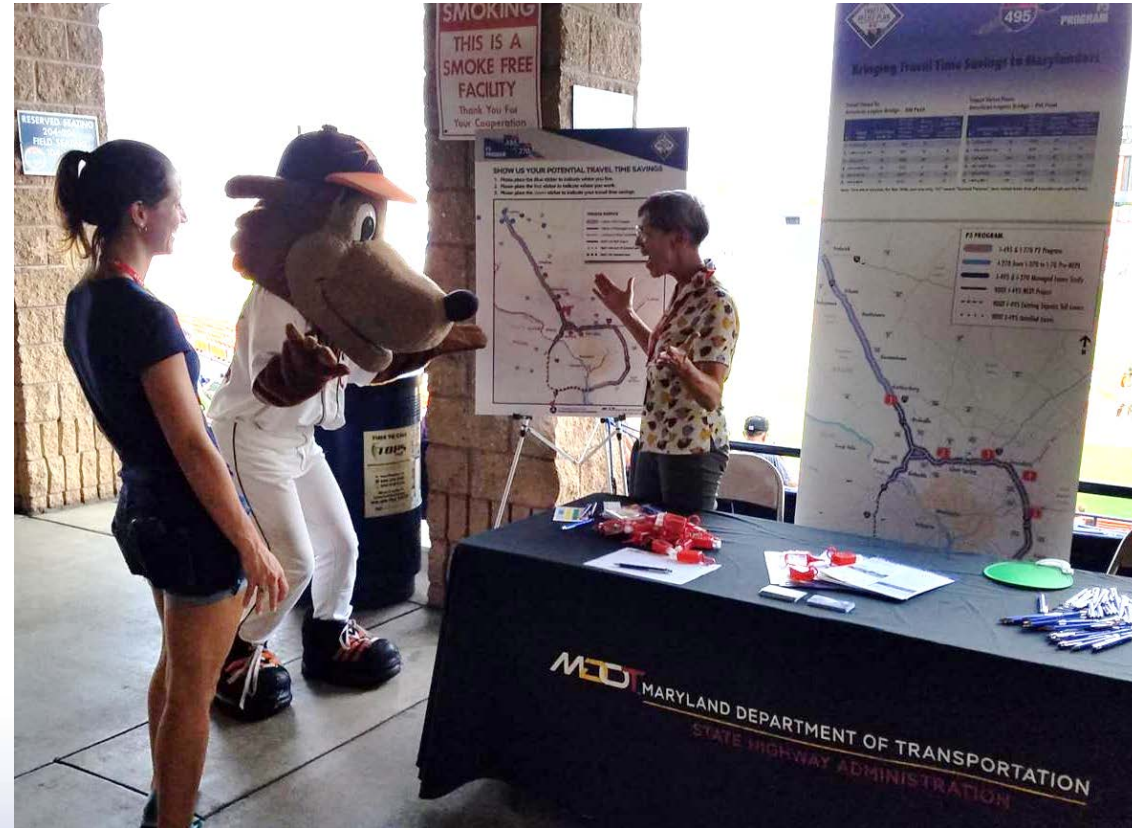
I-270 from I-370 to I-70 Overall NEPA Schedule





I-270 Communication and Outreach

- Frederick County and City Briefings
- Community Pop-up Events:
 - Frederick County Fair
 - Frederick Keys Baseball Game
- Chamber of Commerce Transportation Advisory Committee Meeting
- Property Owner Letters
- Agency Technical Group Meetings
- Newsletter and Other Notifications
- Website and Social Media





Montgomery County Public Workshops

Purpose of the 4 Workshops:

- Provide overview of the Pre-NEPA activities and the NEPA process.
- Discuss the transportation needs of the I-270 corridor.
- Identify potential solutions and existing environmental considerations

Tuesday, November 12, 2019

6:30 p.m. – 8:30 p.m.

Clarksburg High School

22500 Wims Road, Clarksburg, MD

20871

Thursday, November 21, 2019

6:30 p.m. – 8:30 p.m.

Activity Center at Bohrer Park

506 South Frederick Avenue

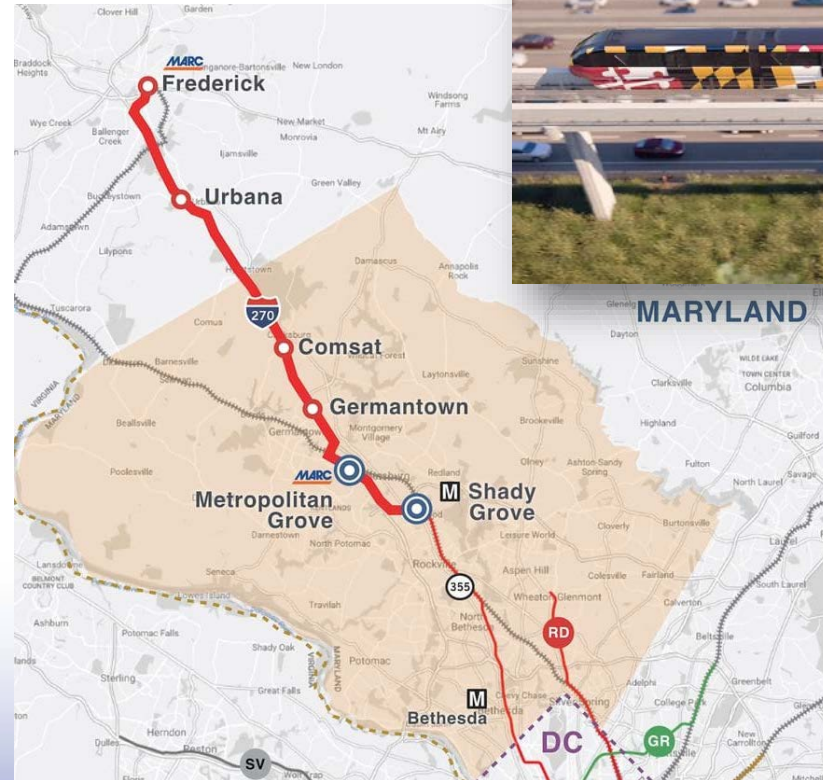
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Monorail Feasibility Study

- MDOT conducting separate study on feasibility of monorail linking Shady Grove and Frederick
- Monorail feasibility may inform and be considered as part of I-270 from I-370 to I-70 Pre-NEPA Activities, as appropriate





Questions?

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