



LARRY HOGAN

OFFICE OF THE GOVERNOR

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Governor Larry Hogan Announces \$461 Million for Baltimore Traffic Relief *Will Add New Lanes to 27 Miles of I-695 & I-95 as Part of \$7 Billion in Baltimore Region Transportation Investments*

ANNAPOLIS, MD – Delivering on his commitment to provide innovative transportation solutions for all of Maryland, Governor Larry Hogan today announced \$461 million in new traffic relief initiatives for the Baltimore region, including adding lanes to 27 miles of highway to alleviate congestion on the Baltimore Beltway (I-695) and I-95. The Maryland Department of Transportation (MDOT) and the Maryland Transportation Authority (MDTA) are pursuing three innovative design-build projects to achieve the greatest possible amount of peak-hour congestion relief on the Baltimore Beltway and I-95. The \$461 million investment brings the administration's investment in new transportation projects in the Baltimore region to a total of \$7 billion.

"The important traffic relief initiatives we are announcing today will benefit the daily lives of millions of drivers throughout the Baltimore region," said Governor Hogan. "These exciting new projects are the latest addition to our administration's ongoing and continued efforts to transform transportation infrastructure in and around Baltimore. With the new investments being announced today, our administration has invested a total of \$7 billion for new transportation projects in the Baltimore region."

The projects announced today include:

- \$151 million for Innovative Congestion Relief on both inner and outer loops of I-695 from I-70 to MD 43, shifting the inside shoulder into a new available lane of traffic. Adaptive ramp metering also will be employed throughout the limits of the project, which is approximately 19 miles.
- \$100 million for the design and construction of a new configuration of the I-695 and I-70 interchange, often referred to as the "triple bridges." This will bring significant traffic relief to the entire Baltimore area and directly addresses six of the top 15 congested road segments in the state.
- \$210 million to extend the northbound I-95 Express Toll Lanes (ETL) for 7.75 miles from north of MD 43 in Baltimore County to MD 24 in Harford County.

In addition to these initiatives, the administration's \$7 billion investment in new transportation projects in the Baltimore region includes nearly \$3.9 billion in new MDOT SHA and MDTA projects and a further \$1.7 billion for the MDOT Maryland Transit Administration (MDOT MTA). This funding represents a number of significant projects such as the

widening of the I-695 Outer Loop from US 40 to MD 144; adding a fourth lane on I-95, north of the Fort McHenry Tunnel between the tunnel and Moravia Road; widening MD 32 from MD 108 to I-70; and reconstructing the interchange at MD 175 and MD 295.

On the transit side, MDOT MTA is giving more Marylanders access to high frequency transit and better connections to jobs with the \$135 million BaltimoreLink bus system launched in June, and by revitalizing the entire North Avenue Corridor with the \$27 million North Avenue Rising project, which the governor launched along with Baltimore City Mayor Catherine Pugh in October.

The Hogan administration is also working with federal partners to bring historic projects to the region. In September, the governor announced a transformative \$1.4 billion project to add four new lanes to the entire length of the Baltimore-Washington Parkway (MD 295), from Baltimore City to Washington, D.C. The administration is currently in high-level negotiations with the United States Department of the Interior to transfer ownership of the B-W Parkway to MDTA. In November, the administration also applied for a federal INFRA grant for the \$183 million Access I-95: Driving Baltimore City's Growth project, which would create major economic development benefits for Baltimore City by improving infrastructure and accessibility around Port Covington, leveraging billions of dollars in private investments.

Each of these projects, and dozens of others in Baltimore City and surrounding counties will cut congestion and help improve the quality of life for Marylanders who live and work in the Baltimore area.

Joining the governor was MDOT Secretary Pete K. Rahn, MDTA Executive Director Kevin C. Reigrut and MDOT State Highway Administrator Greg Slater, as well as elected officials and community and business representatives from throughout the Baltimore region.

"Using practical design and innovation, Maryland is laser focused on delivering the best transportation network in the nation," said Secretary Rahn.

"We have an unprecedented number of projects getting executed across Maryland, and I am excited to build on our previous announcements with real solutions for the Baltimore Beltway," said Administrator Slater.

"MDTA's ETL have already demonstrated their benefits to customers using those lanes and to customers using the general non-tolled lanes," said Executive Director Reigrut. "This project will enhance our efforts to provide a safe and reliable drive for our customers."

The Baltimore traffic relief initiatives announced today are the latest effort by the Hogan administration to bring common sense transportation solutions to Maryland, and complement the administration's recently announced plan to add four new lanes to I-270 and I-495 via a \$7.6 billion Public Private Partnership (P3), the largest highway P3 in North America.

The Hogan administration's statewide Traffic Relief Plan is critical to spurring increased economic development and restoring quality of life for countless Marylanders who have been negatively affected by years of traffic congestion, both in the Baltimore City and Washington, D.C. metro areas. Maryland has the second-longest commuting times in the country, and the National Capital Region is the most congested region in the nation based on annual delay and congestion cost per auto-commuter. The statewide cost of congestion based on auto delay, truck delay, and wasted fuel and emissions was estimated at \$2 billion in 2015, an increase of 22 percent from 2013. More than 98 percent of the weekday congestion cost was incurred in the Baltimore/Washington region.

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TRAFFIC RELIEF PLAN – BALTIMORE BELTWAY

Traffic Relief Plan for I-695 (Baltimore Beltway) - Two innovative Design-Build projects to achieve the greatest amount of peak hour congestion relief on the Baltimore Beltway:

\$151 million to create a new travel lane on I-695 from I-70 to MD 43 (inner and outer loop) by shifting the inside shoulder into a new available travel lane during peak hours. MDOT SHA also would add adaptive ramp metering throughout the limits of the project, which is approximately 19 miles.

\$100 million for a new I-695 and I-70 interchange (design and construction) at the location of the current interchange known as the “triple bridges.”

This Baltimore Traffic Relief Plan brings significant congestion relief to the entire Baltimore area and directly addresses six of the top 15 congested road segments in the state of Maryland.

Six of the 15 Most Congested segments in the state of Maryland:

I-695 Outer Loop:

- US 1 to MD 41 (4.1 miles)
- I-795 to US 40 (7.5 miles)
- MD 542 to Providence Road (2.0 miles)

I-695 Inner Loop:

- MD 140 to MD 25 (5.3 miles)
- MD 139 to MD 41 (5.7 miles)
- US 40 to MD 26 (5.8 miles)

Congestion has limited the economic growth in Maryland and diminished the quality of life for Maryland citizens. Maryland has the second longest commuting times in the nation, and the National Capital Region is the most congested region in the nation based on annual delay and congestion cost per auto-commuter. On any given weekday, more than 1.02 million vehicles use a portion of I-695 as part of their daily trips. *(Please note that a commuter going to and from work will be counted as two vehicle trips).*

More than 40 percent of the daily traffic uses I-695 in morning and evening peak periods

AM Peak Period (6-9 a.m.) = 209,225 (20.5 percent of Average Daily Traffic)

PM Peak Period (4-7 p.m.) = 222,530 (21.8 percent of Average Daily Traffic)

The statewide cost of congestion based on auto delay, truck delay, and wasted fuel and emissions was estimated at \$2.05 billion in 2015 and is getting worse. This \$2.05 billion cost is an increase of 22 percent from the \$1.68 billion estimated cost of congestion in 2013. More than 98 percent of the weekday congestion cost was incurred in the Baltimore/Washington region.

The project cost is estimated at \$251 million.

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TRAFFIC RELIEF PLAN – I-95 ETL NORTHERN EXTENSION

I-95 Express Toll Lane (ETL) Northern Extension (Section 200) – This project involves the extension of the I-95 Northbound ETL facility and auxiliary lanes for approximately 7.75 miles from north of MD 43 in Baltimore County to MD 24 in Harford County to address current congestion relief and roadway safety needs as a phased solution to the complete Section 200 improvements. As this is an ETL facility, all-electronic tolling will be in place.

With the success of the existing ETL along the I-95 corridor – saving commuters approximately 10 minutes during a typical evening commute – the Maryland Transportation Authority’s phased, practical-design approach to Section 200 will reduce congestion that occurs in this section of northbound I-95, which is critical to commuters and visitors and to the movement of goods and services along the East Coast.

The proposed improvements will provide quality of life improvements to numerous communities with the addition of four new noise walls and will replace or rehabilitate five bridges that are more than 50 years old.

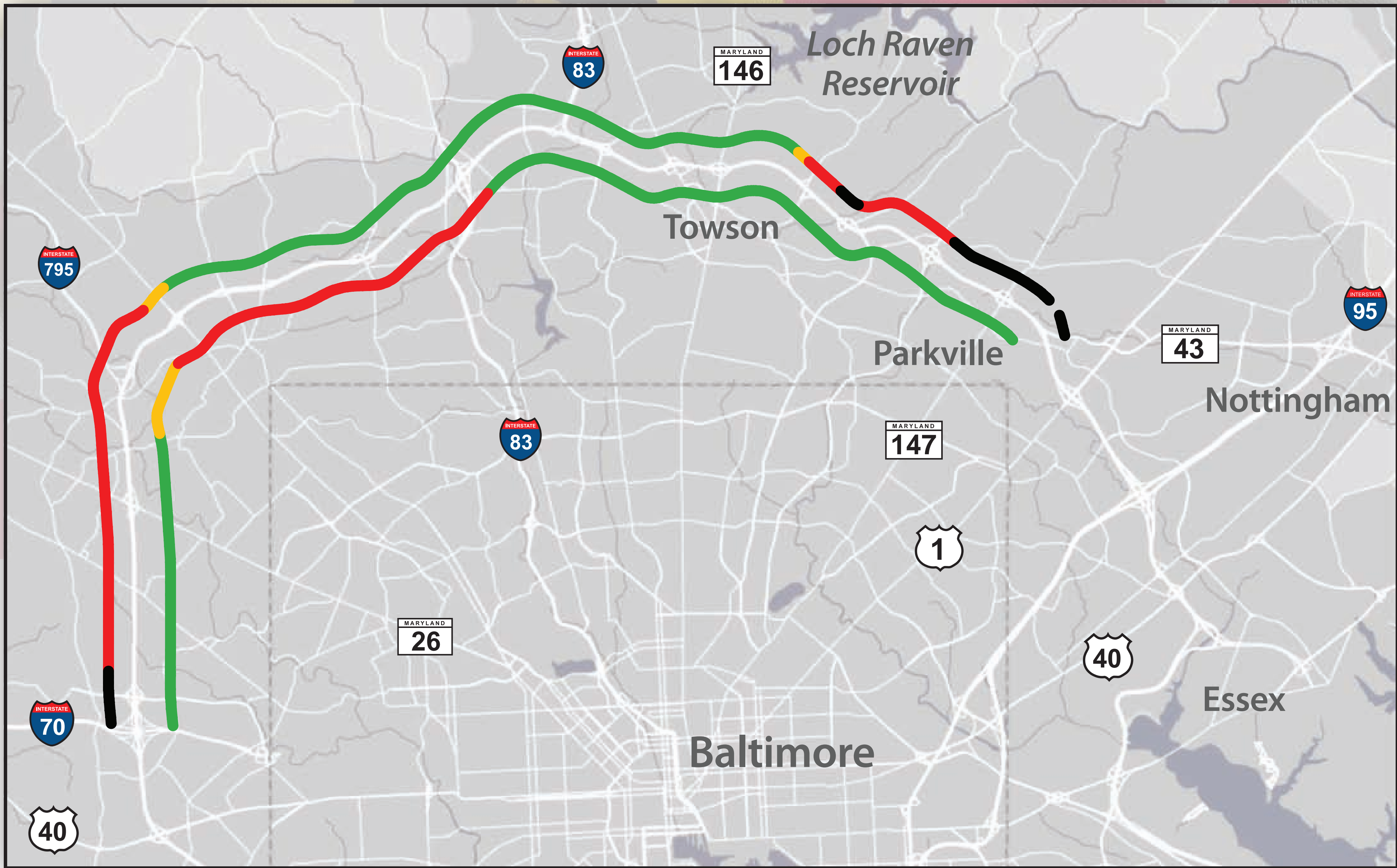
The work will be completed during off-peak lane closures.

Project cost is estimated at \$210 million.

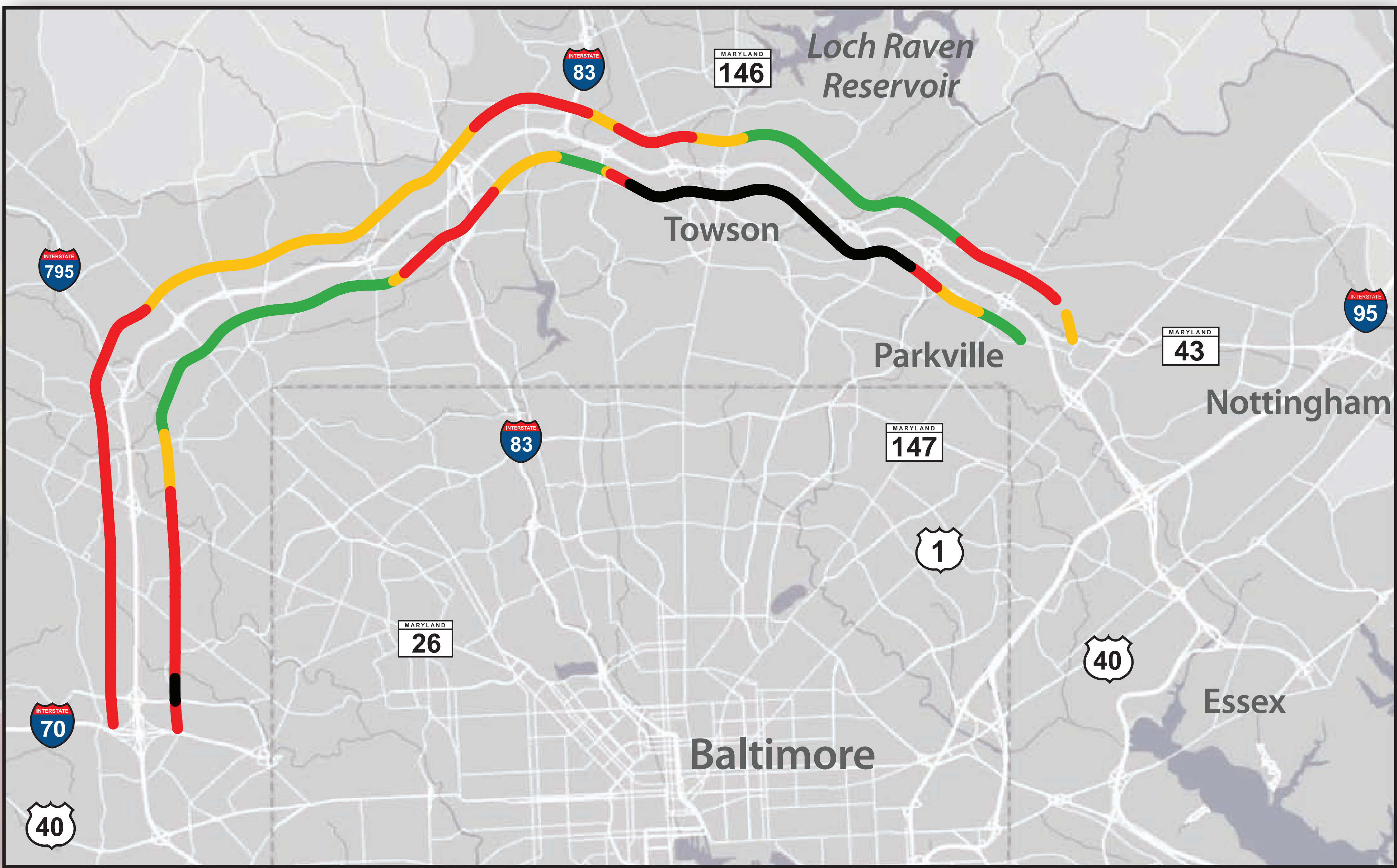
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BALTIMORE TRAFFIC RELIEF PLAN

AM PEAK CONGESTION



PM PEAK CONGESTION



- UNCONGESTED
- MODERATE CONGESTION
- HEAVY CONGESTION
- SEVERE CONGESTION

BALTIMORE TRAFFIC RELIEF PLAN

Tackling 6 of the Top 15 Congested Road Segments

