

INDUSTRY FORUM • DECEMBER 13, 2017

TRAFFIC RELIEF PLAN



Agenda

Secretary's Remarks

Traffic Relief Plan Overview

Questions

I-495 and I-270 Overview and NEPA Approach

Next Steps

Questions

Secretary's Remarks



Pete K. Rahn
Secretary

Maryland Department of Transportation

Goals of the I-495/I-270 Project



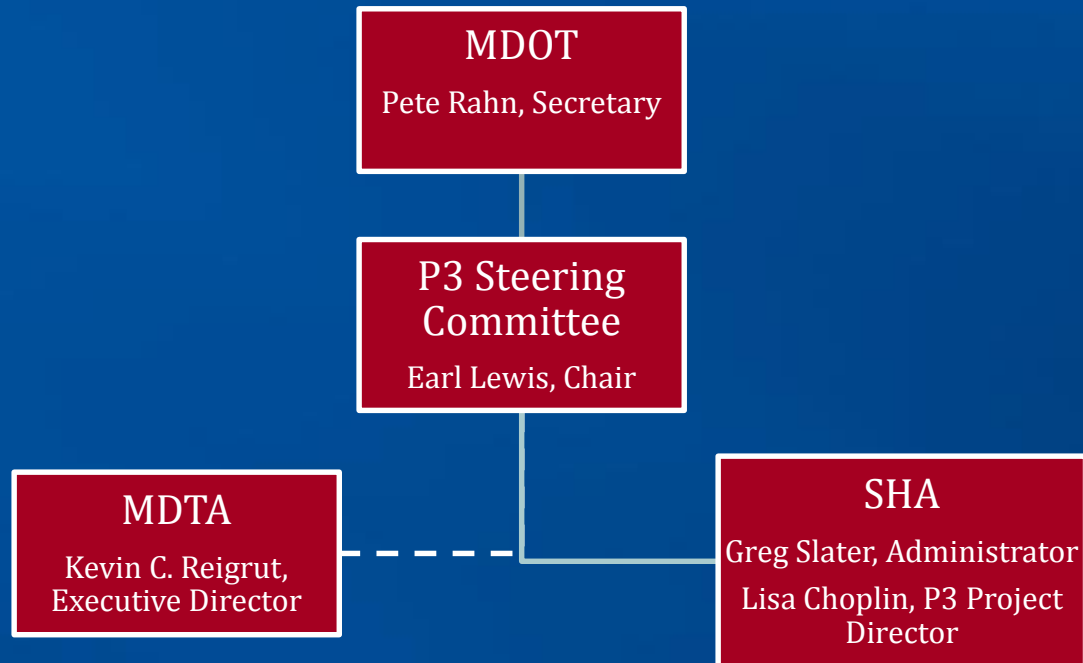
- Present the best value and innovative solutions to our challenges
- Upfront financial contribution by the concessionaire
- The Best of the Best

We are in the Process of Securing...

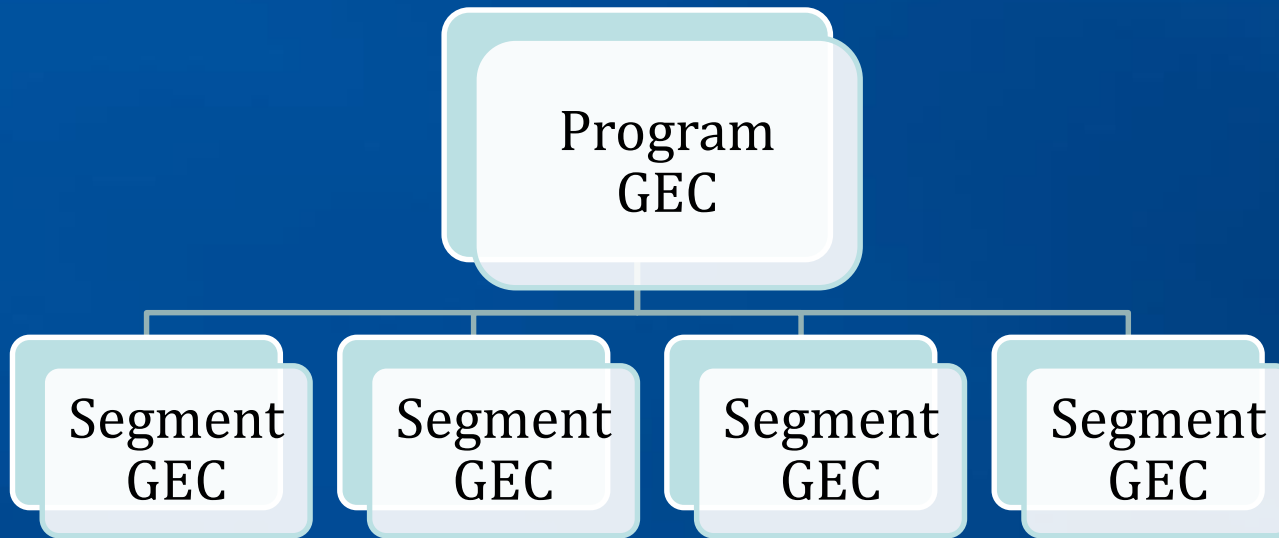


- Third-party legal and NEPA advisors
- Financial advisors
- Traffic & Revenue consultants

The MDOT P3 Team



P3 Project Team



Send your BEST people and BEST ideas

MDOT is going BIG and FAST!

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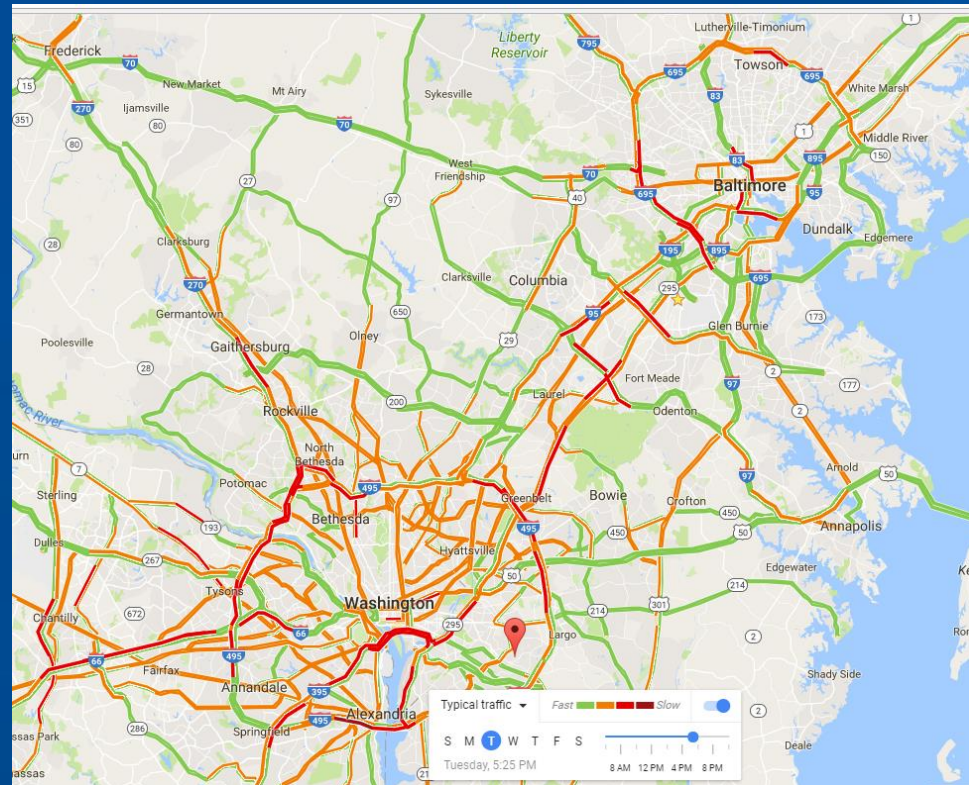
TRAFFIC RELIEF PLAN



Traffic Relief Plan Overview
Greg Slater, State Highway Administrator

Maryland's Congestion Challenge

- Congestion limits economic growth and diminishes the quality of life
- 2nd longest commuting times in nation
- 98% of weekday congestion in Baltimore/Washington region
- \$2.05B annual cost of congestion



Maryland's Congestion Challenge

- The National Capital Region is the most congested region in the nation based on annual delay and congestion per auto commuter
- I-270, I-495, and MD 295 are among the most congested corridors in Maryland



Maryland's Congestion Challenge

Daily:



I-495 carries more than 240,000 people and is congested 10 hours per day



I-270 carries more than 260,000 people and is congested 7 hours per day

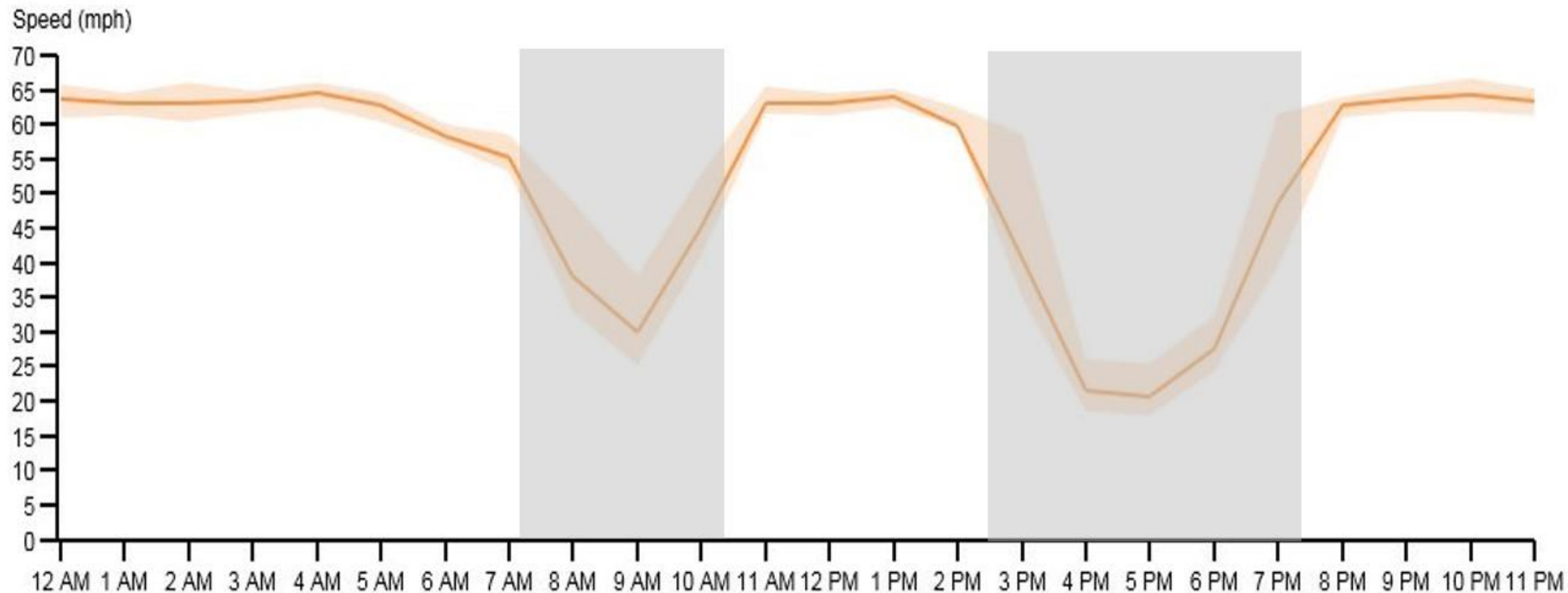


MD 295 carries more than 120,000 people and is congested 7 hours per day

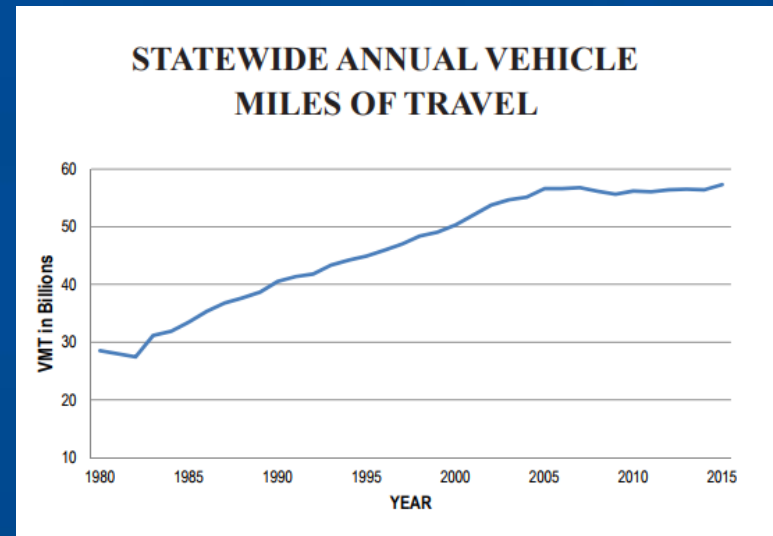
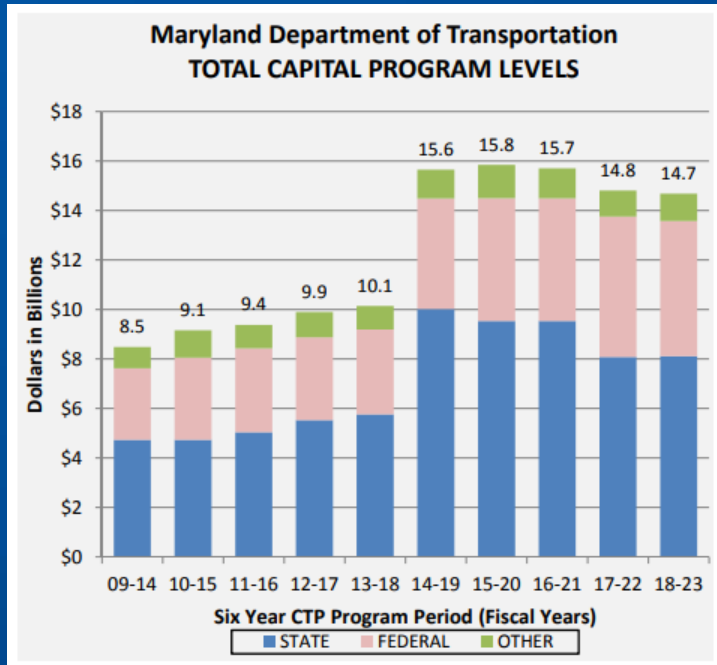
Speed on I-495

Between American Legion Bridge & I-270 Spur

Speed for I-495 between American Legion Bridge and I-270 SPUR
Averaged per hour for September 12, 2017 through September 14, 2017
Counterclockwise



Revenues vs. Needs



Current funding cannot maintain state of good repair and the need for expansion

A “System of Systems”

- ETL's, Smart Signals, Purple Line, I-270 ICM
- And.....



Traffic Relief Plan

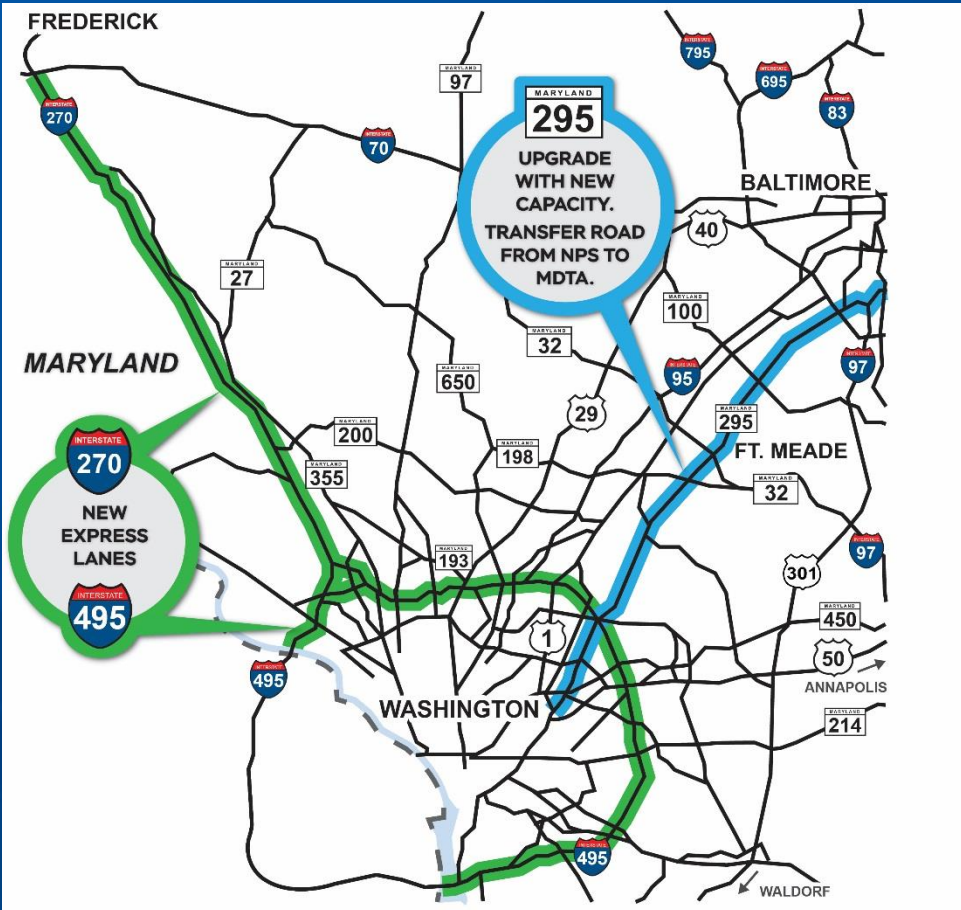
Transformative Solutions

Combined with other statewide
Transportation efforts

New Express Lanes on I-495

New Express Lanes on I-270

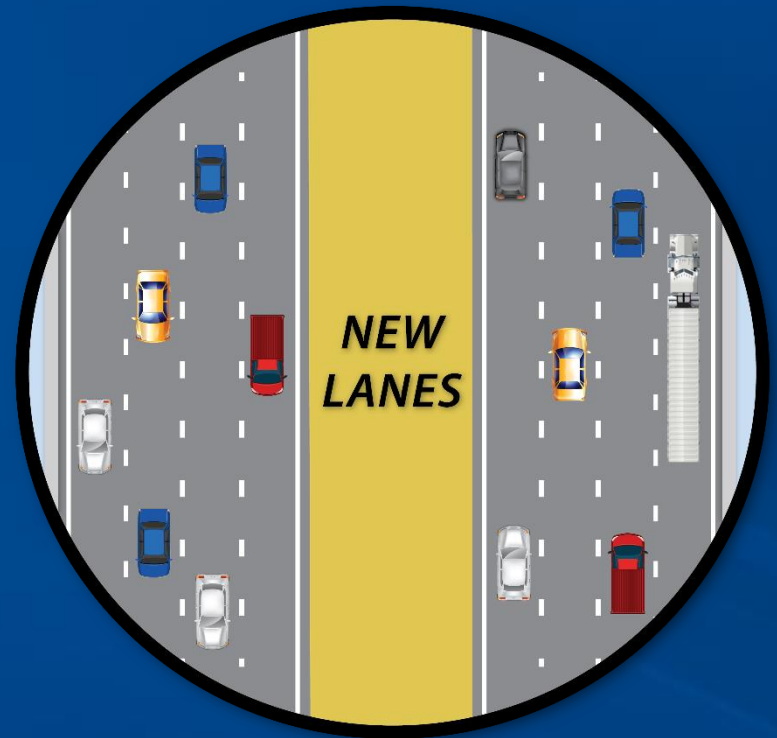
Seek transfer of MD 295 and
add Express Lanes



Public Private Partnerships

Seek P3 agreements on I-495 and I-270 to
Design, Build, Finance, Operate and
Maintain new lanes

MD 295 to be delivered
by **Design-Build**
contract(s)



Additional Premium Service Capacity to I-495 and I-270

- Transform busy interstates from parking lots during rush hour
- Remove overflow traffic from local network and neighborhoods



Additional Capacity on MD 295

- Deliver relief to 120,000 people
- Improve MD 295 to state of good repair



Goals of P3 Agreements

Traffic Relief – Provide solutions to reduce delay and improve predictability for vehicular trips on I-495 and I-270

Financing – No net state contribution over totality of agreements

Acceleration – Provide improvements faster to users

Innovation – Flexibility to encourage innovation of private sector to minimize impacts (right-of-way, environment, maintenance of traffic, etc.)

Request for Information



Request for Information (RFI)

September 21, 2017

**I-495/I-95 (Capital Beltway)
Congestion Relief Improvements
from the American Legion Bridge to the
Woodrow Wilson Bridge**

**I-270 Congestion Relief Improvements
from I-495 to I-70**

**Response to this RFI is not a requirement for any resulting Request for
Qualifications or Request for Proposals.**

- Responses requested by December 20, 2017
- Key Purpose – Encourage early and continuous involvement from the private sector in project development

- Number and Size of P3 Contracts
 - Single solicitation or multiple solicitation documents for the Traffic Relief Plan?
 - Approximate value of capital improvements per a solicitation?
 - Multiple solicitations at once or staggering solicitations and how much time between solicitations?

- NEPA & Project Development
 - Timing of Request for Qualifications and Request for Proposals issuance with NEPA schedule?
 - Major risks to consider in NEPA and project development?
 - Right-of-way acquisition – retained by MDOT or transferred? Who assumes cost risk?

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TRAFFIC RELIEF PLAN



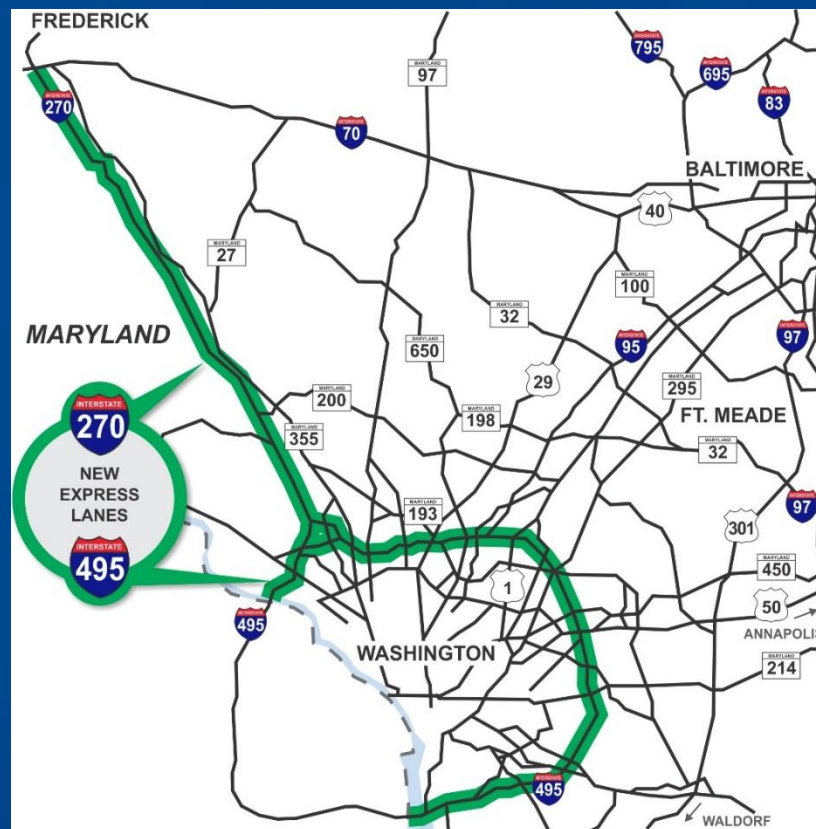
I-495 & I-270 Overview and NEPA Approach
Greg Slater, State Highway Administrator

I-495 and I-270 OVERVIEW

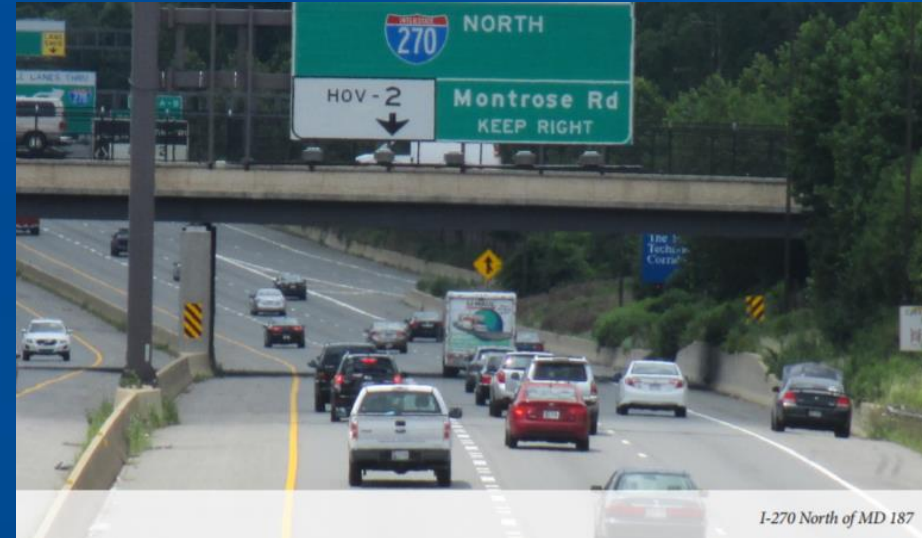


Discussion Topics

- Corridor Overviews / Conditions
- Previous Studies
- Current Activities
- NEPA Approach



I-495/I-270 Traffic Volume



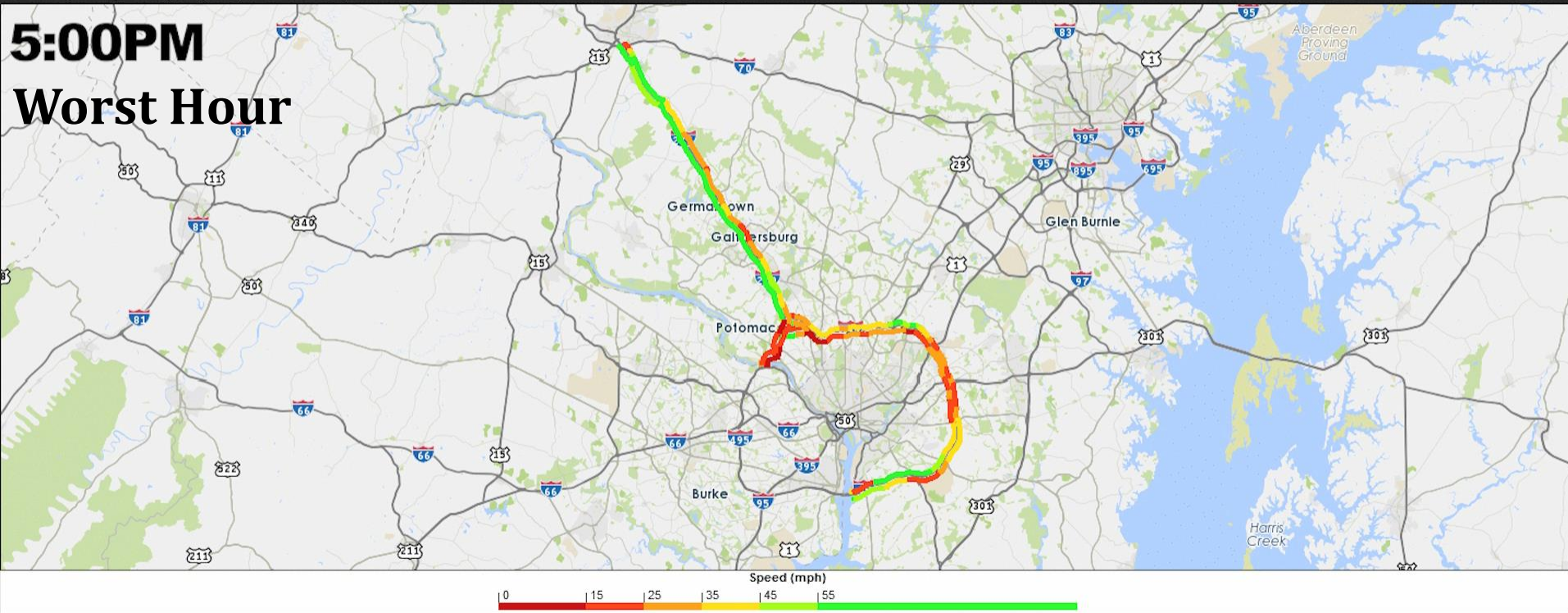
Section	2016 ADT
I-495: ALB to I-95	110,000 – 248,000
I-495: I-95 to WWB	158,000 – 231,000
I-270	82,000 – 261,000

I-495/I-270 Speeds

Average speed for a typical WEEKDAY during May 2017 (RITIS)

Trend Map

5:00 PM - May 2017 (every Tue, Wed and Thu)



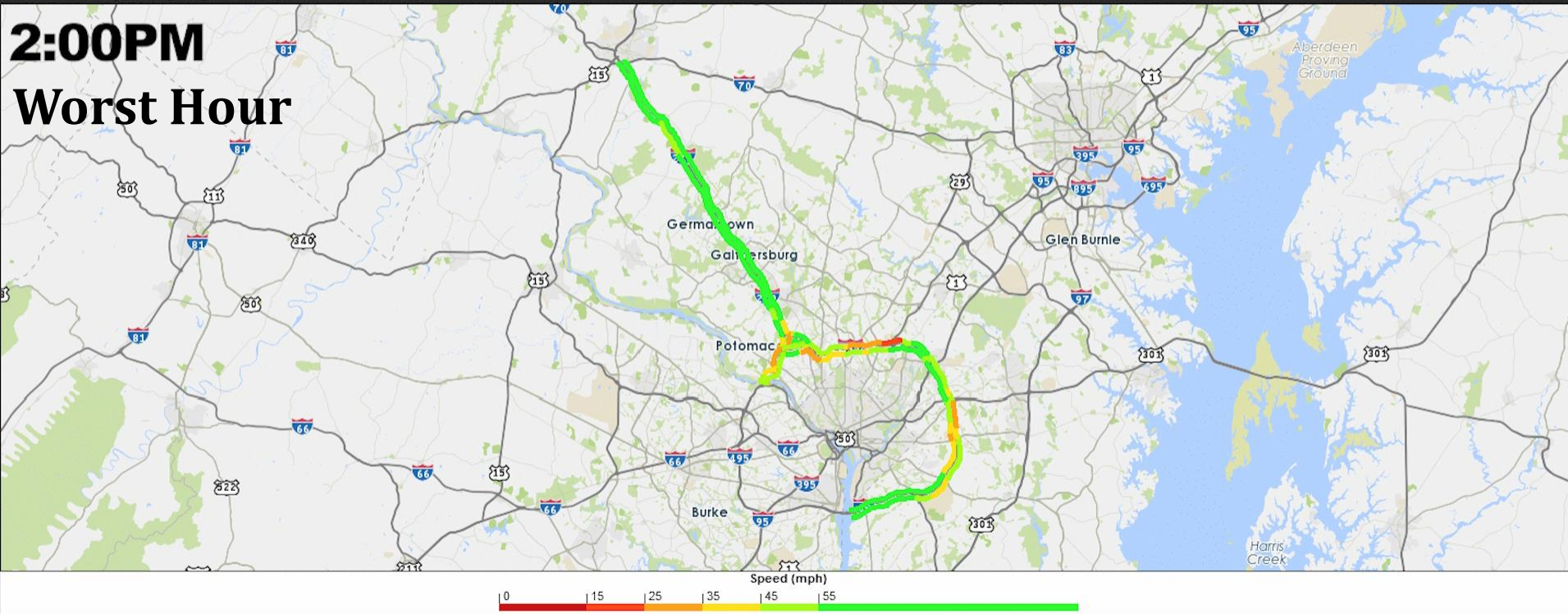
I-495/I-270 Speeds

Average speed for a typical WEEKEND during May 2017 (RITIS)

Trend Map

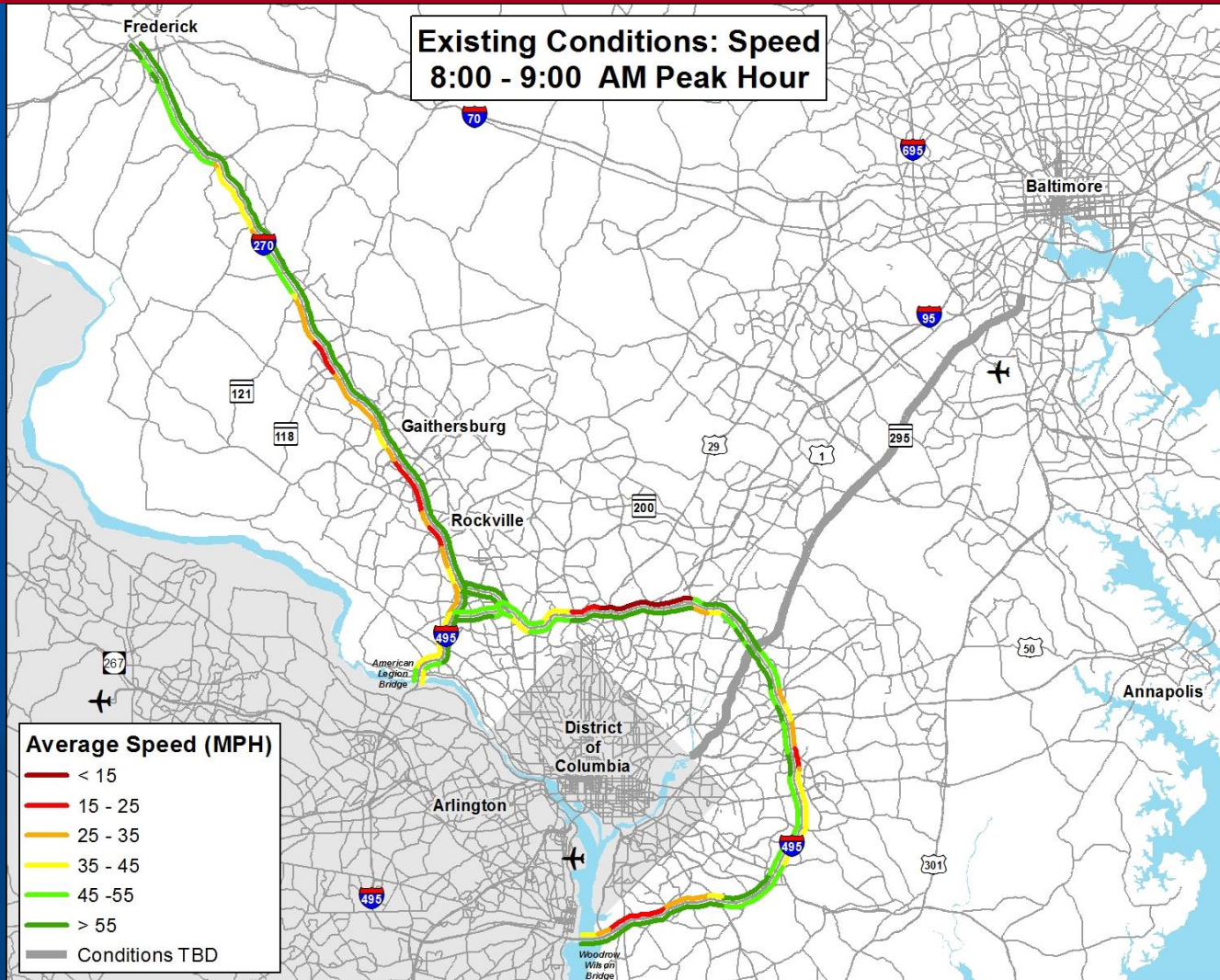
2:00 PM - May 2017 (every weekend)

2:00PM
Worst Hour



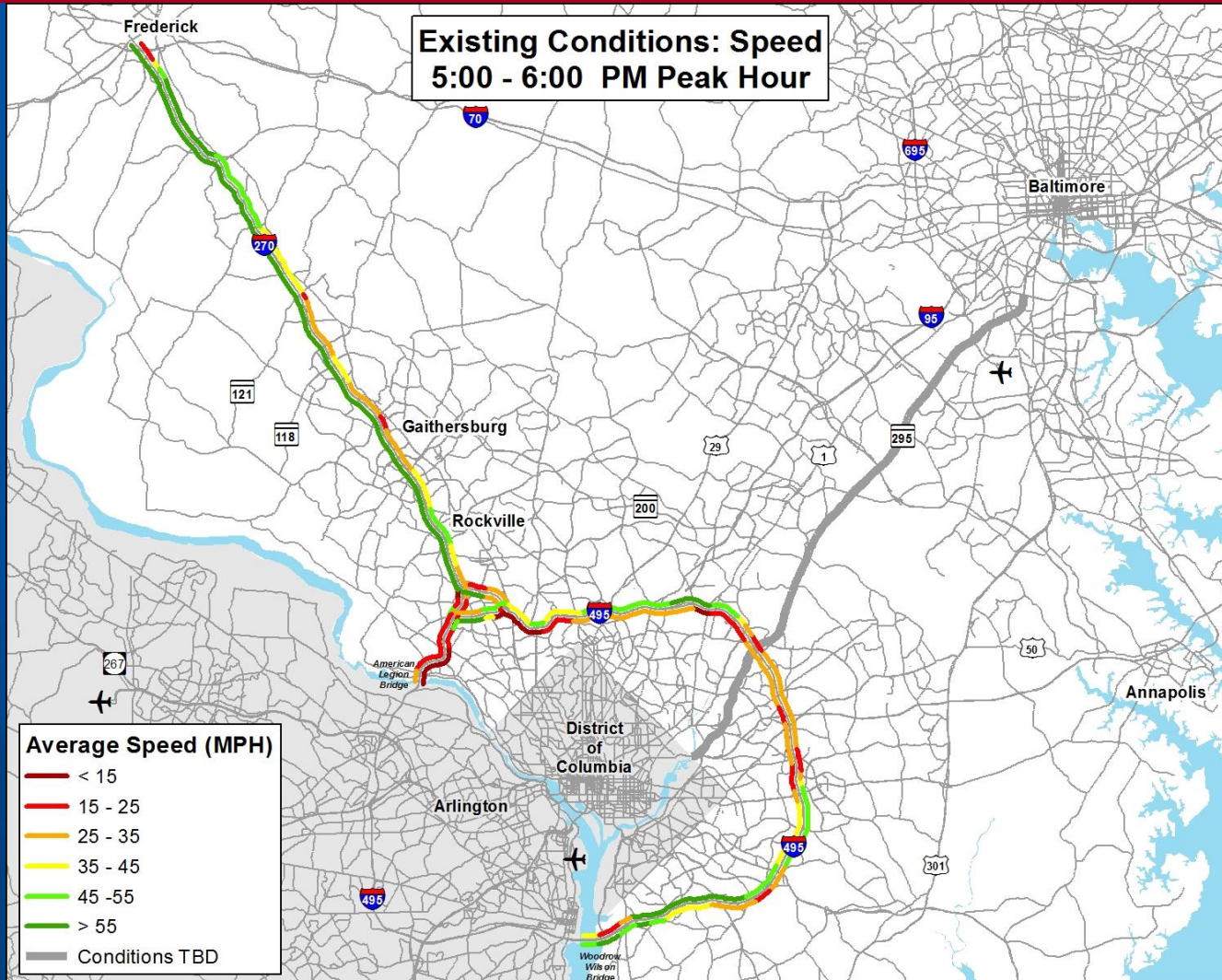
I-495/I-270 Peak Hour Speeds

8 to 9 AM for an average weekday in May 2017 (RITIS)

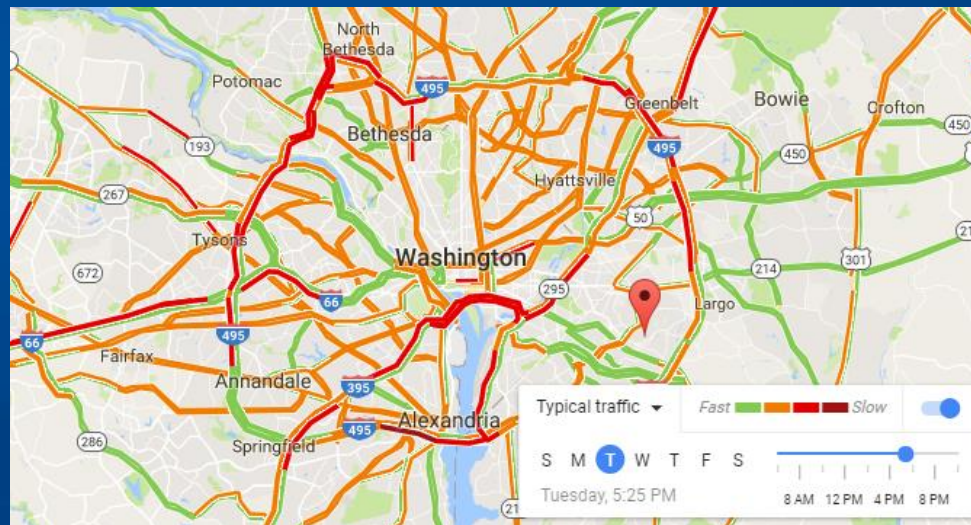


I-495/I-270 Peak Hour Speeds

5 to 6 PM for an average weekday in May 2017 (RITIS)

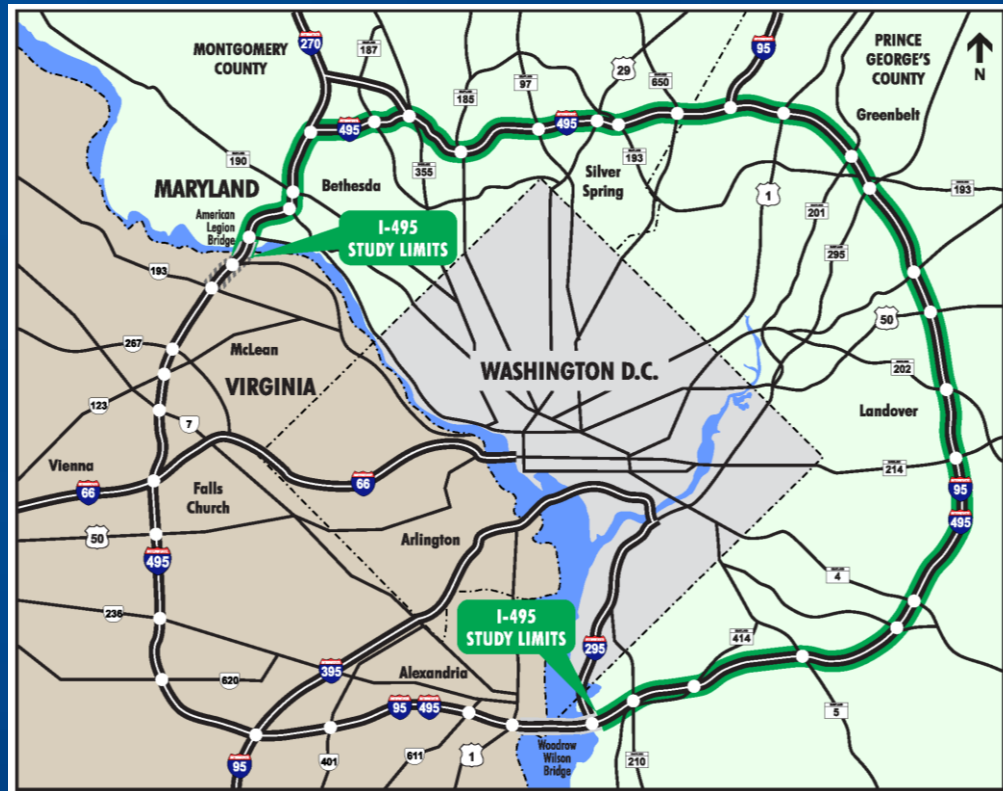


I-495 / I-95 OVERVIEW & CONDITIONS



I-495/I-95 Capital Beltway

- Limits: American Legion Bridge (ALB) to Woodrow Wilson Bridge (WWB)
- Length: 42 miles
- Initially opened to traffic in 1964
- ALB originally constructed in 1960
- WWB reconstructed in 2008



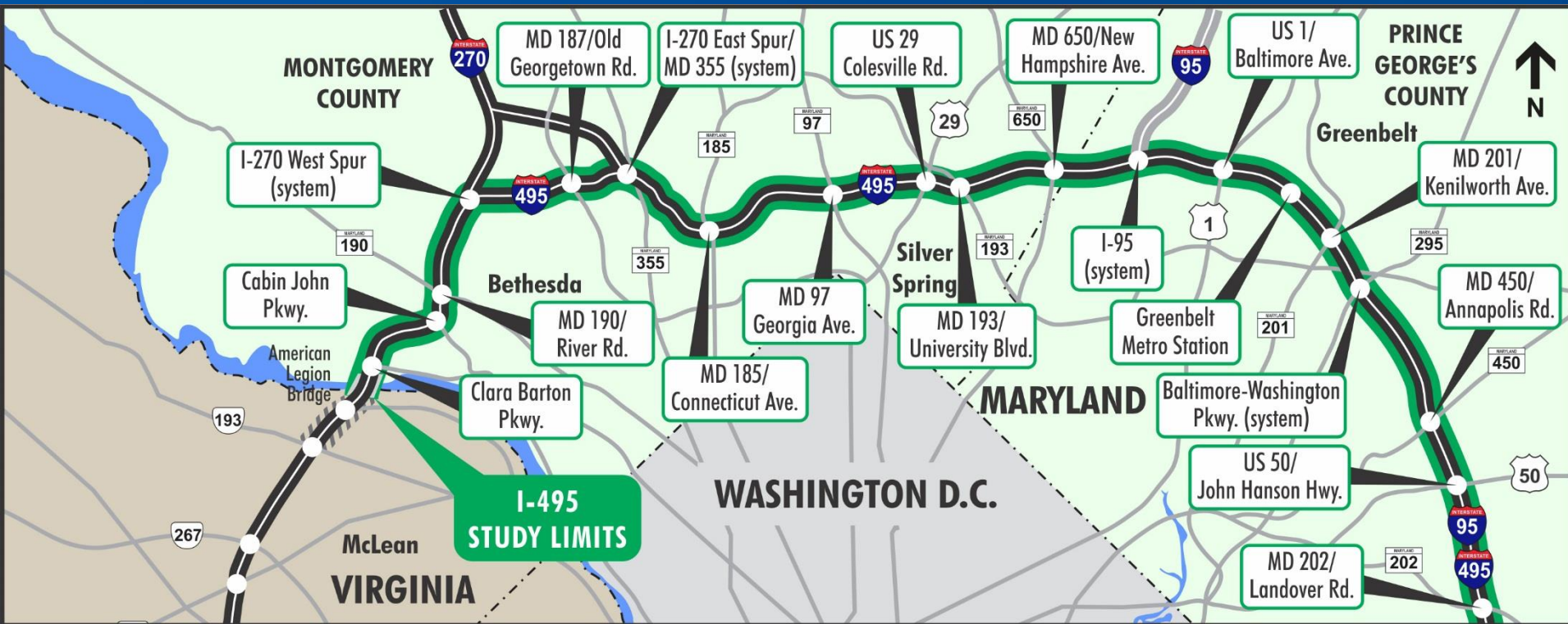
I-495/I-95 Capital Beltway

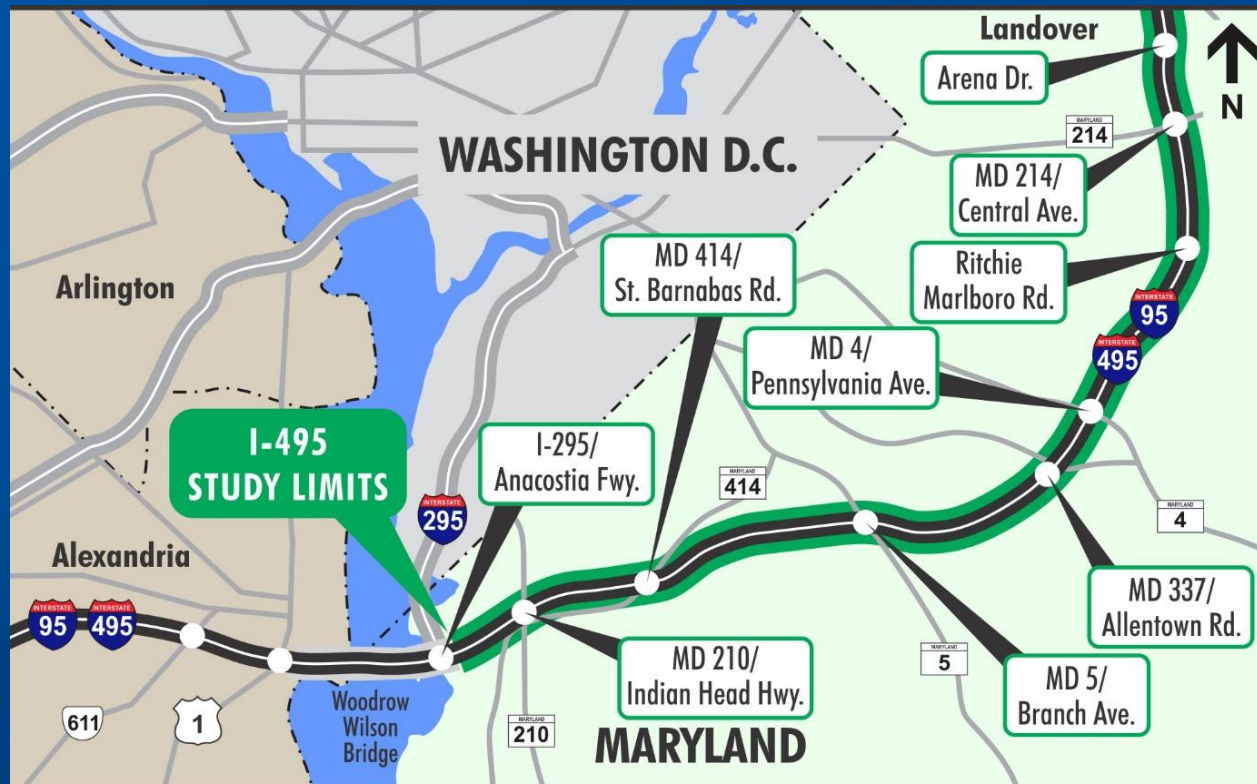
Section	Number of Lanes
American Legion Bridge (ALB)	10 lanes
ALB to I-270 West Spur	8 lanes
West Spur to East Spur	6 lanes
East Spur to MD 210	8 lanes
MD 210 to WWB	10 lanes



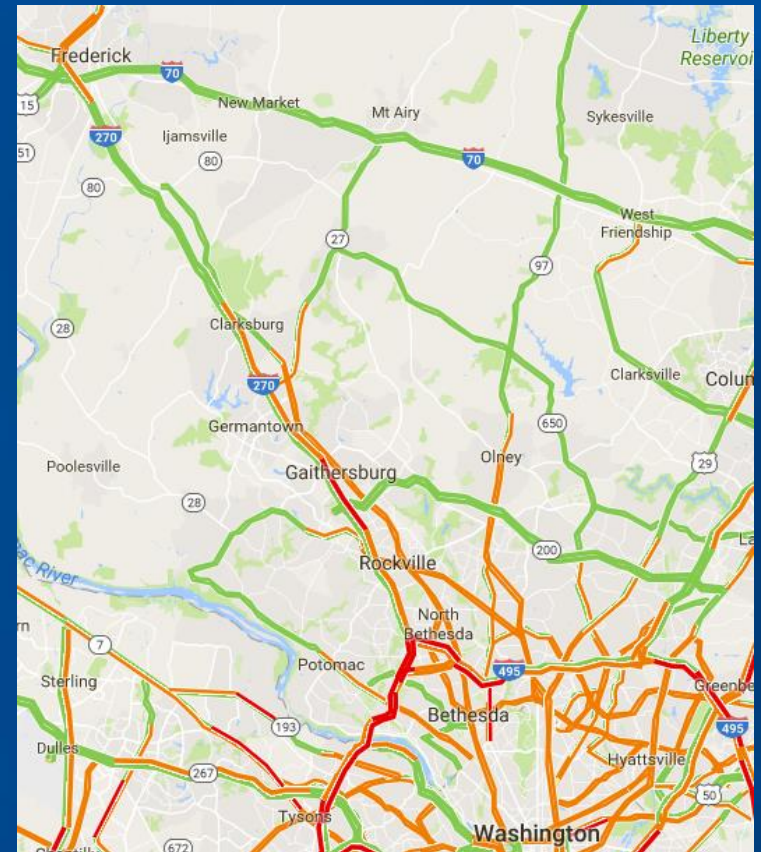
I-495/I-95 Capital Beltway

- Interchanges



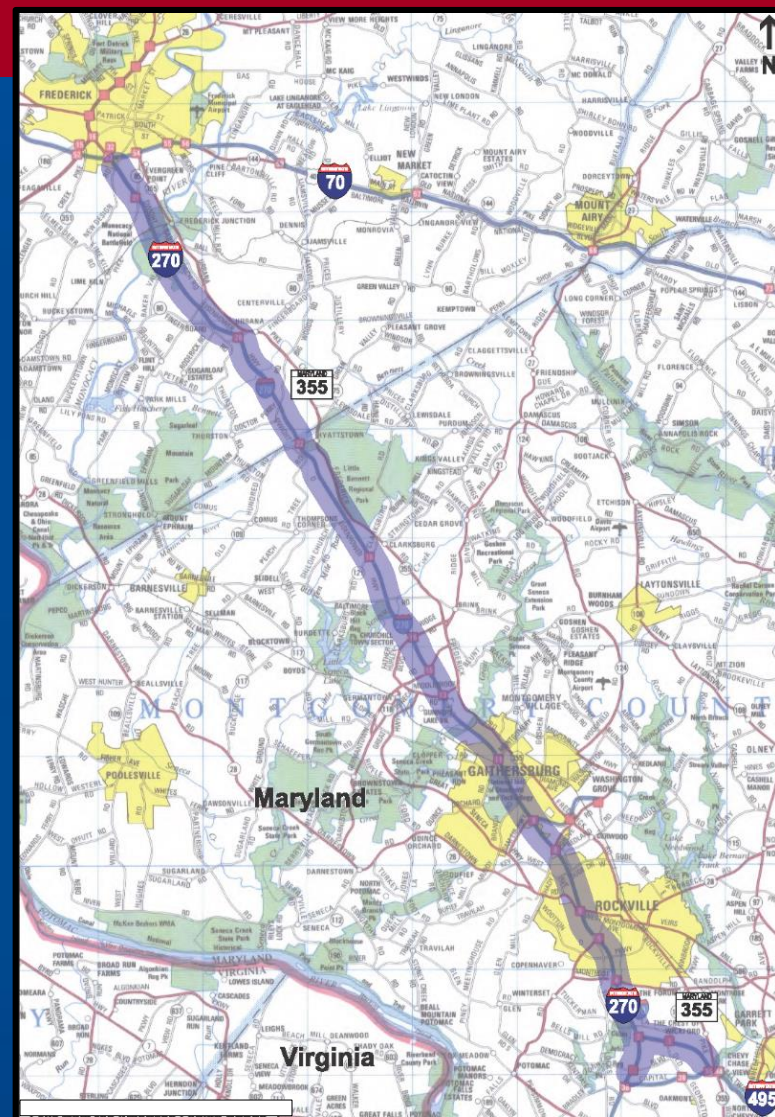


I-270 OVERVIEW & CONDITIONS



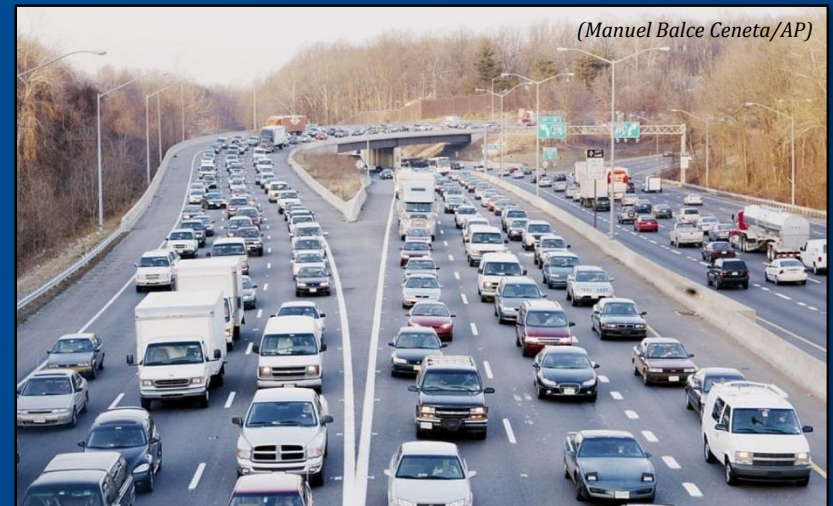
I-270

- Limits: I-495 to I-70
- Length: 34 miles including East and West Spurs
- Freeway built as US 240 between 1953 and 1960



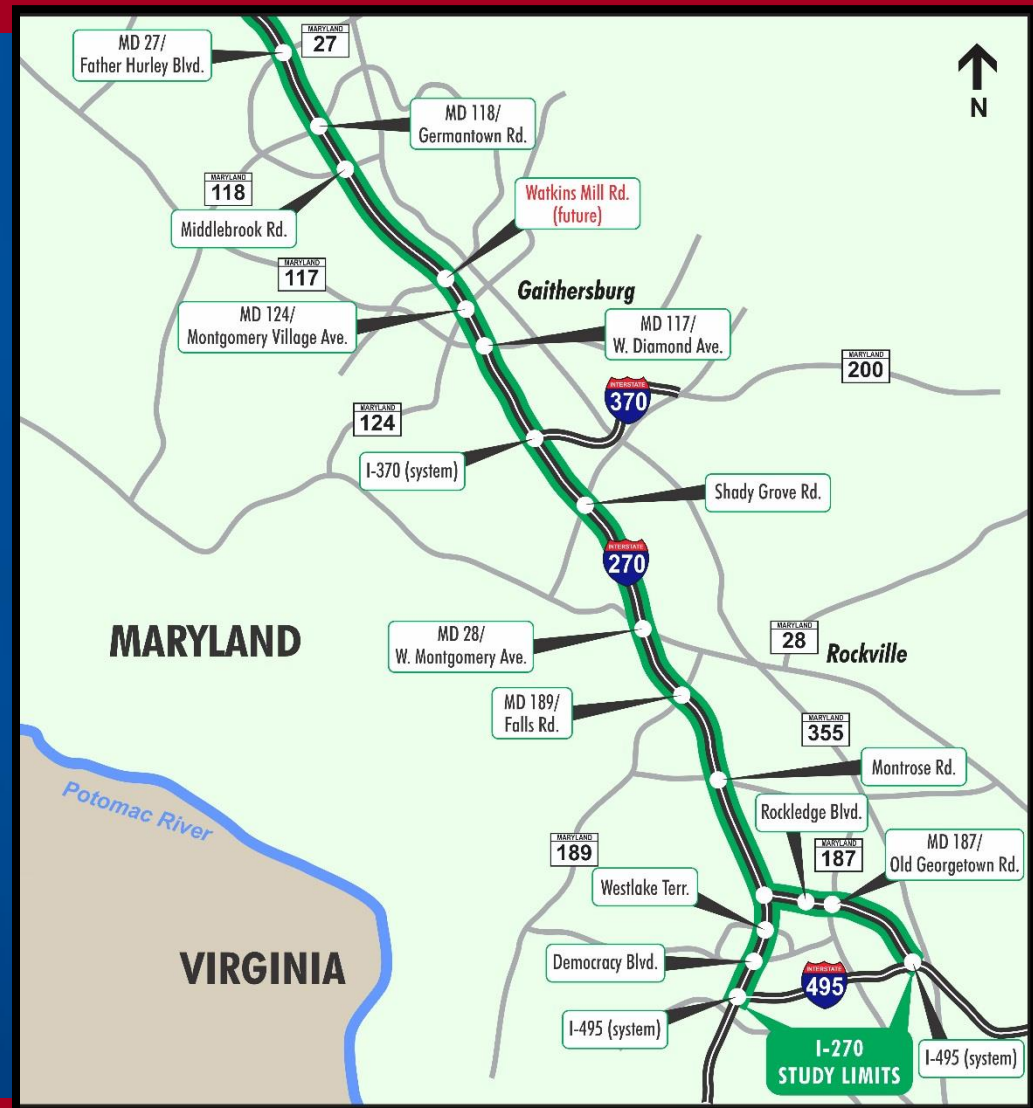
I-270

Section	Number of Lanes
I-270 East and West Spurs	6 lanes
Montrose Road to I-370 (SB)/MD 124 (NB)	12 lanes
MD 124 to MD 118	8 lanes
MD 118 to MD 121	6 lanes
MD 121 to I-70	4 lanes



I-270

- Interchanges (southern section)



I-270

- Interchanges
(northern
section)



PREVIOUS STUDIES

Previous Studies

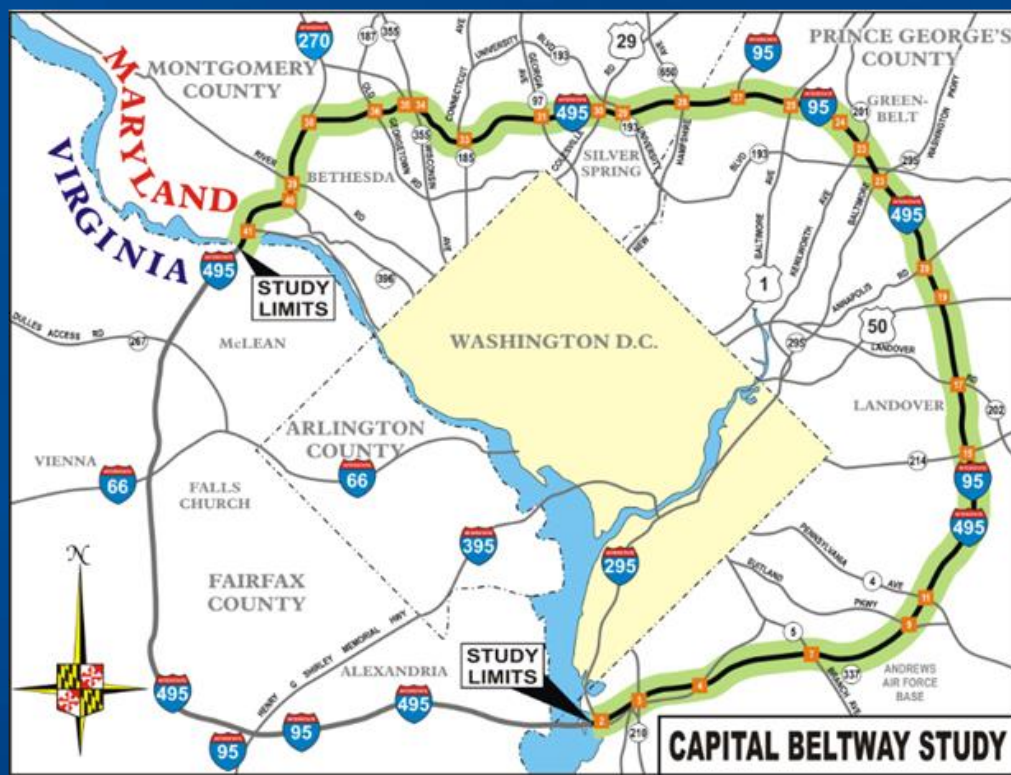
- I-495 /I-95 Capital Beltway Study
- I-270/US 15 Multi-Modal Corridor Study
- West Side Mobility Study
- American Legion Bridge Analysis
- I-270 Innovative Congestion Improvements
- I-270 Interchanges

Capital Beltway Study (I-495/I-95)

- Initiated study in 1990s
- Evaluated strategies to:
 - Improve regional mobility
 - Provide enhanced safety
 - Maximize travel operational efficiencies
 - Provide cost-effective infrastructure
 - Address travel demand
 - Support economic growth and environment
- Split into 2 studies with independent utility in early 2000s:
 - Capital Beltway
 - Purple Line

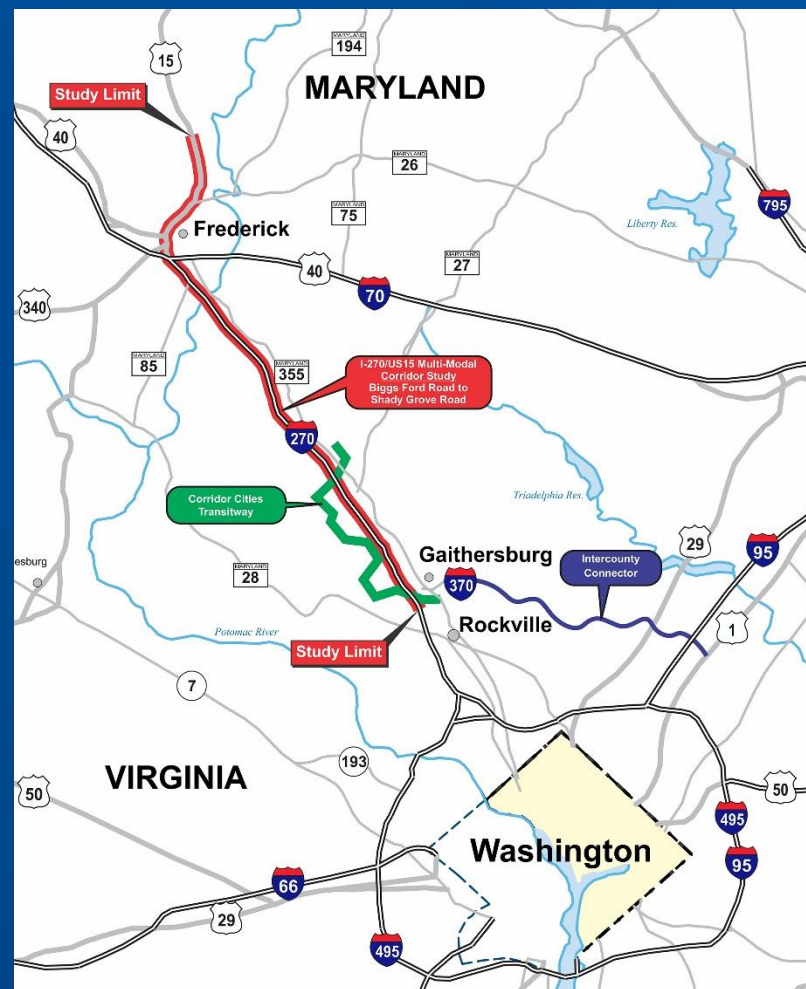
Capital Beltway Study (I-495/I-95)

- 42-mile study from American Legion Bridge to Woodrow Wilson Bridge
- 2 Build Alternatives:
 - 6 General Purpose Lanes & 4 Express Toll Lanes
 - 8 General Purpose Lanes & 2 Express Toll Lanes
- Completed Technical Studies for alternatives, traffic, and environment



I-270/US 15 Multi-Modal Corridor Study

- Initiated in 1995
- 31-mile-long study along I-270 and US 15 corridor from I-370 to north of Frederick, MD
- Split into 2 studies with independent utility in 2012:
 - Corridor Cities Transitway (CCT)
 - I-270 Multi-Modal



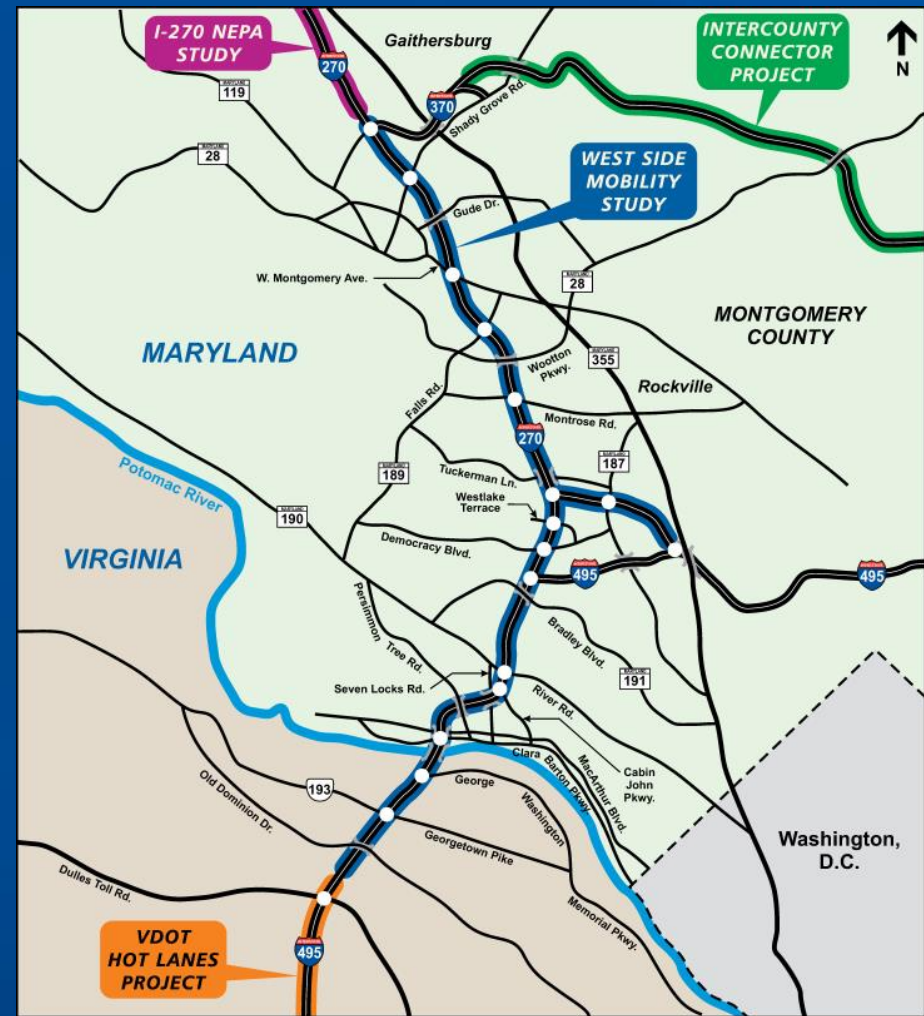
I-270/US 15 Multi-Modal Corridor Study

- Multiple documents:
 - DEIS / Section 4(f) (2002)
 - Alternatives Analysis / Environmental Assessment (AA/EA) (2009)
 - Supplemental Environmental Assessment (2010) [CCT only]
- I-270 Alternatives
 - DEIS – Build Alternatives that included additional General Purpose, HOV lanes, and LRT/BRT
 - AA/EA – Included General Purpose, Express Toll Lanes (ETL), and LRT/BRT



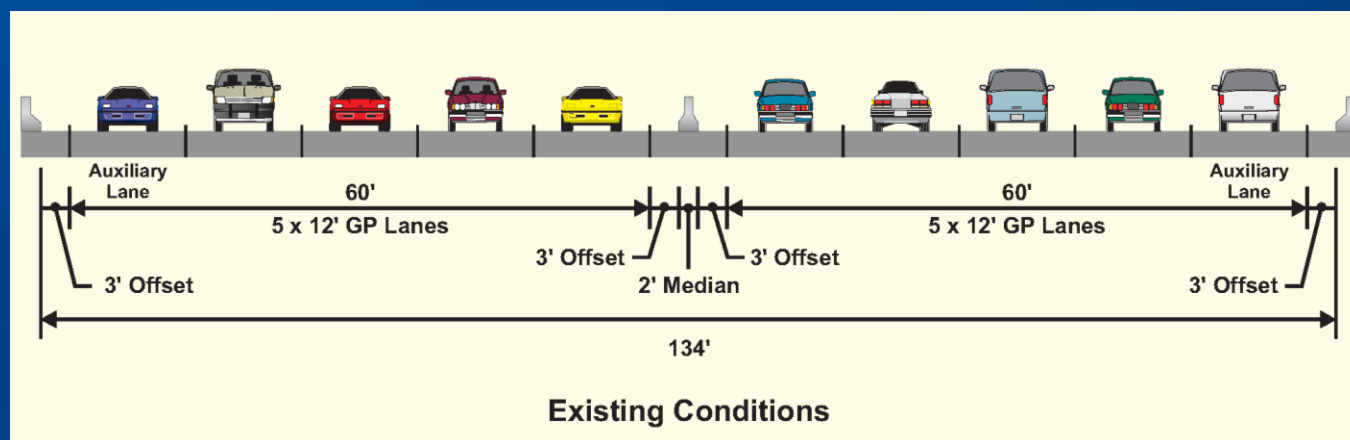
West Side Mobility Study

- Initiated in 2005 after Capital Beltway Study placed on hold
- 14-mile Study Area
- Evaluated improvements to:
 - Connect adjacent managed facilities under construction
 - Increase capacity
 - Improve traffic conditions
- Alternatives:
 - Add 1 or 2 managed lanes per direction
 - Provide managed lanes to connect VDOT Express Lanes to MD 200 / ICC



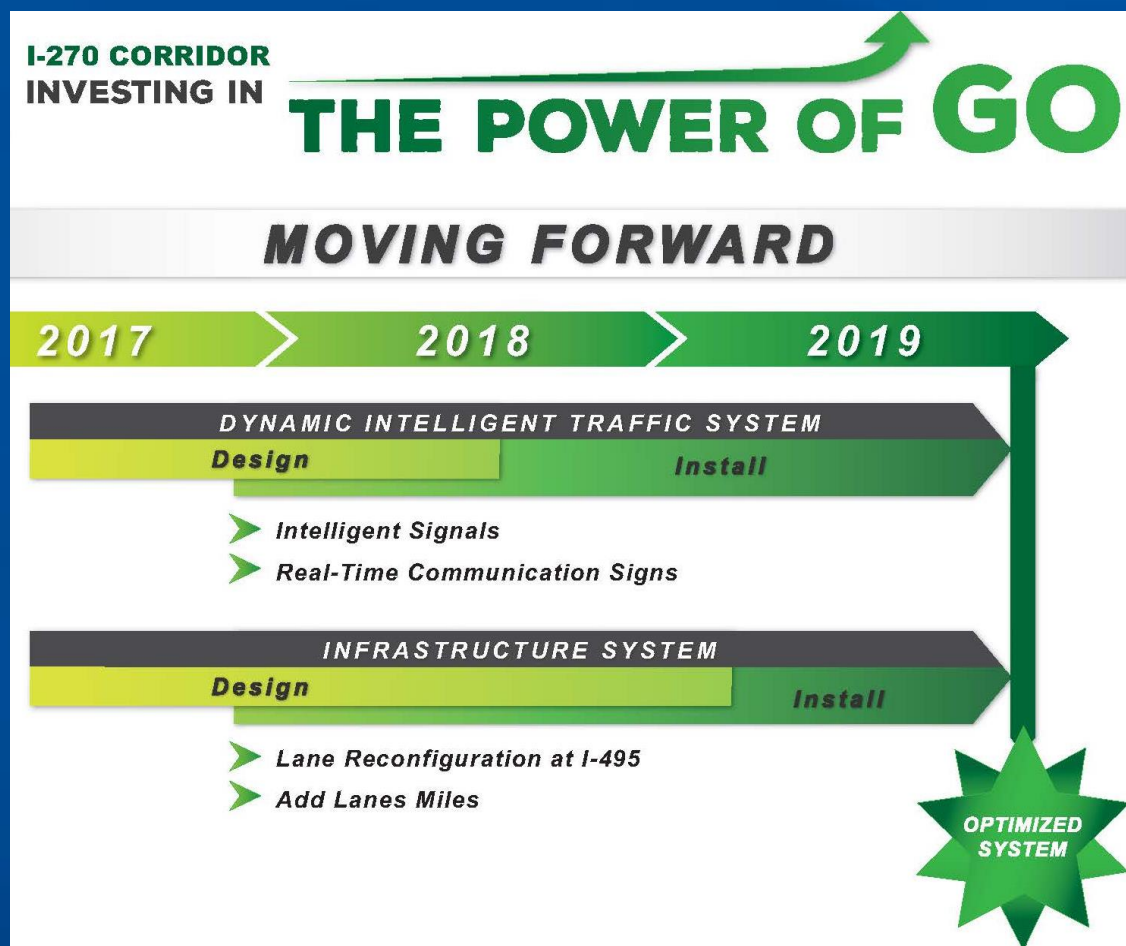
American Legion Bridge Analysis

- Multiple feasibility studies conducted over past 15 years
- Existing typical section is 134 feet wide:
 - 10 lanes, 5 lanes per direction
 - 12-foot lanes, 3-foot shoulders
 - 5th lane in each direction is auxiliary lane connecting Clara Barton Parkway and George Washington Parkway



I-270 Innovative Congestion Improvements

- Progressive design-build contract
- Goal: reduce congestion and improve safety along I-270
- Construction has begun and will be completed by the end of 2019
- Estimated travel time benefits:
 - Reduce SB AM delay by 43%
 - Reduce NB PM delay by 8%



- Improvements at spot locations implemented within existing ROW:
 - Addition of general purpose lanes
 - Addition/extension of auxiliary lanes
 - Corridor-wide, adaptive ramp metering
 - Active traffic management solutions

I-270 Interchanges

MD 85 Interchange Reconstruction

- Construction began November 2017
- Anticipated completion late 2020

New Interchange at Watkins Mill Road

- Construction began July 2017
- Anticipated completion Summer 2020

Current Activities

- Preparing for accelerated NEPA process
 - Continuing traffic analysis and development of draft alignment and footprint
 - Collecting engineering and environmental data
 - Initiating purpose and need
- Coordinating with USDOT, FHWA, federal and state regulatory agencies on NEPA approach for P3

NEPA APPROACH

NEPA Approach

Innovation, Creativity and Flexibility Focus Solutions:

Provides flexibility to use innovative contracting methods while minimizing or eliminating the need for re-evaluation of the environmental document.

Striving to focus NEPA commitments on functionality within footprint

- Allows multiple solutions
 - Creative solution that meets performance requirements within conditions
- Reduces or eliminates the need for re-evaluation

Selection of Preferred Alternate

- Emphasis on innovation and flexibility in the final solution
- Labeled as one feasible method of meeting project goals and operational benchmarks
- Flexible narrative built into the environmental documentation

Environmental document focuses on the Preferred Alternate's footprint, environmental impacts, and ability to meet the project goals and operational benchmarks

- Improvements described generally
- Footprint and related impacts presented as focus of the document
- Described in terms of performance measures
- Flexibility narrative

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TRAFFIC RELIEF PLAN



Next Steps

Lisa Choplin, P3 Project Director

Next Steps

- Continued P3 Industry Involvement
 - One-on-One Meetings in January 2018
 - Submit request to project email by December 20
- Solicit Program GEC
 - Interview teams
 - Qualification-based selection
- Planning Activities on I-495 and I-270
- Develop P3 solicitations and contract documents
- Approval process for P3 by MDOT and Maryland Board of Public Works

Multi-Phase Solicitation Process



- Request for Qualifications (RFQ)
- Request for Proposals (RFP)
 - Performance/Outcome Based Specifications
 - Confidential One-on-One Meetings
 - Industry Review/Comments (Proprietary or Public)
- Provisions for Discussions and Best and Final Offers
- Stipends for shortlisted unsuccessful offerors

Schedule

2018

Issue Request for Qualifications

Issue Draft Request for Proposals (RFP)

2019

Issue Final RFP

Draft Environmental Impact Statement (EIS)

Technical & Financial Proposals

2020

Selection/Commercial Close

Final EIS/Record of Decision

Financial Close

Project Information

- Additional information, including this presentation, can be found on the TRP site at, www.MDTrafficReliefP3.com
- Or contact us at:
I495_I270_P3@sha.state.md.us