



WELCOME!

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

PURPOSE OF TODAY'S SCOPING OPEN HOUSE:

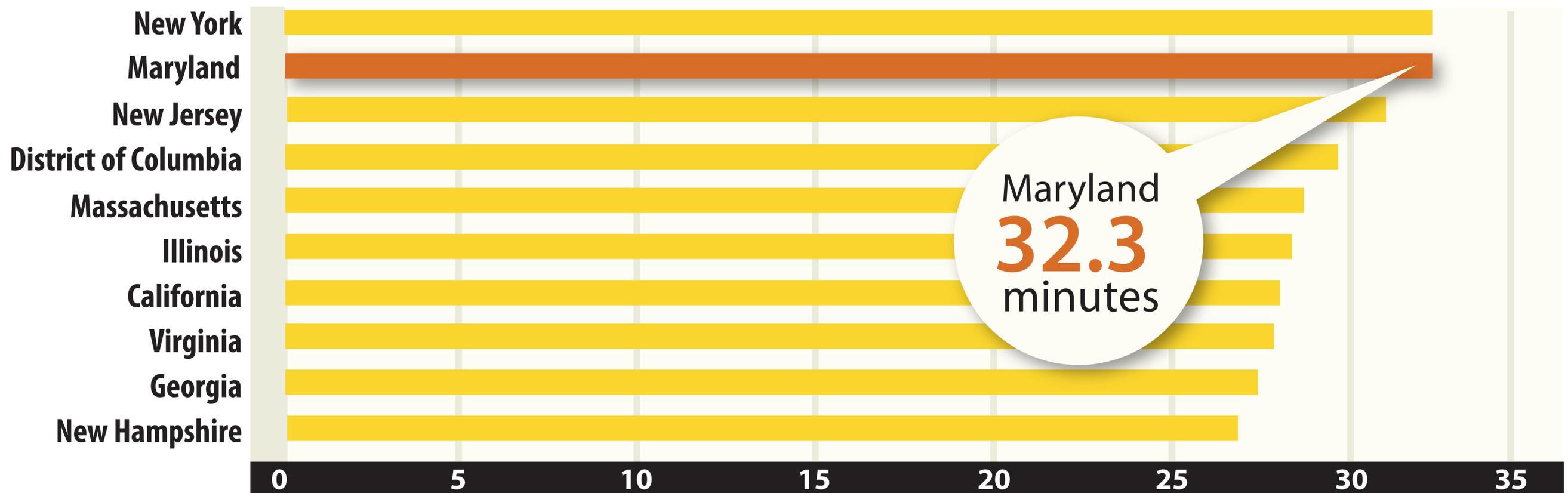
- Provide an introduction and overview of the study
- Introduce staff who can answer study-related questions
- Welcome input on the study scope, purpose and need, potential alternatives, environmental considerations, and evaluation methods



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

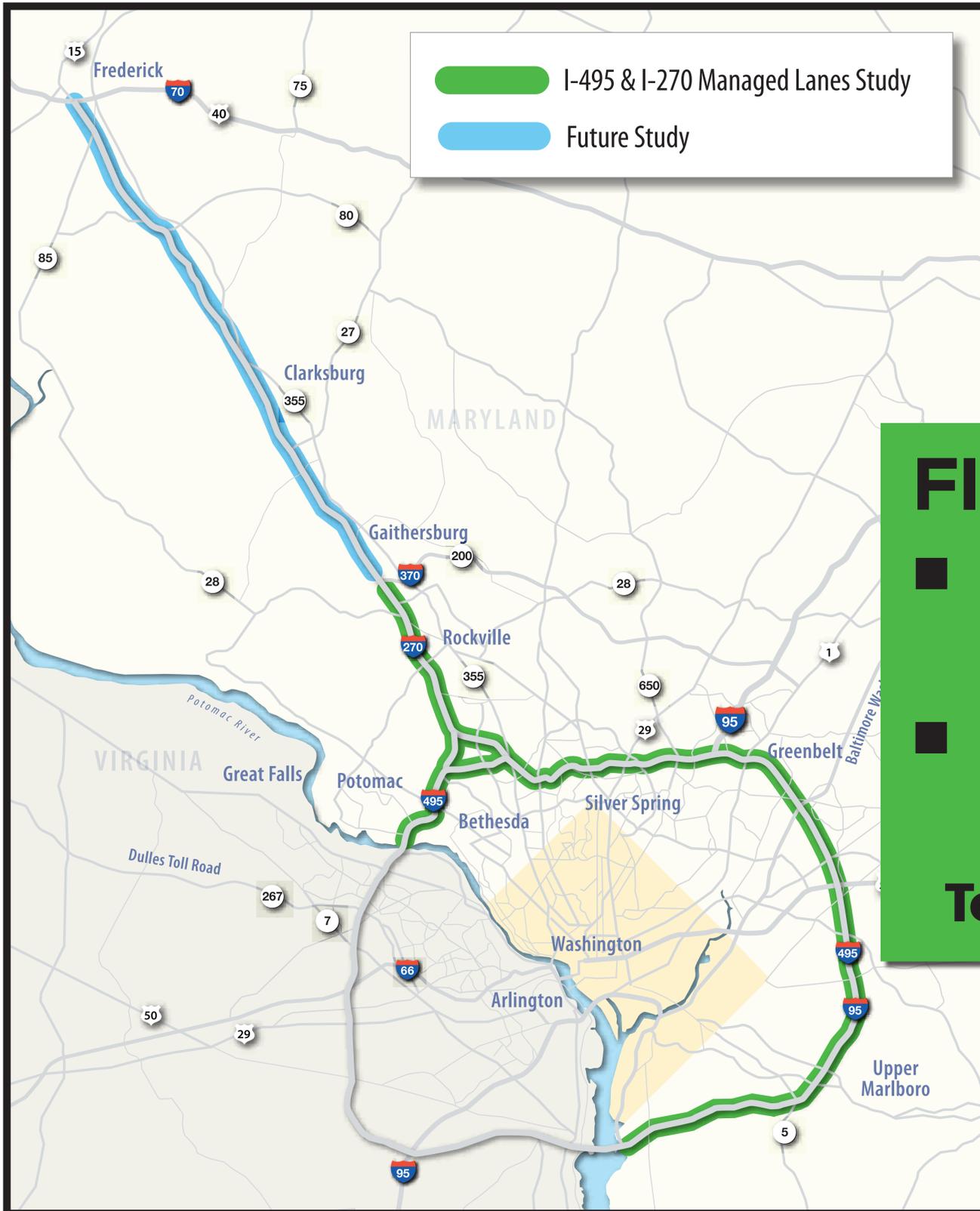
Source: American Community Survey, 2015

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

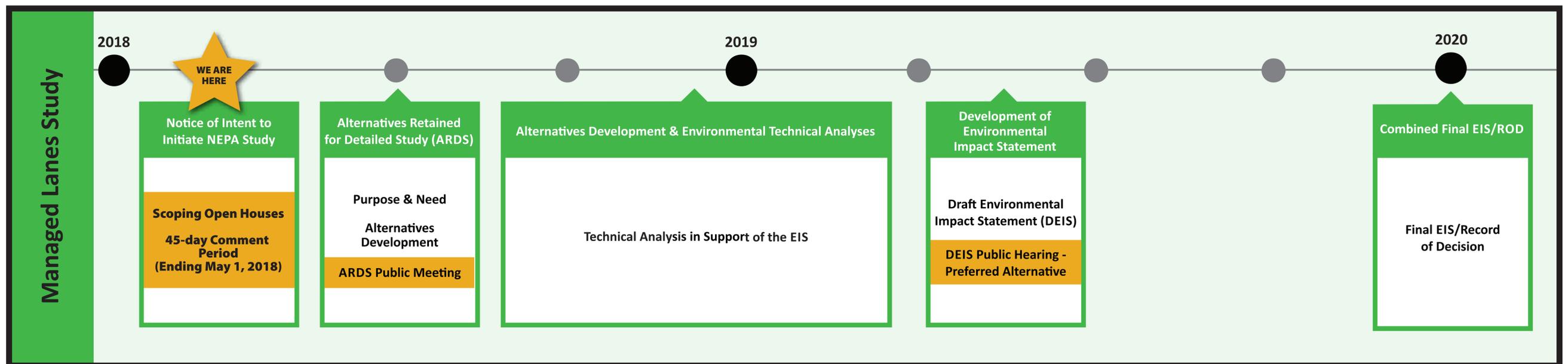
- I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge
- I-270 from I-495 to I-370, including the east and west I-270 spurs

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



**STATE HIGHWAY
ADMINISTRATION**



THE NEPA PROCESS



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)

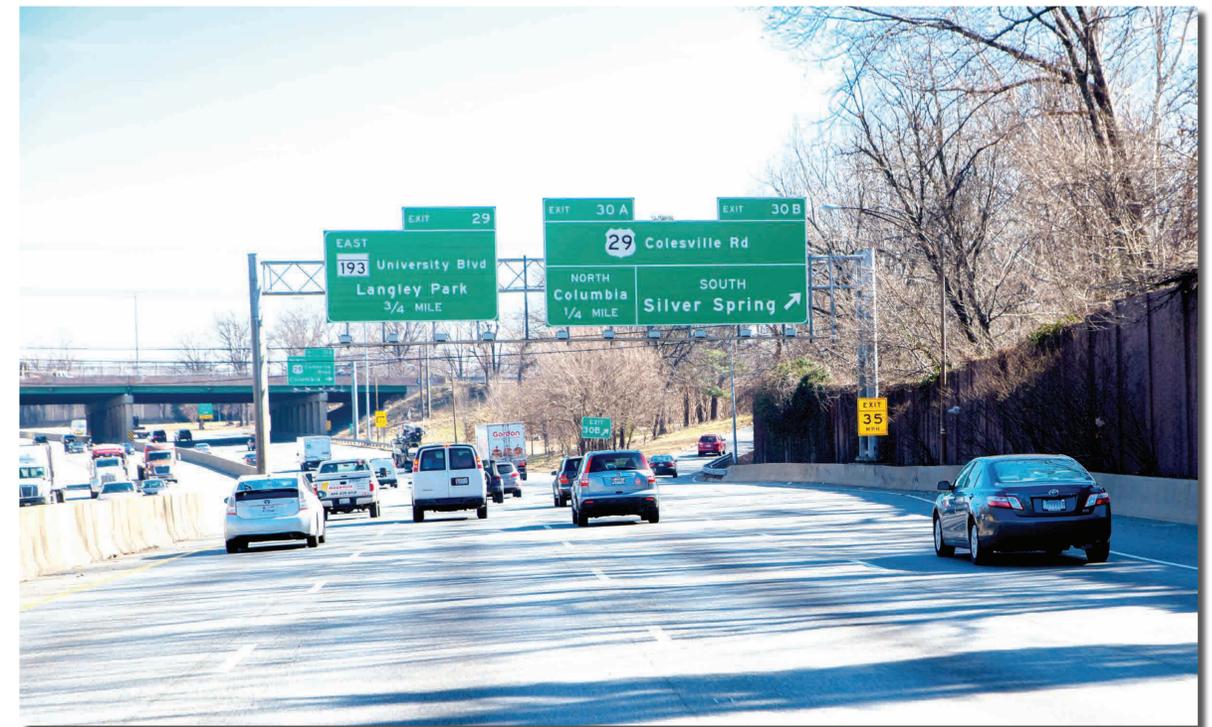
Evaluation and documentation of the natural, cultural and socioeconomic impacts of the alternatives retained for detailed study and the Preferred Alternative

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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