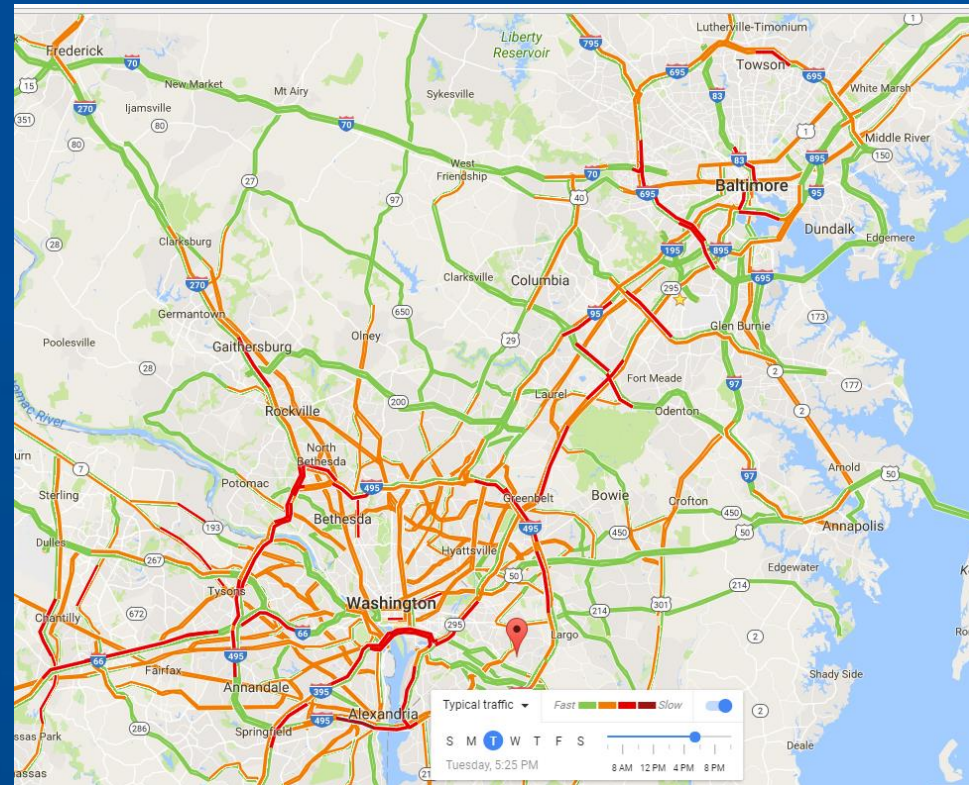


TRAFFIC RELIEF PLAN



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 and I-495 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

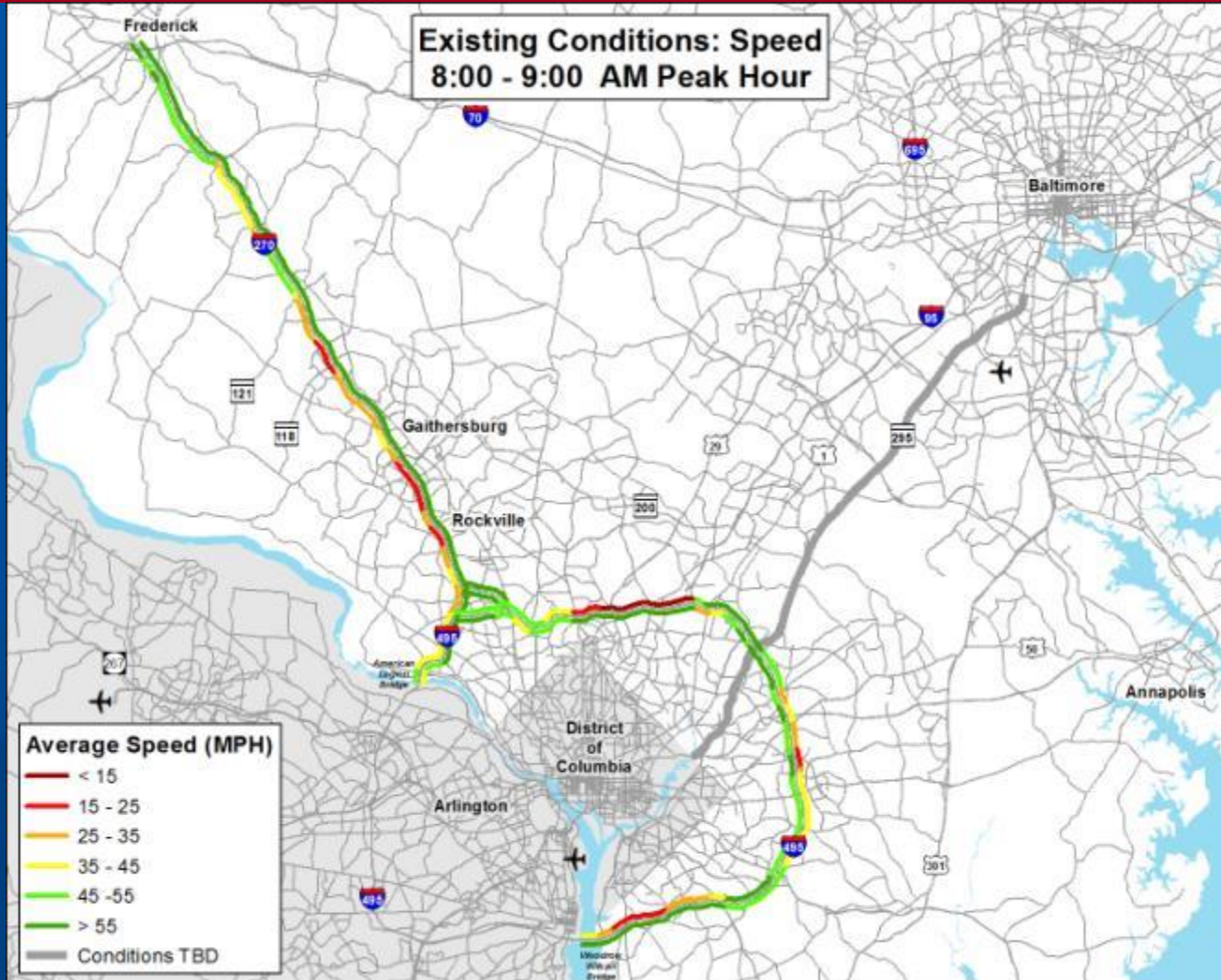
I-495/I-270 Traffic Volumes



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

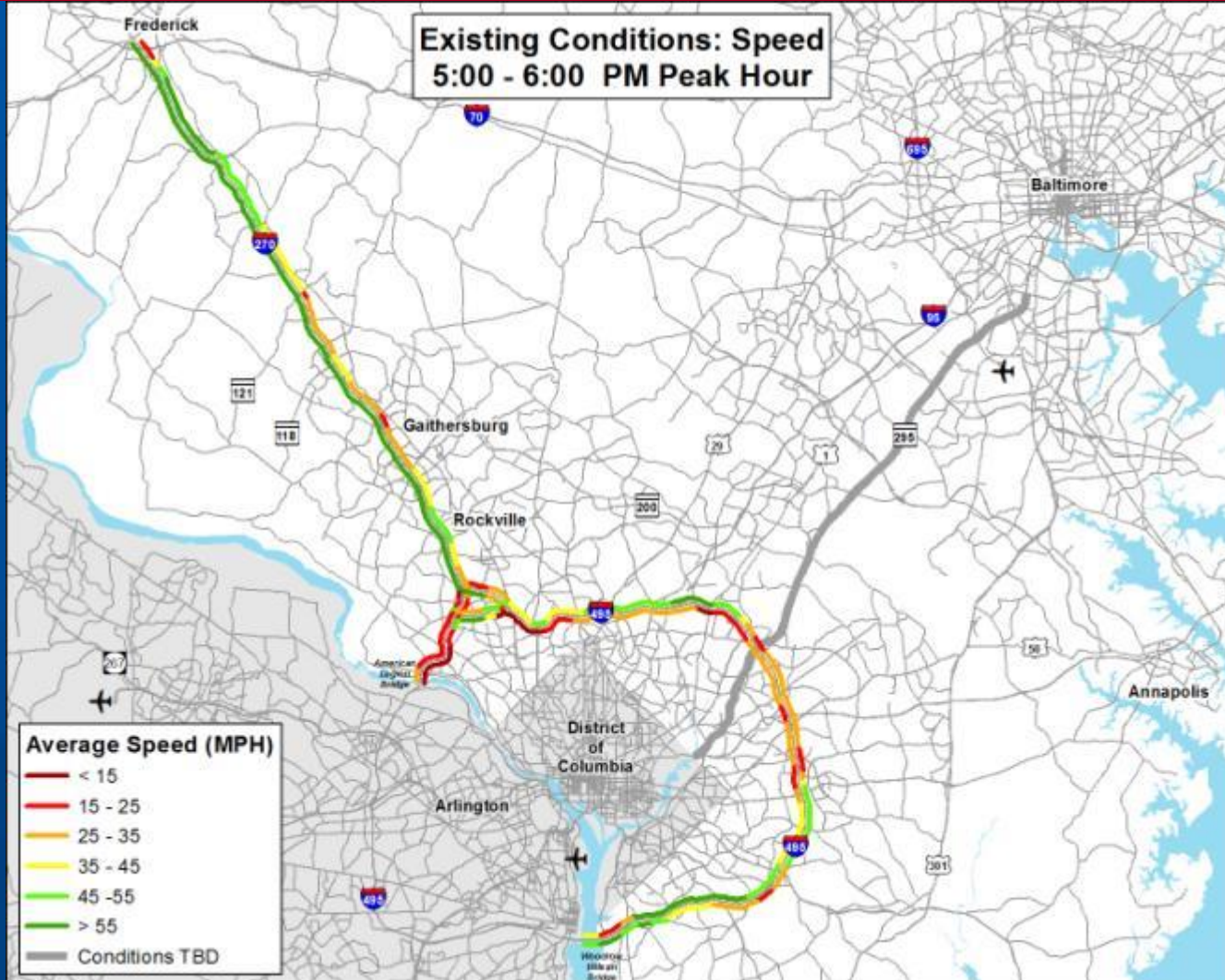
I-495/I-270 Peak Hour Speeds

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

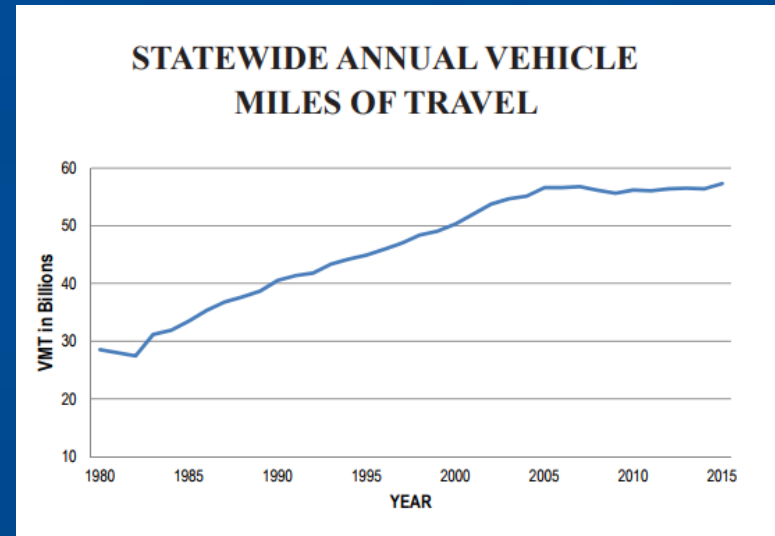
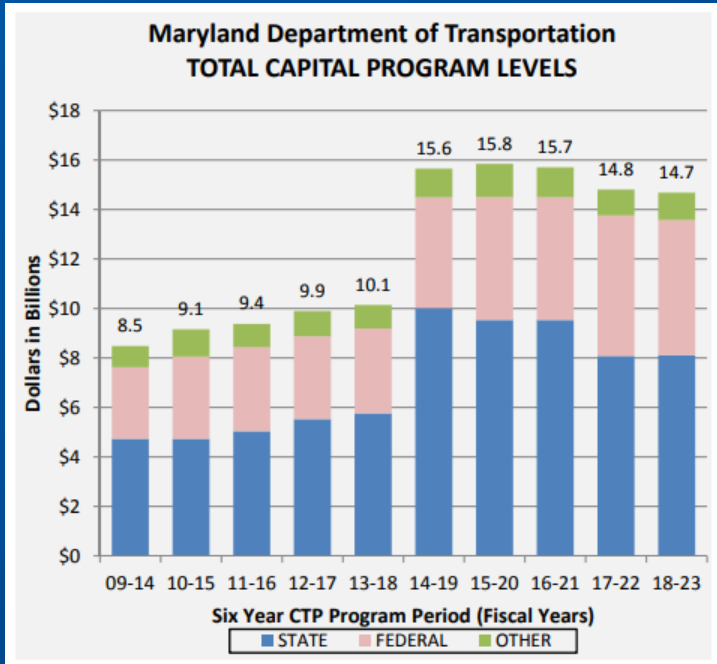


I-495/I-270 Peak Hour Speeds

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



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

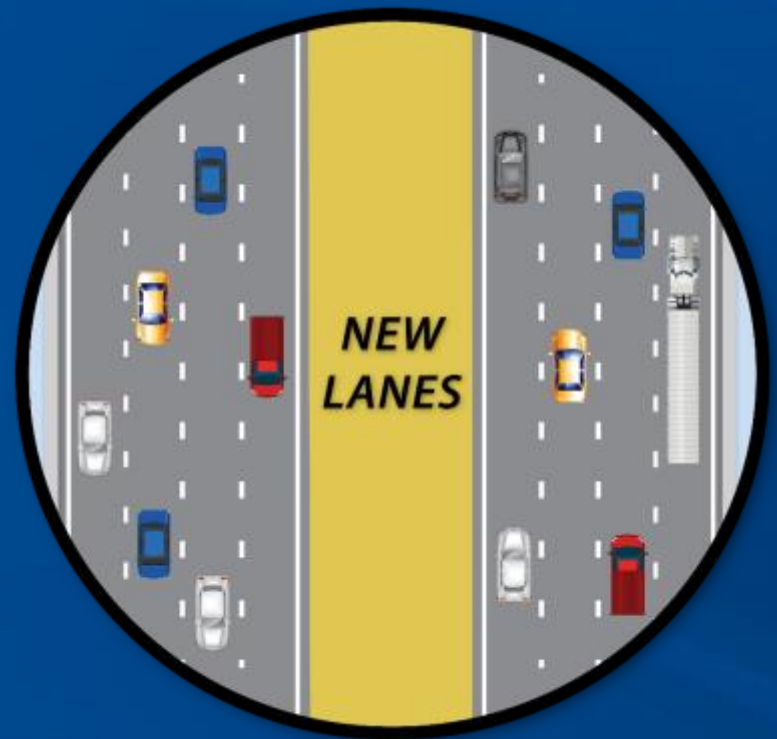
New Express Lanes on I-495

New Express Lanes on I-270



Public Private Partnerships

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



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.)

Traffic Relief



-  **Goal 1:** *Provide a Range of Transportation Options*
-  **Goal 2:** *Promote Dynamic Activity Centers*
-  **Goal 3:** *Ensure System Maintenance, Preservation, and Safety*
-  **Goal 4:** *Maximize Operational Effectiveness and Safety*
-  **Goal 5:** *Protect and Enhance the Natural Environment*
-  **Goal 6:** *Support Interregional and International Travel and Commerce*

- Accommodate long term congestion management
- Connect and Expand Regional Express Travel Network
- Improve travel choice
- Enhance trip reliability



- Additional premium service capacity to I-495 and I-270 (4 new Express Lanes)
 - **New**, dynamically priced Express Lanes
 - **Improved**, non-tolled General Lanes
- Transit usage of Express Lanes
- HOV usage of toll lanes being evaluated
 - Legal and policy issues
 - Financial considerations

Innovation, Creativity and Flexibility Focus Solutions:

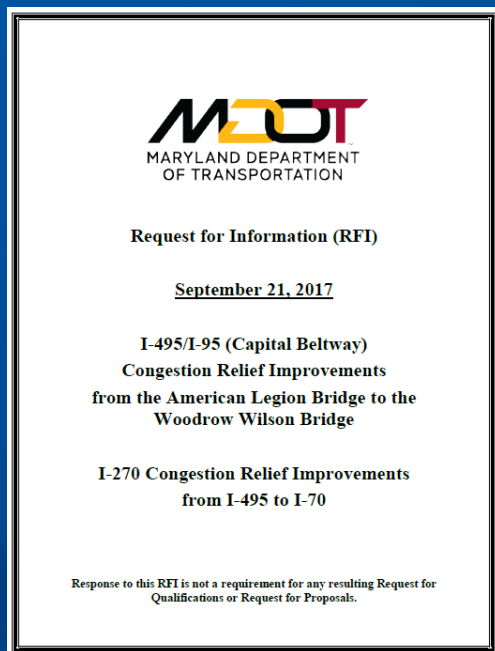
- Environmental document focuses on the Preferred Alternate's footprint, environmental impacts, and ability to meet the project goals and operational benchmarks
 - Focus commitments on functionality within footprint
 - Preferred Alternative flexibility
 - Reduces or eliminates the need for re-evaluation

Public Involvement Objectives



- Identify stakeholders – compile needs, interests, concerns and best means of establishing two-way communication
- Provide timely NEPA study updates
- Provide opportunities for early and continuous participation
- Meet all public involvement requirements under NEPA, MD law, and MD Action Plan

Industry Outreach



- Encourage early and continuous involvement from the private sector in project development
- Industry Forum – Over 350 attendees and over 100 firms represented
- Received 27 responses from industry leaders
- One-on-One meetings scheduled for mid-January
- Key information sought: number and size of P3 contracts; NEPA and project development process

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

Proposed 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