



# I-495 & I-270 P3 Program

SAME/ACEC/CMAA

Joint Conference on Major Construction Program Trends,  
Strategies & Opportunities

June 26, 2019





# Agenda

- P3 Program Team
- Program Need
- P3 Program Overview
- NEPA Status
- Solicitation Process
- Elements of Work
- Opportunity MDOT
- Our Challenge
- Questions





## P3 Program Team

- General Engineering Consultant – RS&H, WRA, and Louis Berger
- Financial Advisors – Ernst and Young
- Legal Advisors – Ashurst and Venable
- Traffic & Revenue – CDM Smith
- NEPA – RK&K and Wilson T. Ballard



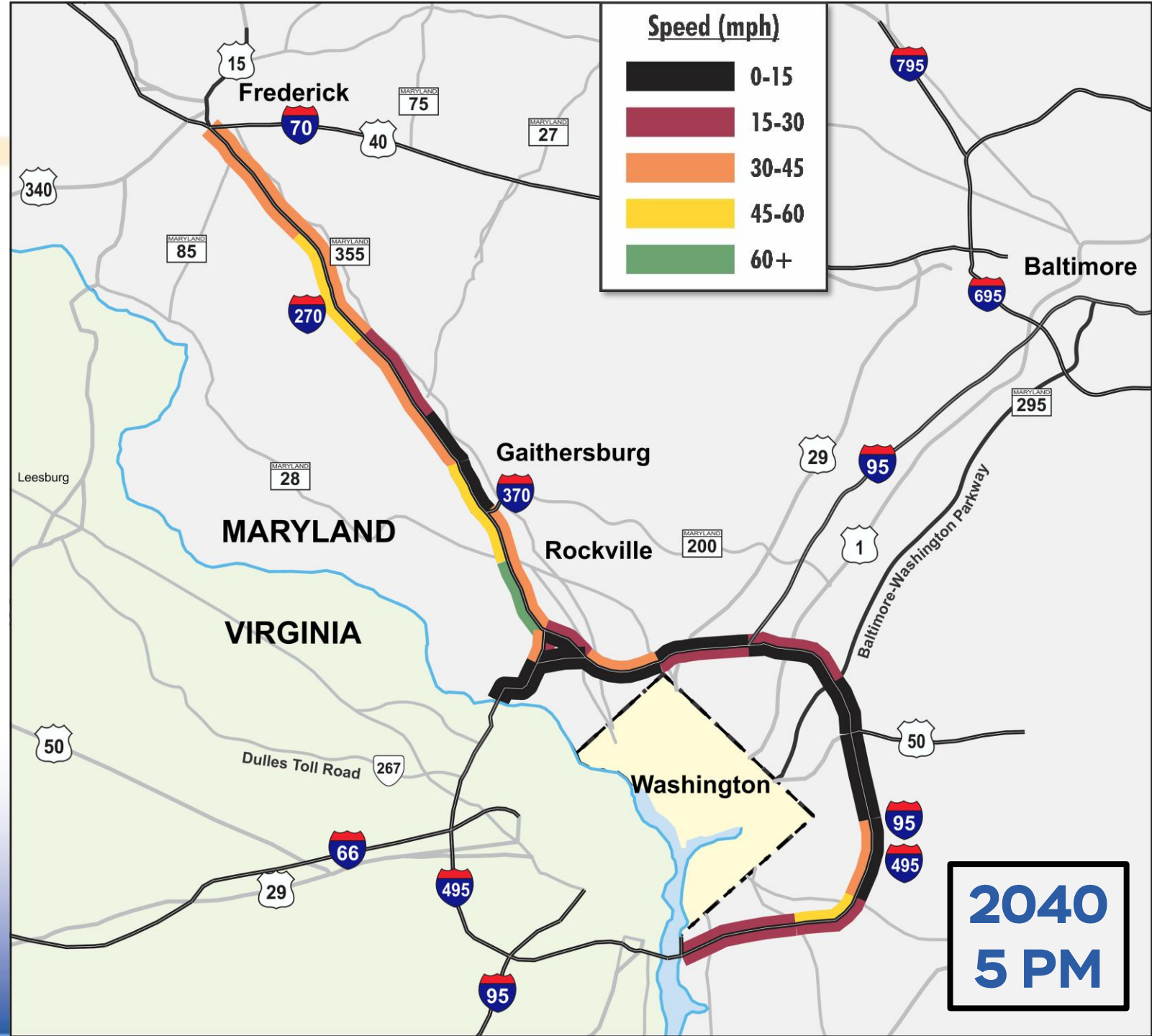
# Program Need





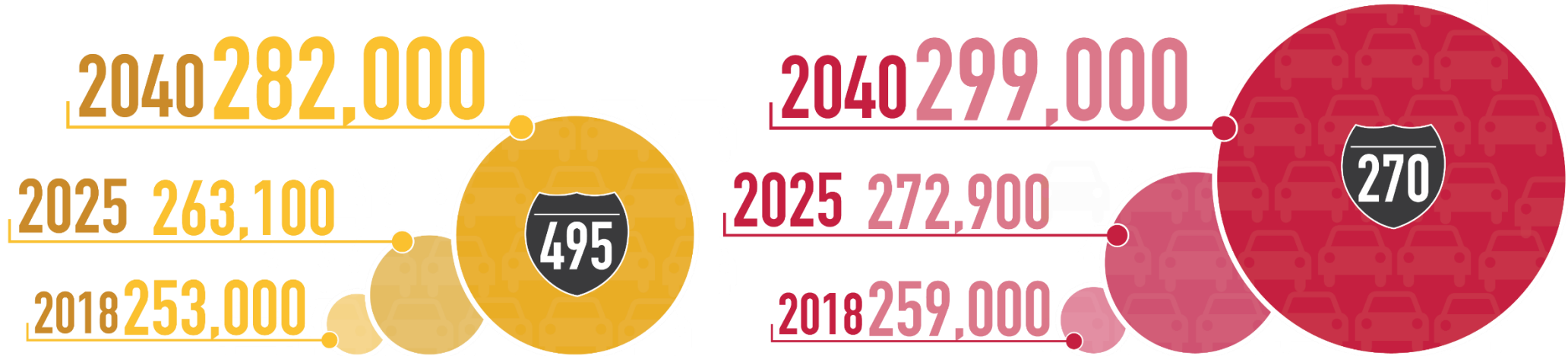
## Traffic Congestion Relief

- 2<sup>nd</sup> highest commuting times in the country
- On average, **severe congestion** lasts 7 hours each day on I-270 and 10 hours each day on I-495
- Average commuter loses **87 hours** and **over \$2,000** to congestion annually
- Congestion limits economic growth and diminishes quality of life





## Program Need: Address Current and Future Congestion



average annual daily traffic (AADT)

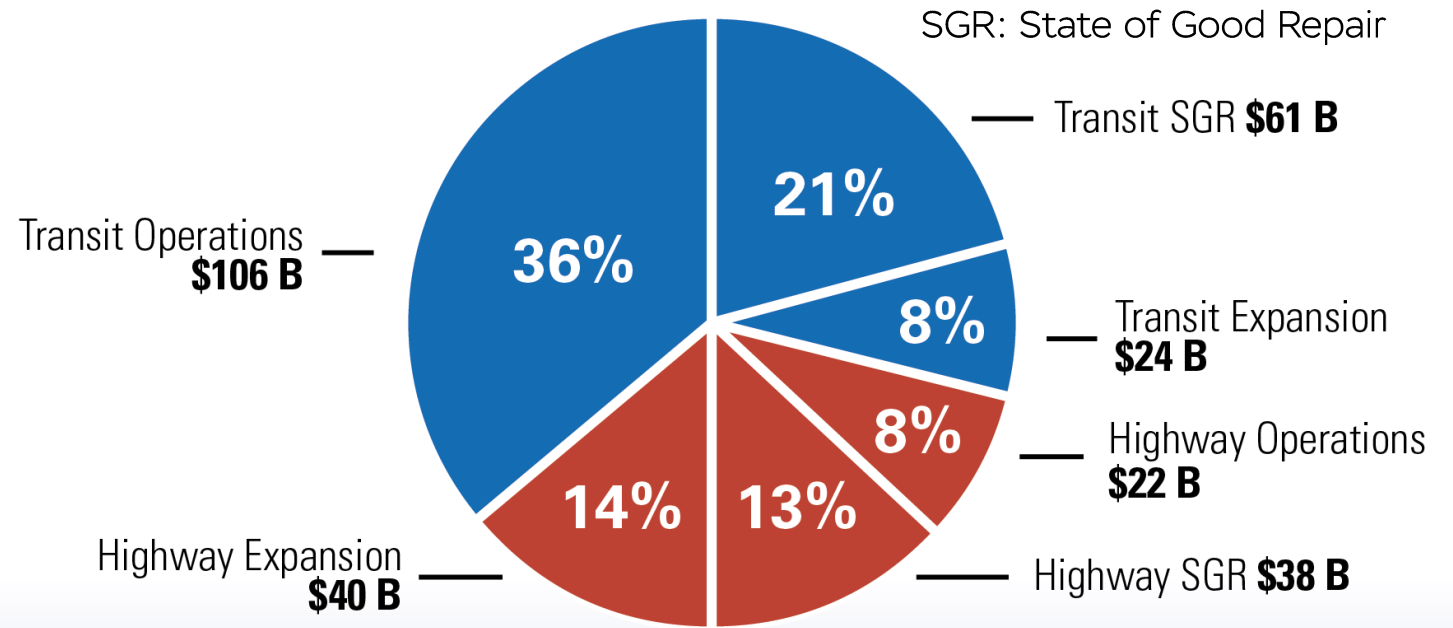




# Visualize 2045 – Regional Long Range Transportation Plan

- Regional Plan calls for more spending on Transit than on Highway investments

- 66% Public Transportation (\$191 B)
- 34% Highways (\$100 B)



**Total: \$291.1 Billion**

\*Units in Billions





## Program Solution: Traffic Relief Plan (TRP) Innovative Improvements

- Balanced approach to addressing congestion with improvements to both transit and highways
- Governor Hogan's ambitious plan to bring innovative solutions to address challenges on Maryland's most congested roads
  - The I-495 & I-270 P3 Program is the largest component of the Traffic Relief Plan
- More than just addressing traffic, it's an opportunity to improve quality of life and enhance Maryland's economic vitality and growth





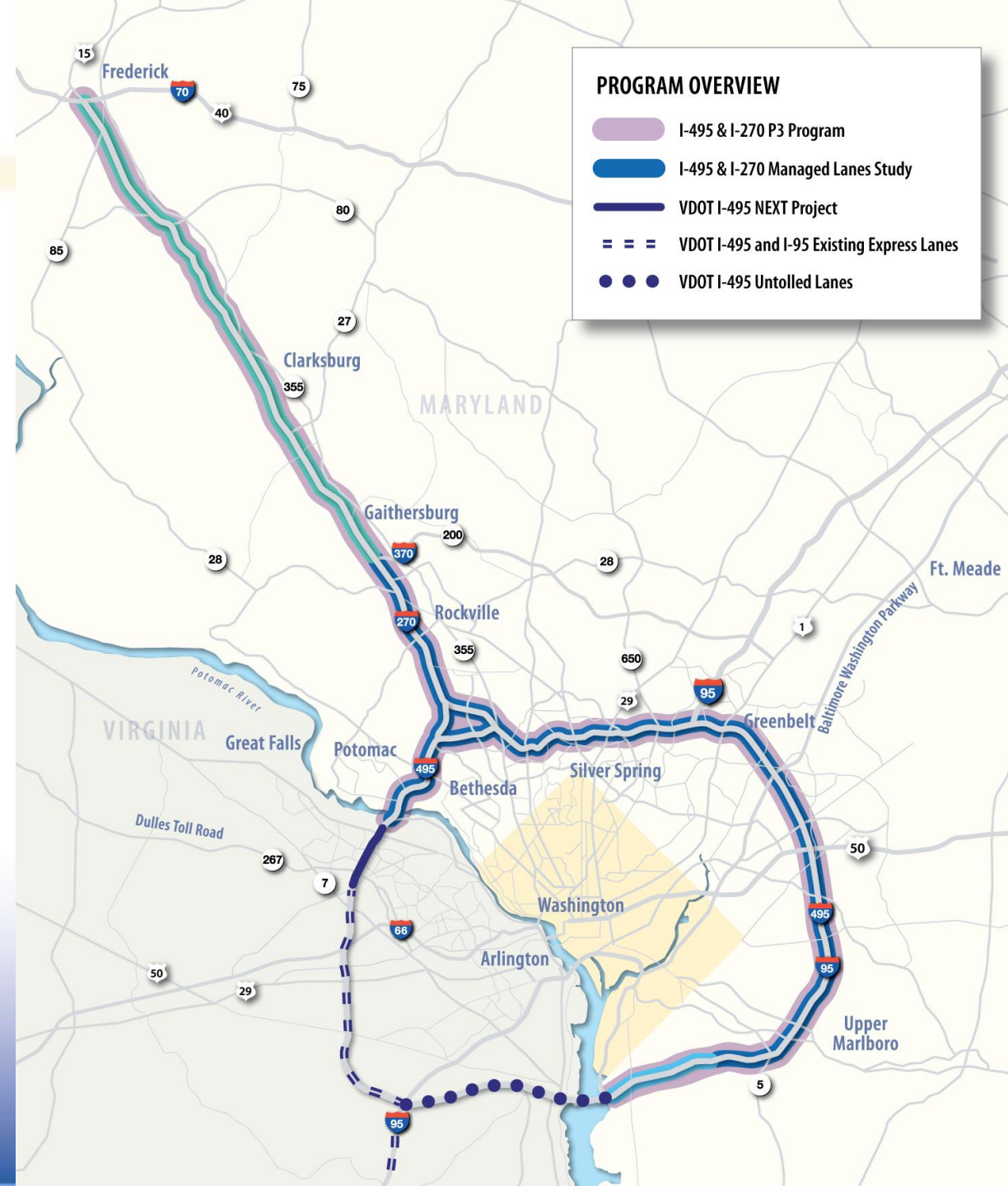
# P3 Program Overview





## I-495 & I-270 P3 Program

- I-495 & I-270 P3 Program – over 70-miles of Interstate corridor
- First Study:
  - I-495 & I-270 Managed Lanes Study (48 miles)
  - VDOT I-495 NEXT Project Environmental Study underway independently
- Future Studies:
  - I-270 from I-370 to I-70 (Preliminary planning underway)
  - I-495 from MD 5 to the Woodrow Wilson Bridge





# P3 Program Overview

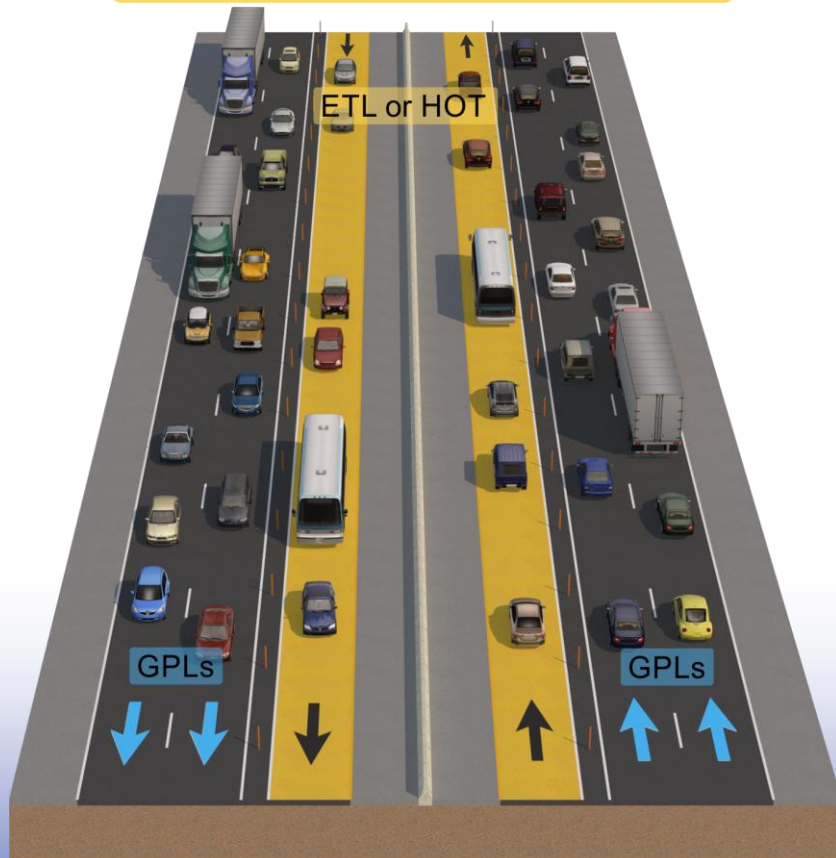
- P3 Program goals:
  - Reduce **traffic congestion** along I-495 and I-270
  - **Minimize impacts** to the corridors
  - **Accelerate delivery**
  - Pursue **shockingly innovative** approaches
  - Deliver the solutions at **no net cost** to the State
- The P3 Program will undertake multiple solicitations to deliver more than 70 miles of new managed lane capacity along I-495 and I-270 through comprehensive DBFOM agreements with private sector partners.
- P3 private sector entities will assume the toll revenue risk for the term of the P3 agreements, with no net cost to the State and all debt being “non-recourse” to the State.





# Express Toll Lane (ETL) / High Occupancy Toll (HOT) Lane Benefits

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 for travelers to choose to pay a toll which varies to maintain constant speeds or throughput for guaranteed reliable and reduced travel times
- All unrestricted free lanes will remain free
- Provides reduced travel times for those who continue to use the free lanes

## Upgrades System

- New bridges and smoother pavement will be provided for all users

## Reduces Traffic on Local System

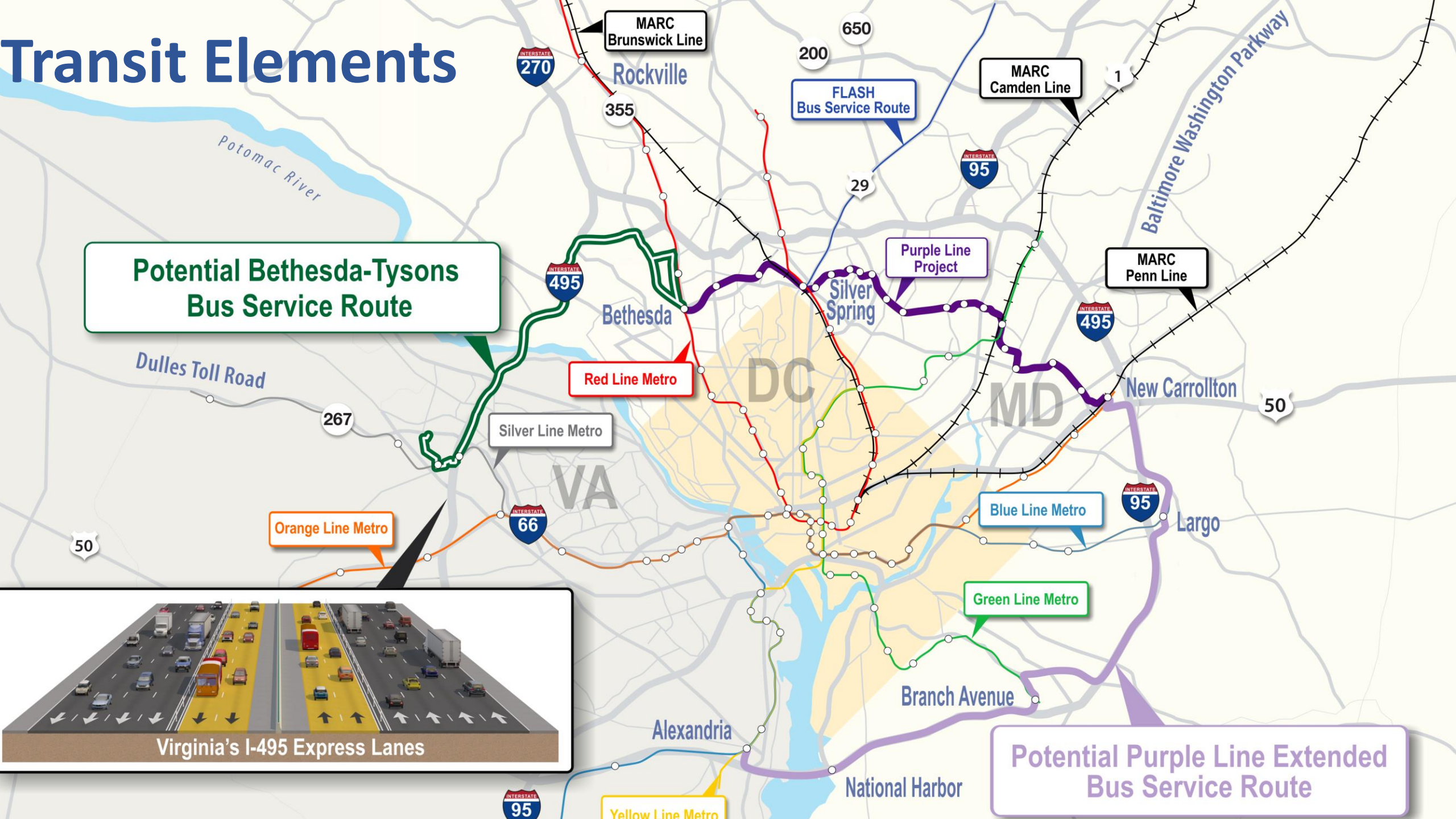
- Local roads outside the interstates will have less traffic

## Job Accessibility

- Improves access to jobs in the region



# Transit Elements



Potential Bethesda-Tysons Bus Service Route

Orange Line Metro



Potential Purple Line Extended Bus Service Route



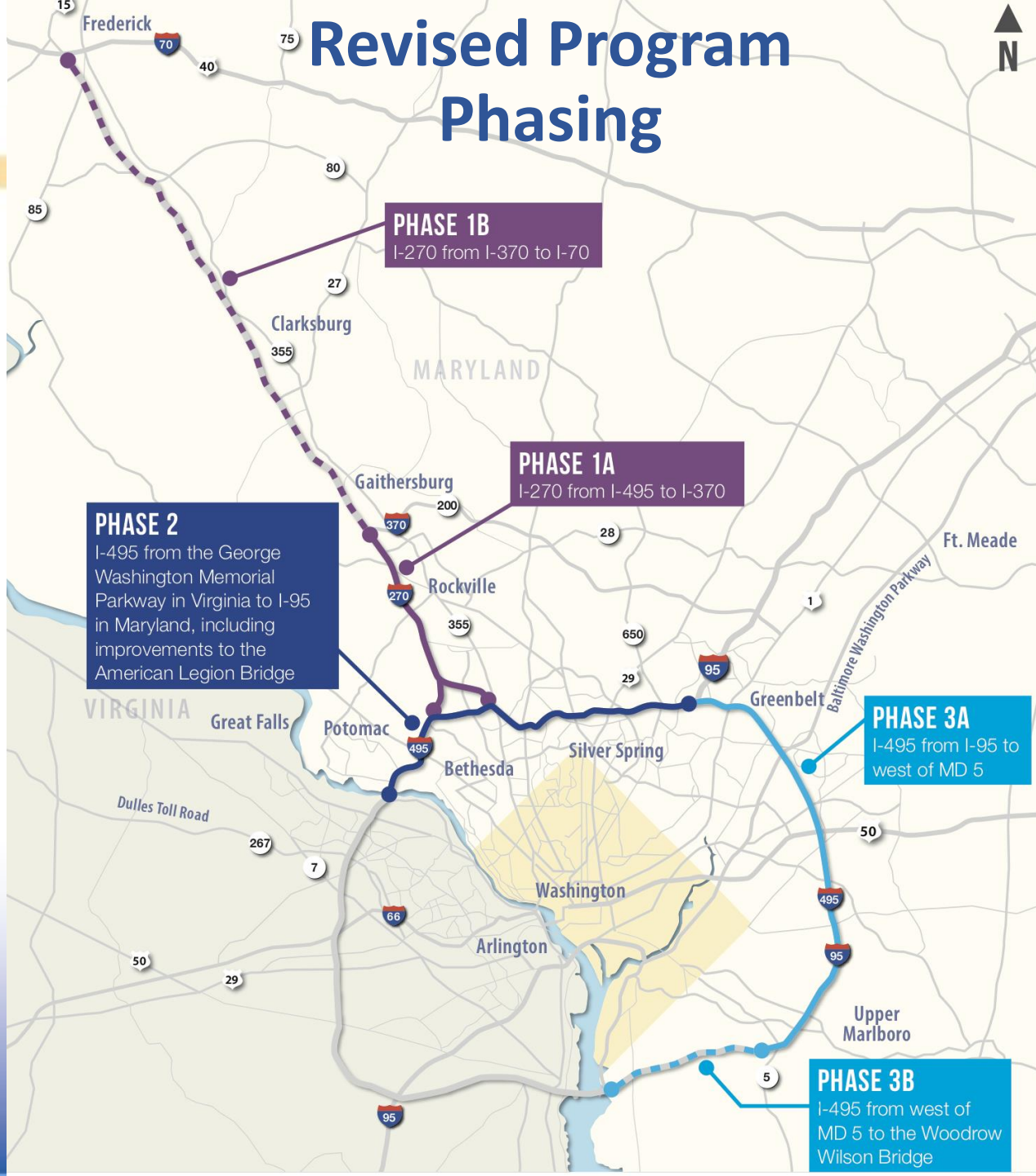
# Additional Benefits of the P3 Approach

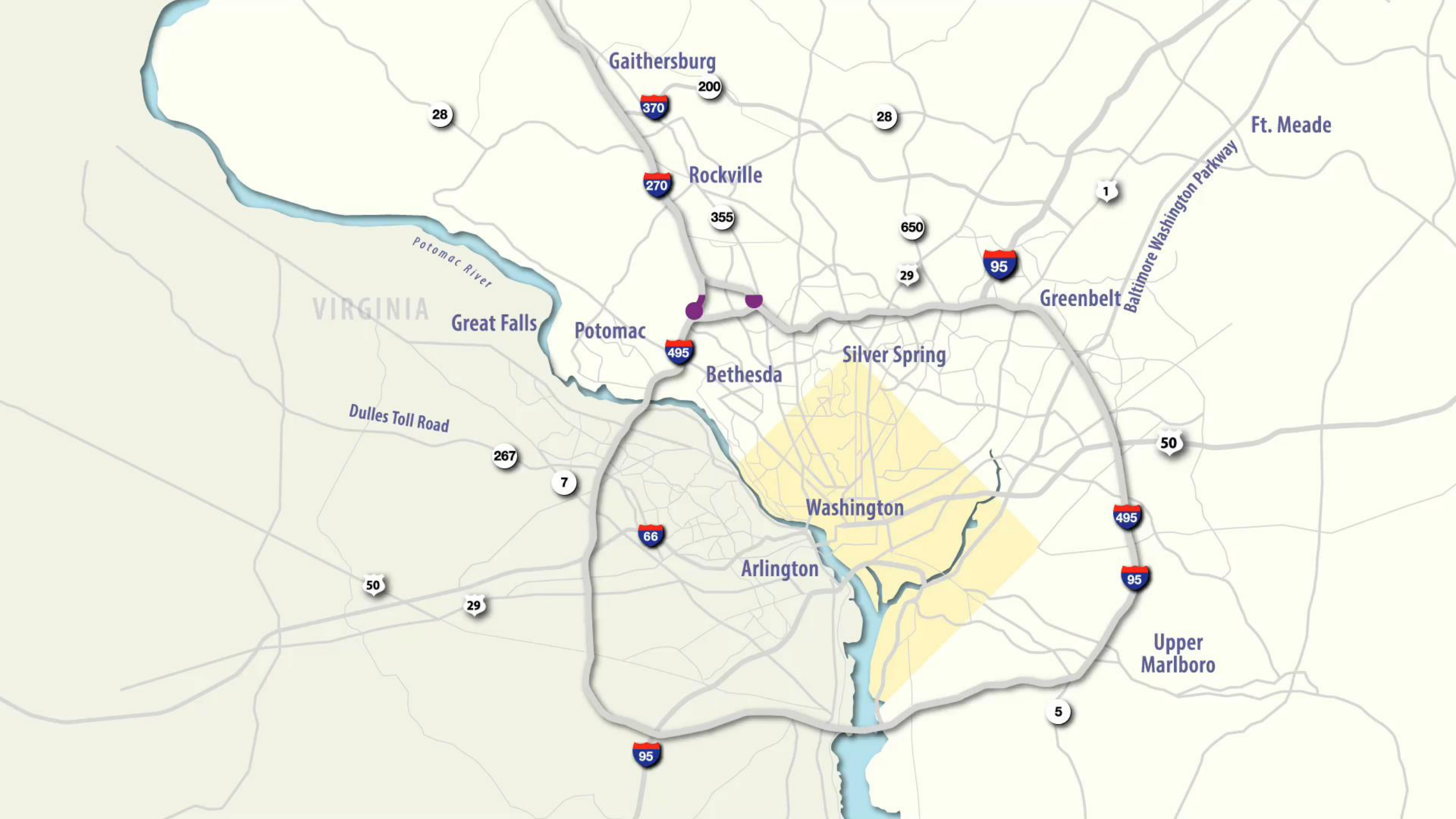
- Delivery of the 70-mile system will involve multiple long-term P3 agreements with private developers to design, build, finance, operate and maintain the priced managed lanes which provides benefits to Maryland:
  - **Whole Lifecycle Planning and Cost Optimization** — Developer will require efficient lifecycle maintenance of the priced managed lanes from construction through the life of the contract
  - **Innovation in Design** — The P3 Program's solicitation will spur competition, maximizing efficiency, reducing impacts, reducing costs, and optimizing revenues
  - **Risk Transfer** — Traditional risks that would be borne by the State of Maryland (e.g. construction cost and schedule, traffic and revenue, operating and maintenance cost inflation, etc.) will be contractually transferred to the developer





# Revised Program Phasing





Gaithersburg

200



28

28

Rockville



355

650

29



1

Greenbelt

Baltimore Washington Parkway

Ft. Meade

VIRGINIA

Great Falls

Potomac



Silver Spring

Bethesda

Dulles Toll Road

267

7

Washington

50



Arlington



Upper Marlboro

50

29

5





MARYLAND

# PHASE 1A

I-270 from I-495 to I-370

Gaithersburg

200



28

28

Rockville



355

650

Potomac River

29



Greenbelt

Baltimore Washington Parkway

VIRGINIA

Great Falls

Potomac



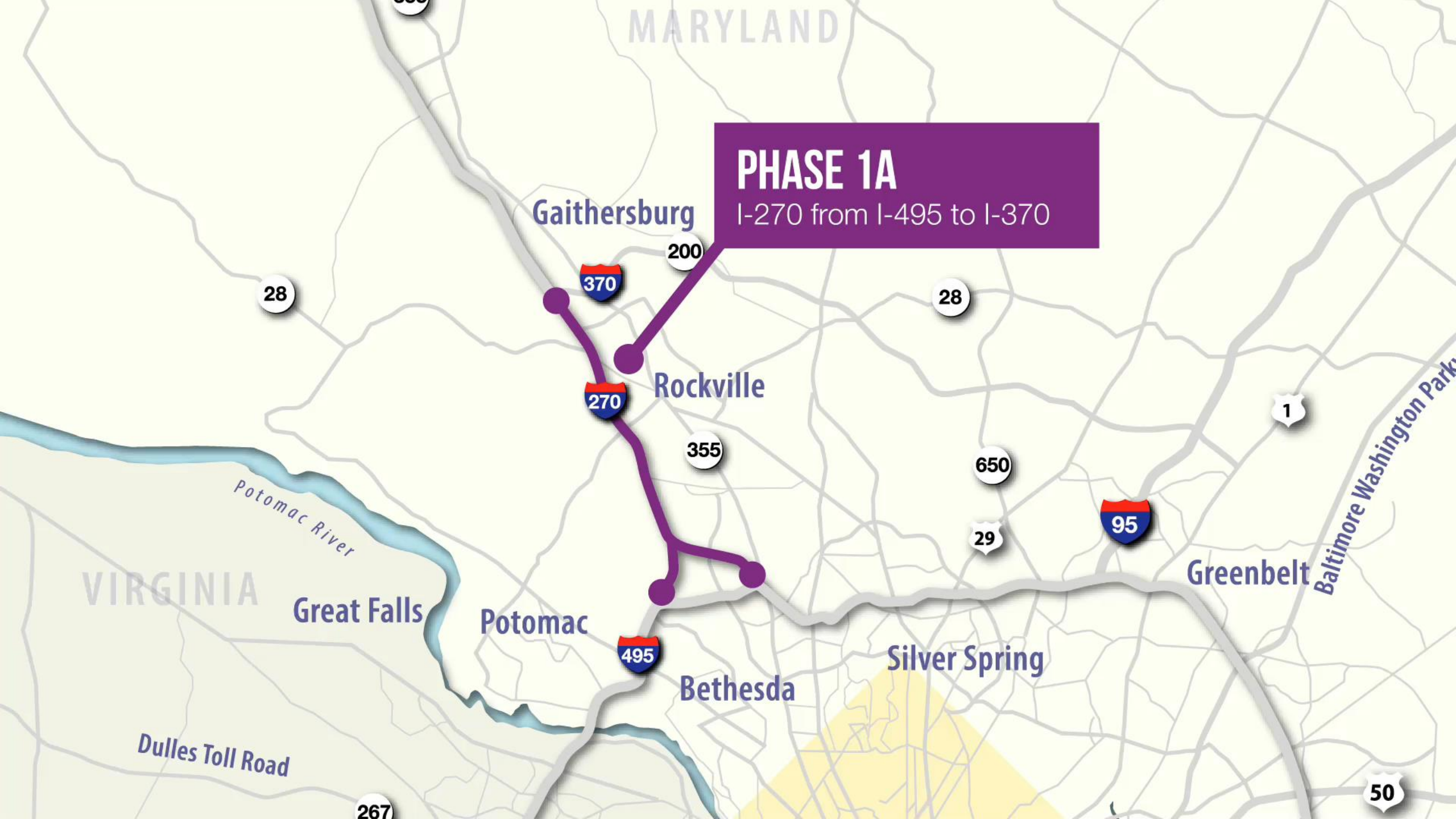
Silver Spring

Bethesda

Dulles Toll Road

267

50



## PHASE 1B

I-270 from I-370 to I-70

## PHASE 1A

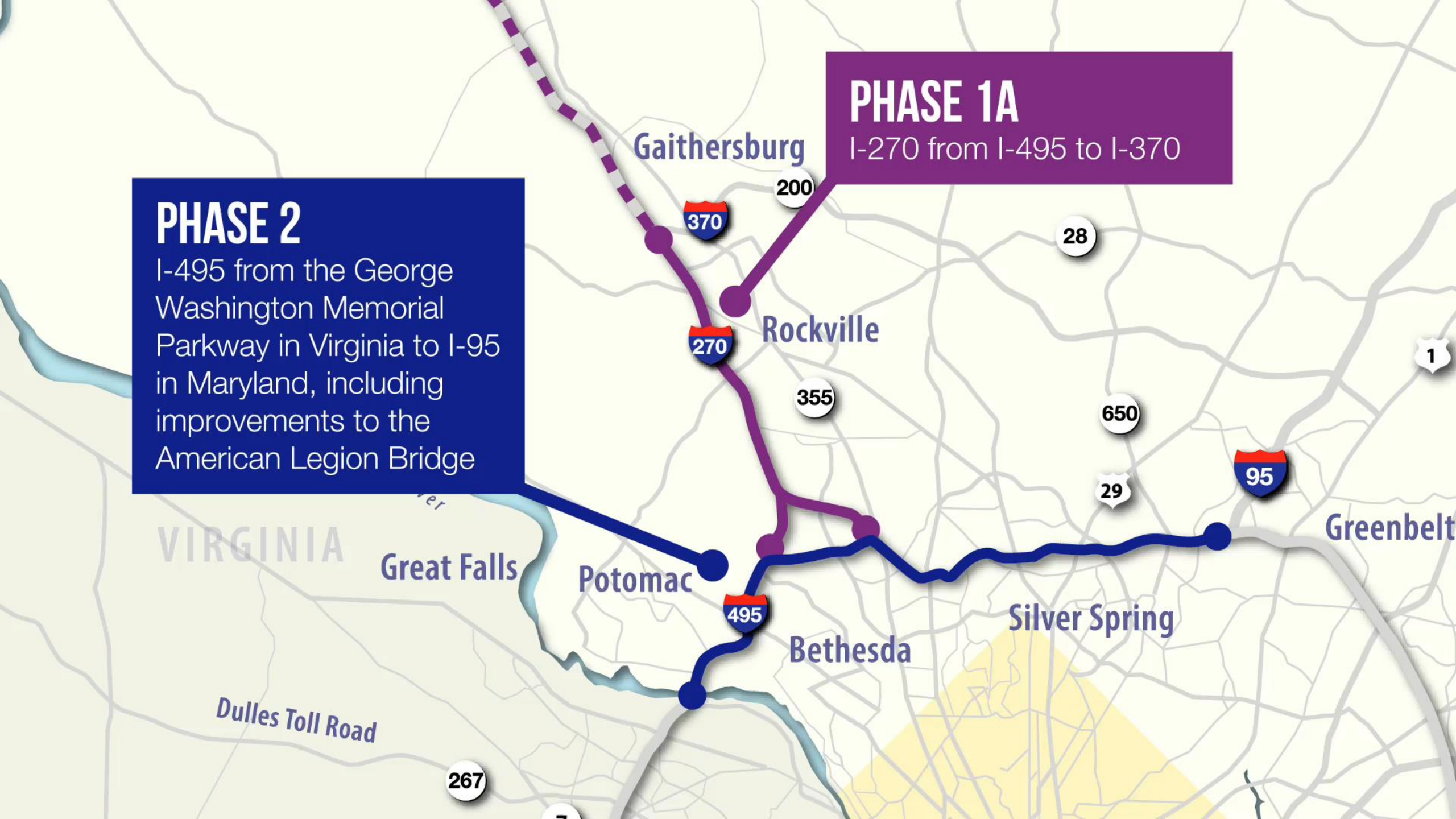
I-270 from I-495 to I-370

## PHASE 2

I-495 from the George Washington Memorial Parkway in Virginia to I-95 in Maryland, including improvements to the American Legion Bridge

## PHASE 1A

I-270 from I-495 to I-370





## PHASE 3A

I-495 from I-95 to west of MD 5

Bethesda

Silver Spring

Greenbelt

Baltimore Wa

Washington

Arlington

Upper Marlboro

29

95

50

495

95

5

# National Environmental Policy Act (NEPA) PROCESS

I-495 & I-270 Managed Lanes Study





# I-495 & I-270 Managed Lanes Study

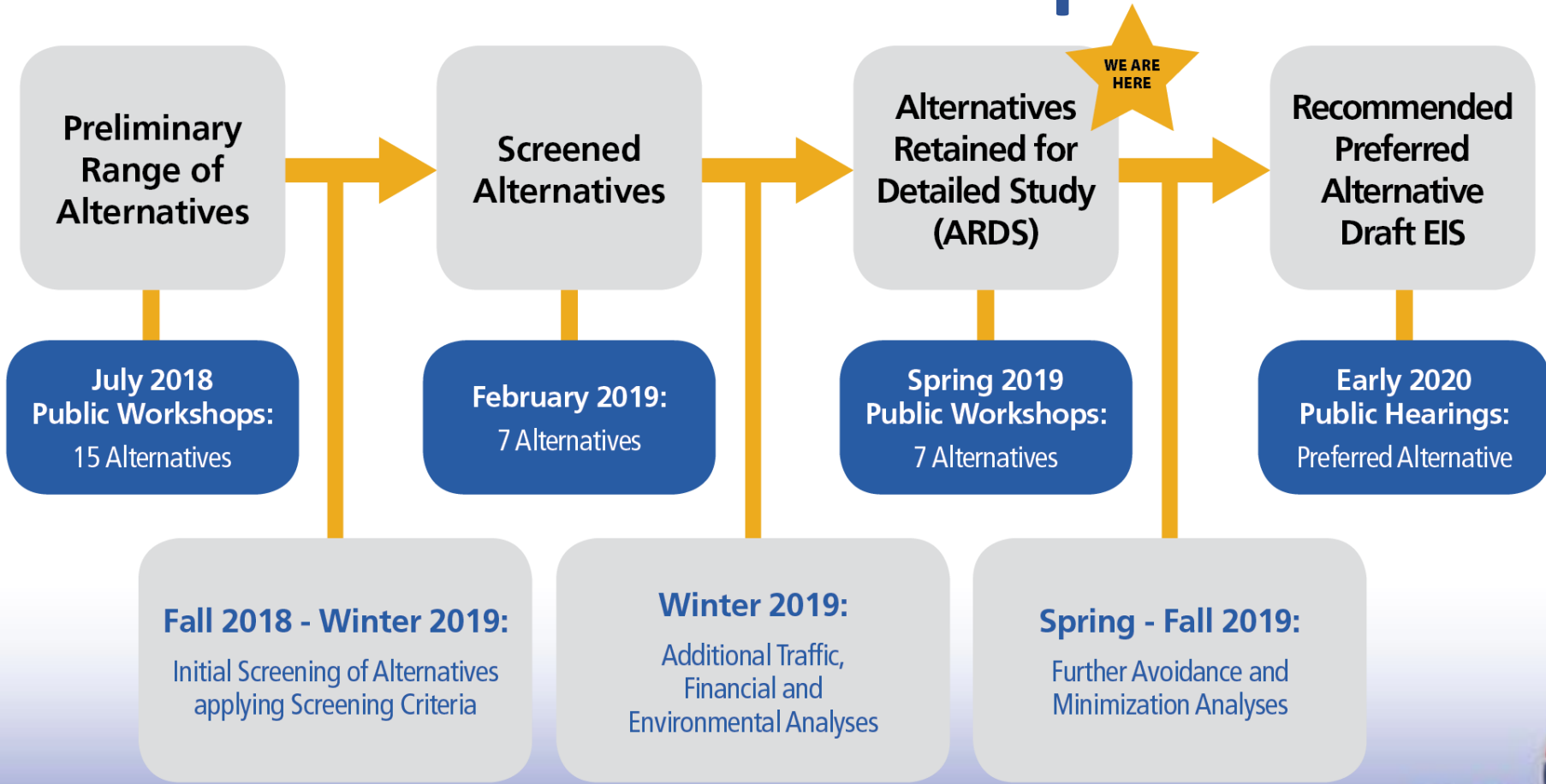
## Purpose and Need

- **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





# Alternatives Development





## Recommended Alternatives Retained for Detailed Study

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

\*See Handout for Details





# Solicitation Process





# Concurrent NEPA and P3 Solicitation

## NEPA



## P3 Solicitation





## Solicitation Process

- **Innovative Approach** - to drive competition and value for the P3 Program
- **Transparency to Bring Value** – offerors will know at the outset of the Solicitation Process not only what factors are important, but exactly how they will compete against each other
- **Competition** - based on quantifiable, objectively defined metrics to communicate clearly with the industry exactly what we want and allow the industry to better respond
- **Open and Objective Formula** -- will clearly show how the technical and financial factors will be considered





# Innovative Dialogue Process (IDP)

- **Confidential, continual and collaborative process** with offerors to spur innovation
- Exchanges across the full breadth of the P3 delivery (e.g., technical, financial, commercial, and operations and maintenance)
- Program focused on **performance, outcome-based requirements** - allow offerors to discuss their solutions and allow MDOT to provide constructive feedback
- Feedback may include: identification and sharing of risks; approvals and mitigation to implement a solution; or other information to provide offerors confidence their solution can be implemented while minimizing risk to both parties
- Both verbal and written communication - **flexible and adaptive** to each offeror's schedule and needs in developing their solutions
- **Our goal:** To have each offeror and MDOT fully understand and agree to the requirements for implementing each innovative solution before the final technical and financial proposals are submitted



# Elements of Work





# Elements of Work



- Excavation
- Storm Drainage
- Stormwater Management
- Erosion & Sediment Control
- 162 Bridges, including ALB
- Culverts
- Retaining Walls
- Noise Barriers
- Pavement
- Roadside Barrier, including Concrete and w-Beam Barriers
- Curb and Gutter
- Fencing
- Signing
- Pavement Markings
- Lighting
- ITS/Tolling
- Landscaping and Reforestation
- Wetland Mitigation
- Stream Restoration and Relocation
- Utility Coordination and Relocation
- Design and Design Quality Management
- Construction Quality Management and Inspection

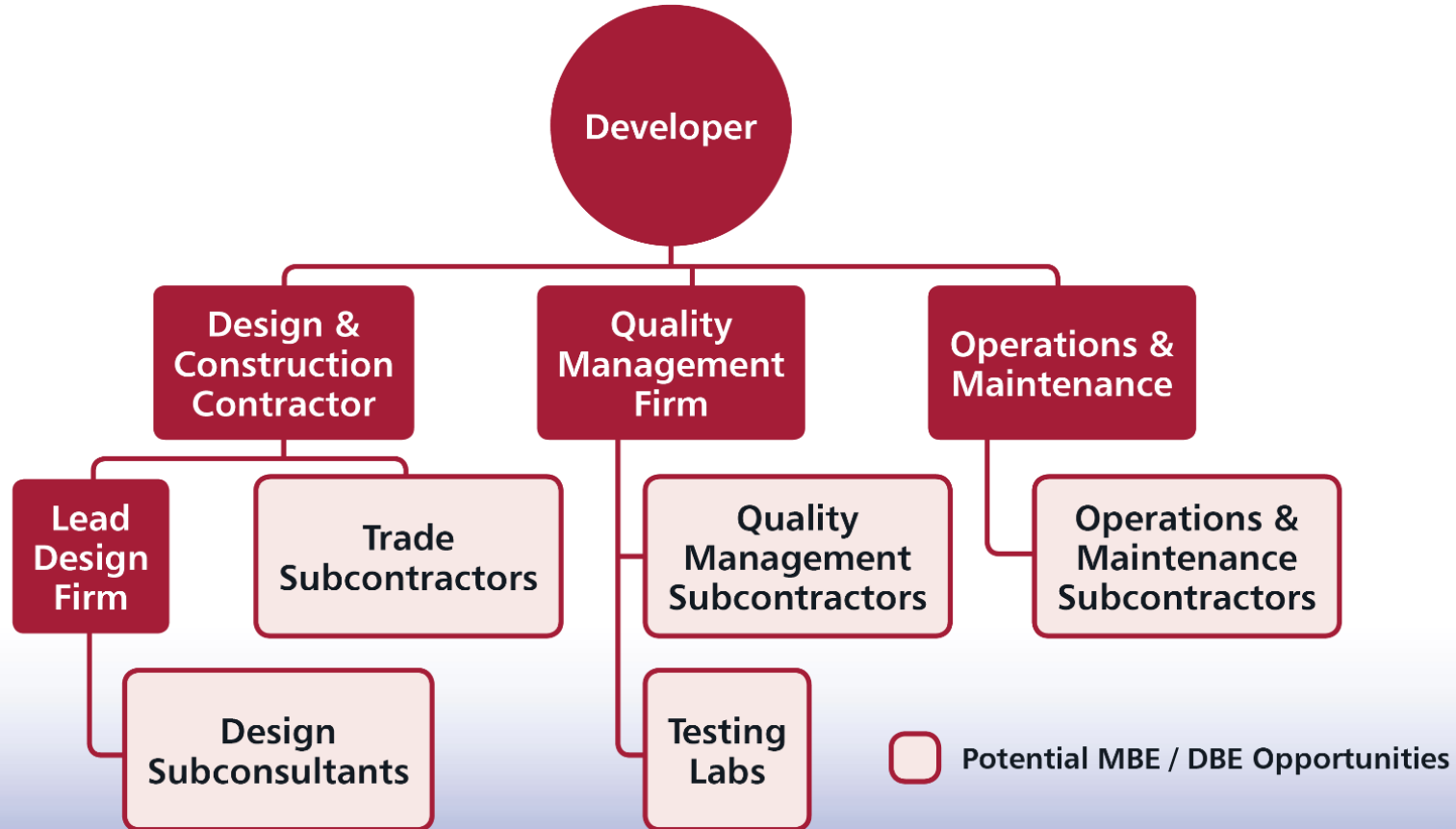


# Opportunity MDOT





# P3 Program Opportunities







# Opportunity MDOT

- Change construction project delivery by empowering citizens for economic growth
- Treat inclusion as a strategic initiative and it will be a strategic outcome
- Key Components:
  - **Opportunity MDOT Center of Excellence** with web-based tools to prepare businesses and jobseekers for work opportunities and connect primes with small, minority and disadvantaged firms and help achieve goals throughout the Program life.
  - **Advisory Council** representing a diverse cross-section of business owners and leaders
  - **Partnership with COMTO** to provide a voice for increased small, minority, women, veteran and disadvantaged business opportunities and access to training opportunities.
  - **Preferred Training Partner Program** to foster inclusion and offer targeted workforce development training for jobseekers

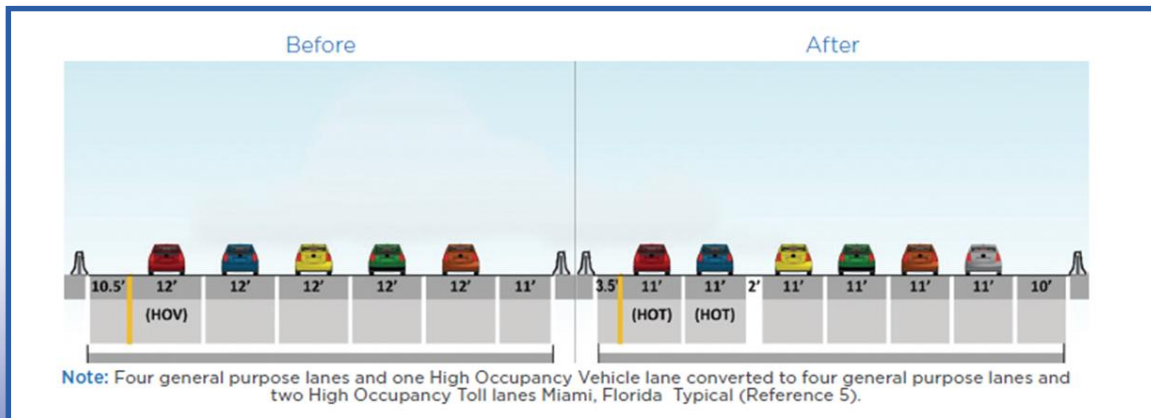
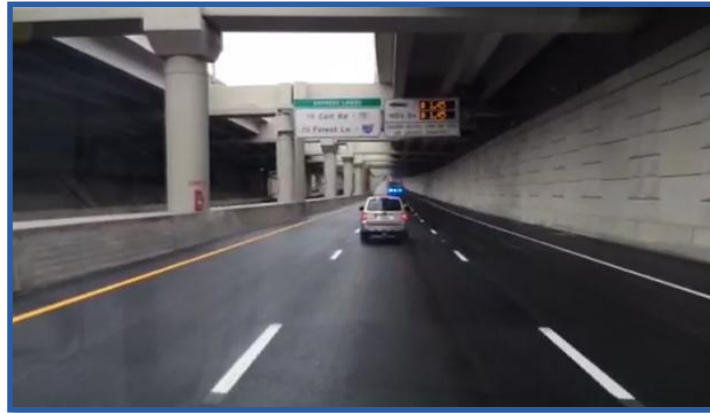


# Our Challenge





# Challenge to the Industry – The Next Innovation





# We Need You!

- A large-scale, long-term program
- DBE/MBE opportunities
- MDOT needs the **intelligence, insights and innovation** that only Maryland businesses can provide





# Questions?

Presented by:

**Lisa B. Choplin, DBIA**  
**Director**  
**I-495 & I-270 P3 Office**

**Jeffrey T. Folden, PE DBIA**  
**Deputy Director**  
**I-495 & I-270 P3 Office**



[www.495-270-p3.com](http://www.495-270-p3.com)



[I495\\_I270\\_p3@mdot.Maryland.gov](mailto:I495_I270_p3@mdot.Maryland.gov)

