

I-495/I-270 Managed Lanes Update Presentation

September 22, 2020

Ms. Debra Borden



▶ Timeline

2018/2019 Activities

- ▶ July 2018 – Maryland Department of Transportation State Highway Administration (MDOT SHA) Managed Lanes Study (MLS) team presented the project to the Commission.
- ▶ October 2018 – staff provided an update on the Commission's role as a Cooperating Agency.
- ▶ May 2019 – introduction of the range of Preliminary Alternatives being studied for the MLS.
- ▶ June 2019 – discussion of the proposed Alternatives Retained for Detailed Study (ARDS) and vote of non-concurrence.
- ▶ November 2019 – MDOT SHA presented the revised ARDS to the Commission. Voted to continue non-concurrence.



2020 Activities

- ▶ 7/10/2020 – Draft Environmental Impact Statement (DEIS) Publication was released. All 18,000+ pages. Staff has been reviewing the DEIS and compiling comments regarding major issues of concern.
- ▶ Viewing of DEIS in Maryland at libraries (trailers), Post Offices and State Office Buildings.
- ▶ 8/18, 8/20, 8/25 and 9/3 virtual/online public hearing meetings:
 - ▶ 9/1 in-person hearing in Largo (Homewood Suites) and
 - ▶ 9/10 in-person hearing in Rockville (Hilton)
- ▶ 10/21/2020 – Full Commission meeting to discuss the formal response and talk about next steps.



2021 Activities

▶ Spring 2021

- ▶ SHA to Prepare/Publish Final Environmental Impact Statement (FEIS) – respond to DEIS comments, identify the Preferred Alternative
- ▶ Selection of Private Partner for Phase 1
- ▶ SHA to Prepare/Publish Record of Decision (ROD) – Identify the Selected Alternative and summarize mitigation commitments

▶ Fall 2021

- ▶ Permits Issued



The background features a dark blue area on the left side, transitioning into a vibrant green area on the right. The green area is composed of several overlapping, semi-transparent geometric shapes, including triangles and polygons, creating a layered, abstract effect. The text is positioned in the center-right of the green area.

▶ Background / Process

Context:

NEPA versus P3 Procurement Process

- ▶ The National Environmental Policy Act (NEPA) of 1969 requires Federal agencies to evaluate the environmental effects of their proposed actions.
- ▶ The logical termini (endpoints) for the I-495 and I-270 Managed Lanes Study that NEPA is analyzing include south of the George Washington Memorial Parkway, I-495 west of MD 5 and I-270 north of I-370.
- ▶ The BPW imposed conditions on the procurement including that the solicitation process start with Phase 1 beginning at the American Legion Bridge in Virginia to I-270 in Maryland and north to I-70.

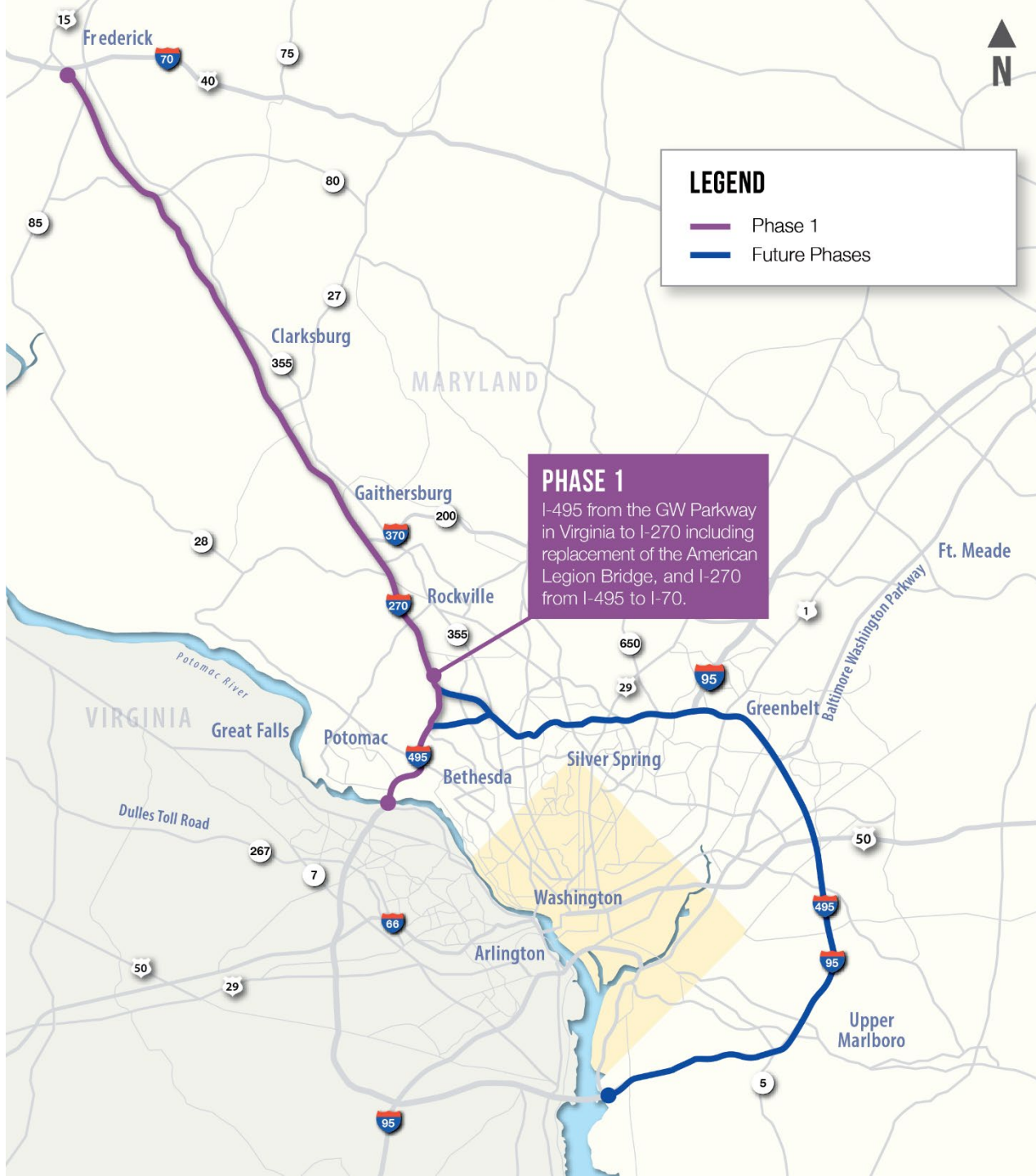


Updates Project Phases

- ▶ An environmental decision document under NEPA will be approved before final design and construction will commence on any portion of the study area.
- ▶ While specific phases and timing other than Phase 1 have not been identified, Prince George's County improvements are likely in Phase 3.



Updated Project Phasing



Purple Line Cost Overruns

- ▶ It has been determined that the Purple Line Transit Constructors (PLTC – Design-Build Contractors) can exit the project.
- ▶ This situation is both informative and cautionary for the ML Project
- ▶ PLTC asserts a financial loss of approximately \$100,000,000.





▶ Major Issues

Concerns

- ▶ Holistic approach that includes reduced congestion and more connectivity with transit and multimodal transportation options
- ▶ Transportation – Access, Local Road Network impacts, MD 5 Transition
- ▶ Mitigation – Parkland, Environmental Justice, Historic
- ▶ Public Outreach
- ▶ Financial Viability
- ▶ Design – Constructability, LOD, SWM



Transportation: Preliminary Access Locations

Draft Environmental Impact Statement



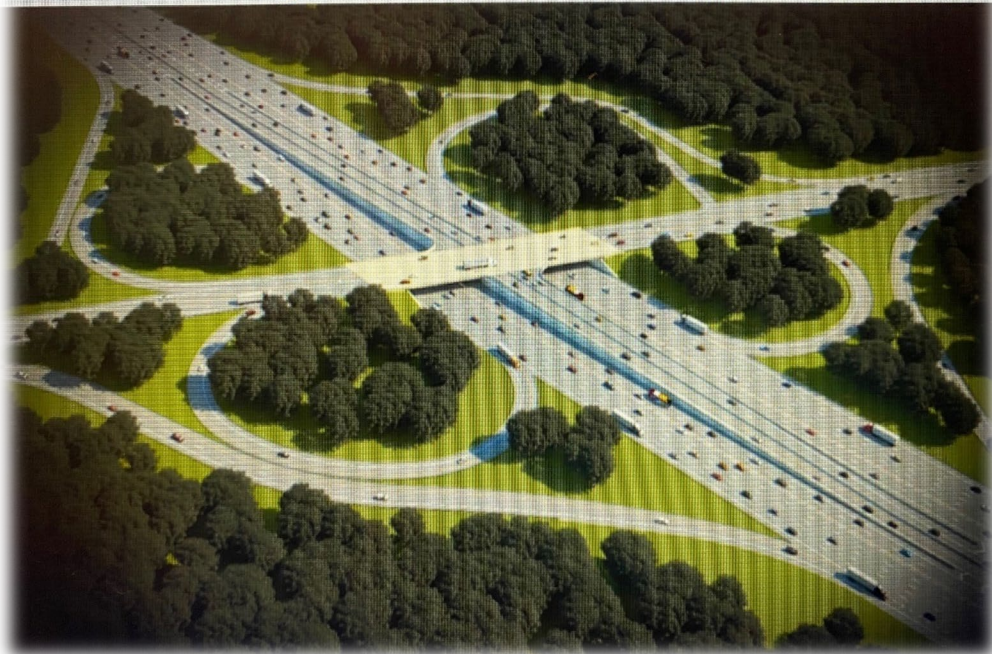
Figure 2-14: Proposed Managed Lanes Access Locations



Transportation: Access Examples

Direct Access

Figure 2-12: Example Direct Access Interchange



At-Grade Access

Figure 2-13: Example At-Grade Access Slip Ramp Configuration



Transportation: Local Road Network

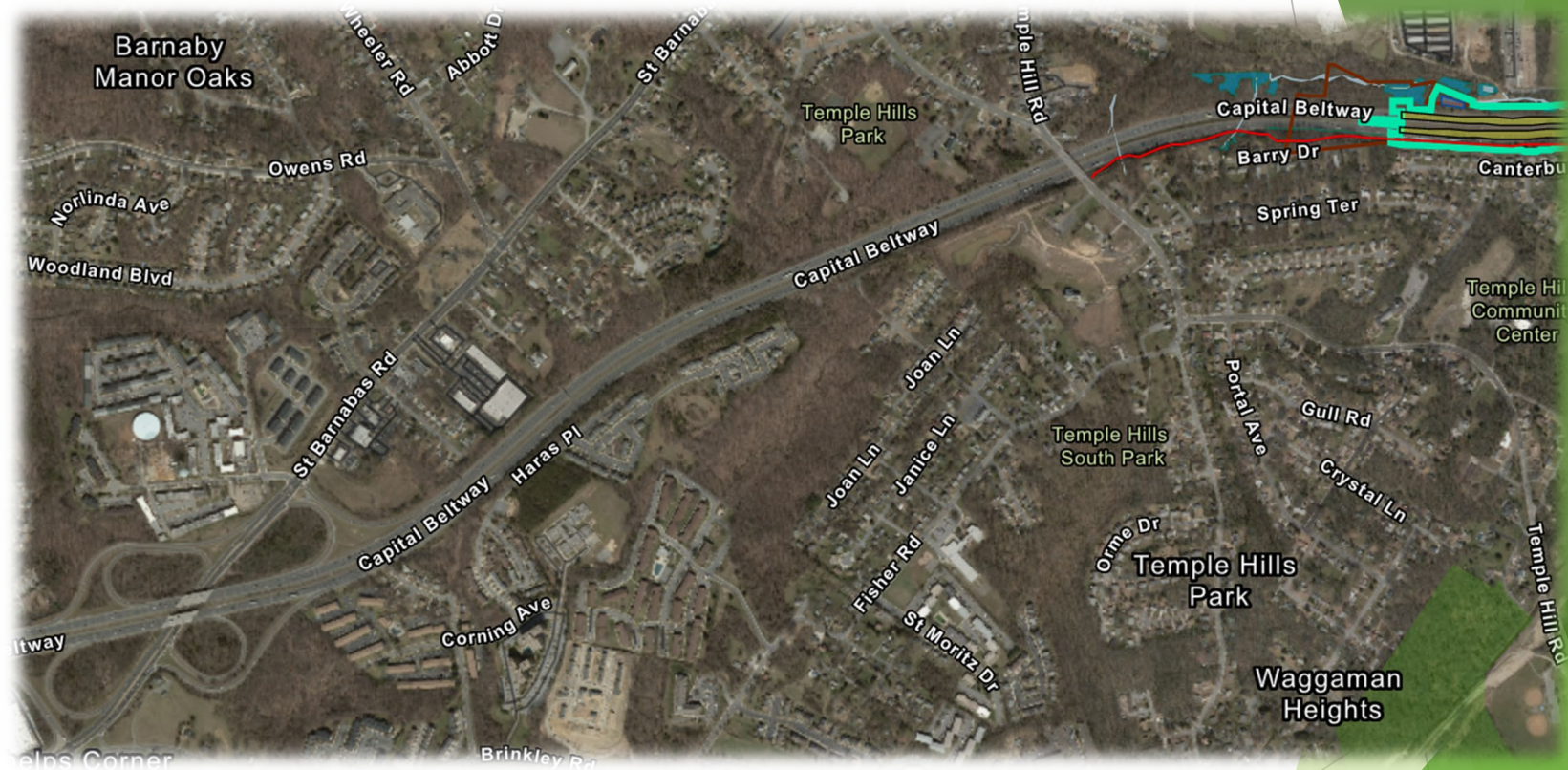
▶ Section 3.3.6 Local Network

- ▶ *The MWCOG regional model results indicated that all of the Build Alternatives would be projected to result in a net reduction in delay on the surrounding arterials by drawing traffic off the local network, despite some localized increased in arterial traffic near the managed lanes access interchanges.*
- ▶ **The potential for over capacity on parallel local roadways is a concern as residents may not utilize the new lanes as planned.**



Transportation: MD 5 Transition

Staff remains concerned about the potential for motorists moving from Managed Lanes to existing and express lanes causing several weaving movements in a short distance.



Parkland Mitigation

The DEIS (and the FEIS and ROD) must contain a plan on how MDOT SHA and the concessionaire will meet avoidance, minimization and mitigation requirements, including regulatory (404), parkland mitigation, and parkland enhancements.

Parkland impacted by a project must be replaced at **equal or greater natural, cultural, and/or recreational value** at a qualitative level, and therefore the parkland replacement mitigation may exceed the acreage impacted by the project.

Types of Mitigation:

- Regulatory
- Parkland Replacement
- Parkland Enhancement



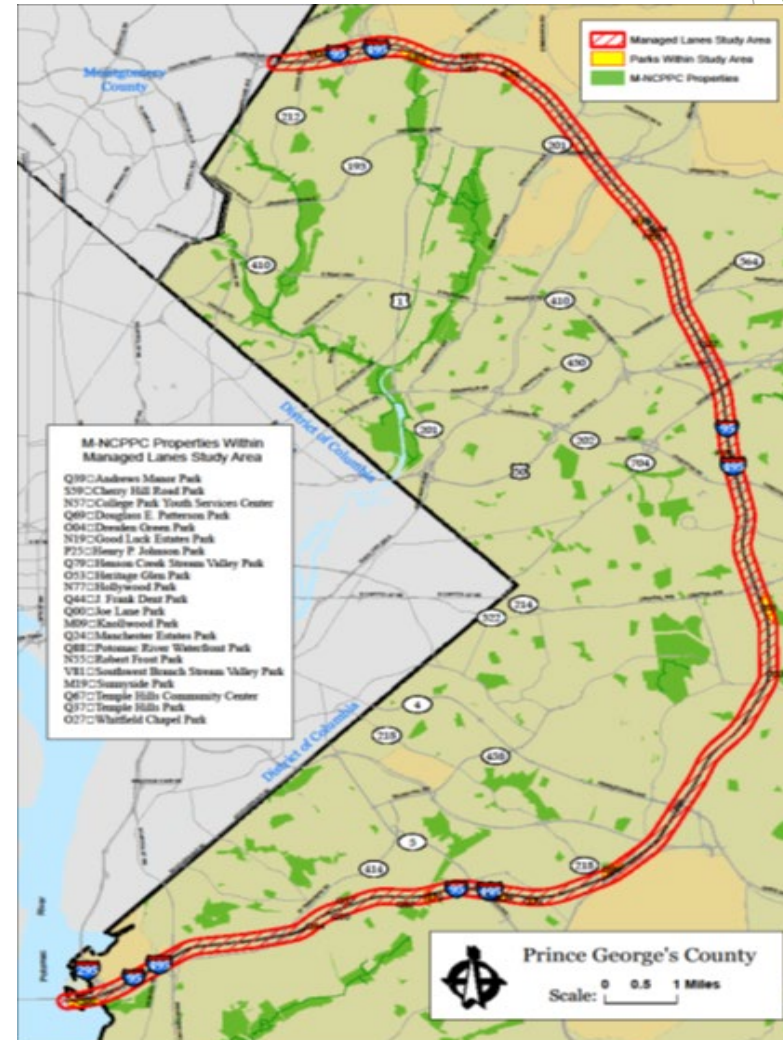
Parkland - Making Parks Whole

Proposed impacts to

M-NCPPC Parkland – total **30.7 Acres** for Alternatives with greatest footprint.

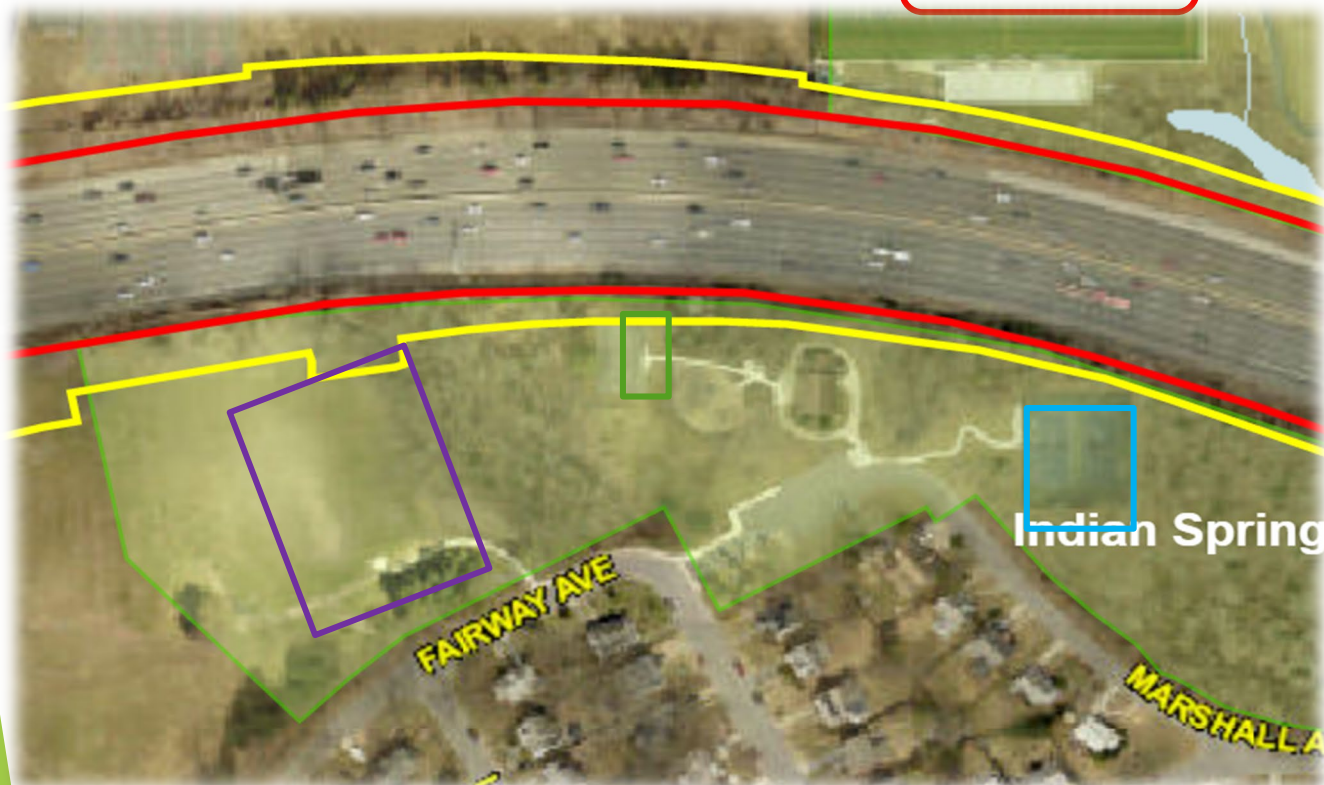
Montgomery County will incur 24 acres of impact while Prince George's County will incur 6.7 acres of impact.

Coordination is needed to discuss the interpretation of deeds for parkland. i.e. Department of the Interior requirements for the Chery Hill Road Park.



Example: Indian Spring Terrace Local Park

Map ID	Section 4(f) Property	Size (Acres)	Potential Impacts from Proposed Action (Acres)	Officials with Jurisdiction	Type of Section 4(f) Property	Type of Section 4(f) Approval
46	Indian Springs Terrace Local Park	30.0	1.4 1.2 (Alt 9M)	M-NCPPC	Public Park	Individual Evaluation



- "Small" impact may require extensive work to make the Park whole again
- Moving and rebuilding one asset will affect other park amenities
- This is not mitigation, but simply the "cost of doing business"



Environmental Justice

- ▶ The DEIS does not analyze adverse effects to the community, rather it defers analysis to the FEIS/ROD phase of the project. This is problematic for a number of reasons.



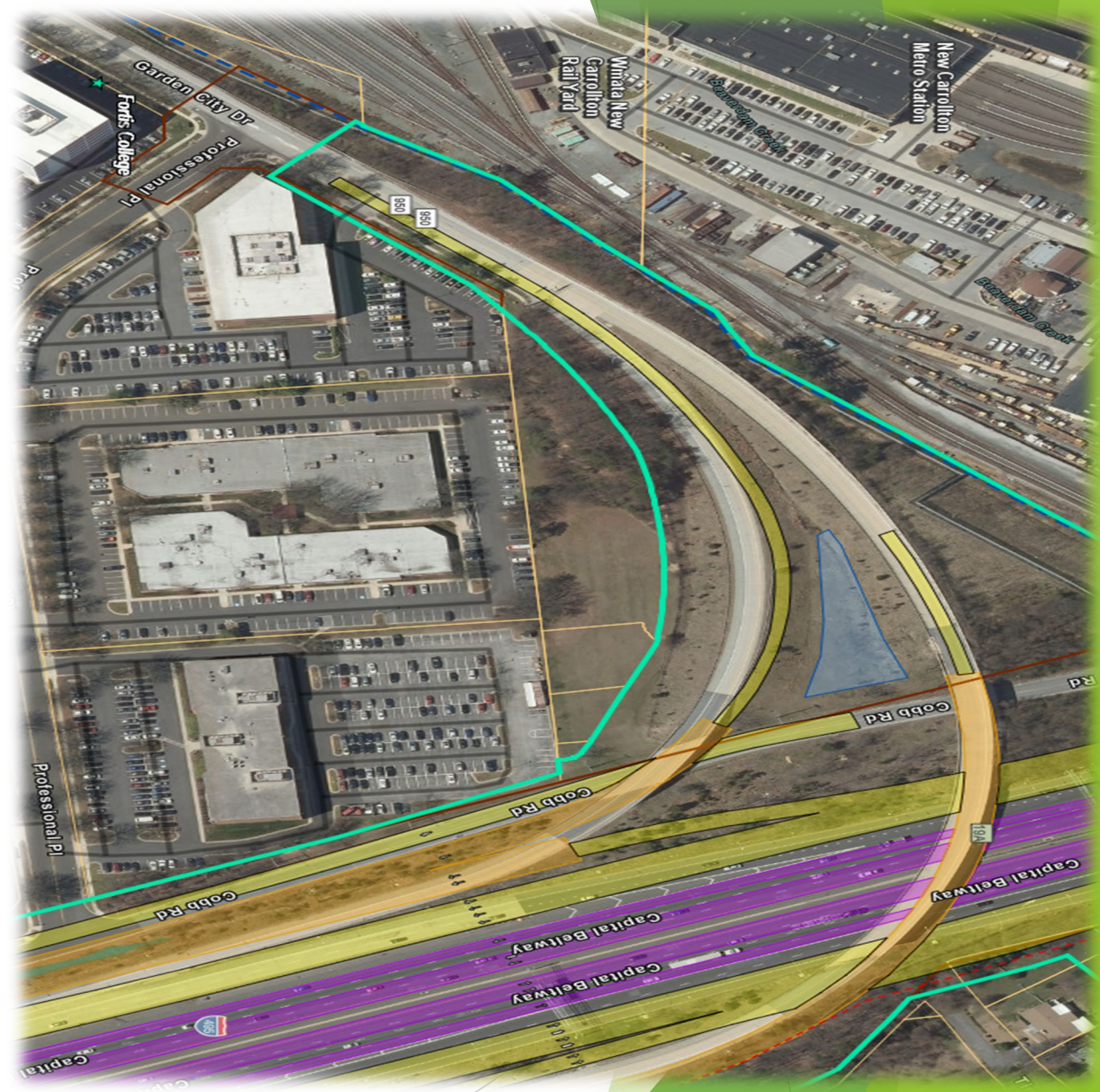
Mitigation - Environmental Justice

- ▶ Deferral of discussion about the adverse impacts and proposed mitigation means that the community and other stakeholders can't weigh in now and must wait until all decisions, including the preferred alternative alignment, have been made.
- ▶ Deferral of this discussion also means that this information cannot inform the decision on the choice of the preferred alignment.



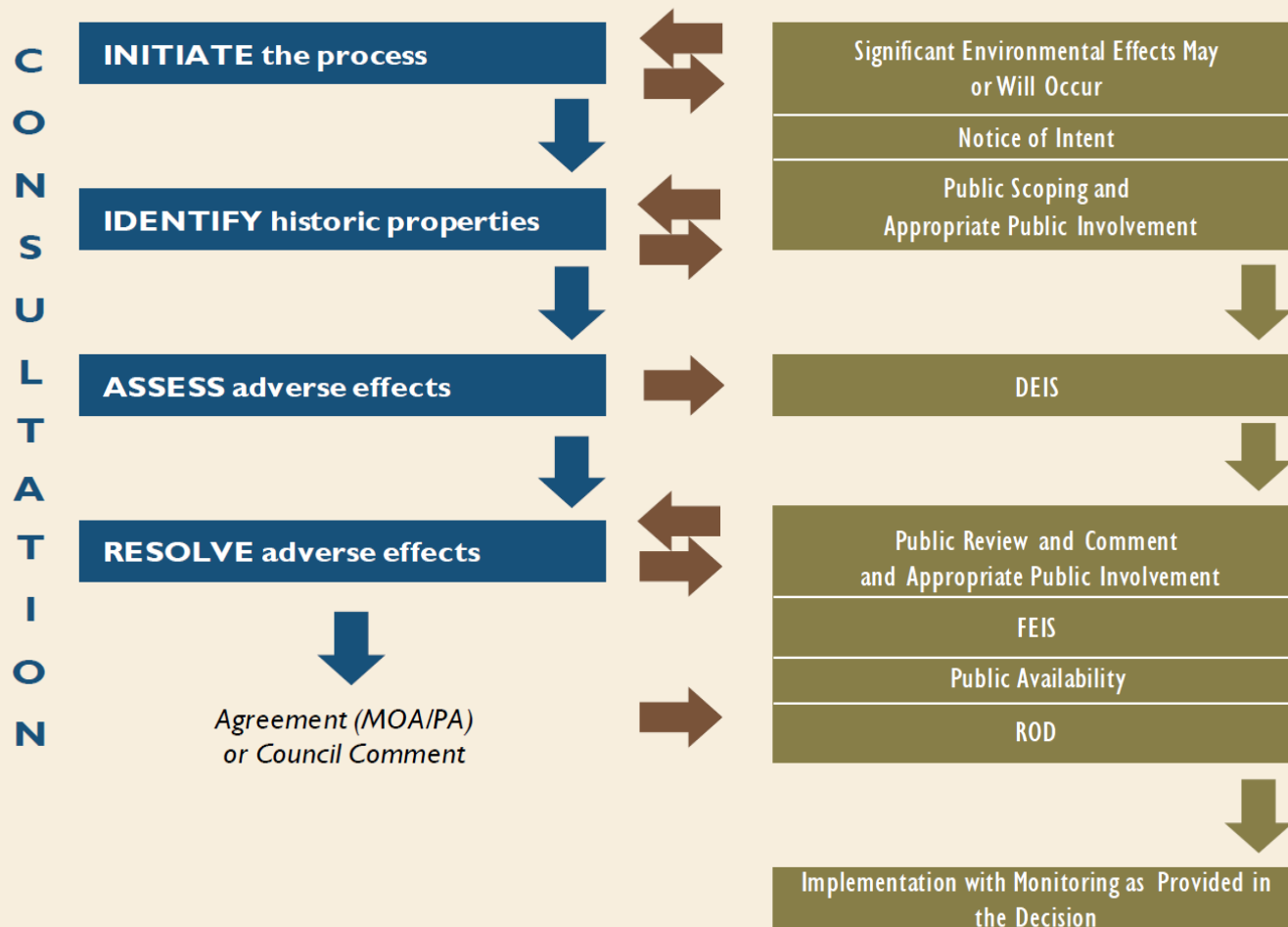
Cultural and Historic Resource Impacts

- ▶ The failure to inventory the cultural and historic resources will likely require an adjustment of the LOD.
- ▶ Historic African American Cemetery located north of 8200 Professional Place, Hyattsville Maryland. Close to LOD of Garden City Drive interchange at I-495.



Cultural and Historic Resource Impacts - Non-Conformance with Historic Preservation Act

TIMING AND COMMUNICATION SECTION 106 AND EIS



The DEIS does not adequately fulfill the Historic Preservation Act, Section 106 requirements as part of the NEPA process.

Note these graphics present generic depictions of the two review processes.



THE MARYLAND-NATIONAL CAPITAL
Park and Planning Commission

Public Outreach

- ▶ The public outreach strategy for the project has lacked transparency and concern for residents during our current health crisis.
- ▶ Examples of document review locations.





Document Review Trailer





Document Review - Post Office

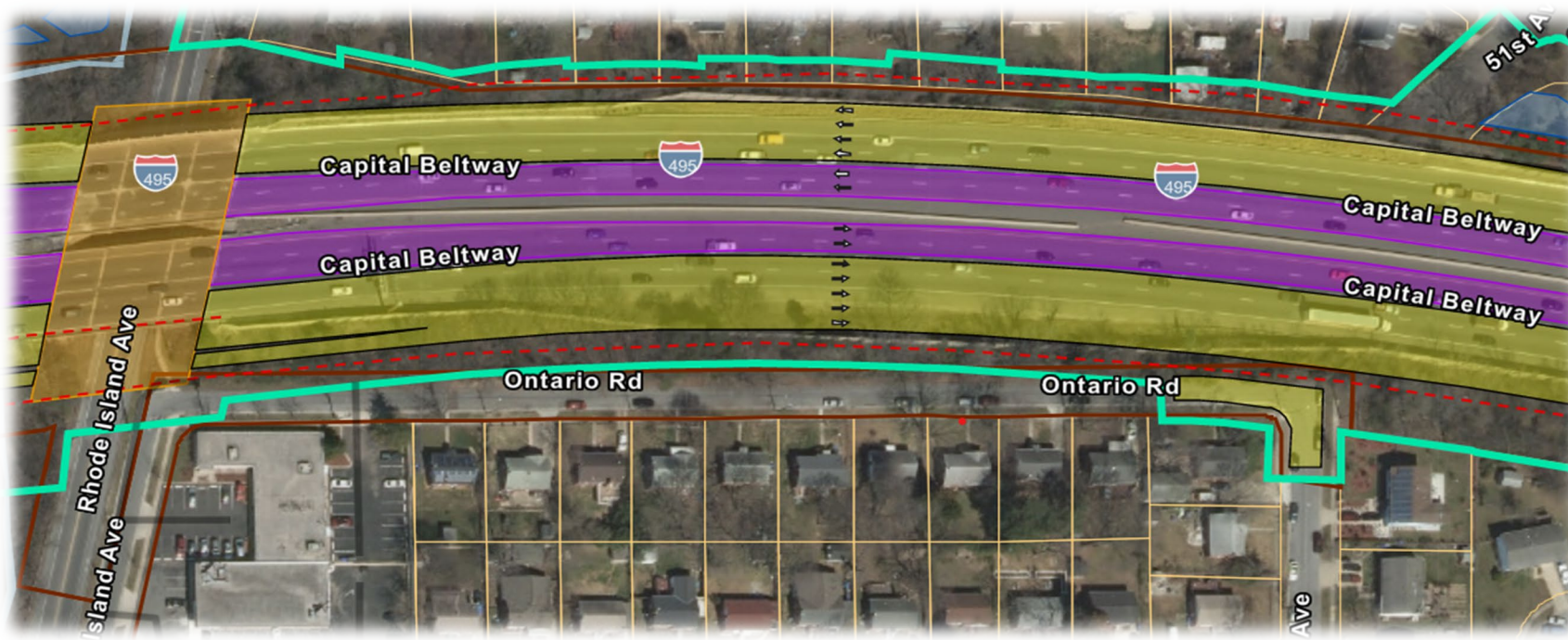
Financial Viability

- ▶ Additional analysis is needed in light of the impacts of the Purple Line project.
- ▶ Analysis should include impacts of COVID-19 e.g. Continuation of telework and flexible work schedules, impact on public transit.



Limit of Disturbance (LOD) Adjustments

M-NCPPC needs to be positioned to be able to request changes in the LOD as the project progresses to ensure minimization of impacts to resources and encourage the best construction methods available to be implemented.



The P3, in coordination with

M-NCPPC, must be given flexibility to address issues that arise in later stages of design and construction as more detailed information becomes available.



LOD Adjustments During Detailed Design and Construction



- ▶ The current LOD is based on standard roadway sections and modeling and minimized to show a lower impact
- ▶ LOD needs to be right sized with sufficient design details
- ▶ Identify and commit to a process for LOD changes during detailed design and construction. This process needs to be included in the Record of Decision (ROD)



Inadequate Stormwater Treatment

- ▶ If MDOT SHA does not take this opportunity to address these existing stormwater runoff issues as part of this project, **the onus will fall on local jurisdictions to do so in the future.**



Questions