



COVID-19 AND THE P3 PROGRAM

We know many of you have been impacted by COVID-19 - we understand. As we are working remotely behind the scenes, rest assured we will strive to ensure your voices are heard, and your questions are answered while our teams across MDOT focus on limiting the spread of the novel coronavirus.

While many of our operations have shifted to teleworking in accordance with state guidelines, MDOT remains committed to advancing all efforts associated with the I-495 & I-270 Public-Private Partnership (P3) Program during the COVID-19 emergency as we monitor and adapt to this evolving situation. We will continue to keep you updated on P3 developments and welcome your feedback. Please visit 495-270-P3.com for the latest information.

P3 PROGRAM ADVANCING TO PROVIDE OPTIONS

The I-495 & I-270 Public-Private Partnership (P3) Program is logging important milestones in its efforts to provide Marylanders with new travel options, opportunities and transformative congestion relief in the National Capital Region through a partnership with the private sector to design, build, finance, operate and maintain I-495 and I-270 improvements.

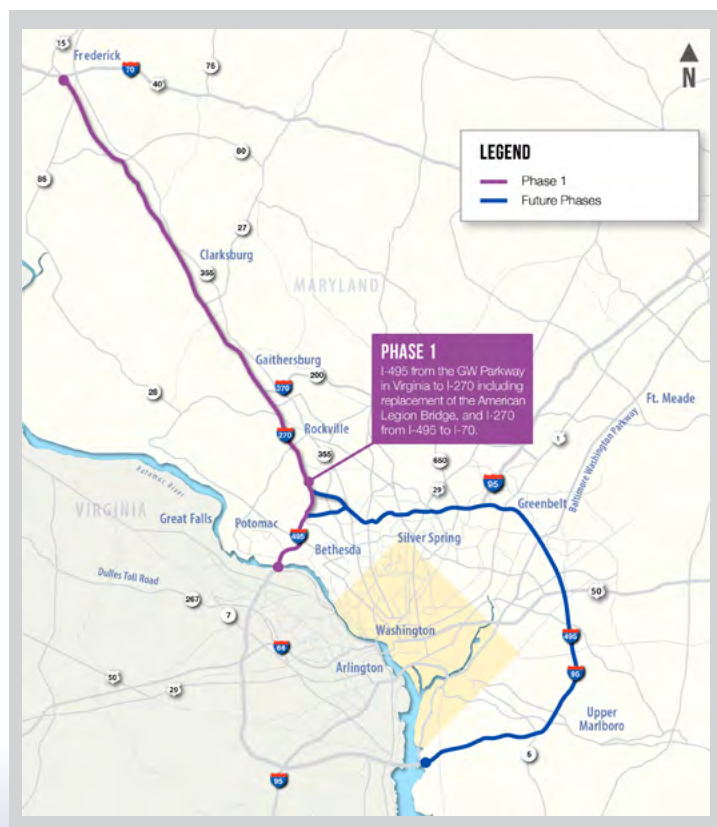
On January 8, 2020, the Maryland Board of Public Works (BPW) voted to amend its earlier designation of the I-495 & I-270 P3 Program to advance with a proposed competitive solicitation process.

The BPW set a condition that the solicitation process start with Phase 1 on I-495 from the vicinity of the George Washington Memorial Parkway in Virginia north to I-270 in Maryland, and on I-270 from I-495 to north of I-70. Within this first phase, the George Washington Memorial Parkway to I-370 will be delivered first.

This approval by the BPW allows the solicitation of a Phase Developer to assist the Maryland Department of Transportation (MDOT) with preliminary development and design activities allowable under federal regulations. The BPW approval does not authorize other activities, such as final design and construction. An environmental decision document under the National Environmental Policy Act (NEPA) must be approved before final design and construction commences on any portion of Phase 1. This is in addition to any necessary future BPW approvals.

The I-495 & I-270 Managed Lanes Study continues to analyze potential environmental impacts associated with the Alternatives Retained for Detailed Study (ARDS) along the entire 48 miles of the study corridor. The results of the analysis will be available in the Draft Environmental Impact Statement (DEIS), anticipated to be published for public review and comment in spring 2020.

Following the publication of the DEIS, a series of public hearings will be held to give the public additional opportunity to provide comments on the alternatives and the associated environmental impacts of the I-495 & I-270 Managed Lanes Study.



P3 PROGRAM ADVANCING... CONT.

Phase 1 Developer Solicitation

On February 7, 2020, MDOT issued a Request for Qualifications (RFQ) to identify the most highly qualified teams seeking to be shortlisted as potential Phase Developers. Only these shortlisted teams will be eligible to respond to a Request for Proposals (RFP) later this year, which will lead to selection of a Phase Developer for Phase 1 of the P3 Program.

The Phase Developer's initial tasks will involve performing preliminary development and design activities, such as supporting MDOT in community outreach and engagement; further minimizing impacts to property, communities and environmental resources; developing detailed cost estimates and traffic and revenue studies; creating financing arrangements; and incorporating the regional transit service that will be included in memoranda of understanding with affected counties.

Transit Benefits

MDOT is committed to working collaboratively with affected counties in developing memoranda of understanding for regional transit service improvements to be provided as part of the P3 agreements. This will ensure these regional transit service improvements are provided at defined and predictable times, making transit a much stronger element of the P3 Program.

Collaboration with the affected counties and transit providers has been ongoing for the last ten months through the Managed Lanes Transit Work Group. Expanded transit service routes and Park & Ride expansions that could provide an expanded transit network using managed lanes have been identified. MDOT SHA will issue a report with its findings, which will be available for public review this spring.

OPPORTUNITY MDOT EMPOWERING BUSINESSES



Launched in August 2019, Opportunity MDOT has been working proactively to engage and prepare small, minority-, women- and veteran-owned businesses and disadvantaged businesses for meaningful participation in all aspects of the P3 Program. Opportunity MDOT serves hundreds of businesses with training and other supportive services to maximize the economic benefits for Maryland's businesses and workforce.

On December 5, 2019, MDOT hosted the Opportunity Ready: Teaming & Partnering workshop, which brought together small businesses with representatives from leading engineering and infrastructure companies. The workshop was the first opportunity for many small firms to engage and interact directly with large-scale companies likely to participate in the P3 Program. More than 100 primarily Minority Business Enterprise/Disadvantaged Business Enterprise companies from Maryland, Virginia, Washington, D.C., and Pennsylvania attended the event.

In addition, when the P3 Program issued the Phase 1 RFQ, Opportunity MDOT notified more than 13,000 certified small and minority-, women- and veteran-owned businesses and disadvantaged businesses based in Maryland, Washington, D.C. and the surrounding states.

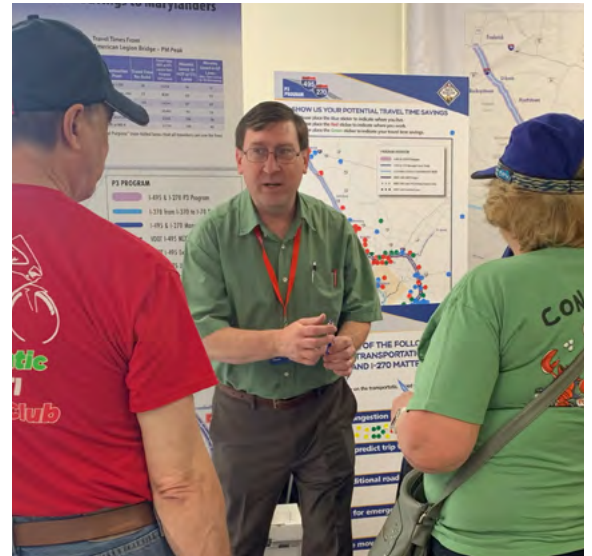
If your business would like to learn more and join the hundreds of small businesses that have already signed up with Opportunity MDOT, visit 495-270-P3.com/opportunity-mdot.

I-270 FROM I-370 TO I-70 PRE-NEPA UPDATE

In November 2019, MDOT hosted a series of workshops in Frederick and Montgomery counties, talking to the public about preliminary planning for widening along I-270 from I-370 north to I-70.

At the workshops in Clarksburg, Gaithersburg, Frederick and Urbana, the public provided thoughts on transportation issues and potential solutions on this portion of I-270. MDOT also sought local input on environmental resources along the corridor that will help MDOT identify key environmental elements to be considered and studied.

Approximately 250 people attended the meetings, and MDOT received more than 100 comments. The I-270 Pre-NEPA Workshops public comments summary is available at 495-270-P3.com/environmental/i270-resources.

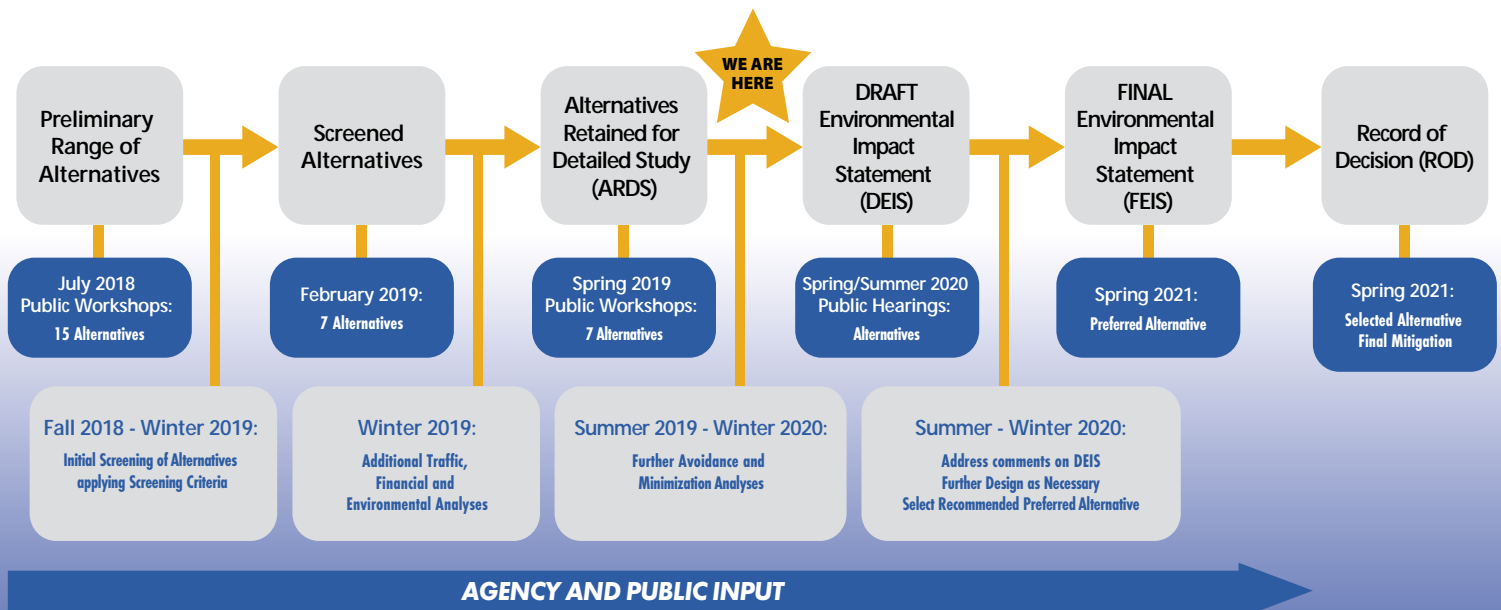


I-495 & I-270 MANAGED LANES STUDY PREPARING DEIS

Detailed traffic, engineering, financial and environmental analyses have continued for six alternatives – five build alternatives and a no-build alternative – included in the I-495 & I-270 Managed Lanes Study’s Draft Environmental Impact Statement (DEIS) that will be published in spring 2020. This work has included ongoing coordination with federal, state and local cooperating and participating agencies.

The DEIS will incorporate all the study’s detailed analyses and will be made available for public review via the P3 Program website and various public locations throughout Montgomery, Prince George’s and Frederick counties, including public libraries and county offices. MDOT and the Federal Highway Administration (FHWA) will take public comment on the DEIS through various means including formal testimony and verbatim recordings at the public hearings, an online comment form, email and letters using traditional mail.

MDOT also analyzed a proposed Intercounty Connector (ICC)/MD 200 Diversion Alternative, and determined that it would not meet the Study’s Purpose and Need of accommodating long-term traffic growth or enhancing trip reliability. The alternative projected worse performance than the other alternatives in several key traffic metrics, including delay per vehicle, average speed in the general-purpose lanes, and level of service. Analysis of the ICC/MD 200 Diversion will be included in the DEIS for public review and comment. MDOT will seek public comment on the DEIS in Summer 2020.





Maryland Department of Transportation
State Highway Administration
I-495 & I-270 P3 Office
707 North Calvert Street
Mail Stop P-601
Baltimore, MD 21202

STAY CONNECTED

Visit the website at 495-270-P3.com

Submit a comment online or by mail to:
Maryland Department of Transportation
State Highway Administration
I-495 & I-270 P3 Office
707 North Calvert Street
Mail Stop P-601
Baltimore, MD 21202

Email the P3 Program at 495-270-P3@mdot.maryland.gov

Call the P3 Program toll free at **833-858-5960**

Sign up for email notifications at 495-270-p3.com