

Phase 1 Request for Proposals (RFP) Fact Sheet

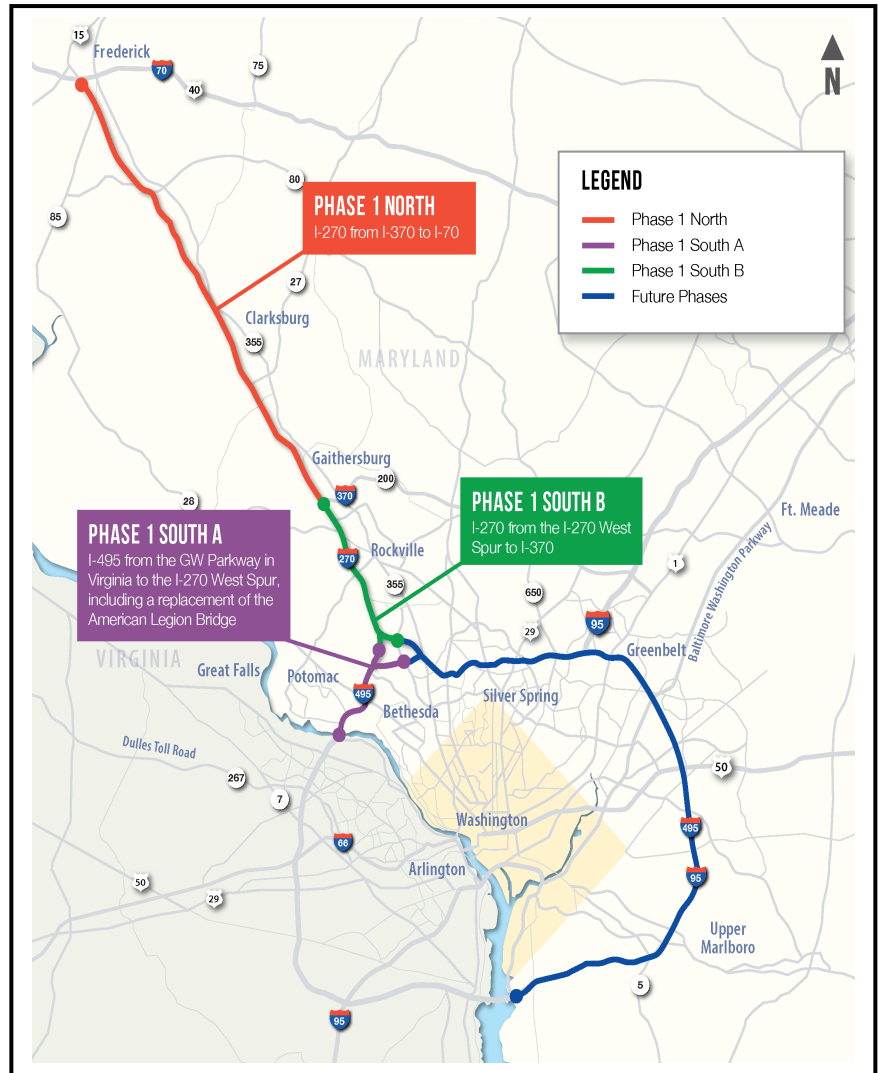
Introduction/Background

The Request for Proposals (RFP) for the Phase 1 Developer for Phase 1 of the I-495 & I-270 P3 Program issued on December 18, 2020 marked another important milestone toward achieving Governor Larry Hogan's vision for transformative traffic relief in the National Capital Region by addressing some of the nation's worst traffic congestion and the chokepoint at the American Legion Bridge.

Phase 1 of the P3 Program would improve I-495 from the vicinity of the George Washington Memorial Parkway in Virginia, across and including the American Legion Bridge, to I-270, and I-270 from I-495 to I-70. The American Legion Bridge to I-270 and I-270 to I-370 will be delivered first.

The Maryland Department of Transportation State Highway Administration (MDOT SHA) and the Maryland Transportation Authority (MDTA) look forward to receiving Predevelopment Work (technical) proposals on December 23, 2020, full of innovative approaches and strategies and Financial proposals on January 8, 2021, that will aid in selecting the right partner to deliver the P3 Program.

P3 Program Phase 1



The multi-document RFP provides instructions and scope of work for the shortlisted teams to prepare their proposals. The initial work or Predevelopment work will focus on advancing the preliminary design and consider stakeholder feedback to further avoid and minimize impacts to environmental resources, communities, properties, utilities, and other features. This collaborative, up-front effort will address potential impacts and risks, provide more efficient pricing and better schedule certainty in addition to stakeholder coordination. The 37 miles of Phase 1 will be broken into multiple, smaller sections to deliver the final design, construction, financing, operations, and maintenance.

This multi-step Progressive P3, or predevelopment approach, is being used for Phase 1. The approach will allow the Phase Developer to better collaborate with MDOT, MDTA and stakeholders -- including Montgomery and Frederick County municipalities, property owners, utilities and public citizens. While new to Maryland, the Progressive P3 agreements have been used to successfully deliver managed lanes in Virginia, for I-95, I-495 and I-395, and in Texas for the North Tarrant Express.



MDOT and MDTA anticipate submitting the Phase 1 P3 Agreement for Predevelopment Work with the selected Phase Developer to the Maryland Board of Public Works (BPW) for approval in April/May 2021.

Once impacts and risks are further identified, reduced and expectations are clearly defined, MDOT and the P3 Developer will finalize the second step of the Progressive P3 model: pricing and schedule for a 50-year P3 Section Agreement for the final design, construction, financing, operations, and maintenance. Multiple P3 Section Agreements will be delivered for Phase 1, beginning with the first section beginning at the American Legion Bridge.

BPW approvals could only be sought to begin final design and construction on any portion of Phase 1 as part of the second step of the Progressive P3 model if a build alternative is selected and approved as part of an environmental decision document under the National Environmental Policy Act (NEPA).

The earliest a 50-year P3 Section Agreement would go to BPW for final approval is expected to be summer 2022.

Solicitation Schedule

- The final RFP was issued to proposers on December 18, 2020.
- Predevelopment Work (technical) Proposals are due no later than 2 p.m. ET on December 23, 2020.
- Financial Proposals are due no later than 2 p.m. ET on January 8, 2021.
- Anticipated notification of Selected Proposers is February 1, 2021.

MDOT and MDTA's Roles

MDOT is responsible for:

- leading the development and delivery of the P3 Program;
- communicating and collaborating with the developer and stakeholders to address potential impacts and risks;
- overseeing safe, timely construction; and
- ensuring the improvements are designed, built, operated, and maintained to meet their public function.

MDTA is responsible for:

- collaborating with MDOT to develop and deliver the improvements;
- setting toll rate ranges for the P3 Program after a robust public process; and
- providing toll collection and customer service



RFP Scope of Work

The Phase Developer will be expected to:

- advance work in collaboration with MDOT, MDTA and stakeholders to reduce project delivery risks and further avoid and minimize impacts to environmental resources, communities, properties, utilities, and other features and the likelihood of delays during construction;
- develop a committed proposal for the delivery (design, construction, financing, operations and maintenance) of each section within the Phase 1 limits; and
- finalize the first proposal for Phase 1, including the American Legion Bridge, by Fall 2022.

Proposal Evaluation

To best provide value to the State of Maryland and achieve the goals of the P3 Program, MDOT and MDTA will evaluate each shortlisted team's Predevelopment Work and Financial proposals. **P3 Program delivery goals are Congestion Relief, Minimize Impacts, No Net Cost to the State, Accelerated Delivery and Shockingly Innovative.**

The **Predevelopment Work Proposal** will be evaluated based on each Proposer's approach to meeting the following primary criteria:

- **Delivery Certainty:**
 - Partnering collaboratively in Predevelopment Work to ensure delivery of Phase 1 and each section that maximizes value while eliminating, minimizing and mitigating cost and schedule risks
 - Examples of how team members managed risks on past projects during predevelopment, implementation and operations, including use of partnering and lessons learned
 - Comprehensive section sequencing approach, including a detailed schedule for Predevelopment Work and section construction through to operation
 - Methods for ensuring quality work and achieving long-term performance requirements
 - Proposer's organizational structure and staff
- **Minimize Impacts:**
 - Collaborating through robust public involvement and communication with stakeholders, including but not limited to local jurisdictions, property owners, Utility Owners, Maryland-National Capital Park and Planning Commission, Maryland Department of Environment, etc.
 - Providing an excellent user experience, minimizing traveler customer service and tolling issues, including examples of past performance
 - Adhering to NEPA environmental decision document commitments
 - Further avoiding and minimizing right-of-way, community, utility, stream, wetlands, waterways, cultural, noise, air quality, and parkland impacts then mitigating those not avoidable
 - Developing improvements that will be sustainable and minimize future maintenance and related impacts



- **Maximize Value to the State:**

- Delivering the improvements for the full limits of Phase 1 while not requiring any Maryland funding and maximizing available funding that can be applied to deliver other sections and phases
- Developing each section to meet MDOT's goals and ensure Maryland receives maximum value for each Section P3 agreement
- Providing a sample estimate breaking down direct costs, such as labor, equipment, materials, etc., and indirect costs demonstrating the Proposers' approach to estimating/bidding is open and transparent
- Developing a (sub)contractor selection plan to allow competitive pricing from quality (sub)contractors, including a Toll Systems Integrator and Operator
- Developing a tolling strategy within the limitations set by the MDTA Board incorporating value to customers, including but not limited to reliable time travel, facility conditions and long-term operation and maintenance of Priced Managed lanes

- **Opportunity MDOT/Community Benefits:**

- Developing, utilizing and maximizing job opportunities for local workers and residents both in the Predevelopment Work and Section Work
- Engaging, utilizing and maximizing work opportunities for small, minority, disadvantaged, and veteran-owned businesses
- Working with local contractors and labor unions to develop and maximize community benefits and local participation
- Ensuring compliance, monitoring and reporting for MBE/DBE goals and on-the-job-training

- **Congestion Relief:**

- Developing and delivering improvements for travelers of I-495 and I-270 that address congestion, improve trip reliability, and enhance multi-modal mobility and connectivity
- Ensuring development of regional transit service improvements that complement Priced Managed Lanes and give travelers the ability to use other travel options then maximize implementation of this in Section Work
- Maximizing congestion relief in the general-purpose lanes while ensuring reliable trips in the Priced Managed Lanes throughout the term of Section P3 agreements
- Developing and implanting a transportation management plan to minimize and mitigate traffic impacts to the Interstate corridor and local roadway system during Section work, including coordination of schedules and maintenance of traffic within Phase 1 and adjacent or future projects, including Virginia's I-495 NEXT Project

The **Financial Proposal** will be evaluated based on:

- cost of performing the Predevelopment Work;
- profit margins and investment returns throughout the delivery of Phase 1; and
- willingness to offer an upfront payment for the right to develop and deliver Phase 1 (Development Rights Fee).