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Four Private-Sector Teams Named to Shortlist for I-495 & I-270 P3 Program Phase 1

HANOVER, MD – The Maryland Department of Transportation (MDOT) and the Maryland Transportation Authority (MDTA) today announced a shortlist of highly qualified private-sector teams that are now eligible to respond to a Request for Proposals (RFP) to be the developer of I-495 & I-270 P3 Program Phase 1. The Phase 1 Developer will be responsible for designing, building, financing, operating and maintaining managed lanes in Phase 1. Teams making the shortlist are: **Accelerate MarylandExpress Partners, Accelerate Maryland Partners LLC, Capital Express Mobility Partners and Potomac Mobility Group.** (See team details below).

“We’re pleased to see leading international firms invest in Maryland and the National Capital Region to address one of the most congested areas in the nation,” said Governor Larry Hogan. “We look forward to receiving innovative proposals that minimize impact and promote multi-modal transportation. As Maryland continues its recovery, critical infrastructure projects like this will play a key role in spurring economic growth and supply chain movement and improving the quality of life of our residents.”

The shortlisted teams are among those that responded to MDOT and MDTA in May with a Statement of Qualifications (SOQ) expressing their interest in becoming the Phase I Developer. MDOT and MDTA solicited SOQs in February for potential Phase 1 Developers following a vote in January by the Maryland Board of Public Works (BPW) to amend its designation of the I-495 & I-270 P3 Program to advance the competitive solicitation process for Phase 1.

The four teams that submitted SOQs by the May 20 deadline subsequently underwent a thorough evaluation of their technical and financial qualifications, capacity, experience on similar projects, and approach. After careful consideration, it was determined that all four should advance to the shortlist.

The shortlisted teams will respond to the Request for Proposals (RFP) in early 2021. In the interim, MDOT, MDTA and the teams will enter into discussions on key technical and commercial aspects of Phase 1 to improve the value and quality of proposals. Progress of the I-495 & I-270 Managed Lanes Study and collaboration with local, state and federal stakeholders during this time will play important roles in setting other key parameters for the RFP.

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MDOT and MDTA plan to select a preferred Phase Developer and recommend a Phase 1 P3 Agreement to the BPW for its review and approval late Spring or early Summer 2021. An environmental decision document under the National Environmental Policy Act (NEPA) will be approved before necessary BPW approvals to commence with final design and construction on any portion of Phase 1.

“As Maryland recovers from the COVID-19 emergency and as the region continues to grow, replacing the American Legion Bridge and maximizing efficient movement of people and goods will remain top priorities,” said Transportation Secretary Greg Slater. “Partnering with the private sector will help Maryland create opportunities and jobs, connect people to employment centers, improve transit, bike and pedestrian mobility, and help us keep our infrastructure in a state of good repair now and in the future.”

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 the I-270 west spur, and I-270 from I-495 to I-70. I-495 from the vicinity of the George Washington Memorial Parkway to the I-270 west spur, and the I-270 west spur to I-370, will be delivered first.

The Phase 1 solicitation process is running concurrent with the I-495 and I-270 Managed Lanes Study, which continues to evaluate a no-build alternative and a range of six managed lanes alternatives. I-270 from I-370 to I-70 is undergoing a separate environmental review process.

The Managed Lanes Study continues to analyze potential environmental impacts associated with the no-build and managed lane alternatives along the entire 48 miles of the study corridor. The results are available in the Draft Environmental Impact Statement (DEIS) that was released for public review and comment July 10.

Teams named to the shortlist to bid on the RFP:

Accelerate MarylandExpress Partners

Lead Project Developer / Equity: Itinera Infrastructure & Concessions, Inc.

Lead Contractors: Halmar International, LLC and Itinera S.p.A

Designer: Atkins North America, Inc. and Gannett Fleming, Inc.

Accelerate Maryland Partners LLC

Lead Project Developer / Equity: Transurban (USA) Operations Inc. and Macquarie Infrastructure Developments LLC

Lead Contractor: Archer Western Construction, LLC

Designers: Dewberry Engineers Inc. and Stantec Consulting Services Inc.

Capital Express Mobility Partners

Lead Project Developer / Equity: Cintra Global SE, Meridiam Capital Express, LLC, and John Laing Investments Limited

Lead Contractor: Ferrovial Agroman US Corp.

Designers: AECOM Technical Services, Inc.

Potomac Mobility Group

Lead Project Developer / Equity: ACS Infrastructure Development, Inc.

Lead Contractor: Dragados USA, Inc.

Designers: Parsons Transportation Group Inc., Jacobs Engineering Group Inc., and HDR Engineering, Inc.

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