

approval of the baseline schedule and schedule updates; acquire necessary rights-of-way; participate in the development of progressive construction cost estimates, bid packages, bidding process and development of the Guaranteed Maximum Price (GMP); lead the development of third party agreements; and lead the coordination with the Federal Transit Administration (FTA) and other agencies as needed.

1.2 Project Description

Transit services via the Project, identified in the [Countywide Transit Corridors Functional Master Plan](#), will provide upgraded and equitable transit service along Maryland 355 (MD 355) (Wisconsin Avenue/Rockville Pike/Hungerford Drive/Frederick Road), bringing fast and reliable transit service in dedicated lanes, where feasible, to this busy corridor.

The Project will create new connections and support growth and redevelopment at key activity centers along the corridor including downtown Bethesda, North Bethesda, Rockville, Gaithersburg, Germantown, and Clarksburg. The County-owned BRT corridor will include areas of fully dedicated BRT lanes and areas requiring roadway widening. Offerors are encouraged to review Project information on the County's Website:

<https://www.montgomerycountymd.gov/dot-dte/projects/MD355BRT/contractors.html>

Flash BRT buses (to be procured separately by the County) will operate frequently all day, so riders will be able to travel along MD 355 quickly without the need to locate and review a bus schedule. The Project will provide approximately 30 fixed stations and connect major destinations including shopping centers, schools, workplaces, healthcare facilities, parks, and neighborhoods. Transfers to local Ride On buses, Metrobus, the MARC train, and the Metrorail Red Line (and the Purple Line in the future) will be possible and convenient to riders.

The priorities of the Project align with the goals of the County's Racial Equity and Social Justice Act of 2019, which is intended to help reduce and ultimately eliminate racial and other disparities experienced by residents of color across Montgomery County. Providing alternate means of mobility in disadvantaged communities (typically people of color and other marginalized groups whose poverty and education levels, English proficiency, housing tenure, and per capita income are disproportionately lower than other areas of the County), will improve access to jobs, housing, education, medical services, shopping, and county facilities. Reliable bus travel times, along with the other proposed improvements of the Project, is extremely important for those who rely heavily on pedestrian, bicycle, and transit facilities in the congested areas of the corridor. The Flash BRT system and the Project will expand opportunities for these disadvantaged communities by increasing access, mobility, and reliable travel times beyond just the central segment (from Rockville Town Center to Montgomery College – Germantown), providing redevelopment opportunities around stations, creating safer intersections for bicyclists, pedestrians, low and no vision residents and others with disabilities, and benefiting existing bus service through queue jump lanes, bus lanes, and transit signal priority for faster and more reliable bus service for all users.

The County has started a robust public outreach effort through in-person and virtual events, traditional community meetings, and pop-up events at local destinations; mailers and phone calls have also been utilized in the project planning stages to engage affected communities. The County would like to partner with a Design-Builder who is sensitive to the needs of the communities that the Project will benefit and impact during construction. The MD 355 BRT Corridor Advisory Committees (the CACs), which are comprised of a diverse group of residents, business owners and other stakeholders were created to provide feedback to the Project development. The County intends to continue to engage the CACs, as well as other stakeholders, and the public in general.

The Project will involve, among other things, approximately 30 new BRT stations, roadway widening/improvements, safety upgrades, pedestrian and bicycle improvements, drainage, stormwater management, bridge modifications, retaining walls, traffic signal upgrades, utility relocations, and transit systems/communication and security improvements. Part 3 of the Draft Contract Documents (Project Requirements/ Scope of Work) contains a more detailed description of services to be provided by each of the Design-Builder and the County (see Appendix G of the RFP).

1.3 Project Priorities and Goals

The County's *priorities* for the Project are to:

- Provide innovative, safe, and equitable transportation and transit solutions of the highest quality;
- Provide a sustainable and cost-effective transit service (including the use of solar energy, sustainable materials, and sustainable construction methods) in support of the County's Climate Action Plan goals to transition to zero emissions by 2035;
- Improve travel safety for all modes along the corridor, helping to achieve the County's Vision Zero goal through intersection improvements, redesign, and removal of free right turns, as well as other upgrades to include pedestrian and bicycle accommodations;
- Enhance transit connectivity and multimodal integration along the corridor as part of a coordinated regional transit network;
- Improve the ability for buses to move along the corridor (bus mobility) with increased operational efficiency, on-time performance/reliability, and travel times;
- Address current and future bus ridership demands;
- Attract new riders and provide improved service options for existing riders as an alternative to congested automobile travel through the corridor;
- Support future growth and redevelopment along the corridor;
- Improve transit access to major employment and activity centers;
- Achieve County's Master Plan goals for non-auto driver modal share; and,
- Establish and maintain a project team that can deliver a successful, well-coordinated project that all stakeholders can be proud of through transparency, regional partnering and positive collaboration with agency and community stakeholders.

The delivery *goals* for the Project are as follows:

- (A) Quality & Safety: