



Association for the Improvement  
of American Infrastructure

## P3 Snapshot: **Maryland**

*\* Broadly Enabling Legislation*

### **Maryland Courthouse P3 (Howard County)**, Howard County, Maryland Department of Public Works

DBFOM | Availability-Based | Social Infrastructure – Accommodation | Expressions of Interest |  
USD 138,700,000

The project scope comprises the design, construction, financing, operation and maintenance for a new 230,000 square foot circuit courthouse and a 600-space structured parking facility in Howard County, Maryland. The county is seeking a new courthouse because its courthouse has undersized courtroom space, inadequate technology infrastructure and outdated security features.

The operations and maintenance component will also include retail space, as well as surrounding grounds and roadways.

### **Maryland Stormwater P3**, Prince St George's County

DBFM | Revenue or Demand Risk | Environment-Water | Preferred Proponent | USD 100,000,000

Prince George's County, Maryland is pursuing a P3 stormwater project that plans to retrofit an initial 2,000 acres by leveraging private finance to reduce pollution.

### **Purple Line P3**, Maryland Department of Transportation (MDOT), Maryland Transit Administration (MTA)

DBFOM | Availability-Based | Transport | Light Rail | Financial Close | USD 2,000,000,000

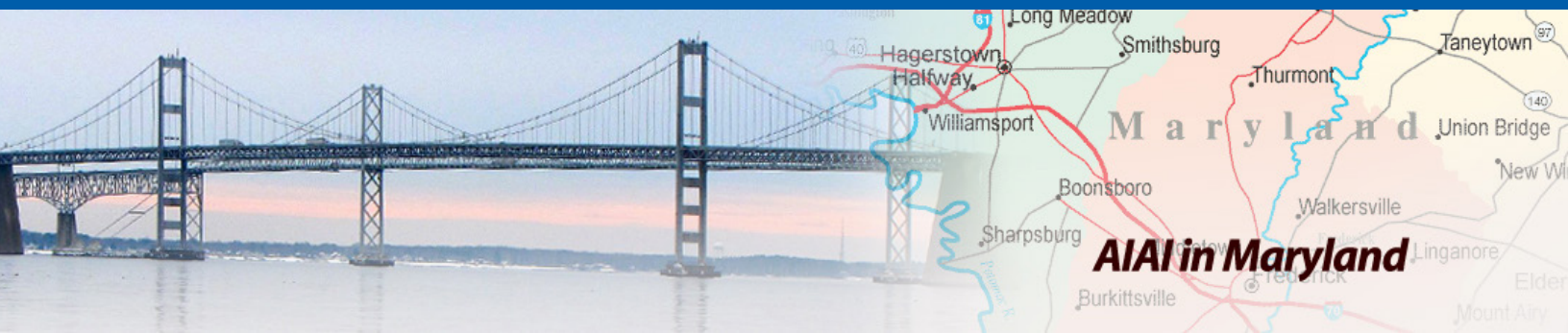
Located in Maryland just outside Washington, DC, the Purple Line is a planned 16.2 mile light rail transit line that will extend from Bethesda in Montgomery County to New Carrollton in Prince George's County. The Purple Line will connect major activity centers located inside the heavily congested Capital Beltway and will provide direct connections to four branches of the Washington Metropolitan Area Transit Authority (WMATA) Metrorail system (both branches of the Red Line at Bethesda and Silver Spring, the Green Line at College Park, and the Orange Line at New Carrollton), as well as all three MARC commuter rail lines (linking Washington, Baltimore, and Frederick, Maryland) and Amtrak's Northeast Corridor.

### **Seagirt Marine Terminal**, Maryland Transportation Authority (MdTA)

Revenue or Demand Risk | Transport-Ports | Financial Close | USD 1,300,000,000

Maryland Port Authority entered into a unique P3 agreement as part of a 50-year agreement, to make capital investments over the life of the lease and has provided \$140 million to the State for highway, bridge and tunnel projects near the Port of Baltimore. The \$1.3 billion deal to enlarge and operate the Seagirt Marine Terminal positions Baltimore as one of only two U.S. East Coast ports with a 50 foot-deep berth to handle the new Super-Post-Panamax cargo ships.

**D:** Design | **B:** Build | **F:** Finance | **O:** Operate | **M:** Maintain



1. Does the state have broadly enabling P3 legislation?

*Maryland's statutory authority does allow for P3s: applied to transportation infrastructure projects, including roads, highways, bridges, seaports, airports and transit; for municipal facilities, with certain eligibility restrictions' and environmental projects (wastewater, water treatment, stormwater, flood mitigation).*

2. Does the state allow for **Unsolicited Proposals**?

*Maryland does allow for the receipt and review of unsolicited proposals. There would, of necessity, be a competitive bidding process for any further procurement decision-making.*

3. What is this state's **P3 Review Process**?

*Multi-tiered review and approval process, for both solicited and unsolicited proposals, including RFIs, RFQs, and RFPs. Requires legislative review and approval.*

4. Does this state have a **Centralized Agency** dedicated to P3s?

*No. State Department of General Services, State DOT, Maryland Transportation Authority, the University System of Maryland, Morgan State University, St. Mary's College of Maryland and the Baltimore City Community College.*

5. Is this a **Home Rule state**, with limitations or opportunities for P3?

*Maryland employs Dillon's Rule to all municipalities; which allows legislative control of local government structure, methods of financing its activities, procedures and authority.*

6. Does this state have programmatic requirements for P3 participation (i.e., MWDBE or labor)?

*To the extent practicable and permitted by the US Constitution, provisions of the Minority Business Enterprise Program shall apply to public-private partnerships. There are specific provisions governing the needs for appropriate payment & performance security for public-private partnerships.*

7. Are P3 projects in this state eligible for other financing programs?

*Qualified projects are eligible for combinations of funding and financing resources and programs, including Federal programs (i.e., TIFIA and PABs) and State funds; though not local (county or municipal funding initiatives).*

8. What Projects or Asset Classes are eligible for P3 in this state?

*Transportation and more broadly defined as "public infrastructure assets" (including 'social'). State-level transportation and shared-use arrangements of school facilities in exchange for school property enhancements and/or revenue (limited applicability to educational facilities, though available for use).*

9. What is the legislative foundation for P3s in this state??

*Transportation and more broadly defined as Md. State Finance and Procurement Code Ann. §§10A-101 to 403  
MD Code Regs. 11.07.06.01 to 14 (Transportation P3s Program)  
MD Code Regs 23.3.05.05 (County or local educational agencies)*