

REQUEST FOR INFORMATION
REGARDING AN INNOVATIVE PROJECT DELIVERY
APPROACH
FOR REHABILITATING TUNNELS AND TUNNEL
SYSTEMS ALONG THE PENNSYLVANIA TURNPIKE

RFI Issuance Date: January 11, 2019

RFI Closing Date: February 7, 2019

RFI Solicitation P319R05



Keystone Building
400 North Street
Harrisburg, PA 17120

REQUEST FOR INFORMATION

PENNSYLVANIA TURNPIKE TUNNELS

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CALENDAR OF EVENTS

PennDOT and PA Turnpike Commission will review responses to this RFI and re-evaluate assumptions specific to different procurement and delivery alternatives for the Project. This RFI does not commit either PennDOT or PA Turnpike Commission to any specific form of procurement, including a potential P3 procurement. However, it is the intent of this RFI to solicit ideas to inform PennDOT and PA Turnpike Commission of how to best implement this Project.

Activity	Responsibility	Date
<p>Please monitor the eMarketplace website for all communications regarding this RFI. www.eMarketplace.state.pa.us</p>	<p>Responding Entity</p>	<p>Ongoing</p>
<p>An electronic version of the written response may be submitted via email to p3forpa@pa.gov no later than the date and time established on this Calendar of Events.</p> <p>Five paper copies and one electronic copy of the responses must be delivered to the Issuing Office no later than the date and time established on this Calendar of Events on or before the cutoff date and time.</p> <p>Pennsylvania Department of Transportation Office of Public Private Partnerships ATTN: Joe Gurinko 400 North Street, 5th Floor Harrisburg, PA 17120 RE: P3 Office Request for Information – PA Turnpike Tunnels</p>	<p>Responding Entity</p>	<p>No later than 1:00 PM on February 7, 2019</p>

PART I

GENERAL INFORMATION

I-1 Purpose

This request for Information (“RFI”) provides an opportunity for entities (hereinafter “responding entities”) to provide feedback, information and materials for the deliberative decision-making of the Pennsylvania Turnpike Commission (“PTC”) to consider the development of a bundled tunnel rehabilitation project. The purpose of this RFI is to gather feedback and information related to development, design, construction, finance and maintenance of the PA Turnpike tunnels and tunnel systems.

I-2 Issuing Office

PennDOT’s Private Public Partnerships Office has issued this RFI on behalf of the PTC. The sole point of contact for the RFI shall be the Issuing Officer, Joe Gurinko, PennDOT, Private Public Partnerships Office, Commonwealth Keystone Building, 400 North Street, 5th Floor, Harrisburg, PA 17120, p3forpa@pa.gov. Please refer all inquiries to the Issuing Officer.

Electronic version of the written response (in a searchable format) may be sent via email to p3forpa@pa.gov. Five (5) paper copies and one electronic copy of the responses must be submitted on or before February 7, 2019. Responses should include the name and address of the respondent and the phrase “P3 Office Request for Information Response – PA Turnpike Tunnels” clearly indicated in the subject line of the email accompanying the electronic copy of the response and /or on the outside of a sealed envelope containing the five (5) paper copies and one electronic copy of the written response.

I-3 Response Instructions

Responding entities are asked to complete and submit *Attachment A, Response Template*. Responding entities may submit additional information that they determine to be relevant.

This RFI does not constitute nor should it be construed as a solicitation or as an obligation on the part of the Commonwealth, including PennDOT and the PTC to issue a procurement or award a contract. Neither PennDOT nor the PTC will pay for the preparation of any response or information submitted for PennDOT or PTC’s use of such information. PennDOT or the PTC may, in their sole discretion, use information provided in response to the RFI. It is not, however, obligated to use any information so received.

To the extent that information to be provided in response to this RFI may be considered as divulging a responding entity’s intellectual property, including copyrights and trade secrets, or confidential proprietary information (“CPI”), the following shall apply:

A. Confidential Information. CPI or trade secrets are not required to be submitted to the PTC.

B. Commonwealth Use. All material submitted with the response shall be considered the property of the Commonwealth of Pennsylvania, including PennDOT and the PTC, and may be returned only at the Issuing Office's option. PennDOT and PTC, shall have the right to use any or all ideas, concepts, or know how that are presented in any response, unless a responding entity, as part of its response, affirmatively notes any and all objections in its response. Notwithstanding any copyright designations contained on the face of responses, the PennDOT and the PTC shall have the non-exclusive right to reproduce and to distribute responses internally and to comply with public record or other disclosure requirements under the provisions of any Commonwealth or United States statute or regulation, or rule or order of any court of competent jurisdiction.

C. Public Disclosure. All responses are potentially subject to disclosure in response to a request for public records made under the Pennsylvania Right-to-Know Law, 65 P.S. §§ 67.101, *et seq.* If a proposal submission contains CPI, information protected by intellectual property rights or trade secrets, a signed written statement to this effect must be provided with the submission in accordance with 65 P.S. § 67.707(b) for the information to be considered exempt under 65 P.S. § 67.708(b)(11) from public records requests under the Right-to-Know Law. **Attachment B – CPI and Trade Secret Form**, is attached hereto and should be utilized for any designations.

In addition to the interplay between Sections 707(b) and 708(b)(11) of the Right-to-Know Law, records protected by a privilege, federal or state law or regulations or judicial order or decree are exempt from the presumption that a record in PennDOT's and PTC's possession is a "public record." 65 P.S. §§ 67.305 and 67.102. Furthermore, conflicting federal or state law, *e.g.* the Pennsylvania Uniform Trade Secret Act set forth at 12 Pa. C.S. §§ 5301 through 5308, is preeminent to the Right-to-Know Law. 65 P.S. § 67.3101.1.

I-4 Background

The Pennsylvania Turnpike entered service on October 1, 1940 with early ridership around 2.4 million vehicles per year, and sometimes as many as 10,000 vehicles per day traveled the Turnpike. Now, the PA Turnpike volumes are approaching 450,000 average vehicles per day and over 160,000,000 vehicles per year. Considering the daily customer volume, it is imperative that the PTC provide the necessary repairs and maintenance to ensure the Turnpike is in a state of good repair. Key to the continued mobility throughout the Commonwealth are the five-vehicular highway tunnels located along the Pennsylvania Turnpike. Four tunnel bores (Alleghany, Tuscarora, Kittatinny, and Blue Mountain) were originally constructed in the late 1930s with adjacent bores constructed in 1965 to help alleviate increasing traffic volumes which far surpassed early volumes anticipated by early Turnpike planners. The Lehigh Tunnel located on the Northeast Extension originally opened to traffic in 1957, and it received a second adjacent tunnel in 1991.

To ensure the continued safe passage of motorists and goods throughout the Commonwealth, the PTC is considering innovative financing solutions such as public-private partnerships (“P3”) to provide the necessary modernization improvements for a bundled tunnel rehabilitation project to provide accelerated system upgrades and structural repairs to the five (5) vehicular highway tunnels and tunnel systems. (e.g. plumbing, electrical, ventilation, structural, safety, etc.) to a state of good repair. Under the provisions of Act 88, the Commonwealth of Pennsylvania and other public entities can enter into agreements with the private sector to participate in the delivery, maintenance, and financing of transportation related projects.

I-5 Meetings

Responding entities shall indicate whether they are willing to participate in a face-to-face meeting with PennDOT and PTC to provide additional feedback, information and materials that may assist PennDOT and PTC personnel in their decision-making. If a responding entity is willing to participate in a face-to-face meeting, it will be solely responsible for all costs associated with travel and attendance. Meetings will be scheduled as soon as possible following the submission deadline, and as a general guideline, subject to change, within four (4) weeks of that deadline. PennDOT and PTC reserve the right to meet with any or all responding entities that indicate that they are willing to participate in a face-to-face meeting.

ATTACHMENT A – RESPONSE TEMPLATE

Number	Topic	Response
1.	What are the typical expected life-cycles of new tunnel structural features and systems for rehabilitative work such as lighting, tunnel ventilation, water control, arch walls and ceiling improvements?	
2.	Do new technologies exist that could reposition overhead utilities and systems to eliminate connections above the travelling public?	
3.	Maintaining two lanes of traffic at the tunnels will be critical to Turnpike traffic operations. Daily hours will be mandated where one tunnel bore can be closed for construction while the adjacent tunnel bore can accommodate bi-directional, single lane traffic. However, the closed tunnel will need to reopen to traffic daily. What is a realistic schedule to improve the tunnels and tunnel systems at all five locations?	
4.	Identify and describe means and methods to stage the work contemplated for a bundled tunnel rehabilitation project to accommodate improvements and allow daily operable conditions to open tunnel to traffic.	
5.	Describe how teams can evaluate the structural condition of the tunnel arch and walls to assess possible modifications during staged rehabilitative work.	
6.	What type of P3 structures are most appropriate to deliver a bundled tunnel rehabilitation project of turnpike system assets?	
7.	Describe the private financing mechanisms and structures available to deliver the requisite funding for a bundled tunnel rehabilitation project? Is there a preferred finance structure?	
8.	What would the financing credit structure of the repayment mechanism be? What level of PTC priority or lien repayment is expected?	
9.	Would any public PTC bonds be required or preferred to contribute to the funding/financing plan?	
10.	What is your view of the optimal warranty or lifecycle maintenance period for a bundled tunnel rehabilitation project? What would be at the maximum agreement final term (years) of the transaction?	