Rapid Bridge Replacement Project

DBE Information / Networking Session
Agenda

- P3 Program Overview
- Rapid Bridge Replacement Project Summary
- Identification, Screening and Selection of Bridges
- Transaction Structure and Procurement Process
- Next Steps
P3 Program Overview
P3 Transportation Partnership Board

Purpose: To approve potential Public-Private Transportation Projects for procurement

Appointed Members:
- Barry Schoch, Secretary of Transportation (Chair)
- Charles Zogby, Secretary of Budget
- Nicholas DeBenedictis, Aqua America Inc. (Gov.)
- Michael Murchie, M&T Bank (Senate Maj.)
- Ryan Boyer, Laborers District Council of Phila (Senate Min.)
- Ronald Drnevich, formerly of Gannett Fleming (House Maj.)
- Hon. Steve Santarsiero, PA House (House Min.)
PennDOT P3 Program

- Act 88 Signed into Law (Jul. 2012)
- P3 Office Established (Aug. 2012)
- Board Approves Guidelines (Jan. 2013)
- P3 Board Approves First Projects (Jan. 2013)
- P3 Office Completes Advisory Team (Sep. 2013)
Active Projects

Solicited:
- 511 Traffic and Traveler Information – **Awarded**
- Sponsorship & Advertising Program – **Awarded**
- Rapid Bridge Replacement – **In Procurement**
- Train Station Redevelopments – **Under Development**
- CNG Fueling Stations for Transit – **Under Development**

Unsolicited:
- Wireless Telecom Partnerships – **In Procurement**
- APRAS (Hauling Permit System) – **Board Approved**

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Rapid Bridge Replacement
Project Summary
Progress To Date

RFQ Advertised December 12

Statements of Qualifications Received Feb. 7

4 Shortlisted Teams Announced March 26

Draft RFP Released April 4

Draft Final RFP Released July 3

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Project Goals & Objectives

- Accelerate replacement of Structurally Deficient (SD) bridges
- Maximize efficiencies / economies of scale to deliver more bridges
- Minimize impact on traveling public
- Improve system connectivity and mobility for commerce
- Reduce negative impact of SD bridges statewide
- Allocate risks to the parties best able to manage them

[Website Link: www.P3forPA.com]
Project Development

- Bridge Selection
  - Structurally Deficient
  - Full Replacements
  - Multi-Spans and Single Spans
  - Geographically Diverse / Statewide
The List

- More than 2,000 bridges screened

- Over 900 eligible bridges

- Ranked and Prioritized
  - Critical Structures
  - Minimal ROW / Environmental / Utility Concerns
  - Ready for Construction in 2015 and 2016

- Bridge Database Validation

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The Project

- Availability Payment / Not Tolls: State will make performance based payments

- Term of 28 ½ years (42 months for construction / 25 year maintenance responsibility for each bridge)

- Design, Build, Finance and Maintain (DBFM)

- 560 Bridges
  - Average Cost: $2.1 million
  - Average Age: 50+

- Begin Design and Construction in early 2015

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Identification, Screening and Selection of Bridges
Project Identification

- Pennsylvania is a large and geographically diverse state
- 31,000+ State and Local bridges
- 1,600+ SD bridges have already been replaced
- 4,350+ SD bridges are still remaining
- Bridge demographics / considerations: Age, Spans, Length, Lanes, Traffic (ADT), RR & Water, Sufficiency Rating, Environmental Impact Proximity

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Considerations:

- Minimal changes to existing alignment
- Maintain existing profile
- Standardized structures
- Bundled implementation

Limited impacts to:

- Utilities
- Railroad
- Waterway
- Traffic
- Environmental Resources
- ROW
Environmental Considerations

- Archeological Resources
- Support Wild Trout Production
- Storage Tank
- Wilderness Trout Streams
- FEMA/PEMA Hazard Mitigation
- Wild Trout Ch. 93 HQ/EV Designated Use
- 100-Year Floodplain
- Historic Properties
- Act 167 Watersheds
- Class A Wild Trout Streams
- State Parks
- Statewide Trails
- Protected Lands
Sample Bridge Type
Spans – Single
Length – Short
Lanes – Two Lanes
Water Crossings
Low Clearance
Transaction Structure and Procurement Process
Rapid Bridge Replacement Procurement

- Availability Style DBFM Procurement
  - PennDOT payments subject to appropriation
- 28 ½ year term
- Opportunities for Innovation
- Performance-based proposal requirements
  - Includes preventative capital maintenance and lifecycle costs
- Important procurement features
  - Construction commencement in 2015
  - Interim and final completion targets
Transaction Structure

- **PennDOT**
- **Availability Payments**
- **Shareholders**: Dividends, Equity
- **Developer**: Debt Service, Debt, Fees, Payment
- **Lenders**: Debt
- **Maintenance**
- **Design Build Contractor**
DBE Requirements
Rapid Bridge Replacement Procurement

- As a Federal Aid project, the Federal Disadvantaged Business Enterprise (DBE) requirements (Title 49 Code of Federal Regulations Part 26) apply to the Design & Construction Work.

- A DBE must be certified by the PA Unified Certification Program and be a registered business partner with the Department

- DBE Contracting Opportunities include:
  - Service providers
  - Vendors
  - Subcontractors
  - Advisers
  - Consultants

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Rapid Bridge Replacement Procurement

- **DBE Contract Goal**: 7.0% of the D&C Contract Amount
  - No Maintenance Goal: Teams are however required to make a good faith effort to encourage DBE participation

- A Preliminary DBE Performance Plan must be included in each team’s proposal.

- A Detailed DBE Performance Plan will be required of the Selected Proposer and must be approved by the Department before a Notice to Proceed (NTP) is issued.

- A DBE Coordinator will be identified by the Team to lead DBE activities, ensuring that all requirements are achieved.
Next Steps
## Procurement Schedule

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date</th>
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<tbody>
<tr>
<td>Issue Final RFP</td>
<td>No Later than July 31</td>
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<tr>
<td>Proposal Due Date</td>
<td>September 29</td>
</tr>
<tr>
<td>Preferred Proposal Selected</td>
<td>Late October</td>
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<tr>
<td>Commercial Close</td>
<td>December</td>
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<tr>
<td>Financial Close</td>
<td>1&lt;sup&gt;st&lt;/sup&gt; Quarter 2015</td>
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<tr>
<td>Construction Begins</td>
<td>Summer 2015</td>
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<tr>
<td>Construction Ends</td>
<td>Summer 2018</td>
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