

REQUEST FOR INFORMATION
REGARDING AN INNOVATIVE PROJECT DELIVERY
APPROACH
FOR P3 COMMERCIAL TRUCK PARKING

RFI Issuance Date: November 19, 2018

RFI Closing Date: December 12, 2018

RFI Solicitation # P318R04



Keystone Building
400 North Street
Harrisburg, PA 17120

**REQUEST FOR INFORMATION
COMMERCIAL TRUCK PARKING**

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CALENDAR OF EVENTS

PennDOT 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 PennDOT to any specific form of procurement, including a potential public-private partnership procurement. However, it is the intent of this RFI to solicit ideas to inform PennDOT 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 RA-pdP3ForPA@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: Kathryn Tartaglia 400 North Street, 5th Floor Harrisburg, PA 17120 RE: P3 Office Request for Information – P3 Commercial Truck Parking</p> <p>*Due to increased security requirements in the Commonwealth’s mail processing operation, all incoming mail to the Keystone Building is routed, scanned, and sorted at an off-site location prior to delivery. This includes overnight deliveries. Be aware when submitting response documents via overnight delivery services that there is no guarantee that response documents will be received in the Issuing Office when required. The Issuing Office reserves the right to reject or accept late submissions to this RFI. Receipts for all hand-delivered packages must be obtained and signed by the Issuing Officer or their designee to verify date and time of delivery.</p>	<p>Responding Entity</p>	<p>No later than 1:00 PM on December 12, 2018</p>

PART I

GENERAL INFORMATION

I-1 Purpose

The purpose of this Request for Information (“RFI”) is to create an opportunity for entities (hereinafter “responding entities”) to provide feedback, information and materials for the deliberative decision-making of the Pennsylvania Department of Transportation (“PennDOT”) to consider the development of truck parking, collectively, to serve commercial freight transportation needs. PennDOT is looking to gather feedback and information related to development, design, construction, implementation, maintenance, operation and commercialization of truck parking facilities and facilities which directly impact the flow of information to those directly impacted by truck parking. This RFI is intended solely to obtain such information to assist PennDOT on an administrative level in the evaluation of delivery and procurement options and the further development of a financial plan for potential P3 procurement development.

I-2 Issuing Office

PennDOT’s Private Public Partnerships Office has issued this RFI on behalf of the Commonwealth. The sole point of contact in the Commonwealth for the RFI shall be the Issuing Officer, Kathryn Tartaglia, PennDOT, Private Public Partnerships Office, Commonwealth Keystone Building, 400 North Street, 5th Floor, Harrisburg, PA 17120, RA-pdP3ForPA@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 RA-pdP3ForPA@pa.gov. Five (5) paper copies and one electronic copy of the responses must be submitted on or before December 12, 2018. Responses should include the name and address of the respondent and the phrase “P3 Office Request for Information – P3 Commercial Truck Parking” 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.

Note:

Responding Entities are solely responsible for ensuring that PennDOT’s Issuing Office receives RFI by the specified delivery date and time. PennDOT shall not be responsible for any delays in delivery beyond the control of PennDOT, including those caused by weather; difficulties experienced by couriers or delivery services; misrouting of packages by courier of delivery services; or improper, incorrect, or incomplete addressing of deliveries and other occurrences.

Due to increased security requirements in the Commonwealth’s mail processing operation, all incoming mail to the Keystone Building is routed, scanned, and sorted at an off-site

location prior to delivery. This includes overnight deliveries. Be aware when submitting response documents via overnight delivery services that there is no guarantee that response documents will be received in the Issuing Office when required. The Issuing Office reserves the right to reject or accept late submissions to this RFI. Receipts for all hand-delivered packages must be obtained and signed by the Issuing Officer or their designee to verify date and time of delivery.

If the Issuing Office is closed on the RFI Due Date because of inclement weather, natural disaster, or any other cause, the submission deadline will be automatically extended until 1:00 p.m. Eastern Time the next Commonwealth business day on which the Issuing Office is open unless the Issuing Office notifies the public otherwise. If the Issuing Office is not available, the responding entity should obtain a signed receipt showing date and time of delivery from the 5th floor receptionist. The hour of submission of responses shall remain the same.

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 is for information purposes only; it does not initiate a formal procurement process or present a commitment to issue a Request for Qualifications (RFQ), a Request for Proposals (RFP), or any solicitation. Responding to this RFI is not a prerequisite to future participation in the procurement process and those who respond (or do not respond) will be treated impartially in any subsequent procurement process related to the Project. The Commonwealth will not pay for the preparation of any response or information submitted to the Commonwealth or for the Commonwealth's use of such information. The Commonwealth may, in its 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 necessarily required to be submitted to PennDOT.

B. Commonwealth Use. All material submitted with the response to this RFI shall be considered the property of the Commonwealth of Pennsylvania and may be returned only at the Issuing Office's option. The Commonwealth, including PennDOT, shall have the right to use any or all ideas not protected by intellectual property rights that are presented in any submission in response to this RFI, regardless of whether or not the relevant

responder participates in an RFQ and/or RFP process in the future, if applicable, and regardless of whether the relevant ideas become part of or are incorporated in the Project. Notwithstanding any copyright designations contained in a submission in response to this RFI, the Commonwealth 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. This RFI is the first step in PennDOT's determination of whether to continue the Project through a P3 procurement and selection process. All materials submitted by respondents under this RFI will be subject to: (i) Pennsylvania's P3 Law; (ii) Pennsylvania Right-to-Know Law (*see* 65 P.S. § 67.101 et seq. ("RTKL")); and (iii) any other laws and regulations applicable to the disclosure of documents submitted under this RFI. If a submission contains CPI, information protected by intellectual property rights or trade secrets, the respondent shall submit a signed written statement to this effect with the submission in accordance with 65 P.S. § 67.707(b) in order to support a claim for exempt information under 65 P.S. § 67.708(b)(11) from public records requests under the RTKL. *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 RTKL, 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 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 RTKL. 65 P.S. § 67.3101.1.

Each person submitting information in response to this RFI should familiarize itself with the provisions of the P3 Law and the RTKL and should make its own determination as to whether any of the information submitted in response to the RFI will be subject to public disclosure at some point during or after the process. In no event shall PennDOT or any of its representatives, consultants, or employees be liable to a responding entity for the disclosure of any materials or information submitted in response to this RFI.

I-4 Background

Pennsylvania, geographically, is centered between the large consumer markets of Boston, New York City, Philadelphia, Baltimore and Washington D.C. Continued population growth in these cities and nationwide yields an increase in demand for goods and materials. Traditional retail and e-commerce stressed by demand are obligated by the consumer market to supply businesses with product to stock their shelves or deliver purchases directly

to the customer within a very short window of time. The transportation infrastructure available in Pennsylvania further reinforces the Keystone State and its role in supply chain logistics to reach these destinations inside five to seven hours. The result is an upsurge in freight warehouses positioned along various points of the delivery corridors, an increase in truck traffic throughout the Commonwealth and, consequentially, a need for truck parking facilities to serve the truck drivers for this industry.

Truck parking in Pennsylvania is lacking in available capacity, poorly located or information about open spaces is unreliable. Shortfalls in parking capacity in heavily-traveled corridors may exceed triple the amount of available parking spaces. As drivers reach their daily Hours of Service limits, the options for a safe area for commercial drivers to rest are limited and those drivers are pressed to park on highway on/off-ramps, the back of empty parking lots, or even along the shoulder of a highway.

To this end, the future does not offer relief. Warehouse development is increasing across the Commonwealth annually which, in turn, is increasing the demand for truck parking at the currently available parking locations. During the early morning hours, trucks overflow already packed rest stops onto highway ramps and shoulders. With no action, this problem will only increase placing the commercial drivers at further risk to park at unsafe locations or continue to drive beyond their daily limits to find reputable parking but placing the truck drivers at risk as well as other vehicles on the roadway.

Federal and state regulations and policies have made it progressively difficult for PennDOT alone to satisfy the capacity demands necessary to meet the needs of the commercial trucking industry. Operation and maintenance costs associated with rest areas coupled with critical infrastructure needs and budget constraints has lowered the priority for truck parking.

To change this narrative, PennDOT is exploring opportunities for public-private partnerships for truck parking facilities delivered at a statewide, district, county and municipalities level, and with more innovative and efficient solutions.

I-5 Meetings

Responding entities shall indicate whether they are willing to participate in a face-to-face meeting with PennDOT to provide additional feedback, information and materials that may assist PennDOT 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 reserves the right to meet with any or all responding entities that indicates that they are willing to participate in a face-to-face meeting.

ATTACHMENT A – RESPONSE TEMPLATE

Number	Topic	Response
1.	What is the private sector’s role in solving the truck parking problem, including issues related to public awareness?	
2.	How can the Commonwealth best encourage partnerships within the freight industry to supply truck parking solutions?	
3.	Truck parking technology (mobile applications, roadway signage, reservation systems, etc.) – What are they doing well? How are they underperforming?	
4.	What are the primary elements needed in a successful truck parking area? What is needed to attract truck drivers to privately owned/operated parking facilities?	
5.	How could a truck appointment system or staging areas help reduce short term parking demand?	
6.	Truck parking facilities have substantial costs to build, operate and maintain. Considering the spectrum of services that could be offered, what is the best way to be fair to both facility owners and truck drivers to cover these costs?	
7.	What is the public sector’s role (state and local) in solving the truck parking problem?	
8.	How can the Commonwealth best help local governments consider truck parking in their plans and land use regulations?	
9.	Are there truck parking initiatives in surrounding states that could be successful in Pennsylvania? Would the creation of a multistate, connected approach be beneficial to the truck parking solution?	
10.	How could truck-only parking facilities with amenities and security operate along interstates while maintaining compliance with federal and state statutes and regulations?	
11.	What incentives can the Commonwealth offer to facilitate private sector participation in a truck parking P3?	