• Call to Order

• Roll Call

• Review and Adoption: November 29, 2016 Board Meeting Minutes

• P3 Board Chair’s Remarks
Approved Project Updates
P3 RBR Webmap
Northampton County Bridge Renewal Program

P3 project to replace and rehabilitate 33 locally-owned bridges
PTC Broadband Project Milestones

2017

Q1
Issue Preliminary Information Memorandum (PIM)

Q2
Issue Request for Qualifications

Q3
Receive Industry Response to PIM

Q4
Statements of Qualifications Due

2018

Q1
Short-List Qualified Proposers

Q2
Draft Request for Proposals (RFP) Issued

Q3
Proposals Due

Q4
RFP Finalized and Issued

Selection of Development Entity

Commercial & Financial Close

RFQ PHASE  RFP PHASE
New Business
• Presentation and Consideration of P3 Project Candidates:
  • Wetland Banking
    Presented by Mr. Drew Ames, PennDOT
  • Keystone Corridor Station Improvement Opportunities
    Presented by Mr. Toby Fauver, FAICP, PennDOT

• Unsolicited Proposals Update

• Approval of the 2016-2017 P3 Office Report for Pennsylvania
Wetland Mitigation Banking Proposal

Mr. Drew Ames, PennDOT
Project Description

Wetland Mitigation Banking Proposal:

- Develop 140 acres of PennDOT-owned land in Chalfont, Bucks County
- Private entity will Design, Build, Finance, Operate, and Maintain (DBFOM)
- Provide on-demand wetland mitigation credits for PennDOT projects
- Private entity may sell excess wetland credits with opportunity for revenue sharing
**Background**

**Transportation Issue:**
- Transportation projects with wetland impacts require mitigation
- No PennDOT Wetland Mitigation Banks permitted since 2008 because of regulatory barriers and risk

**P3 Solution:**
- Wetland banking satisfies mitigation requirements
- Transfers liability from the credit purchaser (PennDOT) to the credit provider (private partner)
Best Practices

National:
• Wetland banking is the established regulatory preference for advanced mitigation
• USFWS Mitigation Policy

State Case Studies:
• Illinois developing mitigation banks for agriculture producers
• Iowa DOT and MDOT developing banking programs
Need for the Project

More efficient and effective wetland mitigation methods are needed

- No economy of scale for single wetland mitigation projects
- Wetland construction, operations and maintenance are not core PennDOT services
- On-demand wetland credits can be provided over 20 or more years
**Wetland Banking Process**

<table>
<thead>
<tr>
<th>Step</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Step 1</td>
<td>Regulatory Agency Approves Banking Site</td>
</tr>
<tr>
<td>Step 2</td>
<td>Private Partner Creates an Agreed Number of Credits (“Bank”)</td>
</tr>
<tr>
<td>Step 3</td>
<td>Construction Project Requires Wetland Mitigation</td>
</tr>
<tr>
<td>Step 4</td>
<td>Deduct Credits (Draw from Bank) to satisfy Mitigation</td>
</tr>
</tbody>
</table>

**USACE**

![USACE Logo]
Project leverages PennDOT’s real estate assets and private sector expertise to develop and market mitigation bank credits

Commonwealth Benefits:
• Long-term cost savings
• Revenue sharing opportunities by selling excess credits
• Reduces permitting time

Private Partner Benefits:
• Revenue generation
• Private partner sells excess credits
Financial Considerations

**Cost:**
- Initial construction costs to re-establish wetlands
- Annual operation and monitoring costs

**Benefits:**
- Immediate benefit to PennDOT Districts 5-0 and 6-0
- 5 - 8 credits per year
- 30 - 40 wetland credits total
- Commercial value for each excess credit

**Estimated value:** $2M - $3M
Proposed Schedule

July
P3 Board Approval

December
Advertise Request for Qualifications (RFQ)

May
Issue Request for Proposals (RFP)

October
Commercial and Financial Close

2017

September
Start industry input and due diligence

March
Select shortlisted firms

2018

August
Select preferred proposer
Keystone Corridor Transit-Oriented Development Opportunities

Mr. Toby Fauver, FAICP, PennDOT
Project Description

Keystone Corridor - Transit-Oriented Development (TOD)

Stations with TOD Potential

- Harrisburg
- Middletown
- Elizabethtown
- Mount Joy
- Lancaster
- Parkesburg
- Coatesville
- Downingtown
- Exton
- Paoli
- Ardmore
- Philadelphia
P3 to Deliver TOD Enhancements:

- Parking upgrades
  - Surface lot expansions, parking garages
- Operation and Maintenance services
- Commercial development
Best Practices

Transit Oriented Development Design Principles:

• Appealing mix of commercial, residential, and public areas clustered around transit stations

• Amenities within walking distance

• Human scale, accessible and integrated design

• Promotes activity and makes the station more inviting

Source: Institute for Transportation and Development Policy
Manheim Township B4 – T6 Zoning Available for Commercial Development

Parcels:
- Parcel “C” (+/-) 1.65 Acres
- Parcel “B” (+/-) 1.02 Acres
- Parcel “A” (+/-) 1.00 Acres
- Parcel “D” (+/-) 2.69 Acres

Additional Features:
- PennDOT Parking Lot for AMTRAK Train Station (+/-) 3.67 Acres
- Stormwater
- Rail Line
- Proposed Crosswalk to Amtrak Station
- Keller Avenue
- Oregon Pike
- Stauffer P

TOD Scenario: Lancaster Station
Transportation Issue:
• Ridership is growing and PennDOT is investing to provide safe, affordable and convenient rail service

P3 Solution:
• Private partner can leverage development opportunities on behalf of PennDOT
• Private partner brings TOD expertise
• Revenue sharing can offset PennDOT station improvement costs
Project leverages PennDOT’s investment and private sector expertise to enhance community amenities and riders’ experience

Commonwealth Benefits:
- Offset infrastructure investments
- Revenue sharing opportunities
- Project costs and schedule assurances

Private Partner Benefits:
- Revenue generation through parking fees and/or leasing of mixed use development
Unsolicited Proposals Update
### Unsolicited Proposals Update

<table>
<thead>
<tr>
<th>Project Name:</th>
<th>Proposed By:</th>
<th>P3 Action:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mitigation Bank Development on PennDOT Land</td>
<td>Magnolia Land Partners, LLC</td>
<td>To Be Presented to Board for Action</td>
</tr>
<tr>
<td>Gateway Raingardens: Partnerships for Stormwater Management</td>
<td>University of Maryland, Environmental Finance Center</td>
<td>Under Consideration</td>
</tr>
<tr>
<td>Oakland Interchange Improvement Project</td>
<td>Oakland Gateway Ventures, L.P.</td>
<td>Under Consideration</td>
</tr>
<tr>
<td>Environmental Solutions P3</td>
<td>Resource Environmental Solutions</td>
<td>Under Consideration</td>
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Approval of the 2016-2017 P3 Report for Pennsylvania
• Next Board Meeting: November 28, 2017

• Other Business

• Public Comments

• Adjournment