Public-Private Transportation Partnership Board Meeting

November 24, 2015
Call to Order and Roll Call

Review of Meeting Minutes from the January 14, 2015 Board Meeting

Chair’s Remarks
Update on Approved Projects

• Rapid Bridge Replacement
• Sponsorship & Advertising
• CNG Fueling Stations for Transit Agencies
• Wireless Telecommunications Partnership
Approved Projects

The Rapid Bridge Replacement Project

**Board Action:** Approved September 2013

**Procurement Status:** In October 2014, PennDOT selected Plenary Walsh Keystone Partners for this initiative, which replaces 558 bridges across the state. Construction anticipated to begin summer 2015 and will be complete by Dec. 31, 2017.

**Benefit to the Commonwealth:** Bridge Replacement Project will dramatically expedite PennDOT’s ongoing effort to address the state’s nearly 4,200 Structurally Deficient (SD) bridges.

Most of the bridge construction work will be performed by Pennsylvania contractors using local labor forces. The Plenary Walsh team includes 11 PA-based subcontractors. This P3 will allow PennDOT to replace the bridges more quickly, while achieving significant savings. The commonwealth will retain ownership of the bridges. The Plenary Walsh team will be responsible for maintaining each bridge for 25 years after its replacement.
RBR Project: Overview

- Rapid Bridge Replacement Program (RBRP) is the first P3 project for the Commonwealth of PA
  - Project was approved by the Commonwealth’s Public Private Transportation Partnership Board in September 2013

- Project includes the design, demolition, construction, financing and routine maintenance/ lifecycle maintenance for **558 structurally deficient bridges** across Pennsylvania (geographically dispersed)

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## RBR Project: Snapshot

<table>
<thead>
<tr>
<th><strong>Authority</strong></th>
<th>Pennsylvania Department of Transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Consortium</strong></td>
<td>Plenary Walsh Keystone Partners</td>
</tr>
<tr>
<td><strong>Financial Close</strong></td>
<td>March 2015</td>
</tr>
<tr>
<td><strong>Substantial Completion</strong></td>
<td>December 2017</td>
</tr>
<tr>
<td><strong>Status</strong></td>
<td>Construction</td>
</tr>
<tr>
<td><strong>Total D&amp;C Cost</strong></td>
<td>US$899 million</td>
</tr>
<tr>
<td><strong>Design-Builder</strong></td>
<td>A joint venture of Walsh Construction Company and Granite Construction Company</td>
</tr>
<tr>
<td><strong>O&amp;M Provider</strong></td>
<td>Walsh Infrastructure Mgmt.</td>
</tr>
<tr>
<td><strong>Equity Provider</strong></td>
<td>Plenary Group (80%), Walsh Group (20%)</td>
</tr>
</tbody>
</table>
RBR Project: P3 Arrangement

- Transaction Highlights:
  - 1 DBFM Contract
  - PennDOT maintains ownership, but the Development Entity is responsible for maintaining each bridge for 25 years after replacement
  - 28 Year Contract (w/ 25 year maintenance term per bridge)
• 63 Construction NTPs issued
• 23 bridges currently under construction
  – As of 11/20/2015
• 27 bridges replaced and open to traffic
RBR: First Bridge Completed, Butler County

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RBR Construction Activities

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**Sponsorship and Advertising Program**

**Board Action:** Approved January 2013

**Procurement Status:** Contract Awarded December 2013.

**Private Partner:** Travelers Marketing

**Benefit to the Commonwealth:** State Farm has agreed to a three-year contract to sponsor PennDOT’s roving safety patrol, which offers free assistance to motorists on selected expressways in the Lehigh Valley, Philadelphia, Harrisburg, and Pittsburgh.

This sponsorship will offset nearly 11 percent of PennDOT’s roughly $4 million annual cost to operate the service. As part of the sponsorship, existing patrol vehicles received an updated look including the State Farm logo and enhanced, highly reflective safety markings to increase visibility to motorists. Travelers Marketing continues to pursue additional sponsorship and advertising programs under this P3, including PennDOT’s Yellow DOT program, PennDOT Rest Areas and PennDOT Mail inserts
Sponsorship and Advertising

• Through the end of September 2015, 16,666 motorists were assisted by the PennDOT State Farm Safety patrol.

• The patrol is a roving safety patrol offering free motorist assistance on select expressways in Harrisburg, Lehigh Valley, Philadelphia and Pittsburgh regions.

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Compressed Natural Gas (CNG) Infrastructure for Transit

**Board Action:** Approved September 2014

**Procurement Status:** Request for Qualifications issued November 2014

**Benefit to the Commonwealth:** This project will bring fueling stations to selected transit agencies across the state. The private partner will have the opportunity to provide fueling services to other public and private fleets. PennDOT would receive a portion of the fuel sales revenue, with the money being returned to transit agencies to assist with future capital projects. PennDOT anticipates final selection of a team to develop this initiative in the summer of 2015.
Location of Potential Transit Agencies

Current Fleet Size Key: 
- >1,000
- 100-200
- < 100

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Approved Projects

Wireless Telecom Partnership

Board Action: Approved September 2013

Procurement Status: Four firms were shortlisted in October 2014

Benefit to the Commonwealth: The commonwealth would receive revenue from telecommunication companies leasing space on existing PennDOT assets. In addition, more robust wireless coverage would improve emergency response efforts and would bolster PennDOT’s Intelligent Transportation Systems network.
P3 Board Meeting

Presentation and Consideration of P3 Project Candidate

Unsolicited Proposals

2016 Meeting Dates

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AMTRAK Stations Improvement Project
Keystone Corridor - Middletown Station

Presentation to the Public Private Transportation Partnership Board

November 24, 2015
Project Overview

• Station Relocation
  – Platform Lengths
  – ADA Requirements
  – ROW Status
• P3 Components
  – Design, Build, Finance & Maintenance
    • Parking
    • Transit Oriented Development (TOD)
• Funding – $32M
  – FTA Grants
  – PennDOT

• Not In P3
  – Track/Platforms
  – Station (Towers/Ped bridge)

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Potential Benefits and Opportunities

- Parking Revenues
  - 72 Existing Spaces
  - 400 Projected Spaces

- Operations & Maintenance Efficiencies
  - Safety Improvements
  - Risk Transfer
  - Cost Efficiencies (AMTRAK Subsidy)

- Station/TOD Opportunities that Promote Economic Growth
Why P3?

• Provides Framework:
  – Leverage Existing Funding
  – Minimize O&M Risks/Costs
  – Maximize TOD Opportunity

• Best Value Selection
  – Price
  – Technical Approach
  – TOD Development
AMTRAK Stations Improvement Project

Draft Conceptual Rendering – 11/24/2015
AMTRAK Stations Improvement Project

Draft Conceptual Rendering – 11/24/2015

www.P3forPA.pa.gov
AMTRAK Stations Improvement Project

- Proposed Project Structure
  - Long-term Lease Agreement
  - DBFOM Station, Parking, & TOD

- Procurement Process
  - RFI Issued Feb. 2014 (Keystone Corridor)
  - RFQ Q1 2016
  - RFP Issued to Shortlisted Teams Q4 2016

- Next Steps
  - Stakeholder Coordination (FTA, AMTRAK, Middletown)
  - Secure ROW & Finalize Development Plans
  - Develop RFQ & TOD Real Estate Study

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Unsolicited Proposals

• Northampton County P3 Bridge Renewal Program

• Commercial Vehicle Enforcement

• Valley Crest Access / PA-309 Business Mundy Street Enhancement

• Damage Claims Recovery Operations
Presentation of Candidate Unsolicited Project

Northampton County
P3 Bridge Renewal Program

Presentation to the
Public Private Transportation Partnership Board

November 24, 2015

www.P3forPA.pa.gov
Northampton County Bridges

P3 Solution

NORTHAMPTON COUNTY BRIDGE PARTNERS

CLEARWATER CONSTRUCTION
PENNONI

KeyBank
POLISINELLI
The Northampton County Bridge P3

P3 Solution:

*Renewal of Bridge Inventory in 4 years for $45-$50 million*

- Design-Build-Finance-Maintain
- Replacement and Rehabilitation of 34 County Bridges
- Proven Project Team with PA Local Bridge Project Delivery
- Available Long Term Private Financing
- County Authority in place for P3 Partnership
- County has Dedicated Annual Revenue Streams
The P3 Team / Consortium

- Lead Contractor
- Designer of Record
- Debt Provider / Arranger
- Legal Counsel
The P3 Team / Consortium

County of Northampton
General Purpose Authority

Debt Provider/Arranger
KeyBank
Capital Markets
Jose Henera

NCBP
Northampton County Bridge Partners

Legal Counsel
Polsinelli
Marcus Lemon

Design Build Contractor
Clearwater Construction
Gary Gorski

Engineering
Pennoni
- Lead Engineer
  - Ted Januska, PE
  - Pennoni
- Constructability
  - William Allen
  - Pennoni

Construction
Clearwater
- Contractor
  - Roger Drake
  - Clearwater
- Construction Inspection
  - Curt Shupars, PE
  - Pennoni

Maintenance
Clearwater
- Contractor
  - Roger Drake
  - Clearwater
- Lead Engineer
  - Ted Januska, PE
  - Pennoni
Project Objectives

- Enhance Overall Condition of County Bridge Inventory
- Eliminate Structurally Deficient Bridges
- Reduce Quantity of Functionally Obsolete Bridges
- Improve Inventory’s Bridge Sufficiency Ratings
- Address Safety Needs
- Remove Weight Limit Postings
- Exceed Traditional Delivery Schedule
# Funding Sources

<table>
<thead>
<tr>
<th>Revenue Sources</th>
<th>Estimated Annual Revenue Amounts</th>
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<tbody>
<tr>
<td>2014 Property Tax Increase</td>
<td>$7,000,000</td>
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<tr>
<td>Casino Gaming Host Fees</td>
<td>$2,000,000</td>
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<tr>
<td>PennDOT Act 13 Funds (Shale Gas Impact Grant)</td>
<td>$475,000</td>
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<tr>
<td>PennDOT Act 89 Bridge Improvement Funds</td>
<td>$100,000</td>
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<tr>
<td>PennDOT Act 44 PA Highway Tolls Grant</td>
<td>$135,000</td>
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<tr>
<td>Optional Registration Fee</td>
<td>$1,200,000</td>
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<tr>
<td><strong>Approximate Total Estimate</strong></td>
<td><strong>$10,910,000</strong></td>
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## Project Scope Overview

<table>
<thead>
<tr>
<th></th>
<th>Replacement</th>
<th>Rehabilitation</th>
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<tbody>
<tr>
<td>Structurally Deficient</td>
<td>7</td>
<td>1</td>
</tr>
<tr>
<td>Functionally Obsolete</td>
<td>14</td>
<td>4</td>
</tr>
<tr>
<td>Aged Bridges</td>
<td>7</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>28</strong></td>
<td><strong>6</strong></td>
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Bridge Replacements

- “Footprint” Bridges
- Minimize Right-of-Way, Environmental and Utility Impacts
- Jointless Bridges – Integral and Semi-Integral Abutments
- Improved Geometrics and Safety Features
- Minimize Future Maintenance
“Footprint” Bridge Replacements

EXISTING PLAN VIEW

PROPOSED PLAN VIEW
Bridge Replacements

Scope mimics PA Rapid Bridge Replacements

Type I Replacement

Type II Replacement
Bridge Rehabilitation / Safety Improvements

- Four (4) Stone Arch Rehabilitations
- Two (2) Structure Preservation and Safety Improvements
P3 Project Process Outline

- Proposal is submitted to P3 Office/Steering Committee for review
- P3 Board Review/Approval
- County Authority Issues RFP
- County Authority Proposal Review and Selection
- County Authority Executes Public Private Transportation Partnership
- Design & Construction

- October 2015
- 6 Months (April 2016)
- 48 Months (October 2019)
Open Discussion
Unsolicited Proposals

• Northampton County P3 Bridge Renewal Program

• Commercial Vehicle Enforcement

• Valley Crest Access / PA-309 Business Mundy Street Enhancement

• Damage Claims Recovery Operations
P3 Board Meeting

Other Business

Public Comments

Adjournment

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