

Rapid Bridge Replacement Project

DBE Information / Networking Session

Agenda

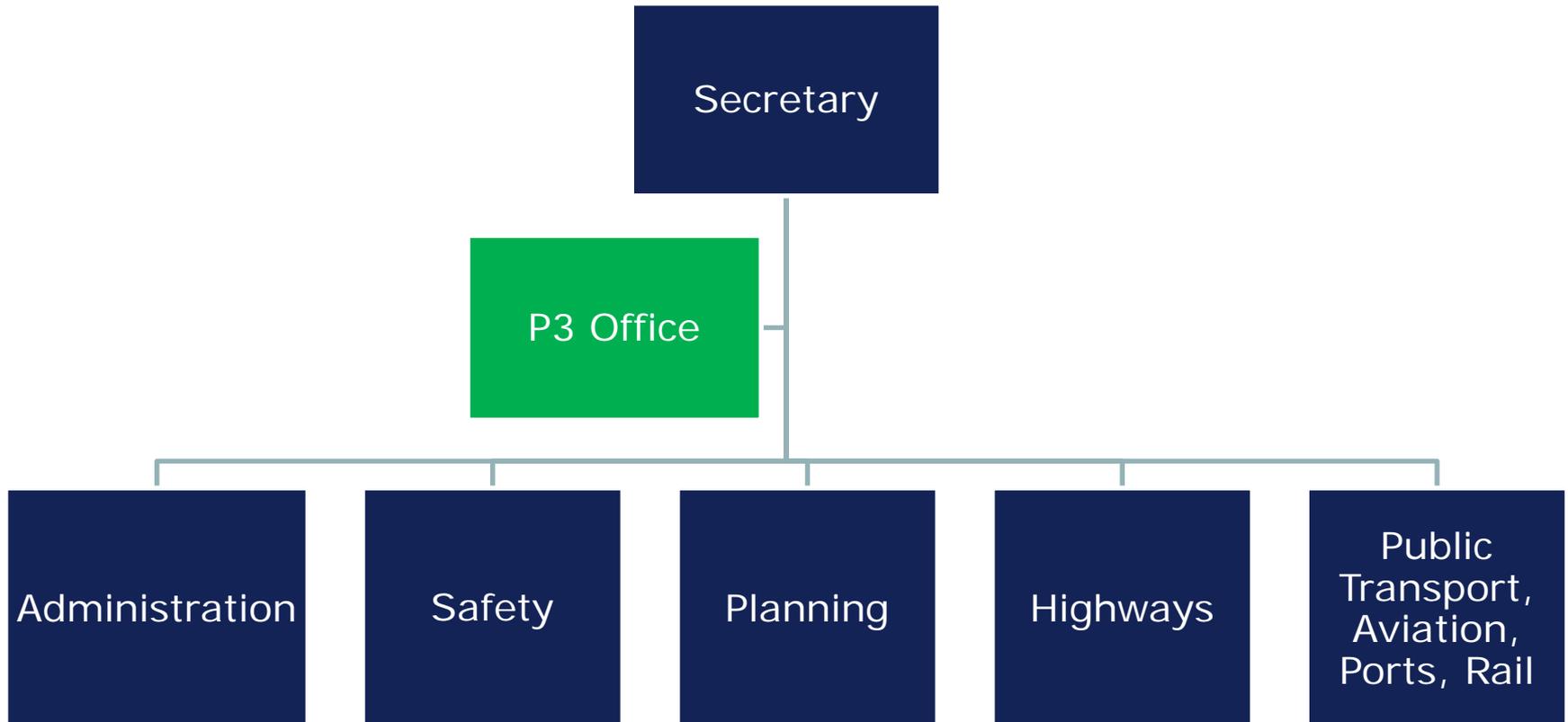
- P3 Program Overview
- Rapid Bridge Replacement Project Summary
- Identification, Screening and Selection of Bridges
- Transaction Structure and Procurement Process
- Next Steps



P3 Program Overview

www.P3forPA.com

PennDOT P3 Office



www.P3forPA.com

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**



Rapid Bridge Replacement Project Summary

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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

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

Project Development

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

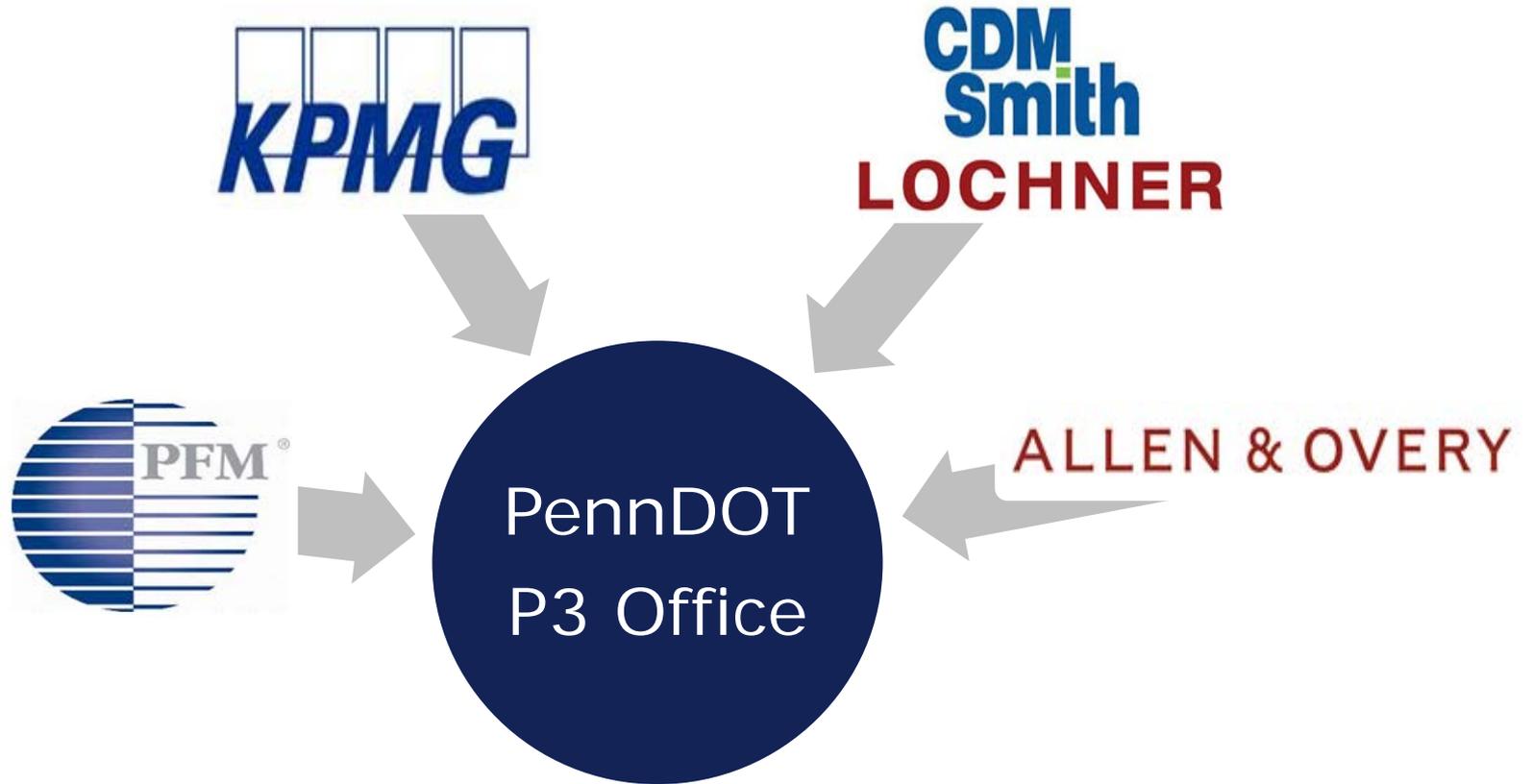
The List

- 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

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

Project Team





Identification, Screening and Selection of Bridges

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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

Deliverability

■ Considerations:

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

■ Limited impacts to:

- Utilities
- Waterway
- Environmental Resources
- Railroad
- Traffic
- 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





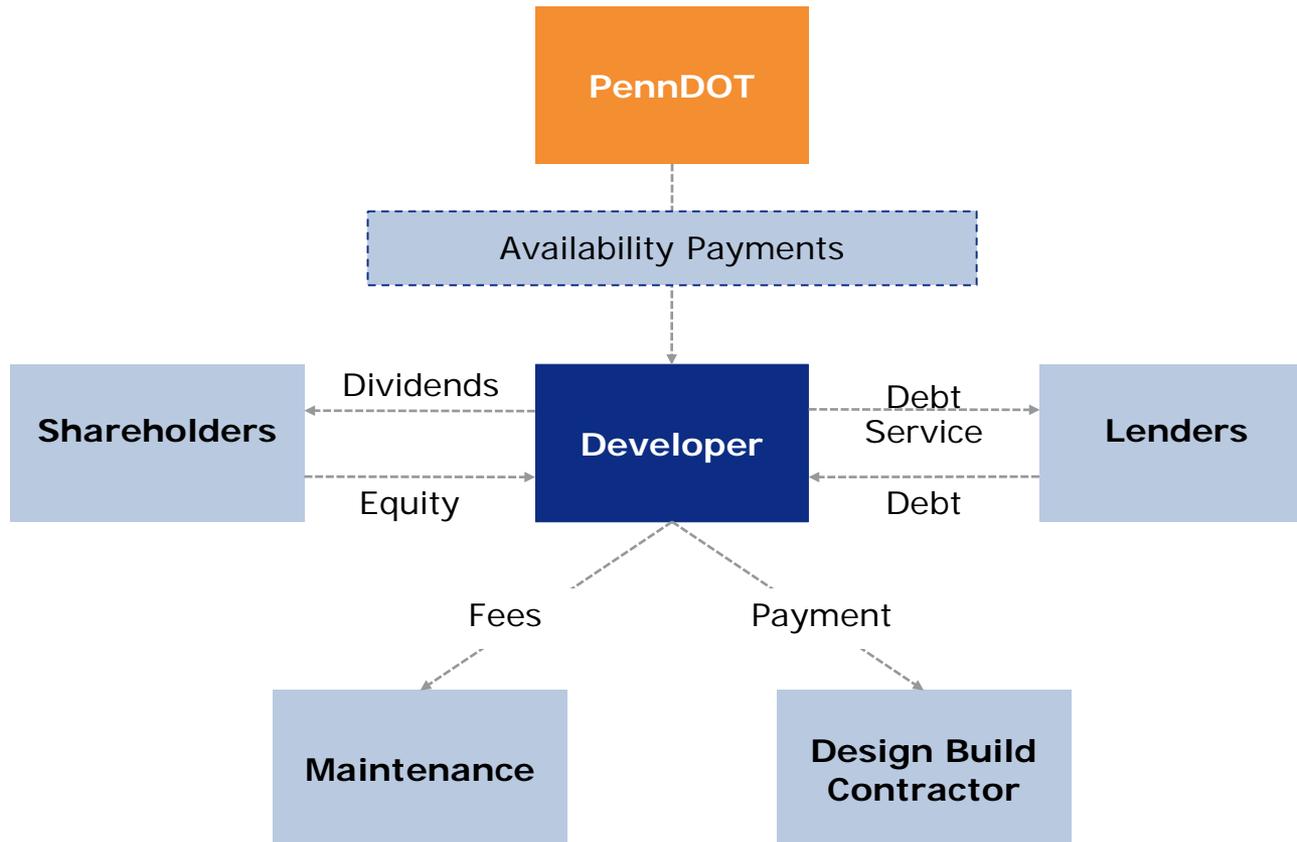
Transaction Structure and Procurement Process

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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





DBE Requirements

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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

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

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Procurement Schedule

Milestone	Date
Issue Final RFP	No Later than July 31
Proposal Due Date	September 29
Preferred Proposal Selected	Late October
Commercial Close	December
Financial Close	1 st Quarter 2015
Construction Begins	Summer 2015
Construction Ends	Summer 2018

Contact Information

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www.P3forPA.pa.gov

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