Potential P3 Projects

The projects represent a sample of those under discussion for P3 treatment, but no commitments have been made. They are shown for illustrative purposes only. Actual project list is subject to further discussion.

interstate 710 freight corridor

It is projected that the cargo traffic from the Ports of Los Angeles and Long Beach will more than double in the next 10 years. This project will separate truck traffic from automobile traffic to reduce congestion and improve safety over the 18-mile project length within Los Angeles County. The project cost is estimated at $6.7 billion. Completion of the environmental document is scheduled for 2011.
www.metro.net/projects_studies/I710/default.htm

gerald desmond bridge replacement

This project would replace the existing 4-lane bridge with a 6-lane bridge in Los Angeles County. The new bridge will increase the vertical clearance to allow larger container ships to enter the Port of Long Beach. Goods movement will be enhanced due to the additional capacity on I-710. The project cost is estimated at $1.1 billion. Completion of the environmental document is scheduled for December 2009.
http://10.56.3.8/PIRS/FS/external.cfm?EA=22830

doyle drive

This project would reconstruct 1.6 miles of existing Route 101 with a new 6-lane facility south of the Golden Gate Bridge in San Francisco. The highway serves over 100,000 vehicles daily. The project cost is estimated at $955 million. The environmental process was completed in January 2009.
www.doyledrive.com

bay area hot lanes

The Metropolitan Transportation Commission in the San Francisco Bay Area has adopted a plan to establish an 800 lane-mile regional network of high-occupancy toll, express lanes. The network will include conversion of existing high-occupancy-vehicle lanes and construction of approximately 300 miles of new lanes. The estimated cost of the system build-out is $6 billion capital and $7.6 billion including operation and maintenance over 30 years. Several segments have already completed the environmental process.
www.mtc.ca.gov/planning

riverside county route 91 corridor improvements

This project would add express toll lanes to a 14-mile segment of State Route 91 and a 6-mile segment of Interstate 15 in Riverside County. This route is one of the most congested routes in Southern California with a current traffic volume of 280,000 vehicles and is expected to increase 50-70 percent by 2030. Project cost is estimated at $1.5 billion. The environmental process is scheduled for completion in 2011.
www.sr91project.info

www.publicinfrastructure.ca.gov

July 2009

california
find INSPIRATION here

public infrastructure advisory commission

On February 20, 2009, Governor Arnold Schwarzenegger signed legislation authorizing a broad range of public-private partnerships (P3) for transportation projects. This legislation enables P3s as a tool in fulfilling California's enormous transportation needs. California represents a major market (8th largest economy in the world) for infrastructure. It has significant pent-up demand, as well as the need to accommodate expected population and economic growth over the next several decades.

This document includes a brief summary of the new law and a non-exclusive list of representative, potential projects that are being considered by public agencies for P3 treatment.

www.publicinfrastructure.ca.gov

Summary of P3 Enabling Legislation (Senate Bill X2 4)

Effective Date May 21, 2009 • The text of the new law may be accessed at: www.leginfo.ca.gov/pub/09-10/bill/sen/sb_0001-0050/sbx2_4_bill_20090220_chaptered.pdf

location of statutory changes

- California Streets and Highways Code Section 143

agencies authorized to carry out projects

- California Department of Transportation (Caltrans)
- Regional transportation agencies (RTAs)
- Caltrans and RTAs may procure projects together or separately

types of projects eligible

- Highways
- Public streets
- Rail
- Related facilities supplemental to existing facilities owned and operated by Caltrans/RTAs
- Work may include one or more of the following: Planning, design, development, finance, construction, reconstruction, improvement, acquisition, lease, operation, maintenance
- No limit on duration of agreements. No fee ownership or sale of existing assets.

public infrastructure advisory commission (PIAC)

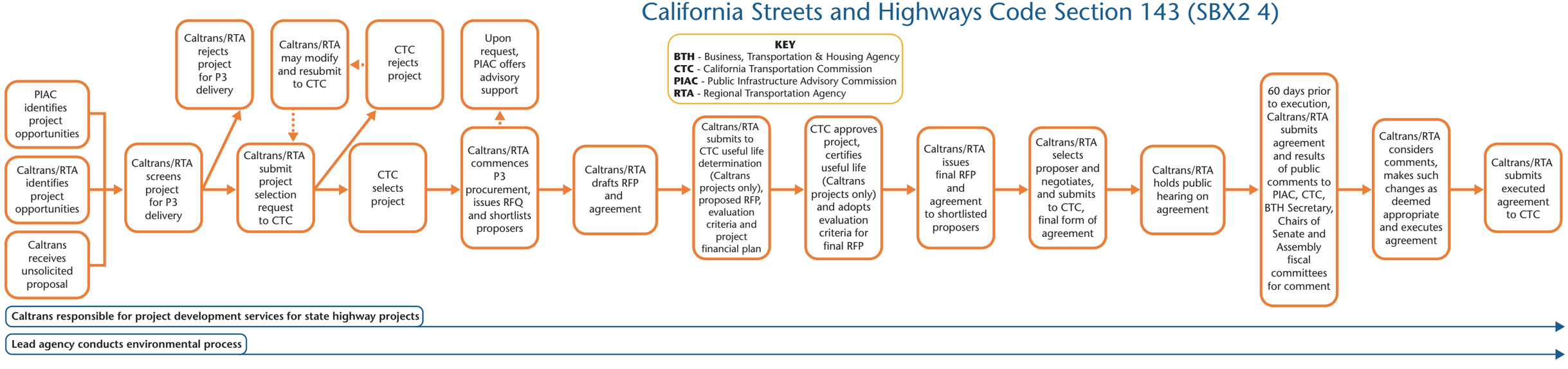
- Auxiliary organization established by the California Business, Transportation & Housing Agency (BTH)
- Clearinghouse of P3-related services and information
- PIAC authorized to identify candidate projects throughout California, research P3 best practices/lessons learned, and assemble information for the benefit of Caltrans/RTAs
- At the request of Caltrans/RTAs, PIAC may provide procurement-related services to Caltrans/RTAs
- Reviews agreements prior to execution

procurement methods

- Caltrans/RTAs may use one or more of the following procurement approaches:
  - > Solicitations for defined projects and calls for proposals within defined parameters
  - > Prequalification and short-listing prior to final evaluation of proposals
  - > Final evaluation of proposals based on qualifications and best value
  - > Negotiations with proposers prior to award
  - > Acceptance of unsolicited proposals, provided that Caltrans/RTAs issue a request for competing proposals. Award to the unsolicited bidder is not permitted unless there is at least one other responsible bid.
- Low Bid or Best Value Selection: Caltrans/RTAs may award a contract on the basis of either low bid or best value
- Public Hearing: Caltrans/RTAs must hold at least one public hearing at a location near the proposed facility to receive public comment on the agreement
- Legislature/PIAC/California Transportation Commission (CTC) review of agreement and public comments: At least 60 days prior to executing the agreement, Caltrans/RTAs submit the draft agreement and any comments from the public hearing(s) to the Legislature, PIAC and CTC for review. Caltrans/RTAs shall consider those comments prior to executing the agreement.

  No approval is required from the Legislature or PIAC to execute the agreement.

For more information please go to: *www.publicinfrastructure.ca.gov*

Public-Private Partnerships (P3) Procurement Flowchart

California Streets and Highways Code Section 143 (SBX2 4)