

PRESENTATION | STATE PROJECT NO. H.004791

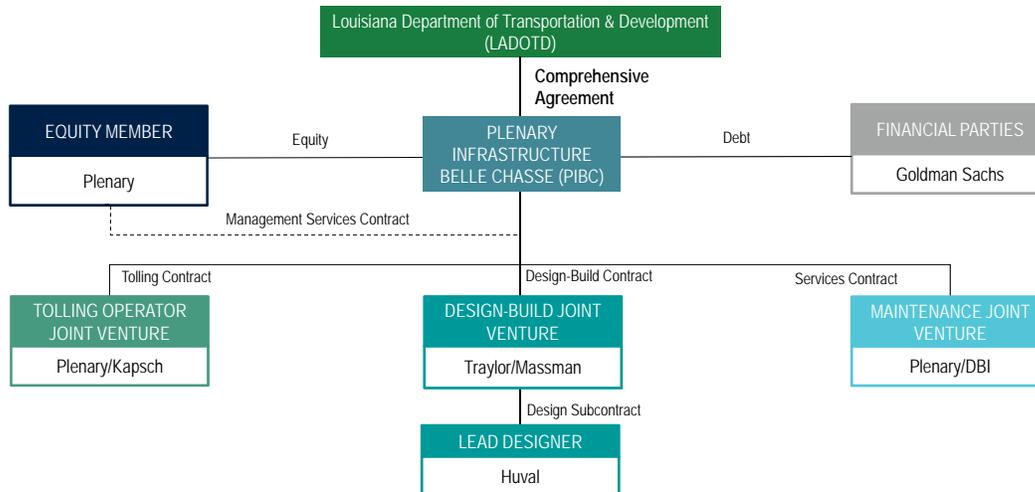
**BELLE CHASSE BRIDGE AND TUNNEL REPLACEMENT  
PUBLIC-PRIVATE PARTNERSHIP PROJECT**

PLENARY INFRASTRUCTURE BELLE CHASSE



## TEAM OVERVIEW

Plenary Infrastructure comprises industry experts with experience across P3 project delivery, civil infrastructure construction, tolling systems, operations and maintenance, and project financing



## Plenary

- PIBC's Lead Equity Member (100%), Lead Developer, and member of Tolling Operator and O&M team
- Largest P3 developer in North America with investments in 33 DBFM infrastructure projects valued at over \$14 billion across the US and Canada
- Plenary has never sold an equity investment and actively manages all projects, including engagement in community events and public outreach efforts
- Currently operating 21 projects, with 11 projects under construction
- Issued over \$6 billion in P3 project debt and raised \$600 million of equity in North America

PROJECT	VALUE	ASSET TYPE	PROJECT TYPE
US 36 Managed Lanes	US\$200M	Transport	50 yr DBFM
Pennsylvania Rapid Bridge Replacement Project	US\$1.112B	Transport	28 yr DBFM
State Street Redevelopment Project	US\$72.5M	Transport	25 yr DBFM
UC Merced 2020 Project	US\$1.338B	Education	39 yr DBFM

PROJECT	VALUE	ASSET TYPE	PROJECT TYPE
Disraeli Bridges	CS\$195M	Transport	32.5 yr DBFM
Metrolinx East Rail Maintenance Facility	CS\$859M	Transport	30 yr DBFM
Milton District Hospital	CS\$512M	Health	30 yr DBFM
Ministry of Government New Data Centre	CS\$352M	Govt. Accom	32 yr DBFM
Stoney CNG Bus Storage and Transit Facility	CS\$175M	Transport	30yr DBFM
Waterloo Light Rapid Transit	CS\$583M	Transport	30 yr DBFM
Winnipeg Southwest Rapid Transitway Project (Stage 2)	CS\$366M	Transport	33 yr DBFOM



## JOINT VENTURE TEAM MEMBERS

### TRAYLOR BROS., INC. | DBJV CONTRACTOR (LEAD)

- For more than 60 years, Traylor has self-performed highly technical, cutting-edge construction on more than 135 major bridge projects. HQ: Evansville, IN. Traylor's P3 work includes: the \$2 billion P3 Purple Line Light Rail Transit Project from Bethesda to New Carrollton, Maryland
- Projects include: **Huey P. Long Bridge Widening**; **I-10 Main Span Bridges over Lake Pontchartrain**; **US HWY 90 Bridge Replacement over Biloxi Bay**

### MASSMAN CONSTRUCTION CO. | DBJV CONTRACTOR

- Founded in 1908 and a leader in heavy civil and marine construction, Massman has successfully completed more than 1,700 projects. HQ: Overland Park, KS; Local office Harahan, LA. Extensive Louisiana and Gulf Coast experience for the LA DOTD and other owners
- Projects include: **Huey P. Long Bridge Widening**; **US HWY 90 Bridge Replacement over Biloxi Bay**; **US HWY 90 Rigolets Pass Bridge**

### HUVAL & ASSOCIATES, INC. | DBJV LEAD DESIGNER

- Huval is an engineering consulting firm based in Lafayette, LA that provides civil and structural engineering solutions. Huval has been a trusted provider for the LA DOTD, designing and providing construction engineering on hundreds of Louisiana bridges over the last 29 years
- Projects include: **Westbank Expressway-MacArthur Drive**; **I-10: Highland Road to LA-73**

### KAPSCH USA | JV TOLLING PROVIDER

- Kapsch, a leader in intelligent transportation systems in fields including tolling and traffic management, has more than 6,000 employees and provides toll collection and traffic management services for TxDOT's North Tarrant Express Managed Lanes ITS System, the largest such project currently in operations in the United States
- Project portfolio spans the United States and includes global references in more than fifty countries

### DBI SERVICES, INC. | JV O&M PROVIDER

- Unmatched P3 experience worldwide providing toll collection and back office services, with multiple projects spanning the globe. DBI is responsible for O&M of several high-profile P3 projects across the US and Canada
- Projects include: **US-181 Harbor Bridge Replacement**; **Pocahontas Parkway Toll Road**



## LOCAL TEAM CONNECTIONS



1. **Huval & Associates** ✦
2. **Modjeski and Masters** ✦
3. **GeoEngineers** ✦
4. **Vectura** ✦ ✦
5. **GoTech** ✦ ✦
6. **Cardno** ✦
7. **Providence** ✦
8. **Coastal Environments** ✦
9. **Dana Brown & Associates** ✦ ✦
10. **Sigma Consulting Group** ✦
11. **Franklin Associates** ✦ ✦

✦ Local to Louisiana  
 ✦ SBE/DBE Company



## PROJECT GOALS

- **LOWEST TOLL RATES THAT ARE FINANCIALLY FEASIBLE FOR THE SHORTEST OPERATIONS AND MAINTENANCE TERM**
  - Maintain public service/public safety access, and minimize inconvenience to travelers during construction
  - High-quality, durable, and maintainable infrastructure
  - Innovative construction methods to minimize disruption
    - Compatibility and user-friendly for other LA toll systems
    - Reduce need for future maintenance/rehabilitation of existing structures
    - Maintain and enhance community infrastructure connections
    - Develop partnership to perform operation, maintenance, and management of toll facility
    - Minimize cost and workforce related to operating LA 1



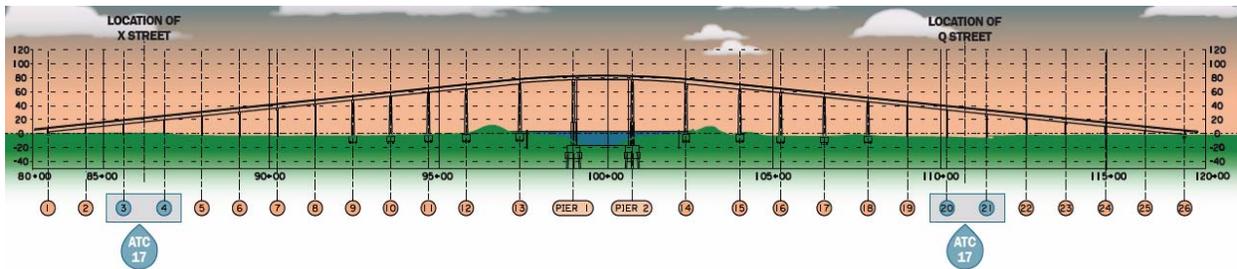
## PROJECT LAYOUT

- New Bridge location is between the existing Vertical Lift Bridge & Tunnel

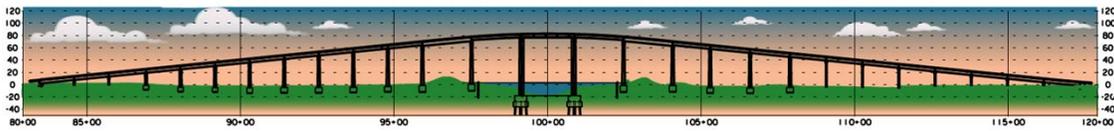


## PROJECT

- Provides 73-ft. vertical clearance and 150-ft. horizontal clearance at the navigational channel of the GIWW
- Utilizes 5% approach grades to minimize the structure length & impacts to the surrounding community



## THE NEW BELLE CHASSE BRIDGE



## TUNNEL DECOMMISSIONING



## LANDSCAPE/HARDSCAPE FEATURES

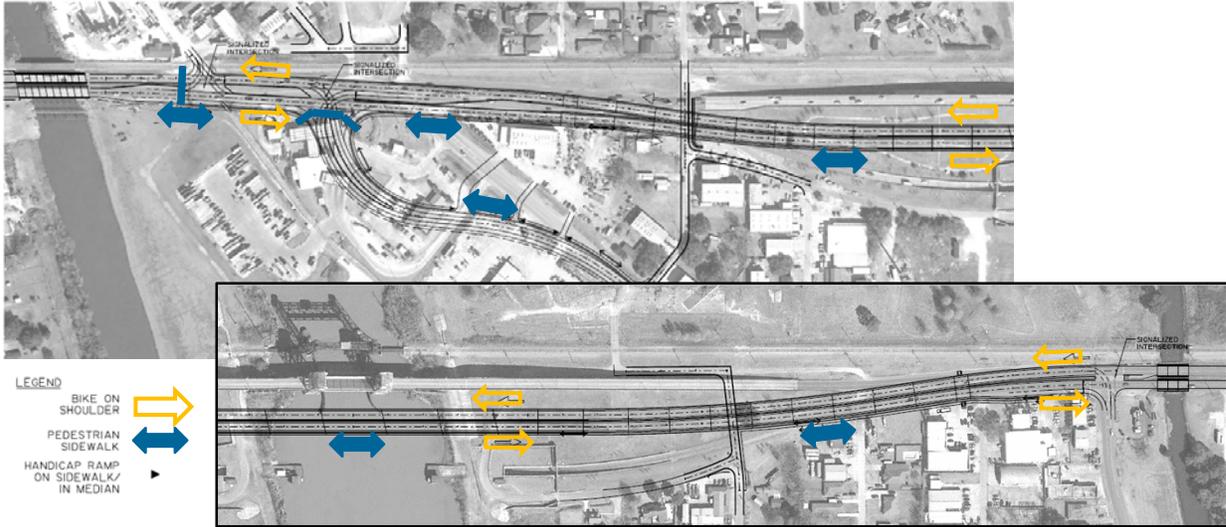


## STRUCTURE AESTHETIC FEATURES

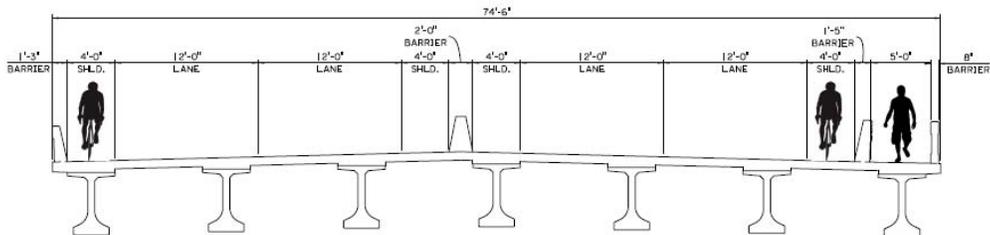


1. Color scheme on exterior bridge railing & exterior girder
2. Paint all structural elements (per BDTM 72) utilizing class III special surface finish
3. Utilize ends of caps to feature art or graphics as guided by public input
4. Coordinate texture, patterns & colors of bridge end MSE/retaining walls

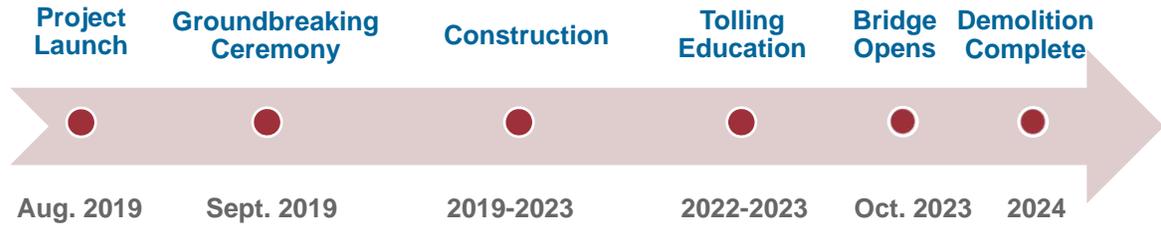
## PEDESTRIAN FACILITIES



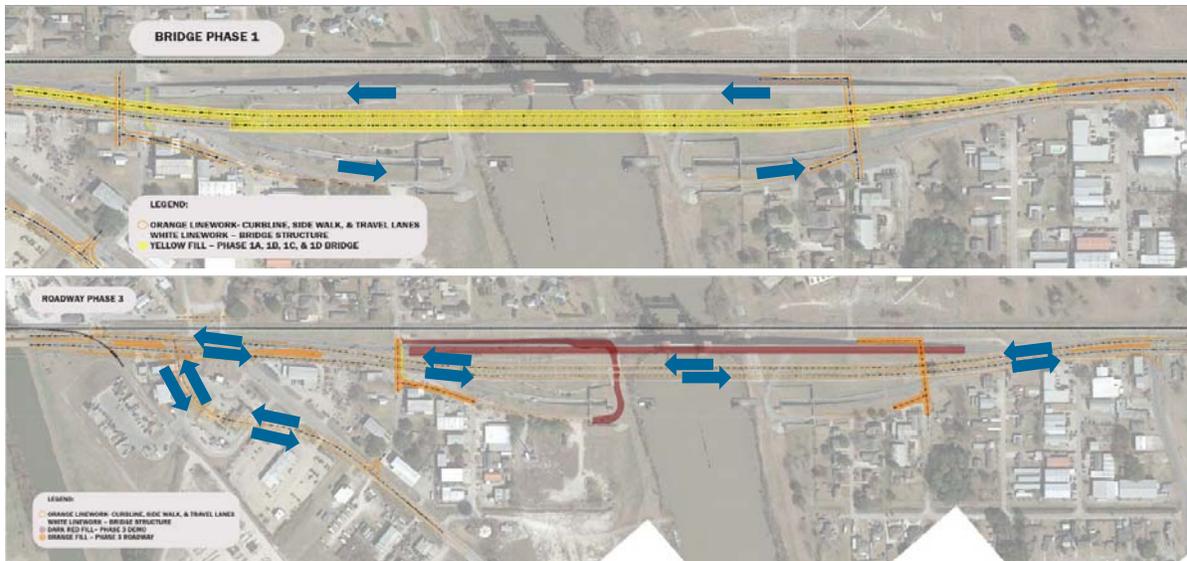
## PEDESTRIAN FACILITIES



## PROJECT SCHEDULE

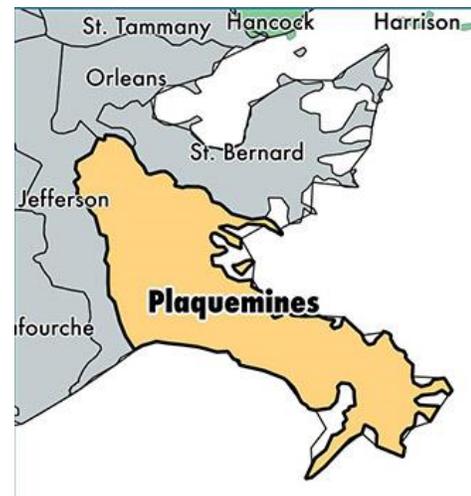


## MAINTENANCE OF TRAFFIC



## LOCAL HIRING OBJECTIVE

- Committed to hiring local where possible for this project
  - Construction
  - Bridge tenders
  - Existing bridge and tunnel maintenance
- Identify opportunities to transition existing staff to PIBC team for similar roles
  - Existing expertise and knowledge is invaluable



### TOLLING APPROACH

- Discounted rate provided to residents of Plaquemines Parish
- Lower rates for transponder-based accounts
  - *Transponders will be provided free of charge*
- License plate (non-transponder) rate expected to be primarily used by non-local and infrequent drivers

#### 2019 \$ Toll Rate Values

Auto (Class 1)			Box Truck (Class 2)		Semi-Truck (Class 3)	
Plaquemines Parish Resident (Transponder)	Non-Plaquemines Parish (Transponder)	All Auto (License Plate)	Transponder	License Plate	Transponder	License Plate
\$0.45	\$0.90	\$1.80	\$3.00	\$3.90	\$6.00	\$6.90

- Toll rates increase 1 penny and CPI each year throughout term
- Toll rates cannot increase above the schedule included in the Comprehensive Agreement

### BELLE CHASSE TOLL CLASSES – VOLUMETRIC

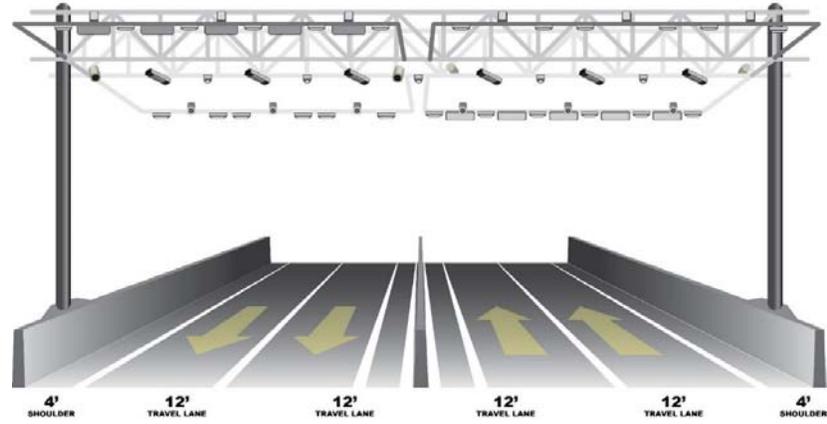
CLASSIFICATION	VEHICLE DESCRIPTION
Small Vehicle	
Medium Vehicle	
Large Vehicle	

- **Class 1** - Motor vehicles without trailers, not larger than 20 feet in length, eight and a half feet in width and twelve feet in height
- **Class 2** - Motor vehicles from 20 feet in length to 35 feet in length with a width of eight and a half feet in width and height of from 12 feet to 13 feet
- **Class 3** - Motor vehicles that are Semi-Trucks that are greater than 35 feet in length with a width of eight and a half feet in width and higher than 13 feet in height

## TOLLING LANE SOLUTION LAYOUT

### Tolling Benefits:

- **No toll booths**
- **Mounted toll cameras above lanes**
  - License plate images
- **No lifting of bridge for marine traffic**
- **Free Flow Of Traffic at Full Speed**
  - *Does NOT require vehicles to slow down*



## VEHICLE DETECTION AND CLASSIFICATION

- Easy installation, easy maintenance = **Minimal Impact To Traffic**
- Axle counting **Without In-pavement Sensors**
- Correlation with transponders
- Correlation between front and rear image of vehicles
- Can be used to track measurement of speed and lane usage
- Performs regardless of weather and traffic conditions, or vehicle types





## OPERATIONS & MAINTENANCE KEY ELEMENTS

PIBC Will Leverage Resources Well Versed In P3, Performance Based Operations And Maintenance (O&M)

Full-time staff located on site in Belle Chasse

- Unparalleled P3 experience

On-site maintenance facility using remnant building

- Focused on keeping the structure in best shape on proactive basis

Experienced in moveable bridge and tunnel operations (needed for operations and maintenance prior to new bridge opening)

## TOLLING OUTREACH

### Education Plan

- Transponders free for all new users / accounts
- Encourage transponder adoption and account setup
- Transponders available at community events / activities
  - PIBC personnel can help customers establish accounts
  - Help install transponders on vehicles
- Flexible and responsive
  - Outreach personnel on site full time during design/build/implementation phases
- Seek feedback from customers as part of continual improvement efforts



## TOLLING COMMUNICATION EFFORTS

### Ongoing efforts will include:

- Presentations to community & business organizations
- Television & radio interviews
- Newspaper advertisement & printed materials
- Website updates
- E-blast newsletters & social media updates
- Participation in community events
- Meetings with elected officials & community leaders
- Engagement with Navy Base and major employers
- Tolling Toolkits & Templates
- Electronic message boards
- Frequently Asked Questions

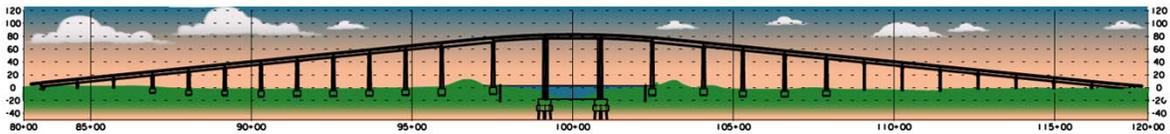
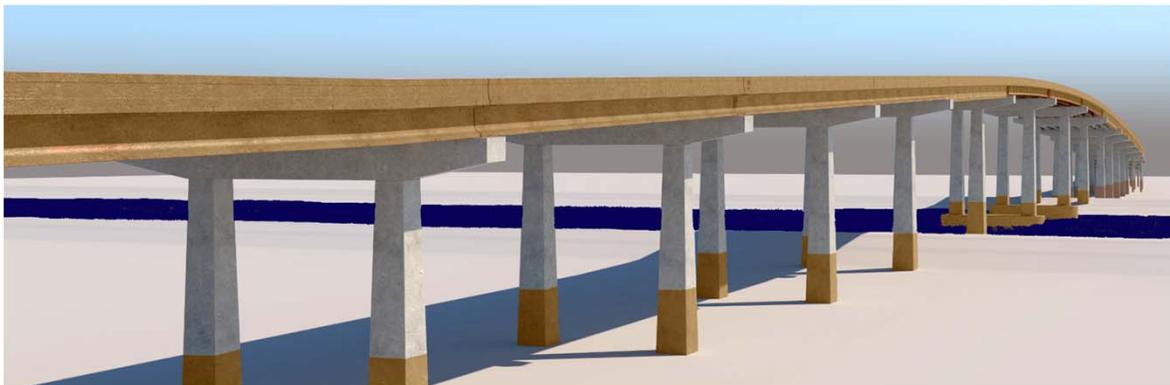


## CUSTOMER SERVICE CENTER

- **CSC operating hours**
  - Live Agents by phone 10 hours per day from 8:00am to 6:00pm CT Monday-Saturday
  - Website, Mobile App, Automated Telephone System 24hrs/day
- **Services provided**
  - Account setup
  - Payments
  - Questions
  - Concerns
  - Order transponder
  - Close Accounts
  - Change vehicles on account
- **Located in the United States**



## THE NEW BELLE CHASSE BRIDGE



## Technical Proposal Review



## Qualitative Evaluation Factor Ratings

<b>E</b>		<b>EXCEPTIONAL</b> ~ The Proposer has demonstrated an approach that is considered to significantly exceed the LA DOTD's stated goals and objectives in a way that is beneficial to the LA DOTD. This rating indicates very little or no risk that this Proposer would fail to meet the requirements of the solicitation. There are essentially no Weaknesses.
<b>G</b>		<b>GOOD</b> ~ The Proposer has demonstrated an approach that is considered to exceed the LA DOTD's stated goals and objectives. This rating indicates little risk that this Proposer would fail to meet the requirements of the solicitation. Weaknesses, if any, are very minor.
<b>A</b>		<b>ACCEPTABLE</b> ~ The Proposer has demonstrated an approach that is considered to meet the LA DOTD's stated goals and objectives. This rating indicates an acceptable level of risk that the Proposer would fail to meet the requirements of the solicitation. Weaknesses are minor and can be readily corrected.
<b>U</b>		<b>UNACCEPTABLE</b> ~ The Proposer has demonstrated an approach that indicates significant Weaknesses. The Proposal fails to meet the LA DOTD's stated goals and/or objectives and/or lacks essential information and is conflicting and/or unproductive. There is no reasonable likelihood of success. Weaknesses are so major and/or extensive that a major revision to the Proposal would be necessary.

In assigning ratings the LA DOTD may assign "+" or "-" (such as, "exceptional -," "good +," and "acceptable +") to the ratings to better differentiate within a rating in order to more clearly differentiate between the Proposers.



## Legal Pass/Fail Evaluation Factor

### Observations

- Developer, Contractors, and Suppliers: *Plenary*  
Plenary Infrastructure, Plenary Group (USA), Plenary Group (Canada), Traylor, Massman, Huval & Assoc., Dbi, Kapsch, Cardno, Dana Brown & Assoc., Franklin & Assoc., GeoEngineers, GOTECH, Modjeski & Masters, Providence Engineering, Sigma Consulting, Vectura, ECM
- No identified conflicts of interest
- Met requirements



## Design-Build Qualitative Evaluation Factor Plenary Infrastructure Belle Chasse LLC

### Subfactors:

SUBFACTOR	IMPORTANCE
Structures	Most important
Design-Build Organization and Approach	Equally important and less important than Structures
Public Information and Communication	
Demo & Decommissioning of Existing Infra	
Schedule, Cost Control, & Risk Management	Equally important and less important than Structures, DB Organization and Approach, Public Information and Communication, and Demolition and Decommissioning of Existing Infrastructure
DB Quality Management and Safety	
Vehicular & Marine Maintenance of Traffic	
O&M of the Current Facility	





## Design-Build

### Qualitative Evaluation Factor

#### Plenary Infrastructure Belle Chasse LLC

**Ratings:**

SUBFACTOR	SUBFACTOR RATING	FACTOR RATING
Structures	A+	<div style="display: flex; align-items: center;"> <div style="font-size: 2em; margin-right: 10px;">A+</div>  </div>
Design-Build Organization and Approach	A	
Public Information and Communication	G-	
Demo & Decommissioning of Existing Infra	A	
Schedule, Cost Control, & Risk Management	A	
DB Quality Management and Safety	A	
Vehicular & Marine Maintenance of Traffic	G-	
O&M of the Current Facility	A	



## Tolling Qualitative Evaluation Factor Plenary Infrastructure Belle Chasse LLC

### Subfactors:

SUBFACTOR	IMPORTANCE
Belle Chasse Tolling Systems and Operations	Significantly more important
LA 1 Tolling Systems and Operations	Less important

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## Tolling Qualitative Evaluation Factor Plenary Infrastructure Belle Chasse LLC

### Recommended Ratings:

SUBFACTOR	SUBFACTOR RATING	FACTOR RATING
Belle Chasse Tolling Systems and Operations	A	A
LA 1 Tolling Systems and Operations	A	

E  
G  
A  
U

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## Operations and Maintenance Qualitative Evaluation Factor Plenary Infrastructure Belle Chasse LLC

**Subfactors:**

SUBFACTOR	IMPORTANCE
Routine Maintenance, Rehabilitation, and Handback	Most important
Operations and Maintenance Management Plan	Equally important and less important than Routine Maintenance, Rehabilitation, and Handback
Operations and Maintenance Quality Management	



## Tolling Qualitative Evaluation Factor Plenary Infrastructure Belle Chasse LLC

**Recommended Ratings:**

SUBFACTOR	SUBFACTOR RATING	FACTOR RATING
Routine Management, Rehabilitation, and Handback	A	A
Operations and Maintenance Management Plan	A+	
Operations and Management Quality Management	A	





## Overall Recommended Technical Proposal Rating Plenary Infrastructure Belle Chasse LLC

FACTOR	CONSENSUS RATING	IMPORTANCE	OVERALL TECHNICAL PROPOSAL RATING
Design-Build	A+	Most important	A+
Tolling	A	Second most important	
Operations and Maintenance	A	Third most important	
Key Personnel and Experience	G	Least important	



## Financial Proposal Review





## Overall Recommended Financial Proposal Rating Plenary Infrastructure Belle Chasse LLC

FACTOR	CONSENSUS RATING	IMPORTANCE	OVERALL TECHNICAL PROPOSAL RATING
Tolling Approach	A	Equally important and more important than Public Funds Amount	A
Tolling Term	A		
Public Funds Amount	A	Less important than Tolling Approach and Tolling Term	



## Trade-offs

PROPOSER	PROPOSAL	CONSENSUS RATING	IMPORTANCE
Plenary Infrastructure Belle Chasse LLC	Technical Proposal	A+	Equally important
	Financial Proposal	A	

