

# Major Mobility Investment Program Industry Event

February 22, 2022



# Agenda

- **MMIP Overview** - *Russell R. McMurry, Commissioner*
- **Tolling and Transit Vision** - *Chris Tomlinson, SRTA/ATL Executive Director*
- **P3 Partnership** - *Meg Pirkle, Chief Engineer*
- **Express Lanes Updates** - *Tim Matthews, State Express Lanes Administrator*
- **P3 Division Project Updates** - *Darryl VanMeter, Alternative Delivery Administrator*
- **Program Schedule Update and Closing Remarks** - *Meg Pirkle, Chief Engineer*



The background image shows a large bridge under construction. A tall crane is visible on the right side, lifting a large concrete section. The bridge structure consists of multiple spans supported by concrete piers. The scene is set against a clear blue sky with some greenery visible in the distance. A large, white, diagonal geometric shape is overlaid on the right side of the image, pointing towards the center.

# MMIP Overview

## Commissioner Russell R. McMurry

# Major Mobility Investment Program Update

MMIP is moving Georgia forward – significant pipeline of new projects



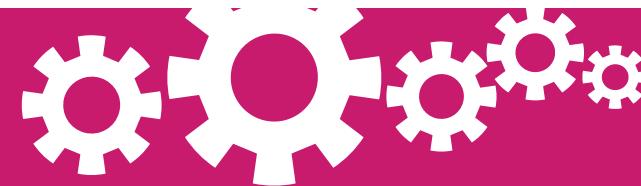
# Major Mobility Investment Program Update

MMIP is evolving

Shift to

## Revenue Risk model

for new express lanes



Range of

## delivery models

to be used for other MMIP projects

Upcoming projects will build on  
**lessons learned**  
and  
**market**  
**feedback**



Continued focus on  
**using smaller projects**  
**to advance readiness**  
for major projects (AIP and SR 400 bridges)

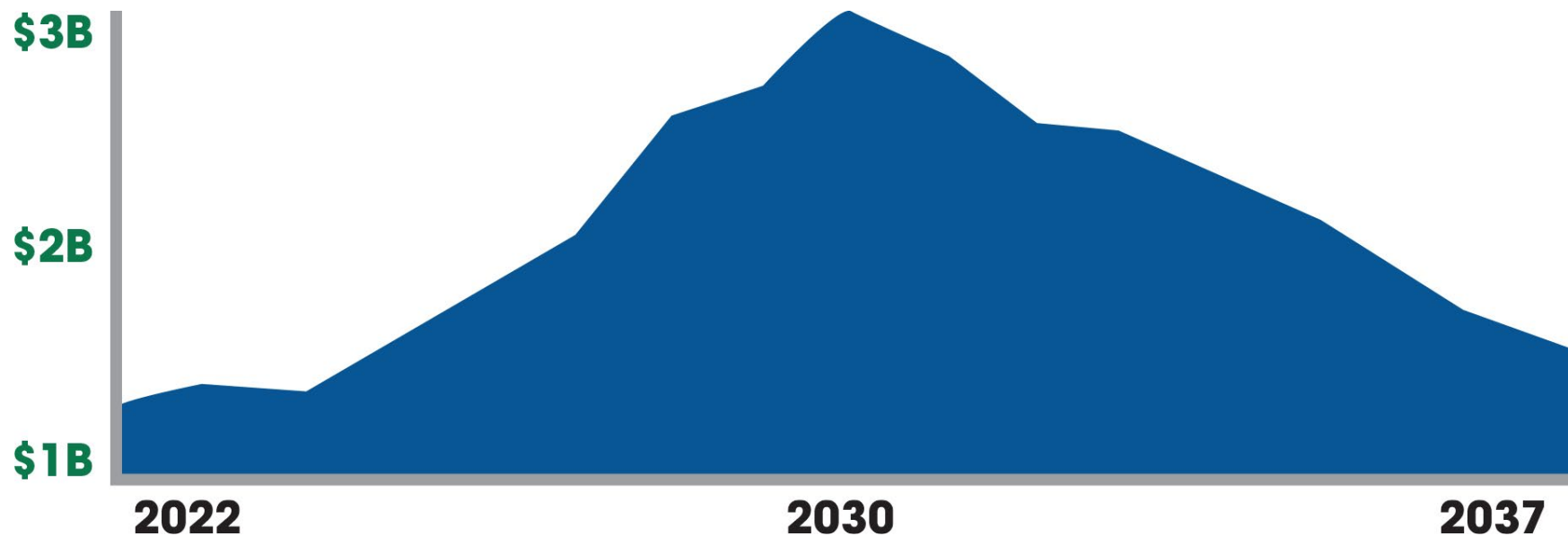


# GDOT Approach to Projects



## Long-Term Opportunities

- MMIP represents multi-year, multi-billion dollar pipeline of projects with a range of opportunities for various types of developers and contractors
- This program is in addition to a robust GDOT construction program already in place statewide and the acceleration of projects from the new infrastructure bill



# Mobility Partnerships

## Integrated Mobility Solutions



- Pre-let activities
- Procurement
- Project management
- Operations (TMC and HERO)

- Contracts with developers
- Payments to developers
- Operates and toll existing express lanes
- Peach Pass Commercial Back Office Provider

- Coordinate with transit operators including MARTA, Cobb, and Gwinnett
- ATL Regional Transit Plan

- Fulton County Transit Plan
- DeKalb County Transit Plan



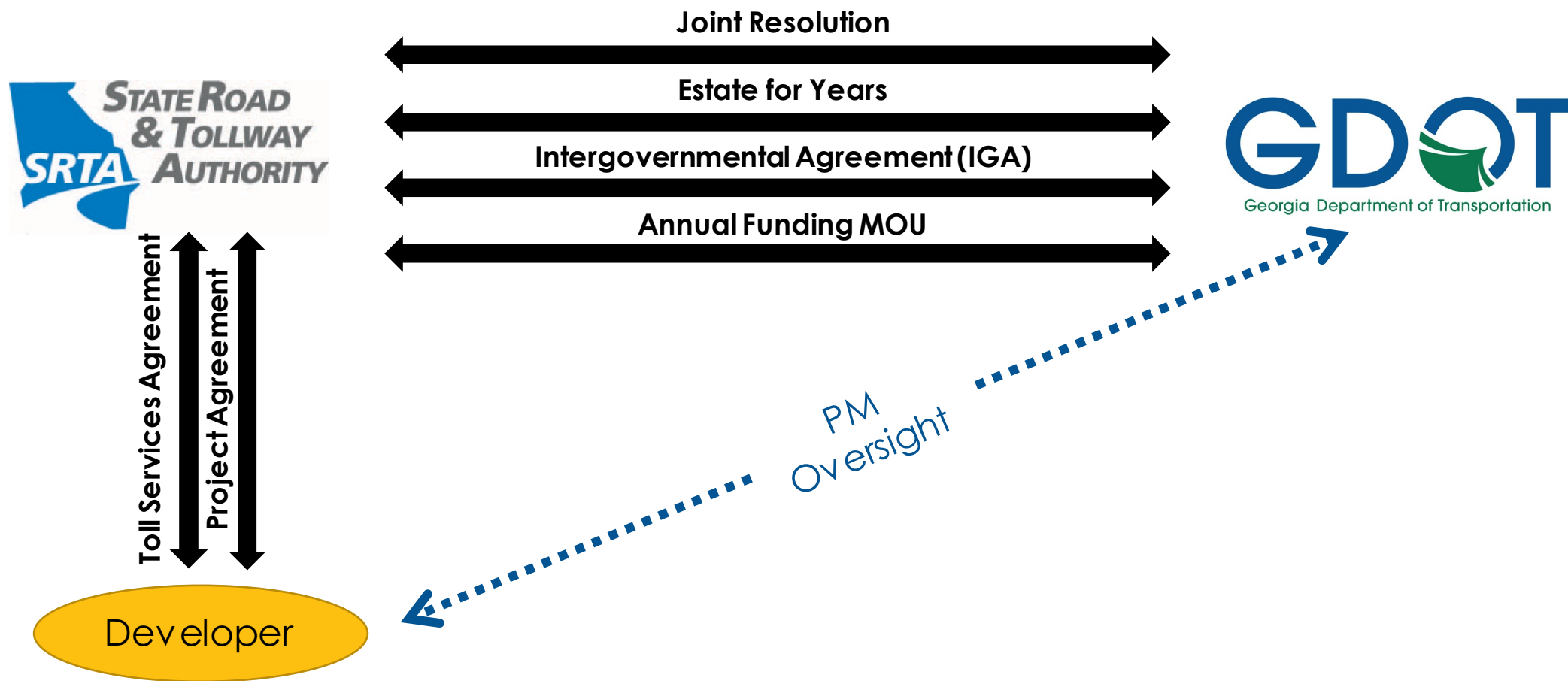


The background image shows a large bridge under construction. A tall crane is visible on the right side, lifting a large concrete section into place. The bridge structure consists of multiple concrete piers and spans. The scene is set against a clear sky with some trees in the distance. A teal-colored overlay covers the entire image, and a white diagonal shape is on the right side.

# Tolling and Transit Vision

Chris Tomlinson, SRTA/ATL Executive Director

# GDOT - SRTA - Developer Relationship



**GDOT manages project using Department processes and procedures**

# New Express Lanes Tolling Responsibilities

SRTA	Developer
<ul style="list-style-type: none"><li>• Tolling Authority</li><li>• Tolling Services Agreement*</li><li>• Peach Pass Commercial Back Office Provider</li><li>• Violation Processing and Enforcement</li><li>• Public Financing Provider (if applicable)</li></ul>	<ul style="list-style-type: none"><li>• Financing</li><li>• Design &amp; Construction</li><li>• Roadway O &amp; M</li><li>• Tolling O &amp; M*<ul style="list-style-type: none"><li>• Operational Back Office</li><li>• Image Processing</li><li>• Congestion Pricing</li><li>• Trip Building</li></ul></li></ul>
Governed by Contract Terms	

\* Tolling Services Agreement between Developer and SRTA will delineate each entity's responsibilities and business terms.

## Express Lanes Benefits for Transit



Improves existing  
transit operations



Transit vehicles operate  
toll-free



Promotes transit-oriented  
development

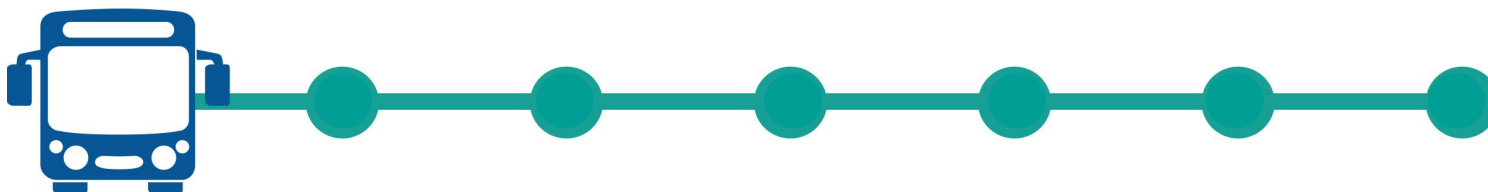
## High-Capacity Transit on I-285



Mayor's transit study conducted to determine stations, ridership, and funding

MOU for transit on I-285

In partnership with the ATL, MARTA, GDOT, ARC, Cobb DeKalb, Fulton and Gwinnett Counties



I-285 Express Lanes will facilitate more reliable transit. Coordination of potential ELT/BRT options is underway.



The background image shows a large-scale construction project, likely a bridge or a major highway interchange. A tall lattice boom crane is positioned on the right side, lifting a large, rectangular precast concrete panel into place. The structure being built features multiple levels of concrete beams and supports. The scene is set against a backdrop of green trees and a clear sky. A large, white, diagonal geometric shape cuts across the right side of the image, partially obscuring the construction scene. The entire image is overlaid with a semi-transparent teal color.

# P3 Partnership

Meg Pirkle, Chief Engineer

## Express Lanes Project Development Status



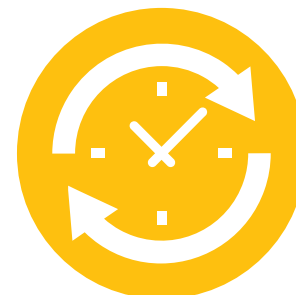
Advancing project development;  
scope and schedule being adjusted  
to address new delivery model



Completing program-wide traffic  
and revenue studies












Coordinating with Atlanta Regional  
Commission for TIP updates



Scope and timing of preliminary  
engineering and NEPA reviews to be  
aligned with new project packaging  
approach for I-285 Express Lanes

# MMIP Project Teams

PI #	Project	GEC/OVF Team	Developer/ DB Team
0013918	I-285/I-20 West Interchange		
0013915	I-285/I-20 East Interchange		
0001758	I-285 Top End Express Lanes		
0001757	SR 400 Express Lanes		
0001757	SR 400 Express Lanes Phase 1 DB Project		
0013914	I-285 Eastside Express Lanes	 <small>Member of the SNC-Lavalin Group</small>	
0013917	I-285 Westside Express Lanes		
0014203	I-75 Commercial Vehicle Lanes		
0017130	I-285 Westbound Auxiliary Lane Extension		

## Risk Allocation Approach



Extensive engagement with industry to understand key risk concerns



Actively addressing feedback with a focus on putting the “partnership” back in P3



MMIP is an extensive program at the forefront of major infrastructure investments across the nation



Goal is to establish a balanced commercial approach upfront and refine through further industry engagement moving forward

# Evolving Commercial Terms

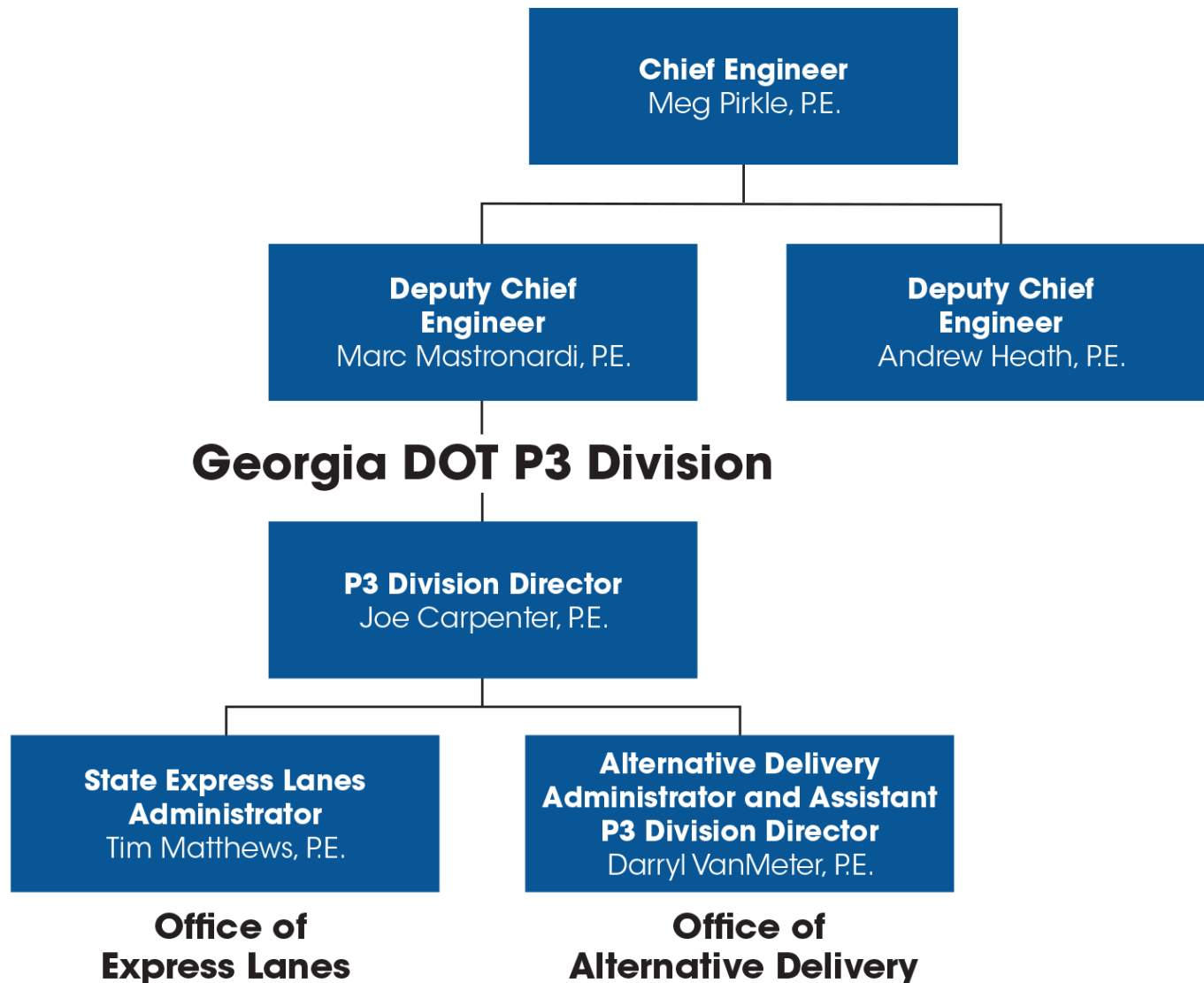
Item	Description
<b>Differing Site Conditions</b>	<ul style="list-style-type: none"> <li>• Relief and compensation for conditions different from geotechnical boring data provided by GDOT and risk sharing for unforeseen conditions encountered on site</li> <li>• Additional borings during the RFP based on requests from proposers</li> </ul>
<b>Materials Escalation</b>	<ul style="list-style-type: none"> <li>• Risk sharing for costs on quantities of core construction materials</li> </ul>
<b>Utilities Risks</b>	<ul style="list-style-type: none"> <li>• Certain relief and compensation for failure of utility owners to cooperate and for unidentified utilities</li> </ul>
<b>Right-of-Way</b>	<ul style="list-style-type: none"> <li>• Advancing steps to reduce ROW acquisition risk for the Developer</li> </ul>



# Evolving Commercial Terms

Item	Description
<b>Noncompliance Regime</b>	<ul style="list-style-type: none"><li>• Balanced approach to the overall noncompliance regime</li></ul>
<b>Dispute Review Board</b>	<ul style="list-style-type: none"><li>• Ability to advance certain disputes using a non-binding dispute review board process</li></ul>
<b>Pandemic Events</b>	<ul style="list-style-type: none"><li>• Certain relief and compensation for impacts arising out pandemic events preventing work on site</li></ul>
<b>Early Works</b>	<ul style="list-style-type: none"><li>• Early works beginning after commercial close</li><li>• GDOT will seek input from proposers on amount of early works payments</li></ul>

## P3 Division Updates



- Enhanced GDOT organization to include two new Deputy Chief Engineers
- Added new Office of Express Lanes under P3 Division
- Working to deliver major projects quickly
- Focused on complex P3s and alternative delivery projects

The background image shows a bridge under construction. A large crane is visible on the right side, lifting a section of the bridge. The bridge structure is made of concrete and steel. The image is overlaid with a teal color and a white geometric shape on the right side.

# Express Lanes Updates

Tim Matthews, State Express Lanes Administrator

# Express Lanes Network Vision

- Provide a comprehensive regional express lanes system for Atlanta region
- Maximize value for Georgia and users
  - Safety improvements
  - Additional capacity on 285
  - Enhanced access and connectivity to existing express lanes
  - Customer-focused approach
  - Support enhanced transit options
  - Promote innovation
- Market feedback has informed new approach for delivering express lanes projects



## Express Lanes Network Vision, cont.

***GDOT is reshaping the Express Lanes delivery around a DBFOM revenue risk model***

- New delivery approach will be structured to balance:
  - Competition
  - Optimal use of public funding
  - Buildable and operable segments
  - Network operating efficiencies
  - Market capacity
  - Schedule
- Key elements will include:
  - 50-year operating term
  - Market-based variable tolling
  - Accommodation for enhanced transit options
  - Developer responsibility for [fence-to-fence] O&M
  - Public funding – availability will vary by project



# Express Lanes Project Development Status

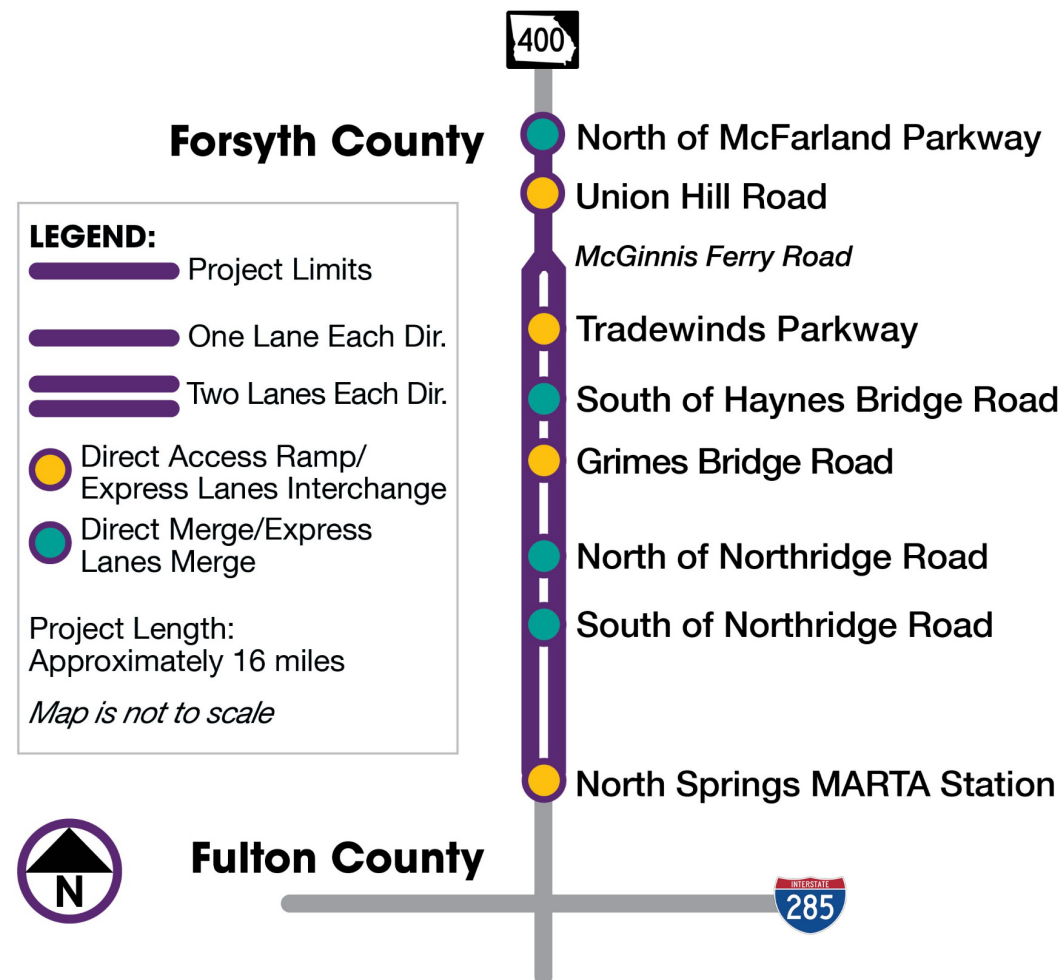
Project	PE/NEPA Status
<b>SR 400</b>	<ul style="list-style-type: none"> <li>Costing Plans and NEPA Approval (FONSI) achieved February 2021</li> <li>USACE Individual Permit approved February 2022</li> <li>NEPA Re-Evaluation in process for 3 Bridge Replacements in Phase 1</li> </ul>
<b>I-285 Top End</b>	<ul style="list-style-type: none"> <li>Costing Plans 90% complete and Draft NEPA (DEIS) within a year</li> <li>No change to scope</li> </ul>
<b>I-285 Westside</b>	<ul style="list-style-type: none"> <li>Costing Plans and environmental studies ongoing, Draft NEPA following I-285 Top End</li> <li>Shifting from one to two express lanes in each direction</li> </ul>
<b>I-285 Eastside</b>	<ul style="list-style-type: none"> <li>Costing Plans and environmental studies ongoing, Draft NEPA following I-285 Top End</li> <li>Shifting from one to two express lanes in each direction</li> </ul>

The image shows a multi-lane highway with traffic. A large white semi-truck is in the center lane, with a white pickup truck in front of it. To the right, a white SUV is visible. The background consists of a dense line of trees. A large white arrow graphic points from the right edge towards the center, partially overlapping the text. The entire image has a purple overlay.

# SR 400 Express Lanes Delivery Approach

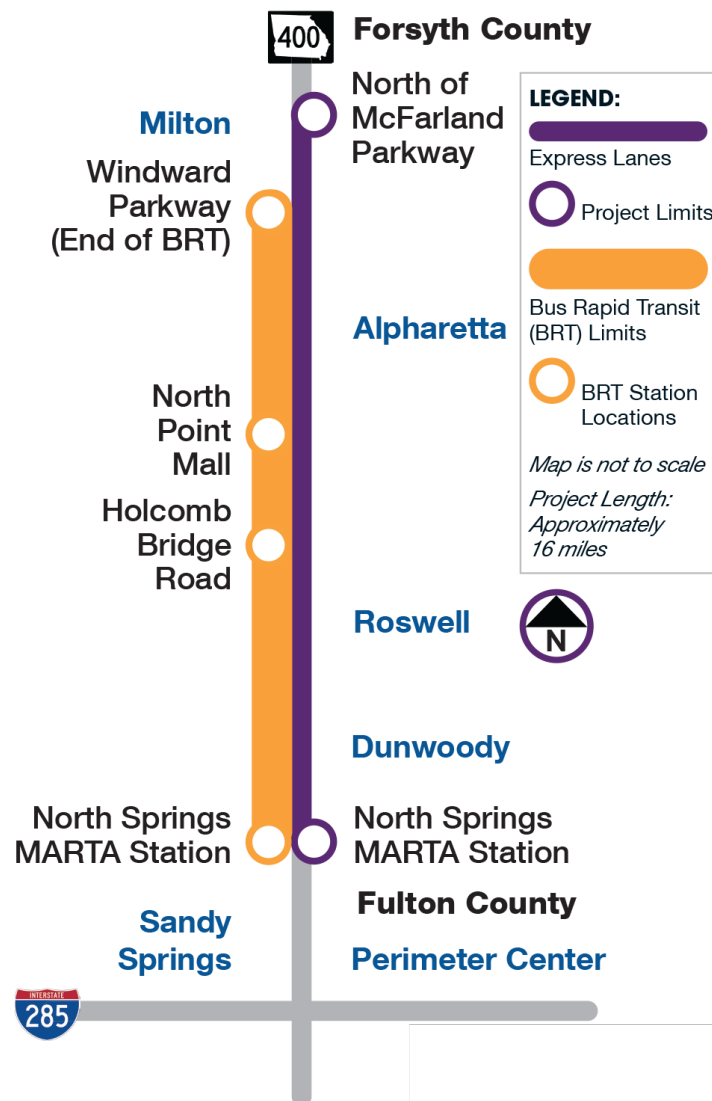
## SR 400 Express Lanes

- New procurement as stand-alone revenue risk concession
- Project scope and limits remain the same (excluding accelerated bridges)
- Available public funding amounts to be detailed in RFP
- Will advance prior to the I-285 Express Lanes



## Express Lanes Transit (ELT) on SR 400

- ELT is MARTA's preferred transit alternative and included in Fulton County Transit Plan
- ELT on SR 400 will be a bus rapid transit (BRT) system
- Funding available for construction of BRT accommodations and infrastructure
- Preliminary station designs will be provided to support procurement and design process
- Commitments to advancing transit elements will be considered in developer selection



# SR 400 Express Lanes Procurement Schedule

Milestone	Date
Publish NOIA	2/23/2022
Industry Forum	3/7/2022
One-on-One Meetings	3/7-9/2022
Advertise RFQ	3/31/2022
Announce Shortlist/Finalist Firms	August 2022
Release Draft RFP	September 2022
Release Final RFP	March 2023
Proposals Due	June 2023
Developer Selection	August 2023



# I-285 Express Lanes Delivery Approach



# I-285 Express Lanes Delivery Approach

## ***I-285 Express Lanes to be delivered using a “hybrid” DBFOM procurement model***

- I-285 express lanes split into East and West projects, each comprised of multiple segments
- Initial segments for each project to be competitive hard bids; subsequent segments delivered through negotiated extensions
- Encourages competition but minimizes number of separate developer/operators
- Reduces number of major procurements
- Allows “right-sizing” of construction packages and operating segments
- Offers opportunities for a range of contractors to participate
- Allows for clear, reasonable sequencing of segment delivery
- Maximizes value of express lanes for Georgia and users

## I-285 Express Lanes Delivery Approach, cont.

- Three separate revenue risk concessions:
  1. SR 400
  2. I-285 East (including Extensions)
  3. I-285 West (including Extensions)
- Developers for SR 400 and initial I-285 segments to be selected based on best value, priced proposals
- Anticipate that initial I-285 East segment will begin procurement in Summer 2023, and initial I-285 West segment in Fall 2024
- Developers for I-285 East and I-285 West segments will have right to propose extensions for remainder of I-285 East and West (each to I-20), respectively
- Process and timing for extensions to be further identified in the RFPs for initial I-285 segments





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# P3 Division Project Updates

Darryl VanMeter, Assistant P3 Division Director/  
Alternative Delivery Administrator

# I-285/I-20 West Interchange

## Project Overview

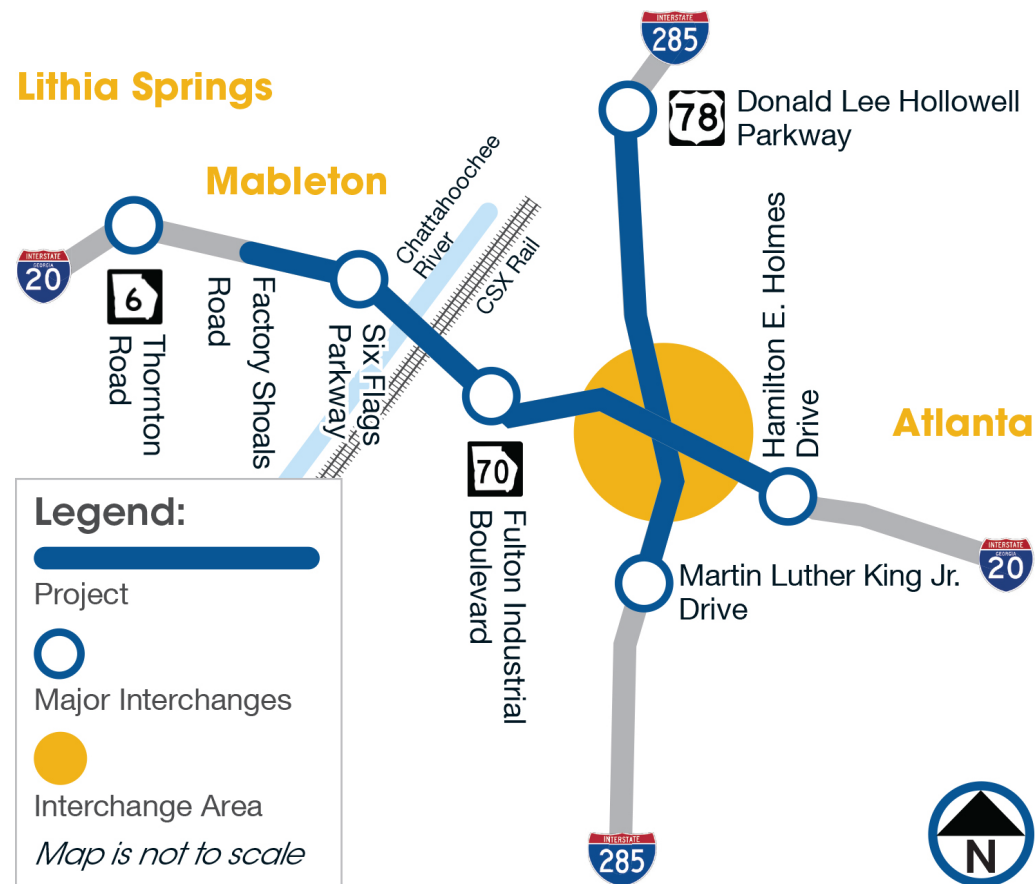
- Improve safety and operation of the I-285/I-20 West Interchange
- Includes WB collector-distributor system from I-285/I-20 Interchange to Fulton Industrial Boulevard
- 5<sup>th</sup> worst truck bottleneck in US
- Design-Build-Finance delivery model

## Current Status

- Costing Plans 90% complete
- ROW plans prepared and Early Acquisition advancing
- EA under review at FHWA
- NEPA Approval expected within a year

**Anticipated Procurement Start:** Q4 2022

**Anticipated Letting Date:** Q2 2024 [updated from what was presented at live event on 2/22/22]





# I-75 Commercial Vehicle Lanes

## Project Overview

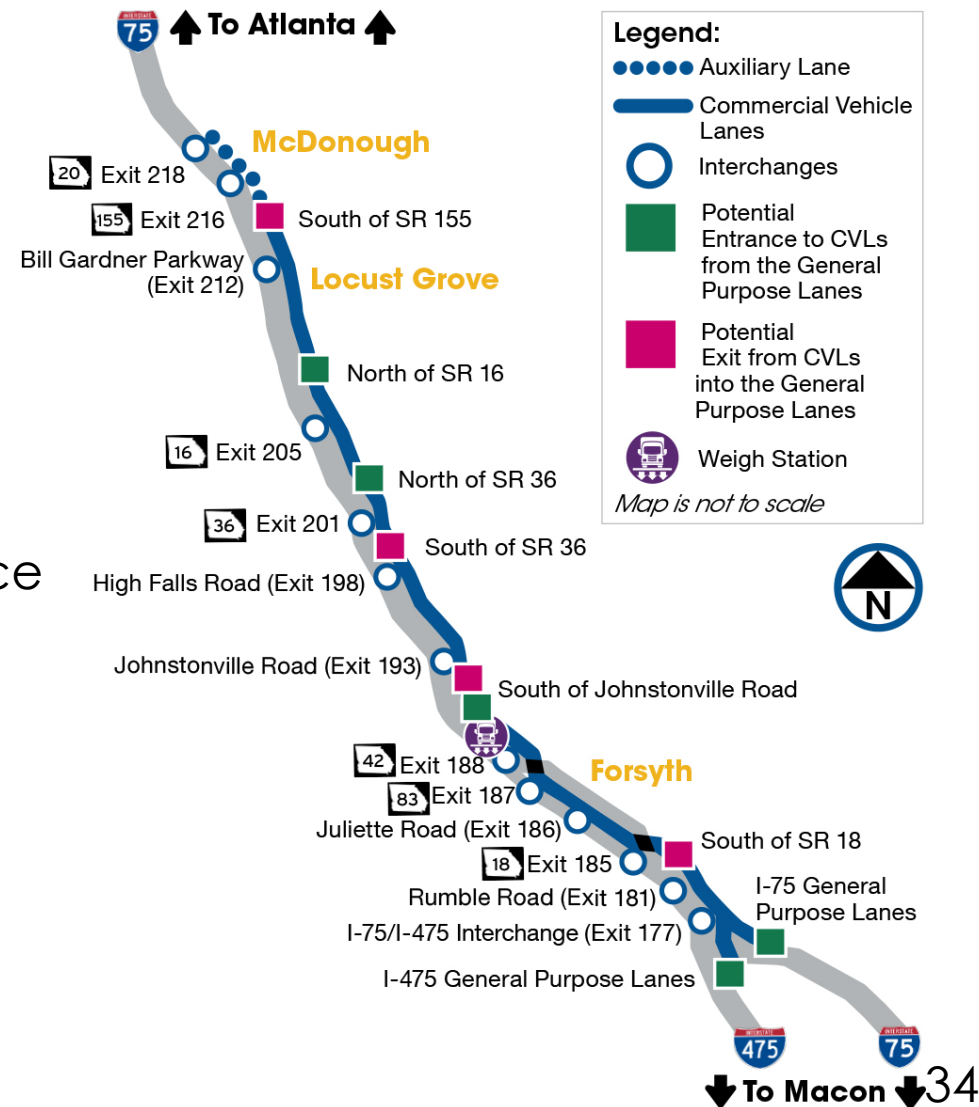
- Approximately 41 miles of NB only, toll-free, barrier-separated lanes, commercial vehicles only
- Facilitates future use of CAV technology
- Design-Build-Finance-Maintain delivery model with availability payments


## Current Activities

- Costing Plans 90% complete
- ROW plans in progress and Early Acquisition will advance
- NEPA activities advancing to align with procurement schedule

**Anticipated Procurement Start:** Q1 2025

**Anticipated Letting Date:** Q3 2026

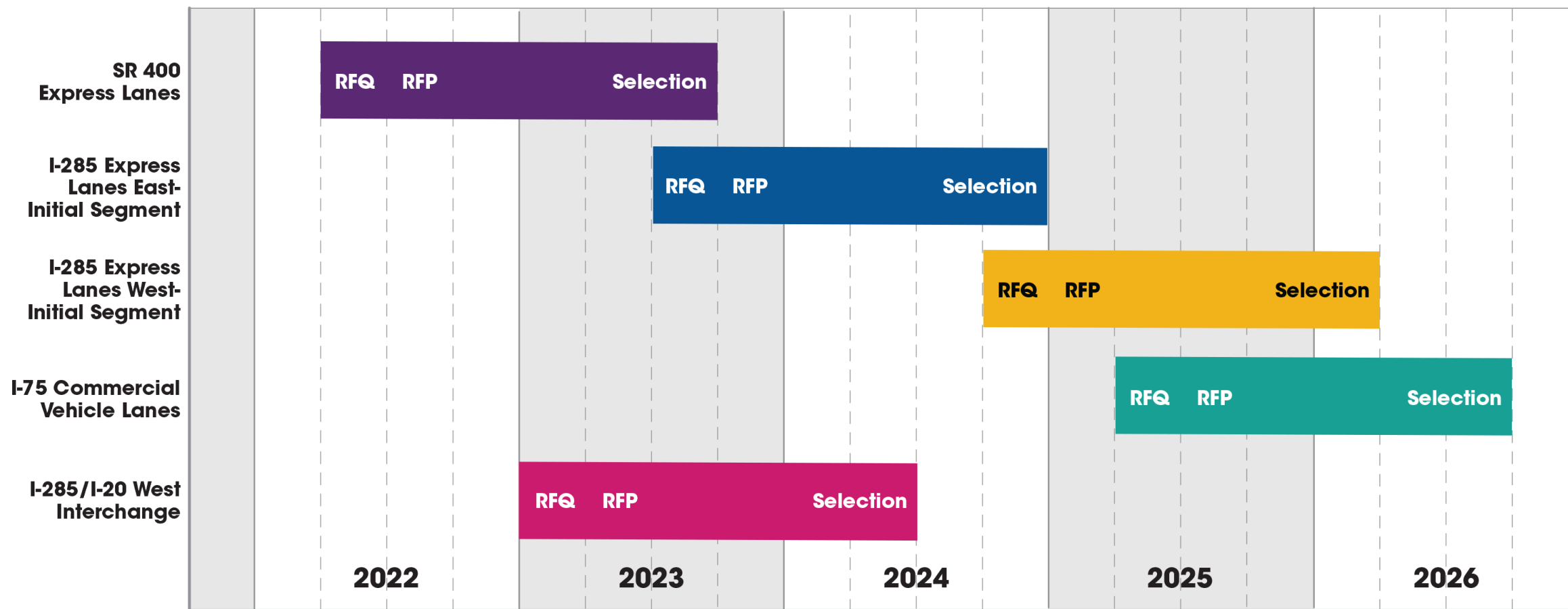


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# Program Schedule Update and Closing Remarks

Meg Pirkle, Chief Engineer

# Anticipated Project Procurement Timing



Note: Years are presented as Calendar Years

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# Thank You

For Viewing