



*Doyle Dr.
(Presidio Parkway)
Replacement Project*

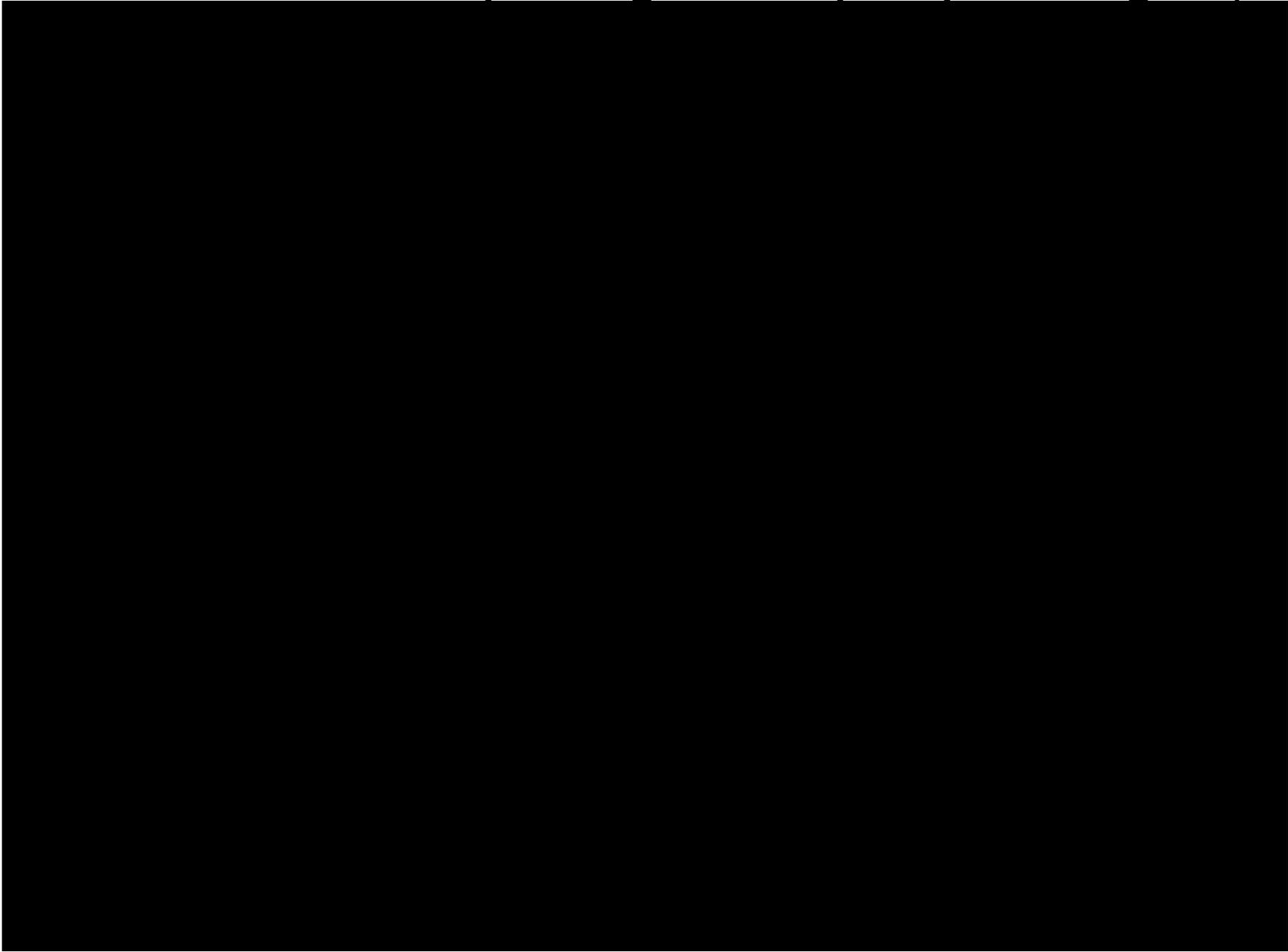
***Nidal K. Tuqan, PE
Program/Project Management***

Oct 19, 2012

Content

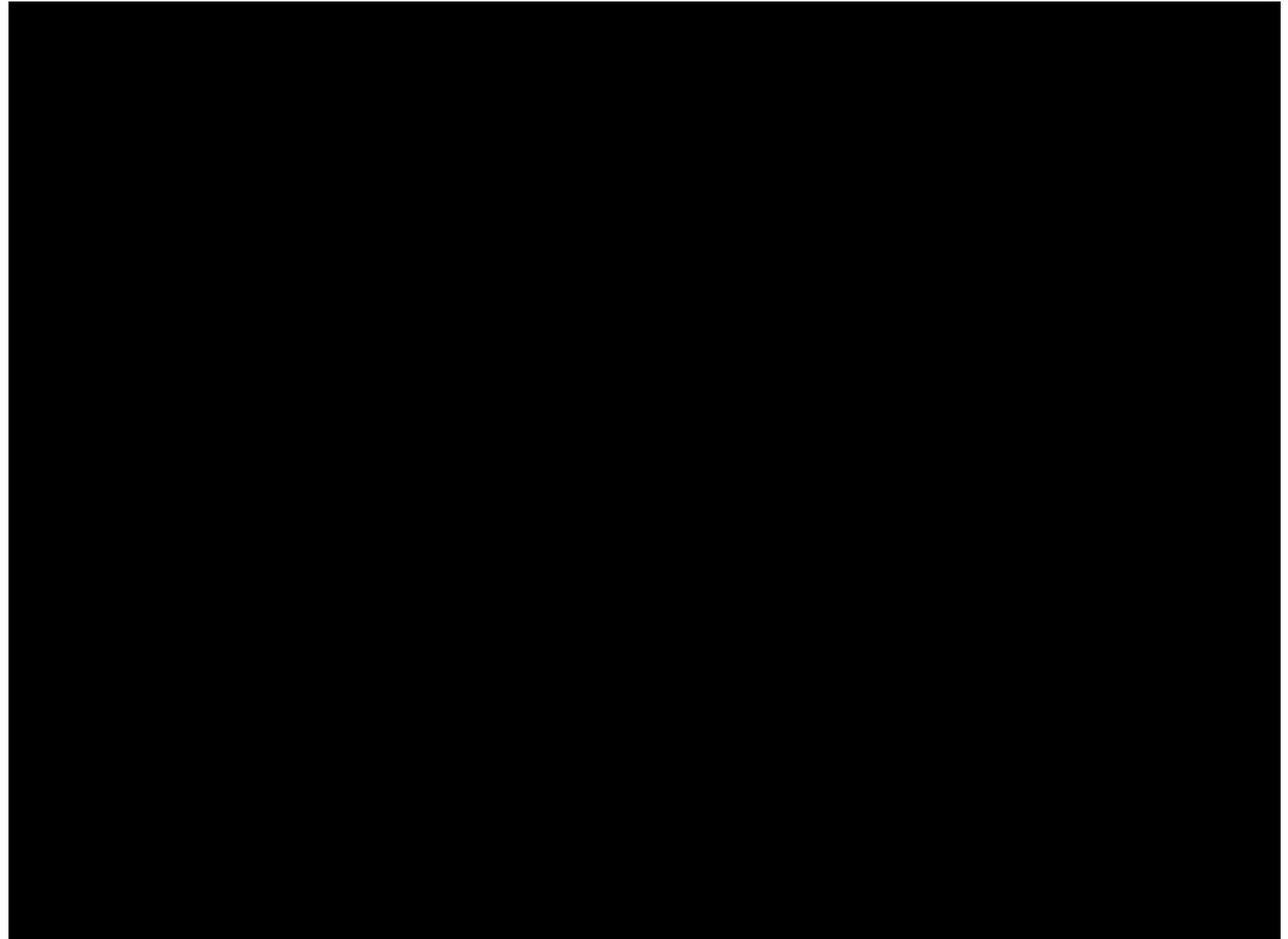
- *Project History & Background*
- *Planning Phase*
- *Environmental issues*
- *Design Challenges*
- *Project Management Challenges*

In the Beautiful Context of the City



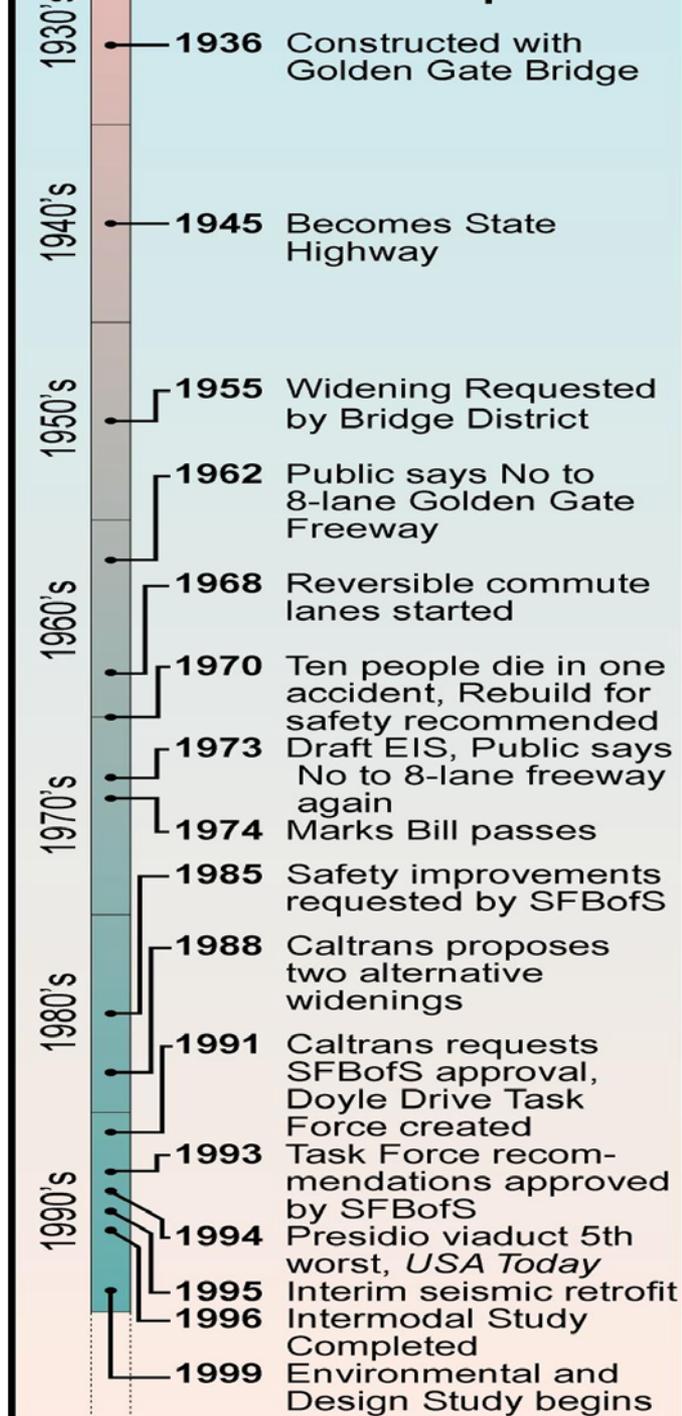
Doyle Drive: Existing Condition

- *Structural deterioration*
- *No median*
- *No shoulders*
- *Narrow lane widths*
- *No direct Presidio access*

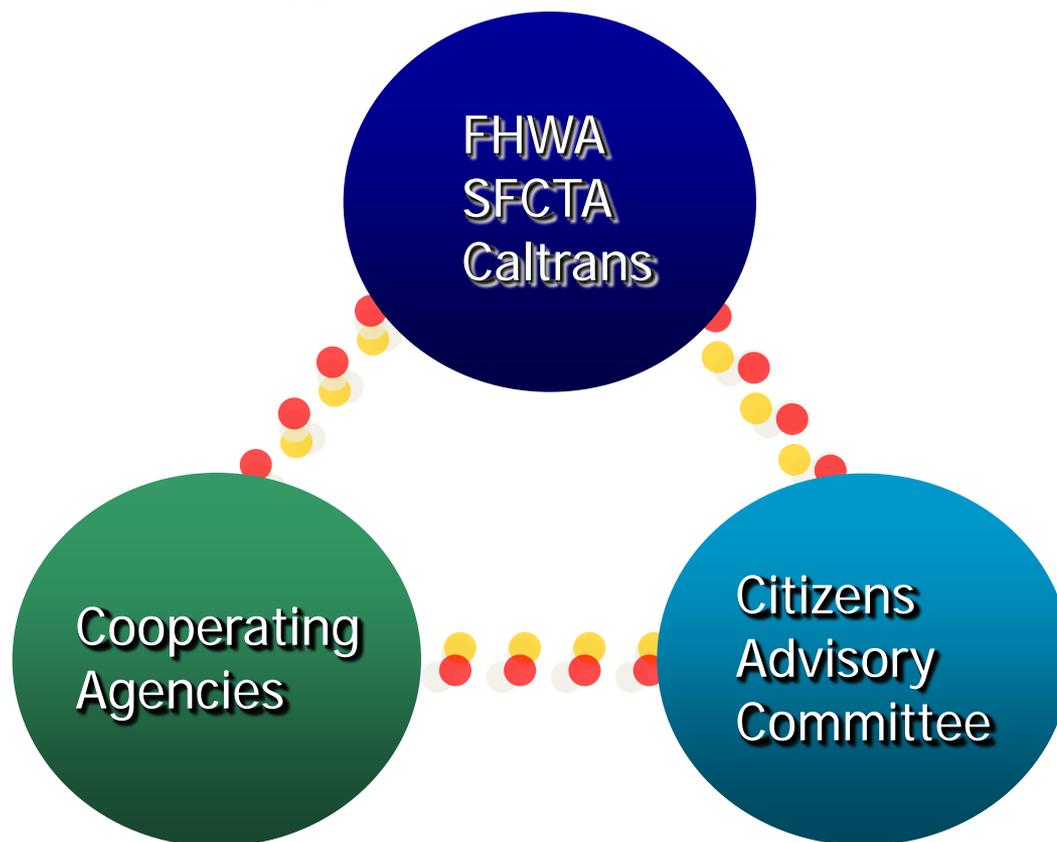


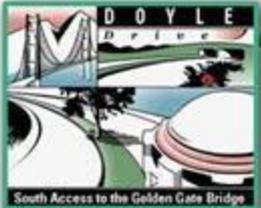
Long History and Recent Study Efforts

- *Recent Efforts:*
 - 1999 SFCTA/ Caltrans MOU
 - 2000 EIS/EIR Process started
 - Dec. 02 DEIS/EIR “1st ver.”
 - Apr. 03 Introduced “Parkway Alternative”
 - Dec. 05 DEIS/EIR “2nd ver.”
 - Sep. 06 Select the Preferred Alternative”
 - Oct. 14, 08 EIR/EIS signed
 - Dec. 18, 08 ROD is signed
 - Construction began June 2009
 - Phase I Completed: Spring 2012



Guided by Agencies and Public Representatives





Participating Agencies

Responsible Agencies:

- *California Department of Transportation*
- *San Francisco County Transportation Authority*
- *Federal Highway Administration*

Cooperative Agencies:

- *The Presidio Trust*
- *United States Department of the Interior,*
- *National Park Service*
- *Golden Gate National Recreation Area*
- *Golden Gate Bridge Transportation and Highway District*
- *Department of Veteran Affairs*
- *Metropolitan Transportation Commission*
- *California Transportation Commission*

Project Consensus and Coordination



Doyle Drive Subcommittee



Project Purpose & Need Statement

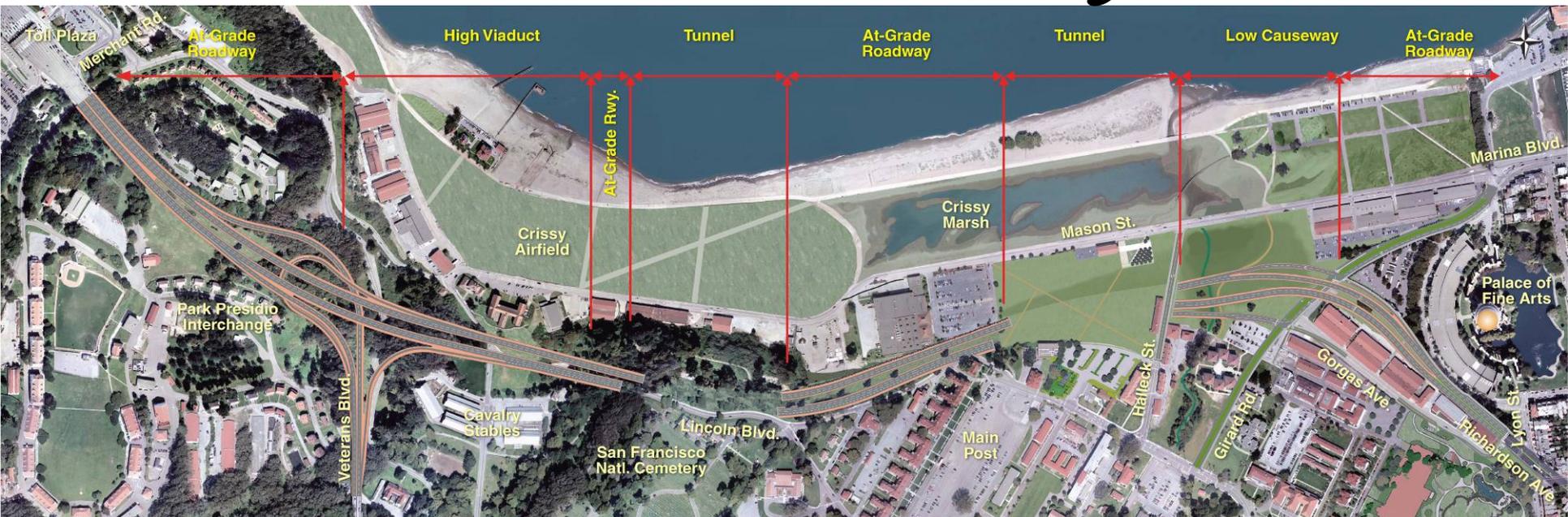
To improve the seismic, structural, and traffic safety of the roadway within the setting and context of the Presidio of San Francisco and its purpose as a National Park.



District 4

Division of Program & Project Management

Presidio Parkway



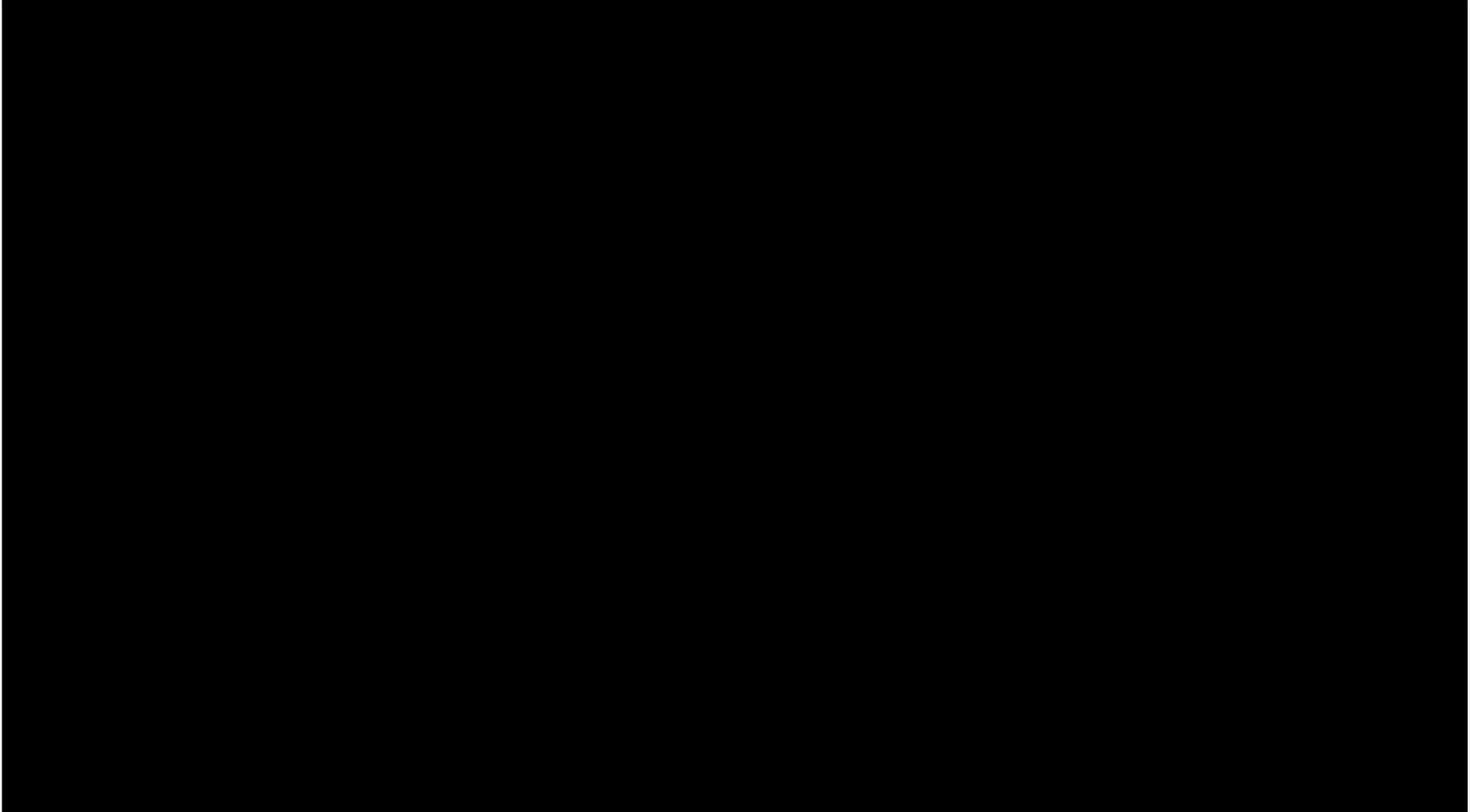
- *Replace deficient facility*
- *Wide landscaped median*
- *Continuous shoulders*
- *Two new tunnels*
- *New direct access to Presidio*

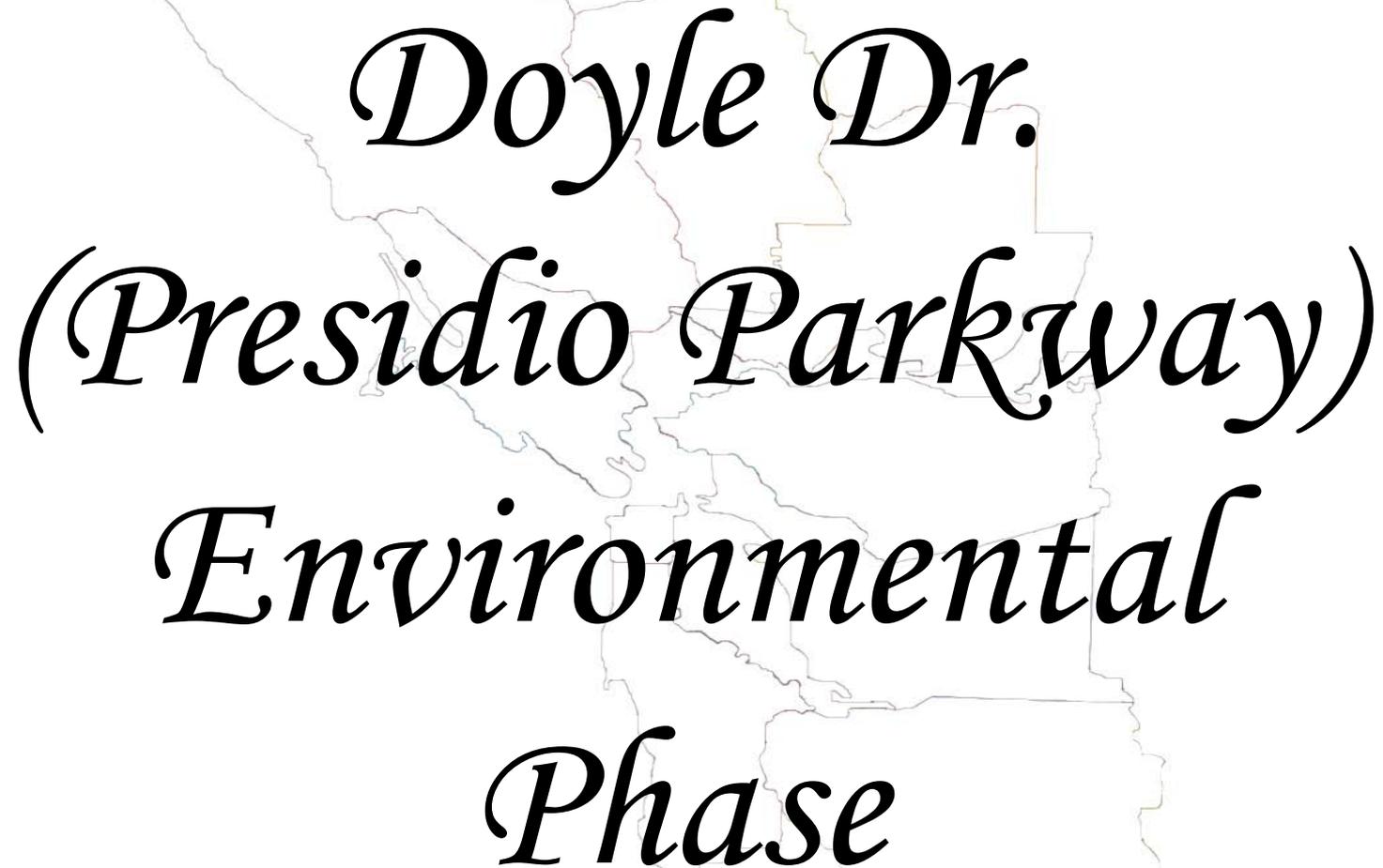


District 4

Division of Program & Project Management

Presidio Parkway





*Doyle Dr.
(Presidio Parkway)
Environmental
Phase*

Cultural Resources

Mitigation for the Doyle Drive Replacement Project

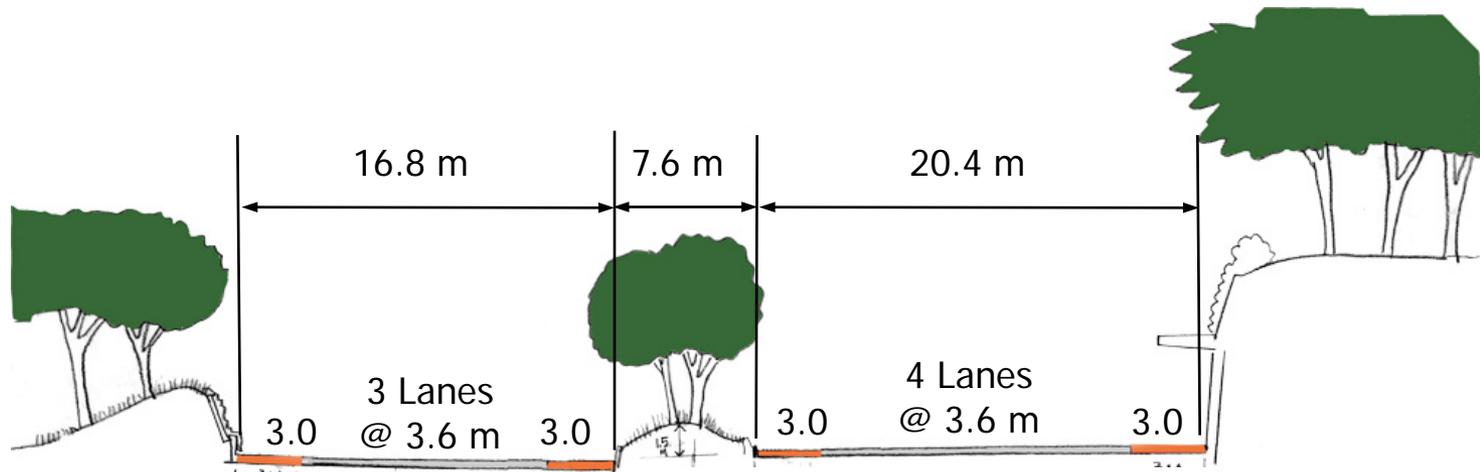


Presidio National Historic Landmark District



Project Specific Design Solution

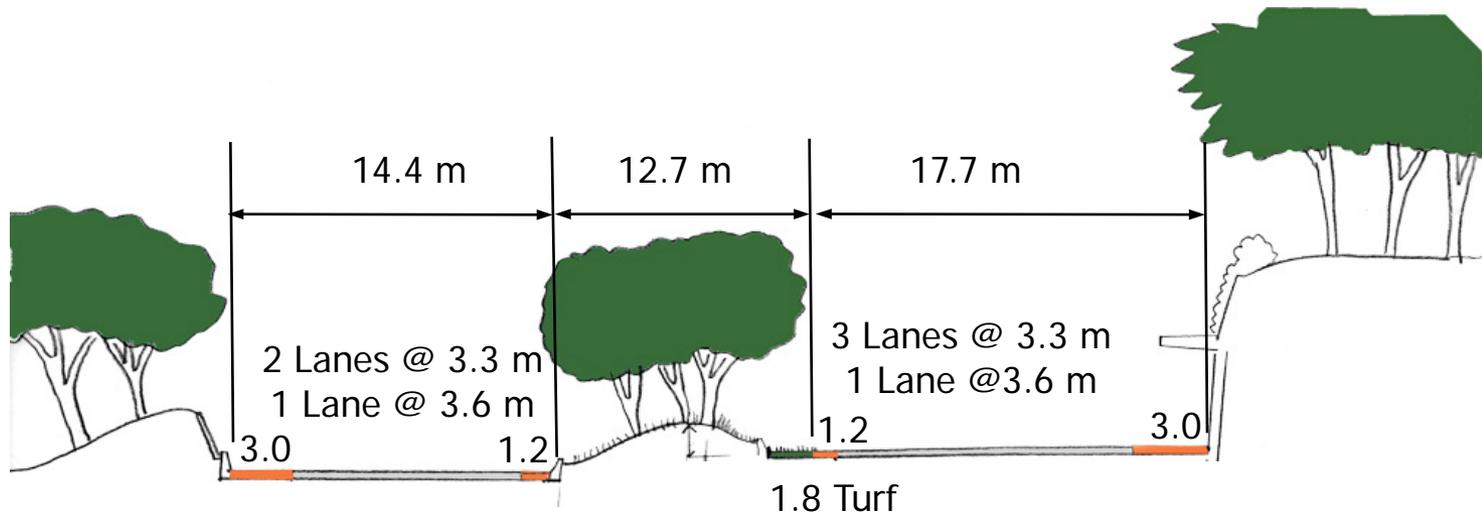
Freeway/Expressway



Total pavement width = 37.2 m or 122'

Project Specific Design Solution

Parkway Criteria



Total pavement width = 32.1 m or 105'



Programmatic Agreement: Signatories

Contract 1 : Environmental Mitigation

Draft Tree Management Plan

ELB - Doyle Drive



Legend

 Tree Removal Area

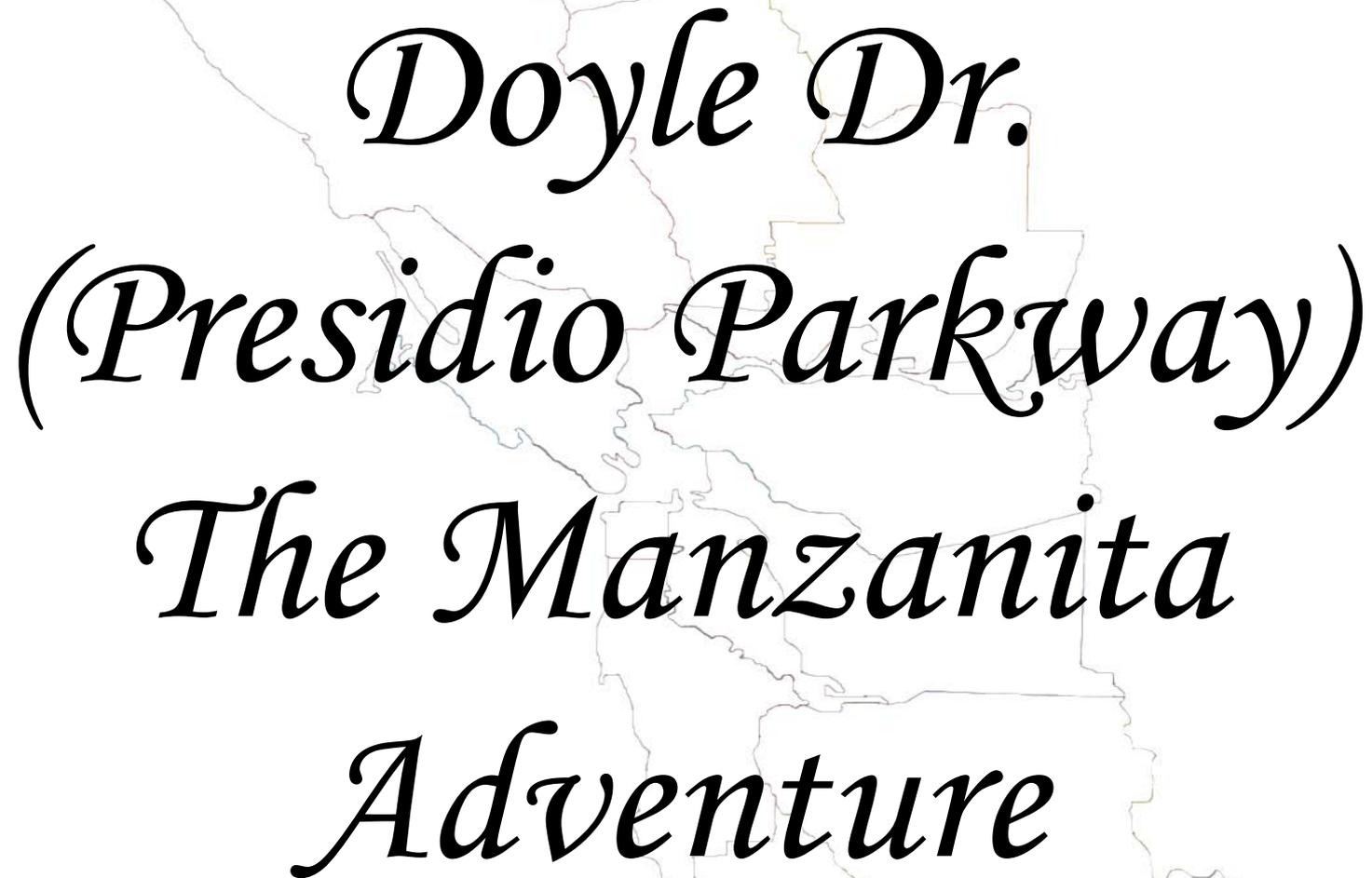
0 110 220 440 660 880 Feet

1 inch = 200 feet



Contract 1 : Environmental Mitigation

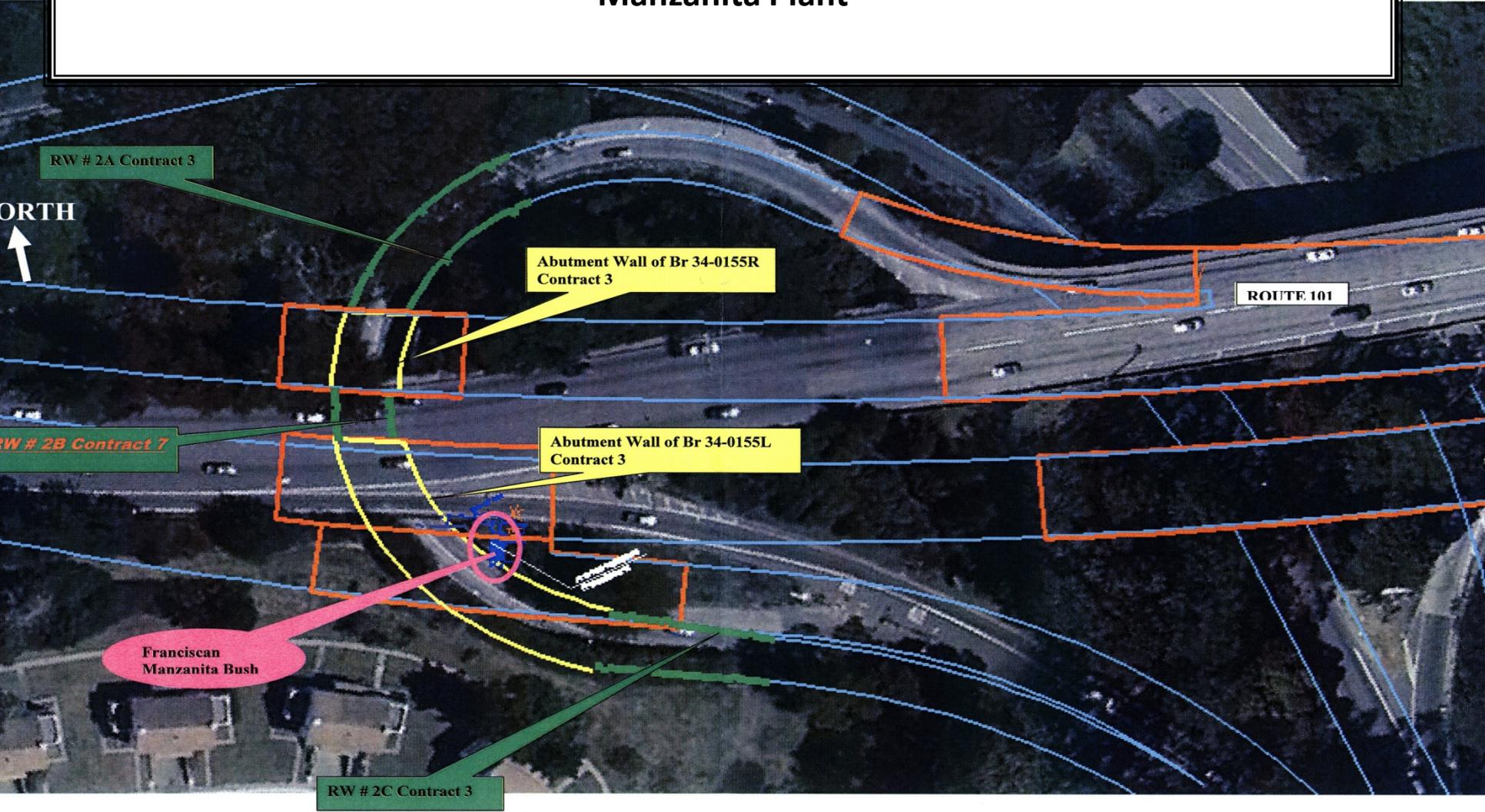




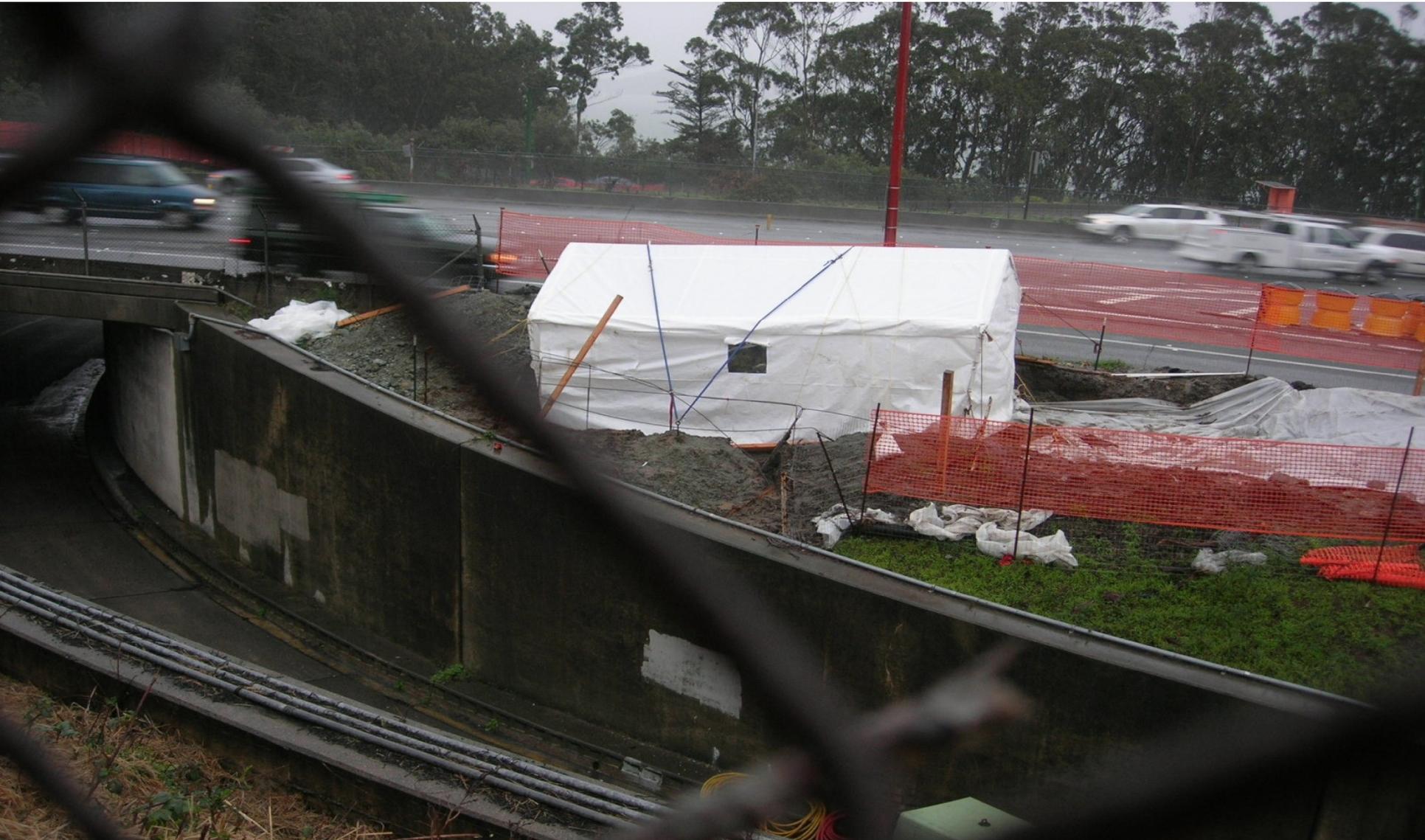
*Doyle Dr.
(Presidio Parkway)
The Manzanita
Adventure*

Manzanita Discovery

Manzanita Plant



Manzanita Discovery



Manzanita Discovery

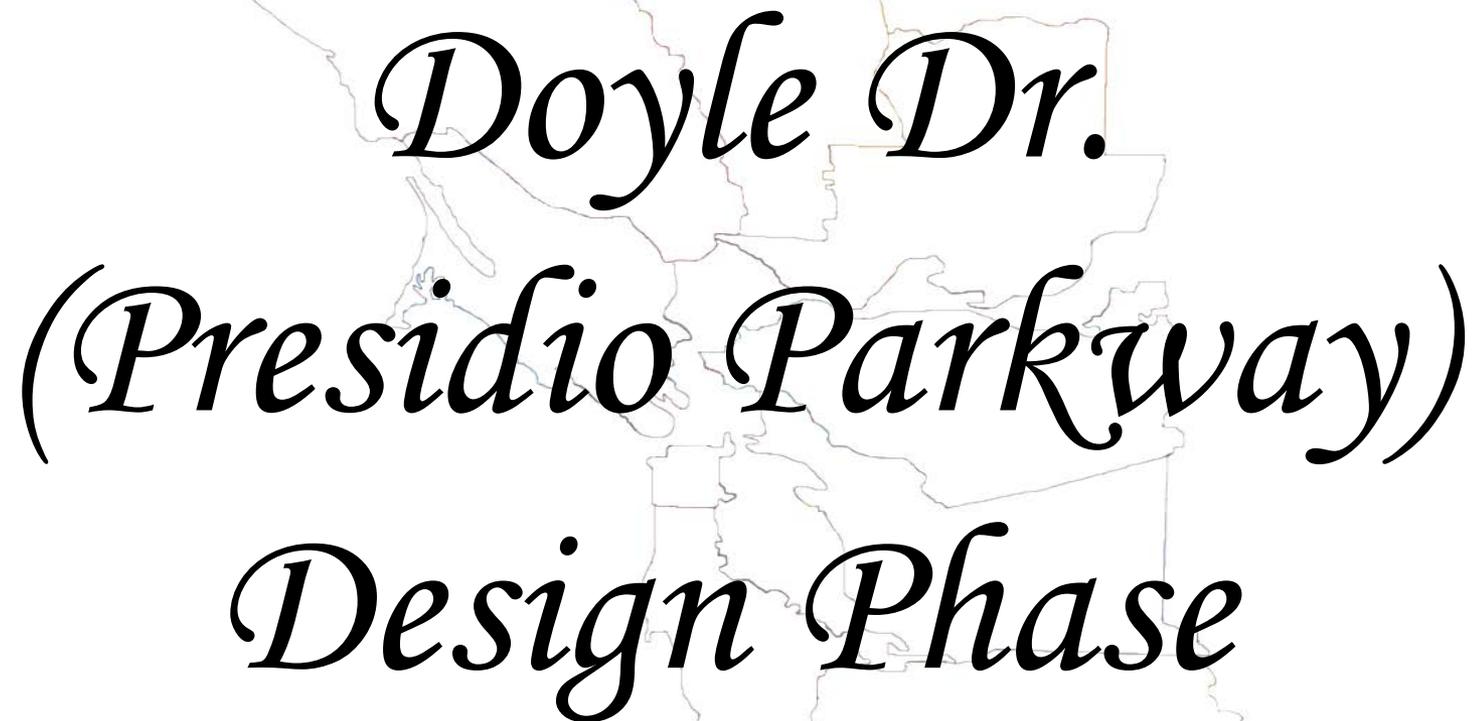


Manzanita Discovery



Manzanita Discovery





*Doyle Dr.
(Presidio Parkway)
Design Phase*

Reasons for Acceleration



- ▶ Early Seismic Safety
- ▶ Capture Additional Funding Sources
 - ▶ ARRA (\$72 M)
 - ▶ MTC (\$80 M)
- ▶ Reduced Escalation Costs (\$90M)
- ▶ Favorable Bidding Environment
- ▶ Job Creation

What made it Constructable

PROJECT FEATURES

Western Section

Battery Tunnel & Approaches

Eastern Section



CONSTRUCTION TIMELINE



Escalation Saving due to Acceleration

Department of Transportation

Doyle Drive Replacement Project:
Accelerated Schedule escalation calculation

1/19/2009

Contract No.	Contract Description	Capital Cost	Mid Construction Point (yrs from Nov. 2008)	4% Escalated Cost 08/09	4% Escalated Cost 09/10	3.3% Escalated Cost 10/11 & later	Project Escalated Estimates
-	R/W Appraisal, Acquisition	\$33,000,000					
1	Environmental Mitigation (Building Environmental Plan)	\$11,500,000	1.17	\$12,040,009.99			\$12,040,010
2	Private Utility Relocation, prior to Construction Activity	\$14,200,000	1.17	\$14,866,794.95			\$14,866,795
3	Ruckman, southern PPI	\$166,100,000	1.58	\$172,744,000.00	\$176,716,618.91		\$176,716,619
4	SB Battery Tunnel, At Grade Detour, R/W as, permanent roadway section, weekend closure	\$69,900,000	1.58	\$72,696,000.00	\$74,368,642.11		\$74,368,642
5	Demolish Existing Low Viaduct Girard UC, Main Post tunnels, Low Viaduct, includes fill over tunnels, Electrical and mechanical substations	\$248,100,000	2.98	\$258,024,000.00	\$268,344,960.00	\$276,122,454.85	\$276,122,455
6	NB Battery Tunnel and related roadwork, including fill over tunnels, conform to existing High Viaduct	\$37,200,000	3.08	\$38,685,000.00	\$40,235,520.00	\$41,671,387.95	\$41,671,388
7	NB High Viaduct, Northern Park Presidio Interchange, NB roadway to Merchant Rd	\$119,600,000	2.96	\$124,384,000.00	\$129,359,360.00	\$133,454,790.21	\$133,454,790
8	Landscape	\$4,500,000	4.42	\$4,680,000.00	\$4,867,200.00	\$5,265,043.58	\$5,265,044
SUBTOTAL =		\$671,100,000					\$734,507,742

Footnote:

- *Savings are included in the above estimates of 43,293,000
- *Estimate has been updated in 2008
- *Estimate has been updated in 2008

Project Cost:

PAED Phase	\$25,600,000
PS&E Phase	\$55,000,000
R/W Capital	\$33,000,000
R/W Support	\$4,000,000
Construction Support	\$70,100,000
Project Saving	\$122,400,000
Project Total	\$1,044,607,742

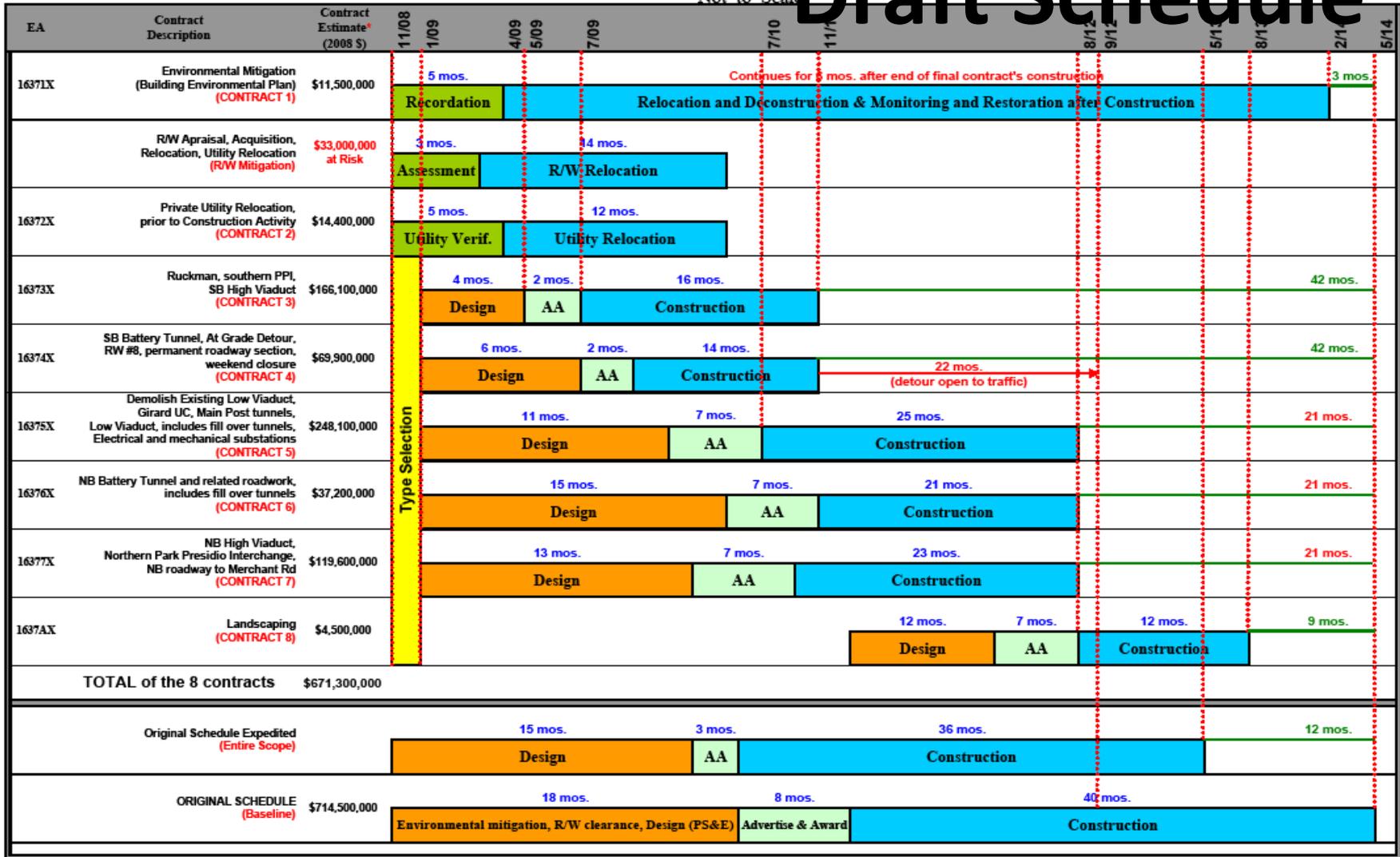
- Original Project Capital Cost: \$ 857 Million
- Accelerated Capital cost: \$ 735 Million
- Difference: \$ 122 Million
 - \$90 million toward Project Deficit plus \$32 million in Risk Contingency

Split Contracts :

- **Pre-Construction Contracts:**
- Contract 1: Environmental mitigation (Built-Environmental Treatment Plan)
– Active through roadway contracts
- Contract 2: Utility Plan and Relocation
- **Roadway Construction Contracts:**
- Contract 3: Southbound Presidio Interchange/High Viaduct
- Contract 4: Southbound Battery Tunnel and At-Grade Detour
- Contract 5: Main Post & Southbound Battery Tunnels
- Contract 6: Girard Interchange & Low Viaduct
- Contract 7: Northbound Presidio Interchange/High Viaduct
- Contract 8: Landscaping

Draft Schedule

Not to Scale



Contracts Cost breakdown

Amounts \$ in Million			
Contracts	Net Capital	Risk Contingency	Total
Contract 1	\$ 12.03	\$ 1.97	\$ 14.00
Contract 2	\$ 18.08	\$ 2.92	\$ 21.00
Contract 3	\$ 176.72	\$ 6.28	\$ 183.00
Contract 4	\$ 74.37	\$ 10.63	\$ 85.00
Contract 5	\$ 267.10	\$ 7.79	\$ 275.00
Contract 6	\$ 41.67	\$ 3.33	\$ 45.00
Contract 7	\$ 133.45	\$ 2.85	\$ 136.00
Contract 8	\$ 5.27	\$ -	\$ 5.00
Total	\$ 728.69	\$ 35.77	\$ 764.00

Split Contracts :

- **Contract # 1: Environmental mitigation (Built-Environmental Treatment Plan):**
 - Recordation Nov 2008 – 2011
 - Mitigation and De-construction ... May 2009 – 2013
- **Contract # 2: Utility Plan and Relocation**
 - Planning and mapping Jan '09 - May '09
 - Relocation and stagingMay 2009 – 2010

Contract -3



- ◆ *Permanent Roadway Section*
- ◆ *Southbound High Viaduct*
- ◆ *Southern Park Presidio Interchange*
- ◆ *Ruckman Undercrossing*
- ◆ *Contract Cost ~ \$ 100 Million*

High Viaduct Renderings



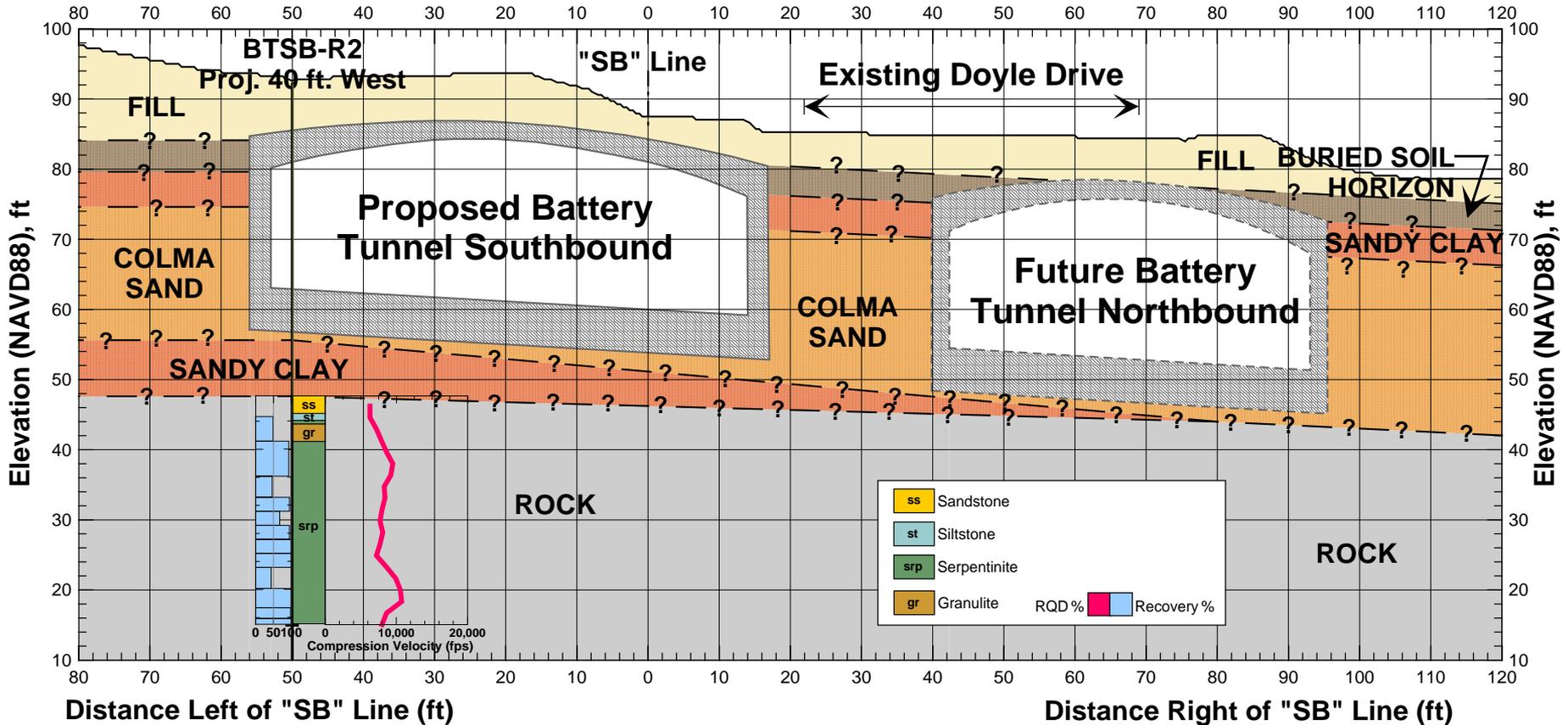
Contract #4



► Scope:

- ◆ At-Grade Detour
- ◆ Southbound Battery Tunnel
- ◆ Permanent Roadway Section
- ◆ Electrical and Mechanical Substation
- ◆ Retaining Walls
- ◆ Traffic Switch (Full Weekend Closure)

Typical Cross Section D-D'



Doyle Drive Reconstruction Phasing

PROJECT FEATURES

Western Section

Battery Tunnel & Approaches

Eastern Section



CONSTRUCTION TIMELINE

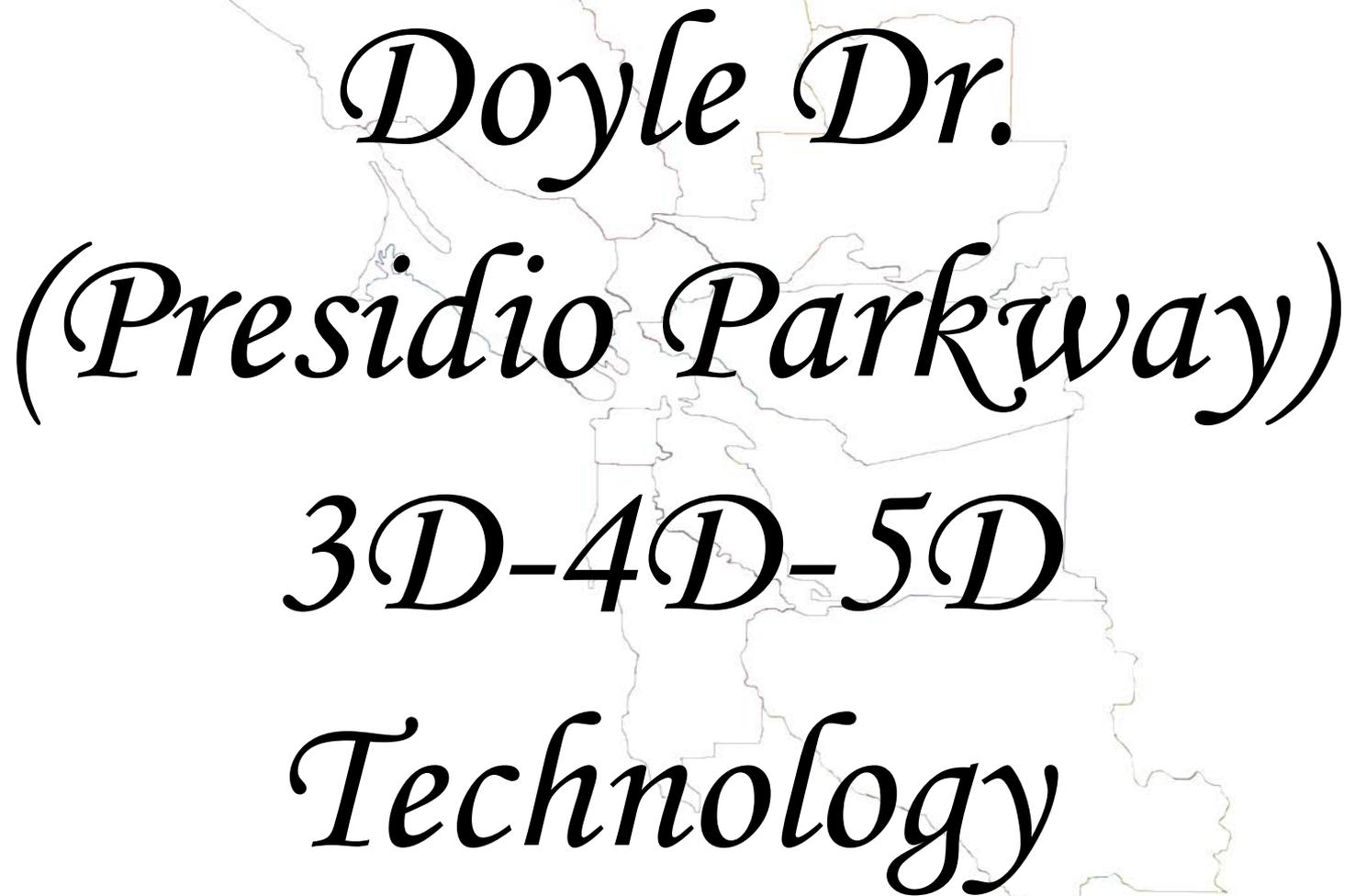


Phase I – Seismic Goal



Summary for Acceleration:

- Get traffic off the existing facility by Spring 2012, 20 months earlier than original schedule.
- Balance the funding through acceleration savings
- Will be prepared to meet Economic Stimulus Package requirements
- Will have \$275 million of work out within one year



Doyle Dr.
(Presidio Parkway)
3D-4D-5D
Technology

3D-4D : Contract #3

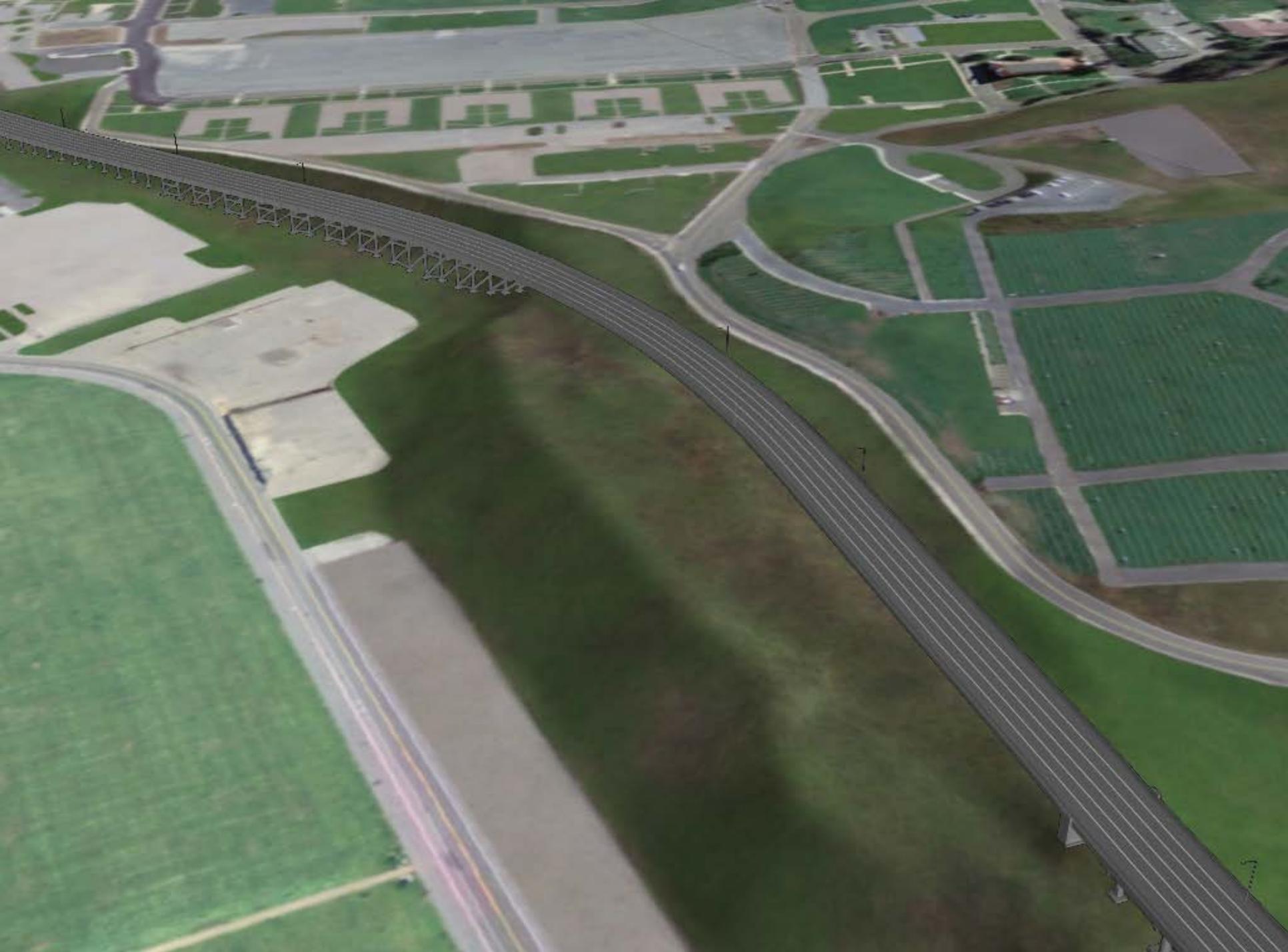


- CONSTRUCTION
- TEMPORARY WORKS
- EXCAVATION / GRADING
- ROADWAY AGGREGATE
- ROADWAY PAVEMENT
- DEMOLITION

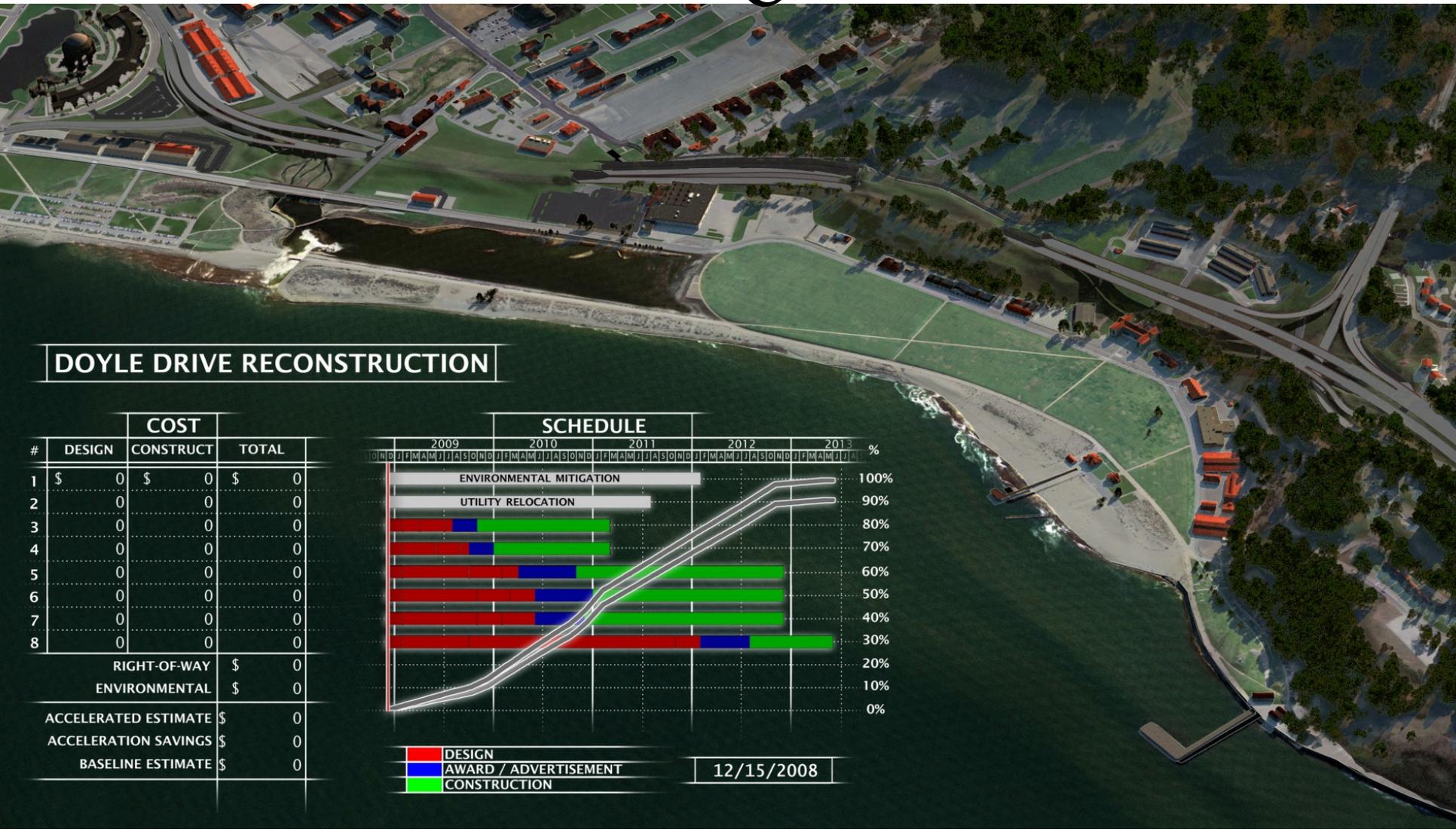
5/30/2010

PRESIDIO PARKWAY



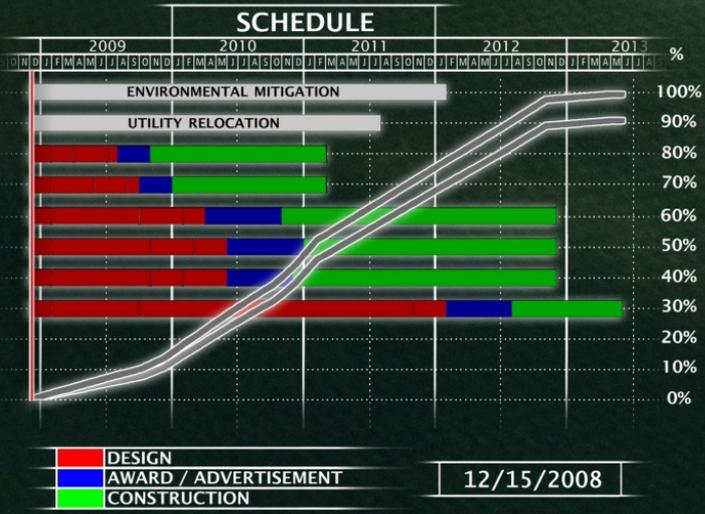


5D – For all Contracts

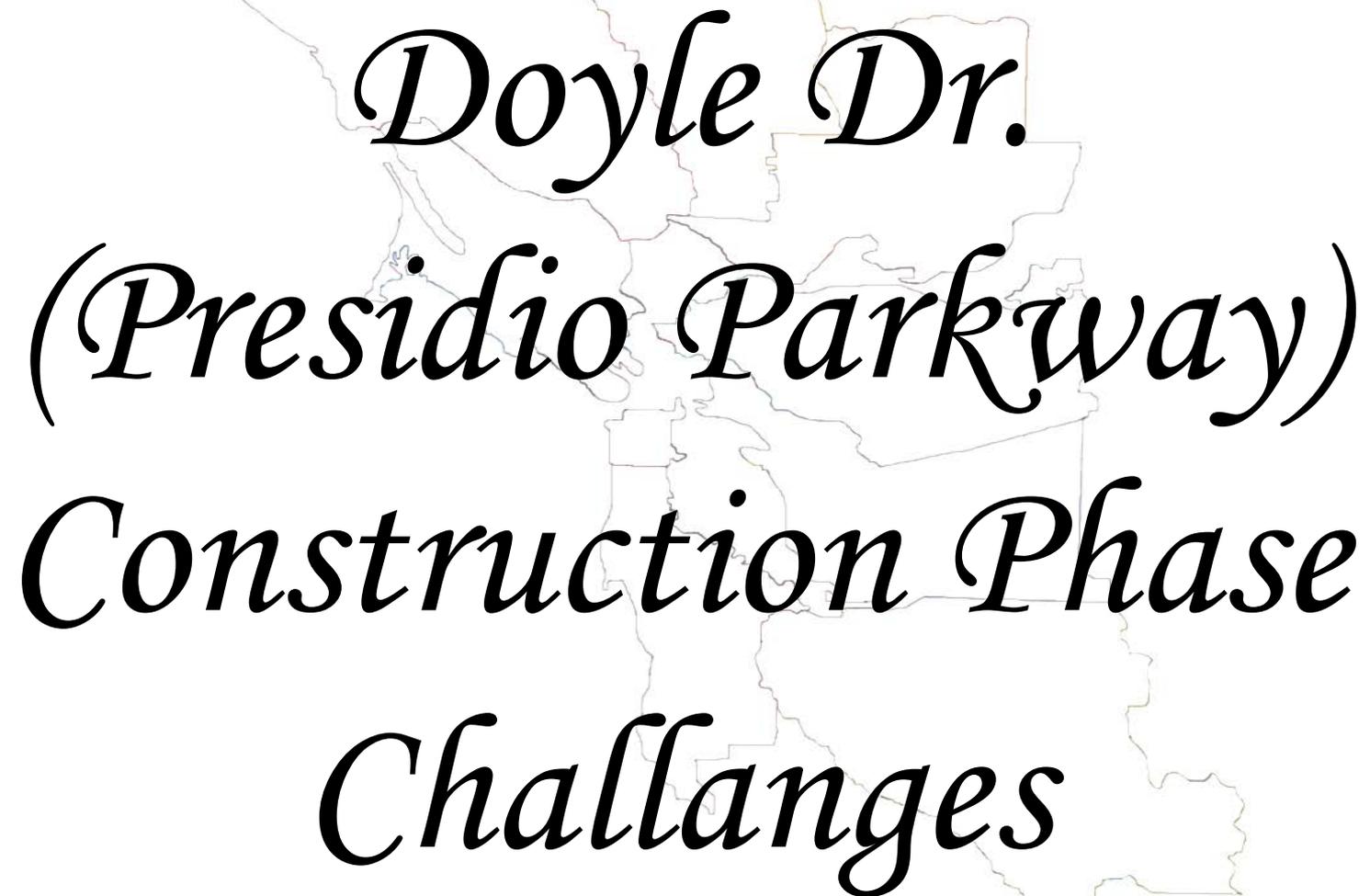


DOYLE DRIVE RECONSTRUCTION

#	COST		
	DESIGN	CONSTRUCT	TOTAL
1	\$ 0	\$ 0	\$ 0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
RIGHT-OF-WAY			\$ 0
ENVIRONMENTAL			\$ 0
ACCELERATED ESTIMATE			\$ 0
ACCELERATION SAVINGS			\$ 0
BASELINE ESTIMATE			\$ 0

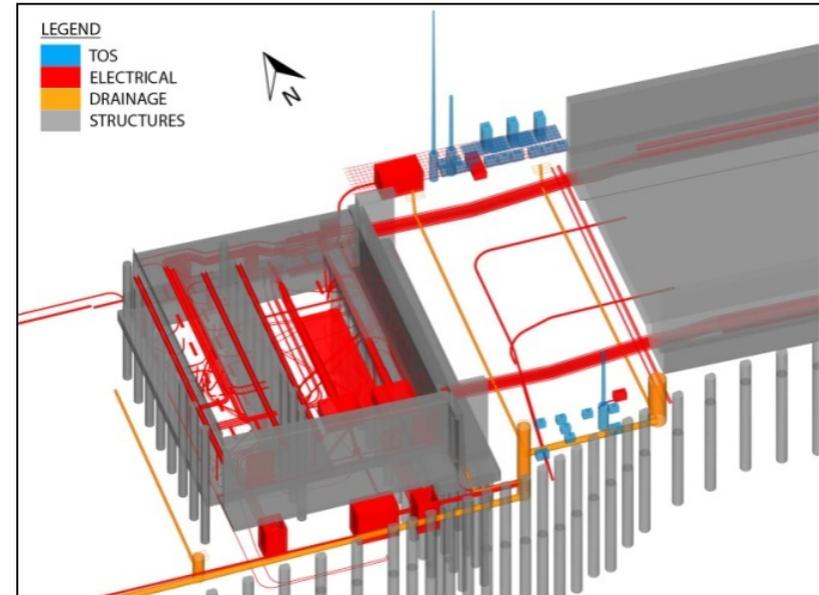
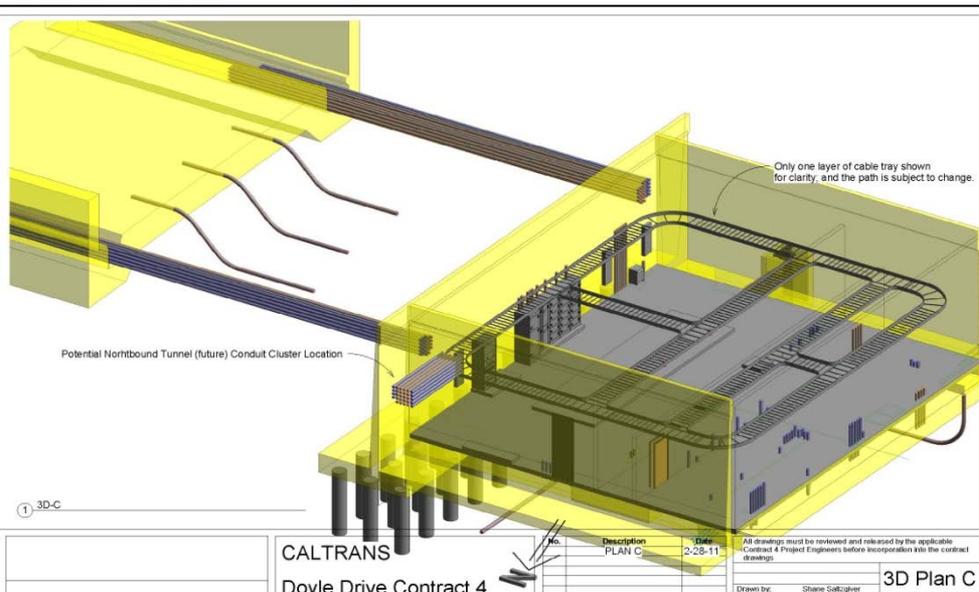


12/15/2008



*Doyle Dr.
(Presidio Parkway)
Construction Phase
Challenges*

4. Structural and Electrical Design Changes



- ▶ 3-D modeling was used before substation construction to identify conflict points and redesign the substation to use a cable tray system.
- ▶ With the redesign, all components fit within the substation and satisfy the Trust's architectural and aesthetic criteria for the surrounding area.
- ▶ The model also eliminated constructability conflicts between electrical, drainage, tunnel control systems, fire water lines, and structural work.

6. Mitigation to Reduce Project Delays



Delays caused by:

- ▶ Utility Impacts
- ▶ Weather Impacts
- ▶ Change Order Impacts



Project Management Challenges

Component	Expenditure Authorization	EA Status	Implementing Agency	Estimate	Fed. PLHN07-6272(02-1)	Fed. PLHL-P 01(853) and 6204(082)	Fed. High. Priority HPLUL6204(089)	Fed. High. Priority HPLUL-6272(009)	Fed. High. Priority HPLUL-6272(009)	Fed. High. Priority PLHN07-6204(082)	Fed. UPA HPLUL-6204(082)	Federal R - ER Demo	Federal R - Earmark (Sonoma)	Federal Stimulus TIGER (ARRA) Share	Federal Stimulus State Share (ARRA SHOPP)	State - SHOPP	State - TCRP	SFCTA - Prop K - XGEN	SFCTA - RIP	SFCTA - Future RIP	SFCTA - SLP	MTC	Golden Gate Bridge	Sonoma	Marin	TOTAL COMMITMENT	
Funding documentation					e-76	e-76	e-76	e-76	e-76	e-76	e-76	Approval			e-76	CTIPS	CTIPS	CTIPS			CTC vote	Agmt 2291					
A. Voted or obligated funding					20.00	9.10	1.12	5.70	4.28	1.50	27.30				46.00	106.32	348.68	15.00	16.34	71.10		8.40	80.00	75.00	1.00	4.00	760.84
B. Anticipated funds						7.66						6.00	20.00					51.56		13.00	12.60					190.82	
Total Budget = A + B					20.00	16.77	1.12	5.70	4.28	1.50	27.30	6.00	20.00	46.00	106.32	348.68	15.00	67.90	71.10	13.00	21.00	80.00	75.00	1.00	4.00	951.67	
Real PA&ED Expenditures	163700 30600	Closed	SFCTA	7.20		7.20																				7.20	
Real PA&ED Expenditures	163700	Closed	Caltrans	0.30													0.30									0.30	
Real PA&ED Expenditures	163708 30600	Closed	SFCTA	5.70			5.70																			5.70	
Real PA&ED Expenditures	163708 3PAED	Open	SFCTA	8.70												8.70										8.70	
Real PA&ED Estimate at Complete	Various			21.90	0.00	7.20	0.00	5.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	21.90		
EA 04-163701 Pre-split Design & R/W	Design Sup. 174108	Closed	SFCTA	3.46					3.46																	3.46	
	Design Sup. 163700 30601	Closed	SFCTA	1.90		1.90																				1.90	
	Design Sup. 163701-32021	Requested	SFCTA	6.80	6.80																					6.80	
	Design Sup. 163701-3PSEL	Closed	Caltrans	13.64													7.27			6.37						13.64	
	Design Sup. 163701-3TCRP	Open	SFCTA	3.00																						3.00	
	Design Sup. 1637E1	Closed	Caltrans	0.01													0.01									0.01	
	R/W Supp 163702	Closed	Caltrans	0.39																0.39						0.39	
SUBTOTAL				29.21	6.80	1.90	0.00	0.00	3.46	0.00	0.00	0.00	0.00	0.00	0.00	7.28	3.00	0.00	6.77	0.00	0.00	0.00	0.00	0.00	29.21		
EA 04-1637EX R/W Expenditure Authorization	R/W Support 1637E2	Open	Caltrans	1.10													1.10									1.10	
	R/W Capital 1637E9 3HPYP	Open	Caltrans	1.58	7.66														1.92							9.58	
	R/W Capital 1637E9 3HPYP	Open	Caltrans	1.40			1.12												0.28							1.40	
	R/W Capital 1637E9 3REIM	Open	Caltrans	0.00																						0.00	
	R/W Capital 1637E9 UPAF	Open	Caltrans	28.00																						28.00	
SUBTOTAL				82.10	0.00	7.66	1.12	0.00	0.00	1.50	27.30	0.00	0.00	0.00	0.00	5.31	0.00	29.10	10.10	0.00	0.00	0.00	0.00	0.00	82.10		
EA 04-1637FX Contract 1.1 - Plant Material Collection &	Design Sup. 1637F1	Closed	Caltrans	0.02																						0.02	
	Const. Sup. 1637F3	Open	Caltrans	0.11																			0.11			0.11	
	Const. Cap 1637F4	Open	Caltrans	0.60																			0.60			0.60	
SUBTOTAL	Emergency Limited Bid			0.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.73		
EA 04-1637GX Contract 1.2 Building Stabilization	Design Sup. 1637G1	Closed	Caltrans	0.04																						0.04	
	Const. Sup. 1637G3	Open	Caltrans	0.33																						0.33	
	Const. Cap 1637G4	Open	Caltrans	2.00																						2.00	
SUBTOTAL	Emergency Limited Bid			2.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	2.33	0.00	0.00	2.37		
EA 04-1637HX Contract 1.3 Tree Program	Design Sup. 1637H1	Closed	Caltrans	0.13													0.04	0.09								0.13	
	Const. Sup. 1637H3	Open	Caltrans	0.53																						0.53	
	Const. Cap 1637H4	Open	Caltrans	3.00																						3.00	
SUBTOTAL	Emergency Limited Bid			3.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.09	0.00	0.00	0.00	0.00	0.00	3.53	0.00	0.00	3.66		
EA 04-1637JX Contract 1.4 : Geotechnical	Design Sup. 1637J1	Closed	Caltrans	0.02													0.02									0.02	
	Const. Sup. 1637J3	Open	Caltrans	0.21																			0.21			0.21	
	Const. Cap 1637J4	Open	Caltrans	0.50																						0.50	
SUBTOTAL				0.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.71	0.00	0.00	0.73		
EA 04-1637KX Contract 1.5.2 Wetland Mitigation Phase II	Design Sup. 1637K1	Open	Caltrans	0.20																						0.20	
	Const. Sup. 1637K3	Pending	Caltrans	0.10																						0.10	
	Const. Cap 1637K4	Pending	Caltrans	0.80																						0.80	
SUBTOTAL	Design-Bid-Build			1.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.10	
EA 04-16371X Contract 1.5.1- Dragonfly Creek Wetland	Design Sup. 163711	Open	Caltrans	0.80																						0.80	
	Const. Sup. 163713	Pending	Caltrans	0.31																						0.31	
	Const. Cap 163714	Pending	Caltrans	1.40																						1.40	
SUBTOTAL	Design-Bid-Build			2.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.51	
EA 04-16372X Contract 2 - Utilities Relocation	Design Sup. 163721	Closed	Caltrans	0.06													0.01	0.07								0.06	
	Const. Sup. 163723	Open	Caltrans	2.54													0.91	1.28					0.35			2.54	
	Const. Cap 163724	Open	Caltrans	19.00																						19.00	
SUBTOTAL				21.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.92	1.35	0.00	0.00	0.00	0.00	0.00	19.35	0.00	0.00	21.62		
EA 04-16373X Contract 3 - Ruckman, Southern PPI,SB High	Design Sup. 163731	Closed	Caltrans	1.22																						1.22	
	Const. Sup. 163733	Open	Caltrans	20.17																						20.17	
	Const. Cap 163734	Open	Caltrans	79.60																						79.60	
SUBTOTAL	Design-Bid-Build			100.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	81.57	1.22	0.00	0.00	0.00	0.00	18.20	0.00	0.00	100.99		
EA 04-16374X Contract 4 - SB Battery Tunnel, At Grade Detour	Design Sup. 163741	Open	Caltrans	4.15																						4.15	
	Const. Sup. 163743	Requested	Caltrans	22.90																						22.90	
	Const. Cap 163744	Pending	Caltrans	93.07																						93.07	
SUBTOTAL				120.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	106.32	4.15	0.00	0.00	0.00	0.00	0.00	9.65	0.00	0.00	0.00	120.12	
Subtotals for Pre-split costs plus Contracts 1 through 4 ("Phase 1")	Env. Sup.			21.90	0.00	7.20	0.00	5.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	21.90		
	Design Sup.			35.48	6.80	1.90	0.00	0.00	3																		

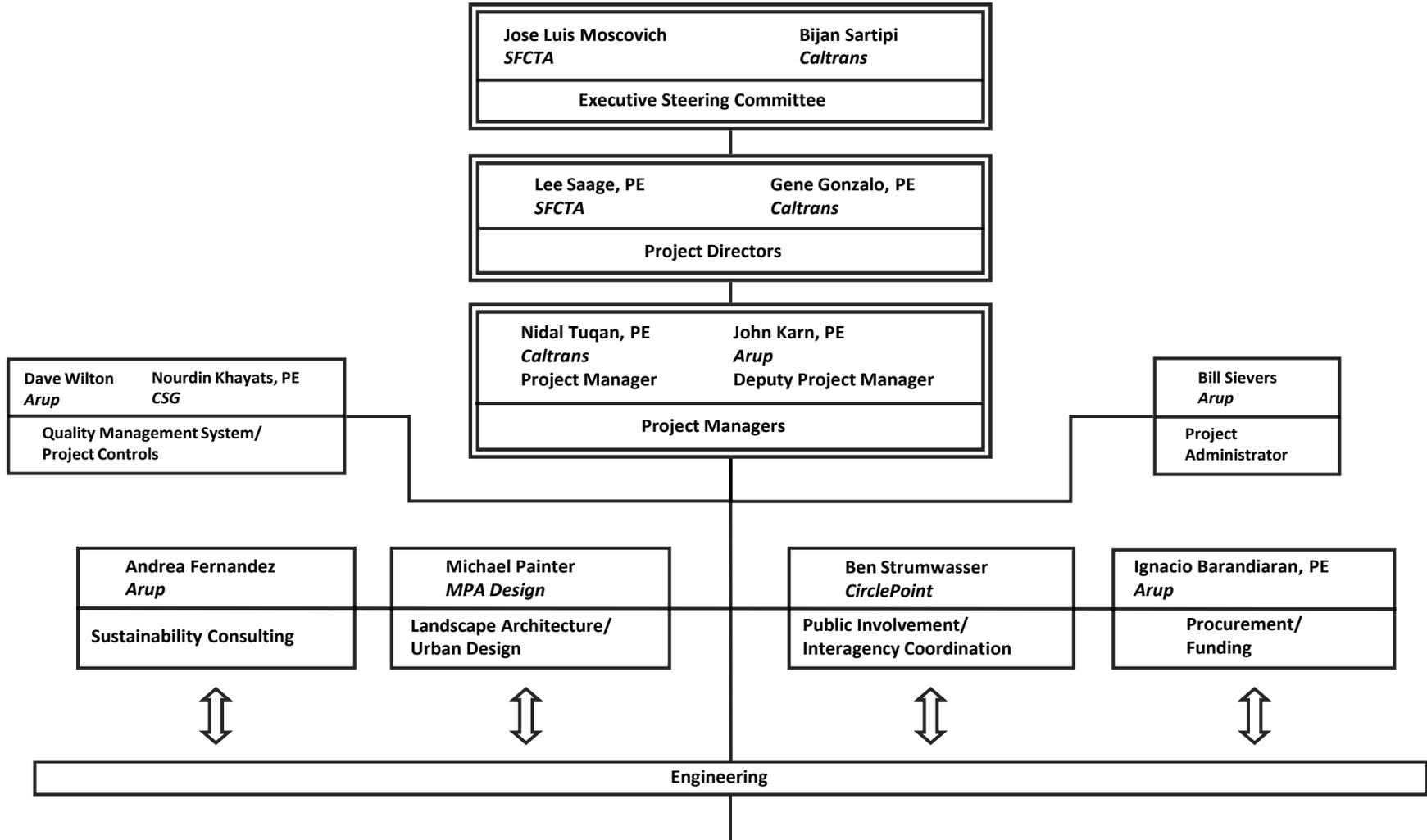
Project Delivery Methods Considered

Caltrans Conventional Method

- *Caltrans Step Process:*
 - *Planning - Project Study Report (PSR)*
 - *Environmental Clearance / Project Report (PR 30% Design level)*
 - *Design – Plans, Specification and Estimate (PS&E)*
 - *Right of Way Clearance (Real Estate deals conclusion)*
 - *Construction Phase – Through Contractors*
 - *Advertise / Award and Administrate (AAA)*

- *Utilize on the:*
 - *Caltrans in-house resources / District wise*
 - *Caltrans in-house resources / Cross Districts*
 - *Caltrans Consultant Services / On-call Contracts*
 - *Caltrans / Local Agencies resources*

Integrated Organization



Design Sequencing Method

- *Caltrans Step Process:*
 - *Planning - Project Study Report (PSR)*
 - *Environmental Clearance / Project Report (PR – 30% Design Level)*
 - *Right of Way Clearance (Real Estate deals conclusion)*

Could begins at 30% Design completion phase, project will be advertised and awarded in segments until 100% PS&E completion by Caltrans /Consultant . Scope, Staging, constraints, R/W issues all has to sorted out to the contractor with all expectations. Preferably, @ 65% PS&E, and can use resources as stated in the conventional method.
 - *Design – Plans, Specification and Estimate (PS&E)*
 - *Construction Phase – Through Contractors*
 - *Advertise / Award and Administrative (AAA)*

Construction Manager / General Contractor CM/GC Method

- *Caltrans Step Process:*
 - *Planning - Project Study Report (PSR)*
 - *Environmental Clearance / Project Report (PR – 30% Design Level)*
 - *Right of Way Clearance (Real Estate deals conclusion)*

At 30% Design completion or beyond, project will be advertised and awarded for a Construction Manager (CM) who will become a team member and participate in Value Analysis and Constructability review and once a part ready to go construction the CM become GC (General Contractor) until the end of the project
 - *Design – Plans, Specification and Estimate (PS&E)*
 - *Construction Phase – Through Contractors*
 - *Advertise / Award and Administrate (AAA)*

Design - Build Method

- *Caltrans Step Process:*
 - *Planning - Project Study Report (PSR)*
 - *Environmental Clearance / Project Report (PR – 30% Design Level)*
 - *Right of Way Clearance (Real Estate deals conclusion)*

At 30% Design completion, project will be advertised and awarded for Design & Construction, including Environmental Mitigation work. The contractor will bid be on this project as a Lump Sum. Scope, constraints, conditions and agreements with third parties should be signed. Incentives & penalties should be add to the contract, Contract Change Orders (CCO) terms should be clear and QA/QC process should be agreed upon.
 - *Oversight Design – Plans, Specification and Estimate (PS&E)*
 - *Oversight Construction Phase – Through Contractors*
 - *Advertise / Award and Administrative (AAA)*

Public Private Partnership

P3 Method

- *Caltrans Step Process:*

- *Planning - Project Study Report (PSR)*
- *Environmental Clearance / Project Report (PR – 30% Design Level)*
- *Right of Way Clearance (Real Estate deals conclusion)*

Similar to Design-Build that start at 30% Design completion, project will be advertised and awarded for Design & Construction, but add to that Financing of the project for a lengthy period of time (~ 30 years), with other options:

- *Design – Build – Finance*
- *Design – Build – Finance – Maintain*
- *Design – Build – Finance – Maintain - Operate*
- *Oversight Design – Plans, Specification and Estimate (PS&E)*
- *Oversight Construction Phase – Through Contractors*
 - *Advertise / Award and Administrate (AAA)*

Selected Method of Delivery

- *Phase I :*
Using Caltrans Conventional Method
(Accelerate Seismic Safety Goal)
- *Phase II:*
Public Private Partnership P3
Design-Build-Finance-Maintain-Operate

SOON TO BE ON T.V



Public Private Partnership
P3 Delivery Method

**Doyle Drive
Public-Private Partnership (P3)**

Why Presidio Parkway as a Public Private Partnership (P3)?



- Lower lifecycle cost and better cost certainty
 - ▶ Better schedule certainty
 - ▶ Better product; asset guaranteed to be well maintained & operated throughout concession
 - ▶ Project funding challenges
- State funds freed up now for other projects around the state

Location Map



P3-Main Post Tunnel



P3-Existing Condition



P3-Presidio Parkway



P3-Existing Condition



P3-Presidio Parkway



1st Weekend Closure – 4/27/12

- ▶ Doyle Drive Closed for three day weekend
- ▶ Access Between the Golden Gate Bridge and Hwy 1/Park Presidio/19th Avenue Remains Open



2009	2010	2011	2012	2013
			★	

Traffic on Temporary Bypass 4/30/12

- ▶ Traffic Travels on Portions of the New Roadway (SB High Viaduct and Battery Tunnel) and a Temporary Bypass
- ▶ New Movable Median Barrier



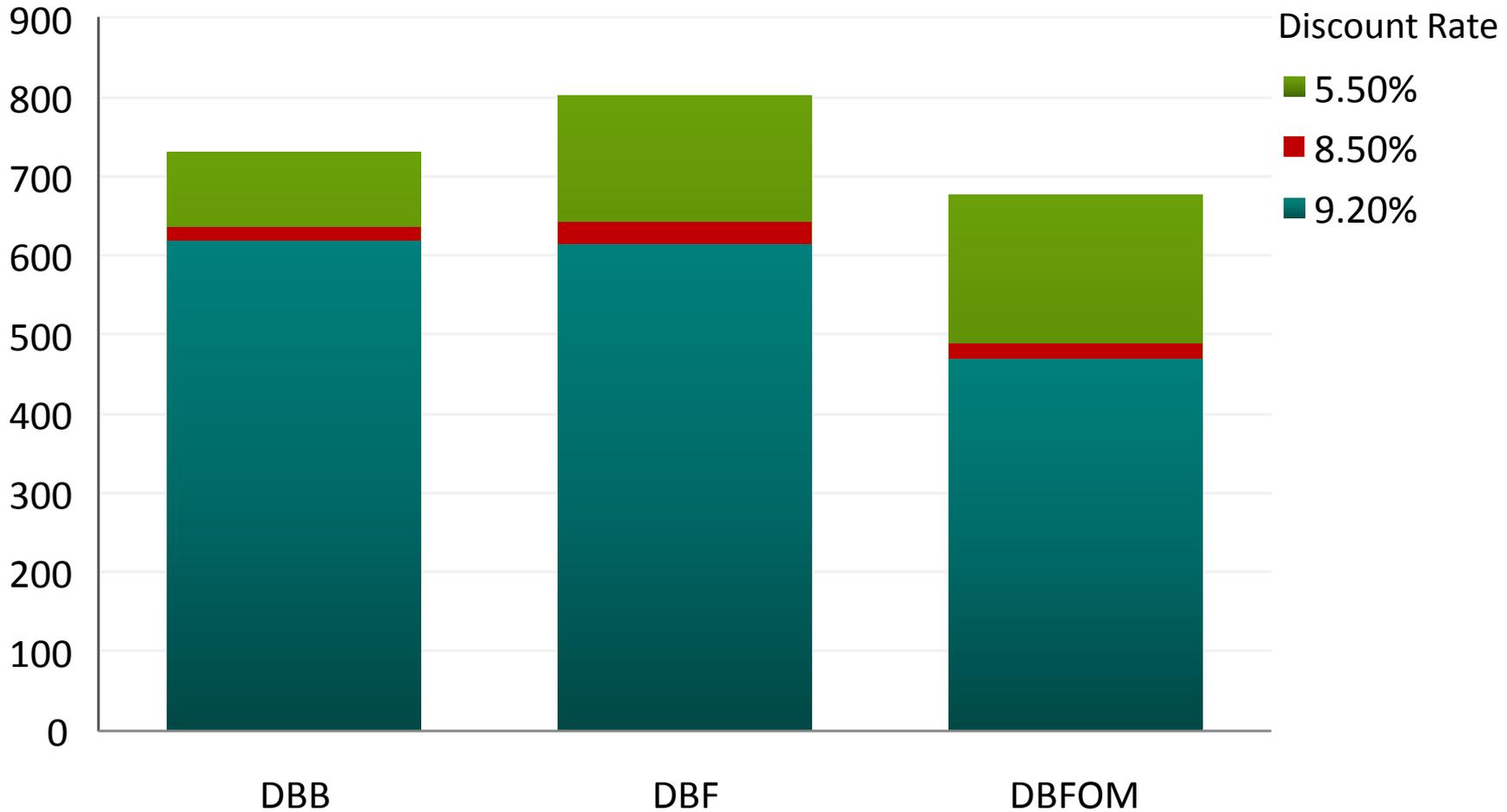
Traffic on Final Alignment



Procurement Objectives

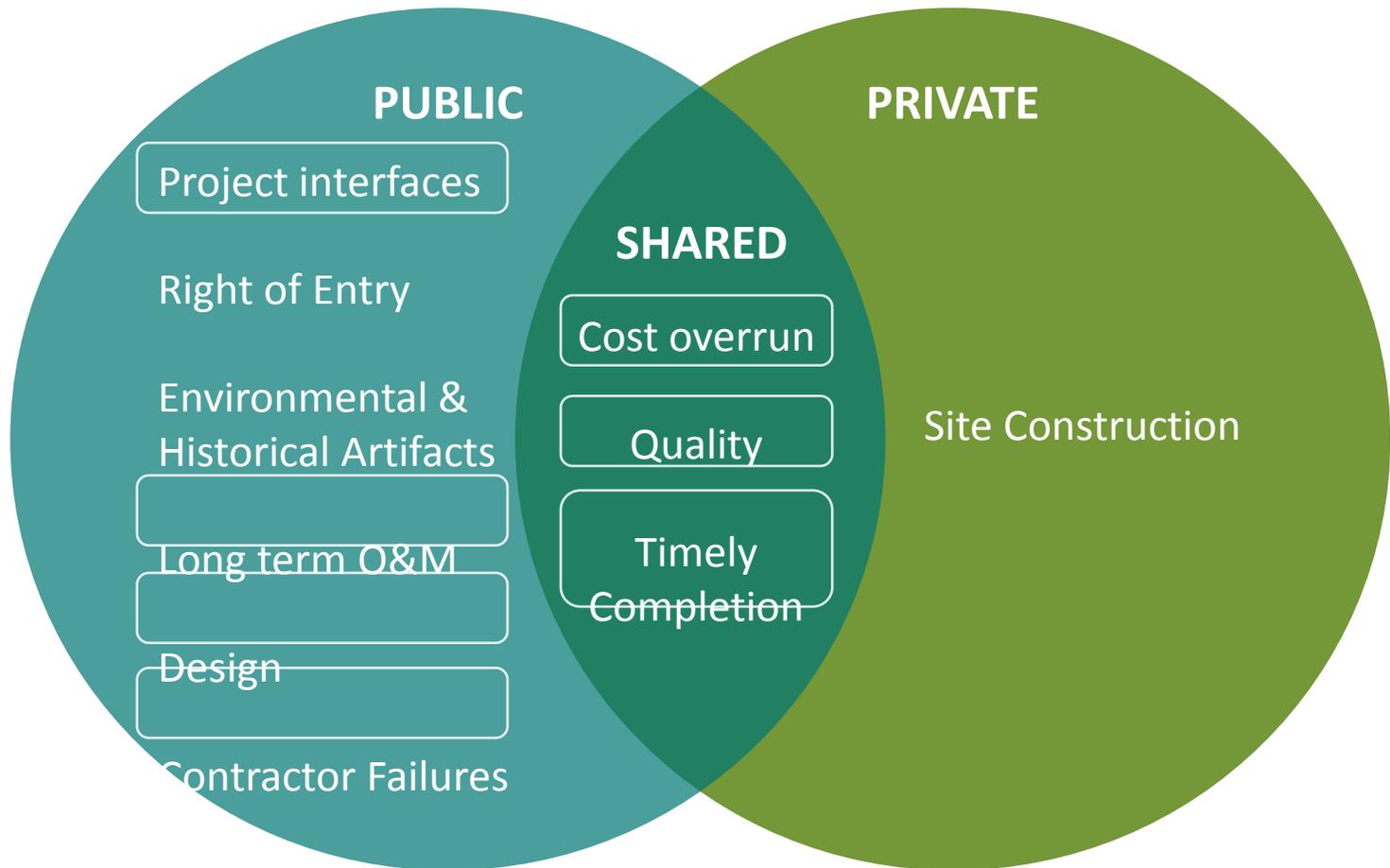
	Traditional	P3
Best value for money	?	?
Optimal risk transfer	?	?
Schedule and cost certainty	?	?
Best use of public funds	?	?
Optimal level of operation and maintenance (O&M) service	?	?

Value for Money

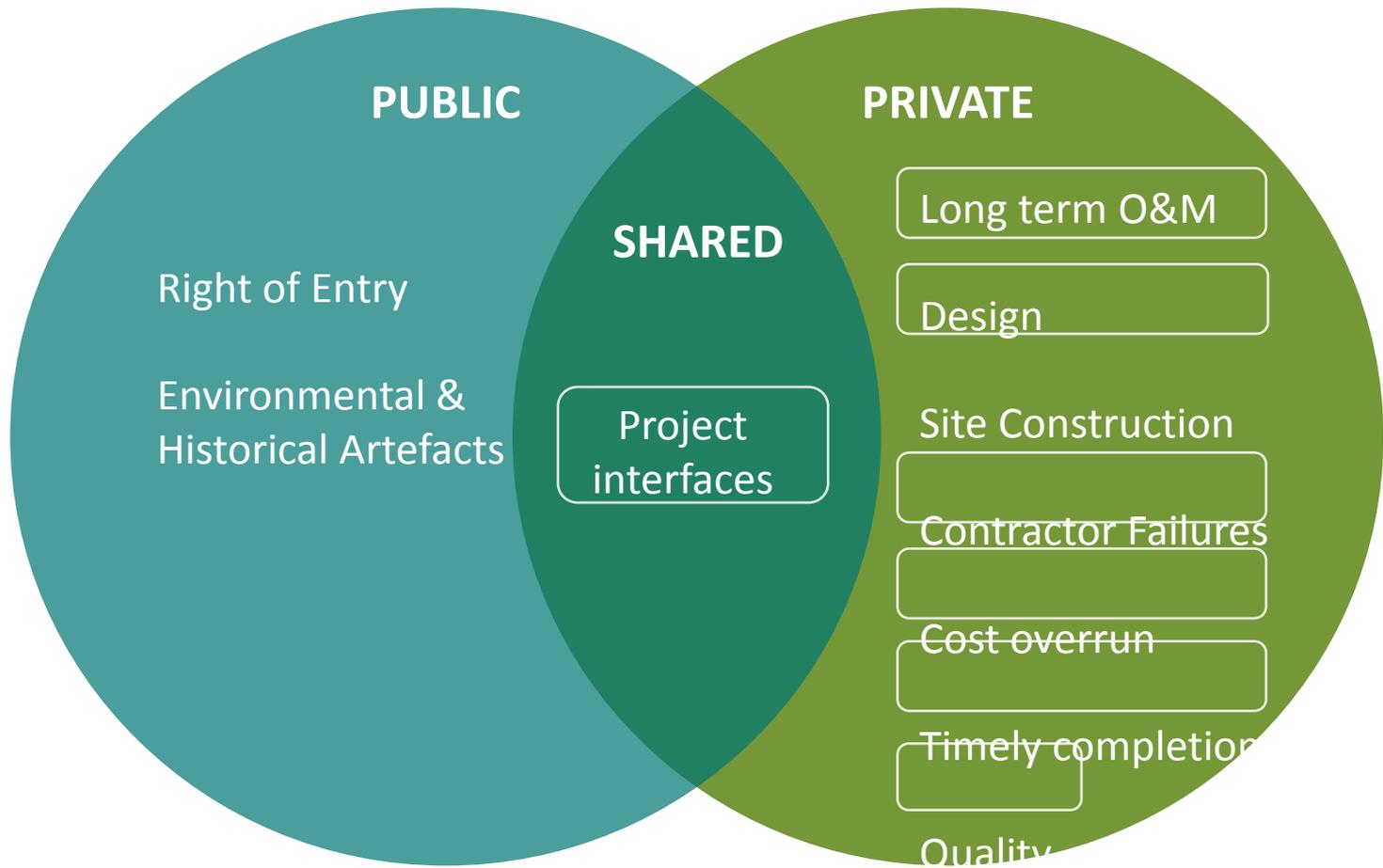


(\$Millions, NPV)

Risk Sharing: Traditional

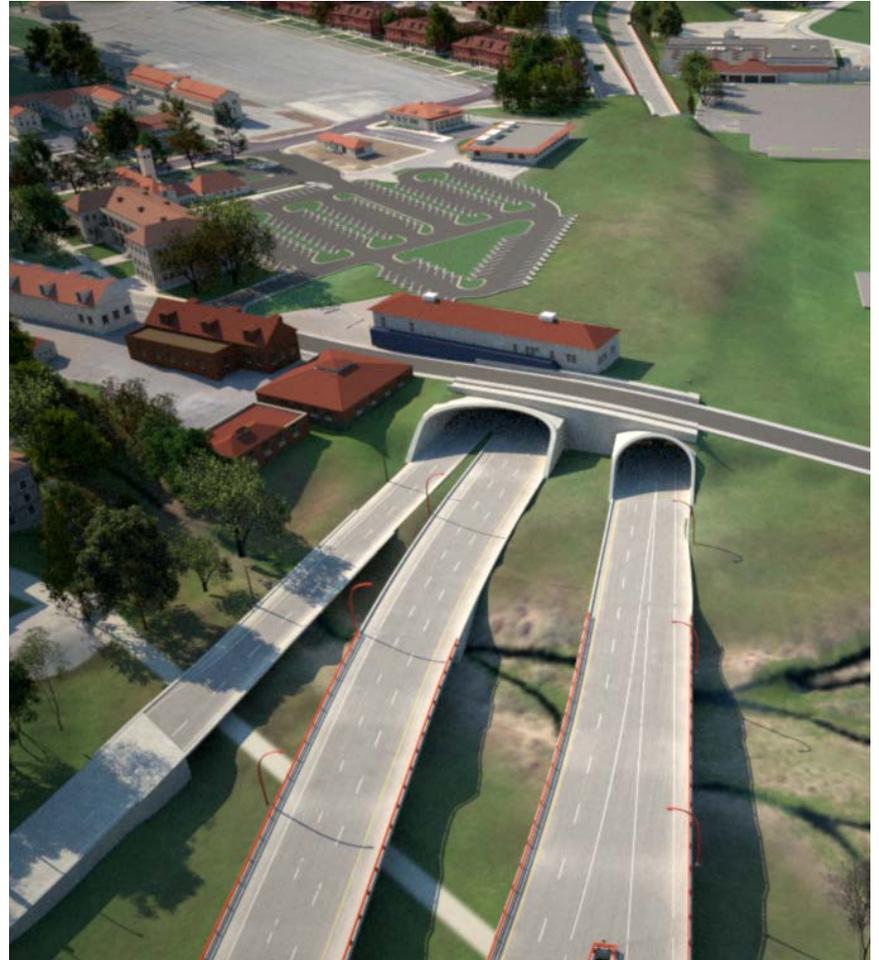


Risk Sharing: P3



Benefits of P3 for Presidio Parkway

- ▶ Schedule certainty
- ▶ Better product
 - ▶ Asset maintained and operated to consistent level
 - ▶ O&M crucial for Presidio Parkway, with complex structures and tunnels requiring upkeep of life safety systems
- ▶ Design life achieved as result of better O&M throughout



Benefits of P3 beyond Presidio Parkway

- ▶ Private sector up-front capital infusion means that state funds freed up for other projects around the state
- ▶ Deferred up-front and lower NPV means more funds for other state projects

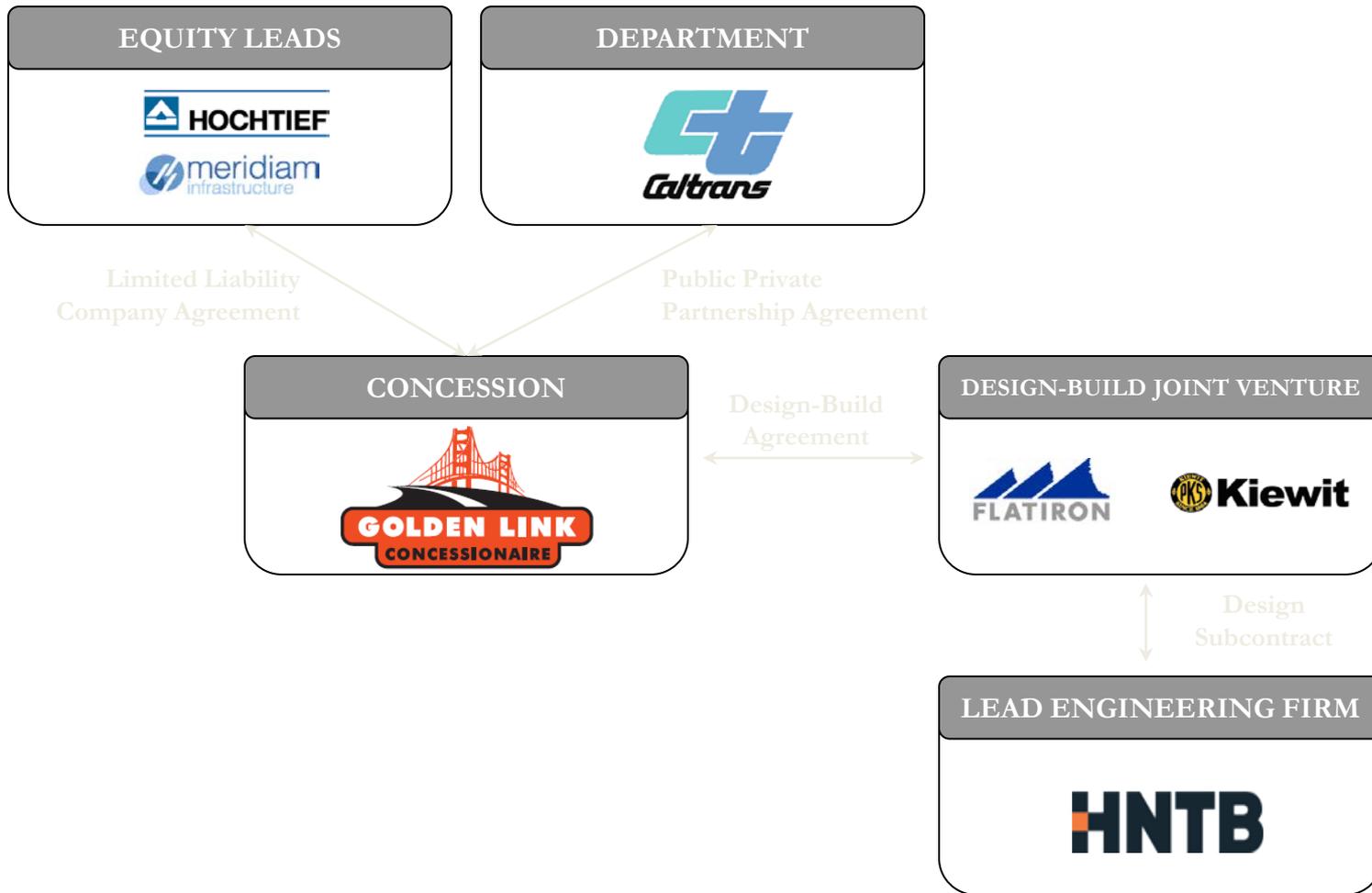


Market's Perception of Presidio Parkway Fit as a Potential P3

- ▶ Three well qualified bidders submitted Statements of Qualifications
- ▶ Bidders find absence of toll risk a positive



Presidio Parkway Transaction Organizational Chart



FUNDING

Continuous Appropriation

- On October 8, 2010, budget legislation (SB870) was adopted and included “continuous appropriation” provisions for the Project
- This continuous appropriation provides for an allocation of more than \$1.13 billion for the payment of Availability Payments due under the Project Agreement with additional amounts to cover inflation adjustments and relief event payments over the life of the concession
- Amounts due under the Project Agreement will be included as part of the “base budget” provided by the Governor as part of the annual budgeting process
- These amounts are available until fully expended
- The adoption of SB 870 provides the long-term authority for the State of California to make the payments due under the Project Agreement and specifically identifies the sources of funds from which to make these ongoing payments
- The continuous appropriation mechanism provides protection against budget delays. Given that it is a lump-sum appropriation, these funds may be paid regardless of passage of the annual budget

Project Payment Mechanisms

GLC will be compensated under the Project Agreement under two payment methods:

- All payments due under the Project Agreement will be payment obligations of Caltrans
- **Milestone Payment**: \$173.4 million payable 45 days after Substantial Completion
 - Deductions Regime:
 - Milestone Payment deductions will be capped at \$3 million and will relate to noncompliance with O&M requirements for Phase 1 during construction and other deduction events outlined under the PA
 - Any deductions in excess of this \$3 million cap will be deducted from the Availability Payments following Substantial Completion

PHASE II FINANCIAL PROPOSAL HIGHLIGHTS

Notation of areas with material differences in Construction Cost

Construction Cost	Estimate \$M	GLP* \$M	GLP vs Estimate \$M
Management [#]	40	19	-21
Design [#]	30	26	-5
Mobilization ⁺	5	25	20
Design-Build Soft Cost	75	70	-5
Roadway (Pavement) ⁺	11	9	-2
Tunnel Structures ⁺	91	43	-48
Bridge Structures ⁺	72	32	-40
Other Construction		101	
Design-Build Hard Cost		184	
Total Design-Build Construction Cost		254	

Source:

⁺ Caltrans DBB estimate with base date at 4/29/2010

[#] Analysis of Delivery Options Report

^{*} GLP proposal assuming NTP 3 at October 31, 2011

Project Payment Mechanisms

- **Availability Payments**: Quarterly payments based upon specific operational performance requirements outlined in the Project Agreement

PHASE II FINANCIAL PROPOSAL HIGHLIGHTS

Availability Payments

- Submitted MAP - \$28,549,189
- Below the specified affordability limit of \$35,000,000

P3-Fit with CTC Guidelines

Project requirements:

1. Complies with requirements of statute
2. Meets financial plan requirements
3. Achieves key performance objectives
4. Addresses a known forecast demand
5. Incorporates bidder selection criteria consistent with statute
6. Provides useful life calculation

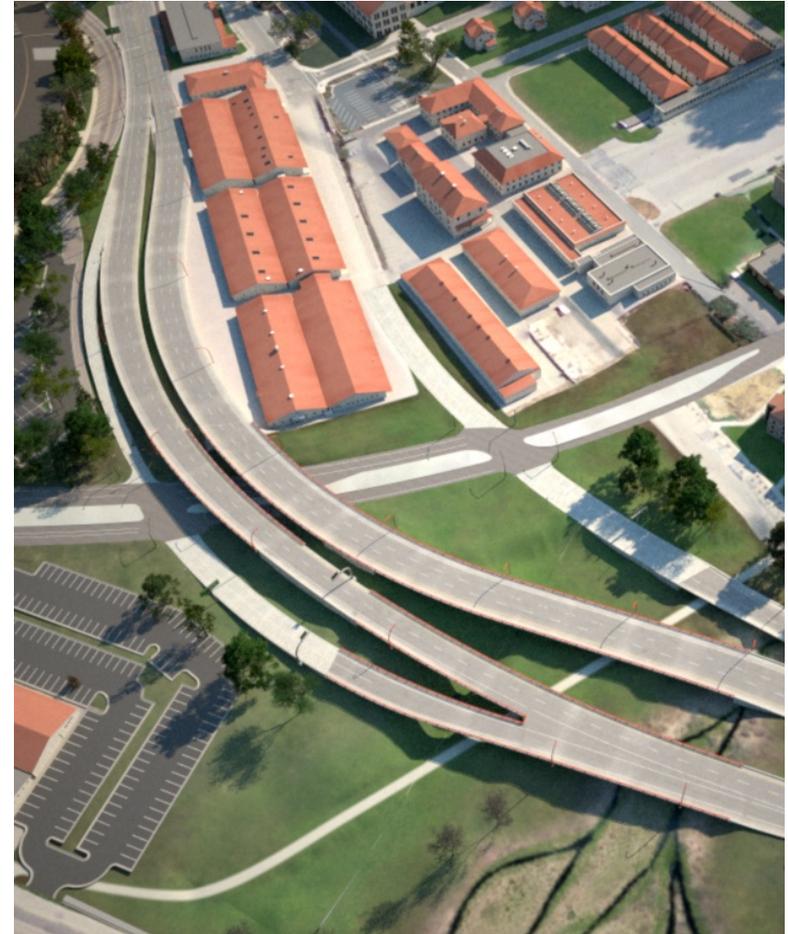
P3-CTC Guidelines

3. Achieves key performance objectives
 - **Mobility:** improve route functionality, minimize impacts on local roads, improve intermodal and vehicular access
 - **Operation and safety:** seismic design, median barrier, shoulders, lane width
 - **Air quality benefits:** minimizes effect of noise and pollution on adjacent areas



P3-CTC Guidelines

4. Addresses known forecast demand
 - Forecast 30% growth in daily trips by 2030
 - Critical link between peninsula and northern counties



P3-CTC Guidelines

5. Incorporates bidder selection criteria consistent with statute
 - Follows applicable public contract code and state procedures
6. Provides useful life calculation consistent with section 143(d)
 - P3 maintains asset throughout 30 year concession





Q & A

visit us @ www.Presidioparkway.org