

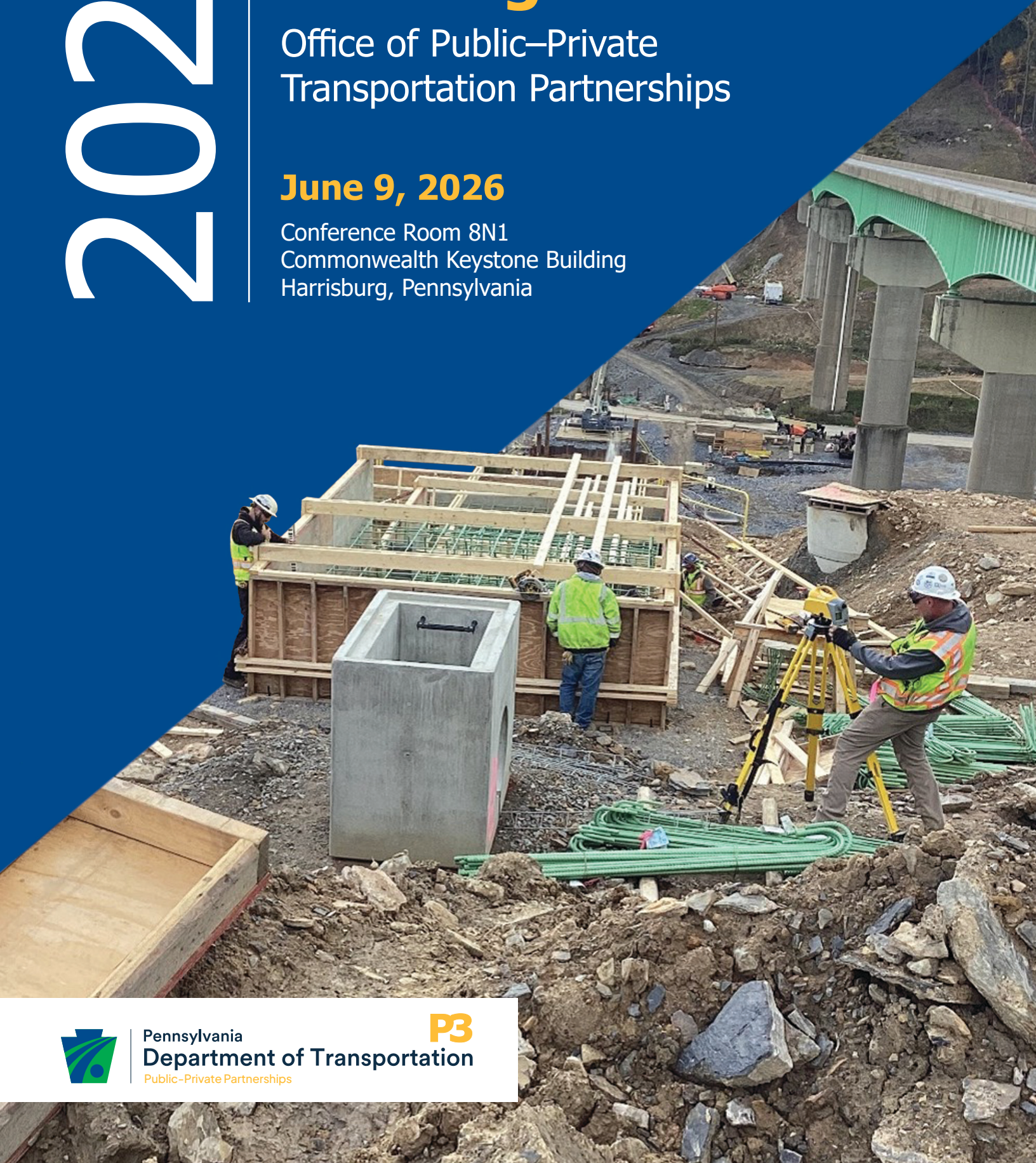
2026

P3 Board Meeting Book

Office of Public–Private
Transportation Partnerships

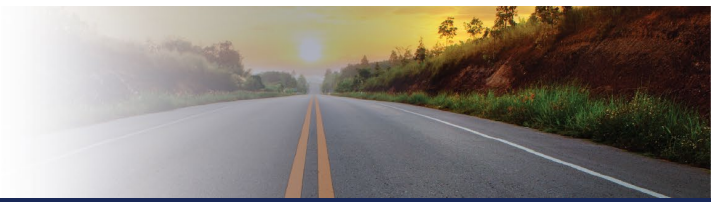
June 9, 2026

Conference Room 8N1
Commonwealth Keystone Building
Harrisburg, Pennsylvania



Pennsylvania
Department of Transportation
Public-Private Partnerships

P3



Public-Private Transportation Partnership (P3) Board Meeting

**June 9, 2026
1:00 P.M.**

MEETING AGENDA

Dial-In: 267-332-8737 | Phone Conference ID: 677 273 122#
[Join Teams Meeting](#)

A. Call to Order

B. Roll Call

C. Adoption of December 4, 2025 Board Meeting Minutes

D. Chair's Remarks

E. Project Updates

- P3 Solicited Proposals
- P3 Unsolicited Proposals
- Active P3 Projects
 - Compressed Natural Gas (CNG) Fueling Stations for Public Transit Agencies
 - Rapid Bridge Replacement (RBR)
 - Major Bridge P3

F. New Business

- Consideration of Candidate P3 Project – Pittsburgh International Airport (PIT) Autonomous Shuttle P3

G. Other Business

H. Public Comments

I. Adjournment

PUBLIC-PRIVATE TRANSPORTATION PARTNERSHIP BOARD
SUMMARY MINUTES
HARRISBURG, PENNSYLVANIA
DECEMBER 4, 2025

CALL TO ORDER:

The twenty-sixth meeting of the Public-Private Transportation Partnership Board (Board) was convened by PennDOT Secretary of Transportation Michael B. Carroll, at 1 p.m. on Thursday, December 4, 2025, at the Keystone Commonwealth Building, Harrisburg, PA.

ROLL CALL:

PennDOT Secretary of Transportation Michael B. Carroll called the meeting to order before turning the floor over to PennDOT P3 Office Director Michael Bonini to call roll. Mr. Bonini noted that, at the time of calling roll, four board members were present either in person or virtually, and a quorum was established.

Members Present:

Honorable Michael B. Carroll
Honorable Jerry Knowles (virtual)
Honorable Ed Neilson (virtual)
Mr. Andrew Armagost (designated alternate to Mr. Uri Monson)

ADOPTION OF MEETING MINUTES:

The June 18, 2025, meeting minutes were unanimously approved on a motion from Honorable Jerry Knowles and seconded by Mr. Andrew Armagost.

CHAIR'S REMARKS:

Secretary Carroll welcomed and thanked all attendees, both in person and virtually, for joining, noting the purpose of the meeting was to provide an update on all active P3 projects, as well as a number of Solicited and Unsolicited Proposals. It was also noted that Dr. Timothy Murphy resigned from the P3 Board. Secretary Carroll thanked Dr. Murphy for his efforts and service to the P3 Board over the past four years.

Secretary Carroll then turned the floor over to Mr. Michael Bonini.

NEW BUSINESS:

Mr. Bonini presented the 2024-2025 P3 Report for Pennsylvania to the Board for approval. Upon approval, the report would be posted to the P3 website and shared with the Legislature. With no questions or comments from the Board, Mr. Bonini asked for a motion to approve the 2024-2025 P3 Report for Pennsylvania.

The request to approve the 2024-2025 P3 Report for Pennsylvania was unanimously approved on a motion by Honorable Ed Neilson and seconded by Mr. Andrew Armagost.

PROJECT UPDATES:

SOLICITED PROPOSALS UPDATE: PRESENTED BY MR. MICHAEL BONINI

Mr. Bonini explained that the P3 Office accepts Solicited and Unsolicited Proposals twice each year in pursuit of new, innovative opportunities. The most recent window was opened from October 1-31, 2025, in which the P3 Office received three (3) new Solicited Proposals. Mr. Bonini noted that, for each of the three (3) Solicited Proposals, the P3 Office has received approval to proceed with the development of a Detailed Level Screening Report (DLSR) for each.

The Pittsburgh International Airport (PIT) Administration Facilities proposal, submitted by Allegheny County Airport Authority (ACAA), comprises the development of permanent office facilities at PIT through a P3 which will enable expedited delivery of the facilities by leveraging private sector investment and expertise.

The PIT Autonomous Shuttle P3, also proposed by ACAA, seeks to develop and implement an autonomous shuttle system at PIT, providing modern, sustainable passenger transport between parking facilities and the terminal via dedicated pathways. This initiative will also reduce congestion, lower emissions and support ACAA's long-term sustainability and innovation goals.

The I-279/I-579 HOV Modernization proposal, submitted by PennDOT District 11, comprises the usage of underutilized High Occupancy Vehicle (HOV) lanes to aid in improving the traffic flow on interstates 279 and 579, which provide an important link between the northern and western suburbs of Pittsburgh to downtown, as well as eliminate driver confusion surrounding the lanes by converting existing directional HOV lanes to bi-directional traffic.

With no questions, Mr. Bonini proceeded to provide an update on Unsolicited Proposals.

UNSOLICITED PROPOSALS UPDATE: PRESENTED BY MR. MICHAEL BONINI

Mr. Bonini explained that the P3 Office received three (3) Unsolicited Proposals during the October 2025 window, and that, overall, there are four (4) Unsolicited Proposals currently under consideration. These proposals are being reviewed and coordinated with subject matter experts in accordance with the P3 Implementation Manual.

The I-76 Schuylkill Expressway Managed Lanes proposal, originally submitted by CINTRA in October 2021, aims to build 4 new tolled managed lanes on a 17-mile section of Interstate 76 (I-76) between the I-202 and I-676 split. The estimated \$3.25 billion Design-Build-Finance-Operate-Maintain (DBFOM) P3 concept would include a 50-year maintenance period. Mr. Bonini noted that CINTRA submitted a revised proposal in October 2025, and that PennDOT is performing a High Level Screening

Report (HLSR) based on this updated proposal. The P3 Office continues to coordinate with District 6 on further technical and financial analyses.

The Pittsburgh Bundled Bridges Replacement Project, submitted by S&B USA Construction during the October 2025 window, comprises an accelerated, progressive delivery – approximately 3 years – for the replacement or reconstruction of City-of-Pittsburgh-owned bridges located in Allegheny County through a Design-Build-Finance model. Mr. Bonini noted that PennDOT is currently performing a HLSR to determine a path forward.

The South Philadelphia Accelerated Ramp Connections proposal, submitted in October 2025 by Jacobs Engineering Group, seeks to deliver a new I-95 interchange in South Philadelphia between the Broad Street and Walt Whitman Bridge exits – 17 and 19, respectively – through a P3 investment partnership as a tolled facility. This work would be conducted prior to other I-95 planned area reconstruction to ensure maximum compatibility. Mr. Bonini noted that PennDOT is currently performing a HLSR to determine a path forward.

The Automated Road Defect Detection and Management System, submitted in October 2025 by Enterra Solutions, comprises the implementation of an AI road management system for high priority transportation infrastructure that analyzes damage and determines detailed service plans for maintenance. The platform would provide access to asset damage data, predictive analytics and process optimization within the PennDOT IT environment. Mr. Bonini noted that PennDOT is currently performing a HLSR to determine a path forward.

Mr. Bonini concluded the update by explaining that the four (4) Unsolicited Proposals listed as Dismissed were recommended for dismissal in the time since the previous Board meeting.

The Proposal for a Diagnostic and Feasibility Study regarding the Potential Deployment of a Dromos System in Pennsylvania, submitted by Dromos GmbH, aimed to deploy Dromos' innovative public transport system within the Commonwealth. Mr. Bonini noted that the proposal sought to perform a diagnostic and feasibility study that is not advanced enough to warrant consideration as a P3 as defined by enabling legislation and would be better considered as a candidate research idea.

The Statewide Connected Vehicle RUC Pilot, submitted by NextMove by Cintra, proposed to conduct a pilot of a new Road Usage Charging (RUC) platform in collaboration with Pennsylvania through a development study. Mr. Bonini explained that the proposal was not advanced enough to be considered as a P3 as defined by the P3-enabling legislation and would be best considered by the Highly Autonomous Vehicle Task Force for possible next step opportunities.

The Renovation and Restoration of the Duquesne Incline, proposed by The Society for the Preservation of the Duquesne Heights Incline, included the comprehensive upgrade of the Upper Station, including hillside stabilization, replacement of aging ties, and modernizing key systems. Mr. Bonini explained that the proposal was dismissed as it sought state funding to complete projects rather than a private partner through a P3.

The P3 Office recommended the team contact the Bureau of Public Transportation for any technical and financial assistance needed.

The Efficient and Affordable Rural Mobility Service Platform (RAMP), submitted by TraffiQure Technologies, was a public-transit-related proposal that aimed to deploy a rural mobility service from Greene County. Mr. Bonini noted that the proposal was dismissed since it is not a P3 project as defined by the enabling legislation, as the project team sought to build a partnership for the new service between the proposer team and PennDOT.

With no further comments from the Board, Mr. Bonini turned the floor over to Scott Zeevaart for the next item on the agenda, the Compressed Natural Gas (CNG) Fueling Stations project update.

COMPRESSED NATURAL GAS (CNG) FUELING STATIONS: PRESENTED BY MR. SCOTT ZEEVAART, P.E.

Mr. Zeevaart provided a project status update, noting that 22 of the 24 fueling stations are complete to date, and they are nearing the final stage of construction at the COLTS station in Scranton. The 24th and final station is located in Harrisburg, for which the new building is still in the design process. It is anticipated that this station will be completed in 2026/2027.

Trillium Transportation Fuels, LLC, is still responsible for the operations and maintenance of all remaining sites through the end of the agreement in April 2037. It was also noted that the development entity now does business under the name Love's Alternative Energy.

Mr. Zeevaart continued, noting that, as of November 2025, the project has reduced carbon dioxide emissions by over 75,000 metric tons. Additionally, three (3) of the project's stations have contracts for Renewable Natural Gas (RNG); sites are encouraged to convert to RNG, but not required.

With no questions from the Board, Mr. Bonini turned the floor over to Mr. Gary Kleist, PennDOT Strategic Development and Implementation Office, to provide a status update for the Rapid Bridge Replacement (RBR) project.

RAPID BRIDGE REPLACEMENT (RBR) PROJECT: PRESENTED BY MR. GARY KLEIST, P.E.

Mr. Kleist provided an update to the Board and attendees regarding the RBR project, a Design, Build, Finance and Maintain (DBFM) project which replaced 558 poor condition bridges located across the Commonwealth. All 558 bridges have been constructed, with the first being completed in 2015 and the final bridge in 2019.

The project is currently in the maintenance phase, with development entity Plenary Walsh Keystone Partners being responsible for the maintenance of the bridges for 25 years, with the final bridge being turned back over to PennDOT at the end of 2043. Mr. Kleist noted that the maintenance phase has been defined by excellent cooperation and

communication between parties, including timely responses to maintenance requirements and events.

With no questions or comments from the Board, Mr. Kleist continued to provide an update on the Major Bridge P3 project.

MAJOR BRIDGE P3 PROJECT: PRESENTED BY MR. GARY KLEIST, P.E.

Mr. Kleist provided an overview of the Major Bridge P3 (MBP3) project, which was presented to and approved by the Board in November 2020 to replace or rehabilitate major bridges through a DBFM method of progressive P3 project delivery.

Mr. Kleist noted that the project entered into the construction phase of the DBFM term with the issuance of Notice to Proceed 3 (NTP3) on January 9, 2025. He displayed a table containing the construction schedule for each of the bridges, highlighting that Substantial Completion, or completion of all six Bridges, is scheduled for June 2028, at which point the Development Entity will maintain the bridges for a 35-year period.

In detailing the construction progress for each bridge, Mr. Kleist highlighted the following:

- I-81 Susquehanna Project: 57.2% complete, includes 8 interstate bridges, 1 non-interstate bridge, 3 culverts and 4 sign structures over 18.8 miles of roadway
- I-80 Nescopeck Creek Bridges project: 36.8% completed, includes 2 interstate bridges and 1 sign project over 2 miles of highway
- I-78 Lenhartsville Bridge project: 57.4% complete, includes 2 interstate bridges and 1 sign structure over 1.1 miles of roadway
- I-80 over Lehigh River Bridge project: 52.4% complete, containing 2 interstate bridges and 1 culvert over 2.2 miles of roadway
- I-80 Canoe Creek Bridges: 44.7% complete, including 2 interstate bridges and 1 culvert over 5.8 miles of roadway
- I-80 North Fork Bridges: almost 38.5% complete, containing 4 interstate bridges, 1 non-interstate bridge, 3 culverts, 5 sound walls and 1 sign structure over 4.8 miles of roadway

Overall, the project is approximately 49% complete.

With no further questions or comments from the Board, Mr. Kleist turned the floor over to Mr. Bonini.

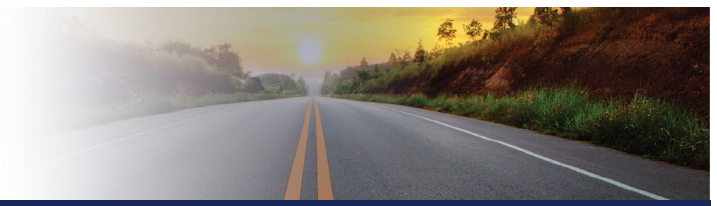
OTHER BUSINESS:

Secretary Carroll thanked Mr. Bonini, the Board and all attendees, expressing gratitude for their efforts in 2025 toward advancing these important P3 projects in Pennsylvania, and then opened the floor to any Board members for comments on other business.

With no additional Board comments, Secretary Carroll opened the floor for public comment.

With no comments from the public, Secretary Carroll asked for a motion to adjourn. **The meeting was adjourned at 1:52 p.m. on a motion from Mr. Andrew Armagost and a second from Honorable Ed Neilson.**

DRAFT



Public-Private Transportation Partnership (P3) Board Meeting

SOLICITED & UNSOLICITED PROPOSALS | LEGEND

The following are descriptions of the status of the Solicited and Unsolicited Proposals received by the P3 Office. More information is available on each candidate in their respective technical sheet.

SOLICITED & UNSOLICITED PROPOSALS | UNDER CONSIDERATION

Candidates UNDER CONSIDERATION are submissions received by the P3 Office, currently receiving or have progressed through a High-Level screening to evaluate compliance and alternative delivery feasibility, and, as a result of the High-Level screening, are deemed to warrant further investigation and development.

SOLICITED & UNSOLICITED PROPOSALS | ON HOLD

Candidates ON HOLD are proposals that have entered the High-Level screening stage and generally require more coordination with and input from the proposer or other stakeholders identified in the proposal. Additional coordination will lead to either a dismissal or a more defined project to proceed with additional screening and evaluation.

SOLICITED & UNSOLICITED PROPOSALS | DISMISSED

Candidates DISMISSED are projects or proposals that are not well-defined, not compliant with the P3 enabling legislation, or they do not provide a significant transportation benefit to the Commonwealth (or other public entity).



Solicited Proposals | Candidate – Under Consideration | June 2026

PROJECT: SP No. 001 – Pittsburgh International Airport (PIT) Administration Facilities | August 2025 Submission

PROPOSED BY: Allegheny County Airport Authority (ACAA)

DESCRIPTION:

The ACAA proposes the development of permanent office facilities at Pittsburgh International Airport (PIT) through a P3. The proposed project aims to deliver new corporate office space to replace temporary workspaces used by ACAA staff following the completion of the Terminal Modernization Program (TMP). Given the current lack of available capital immediately post-TMP, this P3 will enable expedited delivery of office facilities by leveraging private-sector investment and expertise. The office complex is expected to house administrative functions and leadership operations essential to ACAA's post-modernization business continuity.

PRELIMINARY FINANCIAL PLAN:

Total Estimated Project Cost: \$50,000,000
Projected Revenue: Not applicable
Projected Term: Estimated 30 years

SUMMARY EVALUATION OF P3/ALTERNATIVE DELIVERY:

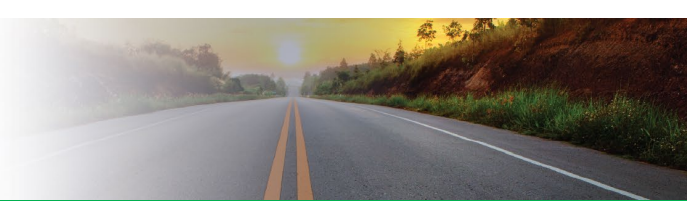
- High Level Screening analysis of the Solicited Proposal was conducted. Decision to proceed to Detailed Level Screening Report development was determined by PennDOT and ACAA.
- Detailed Level Screening Report has been developed. Report will be distributed for public comment later in 2026.

ACTION ITEMS:

- Detailed Level Screening Report to be distributed for public comment later in 2026.

P3 STEERING COMMITTEE RECOMMENDATION: None at this time.

P3 TRANSPORTATION BOARD ACTION: No action required.



Solicited Proposals | Candidate – Under Consideration | June 2026

PROJECT: SP No. 002 – Pittsburgh International Airport (PIT) Autonomous Shuttle P3 | September 2025 Submission

PROPOSED BY: Allegheny County Airport Authority (ACAA)

DESCRIPTION:

The ACAA is seeking approval to pursue a P3 to develop and implement an autonomous shuttle system at PIT. This modern, sustainable solution will transport passengers between parking facilities and the terminal via dedicated pathways, offering a more direct, efficient, and reliable alternative to current manually operated shuttles. In addition to enhancing the passenger experience, the system will reduce congestion, lower emissions, and support the airport’s long-term goals for sustainability and innovation. A P3 approach allows PIT to leverage private-sector expertise and investment, enabling cost-effective delivery while maintaining public oversight.

PRELIMINARY FINANCIAL PLAN:

- Total Estimated Project Cost:** \$75,000,000
- Projected Revenue:** Not applicable
- Projected Term:** 20 years

SUMMARY EVALUATION OF P3/ALTERNATIVE DELIVERY:

- High Level Screening analysis of the Solicited Proposal was conducted. Decision to proceed to Detailed Level Screening Report development was approved by PennDOT and ACAA.
- Detailed Level Screening Report was developed and distributed for public comment in accordance with P3 enabling legislation and the P3 Implementation Manual.
- PennDOT and ACAA approve forwarding this candidate project to the P3 Board for review and consideration.

ACTION ITEMS:

- Candidate project ready for P3 Board review and consideration.

P3 STEERING COMMITTEE RECOMMENDATION:

- Candidate project ready for P3 Board review and consideration.

P3 TRANSPORTATION BOARD ACTION:

- Board review and consideration planned for June 9, 2026.



Solicited Proposals | Candidate – Under Consideration | June 2026

PROJECT: SP No. 003 – I-279/I-579 HOV Modernization | September 2025 Submission

PROPOSED BY: PennDOT District 11-0

DESCRIPTION:

PennDOT District 11-0 proposes to increase the usage of underutilized High Occupancy Vehicle (HOV) lanes to aid in improving the traffic flow on I-279 and I-579. These interstates provide an important link between the northern and western suburbs of Pittsburgh to downtown. Other proposed goals of the project are to eliminate driver confusion related to the existing reversible lanes by converting the existing directional HOV lanes to bi-directional traffic and to potentially reduce PennDOT operational costs.

PRELIMINARY FINANCIAL PLAN:

- Total Estimated Project Cost:** \$75,000,000 - \$100,000,000
- Projected Revenue:** To be determined in Detailed Level Screening Report
- Projected Term:** To be determined in Detailed Level Screening Report

SUMMARY EVALUATION OF P3/ALTERNATIVE DELIVERY:

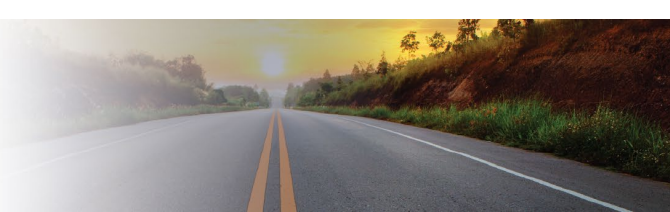
- High Level Screening analysis of the Solicited Proposal was conducted. Decision to proceed to Detailed Level Screening Report development was determined by PennDOT.
- PennDOT has begun analyses needed for Detailed Level Screening Report development.

ACTION ITEMS:

- Continued analyses needed for the development of the Detailed Level Screening Report.

P3 STEERING COMMITTEE RECOMMENDATION: None at this time.

P3 TRANSPORTATION BOARD ACTION: No action required.



Unsolicited Proposals | Candidate – Under Consideration | June 2026

PROJECT: UP No. 166 – I-76 Schuylkill Expressway Managed Lanes | October 2021 Submission
BOUNDARY: District 6

PROPOSED BY: CINTRA

DESCRIPTION:

Proposal to improve 16.9 miles of I-76 (Schuylkill Expressway) between the SR 202 interchange and I-676 split. Project includes building 4 new tolled, managed lanes (2 in each direction), integration of public transit, new technologies, social integration and development programs as well as upgrading the General Purpose Lanes (GPLs) to improve the existing free capacity along the corridor. Additional connectivity would be added to the corridor, including additional ramps and new interchanges. Proposer plans to deliver this project through a Design-Build-Finance-Operate-Maintain (DBFOM) agreement for a term of 50 years. Responsibility would include fence-to-fence management of the entire project corridor including the GPLs, tolling operations, customer service, back office and O&M of toll equipment.

PRELIMINARY FINANCIAL PLAN:

- Total Estimated Project Cost:** \$5.0 billion [\$0 to PennDOT]
- Projected Revenue:** To be determined in Detailed Level Screening Report
- Projected Term:** To be determined in Detailed Level Screening Report

SUMMARY EVALUATION OF P3/ALTERNATIVE DELIVERY:

- High Level Screening analysis of the Unsolicited Proposal was conducted. Decision to proceed to Detailed Level Screening Report development was determined by PennDOT.
- PennDOT has begun analyses needed for Detailed Level Screening Report development.

UPDATE/ACTION ITEMS:

- Continued analyses needed for the development of the Detailed Level Screening Report.

P3 STEERING COMMITTEE RECOMMENDATION: None at this time.

P3 TRANSPORTATION BOARD ACTION: No action required.



Unsolicited Proposals | Candidate – Under Consideration | June 2026

PROJECT: UP No. 184 – Pittsburgh Bundled Bridges Replacement Project | October 2025 Submission
BOUNDARY: District 11

PROPOSED BY: S&B USA Construction

DESCRIPTION:

The proposed project comprises an accelerated progressive delivery (approximately a 3-year project period) for the replacement or reconstruction of City of Pittsburgh-owned bridges located in Allegheny County. The proposed Project should be procured and delivered through a Design-Build-Finance model (including a PDA to initially develop and finalize the bridges for delivery). The scope includes NEPA clearance and preliminary engineering through the completion of construction.

PRELIMINARY FINANCIAL PLAN:

- Total Estimated Project Cost:** \$150,000,000 - \$400,000,000
- Projected Revenue:** To be determined in Detailed Level Screening Report
- Projected Term:** To be determined in Detailed Level Screening Report

SUMMARY EVALUATION OF P3/ALTERNATIVE DELIVERY:

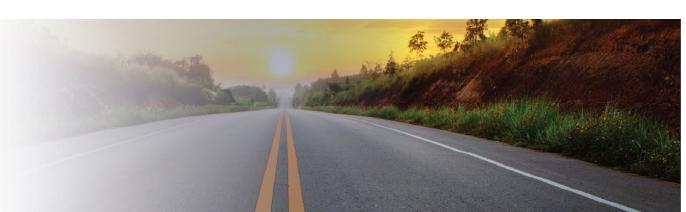
- High Level Screening analysis of the Unsolicited Proposal was conducted. Decision to proceed to Detailed Level Screening Report development was determined by PennDOT and the City of Pittsburgh.
- PennDOT has begun analyses needed for Detailed Level Screening Report development.

UPDATE/ACTION ITEMS:

- Continued analyses needed for the development of the Detailed Level Screening Report.

P3 STEERING COMMITTEE RECOMMENDATION: None at this time.

P3 TRANSPORTATION BOARD ACTION: No action required.



Unsolicited Proposals | Candidate – Under Consideration | June 2026

PROJECT: UP No. 185 – South Philadelphia Accelerated Ramp Connections | October 2025 Submission
BOUNDARY: District 6

PROPOSED BY: Jacobs Engineering Group

DESCRIPTION:

Currently, PennDOT's I-95 Master Plan presented a High Build alternative of a new I-95 interchange in South Philadelphia between Exit 17 (Broad St) and Exit 19 (Walt Whitman Bridge) with NB/SB directional 2-lane on/off ramps and approximate 1-mile long 4-lane roadway/bridge from Pattison Ave (over I-95 and railroad facilities) to Kitty Hawk Ave with (2) signalized intersections where the ramps connect. This South Philadelphia Accelerated Ramp Connections proposal would deliver this (or a similar) interchange through a P3 Investment Partnership as a tolled facility, prior to other I-95 planned area reconstruction, and made as compatible as possible with it both during construction and in final configuration.

PRELIMINARY FINANCIAL PLAN:

- Total Estimated Project Cost:** \$500,000,000 - \$600,000,000
- Projected Revenue:** To be determined in Detailed Level Screening Report
- Projected Term:** To be determined in Detailed Level Screening Report

SUMMARY EVALUATION OF P3/ALTERNATIVE DELIVERY:

- High Level Screening analysis of the Unsolicited Proposal was conducted. Decision to proceed to Detailed Level Screening Report development was determined by PennDOT.
- PennDOT has begun analyses needed for Detailed Level Screening Report development.

UPDATE/ACTION ITEMS:

- Continued analyses needed for the development of the Detailed Level Screening Report.

P3 STEERING COMMITTEE RECOMMENDATION: None at this time.

P3 TRANSPORTATION BOARD ACTION: No action required.



Unsolicited Proposals | Candidate – Under Consideration | June 2026

PROJECT: UP No. 187 – Keep Pennsylvania Moving | April 2026 Submission

BOUNDARY: District 9

PROPOSED BY: Cessna Communications, Inc.

DESCRIPTION:

Proposal comprises an extensive local radio promotional campaign highlighting the efforts of PennDOT in highway, aviation and rail improvement efforts which would be broadcast over six Bedford County radio stations. The proposed campaign, “Keep Pennsylvania Moving,” would be produced in the form of daily 90-second professionally produced radio vignettes featuring senior management of PennDOT and State Transportation Committee.

PRELIMINARY FINANCIAL PLAN:

Total Estimated Project Cost: \$31,200

Projected Revenue:

Projected Term:

SUMMARY EVALUATION OF P3/ALTERNATIVE DELIVERY:

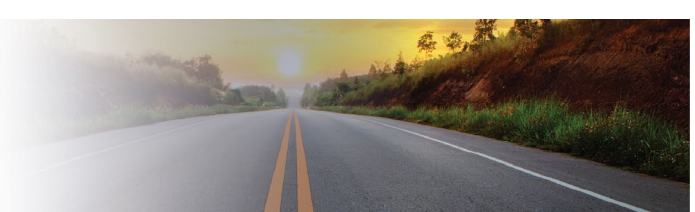
Review of the Unsolicited Proposal is being performed by the P3 Office. This includes the development of a High Level Screening Report as defined in the P3 Implementation Manual.

UPDATE/ACTION ITEMS:

- Proposal was received during the April 2026 window and is being shared for review with appropriate subject matter experts within PennDOT.

P3 STEERING COMMITTEE RECOMMENDATION: None at this time.

P3 TRANSPORTATION BOARD ACTION: No action required.



Unsolicited Proposals | Candidate – Under Consideration | June 2026

PROJECT: UP No. 188 – Roadway Operations & Maintenance Transformation Pilot | April 2026 Submission

BOUNDARY: Statewide

PROPOSED BY: EFESO Management Consultants

DESCRIPTION:

The Roadway Operations & Maintenance Transformation Pilot is a proposed 12-month, District-level initiative designed to improve operational efficiency, workforce productivity, and maintenance performance across PennDOT roadway operations. The pilot would be implemented in a selected district and would include a structured Phase 1 diagnostic to establish baseline metrics such as crew productivity, equipment availability, backlog, and workflow efficiency. Phase 2 would focus on implementing improvements in field operations, maintenance planning, materials management, and frontline supervision. The pilot is expected to deliver measurable improvements in productivity and reliability, along with estimated annual savings of \$20M–\$35M. The program could also establish a scalable operating model for potential expansion across additional PennDOT Districts.

PRELIMINARY FINANCIAL PLAN:

Total Estimated Project Cost: \$2,400,000

Projected Revenue:

Projected Term:

SUMMARY EVALUATION OF P3/ALTERNATIVE DELIVERY:

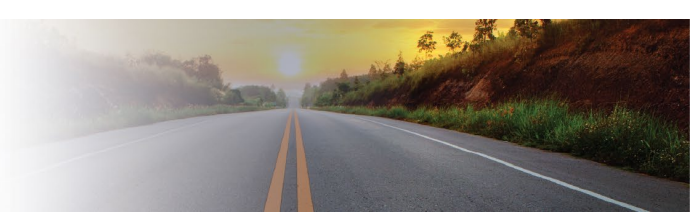
Review of the Unsolicited Proposal is being performed by the P3 Office. This includes the development of a High Level Screening Report as defined in the P3 Implementation Manual.

UPDATE/ACTION ITEMS:

- Proposal was received during the April 2026 window and is being shared for review with appropriate subject matter experts within PennDOT.

P3 STEERING COMMITTEE RECOMMENDATION: None at this time.

P3 TRANSPORTATION BOARD ACTION: No action required.



Unsolicited Proposals | Candidate – Under Consideration | June 2026

PROJECT: UP No. 189 – Aviation Operations & Maintenance Transformation Pilot | April 2026 Submission

BOUNDARY: Statewide

PROPOSED BY: EFESO Management Consultants

DESCRIPTION:

The proposed Aviation Operations & Maintenance Transformation Pilot would be conducted across 3–5 representative PennDOT aviation locations, including a mix of regional and general aviation airports. The proposed pilot is designed as a 12-month engagement to assess, implement, and sustain improvements in maintenance productivity, operational efficiency, and workforce performance. The scope includes a structured Phase 1 diagnostic to establish baseline metrics such as wrench time, backlog, and workflow efficiency, followed by a Phase 2 implementation focused on improving planning and scheduling routines, standardizing maintenance practices, optimizing material readiness, and strengthening frontline supervision. The pilot could deliver quantifiable cost savings, improved asset reliability, and a scalable operating model for potential expansion across PennDOT’s broader aviation network.

PRELIMINARY FINANCIAL PLAN:

Total Estimated Project Cost: \$2,400,000

Projected Revenue:

Projected Term:

SUMMARY EVALUATION OF P3/ALTERNATIVE DELIVERY:

Review of the Unsolicited Proposal is being performed by the P3 Office. This includes the development of a High Level Screening Report as defined in the P3 Implementation Manual.

UPDATE/ACTION ITEMS:

- Proposal was received during the April 2026 window and is being shared for review with appropriate subject matter experts within PennDOT.

P3 STEERING COMMITTEE RECOMMENDATION: None at this time.

P3 TRANSPORTATION BOARD ACTION: No action required.



Unsolicited Proposals | Candidate – Dismissed | June 2026

PROJECT: UP No. 186 – Automated Road Defect Detection and Management System | October 2025 Submission

BOUNDARY: Statewide

PROPOSED BY: Enterra Solutions

DESCRIPTION:

This proposed AI-road management system is a data-driven optimization system for high priority transportation infrastructure that analyzes damage and determines detailed service plans for maintenance. This will involve the deployment, integration and configuration of the system for various PennDOT users. Implementation includes the design, development and testing of the system within the PennDOT IT environment. The platform will provide access to asset damage data (e.g., potholes, guardrails), supporting workflow modelling and simulation, predictive analytics and process optimization. A pilot implementation of the system is proposed to initiate success for high priority items and determine detailed design requirements.

PRELIMINARY FINANCIAL PLAN:

Total Estimated Project Cost: \$8,500,000

Projected Revenue:

Projected Term:

SUMMARY EVALUATION OF P3/ALTERNATIVE DELIVERY:

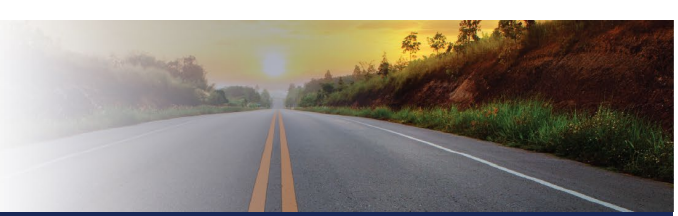
- Review of the Unsolicited Proposal conducted by the P3 Office.

UPDATE/ACTION ITEMS:

- This proposal was dismissed on June 8, 2026, as the Unsolicited Proposal does not warrant consideration as a P3.

P3 STEERING COMMITTEE RECOMMENDATION: No recommendation to the P3 Board needed.

P3 TRANSPORTATION BOARD ACTION: No action required.



P3 Project Update | June 2026

Compressed Natural Gas (CNG) Fueling Stations for Public Transit Agencies

Public Authority:

PennDOT

Private Partners:

Trillium Transportation Fuels, LLC
 d/b/a Love's Alternative Energy

Status:

Contract Executed –
 Under Construction

P3 Office Staff Lead:

James Nicasastro

PennDOT Technical Advisor:

John Levitsky, Bureau of Public
 Transportation

**P3 Board Meeting
 Approval Date:**

September 2014

PROJECT OVERVIEW:



PennDOT selected Trillium CNG as the development entity and partner to supply CNG fueling equipment to 24 transit facilities which will fuel up to 650 buses throughout the Commonwealth. Trillium will make CNG-related safety upgrades to existing transit maintenance facilities and will design, build, finance, operate and maintain the CNG fueling stations. Trillium will be responsible for maintaining the stations until 2037.

The Department also entered into agreements with transit agencies, establishing commitments to CNG fuel purchases and operational requirements. The project

will provide access to commercial CNG fueling stations for owners of private vehicles and business fleets in areas with sufficient market demand. The Department will receive a portion of the commercial fuel sales revenue to support future capital projects for transit agencies.

BENEFITS:

The construction of CNG fueling stations will provide benefits including:

- Operational cost savings for transit agencies;
- Improved engine life of CNG vehicles;
- Reduced carbon emissions and greenhouse gases; and
- Enhanced access to CNG for individuals and owners of small fleets.

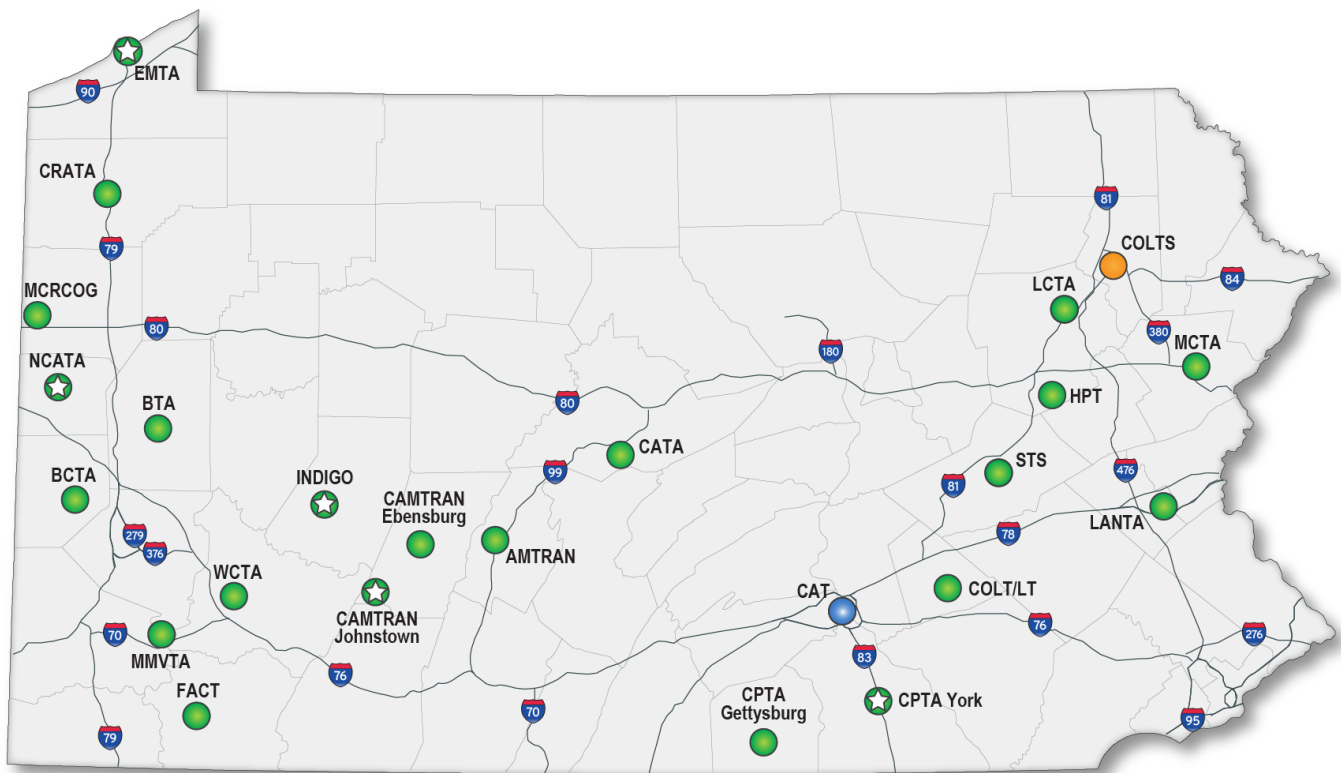


P3 Project Update | June 2026

STATUS:

On April 20, 2017, Governor Tom Wolf announced the opening of the CNG fueling station at the Cambria County Transportation Authority (CamTran) in Johnstown. This marked the first CNG fueling station constructed through the public-private partnership with Trillium CNG. As of June 2026, 22 stations have been completed. Of those stations, five (New Castle, Erie, Indiana, Johnstown and York) have public fueling positions.

Compressed Natural Gas (CNG) Transit Fueling Stations



As of June 2026

● Completed | Planned Construction ● 2026 ● 2028 | ☆ Public Access

It is estimated that over the life of the P3 contract, this \$84.5 million project will pay for itself through economy of scale efficiencies in building the stations and through fuel cost savings to the transit agencies. When compared to the price of diesel fuel, Pennsylvania transit agencies have saved approximately \$20.3 million to date with the stations already open. In addition, carbon emissions have been reduced to date by 84,120 metric tons of carbon dioxide.



P3 Project Update | June 2026

CARBON DIOXIDE FOOTPRINT REDUCTION:

Based on the number of gasoline gallon equivalents (GGEs) pumped from April 11, 2017 through May 31, 2026 (over 26.63 million GGEs project wide):

- Diesel emissions would have been 378,770 metric tons of carbon dioxide; and
- CNG emissions and Renewable Natural Gas (RNG) emissions would have been 294,650 metric tons of carbon dioxide.
- This results in a reduction of 84,120 metric tons of carbon dioxide.

Other notable emissions reduction metrics include:

- CNG emissions are a 35.3% reduction from diesel emissions.
- RNG emissions are a 63.3% reduction from diesel emissions.

RNG* Usage:

- LANTA Allentown has been pumping RNG through an Agreement with UGI since January 1, 2024.
- CPTA York and CPTA Gettysburg began pumping RNG through an Agreement with Trillium CNG starting February 1, 2025.
- MMVTA Donora, WCTA Greensburg, and BTA Butler began pumping RNG through an Agreement with Trillium CNG starting June 1, 2025.
- CAMTRAN Johnstown, CAMTRAN Ebensburg, INDIGO Indiana, and CRATA Meadville began pumping RNG through an Agreement with Trillium CNG starting July 1, 2025.
- COLT/LT Lebanon began pumping RNG through an Agreement with Trillium CNG starting August 1, 2025.
- Additional project sites may convert to RNG in the future.

**Conversion to RNG is at the sole discretion of each Transit Agency.*



P3 Project Update | June 2026

Rapid Bridge Replacement (RBR) Project

Public Authority:

PennDOT

Private Partners:

Plenary Walsh Keystone Partners

Status:

Maintenance Term

P3 Office Staff Lead:

Michael Bonini

PennDOT Technical Advisor:

Gary Kleist, P.E.

**P3 Board Meeting
 Approval Date:**

September 2013

PROJECT OVERVIEW:

The project is bolstering PennDOT’s ongoing effort to address Pennsylvania’s more than 4,000 poor bridges. Plenary Walsh Keystone Partners (PWKP) was selected for the Department’s Rapid Bridge Replacement (RBR) project to replace 558 bridges across the state. Commercial Close (execution of the contract) was achieved on January 9, 2015. The team, which includes over 50 Pennsylvania-based companies, began construction of the bridges in June 2015.

The commonwealth retains ownership of the bridges, but PWKP is responsible for maintaining each bridge for 25 years after its replacement. The team managed bridge design and construction and will continue to manage maintenance under the contract. The team is responsible for financing the effort and PennDOT will make performance-based payments based on the contractor’s adherence to the contract terms. PennDOT will be responsible for routine maintenance, such as snow plowing and debris removal.

BENEFITS:

The project provides the following benefits:

- Construction of 558 bridges;
- Potential cost savings due to similar design of the P3 bridges, bulk purchase of materials, and standardization of prefabricated bridge elements;
- Contractor responsible for the maintenance of these bridges for 25 years;
- Transfer of risk to the PWKP team for the design and construction of the 558 bridges;



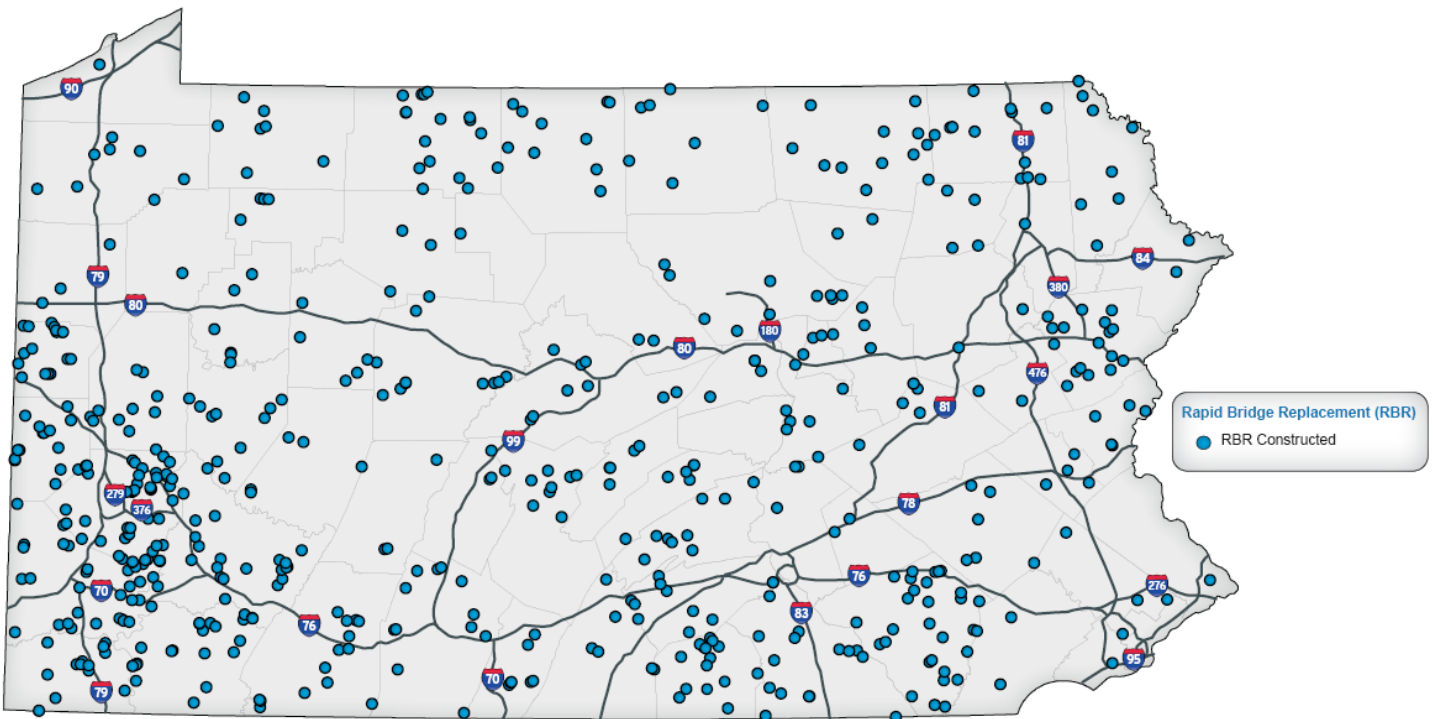


P3 Project Update | June 2026

- Transfer of risk to PWKP for the maintenance of the bridges for 25 years (excluding routine maintenance like snow plowing/debris removal); and
- Financial cost for delivery of bridges and maintenance of bridges (post construction) is spread over 28 years (initial mobilization payment, milestone payments during the design and construction phases of the project, and availability payments spread over 25 years)

STATUS:

As of August 2020, all 558 bridges have been replaced and are open to traffic. PWKP will maintain the bridges to the end of 2043.





P3 Project Update | June 2026

Major Bridge Public-Private Partnership (MBP3)

Public Authority:

PennDOT

Private Partners:

Bridging Pennsylvania
 Developer I

Status:

DBFM Agreement
 Executed

P3 Office Staff Lead:

Michael Bonini

PennDOT Technical Advisor:

Mark Kopko / Gary Kleist, P.E.

**P3 Board Meeting
 Approval Date:**

November 2020

PROJECT OVERVIEW:

Approved by the P3 Board in November 2020, the Major Bridge Public-Private Partnership (MBP3) was established to accelerate the replacement and rehabilitation of major Interstate bridges. Under MBP3, and after a competitive procurement, PennDOT entered into a Pre-Development Agreement (PDA) with a Development Entity, Bridging Pennsylvania Partners LLC (BPP), to advance preliminary design work.

Under the PDA, BPP collaborated with PennDOT and performed pre-development work, including advancing designs; coordination with stakeholders, utilities, and railroads; obtaining or identifying required permits; assisting PennDOT in achieving NEPA approvals; performing site investigations; and conducting open book pricing; with the ultimate goal of submitting a package of the bridges to PennDOT for review and approval. That approval ultimately led to a separate and new Design-Build-Finance-Maintain (DBFM) P3 contract between PennDOT and Bridging Pennsylvania Developer I (BPD1). The PDA was terminated in March 2023 and no additional P3 contracts will be procured under the agreement.

The MBP3 includes six bridges and reached contract execution (Commercial Close) on November 29, 2022, and Financial Close on December 22, 2022. PennDOT will repay the amounts financed by BPP through recurring availability payments over 35 years, beginning when construction is complete. The availability payments will be paid using a combination of federal and state funds.

The 6 bridges in Package 1 include:

- I-80 Canoe Creek Bridges
- I-80 North Fork Bridges
- I-78 Lenhartsville Bridge
- I-80 Nescopeck Creek Bridges
- I-80 over Lehigh River Bridge Project
- I-81 Susquehanna Project

The PDA was terminated in March 2023, and no additional bridge packages will be procured under this agreement.



P3 Project Update | June 2026

STATUS:

The Major Bridge P3 Project entered into the Construction phase of the Design Build Finance Maintain term with the issuance of Notice to Proceed 3 on January 9, 2025.

While the final designs were being completed, construction activities had begun on all six Bridges through the issuance of Limited Notices to Proceed (LNTPs). As major portions of each the Bridge designs were completed, (LNTPs) were issued in order to initiate limited portions of the construction work, when appropriate. An LNTP was issued for each of the six Bridges, with five of the six Bridges being authorized for full construction activities prior to the issuance of NTP3. The issuance of LNTPs exemplifies the design-build nature of the project that allowed construction to begin while portions of the design continue to be finalized.

As construction has started on each Bridge, the Development Entity has assumed maintenance responsibility within the project limits. Substantial Completion, meaning construction completion of all six Bridges, is scheduled for June 2028. After Substantial Completion, the Development Entity will maintain the bridges for a 35-year period.

I-80 Canoe Creek Bridges

Design Completion: 12/29/23

Construction Start: 10/20/23

Anticipated Bridge Completion: Fall 2027

Project includes 2 interstate bridges and 1 culvert over 5.8 miles of roadway. Construction is approximately 54.7% complete including the completion of the new I-80 eastbound structure over Canoe Creek and associated roadway. Traffic was switched to the new and existing eastbound structures in November 2025. Demolition of the existing westbound structure has been completed as well as construction of the substructure units for the new westbound structure.

I-80 North Fork Bridges

Design Completion: 8/1/24

Construction Start: 6/18/24

Anticipated Bridge Completion: Summer 2028

Project includes 4 interstate bridges, 1 non-interstate bridge, 3 culverts, 5 sound walls and 1 sign structure over 4.8 miles of roadway. Construction is approximately 53% complete consisting of earthwork, installation of temporary access roads, and construction of all substructure units and steel girder erection for the new I-80 eastbound structure over North Fork. Construction of the first phase of the new eastbound and westbound structures of I-80 over SR 4003 (Jenks Street) was completed in November 2025.



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I-78 Lenhartsville Bridge

Design Completion: 7/2/24

Construction Start: 7/26/24

Anticipated Bridge Completion: Fall 2027

Project includes 2 interstate bridges and 1 sign structure over 1.1 miles of highway. Construction is approximately 70.9% complete including the completion of the outside half of the new I-78 eastbound and westbound structures and ramps. The new partial structures and ramps were opened to traffic in November 2025. Demolition of the remaining portions of the existing structures is complete and construction of the second phase of the new structures is underway.

I-80 Nescopeck Creek Bridges

Design Completion: 7/15/24

Construction Start: 4/25/24

Anticipated Bridge Completion: Spring 2028

Project includes 2 interstate bridges and 1 sign structure over 2 miles of highway. Construction is approximately 53.1% complete including the completion of the first phase of the new I-80 eastbound structure. Traffic was switched to the new partial structure in October 2025. Demolition of the remaining portion of the existing eastbound structure is complete as well as construction of the substructure units and beam erection for the second phase of the new eastbound structure.

I-80 over Lehigh River Bridge Project

Design Completion: 5/30/24

Construction Start: 6/21/24

Anticipated Bridge Completion: Summer 2028

Project includes 2 interstate bridges and 1 culvert over 2.2 miles of roadway. Construction is approximately 60.6% complete including the completion of the new I-80 eastbound structure, ramp realignment, temporary crossover and culvert extension. Traffic was switched to the new I-80 eastbound structure in March 2026. Construction of the substructure units of the new I-80 westbound structure is underway.

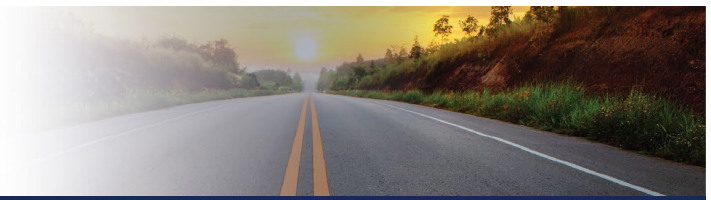
I-81 Susquehanna Project

Design Completion: 10/20/24

Construction Start: 6/30/23

Anticipated Bridge Completion: Summer 2028

Project includes 8 interstate bridges, 1 non-interstate bridge, 3 culverts and 4 sign structures over 18.8 miles of roadway. Construction is approximately 61.6% complete. Construction of all structures on I-81 southbound, including the main river bridge, and the I-81 southbound roadway was completed and opened to traffic in May 2026. The reconstruction of the I-81 northbound structures and roadway is underway.



P3 Board Members and P3 Office Contacts | June 2026

P3 BOARD MEMBERS

Name:

Member Appointment (as per Act 88):

Michael B. Carroll, Chair

Secretary of Transportation

Honorable Kerry Benninghoff

House Minority Leader appointee

Geoffrey Clarke

Senate Minority Leader appointee

Gregory Davis

Office of the Governor appointee

Honorable Ed Neilson

House Majority Leader appointee

Zachary Reber

Secretary of the Budget

Vacant

Senate Majority Leader appointee

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