

P3



Report for Pennsylvania **2022-2023**

Presented by the
Public-Private Transportation Partnership Board

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The P3 Office and the P3 Board would like to recognize Joe Gurinko, former P3 Office Deputy Director, for his dedication and tireless service over the past six years. We express sincere gratitude to Joe for his efforts and wish him well in retirement.

LETTER FROM THE SECRETARY

On behalf of the Pennsylvania Department of Transportation (PennDOT) and the Public-Private Transportation Partnerships Office (P3 Office), I am pleased to present the 2022-2023 P3 Report for Pennsylvania.

This report includes project updates that highlight our accomplishments and demonstrate our ongoing activities which continue to create successful programs statewide. Most notably, the past year saw us achieve significant milestones on the Major Bridge P3 Project, which will provide Commonwealth travelers with high-quality transportation infrastructure through the replacement and rehabilitation of major bridges.

Such milestones included reaching financial close in December 2022, identifying, and selecting the six Package 1 bridges, and beginning construction on the first bridge in summer 2023. In fact, we anticipate construction to begin on all six bridges by summer 2024, a landmark achievement largely attributed to the hard work and expertise of PennDOT personnel adapting brilliantly to changes made over time.

By continuing our development of new programs and initiatives, the P3 Office can provide more private sector opportunities, providing a safer transportation network and creating a stronger economy.

Michael B. Carroll
Secretary of Transportation

RAPID BRIDGE REPLACEMENT (RBR) PROJECT



ABOUT THE PROJECT

The Rapid Bridge Replacement (RBR) project is a globally recognized innovative delivery project for infrastructure management. By the end of 2020, construction on all 558 bridges was complete. These new bridges are now being maintained by our private partner, Plenary Walsh Keystone Partners (PWKP), until the end of 2042. The replaced bridges represent statewide rural regions that are now safe from facing bridge closures or postings, securing the communities' transportation network and vitality.

MOVING FORWARD - MAINTENANCE PHASE

A significant piece of the RBR project's P3 agreement is that of the 25-year maintenance term on each bridge, in which the Development Entity agrees to undertake all work on a whole-life management basis to ensure that each replacement bridge is handed back to PennDOT in a suitable condition upon completion of the maintenance phase. The maintenance term for each respective bridge begins at the time of completion and final acceptance by PennDOT. Development Entity responsibilities within each bridge's maintenance limits include maintenance of pavement, bridge cleanings, vegetation, adjacent stream channels, concrete approaches, drainage, retaining walls and guiderails.

COMPRESSED NATURAL GAS (CNG) FUELING STATIONS

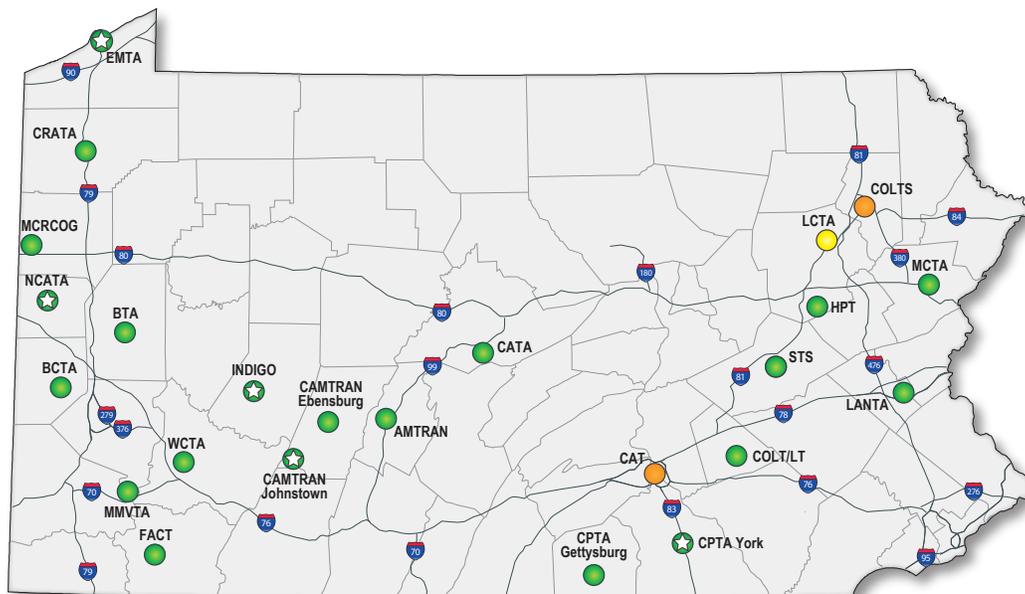
ABOUT THE PROJECT

CNG costs less and burns cleaner than conventional gas and diesel, allowing for cost savings and extended vehicle engine life. Trillium Transportation Fuels, LLC, the development entity and partner, will supply CNG fueling equipment to 24 transit facilities and up to 650 transit agency vehicles 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 until 2037.

PROJECT STATUS

- Pennsylvania transit agencies have already **saved an estimated \$12.5 million through November 2023 when compared to the price of diesel fuel.**
- 21 stations completed to date
- Project will pay for itself through a combination of **fuel cost savings** and economies of scale as a **result of having one design/construction team** build the 24 fueling stations
- Anticipated construction completion in 2027

Compressed Natural Gas (CNG) Transit Fueling Stations



● Completed | Planned Construction ● 2024 ● 2025-2027 | ☆ Public Access

MAJOR BRIDGE P3 PROJECT



ABOUT THE PROJECT

Approved by the P3 Board in November 2020, Major Bridge Public-Private Partnership (MBP3) Project seeks infrastructure improvements focusing on the rehabilitation and replacement of six major bridges (and associated roadways) across the Commonwealth. Under a Pre-Development Agreement (PDA), Bridging Pennsylvania Partners (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 (a "Package Proposal") to PennDOT for review and approval.

All prior P3 projects undertaken by PennDOT have utilized a conventional availability-payment-based P3 procedure. For this Project, however, PennDOT used its pre-development authority (Sec. 9108(1) & (10)

of the P3 Law; see Sec. 9109(f) of the P3 Law (best value); see also Section 6.1 of the Implementation Manual) for the design-build-finance maintain (DBFM) of major bridges throughout the Commonwealth.

The MBP3 Package 1 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 blend of federal and state funds.

The six bridges included 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





PROJECT STATUS

The Major Bridge P3 Project entered into the Final Design phase of the Design Build Finance Maintain term with the issuance of Notice to Proceed 2 on March 14, 2023. The final designs of all six Bridges are progressing. All design work is anticipated to be completed and full construction started on the six Bridges by June 2024.

As major portions of the Bridge designs are completed, Limited Notices to Proceed (LNTPs) are being issued in order to initiate the start of construction, when appropriate. On June 30, 2023, the first LNTP was issued for the I-81 Susquehanna Bridge to allow the contractor to begin shoulder strengthening needed for the first traffic control stage and structure demolition. A second LNTP was issued on September 17, 2023, for I-81 Susquehanna to begin constructing the trestle that will be used to demolish and reconstruct the main river bridges. The first LNTP for I-80 Canoe Creek Bridge was issued on October 31, 2023. Additional LNTPs are anticipated throughout the remainder of the calendar year into Spring 2024. This approach exemplifies the design-build nature of the project that allows construction to begin while portions of the design continue to be finalized.

As construction starts on each Bridge, the Development Entity will assume 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 all six Bridges for a 30-year period.

LESSONS LEARNED REPORT

In 2023, PennDOT prepared the Major Bridge Public-Private Partnership Lessons Learned Report to document the MBP3 lessons learned during the pre-procurement, procurement, and initial PDA phases of the project. The report highlights notable successes, accomplishments, and lessons learned, while also detailing project milestones, timelines and other general information.

UNSOLICITED PROPOSALS

FUTURE PROJECTS

The P3 Office accepts Unsolicited Proposals twice each year in pursuit of new innovative opportunities. Additionally, through capital screening efforts the P3 Office is increasing its focus on improvement needs on Pennsylvania's Interstates.

UNSOLICITED PROPOSALS

The P3 Office received the following unsolicited proposals during the October - November 2023 window for evaluation:

Under Consideration	UP No.	Project Name	Proposed By	Description
	176	P3 Planning for V2X Digital Infrastructure	Sonamore, Inc, DBA – P3 Mobility	The project scope is to partner with PennDOT to develop a V2X deployment plan which would be eligible for grant funding. Development efforts would include identification of use case(s), stakeholders, procurement structure options, identification of funding opportunities and grant writing.
	177	I-83 South Bridge Project & Associated Improvements	S&B Construction / Trumbull Construction	Progressive delivery of all or a portion of the I-83 Capital Beltway program projects under two or more Design-Build-Finance contracts, including, at a minimum, the I-83 South Bridge, comprising (1) the widening and full replacement of the South Bridge, (2) widening and reconstruction of I-83 on the west shore, (3) reconfiguration of the Lemoyne interchange, (4) replacement of the S. 3rd Street bridge in Lemoyne, and (5) reconstruction of the viaduct from the Susquehanna River to Cameron Street including the Front Street/2nd Street interchange.
	178	Pop Up Metro: A Rapidly Deployable Zero-Emission Rail Transit Initiative	Pop Up Metro, LLC	Pop-Up Metro is applying for funding to achieve Technology Readiness Level (TRL) 8, demonstrating the ability to meet FRA standards and subsequently the readiness to be deployed in revenue service over a period of 12 months in Rockhill Furnace, PA. Once compliant, PUM will bring the cars on a demonstration tour of the commonwealth of Pennsylvania in a historic transportation moment.

The following proposals are currently under consideration or on hold for further P3 Office action and/or evaluation:

Under Consideration	UP No.	Project Name	Proposed By	Description	P3 Action
	154	PennDOT Solar Initiative	Solar Renewable Energy, LLC	Design and install 5MW solar arrays	Preparing Detailed Level Screening Report
	155	District 4 Northern Tier Counties Bridge Replacements	CDR Maguire	Repair and replace 32 bridges located in PennDOT District 4 having sufficiency ratings below 50	Preparing Detailed Level Screening Report
	166	I-76 Managed Lanes	CINTRA	Develop, design and construct a managed lane corridor integrated with existing I-76 from US 202 to I-676	Preparing High Level Screening Report
On Hold	UP No.	Project Name	Proposed By	Description	Reason On Hold
	138	PennDOT Truck Parking Expansion Program (TPEP)	Truck Specialized Parking Services, Inc.	Use existing PennDOT-owned ROW to relieve truck parking congestion	Coordinating with Freight Working Group to identify truck parking strategies

The following proposals have been dismissed by the P3 Office in the past year:

UP No.	Project Name	Proposed By	Description	Reason for Dismissal
167	Electric Vehicle (EV) Expansion Program	Charge Zero PA, LLC	DBFOM to install EV charging stations with supporting solar arrays and batteries to create a statewide infrastructure network	Under the approved PA NEVI State Plan, funding has not been allocated to support implementation via P3
171	Bus Portal for PA Schools	Busie	Online portal for PA schools to book student/athletic transportation directly with school bus and private motor coach companies	Proposal more closely resembles a service agreement that does not involve PennDOT-owned facilities, as school bus transportation is not under PennDOT purview
172	Commuter Vanpool Program	Enterprise Holdings via Commute	Provide full turnkey van pool program	Proposal does not address an issue related to a specific Commonwealth, Department or public entity transportation facility/service
173	Snow Removal Scraper System	Rite-Hite	Install snow removal system at 41 state-owned locations to remove snow from roofs of PennDOT vehicles within 24 hours as mandated by law	Proposal raises cost/responsibility concerns, and is better suited for servicing warehouses or logistic facilities rather than weigh stations/rest areas located sizable distances from truck origin points
174	PA 309 Mundy Crossroads Improvement Project	Valley Crest Real Estate, LP	Road improvements to address traffic congestion near the city of Wilkes-Barre where I-81 meets Route 309 and Route 115	Proposal does not identify a transportation facility that could be transferred, nor does it demonstrate a source of project-generated revenues to pay a DE
175	Mass EV Charing Deployment	Invisible Urban Charging (IUC)	Installation of 36,000 Level 2 EV charging stations by 2028 in an effort to meet public charger to EV ratio of 1:10	Under the approved PA NEVI State Plan, funding has not been allocated to support implementation via P3

Dismissed

PARTNERSHIP 81 PROJECT

ABOUT THE PROJECT

Approved by the P3 Board in December 2019, the Partnership 81 Project aimed to address needed safety, capacity, and mobility improvements along a section of Interstate 81 near the City of Wilkes-Barre, Luzerne County. These improvements included the reconstruction and widening of I-81 to three lanes in each direction; replacement of poor condition bridges; the elimination of a left-hand exit currently existing on I-81; and the redesign of other intersections immediately off I-81.

In June 2020, the P3 Board approved an extension of the Partnership 81 project limits. The project limits now extend from MM 161.2 (current termini of the six-lane cross section) to 168.7 (Highland Park Boulevard interchange), a 7.5-mile reconstruction in total. At the same time, the P3 Board also approved using Design-Build-Finance (DBF) delivery to procure the project. After a review of project delivery alternatives, it was determined that a DBF approach would provide the best opportunity to meet PennDOT's goals.

In early 2023, PennDOT determined that it was in the best interest of the project to be cancelled as a P3 project. The project will be delivered via traditional delivery.

P3 OFFICE BULLETIN

The P3 Office Bulletin is our primary source for communicating the most current updates and PennDOT P3 Office news to our P3 partners.

Maintaining consistent and up-to-date communication with stakeholders is an essential part of our daily operations. Public and industry input is critical in identifying and addressing PA transportation needs, which is most effective when all involved are properly and consistently informed.

Want to receive P3 Office news and updates?

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For More Information

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