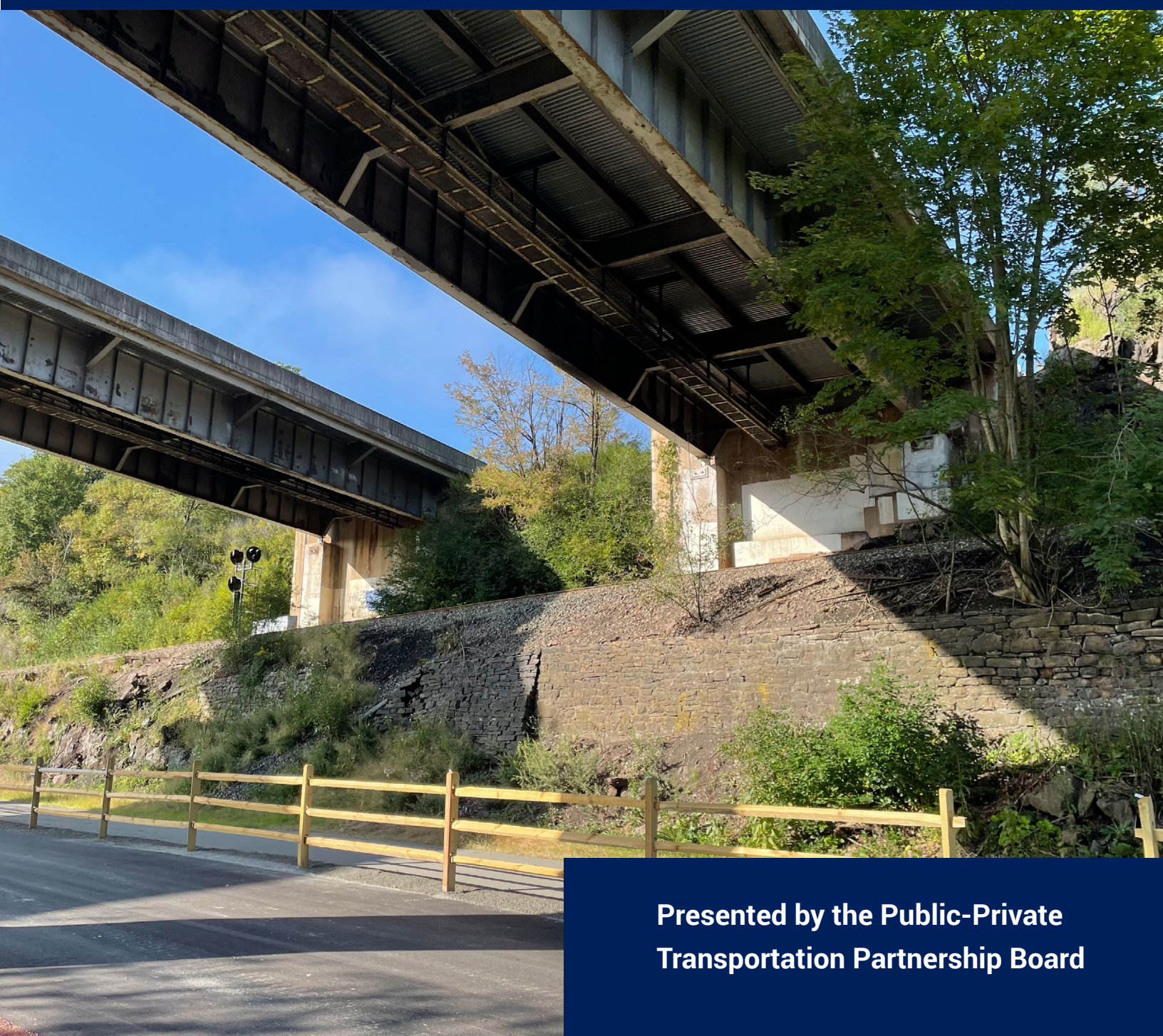


2023-2024

P3 Report for Pennsylvania



**Presented by the Public-Private
Transportation Partnership Board**

P3 BOARD MEMEBERS

MICHAEL B. CARROLL

Secretary of Transportation, Chair

GEOFFREY CLARKE

Appointee of the Senate Minority Leader

GREGORY DAVIS

Governor's at-large Appointee

HONORABLE JEROME KNOWLES

Appointee of the House Minority Leader

URI MONSON

Secretary of the Budget

HONORABLE TIMOTHY MURPHY

Appointee of the Senate Majority Leader

HONORABLE ED NEILSON

Appointee of House Majority Leader

PENNDOT P3 OFFICE TEAM

KRISTIN A. MULKERIN

Deputy Secretary for Planning

MICHAEL BONINI

Director

JAMES NICASTRO

Deputy Director

MADELYN VERGOS

Project Manager

The Public-Private Transportation Partnerships Office (P3 Office) and P3 Board would like to recognize former Board member Ronald Drnevich, who resigned as a member of the Board in late 2023. Mr. Drnevich was a member of the P3 Board since its inception, and we thank him for his support, enthusiasm and dedication in championing the P3 Office and its efforts over the past decade.



LETTER FROM THE SECRETARY



On behalf of the Pennsylvania Department of Transportation (PennDOT) and the P3 Office, I am pleased to present the 2023-2024 P3 Report for Pennsylvania.

This report, which marks 10 years since the release of the first P3 Office Annual Report in 2014, includes project updates that highlight our accomplishments and demonstrate our ongoing activities which continue to create successful programs statewide. Most notably, the past year was defined by continued success and milestones reached on the Major Bridge P3 Project (MBP3), which will provide travelers with infrastructure improvements focusing on the rehabilitation and replacement of six major bridges and associated roadways across the Commonwealth.

I am proud to report that all six Package 1 bridges completed design work and started preliminary construction by July 2024, not only meeting but exceeding our initial timeline estimations. This is a monumental achievement for a modern major construction project, let alone one of the MBP3's magnitude. Our personnel at PennDOT and our partners deserve to be recognized for all of their hard work, diligence and expertise in progressing this historic project on schedule as we look forward to all six bridges reaching Substantial Completion in 2028.

By continuing to innovate in project delivery through adaption to lessons learned and seeking new initiatives, the P3 Office continues to generate more private sector opportunities, which provides our Commonwealth with a stronger economy and our motorists with a safer transportation network.

Michael B. Carroll

Secretary of Transportation

MAJOR BRIDGE P3 PROJECT

ABOUT THE PROJECT

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 National Environmental Policy Act (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 PDA procurement strategy offered advantages over the traditional design-bid-build (DBB) delivery method, including:

- Proposer selection based on qualification, commercial pricing impositions, project approach, and other proposal-based criteria (rather than solely on price) similar to a two-phase request for qualifications (RFQ) and request for proposal (RFP) Design-Build procurement.
- Efficient delivery whereby the project design was advanced in the pre-development phase by BPP, allowing for the incorporation of the team's means and methods of delivery, aligning to result in projects with a more definitive scope and content of work.
- Acceleration of schedule through a bundling of bridges into one separate and new P3 contract.

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 BPD1 through a one-time mobilization payment, a one-time milestone payment, and monthly availability payments subject to performance deductions over 35 years, beginning when construction is complete. The availability payments will be paid using a combination of federal and state funds.

The six bridges included in the MBP3 DBFM contract include:

1. I-80 Canoe Creek Bridges
2. I-80 North Fork Bridges
3. I-78 Lenhartsville Bridge
4. I-80 Nescopeck Creek Bridges
5. I-80 over Lehigh River Bridge Project
6. 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 were complete as of September 2024.

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 of 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 Notice to Proceed 3. 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.



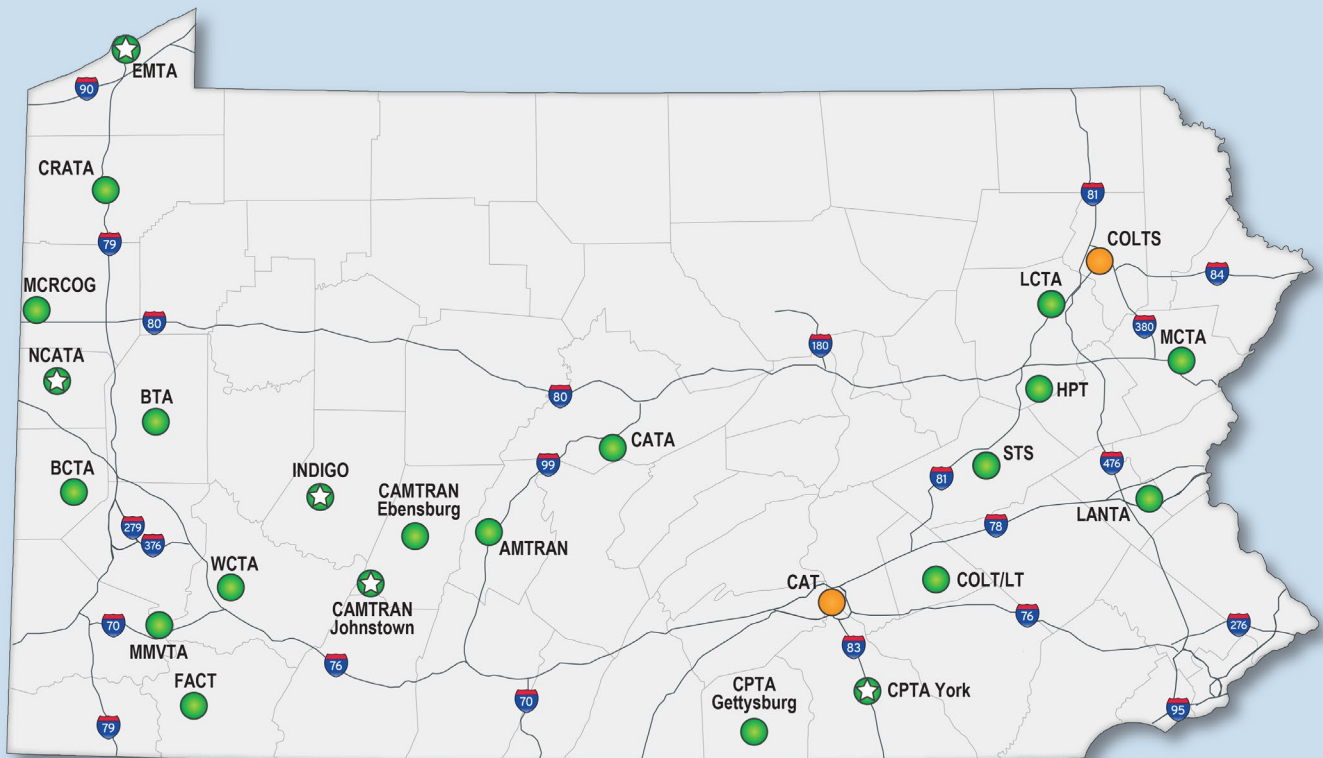
COMPRESSED NATURAL GAS (CNG) FUELING STATIONS

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 750 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.



Compressed Natural Gas (CNG) Transit Fueling Stations



As of December 2024

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

PROJECT STATUS

Pennsylvania transit agencies have already saved an estimated \$14.3 million through December 2024 when compared to the price of diesel fuel.

The project will pay for itself through combination of fuel cost savings and economies of scale as a result of having one design and construction team build the 24 fueling stations.

To date, 22 stations have been completed, with construction completion of all stations anticipated in 2027.



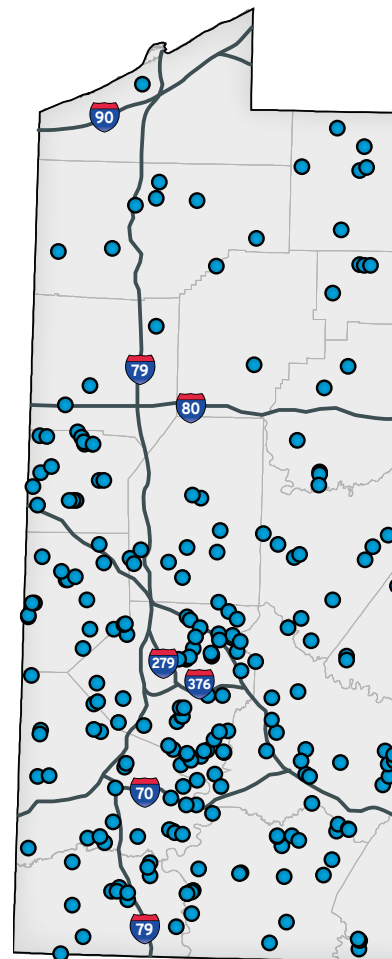
RAPID BRIDGE REPLACEMENT (RBR) PROJECT

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, LLC (PWKP), until the end of 2042. The replaced bridges represent statewide rural regions that are now safe from facing bridge closures or postings. Additionally, these bridges now provide secure transportation and vitality for communities' transportation networks.

The project provides the following benefits:

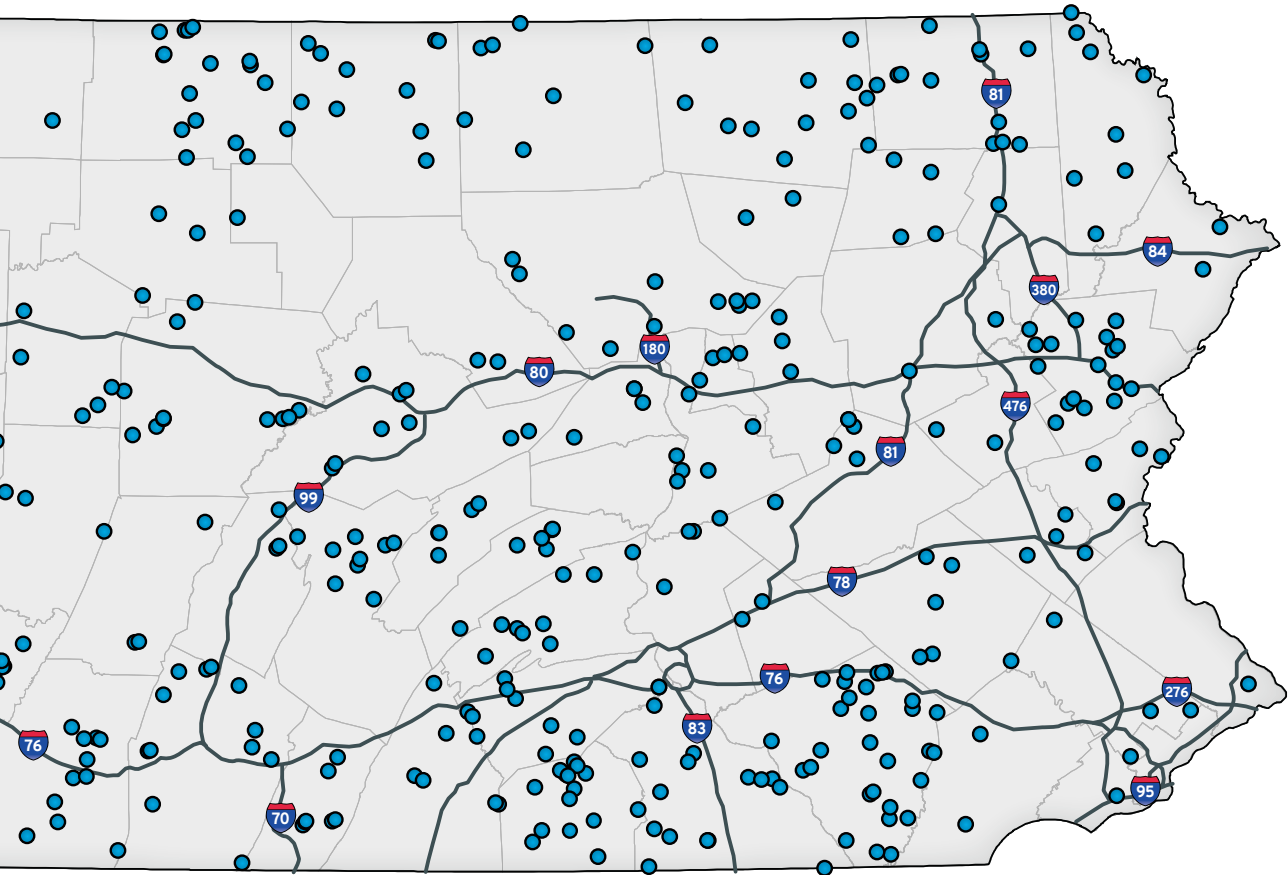
- Construction of 558 bridges.
- Project efficiencies due to similar design of the P3 bridges, bulk purchase of materials, and standardization of prefabricated bridge elements.
- Contractor responsible for the maintenance of bridges until the end of 2042.
- Transfer of risk to the PWKP team for the design and construction of the 558 bridges.
- 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).





PROJECT STATUS

As of August 2020, all 558 bridges have been replaced and are open to traffic. PWKP is obligated to maintain the bridges until the end of 2042.



UNSOLICITED PROPOSALS

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 is currently evaluating the following unsolicited proposals:

Under Consideration	UP No.	Project Name	Proposed By	Description	P3 Action
	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.	Reviewing technical and financial analyses for project feasibility.
	179	Aviation Education and Workforce Collaborative	Aerium	The goal of the proposed project is to enhance aviation education and workforce development by collaborating with secondary institutions in Pennsylvania. The project is proposing to leverage the state's resources, expertise, and support, while strategically addressing workforce needs, promoting economic growth, and fostering innovation within Pennsylvania's aviation industry.	Perform Detailed Level Screening Report.
	180	Proposal for a Diagnostic and Feasibility Study regarding the Potential Deployment of a Dromos System in Pennsylvania	Dromos GmbH	Dromos proposes to deploy its innovative public transport system within the Commonwealth of Pennsylvania. Dromos is a mobility system that uses small autonomous vehicles on dedicated infrastructure to transport up to 4 passengers simultaneously, reducing empty trips and optimizing energy efficiency. The system provides superior service levels (24/7, on-demand and in privacy) with ~75% lower capital and ~45% lower operating expenses. In addition, it reduces GHG emissions and requires less space and construction time while increasing equity and boosting the local economy via increased job access.	Perform Detailed Level Screening Report.
	181	Statewide Connected Vehicle RUC Pilot	NextMove by Cintra	NextMove by Cintra is interested in conducting a pilot of a new Road Usage Charging (RUC) platform in collaboration with Pennsylvania. Our solution to the transportation funding challenge is the Connected Vehicle Ecosystem (CVE), a data exchange and processing platform developed with and for the Oregon DOT. CVE provides efficient transaction processing and configurability for RUC. Paired with the NextMove web and app user interface (which currently supports pay-as-you-go mobile tolling across the US), CVE will reduce the cost of RUC collection, layer multiple jurisdictions' rules and types of mobility payments (e.g. tolling) into a unified user interface, and provide the pathway for any DOT to scale a RUC program.	Perform Detailed Level Screening Report.

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

Dismissed	UP No.	Project Name	Proposed By	Description	Reason for Dismissal
	138	PennDOT Truck Parking Expansion Program (TPEP)	Truck Specialized Parking Services, Inc.	Use existing PennDOT-owned right-of-way (ROW) to relieve truck parking congestion.	Proposal does not warrant consideration as a P3. PennDOT is still committed to working with partners to address truck parking issues in PA.
	154	PennDOT Solar Initiative	Solar Renewable Energy, LLC	Design and install 5 megawatt (5MW) solar arrays.	Proposal does not warrant consideration as a P3. PennDOT is still committed to working with partners to identify solar opportunities in PA.
	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.	District is focused other bridge repair and replacement opportunities using traditional delivery methods.
	176	P3 Planning for V2X Digital Infrastructure	Sonamore, Inc, DBA – P3 Mobility	The project scope is to partner with PennDOT to develop a vehicle-to-everything (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.	Proposal does not meet the definition of a P3 project as defined in P3 enabling legislation.
	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.	Funding and a traditional delivery method have been identified for this bridge replacement.
	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.	Proposal does not meet the definition of a P3 project as defined in P3 enabling legislation.

P3 OFFICE BULLETIN

Want to receive P3 Office news & updates?



Scan the QR code
or click below:

[Visit our Website >](#)

Subscribe to receive future
P3 Office Bulletin news:

[P3 Office Bulletin >](#)

For More Information:
Public-Private Transportation Partnership Board
Email: P3ForPA@pa.gov

