

P3 Report for **PENNSYLVANIA**

PRESENTED BY THE PUBLIC-PRIVATE TRANSPORTATION PARTNERSHIP (P3) BOARD



MEET THE P3 TEAM

In presenting this report, the P3 Board and PennDOT P3 Office would like to express appreciation and gratitude to former Board members Howard A. Cohen and James Kunz for their efforts and dedication to serving on the P3 Board through early 2021.

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JAMES NICASTRO

Project Manager



GEORGE W. MCAULEY, P.E.

PennDOT mourns the passing of Executive Deputy Secretary George W. McAuley in February 2021. Through more than 33 years of service to this department at

many levels of the organization, George had a significant impact on all of us and the people of Pennsylvania. His championing of innovation played a major role in the prosperity of P3 projects in Pennsylvania, especially the Rapid Bridge Replacement Project. He was passionate about our mission, innovation, and about setting us on a positive course during these challenging times with an eye on the future. George's legacy will be evident in the way PennDOT conducts business for years to come.

THANK YOU

LETTER FROM THE SECRETARY



Yassmin Gramian, P.E.
Secretary of Transportation

On behalf of the Pennsylvania Department of Transportation (PennDOT) and the Public-Private Transportation Partnerships Office (P3 Office), I am pleased to present the 2020-2021 P3 Report for Pennsylvania.

First, I would like to acknowledge the hard work of everyone at PennDOT who seamlessly continued operations remotely since March 16, 2020, amid the impacts of COVID-19. The past year brought with it unprecedented circumstances that required swift, decisive determination from all parties to continue operations and uphold our commitment to Pennsylvanians. The immense collective effort from the entire department that resulted only emphasized the strength of our personnel and my appreciation cannot be understated.

Despite these unique conditions, over the past year we have continued our pursuit and development of innovative transportation projects to improve safety and the quality of life for the users of our transportation system.

PennDOT and the P3 Office achieved significant developments on existing projects this past year, such as the Rapid Bridge Replacement (RBR) project, the largest bundled bridge project in Pennsylvania history. Construction

of the 558 bridges is complete and our private partner will have maintenance responsibilities until 2043.

The Partnership 81 Project aims to address needed safety improvements along a section of I-81 near Wilkes-Barre. Preliminary engineering and environmental clearance efforts have continued as PennDOT looks to have this project ready for procurement in 2022.

Our Compressed Natural Gas (CNG) project has completed construction on 19 of the project's 24 fueling stations and has already saved PA transit agencies over \$4.0 million in fuel costs.

The past year also marked the approval of a new project, the PennDOT Pathways Major Bridge P3 Initiative which will allow for the accelerated construction of up to nine candidate major interstate and expressway bridges through user fees, which is a component of our ongoing effort to explore sustainable transportation funding options.

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

INTRODUCING THE PENNDOT PATHWAYS MAJOR BRIDGE P3 INITIATIVE

Pennsylvania's P3 Board approved a new transportation initiative in November 2020 that will help accelerate the reconstruction and rehabilitation of major interstate and expressway bridges in partnership with the private sector.

Through this program, PennDOT will be able to accelerate critical work on major bridges across the state by implementing user fees for the bridges chosen as part of this initiative.

The Major Bridge P3 Initiative will allow for the delivery of up to nine (9) major bridges through the appropriate contracting P3 delivery model for each project or package of projects, and will help PennDOT achieve the following goals:

- 1** Accelerate the renewal of major bridges to ensure public safety;
- 2** Avoid time and financial impacts of travel diversion resulting from bridge restrictions and closures due to bridge condition;

- 3** Help offset gas tax revenue losses, as identified by the State Transportation Advisory Committee (TAC), and exacerbated by the coronavirus pandemic;

- 4** Ensure users (including out-of-state traffic) contribute fairly to the replacement or rehabilitation of the bridges based on usage; and

- 5** Create a sustainable funding model for the state's major bridges.

The Major Bridge P3 Initiative is a component of PennDOT's Pathways initiative, part of the department's ongoing

work to explore sustainable transportation funding options in response to a growing highway and bridge funding gap.

Seventy-four percent (74%) of highway and bridge funding is generated through gas taxes, but fuel consumption has been progressively decreasing. The initiative will aim to provide travelers, residents, and businesses with high-quality transportation infrastructure by studying and implementing alternative funding solutions that could address near- and long-term highway and bridge needs.



PENNDOT PATHWAYS MAJOR BRIDGE P3 INITIATIVE



MILESTONES

- P3 Board approval received in November 2020
- Announcement of nine (9) candidate bridges in February 2021
- Request for Information (RFI) issued in February 2021
- Industry Forums held in March and May 2021
- One-on-One Industry Meetings held in March – April 2021
- Request for Qualifications (RFQ) to be issued in June 2021



PROJECT STATUS

As of May 2021, PennDOT continues to evaluate major interstate and expressway candidate bridges across the state. A list of these candidate bridges was announced in February 2021. Over the next year, PennDOT will determine the toll rate for each bridge and will also evaluate these bridges through individual environmental clearance documents and public outreach.

Each project will advance with an evaluation on the impacts of tolling in the community to include impacts to minority and low-income populations and traffic diversion impacts from drivers avoiding the toll. PennDOT is committed to a robust public and stakeholder engagement strategy as these studies are completed. We will continue to work with industry partners to advance the P3 delivery approach.





WHAT IS NEW WITH THE RAPID BRIDGE REPLACEMENT (RBR) 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 will be maintained by our private partner, Plenary Walsh Keystone Partners (PWKP) until 2043. The replaced bridges represent statewide rural regions that are now safe from facing bridge closures or postings, strengthening the communities' transportation network and vitality.

RBR PROJECT



MILESTONES

- All 558 bridges replaced and open to traffic
- Bridges replaced in all PennDOT Engineering Districts
- 5,251 design items reviewed by Districts
- 1,808 right-of-way acquisitions



MOVING FORWARD MAINTENANCE PHASE

A significant piece of the RBR project's P3 agreement is the 25-year maintenance term on each bridge, in which the Development Entity agrees to undertake all structural 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 project.

The maintenance term for each respective bridge begins at the time of completion and final acceptance of that bridge 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.



YOU
SHOULD
KNOW...

50

Over 50 Pennsylvania-based contractors and designers have been involved with the RBR project

27,325

The PennDOT project team processed 27,325 document submissions

67

The DE was required to coordinate with 67 counties that collectively form 11 PennDOT Engineering Districts



WHAT IS NEW WITH THE PARTNERSHIP 81 PROJECT

Approved by the P3 Board in December 2019, the Partnership 81 project aims to address needed safety and mobility improvements along a section of I-81 near the City of Wilkes-Barre, Luzerne County. These improvements include:



Reconstruction/widening of 7.5 miles of I-81 to 3 lanes in both directions



Replacement of poor condition bridges



Safety and mobility improvements, including elimination of a left-hand exit



Opportunity to innovate and create efficiencies in scheduling and cost savings

In June 2020, the P3 Board approved an extension of the Partnership 81 project limits. The project limits, originally from mile marker 163.3 to 168.7, now extend from mile marker 161.2 (termini of the existing six-lane cross section) to 168.7 (Highland Park Boulevard interchange); a 7.5-mile reconstruction in total.

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.

PARTNERSHIP 81 PROJECT



MILESTONES

- Conducted feasibility analysis of candidate P3 project
- Completed Scoping Field View with Federal Highway Administration (FHWA) in March 2020
- Received approval to increase project limits to include corridor improvements from the P3 Board in June 2020; now a 7.5-mile reconstruction



FUTURE TASKS

- Complete alternatives analysis and identify preferred alignment
- Conceptual Point of Access study
- Traffic safety & operations analyses
- Quantify environmental impacts of preferred alignment
- Geotechnical baseline investigations
- Design Field View submission



PROCUREMENT

- Industry Day – August 2021
- Issue Request for Qualifications (RFQ) – September 2021
- Shortlisting – February 2022
- NEPA Clearance – June 2022
- Final Request for Proposals (RFP) – June 2022
- Commercial Closing – December 2022
- Financial Closing – February 2023



WHAT IS NEW WITH 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 CNG, 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.



YOU SHOULD KNOW...

\$4.0M

Pennsylvania transit agencies have already saved an estimated \$4.0 million through April 2021 when compared to the price of diesel fuel

24

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

19

19 stations completed to date

2024

Anticipated construction completion in 2024



WHAT IS NEW WITH PENNDOT SPONSORSHIP AND ADVERTISING PROGRAM

ABOUT THE SERVICE

PennDOT has selected two private partner vendors to develop sponsorship and advertising opportunities to offset operational costs incurred by PennDOT; Superlative and 2i. This includes continuing sponsorship of the Safety Service Patrol program, which will provide motorists with free assistance on Pennsylvania's busiest interstates and expressways in five metropolitan areas across the state.

YOU
SHOULD
KNOW...

22K

The PennDOT Safety Service Patrol provides free assistance to over 22,000 motorists each year

REQUEST FOR INFORMATION (RFI)

The P3 Office is constantly evaluating how to make the program better and make more informed decisions. In an effort to assist this process, the P3 Office frequently publishes RFIs to gather information from industry experts.

During the last year, the P3 Office issued an RFI for the Major Bridge P3 Initiative. 23 responses were received. Feedback from the industry helped shape the procurement approach for the project.

MOVING FORWARD 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

ACTIVE – UNDER CONSIDERATION

UP No.	Project Name	Proposed By	Description	P3 Action
154	District 4 Northern Tier Counties Bridge Replacements	CDR Maguire	Provide a project to rehabilitate and/or replace 32 bridges located in the northernmost counties in PennDOT District 4 (Susquehanna, Wayne, & Wyoming). The project would address bridges that have a sufficiency rating of 50 or less and are in need of replacement with no funding for those replacements identified.	Work with District 4 to prioritize with other District P3 projects.
159	PA Smart Transportation Infrastructure Initiative	Keystone Initiative for Network Based Education and Research (KINBER)	Offer PennDOT two (2) designated fibers within KINBER's existing 1,800 mile fiber network. The two (2) fibers would be provided at no cost. PennDOT would fund construction of the connections from the KINBER network to the eleven (11) District offices. Additional phases could address smart traffic signals, autonomous vehicles and 5G connectivity.	Meet with Office of Transformational Technology to identify needs and potential for P3 delivery.
161	Shared Mobility Incentives*	Hytch Rewards	Create and expand usage of a crowd-sourced social media application targeting under-served populations to incentivize carpooling or other ride-sharing services to make tolled commutes affordable.	Meet with proposer to gather additional information.
164	Drivewyze PreClear (Weigh Station Bypass) and Other Services*	Drivewyze	Provide weight of trucks through the duration of a truck's trip through a Drivewyze PreClear device so trucks may make "live" applications to bypass weigh stations. This would help flow and increase enforcement efficiencies by focusing on carriers with poor compliance and safety history.	Meet with proposer to discuss financial components of proposal.

*April 2021 Submission

UNSOLICITED PROPOSALS

ACTIVE – ON HOLD

UP No.	Project Name	Proposed By	Description	Reason On Hold
121	Environmental P3 Solutions	Resource Environmental Solutions	Provide ecological solutions to PennDOT for stream, wetland, threatened and endangered species, and water quality impacts resulting from transportation projects over the next 20 years throughout the state.	The P3 Office will need to evaluate current best practices and the impact of the latest MS4 permitting regulations and new reduction goals when established.
138	PennDOT Truck Parking Expansion Program	Truck Specialized Parking Services, Inc.	Enable underutilized public and private real estate assets along key interstates and highways in eastern Pennsylvania that are most likely to relieve truck parking congestion, using a technology platform developed specifically to manage parking availability and reservations for commercial vehicles.	The P3 Office is coordinating with the Freight Working Group to identify specific truck parking needs and evaluate potential benefits of delivering solutions via a P3.
147	PennDOT Solar Initiative	Solar Renewable Energy, LLC	Design and install a 5 MW DC solar array on one or more PennDOT sites, which would be determined jointly between PennDOT and the proposer to maximize benefits. The 5 MW capacity could be increased or decreased depending on interest and the system could be completed in stages over time.	The P3 Office is working with the Department of General Services (DGS) to analyze opportunities for solar installation along Commonwealth property and PennDOT right-of-way. The Governor's Green Council is evaluating a statewide-agency approach to solar banks developed on Commonwealth lands. It was agreed to continue coordination on the DGS initiative before progressing this proposal forward for further development and evaluation.

UNSOLICITED PROPOSALS

DISMISSED

UP No.	Project Name	Proposed By	Description	Reason for Dismissal
142	Commercial Truck Parking / Private Truck Parking	JJGD, LLC	Expansion of an existing truck parking facility located in Bensalem Township, less than one mile from the I-95/Route 1 interchange. The existing parking facility is a 60 acre area that accommodates approximately 1,000 trucks and is positioned within a 100 acre tract owned by the proposer located near a connection to I-95.	The proposer is requesting PennDOT to pay for further developing the privately owned and operated tract of land adjacent to the existing truck parking lot. This does not comply with ownership criteria or definition of a transportation facility as defined in Act 88 of 2012.
152	Mercer County Bridge Bundling Project	CDR Maguire / Brayman Construction JV	Provide a Design-Build-Finance (DBF) project to repair and/or replace 30 county-owned bridges in poor condition in Mercer County using accelerated bridge construction (ABC) techniques.	Under current P3 law, county governments are not authorized to enter into public-private transportation partnerships. County governments can transfer ownership to a general purpose authority for executing P3 agreements. No legislative proposals are under consideration that would change eligibility for county and city governments. Therefore, this proposal is not compliant with Act 88 of 2012.
156	SMOG Sequestering Billboard Environmental Conditions Test	Kegerreis Outdoor Advertising LLC	Partner with PennDOT where PennDOT funds and performs environmental testing to measure and determine the ability of a new billboard substrate material to reduce nitrous oxide emissions. Subject billboards to receive the testing are located along I-81.	The proposal is a testing program for new billboard material. This does not comply with the definition of a transportation facility as defined in Act 88 of 2012.
157	Self Serve Vehicle Registration Renewal Kiosks	Livewire Digital	Install self-service kiosks throughout the state to be used by the public to renew vehicle registration.	The proposal appears to offer a service already provided by PennDOT. Vehicle registrations can currently be renewed from home online and residents print renewed registrations.

UNSOLICITED PROPOSALS

DISMISSED

UP No.	Project Name	Proposed By	Description	Reason for Dismissal
158	PA Rapid Stormwater Replacement	Abel Recon / Rettew Associates	Use trenchless technology to rehabilitate stormwater pipes, arch culverts, and metal plate culverts that are positioned under operating roadways. The rehabilitation program includes the assessment of existing stormwater pipes and culverts, design of the repair, and construction.	The proposal involves only one repair method, applicable to a limited situation, and addresses only a piece of the stormwater system. PennDOT maintenance forces would then be required to maintain the repaired lining systems. The proposal does not offer reduced risk or delivery advantages in comparison to conventional pipe repair methods or contracts.
160	EZ Adz Safe Road Awareness Marketing and Advertising	BuzyBeez Safe Road Awareness Marketing	Place licensed message boards and advertising software on vacant private lands located adjacent to PennDOT highways for the purpose of promoting safe road awareness via safety themed messages broadcast on message boards.	The proposal would involve message boards not owned by PennDOT to be located on private property, which presents numerous ownership and access issues. The proposal does not meet P3 criteria in that it does not involve a PennDOT owned transportation asset or create a new one.
163	Keeping Pennsylvania Moving*	Cessna Communications LLC	Provide PennDOT with promotional support of its P3 Office using radio promotions to be broadcast over six (6) radio stations located in Pennsylvania and operated by a Pennsylvania based company.	The proposal is a request for advertising by PennDOT. It does not comply with the requirements of Act 88 of 2012 because it does not address a particular need for PennDOT and it does not benefit an existing transportation facility.

*April 2021 Submission

P3 OFFICE BULLETIN

In October 2020, the PennDOT P3 Office introduced the P3 Office Bulletin, the primary source of 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.

We thank you for your support and look forward to growing this bulletin in its reach and effectiveness as an ever-improving tool for innovation.



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FOR MORE INFORMATION

Public-Private Transportation Partnership Board

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