

P3



2024 P3 Board Meeting Book



Office of Public-Private
Transportation Partnerships

June 12, 2024 • 9:00 A.M.

Forest Room | Commonwealth Keystone Building | Harrisburg, Pennsylvania

**June 12, 2024
9:00 A.M.**

MEETING AGENDA

Dial-In: 267-332-8737 | Phone Conference ID: 890 170 864#
[Join Teams Meeting](#)

A. Call to Order

B. Roll Call

C. Adoption of Meeting Minutes of the November 29, 2023 Board Meeting

D. Chair's Remarks

E. New Business

F. Project Updates

- P3 Unsolicited Proposals
- Unsolicited Proposals Update
- Compressed Natural Gas (CNG) Fueling Stations for Public Transit Agencies
- Major Bridge P3

G. Other Business

H. Public Comments

I. Adjournment

PUBLIC-PRIVATE TRANSPORTATION PARTNERSHIP BOARD
SUMMARY MINUTES
HARRISBURG, PENNSYLVANIA
NOVEMBER 29, 2023

CALL TO ORDER:

The twenty-second meeting of the Public-Private Transportation Partnership Board (Board) was convened by PennDOT Secretary of Transportation Michael B. Carroll, at 10:03 a.m. on Wednesday, November 29, 2023, 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 all seven board members were present, and a quorum was established.

Members Present:

Honorable Michael B. Carroll
Mr. Geoffrey Clarke (virtual)
Mr. Gregory Davis (virtual)
Mr. Ronald Drnevich
Mr. Uri Monson
Honorable Timothy Murphy (virtual)
Honorable Ed Neilson (virtual)

ADOPTION OF MEETING MINUTES:

The December 13, 2022, meeting minutes were unanimously approved on a motion from Honorable Timothy Murphy and seconded by Honorable Ed Neilson.

CHAIR'S REMARKS:

Before providing opening remarks, PennDOT Secretary of Transportation Michael B. Carroll noted that the minutes from the meeting held on August 31, 2023, would require no action since the meeting was held as an informational session due to a quorum not being established.

Secretary Carroll welcomed and thanked all attendees, both in person and virtually, for joining, noting that the featured action item of the meeting was the approval of the 2022-2023 P3 Report for Pennsylvania.

NEW BUSINESS:

With no questions or comments from the Board, Secretary Carroll noted one adjustment needed in the Report, correcting the name of the I-81 Susquehanna Project. With no

further comments, Secretary Carroll asked for a motion to approve the 2022-2023 P3 Report for Pennsylvania.

The request to approve the 2022-2023 P3 Report for Pennsylvania was unanimously approved to proceed on a motion by Honorable Ed Neilson and seconded by Mr. Uri Monson.

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

PROJECT UPDATES:

UNSOLICITED PROPOSALS UPDATE: PRESENTED BY MR. MICHAEL BONINI

Mr. Bonini explained that the P3 Office accepts Unsolicited Proposals twice each year in pursuit of new, innovative opportunities. The most recent window was opened from October 11 – November 10, 2023, in which the P3 Office received three (3) new unsolicited proposals. Mr. Bonini displayed a table detailing the three (3) proposals before providing an overview of each.

The P3 Planning for V2X Digital Infrastructure project, submitted by Sonamore, Inc., DBA – P3 Mobility; aims 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. Mr. Bonini noted that PennDOT will review the proposal per Implementation Manual guidelines. If the proposal moves forward, PennDOT will conduct a High-Level Feasibility Study followed by a Detailed-Level Screening Report. PennDOT plans to meet with the proposer to further discuss the proposal and its suitability as a P3.

The I-83 South Bridge Project & Associated Improvements project, proposed by S&B Construction / Trumbull Construction, encompasses the progressive delivery of all or a portion of the I-83 Capital Beltway program projects through Design-Build-Finance (DBF) delivery. Mr. Bonini noted that, although PennDOT currently plans to deliver the I-83 South Bridge replacement through an application to receive Bipartisan Infrastructure Law (BIL) grant funding, they will examine this proposal for delivery via DBF.

The Pop Up Metro: A Rapidly Deployable Zero-Emission Rail Transit Initiative, proposed by Pop Up Metro, LLC; is an application 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. Mr. Bonini noted that PennDOT will meet with the proposer to further understand their proposal's request, as it is unclear whether they are seeking funding or a P3 to support future funding elsewhere. If the former, PennDOT would advise a different path for the proposer, as the P3 Office is not a funding source.

Mr. Bonini continued, adding that there are additional proposals from previous windows that remain under consideration, on hold, and dismissed; all of which are detailed in the 2022-2023 P3 Report for Pennsylvania that will be published on the P3 Office website after the meeting concludes. Mr. Bonini then opened the floor for questions.

Secretary Carroll inquired if recommendations for the new unsolicited proposals would be made prior to the next Board meeting. Mr. Bonini responded that the P3 Office will have these recommendations ready for the next Board meeting, which will be held tentatively in summer 2024.

With no further comments from the Board, Mr. Bonini proceeded to the next item on the agenda, the Compressed Natural Gas (CNG) Fueling Stations project update.

COMPRESSED NATURAL GAS (CNG) FUELING STATIONS: PRESENTED BY MR. MICHAEL BONINI

Mr. Bonini provided a project status update, noting that 21 of the 24 fueling stations are complete, with five (5) stations including a public fueling component, before highlighting that the project has been consistently successful in delivering these stations since receiving Board approval in 2018.

Secretary Carroll asked if the Luzerne County Transportation Authority (LCTA) station, slated for completion in 2024, would have a public fueling component. Mr. Bonini confirmed that the station would not.

Mr. Drnevich inquired if all transit agencies statewide are transitioning to CNG fueling. Mr. Bonini responded that they will coordinate with the Multimodal Deputate to get a response, as it is not an area covered by the P3 Office. Secretary Carroll noted that not all Pennsylvania transit authorities are included in this project.

With no further questions, Mr. Bonini turned the floor over to Mr. Gary Kleist, PennDOT Bureau of Project Delivery, to provide a status update for the Major Bridge P3.

MAJOR BRIDGE P3: PRESENTED BY MR. GARY KLEIST

Mr. Kleist provided an overview of the Major Bridge P3 (MBP3), 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 explained that the initial plan was to pay for the bridges through mandatory tolling, which was permitted at the time and later eliminated by Act 84 of 2022, although the Act preserved PennDOT's ability to continue the MBP3 and move forward with the Predevelopment Agreement (PDA).

PennDOT chose to move forward with the MBP3 without a tolling component, identifying six (6) bridges for Package 1, which is a standalone design-build-finance-maintain (DBFM) P3. Mr. Kleist added that the PDA allows PennDOT to work concurrently with the development entity (DE) and conduct activities earlier than possible with traditional competitive procurement. The PDA also allows PennDOT to finalize preliminary engineering, develop and negotiate technical provisions, finalize the P3 agreement, and develop an independent design and construction cost model report, which includes an open-book process.

Mr. Kleist continued, noting that the PDA was executed in May 2022, received Commercial Close in November 2022, and reached Financial Close in December 2022.

Mr. Kleist then provided an overview of the Bridging Pennsylvania Developers I (BPD-I) team, noting that an independent quality firm (Volkert, Inc.) is present on the team as is the case with most P3s in Pennsylvania.

Mr. Kleist then displayed a map detailing the locations of each of the six (6) bridges in Package 1, noting that the bridges collectively are located within three (3) PennDOT Engineering Districts – Districts 4, 5, and 10. In detailing the MBP3's overall design status, at the time of the meeting the project has reached 50% completion on the bridge designs, which includes over 200 design submission approvals. Examining the final design progress of individual bridges, Mr. Kleist added that the I-81 Susquehanna Project is 63% complete, I-80 Canoe Creek Bridges is 95% complete, and the remaining bridges are each between 30% - 35% complete.

Regarding the construction schedule, Mr. Kleist explained that two (2) of the bridges (I-81 Susquehanna Project, I-80 Canoe Creek Bridges) are currently under construction. The I-81 Susquehanna Project, which started construction in July 2023, is a critical path bridge as it will take the longest to construct, currently slated for completion in summer 2028. I-80 Canoe Creek Bridges began construction in October 2023 and is scheduled for completion in fall 2027. The remaining four (4) bridges are anticipated to start construction in spring 2024 and be completed by summer 2028 or earlier.

Mr. Kleist provided MBP3 next steps, specifically the authorization of Limited Notice to Proceed 3 (LNTP3) for the bridges. Thus far, two (2) LNTP3s have been issued for the I-81 Susquehanna Project with a third being issued in the coming days. I-81 Canoe Creek Bridges received one (1) LNTP3 so far. In advance of these designs, some additional LNTP3s may be required specific to environmental considerations. Before ending his update, Mr. Kleist noted that all six (6) bridges are anticipated to be under construction by May 2024.

With no questions or comments from the Board, Secretary Carroll thanked Mr. Kleist for his report and emphasized the enhanced safety that these bridges will provide.

Mr. Bonini provided an additional comment, noting that PennDOT received Special Experimental Project No. 14 (SEP-14) approval from the Federal Highway Administration (FHWA) for an innovative contracting technique. As a requirement of this approval, FHWA requested that PennDOT prepare a lessons learned report for the MBP3. Mr. Bonini noted that PennDOT prepared the Major Bridge Public-Private Partnership Lessons Learned Report in 2023 and provided it to FHWA. Mr. Bonini added that the report would be published on the P3 Office website after the meeting concludes.

OTHER BUSINESS:

Mr. Bonini thanked the Board and all attendees, expressing gratitude for their efforts in advancing P3s in Pennsylvania, and then opened the floor to any Board members for comments on other business.

With no 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 10:35 a.m. on a motion from Mr. Uri Monson and a second from Honorable Ed Neilson.

DRAFT

UNSOLICITED PROPOSALS | CANDIDATE – LEGEND

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

UNSOLICITED PROPOSALS | CANDIDATE – 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.

UNSOLICITED PROPOSALS UPDATE | CANDIDATE – ON HOLD

Candidates ON HOLD are proposals that have passed the high-level screening stage and generally require more coordination with and input from the proposer or other stakeholders identified in the unsolicited proposal. Additional coordination will lead to either a dismissal or a more defined project to present to P3 Board.

UNSOLICITED PROPOSALS UPDATE | CANDIDATE – 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).

Unsolicited Proposals Received (April 2024)

Project Name	Proposed By	Proposal Summary
Aviation Education and Workforce Collaborative	Aerium	<p>The goal of the proposed project is to enhance aviation education and workforce development by collaborating with secondary institutions in Pennsylvania. The project objectives include: funding acquisition to develop comprehensive aviation programs in schools; curriculum development to assist schools in implementing relevant curricula to meet industry demands; resource provision offering training and supporting the establishment of dual enrollment and articulation agreements; and pathway development to transition students from education to industry. 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.</p>

UNSOLICITED PROPOSALS | CANDIDATE – UNDER CONSIDERATION | JUNE 2024

PROJECT:	UP No. 154 – PennDOT Solar Initiative <i>April 2019 submission</i>
BOUNDARY:	Statewide

PROPOSED BY: Solar Renewable Energy, LLC (SRE)

DESCRIPTION:

An Unsolicited Proposal was received by the P3 Office for a Design-Build-Finance-Operate-Maintain (DBFOM) project to design and install a 5 MW DC solar array on one or more sites located within PennDOT right-of-way. The location of the site(s) would be determined jointly between PennDOT and the proposer to maximize benefits.

PRELIMINARY FINANCIAL PLAN:

Total Estimated Project Cost:	\$5,300,000
Projected Revenue:	\$200,000/yr. in years 1 – 5
	\$450,000/yr. from year 6 on
Projected Term:	40 years

For the first 5 years, SRE will design-build-operate-finance-maintain the site(s) and PennDOT would receive approximately \$200,000 in annual cash flow. In Year 6, PennDOT would purchase the system for approximately \$5,300,000 and begin to receive an increased cash flow of approximately \$450,000 annually. This is based on projected average direct and indirect revenue approximating \$745,000 per year, and average costs being approximately \$335,000 per year. Potential savings to PennDOT over the 40-year term could range between \$5.8M and \$16.3M, depending on the purchase terms and SREC values.

SUMMARY EVALUATION OF P3/ALTERNATIVE DELIVERY:

The project, as presented, would provide PennDOT with a mechanism to re-purpose PennDOT owned lands, reduce PennDOT’s energy costs, and contribute to sustainability benefits offered by renewable energy. The proposer also has the potential to offer significant financial value to PennDOT in three (3) areas:

- savings in electricity costs
- rebates and tax credits for implementing renewable energy programs
- value in Solar Renewable Energy Certificates (SRECs)

The project is also best delivered as a P3/Alternate Delivery project in lieu of a conventional design-bid-build. A conventional design-bid-build delivery would require PennDOT solicit, manage, and deliver design and construction services of a facility for which they have little experience. A P3 project enables PennDOT to employ an outside service whose primary function is providing and packaging solar renewable energy facilities. Since first submitted, the P3 Office has met with PennDOT staff, the Proposer (twice), the Department of General Services (DGS), and the Governor’s Green Council. The Green Council acknowledged that the ownership structure of the proposal enabled tax advantages and SREC credits that would not be available under a typical power-service agreement that is part of the PA Pulse Program. The Green Council expressed interest in the proposal and requested to be communicated with as the proposal developed.

P3 STEERING COMMITTEE RECOMMENDATION:

Based on the above noted benefits, the P3 Office recommended that the Proposal continue to be developed and progressed to a Detailed Level Screening Report (DLSR) in accordance with the P3 Implementation Manual & Guidelines.

P3 TRANSPORTATION BOARD ACTION: No action required

UPDATE/ACTION ITEMS:

A High-Level Screening Report (HLSR) was completed and accepted by the P3 Office on March 24, 2022. As part of the initial efforts of the Detailed Level Screening Report the P3 Office held discussions with the Governor’s Green Council and will continue to coordinate with them as the proposal develops. Additionally, the following items will be undertaken as part of the DLSR:

- Investigate spatial opportunities within PennDOT ROW, quantify areas, and identify respective power supplies
- Discuss maintenance and traffic safety concerns with PennDOT and FHWA
- Identify ownership issues with the Office of Chief Counsel
- Identify major technical component needs, power-distribution options, and power sources

UNSOLICITED PROPOSALS | CANDIDATE – UNDER CONSIDERATION | JUNE 2024

PROJECT: UP No. 155 – District 4 Northern Tier County Bridge Replacements | *July 2020 submission*
BOUNDARY: Susquehanna, Wyoming & Wayne Cos. In District 4-0

PROPOSED BY: CDR Maguire

DESCRIPTION:

The project is a Design-Build-Finance (DBF) to replace or reconstruct 32 poor condition, PennDOT-owned bridges located in the “Northern Tier” counties of Susquehanna, Wayne, and Wyoming in District 4-0. The scope would include preliminary engineering and final design, survey, geotechnical services, environmental permitting, right-of-way acquisition, utility coordination, construction, quality assurance, construction inspection, and finance.

PRELIMINARY FINANCIAL PLAN:

Total Estimated Project Cost:	\$38,500,000
Projected Revenue:	None anticipated
Projected Term:	5-year Design-Build; 20-year financing

The structure is a Design-Build-Finance; Operate or Maintain components were not included. The estimated cost is based on an assumed lump sum \$1,000,000 for any structure less than 30’ span; for structures longer than 30’, the Proposer added a premium equal to \$350/sq. ft. of deck area to the \$1,000,000 lump sum base.

SUMMARY EVALUATION OF P3/ALTERNATIVE DELIVERY:

The P3 Office performed an initial screening of the concept. The project would return a minimum of 12 closed or posted bridges to full service and remove as many as 20 bridges from poor sufficiency rating lists. After the initial submission, the Proposer did provide a bridge list. However, the bridges on the list are located in different settings, and involve a wide range of structure types, span lengths, ADT, and impacts associated with their replacement. Precedent of similar P3/Alternative Delivery projects include the Statewide Rapid Bridge Replacement (RBR) project and the Northampton County Bridge Bundle.

Conversations with the District indicated that they are interested in using this approach to address numerous posted or closed rural bridges. Although low in Average Daily Traffic, these bridges pose long detours and increased delivery costs for businesses needing to access the regional road network. Depending on the financing terms and business model, a P3/Alternative Delivery could enable the District to address a significant number of poorly rated bridges for which they presently do not have the funding or resources.

The proposal does not include criteria for including bridges or detailed financial information. Given the potential benefit and precedent of a bridge bundle P3, the P3 Office engaged Deloitte to prepare a financial report that compared the costs of several project delivery options, including P3.

P3 STEERING COMMITTEE RECOMMENDATION:

There is potential to gain significant value by combining public and private resources which is the intent of a P3 Delivery. The precedent projects support using P3/Alternative Delivery as a mechanism to address deficient bridges. Therefore, the P3 Office is recommending the Proposal continue to be developed and progressed to a Detailed Level Screening Report (DLSR) in accordance with the P3 Implementation Manual & Guidelines. The DLSR will research the outstanding issues, establish criteria for bridges to be included, and quantify the financials.

P3 TRANSPORTATION BOARD ACTION: No action required

UPDATE/ACTION ITEMS:

A High-Level Screening Report (HLSR) dated Nov. 16, 2021, was used as the starting point for the financial study. After two rounds of reviews, the financial study was finalized on July 26, 2022. The following action items will be undertaken by the P3 Office:

- Review technical need and financial availability for project
- Prepare Detailed Level Study that evaluates project size and includes bridge selection criteria

UNSOLICITED PROPOSALS | CANDIDATE – UNDER CONSIDERATION | JUNE 2024

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 upgrade 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:	\$3.25 billion (\$0 to PennDOT)
Projected Revenue:	\$200,000,000 concession fee to PennDOT
Projected Term:	50 years

SUMMARY EVALUATION OF P3/ALTERNATIVE DELIVERY:

Review of the Unsolicited Proposal is being performed by the P3 Office, District 6-0 and the Strategic Planning and Finance Office.

P3 STEERING COMMITTEE RECOMMENDATION: None at this time

P3 TRANSPORTATION BOARD ACTION: No action required

UPDATE/ACTION ITEMS:

- Coordinate with District 6-0 and the Strategic Planning and Finance Office on further analysis.

UNSOLICITED PROPOSALS | CANDIDATE – UNDER CONSIDERATION | JUNE 2024

PROJECT: UP No. 177 – Aviation Education and Workforce Collaborative | *April 2024 submission*

BOUNDARY: Statewide

PROPOSED BY: Aerium

DESCRIPTION:

Proposal to enhance aviation education and workforce development by collaborating with secondary institutions in Pennsylvania. The project objectives include: funding acquisition to develop comprehensive aviation programs in schools; curriculum development to assist schools in implementing relevant curricula to meet industry demands; resource provision offering training and supporting the establishment of dual enrollment and articulation agreements; and pathway development to transition students from education to industry. 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.

PRELIMINARY FINANCIAL PLAN:

Total Estimated Project Cost:	\$0 to PennDOT
Projected Revenue:	None anticipated
Projected Term:	TBD

SUMMARY EVALUATION OF P3/ALTERNATIVE DELIVERY:

Review of the Unsolicited Proposal is being performed by the P3 Office and the Bureau of Aviation.

P3 STEERING COMMITTEE RECOMMENDATION: None at this time

P3 TRANSPORTATION BOARD ACTION: No action required

UPDATE/ACTION ITEMS:

- This Unsolicited Proposal was received by the P3 Office during the April 2024 window requesting P3 opportunities.
- The P3 Office has reviewed and continues to receive feedback from the PennDOT Bureau of Aviation regarding the proposal.
- An initial virtual meeting was conducted between PennDOT and the proposer to discuss the initiative. This meeting occurred on May 20, 2024.

UNSOLICITED PROPOSALS | CANDIDATE – ON HOLD | JUNE 2024

PROJECT: UP No. 138 – PennDOT Truck Parking Expansion Program (TPEP) | *April 2018 submission*

BOUNDARY: Statewide

PROPOSED BY: Truck Specialized Parking Services, Inc.

DESCRIPTION:

An Unsolicited Proposal was received by the P3 Office to 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. The proposed solution incorporates a technology platform developed specifically to manage parking availability and reservations for commercial vehicles.

PRELIMINARY FINANCIAL PLAN:

Total Estimated Project Cost: \$1,800,000

Projected Revenue: None anticipated

Projected Term: Details not provided

SUMMARY EVALUATION OF P3/ALTERNATIVE DELIVERY:

The P3 Office has conducted multiple discussions with the Proposer. In coordination with the Freight Working Group, the P3 Office released a Request for Information (RFI) in fall 2018 to gather feedback related to the development, design, construction, implementation, maintenance, operation, and commercialization of truck parking facilities. Nineteen (19) responses were received for this RFI; supplemental one-on-one meetings have been conducted with selected respondents and their input was incorporated into findings for the project.

This Proposal, offered by Truck Specialized Parking Services, Inc., will be considered during the development of a Department truck parking initiative potentially scoped to include new or modified capacity in addition to the technology capturing a vacancy inventory and disseminated to truck drivers.

P3 STEERING COMMITTEE RECOMMENDATION: No action required

P3 TRANSPORTATION BOARD ACTION: No action needed at this time

UPDATE/ACTION ITEMS:

- Coordinate with Freight Working Group and report on truck parking strategies.
- Reactivate the Proposal once when more scope details exist to fully screen as P3 opportunity.
- As of the P3 Board meeting held on June 12, 2024, PennDOT has been working on other Truck Parking strategies that do not involve the concept of a Public-Private Partnership.

UNSOLICITED PROPOSALS | CANDIDATE – ON HOLD | JUNE 2024

PROJECT: UP No. 177 – I-83 South Bridge Project & Associated Improvements | *October 2023 submission*

BOUNDARY: District 8

PROPOSED BY: S&B Construction / Trumbull Construction

DESCRIPTION:

The proposed project includes the 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.

PRELIMINARY FINANCIAL PLAN:

Total Estimated Project Cost:

Projected Revenue:

Projected Term:

SUMMARY EVALUATION OF P3/ALTERNATIVE DELIVERY:

P3 STEERING COMMITTEE RECOMMENDATION: No action required

P3 TRANSPORTATION BOARD ACTION: No action needed at this time

UPDATE/ACTION ITEMS:

- This Unsolicited Proposal is on hold pending PennDOT's review and analysis of project delivery method(s) for the I-83 South Bridge project.
- It is anticipated that the I-83 South Bridge project will be initiated via the new legislation authorizing Design Build Best Value, which is currently being contemplated in the Pennsylvania legislature.

UNSOLICITED PROPOSALS | CANDIDATE – DISMISSED | JUNE 2024

PROJECT: UP No. 176 – P3 Planning for V2X Digital Infrastructure | *October 2023 submission*

BOUNDARY:

PROPOSED BY: Sonamore Inc, DBA – P3 Mobility

DESCRIPTION:

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.

PRELIMINARY FINANCIAL PLAN:

Total Estimated Project Cost:

Projected Revenue:

Projected Term:

SUMMARY EVALUATION OF P3/ALTERNATIVE DELIVERY:

P3 STEERING COMMITTEE RECOMMENDATION: No action needed at this time

P3 TRANSPORTATION BOARD ACTION: No action needed at this time

UPDATE/ACTION ITEMS: This initiative was dismissed on May 30, 2024 as the Unsolicited Proposal does not meet with PennDOT goals for transportation infrastructure improvements.

UNSOLICITED PROPOSALS | CANDIDATE – DISMISSED | JUNE 2024

PROJECT: UP No. 178 – Pop Up Metro: A Rapidly Deployable Zero-Emission Rail Transit Initiative | *October 2023 submission*

BOUNDARY:

PROPOSED BY: Pop Up Metro, LLC

DESCRIPTION:

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.

PRELIMINARY FINANCIAL PLAN:

Total Estimated Project Cost:

Projected Revenue:

Projected Term:

SUMMARY EVALUATION OF P3/ALTERNATIVE DELIVERY:

P3 STEERING COMMITTEE RECOMMENDATION: No action needed at this time

P3 TRANSPORTATION BOARD ACTION: No action needed at this time

UPDATE/ACTION ITEMS: This initiative was dismissed on May 30, 2024 as the Unsolicited Proposal does not meet with PennDOT goals for transportation infrastructure improvements.

P3 Project Update | June 2024

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

Public Authority:

PennDOT

Private Partners:

Trillium CNG

Status:

Contract Executed –
Under Construction

P3 Office Staff Lead:

James Nicasro

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:

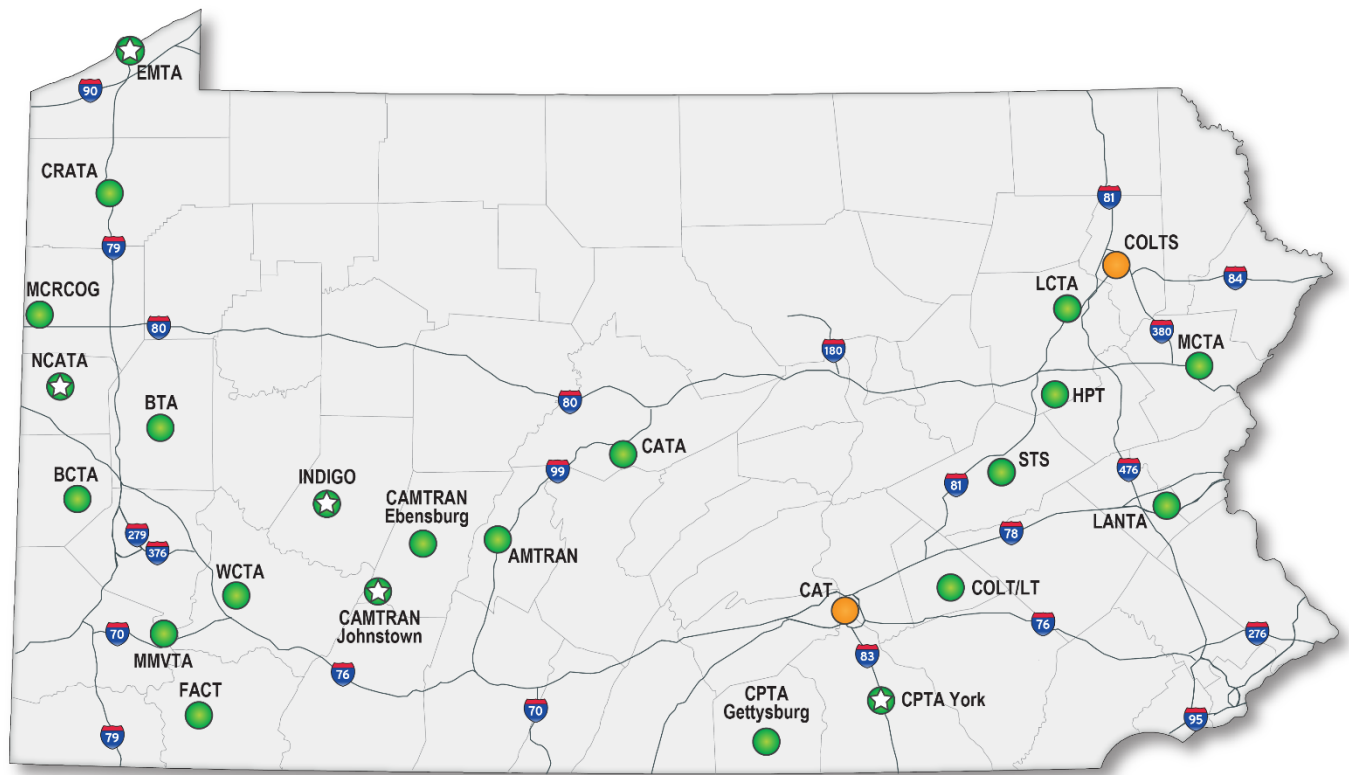
- Operational cost savings for transit agencies;
- Improved engine life of CNG vehicles;
- Reduced carbon emissions and greenhouse gases; and
- Enhanced access to CNG for individuals and owners of small fleets.

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

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 2024, 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 2024

● Completed | ● Planned Construction | ● 2025-2027 | ☆ 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 \$13.6 million to date with the stations already open.

Major Bridge Public-Private Partnership (MBP3)

Public Authority:

PennDOT

Private Partners:

Bridging Pennsylvania
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:

The 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.

The Pre-Development/Progressive P3 procurement strategy offers advantages over the traditional DBB and design build (DB) delivery methods including:

1. 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) DB procurement.
2. Conservation of PennDOT resources by shifting pre-development work to the PDA Entity enabling the advancement of other needed projects within the remaining program.
3. Efficient delivery whereby the Project design is advanced in the pre-development phase by the PDA Entity. This allows for the incorporation of the strengths of the PDA Entity team’s means and methods of delivery, resulting in projects with a more definitive scope and content of work, and again, at a point in time even earlier than under DB.
4. Acceleration of schedule through packaging of bridges into discrete projects and early utilization of DB pre-design and design.

Major Bridge Public-Private Partnership (MBP3)

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 6 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

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

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.

Total design of the project is at 91% complete and is anticipated to be 100% complete mid-summer 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. Three other LNTP's have been issued for this project as the design progresses allowing for more construction to begin. The first LNTP for I-80 Canoe Creek Bridge was issued on October 31, 2023, and then a second LNTP was issued on January 10, 2024, allowing for full construction of the project. The first LNTP for the I-80 Nescopeck project was issued on April 23, 2024. 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 the bridges for a 30-year period.

P3 Project Update | June 2024

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:

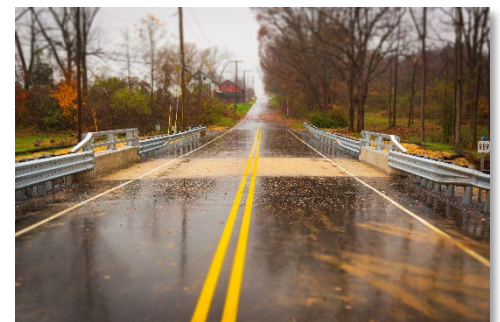
The project is bolstering PennDOT’s ongoing effort to address Pennsylvania’s more than 4,000 poor bridges. Plenary Walsh Keystone Partners (PWKP) was selected for the Department’s Rapid Bridge Replacement (RBR) project to replace 558 bridges across the state. Commercial Close (execution of the contract) 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 pre-fabricated 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;
- Transfer of risk to PWKP for the maintenance of the bridges for 25 years (excluding routine maintenance like snow plowing/debris removal); and



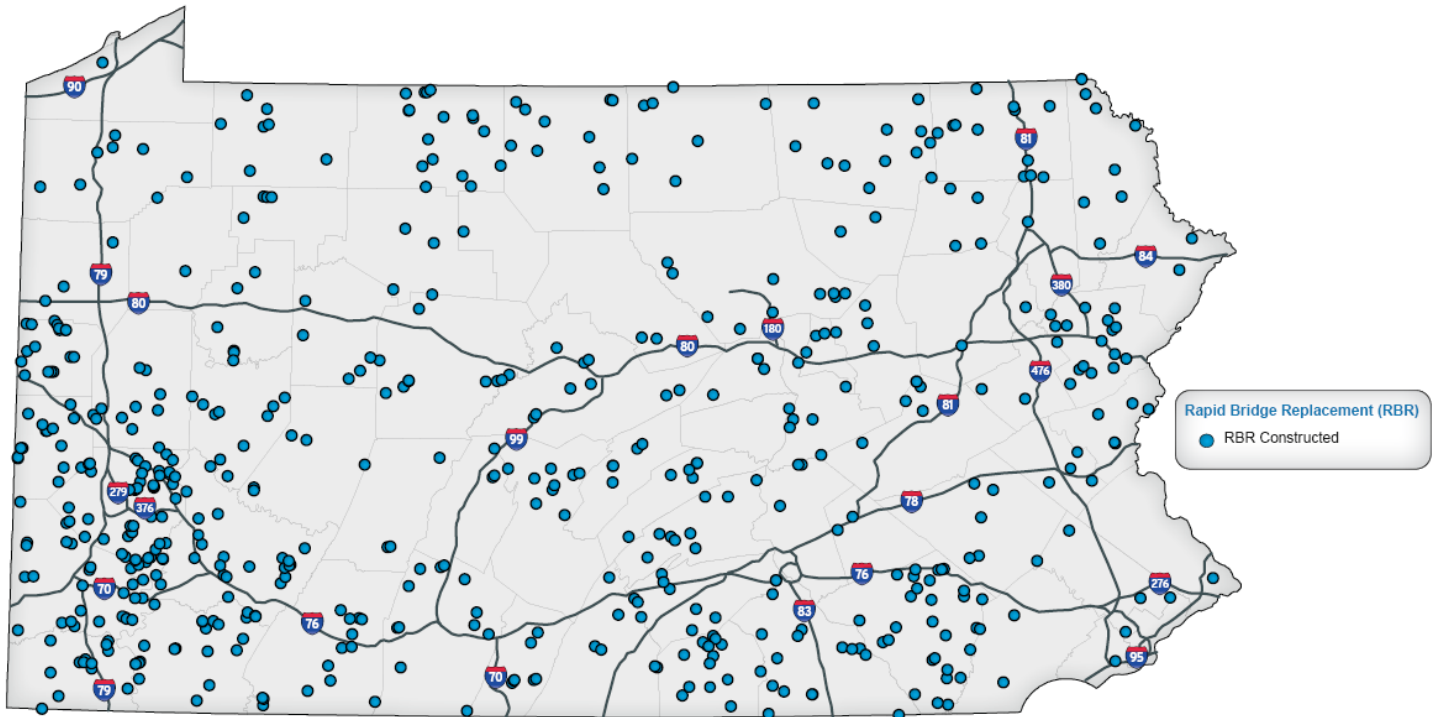
Bridge JV-577, Jonestown Road (RT 4013) over Tributary to Raccoon Creek, Lebanon County

Rapid Bridge Replacement (RBR) Project

- 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 is obligated to maintain the bridges to the end of 2042.



PennDOT P3 Board | Members and P3 Office Contacts (as of 2/1/2024)

P3 BOARD MEMBERS

Name:	Member Appointment (as per Act 88):
Michael B. Carroll, Chair	Secretary of Transportation
Geoffrey Clarke	Senate Minority Leader appointee
Gregory Davis	Office of the Governor appointee
<i>Vacant</i>	House Minority Leader appointee
Uri Monson	Secretary of the Budget
Honorable Timothy Murphy	Senate Majority Leader appointee
Honorable Ed Neilson	House Majority Leader appointee

P3 OFFICE CONTACTS:

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