

BOARD MEETING BOOK

OFFICE OF PUBLIC-PRIVATE TRANSPORTATION PARTNERSHIPS



JUNE 16, 2021 • 1:00 P.M. • MICROSOFT TEAMS MEETING

PennDOT P3 Office Board Meeting

**June 16, 2021
1:00 p.m.**

Agenda

DIAL-IN: 267-332-8737 | PASSCODE: 335 077 042#

[Join Teams Meeting](#)

A. Call to Order

B. Roll Call

C. Adoption of Meeting Minutes of the November 12, 2020 Board Meeting

D. Chair's Remarks

E. New Business

- Approval of the 2020-2021 P3 Report for Pennsylvania

F. Project Updates

- Major Bridge P3 Initiative
- Partnership 81 Project
- Rapid Bridge Replacement (RBR) Project
- Compressed Natural Gas (CNG) Fueling Stations for Public Transit Agencies
- PennDOT Sponsorship & Advertising Program
- Northampton County Bridge Renewal Program
- Unsolicited Proposals Update

G. Other Business

H. Public Comments

I. Adjournment

PUBLIC-PRIVATE TRANSPORTATION PARTNERSHIP BOARD
SUMMARY MINUTES
HARRISBURG, PENNSYLVANIA
NOVEMBER 12, 2020

CALL TO ORDER:

The seventeenth meeting of the Public-Private Transportation Partnership Board (Board) was convened by Secretary of Transportation Yassmin Gramian, at 1:03 p.m. on Thursday, November 12, 2020, via Skype virtual meeting.

ROLL CALL:

Public-Private Transportation Partnership (P3) Office Director Michael Bonini called roll and noted that all seven Board members were present, and as such a quorum was established.

Members Present:

Honorable Yassmin Gramian
Honorable Representative Michael Carroll
Mr. Howard A. Cohen
Mr. Gregory Davis
Mr. Ronald Drnevich
Mr. James Kunz, Jr.
Mr. Mark Ryan (designated alternate to Honorable Jen Swails)

ADOPTION OF MEETING MINUTES:

The June 17, 2020, meeting minutes were unanimously approved on a motion by Mr. Howard A. Cohen and seconded by Mr. Ronald Drnevich.

CHAIR'S REMARKS:

Secretary of Transportation Yassmin Gramian welcomed everyone to the board meeting and began by acknowledging the hard work of everyone at PennDOT who seamlessly continued operations remotely since March 16, 2020, in the midst of the impacts of COVID-19, specifically those in the P3 Office.

She continued, noting that PennDOT has been working to move P3 projects forward and has placed much focus on managing the successful delivery of projects initiated as public-private partnerships.

Secretary Gramian then turned the floor over to Mr. Bonini, who noted that the only item on the agenda for new business was the presentation and consideration of a P3 candidate project, the PennDOT Pathways Major Bridge P3 Initiative. Mr. Bonini continued, thanking the over 160 people in attendance virtually, and then introduced and turned the floor over to Mr. Kenneth McClain, PennDOT Alternative Funding Program Director, to present the new candidate P3 project to the Board.

NEW BUSINESS:

PENNDOT PATHWAYS MAJOR BRIDGES P3 INITIATIVE: PRESENTED BY MR. KENNETH MCCLAIN

Mr. McClain thanked Mr. Bonini as well as Secretary Gramian and the P3 Board. He began by introducing a new initiative from PennDOT titled PennDOT Pathways, the brand name PennDOT has developed for the alternative funding program in Pennsylvania. He added that his team is currently working with the Federal Highway Administration (FHWA) on a planning and environmental linkages study to identify what types of alternative funding mechanisms to consider for the first time in Pennsylvania. Mr. McClain noted that this will serve as a framework for how the team analyzes and investigates programs moving forward. As he continued, Mr. McClain noted that the project team is between 30-40% complete with the study, done in cooperation with FHWA, and that the report document will be completed in late March or early April 2021.

Mr. McClain began his presentation by explaining that PennDOT currently carries an \$8 billion annual funding gap to maintain and improve state-owned bridges and highways, and that one way to address this is through applying alternative funding mechanisms through a P3 delivery model.

The goals of the Major Bridge Initiative are to accelerate the renewal of major bridges, enhance public safety, avoid costly detours due to weight restriction or closures of bridges, and to create a financially sustainable model for the Commonwealth's major bridges on interstates and expressways. Regarding a designated revenue source, Mr. McClain noted that currently 75% of PennDOT's revenues are generated by Pennsylvania's motor fuel tax. As vehicle technology improves, fuel efficiencies impact that motor fuel tax funding, which was only further impacted by the altered travel patterns resulting from the COVID-19 pandemic; since March 2020, PennDOT has seen a 40% reduction in travel and, as a result, motor fuel tax revenue. Mr. McClain continued, noting that while there has been a 20% return in traffic since July 2020, this is still 20% revenue lost.

Mr. McClain explained the initiative's benefits, beginning with the acceleration of critical bridge projects. Currently, PennDOT lacks the revenue source to properly address these bridges, some older than 60 years in age. This initiative would generate revenue for the purpose of addressing these critical bridge projects. Additional benefits include the creation of jobs and the utilization of user fees to generate the funding source.

The initiative would also leverage private sector innovation and investment in Pennsylvania infrastructure, which would be used to build improvement projects and then paid back in availability payments over a currently undetermined timeframe; potentially between 25 and 35 years. Mr. McClain noted that Act 88 of 2012 gives PennDOT permission to enter into such agreements with the private sector where they are permitted to leverage user fees.

Mr. McClain noted that an understated benefit of the initiative is the role it would play in preserving the current capital program, as it would remove the need to shift money from

local transportation programs to fund larger interstate bridges. This would help preserve smaller interstate projects.

Further benefits of the PennDOT Pathways initiative include the P3 model itself. P3 delivery potentially creates cost savings in schedule efficiencies, economies of scale and the current historically low interest rates. Mr. McClain also explained that the initiative would include cooperation with the Pennsylvania Turnpike Commission (PTC). Having the cooperation of the PTC's tolling experts creates a considerable economic benefit, as developing tolling measures without such a resource present would be incredibly expensive. Mr. McClain emphasized that the bulk of the revenues are to be spent on the structures themselves, not on the administrative costs of collecting tolls. As such, working with the PTC is much more cost effective.

Regarding the schedule, Mr. McClain noted that there currently is not a set kick-off date in place. However, the initial bridge bundle is expected to operate on a 15-month schedule when work begins. He added that the project team will be meeting with industry stakeholders to capture input on how to maximize private sector interest. Mr. McClain estimated that anywhere from three to five bridge bundles would result from this program, and that the bundles would be staggered in timing as to not oversaturate the market.

Mr. McClain then concluded his presentation, thanked the Board and turned the floor back over to Mr. Bonini.

Mr. Bonini thanked Mr. McClain for his presentation. He explained that, based on Mr. McClain's presentation and analysis, the P3 Office recommends that the PennDOT Pathways initiative be approved and proceed using the appropriate contracting and P3 delivery model for each interstate/expressway bridge and roadway package as defined in Act 88 of 2012, following processes as delineated in the P3 Implementation Manual. Mr. Bonini requested that the Board consider and hopefully approve this potential project, and then turned the floor over to Secretary Gramian.

Secretary Gramian thanked Mr. Bonini and opened the floor to the Board for questions and comments.

Mr. Cohen raised an inquiry regarding the cooperation with the PTC in the tolling processes. He asked if it would be possible to contract out the tolling aspect to the private sector so that a collection entity like E-ZPass could oversee the collection. Mr. McClain explained that, while the project team deliberated on this, they feel comfortable and confident that the PTC is the correct entity for the collection program. The main reason for this justification is the standardization of tolling operations in the Commonwealth, as having two different ways of tolling could confuse Pennsylvania motorists.

Mr. Drnevich inquired if the project team has an estimate on the dollar amount of bridge work that would result from the initiative. Mr. McClain noted that preliminary numbers are still an estimate at this point, but the projection for 5 to 10 projects at anywhere from \$150 - \$800 million in value would generate roughly \$2 - \$3 billion in total program costs. Mr. Drnevich noted that, as a general concept, the motor license fund is

inadequate at this point, and that this new potential project would make considerable progress in certain areas; while it would not solve all problems, he feels it is reasonable and is interested to see what develops in this program.

Mr. Davis asked how the program would be able to maximize the state's borrowing ability. Mr. McClain responded that Act 88 of 2012 allows the use of user fees if the P3 development entity relationship exists. Leveraging private equity helps develop a dedicated funding source and takes advantage of historically low interest rates; with that component, it will spur significant interest from private equity firms. Mr. Davis asked if any other states had used this approach and what results they experienced. Mr. McClain turned the floor over to Melissa Batula, PennDOT Deputy Secretary for Highway Administration, who noted that Colorado has seen significant benefits from an extensive managed lane program to the point of receiving increasing requests for more tolled facilities; the surrounding areas, which were a diverse mixture of rural and urban, experienced considerable benefits.

Mr. Cohen added a comment that he is pleased that no new legislation would be needed at the federal or state level to proceed with this initiative. He also commended PennDOT and the P3 staff on their thoughtful and creative presentation.

With no further questions or comments, Secretary Gramian thanked the Board for their participation.

The request to approve the PennDOT Pathways Major Bridge P3 Initiative was approved to proceed on a motion by Mr. James Kunz seconded by Mr. Howard A. Cohen and unanimously approved.

OTHER BUSINESS:

Mr. Bonini asked if there were any other business items that Secretary Gramian or the Board would like to present, before noting that this was not a typical P3 Board Meeting where approved project updates were provided, as the emphasis was the focus on the PennDOT Pathways Major Bridge P3 Initiative. He added that another Board Meeting is scheduled for Wednesday, December 16, 2020, virtually, to conduct a meeting with updates on all projects.

With no other business from the Board, Mr. Bonini moved on to Public Comments.

PUBLIC COMMENTS:

Mr. Joe Butzer, PA Motor Truck Association, inquired if the motor truck association would be consulted about the PennDOT Pathways initiative. This would create major impacts to the industry and voiced his opposition to any interstate tolling. Mr. McClain ensured Mr. Butzer that the project team understands the importance of meeting with stakeholders and will be reaching out to meet and discuss concerns.

Mr. Craig Covil, Itinera, commented that he feels it is good news that PennDOT is embracing further P3s like this. From the developer's point of view, where they can bring a financial aspect to support the operation, they are very pleased to hear the result.

Mr. John Lynch, American Trucking Associations, inquired as to how long the P3 agreements will be in place, how the revenue would be spent and who would have control of the toll amounts. Mr. McClain responded that initial investigations are examining a 20 to 40-year period for the P3 relationship, which would allow the development entity in Pennsylvania to apply those user fees. PennDOT would be the entity responsible for setting the toll rates. Revenues would be spent to pay for the capital construction cost of the bridge and roadway improvements, and PennDOT is obligated to have a maintenance period and plan in effect for the entire period of the relationship. If there were an excess of revenues as capital costs were paid down, they could be spent in areas adjacent to bridges to mitigate any impacts, a decision made by Secretary Gramian to ensure money would be spent in the areas immediate to where tolls were generated.

Mr. Bob Latham, Association of PA Constructors, commented that the concept appears to be good, but noted that serious consideration should be placed into the details when it comes to the public acceptance of this initiative. He suggested that the Board be cognizant of this fact, and that the specifics of where the projects will be located and how they will be applied will be critical in the viability of the project. He also added that he hoped that PennDOT will use the lessons learned from the Rapid Bridge Replacement (RBR) project to avoid challenges experienced in the past in this future project. Mr. Bonini agreed and ensured Mr. Latham that PennDOT has teams ensuring that the challenges and opportunities experienced in the RBR project are addressed moving forward. Mr. Cohen welcomed Mr. Latham and his organization to present to PennDOT the specific lessons learned from the RBR project to which he is referring so that the project team can best implement their input.

With no further comments, Secretary Gramian thanked all attendees for their participation.

ADJOURNMENT:

On a motion by Mr. James Kunz, seconded by Mr. Howard A. Cohen and unanimously approved, the meeting was adjourned at 1:48 p.m.

Major Bridge P3 Initiative

Public Authority:

PennDOT

Private Partners:

To Be Selected

Status:

Pre-Development

P3 Office Staff Lead:

Michael Bonini

PennDOT Technical Advisor:

Kenneth McClain

**P3 Board Meeting
Approval Date:**

November 2020

PROJECT OVERVIEW:

Approved by the P3 Board in November 2020, the PennDOT Pathways Major Bridges P3 Initiative aims to provide Pennsylvania travelers, residents and businesses with cost-efficient and high-quality transportation infrastructure by accelerating the replacement or rehabilitation of major bridges through the use of federally permitted use fee options that have been successfully used already by several states across the country.

PennDOT is currently carrying an annual funding gap of over \$8.1 billion to maintain and improve state-owned bridges and highways. To address this, the Department will consider applying alternative funding mechanisms for major bridge replacements and rehabilitations on interstates and expressways through a bridge-appropriate P3 delivery model. In reviewing traditional funding options such as fuel taxes and fees, it seems highly unlikely that any of these sources would be raised to a level that would provide the revenue needed to address this funding gap. By addressing this problem in 2020, Pennsylvania can generate additional revenue to rebuild critical bridges, with historically low interest rates and a favorable labor market, creating significant net savings over the life of the program while ensuring the vitality of the state's transportation system.

Using Pennsylvania's P3 program, PennDOT can advance major bridge replacements and rehabilitations through the Commonwealth, while increasing funding for critical infrastructure, and extending new investments throughout the state.

BENEFITS:

- Accelerate a number of critical major bridge projects, creating jobs and improving public safety
- Ensure financial sustainability for the bridges
- Leverage private sector innovation and investment in assets owned by PennDOT
- Ensure continued stewardship of transportation assets to support the Commonwealth's economic vitality and development

P3 Project Update | June 2021

Major Bridge P3 Initiative

STATUS:

Much has been accomplished in the development of this project since Board approval. In February 2021, nine candidate bridges appropriate for inclusion in this project were announced (see map below).

Candidate Bridge Projects ●



Information that is developed as part of any highway/bridge project (e.g. preliminary design, environmental impacts, schedule, maintenance and protection of traffic during construction) is being compiled for each of these candidate bridges. In addition, because this project is being procured as a P3 project that implements user fees, impacts such as traffic diversion (and how that diversion may affect the local road network) and revenue generation are being assessed to ensure that the project meets all the criteria to achieve the necessary repairs to maximize safety and mobility while minimizing impact to Pennsylvania residents.

There has been much coordination with the Pennsylvania highway industry and the P3 community. In addition to that outreach, the P3 Office coordinated the issuance of a Request for Information from the P3 industry relative to the project scope of work. Twenty-three (23) responses were received. The P3 Office also conducted 2 industry outreach events to describe the project procurement and schedule.



Partnership 81 Project

Public Authority:

PennDOT

Private Partners:

To Be Selected

Status:

Pre-Development

P3 Office Staff Lead:

Joe Gurinko, AICP

PennDOT Technical Advisor:

Sue Hazelton, P.E.

P3 Board Meeting Approval Date:

December 2019

PROJECT OVERVIEW:

Approved by the P3 Board in December 2019, the Partnership 81 Project aims to address needed safety, capacity and mobility improvements along a section of Interstate 81 near the City of Wilkes-Barre, Luzerne County. These improvements include 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 that currently exists 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, originally MM 163.3 to 168.7, 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.

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 for the project.

The Interstate TIP contains approximately \$60 million for the replacement of the eight bridges along the corridor; the source of funding for the remainder of this project may include additional Interstate TIP funds and innovative project financing.

BENEFITS:

- 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



Partnership 81 Project

STATUS:

Earlier in 2020, PennDOT completed a Scoping Field View with the Federal Highway Administration (FHWA) to establish the level of environmental clearance anticipated for the project to proceed. Notice-to-Proceed was issued to the preliminary engineering consultant in summer 2020 with initial work focusing on project schedule and project risk register. A Purpose & Need Report was prepared in Fall 2020, circulated and accepted by PennDOT and FHWA in Winter 2021. Additional studies were launched to obtain traffic and survey data necessary to support alignment alternatives analyses and subsequent selection of a preferred alignment to further advance environmental documentation. Based on the level effort for preliminary engineering, achieving NEPA approval was originally targeted for June 2022.

As of April 2021, PennDOT continues to advance the environmental studies and preliminary engineering for the project. Various alignment alternatives were developed for the project, ranging from options having minimal impact to surrounding resources and property to alternatives that make the greatest improvement to traffic operations and capacity. Environmental studies were completed to identify natural and cultural resources within the project footprint. Bat species, right-of-way, and abandoned mines have been identified as resources of consideration when developing potential alternatives. PennDOT is presently reviewing the results of the Alternatives Analysis Report and advancing the conceptual Point of Access (POA) study that coordinates modifications or changes to the interstate exits for the studied alignments. The POA includes a traffic and engineering analysis to verify exit ramps will operate without compromising motorist safety or mobility. Upon FHWA concurrence of the Alternatives Analysis and conceptual POA, PennDOT will prepare information and schedule the first public meeting progressing the NEPA process for the project.

Design-Build-Finance procurement activities for the project are linked to NEPA approval and are targeted to begin this summer 2021. PennDOT will host a project Industry Forum in August to present the project to industry and identify goals and objectives. One-on-one meetings with industry partners to discuss the project further will be held following the Industry Forum day.

The remaining calendar year of 2021 procurement activities will focus on the first phase: Request for Qualifications and shortlisting of industry partners. The second phase, Request for Proposal (RFP) will begin in 2022 with issuing draft versions of the RFP to the shortlisted partners leading to the Final RFP issuance, which will not occur until PennDOT receives NEPA approval.

Following subsequent procurement steps, Commercial and Financial close for the project are targeted for December 2022 and February 2023, respectively. NTP to the successful partner to begin work is anticipated for March 2023.

Rapid Bridge Replacement (RBR) Project

Public Authority:

PennDOT

Private Partners:

Plenary Walsh Keystone Partners

Status:

Contract Executed –
Maintenance Term

P3 Office Staff Lead:

Michael Bonini

PennDOT Technical Advisor:

Gary Kleist, P.E.

**P3 Board Meeting
Approval Date:**

September 2013

PROJECT OVERVIEW:

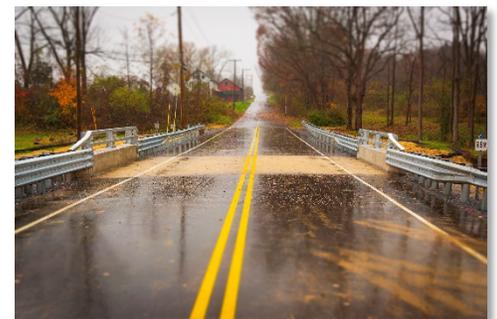
The project is bolstering PennDOT's ongoing effort to address Pennsylvania's more than 4,000 poor bridges. Plenary Walsh Keystone Partners (PWKP) was selected for the Department's Rapid Bridge Replacement (RBR) project to replace 558 bridges across the state. Commercial Close (execution of the contract) 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 will manage bridge design, construction and 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 will provide 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);



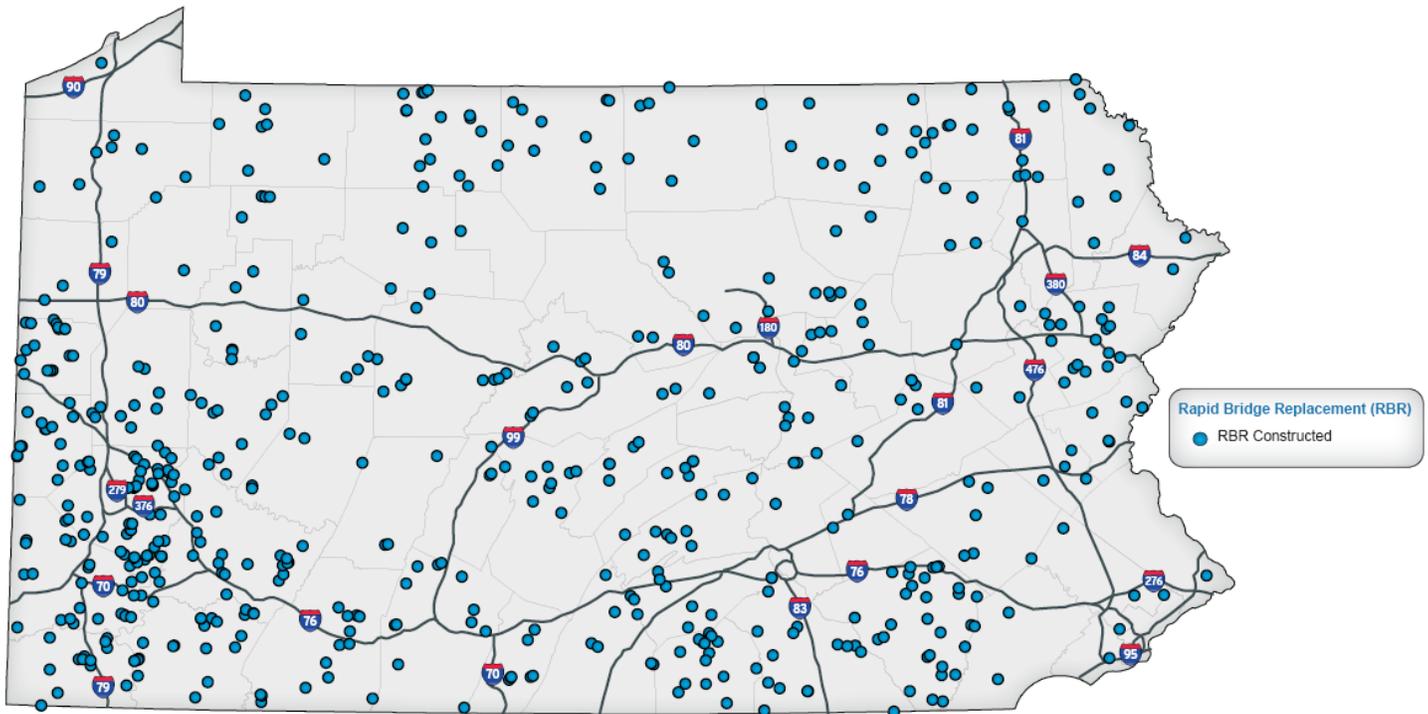
*Bridge JV-577, Jonestown Road (RT 4013)
Tributary to Raccoon Creek, Lebanon County*

Rapid Bridge Replacement (RBR) Project

STATUS:

All **558** bridges have been replaced and are open to traffic.

All bridges are now in the Maintenance term of the project. Together with PWKP, PennDOT is working to develop the management protocols to address project issues and to ensure successful handback of project assets.



P3 Project Update | June 2021

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:

Joseph Gurinko, AICP

PennDOT Technical Advisor:

Nick Baldwin, Bureau of Public
Transportation

**P3 Board Meeting
Approval Date:**

September 2014

PROJECT OVERVIEW:



Swiftwater Station Ribbon Cutting Ceremony, September 2020

PennDOT selected Trillium CNG as the development entity and partner to supply CNG fueling equipment to 24 transit facilities which will fuel up to 750 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 many benefits including:

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

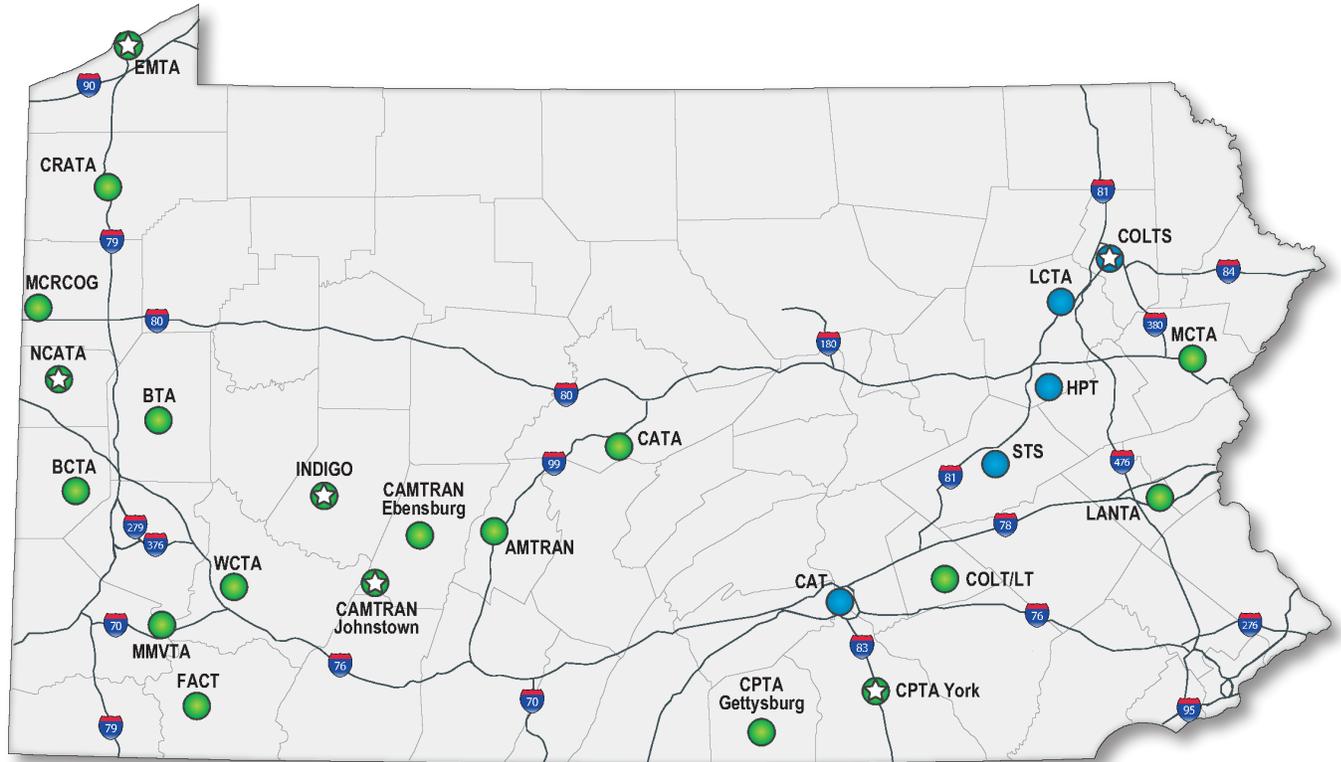
P3 Project Update | June 2021

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 2021, 19 stations have been completed. Of those stations, five (Johnstown, York, New Castle, Indiana and Erie) have public fueling positions. An additional station in Scranton, currently under design, will also provide public fueling positions.

Compressed Natural Gas (CNG) Transit Fueling Stations



As of June 2021

● Completed | ● Planned Construction (2022-2024) | ☆ 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 \$4.0 million through April 2021 with the stations already open.

PennDOT Sponsorship & Advertising Program

Public Authority:

PennDOT

Private Partners:

Superlative Group / 2i Group

Status:

Contract Executed

P3 Office Staff Lead:

James Nicastro

PennDOT Technical Advisor:

Varies per sponsorship project

**P3 Board Meeting
Approval Date:**

January 2013

PROJECT OVERVIEW:

In January 2013, the P3 Board approved the P3 Traveler Information and Traffic Management Systems project. A key component of this program was to develop a Sponsorship and Advertising program to offset operational costs incurred by PennDOT. The Department proposed procuring the services of a team to evaluate the Department's assets to determine which had potential for generating sponsorship revenue. The procurement was structured to select firms to fully develop the Sponsorship and Advertising program, and then further explore and identify additional sponsorship and advertising opportunities.

BENEFITS:

This concept has generated Sponsorship and Advertising revenue to offset the costs of sponsored programs and provided an additional source of funds for other transportation-related projects and initiatives. In addition, the Safety Service Patrol, which is the main sponsorship program to be included, provides added benefits including, 1) enhancing the safety of the traveling public; 2) increasing efficiency; and 3) lessening congestion.

STATUS:

PennDOT has selected two (2) firms for the Sponsorship & Advertising program. The two firms are: The Superlative Group and 2i Group.

These teams are now conducting an evaluation of sponsorship opportunities to present to the P3 Office and PennDOT for consideration. Various highway safety related programs are currently under consideration and the teams are conducting feasibility analyses to determine best possible sponsorship structures.

UNSOLICITED PROPOSALS | CANDIDATE – LEGEND

The following descriptions provide a characterization of the unsolicited proposals received by the P3 Office and the meaning of their status designation. More information is available on each candidate in their respective technical sheet.

UNSOLICITED PROPOSALS | CANDIDATE – UNDER CONSIDERATION | June 2021

Candidates UNDER CONSIDERATION are relatively recent 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 projects or 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 Steering Committee and P3 Board.

UNSOLICITED PROPOSALS UPDATE | CANDIDATE - DISMISSED

Candidates DISMISSED are projects or proposals that are not well-defined, not compliant with Pa. C.S. Chapter 91 or they do not provide a significant transportation benefit to the Commonwealth (or other public entity).

UNSOLICITED PROPOSALS | CANDIDATE – UNDER CONSIDERATION | June 2021

PROJECT:	UP No. 154 – District 4 Northern Tier Counties Bridge Replacements
BOUNDARY:	Susquehanna, Wyoming, & Wayne Co.'s in District 4-0 <i>July 2020 submission</i>

PROPOSED BY: CDR Maguire

DESCRIPTION:

Proposing to rehabilitate and/or replace (32) bridges located in the northernmost counties in District 4 (Susquehanna, Wayne, & Wyoming). The project would address bridges that have a Sufficiency Rating of 50 or less. The proposer intends to utilize standard designs as efficiency and cost saving measures.

PRELIMINARY FINANCIAL PLAN:

Total Estimated Project Cost:	\$38,500,000
Projected Revenue:	None Anticipated
Projected Term:	5 yr. Design-Build, 20 yr. financing

The structure is a Design-Build-Finance; Operate or Maintain components were not included.

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. Precedent of similar P3/Alternative Delivery projects include the Statewide Rapid Bridge Replacement and the Northampton County Bridge Bundle.

Conversations with the District indicated that the District is 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.

P3 STEERING COMMITTEE RECOMMENDATION:

The P3 Steering Committee is advised that the proposal will be carried forward for additional development and evaluation. There is potential to gain significant value by combining public and private resources which is the intent of P3/Alternative Delivery. And the precedent projects support using P3/Alternative Delivery as a mechanism to address deficient bridges.

P3 TRANSPORTATION BOARD ACTION: No action required.

UPDATE/ACTION ITEMS:

A High-Level Screening Report was submitted and is under review by the P3 Office. The screening report summarizes the review and identifies further action items. The following action items will be progressed before the next Board Meeting:

- Coordinate with District 4 to identify bridge selection criteria
- Develop agenda and approach for a report to be used by the District in a presentation to MPO.

UNSOLICITED PROPOSALS | CANDIDATE – UNDER CONSIDERATION | June 2021

PROJECT: UP No. 159 – PA Smart Transportation Infrastructure Initiative

BOUNDARY: Statewide
July 2020 submission

PROPOSED BY: Keystone Initiative for Network Based Education & Research (KINBER)

DESCRIPTION:

KINBER is proposing to offer PennDOT access to KINBER's 1800 miles of existing fiber network to connect PennDOT's statewide assets. KINBER will provide two (2) fibers within the network at no cost, while building the connections from the PennDOT asset to the KINBER network. The project would involve multiple phases with the first phase connecting the eleven (11) District offices. Additional phases could address smart traffic signals, autonomous vehicles and 5g connectivity.

PRELIMINARY FINANCIAL PLAN:

Total Estimated Project Cost:	\$9,800,000
Projected Revenue:	None Anticipated
Projected Term:	Details not provided

PennDOT would pay for engineering and construction required to complete the connections and compensate KINBER for coordination services at a negotiated percentage of the total project. KINBER's proceeds would be reinvested into KINBER assets.

SUMMARY EVALUATION OF P3/ALTERNATIVE DELIVERY:

The P3 Office performed an initial screening of the concept, held two (2) Q&A sessions with the Proposer, and discussed the proposal with Mark Kopko, Office of Transformational Technology.

By accessing KINBER's existing network, PennDOT would be able to create an intelligent transportation fiber-based infrastructure at 1/5th to 1/10th the cost it would take to build the network from scratch. The concept may also offer future opportunities to help address present rural, remote broadband limitations.

However, the work included in the estimated project cost needs to be broken down in order to determine the real value. There is a significant difference between installing cable versus constructing a complete working network that includes cable with all the supporting components.

Also, there are issues regarding the proposal's suitability as a P3/Alternative Delivery. The Proposer needs to identify assets to be owned by PennDOT, and PennDOT needs to evaluate the implications of being in a partnership with a non-profit organization. In addition, KINBER is being purchased (PENDING SALE) by First Light Power and the PennDOT needs to consider the impact a change in ownership would have on the proposal.

P3 STEERING COMMITTEE RECOMMENDATION:

The potential benefit is significant, and the required investment could be relatively small. This warrants further consideration as either a P3/Alternative Delivery or another mechanism through another office.

P3 TRANSPORTATION BOARD ACTION: No action required.

UPDATE/ACTION ITEMS:

A High Level Screening Report was submitted and is under review by the P3 Office. The screening report summarizes the review and identifies further action items. There was also a meeting with the Office of Transformational Technology to discuss potential benefits of P3 delivery to that office. The following action items will be progressed before the next Board Meeting:

- Discuss impacts of KINBER sale to First Energy with Office of Chief Counsel.
- Hold 3rd Q&A session with KINBER

UNSOLICITED PROPOSALS | CANDIDATE – UNDER CONSIDERATION | June 2021

PROJECT: UP No. 161 – Shared Mobility Incentives
BOUNDARY: Statewide
April 2021 submission

PROPOSED BY: Hytch Rewards

DESCRIPTION:

The Developing Entity proposes to use a communications program to help make P3 projects and bridge tolling more accepted by the public and thereby more viable. The program uses integrated incentive strategies to engage impacted communities in a creative way that leads to reduced opposition to tolls. The proposer intends on focusing on mitigating impacts on minority and low-income populations for projects in the Harrisburg and Philadelphia areas.

The proposer provided video example of their technique used for a transit projects in Nashville, TN where they took a systematic approach to connecting people. The proposer also provided a USDOT Study (*Alternatives of Travel Changes and Scenarios for Sharing Rides*) that provides data on incentives for ridesharing (TNC) carpooling.

PRELIMINARY FINANCIAL PLAN:

Total Estimated Project Cost:	Not Provided
Projected Revenue:	None
Projected Term:	Not Provided

The Proposer is requesting PennDOT provide a grant for the yet-to-be determined program costs.

SUMMARY EVALUATION OF P3/ALTERNATE DELIVERY:

No formal proposal or supporting information was provided by the proposal.

The proposal is a service only contract that does not involve a specific facility or final product.

However, the intent to reduce opposition to tolling and mitigating toll impacts to minority and low-income communities is consistent with PennDOT's goals for the Pathways Program and the Major Bridge Initiative. Also, there are precedent programs being pulled together by FHWA to aid under-served populations with transportation user-fees, including a recent initiative led by Virginia DOT.

P3 STEERING COMMITTEE RECOMMENDATION:

Additional information and coordination with the Proposer is required before a recommendation can be made to the steering committee.

P3 TRANSPORTATION BOARD ACTION: No action needed.

UPDATE/ACTION ITEMS: Hold follow-up meeting with Proposer (Mark Cleveland)

UNSOLICITED PROPOSALS | CANDIDATE – UNDER CONSIDERATION | June 2021

PROJECT:	UP No. 164 – Weigh Station Bypass (Pre-Clear)
BOUNDARY:	Statewide
	<i>April 2021 submission</i>

PROPOSED BY: Drivewyze

DESCRIPTION:

The Developing Entity proposes to use their Pre-Clear product with existing Electronic Logging Device (ELD) technology to implement a weigh station bypass notification system on PennDOT highways.

The system would enable freight carriers to make in-cab, live requests to bypass an approaching PennDOT weigh station. The request would include carrier and vehicle identifiers that are already on file, including vehicle ID, and compliance and safety history. PennDOT would review the request and issue either an approval to bypass or directive to enter the weigh station. The interactive process would start a minimum of 2 miles in advance of the weigh station.

Pre-Clear by Drivewyze is in operation at over 800 locations in North America. According to the Proposer, Pre-Clear would improve PennDOT’s operational efficiency of roadside operations by enabling enforcement officers to prioritize trucks with active violations and lower safety scores for pull-in and inspection, while minimizing disruption to truck flow on and off the highway mainline.

PRELIMINARY FINANCIAL PLAN:

Total Estimated Project Cost:	None
Projected Revenue:	None
Projected Term:	Not Provided

The Proposal did not include any financial information other than to state it would be implemented at no cost to PennDOT. It was also not clear how Drivewyze would be compensated, or if the system would incur additional costs to the users (freight carriers).

SUMMARY EVALUATION OF P3/ALTERNATE DELIVERY:

Upon initial review, the system could improve PennDOT efficiencies by allowing Motor Carrier Enforcement to focus on those with problematic history. It could also provide incentive/benefit to those carriers having good safety and compliance records.

PennDOT would not own the software or supporting hardware used to implement the program. But the technology would impact PennDOT owned facilities and PennDOT staff. Additional details are needed to determine if this would be best implemented as a service agreement or P3 delivery.

P3 STEERING COMMITTEE RECOMMENDATION:

Additional information and coordination with the Proposer are required before a recommendation can be made to the steering committee.

P3 TRANSPORTATION BOARD ACTION: No action needed.

UPDATE/ACTION ITEMS: Hold follow-up meeting with Proposer (Drivewyze)

UNSOLICITED PROPOSALS | CANDIDATE – ON HOLD | June 2021

PROJECT: UP No. 121 – Environmental Solutions P3
BOUNDARY: Statewide
April 2017 submission

PROPOSED BY: Resource Environmental Solutions (RES)

DESCRIPTION:

An Unsolicited Proposal has been received by the P3 Office to 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 proposal included five (5) environmental solutions for consideration:

- Threatened and Endangered Species Mitigation
- Streams and Wetland Mitigation
- 102 NPDES Post Construction Stormwater Offsets
- MS4 Stormwater Permit Offsets
- New Stormwater Facility Construction and Retrofit

PRELIMINARY FINANCIAL PLAN:

Total Estimated Project Cost:	\$10,000,000
Projected Revenue:	None Anticipated
Projected Term:	20 years

RES would be responsible for all costs associated with developing performance-based ecological products. PennDOT would purchase credits and/or units of reduction from RES.

SUMMARY EVALUATION OF P3/ALTERNATIVE DELIVERY:

The P3 Office performed an initial screening on the concept and evaluated the proposal. It was determined that there are opportunities that should be explored and to assess further the merits of a Public-Private Partnership, particularly as it relates to streams and wetland mitigation. The P3 Office plans to take the lessons learned from the cancelled Chalfont Project and coordinate with stakeholders to determine if procurement under Act 88 is the best way to proceed to meet this important transportation need.

P3 STEERING COMMITTEE RECOMMENDATION:

The P3 Office in coordination with BOPD to conduct research on best practices on other methods used to deliver environmental credits or reductions for transportation projects

P3 TRANSPORTATION BOARD ACTION: No action required.

UPDATE/ACTION ITEMS:

- Evaluate and incorporate latest MS4 Permitting Regs and new reduction goals
- Schedule meeting with P3 Office, BOPD to identify delivery opportunities to investigate

UNSOLICITED PROPOSALS | CANDIDATE – ON HOLD | June 2021

PROJECT:	UP No. 138 – PennDOT Truck Parking Expansion Program (TPEP)
BOUNDARY:	Statewide <i>April 2018 submission</i>

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 in the fall 2018 to gather feedback related to the development, design, construction, implementation, maintenance, operation and commercialization of truck parking facilities. 19 responses were received for this RFI; supplemental one-on-one meetings have been conducted with selected respondents and their input incorporated into findings for the project.

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

P3 STEERING COMMITTEE RECOMMENDATION:

Coordinate with the Freight Working Group to develop potential ideas to advance solutions for truck parking. The P3 Office to perform a screening evaluation of the unsolicited proposal in conjunction with the Freight Working Group to ensure P3 is a viable delivery method.

P3 TRANSPORTATION BOARD ACTION: No action required.

UPDATE/ACTION ITEMS:

- Coordinate with Freight Working Group and report on truck parking strategies for future P3 screenings.

UNSOLICITED PROPOSALS | CANDIDATE – ON HOLD | June 2021

PROJECT: UP No. 147 – PennDOT Solar Initiative Statewide
BOUNDARY: April 2019 submission

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 for the design and installation of a 5 MW DC solar array on one or more PennDOT sites. The location of the site(s) would be determined jointly between PennDOT and the proposer to maximize benefits. The proposal highlights that the 5 MW capacity could be increased or decreased depending on interest and that the system could be completed in stages over time.

PRELIMINARY FINANCIAL PLAN:

Total Estimated Project Cost:	\$5,300,000
Projected Revenue:	\$200,000/yr. in years 1 to 5 \$450,000/yr. from year 6 on
Projected Term:	Not Identified

For the first five (5) years, SRE would 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.

SUMMARY EVALUATION OF P3/ALTERNATIVE DELIVERY:

The P3 Office has met with the proposing team along with representatives from PennDOT and the Department of General Services (DGS) to analyze opportunities for solar installation along Commonwealth property and PennDOT Right-of-Way. DGS advised 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 Unsolicited Proposal forward for further development and evaluation.

P3 STEERING COMMITTEE RECOMMENDATION:

Recommended that the P3 Office conduct a High Level Screening analysis of the proposal (as per the P3 Implementation Manual and Guidelines) which includes a feasibility analysis to ensure that a financial model can be developed to sustain this proposal as a P3 project.

P3 TRANSPORTATION BOARD ACTION: No action required

UPDATE/ACTION ITEMS:

- Continue coordination with DGS and Governor’s Green Council

UNSOLICITED PROPOSALS | CANDIDATE – DISMISSED | June 2021

PROJECT:	UP No. 142 – Commercial Truck Parking Along I-95 Corridor
BOUNDARY:	Bensalem Twp. in District 6 <i>October 2018 Submission</i>

PROPOSED BY: JJGD, LLC

DESCRIPTION:

This proposal involves the expansion of an existing truck parking facility located in Bensalem Twp, PA, less than one (1) mile away from the I-95/Rte. 1 Interchange. The existing parking facility is a 60 Acre area that accommodates approximately 1000 trucks and is positioned within a 100 Acre tract owned by the Proposer. The project would provide needed truck parking in the Philadelphia area along I-95. The site is partially developed and would only require partial development to increase truck parking availability.

PRELIMINARY FINANCIAL PLAN:

As presented, the structure of this project would be a Design-Build-Operate-Maintain (D-B-O-M).

Total Estimated Project Cost:	\$9,000,000
Projected Revenue:	None
Projected Term:	Details not Provided

Additional details were to support the estimated project cost were not provided. The proposal did not delineate the responsibilities for any of the components.

SUMMARY EVALUATION OF P3/ALTERNATIVE DELIVERY:

The P3 Office performed an initial screening of the proposal with consideration given to incorporate into a statewide truck parking initiative. The submission warranted reaching out to the proposer for additional information to further clarify ambiguities with the unsolicited proposal. Attempts to connect with the proposer resulted in no responses.

Without supplemental information or clarification, screening continued based on the submitted proposal. 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. Without that additional coordination, there is not enough information provided to warrant further development or inclusion into the statewide truck parking initiative.

P3 STEERING COMMITTEE RECOMMENDATION:

The P3 Steering Committee is advised that the proposal will be designated for dismissal. The proposal does not meet the criteria set forth in Title 74 Pa. C.S. §§ 9101-9124 and is not in the best interest of the Commonwealth.

P3 TRANSPORTATION BOARD ACTION: No action needed.

UPDATE/ACTION ITEM: Issued dismissal letter to proposer (JJGD) dated November 23, 2020

UNSOLICITED PROPOSALS | CANDIDATE – DISMISSED | June 2021

PROJECT: UP No. 152 – Mercer County Bridge Bundling Project
BOUNDARY: Mercer County, Pennsylvania
April 2019 submission

PROPOSED BY: CDR Maguire and Brayman Construction JV

DESCRIPTION:

An Unsolicited Proposal was received by the P3 Office for 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.

PRELIMINARY FINANCIAL PLAN:

Total Estimated Project Cost:	\$29,700,000
Projected Revenue:	None Anticipated
Projected Term:	20 years

SUMMARY EVALUATION OF P3/ALTERNATIVE DELIVERY:

This Unsolicited Proposal is no longer under consideration. There was interest in pursuing among PennDOT District 1-0 and Mercer County. However, 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 (refer to Northampton County) for executing P3 agreements.

During 2020, a legislative amendment to the P3 Law was entered for consideration, HB2065, proposed new language to the current P3 law to include authorizations for county governments and cities of first and second class as eligible to execute public-private transportation partnerships. 2020 legislative session closed without any further votes or action on HB2065 and thus expired. Presently, there are no new legislative proposals under consideration that would change eligibility language for county and city governments. Therefore, to complete high-level screening, Unsolicited Proposal 152 is not compliant with the law and a dismissal letter will be drafted to inform the proposer.

P3 STEERING COMMITTEE RECOMMENDATION:

No recommendations at this time.

P3 TRANSPORTATION BOARD ACTION: No action required.

UPDATE/ACTION ITEMS:

- Issued dismissal letter to Proposer (CD Maguire) dated June 2, 2021.

UNSOLICITED PROPOSALS | CANDIDATE – DISMISSED | June 2021

PROJECT: UP No. 156 – Smog Sequestering Billboard Testing
BOUNDARY: District 8-0
July 2020 submission

PROPOSED BY: Kegerreis Outdoor Advertising, LLC

DESCRIPTION:

Proposing to partner with PennDOT where PennDOT performs environmental testing of measure the ability of new billboard substrate material to reduce nitrous oxide emissions from billboards. Subject billboards to receive the testing are located along I-81. The PennDOT funded research program would determine if there is an actual benefit offered by the new billboard material.

PRELIMINARY FINANCIAL PLAN:

Total Estimated Project Cost:	\$30,000
Projected Revenue:	None Anticipated
Projected Term:	Not identified

The private entity is proposing a shared cost to implement the testing and erect the equipment. Details of what is included in the estimated costs and how it is to be shared costs were not provided.

SUMMARY EVALUATION OF P3/ALTERNATIVE DELIVERY:

The P3 Office performed an initial screening of the concept. The proposal does incorporate a potential innovation in new material that reduces smog levels.

The proposal does not involve a PennDOT owned asset, nor does it involve a transportation facility. The proposal did not delineate how costs are to be shared and the proposer does not have direct access to the testing or the expertise with the subject smog reducing material.

P3 STEERING COMMITTEE RECOMMENDATION:

The P3 Steering Committee is advised that the proposal was designated for dismissal. The proposal does not meet the criteria set forth in Title 74 Pa. C.S. Chapter 91. Specifically, §9102 Definitions: “transportation facility and “transportation project.” The proposal does not involve a PennDOT owned transportation asset or create a new one.

P3 TRANSPORTATION BOARD ACTION: No action needed.

UPDATE: Issued dismissal letter to proposer (Kegerreis Advertising) dated November 23, 2020

UNSOLICITED PROPOSALS | CANDIDATE – DISMISSED | June 2021

PROJECT: UP No. 157 – Self Service Vehicle Registration Kiosks
BOUNDARY: Statewide
July 2020 submission

PROPOSED BY: Livewire Digital

DESCRIPTION:

Install self-service kiosks throughout the state to be used by the public to renew vehicle registration.

PRELIMINARY FINANCIAL PLAN:

Total Estimated Project Cost:	\$25,000
Projected Revenue:	None Anticipated
Projected Term:	Not identified

The proposal did not include a breakdown or provide details of the estimated costs.

SUMMARY EVALUATION OF P3/ALTERNATIVE DELIVERY:

The P3 Office performed an initial screening of the proposal. The proposal claims reduced staff, improved operation efficiency, and reduced customer wait time to be some of the benefits offered by self-serve kiosks. There was no objective information provided to support the proposed advantages.

No specifics were provided on who furnishes the kiosks and how or where they would be installed. Maintenance of the kiosks and operating software were excluded from the proposal. Also, it appears to offer a service already provided by PennDOT.

P3 STEERING COMMITTEE RECOMMENDATION:

The proposal was designated for dismissal because the proposal does not address a PennDOT need. All over-the-counter vehicle registrations only available at PennDOT's Riverfront Office Center; Driver's License centers do not process motor vehicle transactions. Furthermore, vehicle registrations can be renewed from home online and residents print renewed registrations.

P3 TRANSPORTATION BOARD ACTION: No action needed.

UPDATE: Issued dismissal letter to proposer (Livewire Digital) dated November 23, 2020.

UNSOLICITED PROPOSALS | CANDIDATE – DISMISSED | June 2021

PROJECT: UP No. 158 – Rapid Stormwater Rehabilitation Program
BOUNDARY: District 6
July 2020 Submission

PROPOSED BY: Abel Construction / RETTEW

DESCRIPTION:

The applicant is proposing to 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.

PRELIMINARY FINANCIAL PLAN:

As presented, the structure of this project would be a Design-Build-Finance (D-B-F).

Total Estimated Project Cost:	\$55,814,810
Projected Revenue:	None
Projected Term:	3 yr Design-Build; 20 yr financing

There is no Operating or Maintenance component to the proposal.

SUMMARY EVALUATION OF P3/ALTERNATIVE DELIVERY:

The P3 Office performed an initial screening of the proposal. The trenchless technology would enable some pipes to be rehabilitated without impacting traffic and claims to extend the service life of those pipes up to 75 years. However, the proposal did not provide any supporting detail on the generated cost estimate; rehabilitated work on pipes would be selected after contract award, which raises concerns on how competitive bidding can be conducted. The proposed lining materials and installation techniques has limitations – pipes experiencing differential settlement cannot be successfully repaired using this method and the technique cannot address deteriorating manholes, which still require conventional construction contracts to fully rehabilitate a stormwater conveyance network.

From a financial perspective, the proposal claims to conduct all work within 3 years but establishes a repayment structure over 20 years to return the capital invested plus interest but without any maintenance responsibility. Upon completing the work, PennDOT maintenance forces would be required to maintain the repaired lining systems beyond work or material defects covered under a warranty. The proposal involves only one repair method, applicable to a limited situation, and addresses only a piece of the stormwater system. Furthermore, the proposal does not offer further reduced risk in comparison to conventional pipe repair method or contract.

P3 STEERING COMMITTEE RECOMMENDATION:

The P3 Steering Committee is advised that the proposal will be designated for dismissal. The proposal does not meet the criteria set forth in Title 74 Pa. C.S. Chapter 91. Specifically, §9102 Definitions: “transportation project”, whereas the sponsor is proposing a program. Also, the proposal does not provide value or reduced risk beyond that of conventional delivery.

P3 TRANSPORTATION BOARD ACTION: No action needed.

UPDATE/ACTION ITEM: Issued dismissal letter to proposer (Abel Construction) dated January 4, 2021.

UNSOLICITED PROPOSALS | CANDIDATE – DISMISSED | June 2021

PROJECT:	UP No. 160 – “E-ZAdz” Safe Road Awareness Advertising
BOUNDARY:	Statewide <i>July 2020 submission</i>

PROPOSED BY: FM Cibort d/b/a Busy Beez Marketing

DESCRIPTION:

The Developing Entity proposes to place their 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 their message boards.

PRELIMINARY FINANCIAL PLAN:

Total Estimated Project Cost:	\$4,997,292
Projected Revenue:	30% of advertising
Projected Term:	99 years

The Proposer is requesting PennDOT provide startup capital funds of \$4,997,292.00 in return for a 30% share of revenues earned through the sale of advertising on the message boards.

SUMMARY EVALUATION OF P3/ALTERNATE DELIVERY:

The P3 Office performed an initial screening of the proposal. It represents an innovative expansion of the existing PennDOT Safety Patrol Sponsorship and Advertising P3 Program and provides additional resources to promote roadway safety.

However, unlike the Safety Patrol Program where the vehicles are PennDOT owned and operated transportation assets; this proposal requests PennDOT to supply startup capital for the BusyBeez Marketing owned signs and operations strategy. The requested capital would be in exchange for a 99-year agreement for revenue sharing directing 30% to PennDOT.

The proposal also calls for the message boards to be located on private property which presents numerous ownership and access issues.

P3 STEERING COMMITTEE RECOMMENDATION:

The P3 Steering Committee is advised that the proposal was designated for dismissal. The proposal does not meet the criteria set forth in Title 74 Pa. C.S. Chapter 91. Specifically, §9102 Definitions: “transportation facility and “transportation project.” The proposal does not involve a PennDOT owned transportation asset or create a new one.

P3 TRANSPORTATION BOARD ACTION: No action needed.

UPDATE: Issued dismissal letter to proposer (FM Cibort) dated November 23, 2020.

UNSOLICITED PROPOSALS | CANDIDATE – DISMISSED | June 2021

PROJECT: UP No. 163 – Keeping Pennsylvania Moving
BOUNDARY: Bedford, Blair, Huntingdon, Somerset, & Fulton Counties
(Southwestern PA Planning)
April 2021 submission

PROPOSED BY: Cessna Communications, Inc.

DESCRIPTION:

Provide PennDOT with promotional support of their P3 Office using radio promotions to be broadcast over six (6) radio stations located in Pennsylvania and operated by a Pennsylvania based company.

PRELIMINARY FINANCIAL PLAN:

Total Estimated Project Cost:	\$35,000
Projected Revenue:	None
Projected Term:	Yearly

Proposer is seeking payment from PennDOT for 1 year of advertisements paid for by PennDOT on a quarterly basis.

SUMMARY EVALUATION OF P3/ALTERNATE DELIVERY:

The proposal is a request for advertising by PennDOT. It does not address a particular need for PennDOT and it does not benefit an existing facility.

P3 STEERING COMMITTEE RECOMMENDATION:

The P3 Steering Committee is advised that the proposal was designated for dismissal. The proposal does not meet the criteria set forth in Title 74 Pa. C.S. Chapter 91. Specifically, §9102 Definitions: “transportation facility and “transportation project.” The proposal does not involve a PennDOT owned transportation asset or create a new one.

P3 TRANSPORTATION BOARD ACTION: No action needed.

UPDATE: Issued dismissal letter to proposer (Cessna Communications) dated June 2, 2021.

PennDOT P3 Board | Members and P3 Office Contacts

P3 BOARD MEMBERS:

Name:

Yassmin Gramian, P.E., Chair
Honorable Michael Carroll
Geoffrey Clarke
Gregory Davis
Ronald Drnevich
Honorable Timothy Murphy
Jen Swails

Member Appointment (as per Act 88):

Secretary of Transportation
House Minority Leader appointee
Senate Minority Leader appointee
Office of the Governor appointee
House Majority Leader appointee
Senate Majority Leader appointee
Secretary of the Budget

P3 OFFICE CONTACTS:

Name:

Larry S. Shifflet
Michael Bonini
Joseph Gurinko
James Nicastro
Madelyn Vergos

PennDOT Position:

Deputy Secretary for Planning
Director, P3 Office
Deputy Director, P3 Office
Project Manager, P3 Office
Executive Secretary,
Office of the Deputy Secretary

Phone:

717.787.3154
717.772.4664
717.705.4235
717.934.4206
717.787.3154

Email:

lashifflet@pa.gov
mbonini@pa.gov
jgurinko@pa.gov
janicastro@pa.gov
mvergos@pa.gov