

PUBLIC-PRIVATE TRANSPORTATION PARTNERSHIP BOARD  
SUMMARY MINUTES  
HARRISBURG, PENNSYLVANIA  
NOVEMBER 29, 2018

**CALL TO ORDER:**

The twelfth meeting of the Public-Private Transportation Partnerships Board (Board) was convened by Deputy Secretary James D. Ritzman at 1:30 p.m. on Thursday, November 29, 2018, in the Forest Room, Keystone Building, Harrisburg, PA. Deputy Secretary Ritzman was standing in for Secretary Leslie S. Richards, who was detained at another meeting, until she arrived.

**ROLL CALL:**

**Members Present:**

Mr. James D. Ritzman/Honorable Leslie S. Richards  
Honorable Randolph Albright  
Mr. Gregory Davis  
Mr. Ronald Drnevich

**Members Not Present:**

Mr. James Kunz, Jr.  
Representative William F. Keller

**ADOPTION OF MEETING MINUTES:**

***The June 26, 2018 meeting minutes were unanimously approved on a motion by Mr. Ron Drnevich and seconded by Mr. Gregory Davis.***

**CHAIR'S REMARKS:**

Deputy Secretary Ritzman welcomed everyone to the board meeting. He noted that Board member James Martino resigned his position due to other responsibilities. PennDOT has been working to move P3 projects forward, including completion of 511 bridges under the Rapid Bridge Replacement project with an additional 45 under construction. 14 CNG fueling stations have been built since April 2017. Of those 14, four are available for public fueling. The P3 Office released a Request for Qualifications for the Chalfont Mitigation Banking project and a Request for Information for Commercial Truck Parking. Mr. Ritzman also noted that the P3 Office staff met with PennDOT District Offices and planning partners to explain where P3 procurement might be appropriate and to hear the transportation needs around the state.

## **APPROVED PROJECT UPDATES:**

### **RAPID BRIDGE REPLACEMENT:** UPDATE PRESENTED BY MR. MICHAEL BONINI

The Rapid Bridge Replacement (RBR) project was approved by the Board in September 2013. This was the first P3 project to be approved. Plenary Walsh Keystone Partners (PKWP) was selected as the Development Entity in October 2014. Commercial close occurred in January 2015 and bridge construction started in June of that same year. PKWP is tasked to replace 558 bridges rated poor across the Commonwealth. The Department will maintain ownership of the bridges, but the Development Entity is responsible for maintaining each bridge for 25 years after replacement.

Mr. Bonini noted that as of the P3 Board meeting, 511 bridges have been successfully replaced and open to traffic. Another 41 bridges are under construction. The remaining six will be completed by the end of 2019. In an effort to use the experience of the RBR project as a learning tool, PennDOT is developing a "Lessons Learned" presentation to not only disseminate the findings that will be useful in developing future projects but also to gather experiences from other partners in the project.

The attention of the project is now shifting to the maintenance of the bridges. Two RBR maintenance webinars have been held this year to discuss the roles and responsibilities of PennDOT and PKWP responsibilities on and around the RBR bridges. The RBR Maintenance Guidance Document was also developed. The goal is to ensure the tools needed are in place so that bridges are maintained consistently around the State.

No action required by the Board.

### **COMPRESSED NATURAL GAS (CNG) INFRASTRUCTURE FOR PUBLIC TRANSIT AGENCIES:** UPDATE PRESENTED BY MR. JOSEPH GURINKO

This project was approved by the Board in September 2014. Upon completion, the project will bring fueling stations to 25 transit agencies across the Commonwealth (at 29 locations) as they begin to transition from diesel fleets to natural gas buses and support vehicles. Trillium CNG was chosen to design, build, finance, operate and maintain CNG fueling infrastructure for transit agencies while permitting the opportunity for public outside the fence sales to other public and private fleets at six locations. Using CNG to power transit fleets will provide better cost certainty to both transit agencies and PennDOT as well as helping the environment by using a cleaner burning fuel. The project will pay for itself through economies of scale in building the stations and savings in fuel costs for the participating transit agencies.

Mr. Gurinko reviewed a map of the project with the Board, noting that to-date 14 stations have been built, including four that provide public access. Another five stations are scheduled to be open in 2019.

No action required by the Board.

CHALFONT MITIGATION BANKING: UPDATE PRESENTED BY MR. JOSEPH GURINKO

When a PennDOT project impacts wetlands, the conventional approach to mitigate the impact is to develop a one-off mitigation site to satisfy the specific needs. However, this proposed P3 project aims to optimize efficiency by developing 140 acres of PennDOT-owned land in Chalfont Borough and New Britain Township, Bucks County, into a Wetland Mitigation Banking Site. The site will provide on-demand wetland mitigation credits for PennDOT projects. Benefits include cost effectiveness, accelerated project delivery and the creation of 30-40 wetland credits. Additionally, liability would be transferred from PennDOT to the private partner.

A Request for Information was issued earlier in the year and reported on at the last P3 Board Meeting. Sixteen respondents provided information on topics such as how mitigation banks are sited, how credits are estimated and the assumed duration from the opening of the bank until all credits are exhausted. This information was used as a basis for the development of the Request for Qualifications, which was issued by the P3 Office on Monday, November 27<sup>th</sup>. The P3 Office is preparing to hold an Industry Forum and Site Visit on December 18<sup>th</sup> for potential proposers. Statements of qualifications are due on February 19, 2019. The remainder of the procurement schedule was reviewed with the Board.

No action required by the Board.

SPONSORSHIP AND ADVERTISING: UPDATE PRESENTED BY MS. KATHRYN TARTAGLIA

The Sponsorship and Advertising program (“Program”) was passed by the P3 Board in January 2013. A contract was awarded to Travelers Marketing in December 2013. Travelers Marketing was tasked to create the Program and advise the Department in its consideration of sponsorship and advertising opportunities with respect to marketable assets owned by the Department and the Pennsylvania Turnpike Commission (“PTC”), with Department approval.

Ms. Tartaglia said the contract with Travelers Marketing expires in March 2019. The P3 Office is in the process of developing a new Request for Proposals.

- Freeway Service Patrol: Travelers secured State Farm to sponsor the Department’s roving safety patrol. This 3-year sponsorship generated \$1.3 million in sponsorship revenue for the Department. In 2018, more than 16,700 motorists received assistance from this program through October.
- Rest Area/“Safe Phone Zone”: This concept will allow an entity to sponsor the 35 rest areas in the Commonwealth. Branding rest areas as “safe phone zones” provides a proactive solution to ban texting while driving. Travelers has not been able to secure a sponsor.

No action required by the Board.

AMTRAK STATIONS IMPROVEMENT PROJECT: KEYSTONE CORRIDOR – MIDDLETOWN STATION:  
UPDATE PRESENTED BY MS. KATHRYN TARTAGLIA

PennDOT is working with Amtrak to relocate the Middletown Station along the Keystone Corridor from Union and Mill Streets to a new location on Ann Street/Airport Drive (SR 441) at West Main Street (SR 230) near the Penn State Harrisburg campus. The project will make the transit station more accessible to comply with Americans with Disabilities Act (ADA) platform requirements and offer multimodal connections by accommodating a bus stop, airport shuttle, connections for students, and covered bicycle racks.

Ms. Tartaglia informed the Board that in January 2017, PennDOT announced that Keystone Connections qualified for the next phase of procurement. The Department conducted seven one-on-one meetings with the team in the development and ultimate distribution of a Request for Proposals. After release of the RFP, Keystone Connections opted not to pursue the project. The P3 Office is evaluating delivery options in coordination with the Multimodal Deputate.

No action required by the Board.

PENNSYLVANIA TURNPIKE COMMISSION BROADBAND: UPDATE PRESENTED BY MR. MICHAEL BONINI

This project includes the installation of a fiber optic cable with wireless mesh overlay along the 550 mile-extent of the turnpike and extensions. The fiber optic cable will provide communication capacity for the PTC, PennDOT, and other Commonwealth needs. The PTC is developing a Design, Build, Finance, Operate, and Maintain (DBFOM) partnership which will allow a private partner to market and lease the remaining capacity.

The PTC issued a Request for Proposals to three shortlisted teams on October 9, 2018. Proposals are due on December 10, 2018. Mr. Bonini reviewed the schedule to procurement with the Board.

NORTHAMPTON COUNTY BRIDGE RENEWAL PROGRAM: UPDATE PRESENTED BY MR. MICHAEL BONINI

The Northampton County Bridge Renewal Program includes the design, construction, financing, and maintenance for the replacement and rehabilitation of 34 bridges in the county. Twenty-eight bridges will be replaced and 6 will be rehabilitated within a 4-year timeframe. The project objectives include enhancing the overall condition of the county bridge inventory, eliminating structurally deficient bridges, reducing the quantity of functionally obsolete bridges, addressing safety needs, removing weight limit postings, and exceeding traditional delivery schedule.

Mr. Bonini reported that seven bridges have been completed to date. Through the end of 2019, 11 bridges are scheduled to be completed. Design has started on the remaining bridges.

Mr. Charles Dertinger, Director of Administration for Northampton County, addressed the Board. Mr. Dertinger acknowledged that the project has experienced a number of issues that have slowed progress. Secretary Richards stated that similar problems have arisen in PennDOT's Rapid Bridge Replacement project and that's part of the reason PennDOT wanted to put together its Lessons Learned program. Secretary Richards offered PennDOT's assistance in working through problems being experienced by the County. Mr. Dertinger stated that the County Executive McClure has spoken to the Secretary about some of these issues and remains committed to seeing the Northampton County Bridge project through to completion.

No action required by the Board.

## **NEW BUSINESS**

### **PRESENTATION AND CONSIDERATION OF P3 PROJECT CANDIDATE: DISTRICT 4-0 INTERSTATE BRIDGES: PROJECT PRESENTED BY MR. MICHAEL BONINI AND MS. MELISSA BATULA**

Mr. Bonini explained to the Board that District 4 has the rehabilitation and replacement of 15 bridges on I-80 and I-81 programmed on the Interstate Transportation Improvement Program (TIP). While the project already has committed funding, which may not be a typical P3 candidate, PennDOT staff evaluated six delivery options to see if there may be a more cost-effective method to procure the project. The analysis resulted in the recommendation of the Adjusted Bid Design Build (AD-BD) alternate delivery procurement.

Ms. Batula reviewed the advantages of AB-DB procurement and why this type of procurement is being recommended for the District 4 project. Ms. Batula noted that the needs on the Interstate network are so significant that any procurement method that can result in cost certainty and cost savings will allow those savings to be re-invested into the Interstate system.

***After Mr. Bonini reviewed the proposed project schedule with the Board, the District 4 Interstate Bridges project was approved to proceed on a motion by Mr. Ron Drnevich, seconded by Secretary Randolph Albright, and unanimously approved.***

### **UNSOLICITED PROPOSALS UPDATE: PRESENTED BY MR. MICHAEL BONINI**

Mr. Bonini stated that the October 2018 unsolicited project window, typically open for the month was extended through the end of the calendar year. The results of that window will be discussed with the Board at the next regularly scheduled meeting.

As for unsolicited projects previously submitted, Mr. Bonini started with a report on an unsolicited proposal received in April 2017. The submission, Environmental Solutions P3, came from Resource Environmental Solutions (RES). RES proposed to address multiple environmental issues that typically come up when assessing the impact of transportation projects such as wetlands and threatened and endangered species. RES proposes to do this by developing mitigation banks across the State. The P3 Office would like to use the Chalfont project as a “pilot” for this proposal before deciding whether to recommend it on a larger scale.

The Pennsylvania Turnpike Commission (TPC) Tunnel Rehabilitation Project was proposed by Kiewit Infrastructure Company in April 2018. The purpose of the project is to rehabilitate and modernize the PTC tunnel systems in 5 tunnels through a scalable (Design/Build/Finance or Design/Build/Finance/Maintain) P3 delivery. Systems included in the proposal are structural, mechanical and electrical rehabilitation with improved energy efficiency. The PTC is reviewing how the proposal fits into its long-term capital and maintenance plans. A Request for Information (RFI) is expected to be issued by the P3 Office next month.

The PennDOT Truck Parking Expansion Program (TPEP) was proposed by Truck Specialized Parking Services, Inc. in April 2018. The proposal looks to take underutilized public and private real estate along key highways that produce the best results in reducing parking congestion in eastern PA. The proposed solution also uses a technology platform developed specifically to manage parking availability and reservations for commercial vehicles. Mr. Bonini noted that an RFI was issued by the P3 Office last week and Brian Hare will be talking more about truck parking issues later in this agenda.

The final project submitted in the April 2018 window was the Smithfield Gateway Infrastructure Road Improvements. Proposed by Monroe County Industrial Development Authority (MCIDA) the project contemplates the construction of commercial development on 128 acres of land located in Smithfield Township, Monroe County. The site is located at the intersection of SR 209 and SR 447 in East Stroudsburg. The project also involves a significant range of transportation improvements (safety and congestion) that are needed regardless of the proposed commercial development envisioned for the area. Information is still needed for the P3 staff to properly evaluate this proposal.

No action required by the Board

CAPITAL SCREENING ACTIVITIES: PRESENTED BY MR. MICHAEL BONINI AND MR. JOSEPH GURINKO

Mr. Bonini started by saying that since the major P3 projects (Rapid Bridge Replacement, CNG Fueling Stations) are well on their way to completion, it's time to define the next generation of projects that the P3 Office will undertake. We spoke to the leadership at PennDOT to look at possible directions based on needs, likely funding levels over the next 12 years, lessons learned on P3 projects to date, etc. We also

wanted to reach out to the District Offices and Planning Partners to get their input on many of the same topics. The purpose of the outreach effort was also to educate decision-makers on what a P3 is, what P3 procurement can and cannot do and where alternative delivery is most likely to be appropriate.

Mr. Gurinko reviewed the results of the outreach program. We met with all the Districts and most of the Planning Partners. Input was not restricted – we were looking for a wide range of types and sizes of suggestions - and the feedback we received reflected that. Mr. Gurinko reviewed the common themes with the Board. In addition to those project types, we heard often about other needs that may not fit an alternative delivery model but we wanted to evaluate to determine if there was a more efficient way to meet these common needs. Our next step is to evaluate our common themes for alternate delivery and figure the breadth and scope that will maximize interest from the private sector.

No action required by the Board.

#### **OTHER BUSINESS:**

##### **COMMERCIAL TRUCK PARKING P3 RFI: PRESENTED BY MR. BRIAN HARE**

Mr. Brian Hare reviewed PennDOT's recent activities with the Board. He noted that PennDOT developed its first-ever Freight Plan in 2016, that a Freight Work Group was established in 2017 and an Eastern (PA) Freight Summit was held in June 2018. The Freight Summit covered a variety of freight issues on the first day and a bus tour of regionally significant freight sites was conducted on the second day. Of the freight issues covered on the first day, the topic of truck parking generated the most interest of the attendees. Truck parking is becoming increasingly important because of driver safety, Federal regulations and new electronic reporting requirements for drivers.

Mr. Hare spoke of the various aspects of truck parking – location, amenities need, reservations systems, advance notice of capacity, etc. The question came up regarding who is best equipped to provide solutions to these issues. What is probably required is a several-prong approach including the private sector, Federal/State/local governments and truckers associations.

Truck parking activities by the PA Turnpike Commission were reviewed with the Board. A truck parking pilot program will take place at 6 service plazas along the Turnpike from the Harrisburg area to King of Prussia. Construction of the improvements is expected to start in Spring 2019.

As for PennDOT's efforts in this area, a Request for Information (RFI) was issued through the P3 Office last week. Mr. Hare reviewed a sample of the questions included in the RFI. Feedback received will help define the path forward and whether a public private partnership is the proper way to deliver any project that comes out of this process.

No action required by the Board.

**PUBLIC COMMENTS**

Ms. Michelle Bisbing of the Pocono Mountains Economic Development Corp. wished to address the Board regarding the Smithfield Gateway Improvements. She stated that the project is sited at an already busy intersection of Routes 209 and 447 in Monroe County. The intersection is congested and has been the focus of numerous failed attempts by previous developers to improve the intersection. The Smithfield Gateway Improvements would provide traffic relief that's been needed for decades. Ms. Bisbing encouraged the Board to consider the project as a partnership project to address an already congested area.

**ADJOURNMENT:**

***On a motion by Mr. Drnevich, seconded by Davis, and unanimously approved, the meeting was adjourned at 3:20 p.m.***