PennDOT Pathways
Major Bridges P3 Initiative

Dominion Blvd, Chesapeake, VA
Design-Build bridge replacement funded by tolls

November 12, 2020
Summary

✔ PennDOT is currently carrying an annual funding gap of over $8.1B to maintain and improve state-owned bridges and highways.

✔ PennDOT will consider applying alternative funding mechanisms for major bridge replacements or rehabilitations on interstates and expressways through a bridge-appropriate P3 delivery model.

DFW Connector, Dallas, TX
Design-Build highway reconstruction that included priced express lanes
Goals

- Accelerate renewal of major bridges
- Enhance public safety
- Avoid costly detours due to weight restrictions or closures of bridges
- Create a financially sustainable model for the Commonwealth’s major bridges on interstates and expressways
Principles

- Should be considered for major bridge replacement or rehabilitation projects, including associated roadwork.

- Through 23 U.S.C. Section 129 apply reasonable user fees that focus on cost recovery of construction, operations and maintenance while minimizing diversion.

- Advertised as individual bridges or as packages of bridges.

- Geographically balanced across the Commonwealth.

- Mitigate against disproportionate socioeconomic impacts.
Benefits

- Accelerates a number of critical bridge projects
- Creates jobs
- Secures a fair, sustainable, user fee-based funding source
- Leverages private sector innovation and investment in assets owned by PennDOT
- Ensures the continued stewardship of transportation assets to support the Commonwealth’s economic vitality and development
Benefits (cont.)

- Potentially creates cost savings with P3 delivery through:
  - Schedule
  - Economies of scale
  - Historically low interest rates

- Reduces collection costs through cooperation with Pennsylvania Turnpike Commission
Typical Bridge Package Schedule

- **Month 0**: Finalize Preliminary Design
- **Month 3**: Release Draft RFQ
- **Month 6**: Release Final RFQ, Shortlist Developers
- **Month 9**: Issue RFP
- **Month 12**: Select Preferred Developer
- **Month 15**: Commercial Close, Financial Close, Initiation of Design and Construction
The P3 Office is recommending that the PennDOT Pathways Major Bridge P3 Initiative proceed using the appropriate contracting P3 delivery model for each interstate or expressway bridge and associated roadwork package, as defined in Act 88 of 2012 and following the process as delineated in the PennDOT P3 Implementation Manual.