



PennDOT Public-Private Transportation Partnerships Office

Transportation Engineering and Safety Conference
December 7, 2018



BENEFITS OF PUBLIC PRIVATE PARTNERSHIPS

- ***Accelerate*** the delivery of ***major transportation projects***
- ***Access private sector skills*** and ***innovation***
- ***Leverage private investment*** to enable ***major projects***
- ***Shift appropriate risks*** to private sector (away from taxpayers)

WHY UNDERTAKE A PROJECT AS A P3?

When the public sector can get more value using P3 approach.

- Lower construction and/or operation costs
- Time savings in construction and/or delivery
- Innovation -- cutting edge technologies or expertise

Public entity must assess “value”

- Value for Money Analysis
- Value of risks transferred to private partner
- Potential for efficiencies
- Qualitative factors

P3 OFFICE PROJECTS





RAPID BRIDGE REPLACEMENT PROJECT

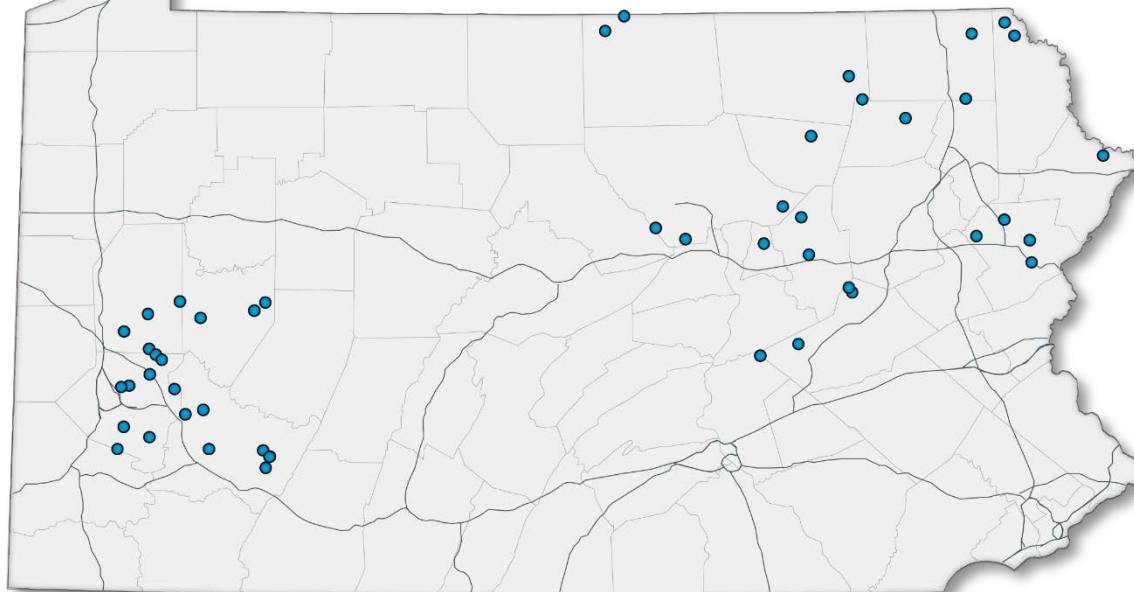
PURPOSE

- Accelerate replacement of 558 poor bridges throughout Pennsylvania
- Minimize impact to traveling public
- Showcase P3 as a viable delivery method
- Allocate risks to party best able to manage them

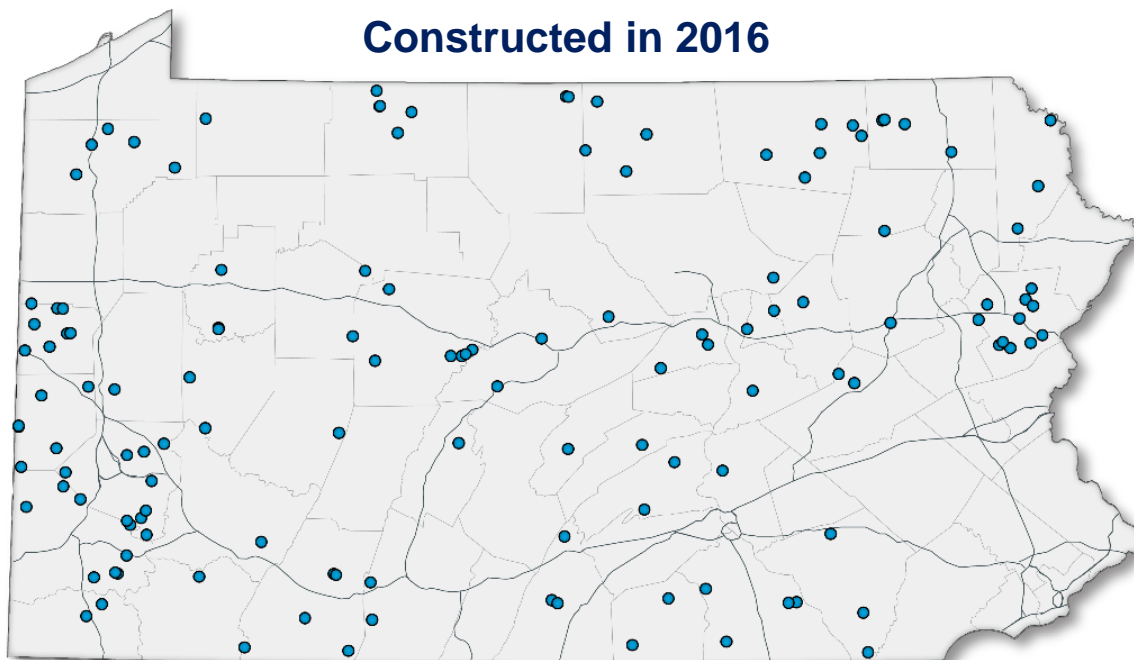


RAPID BRIDGE REPLACEMENT PROJECT

Constructed in 2015

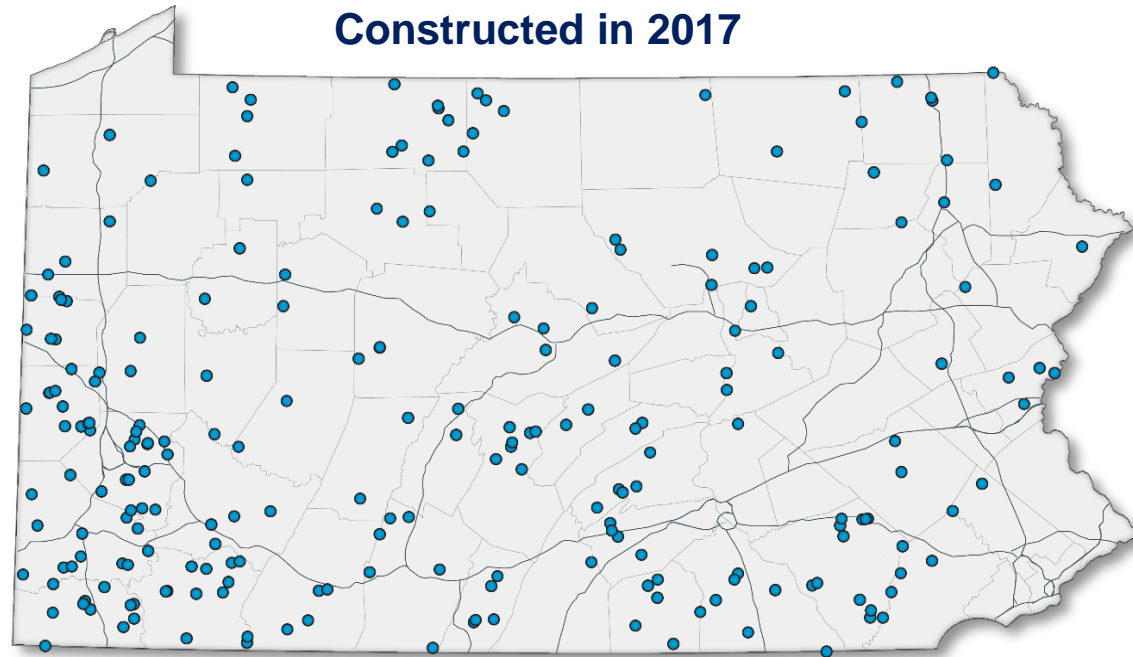


Constructed in 2016

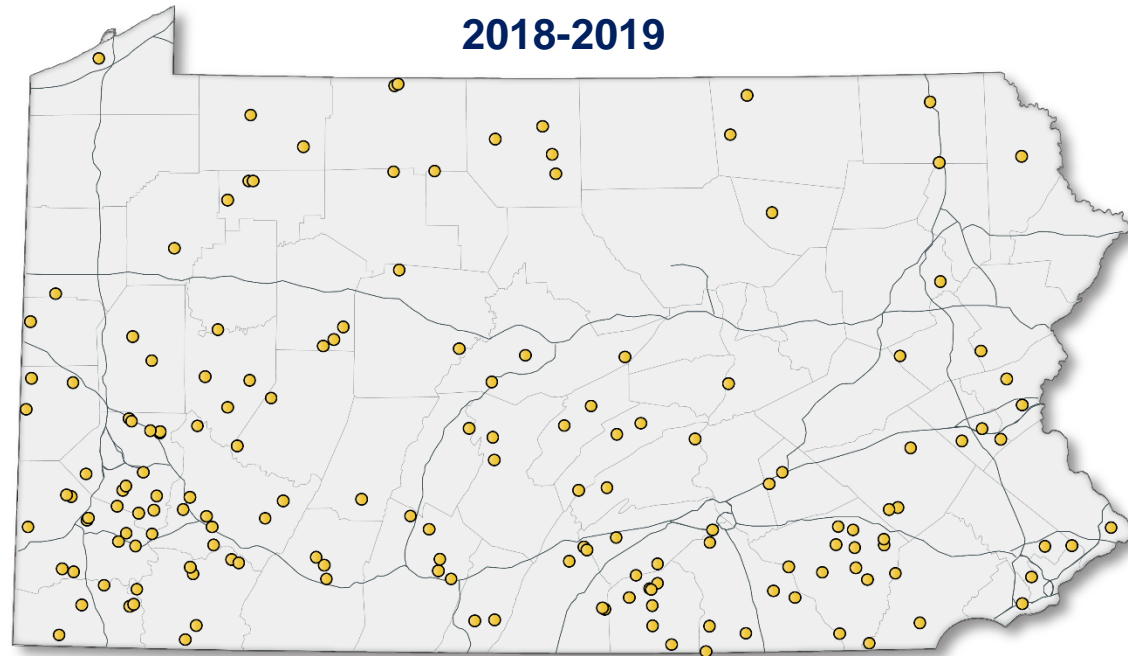


RAPID BRIDGE REPLACEMENT PROJECT

Constructed in 2017



2018-2019



RAPID BRIDGE REPLACEMENT PROJECT

Year	RBR Bridges Constructed
2015	49
2016	131
2017	223
2018-19	155* <i>*Ongoing</i>

Construction Completed	515
Under Construction	38
Planned	5

"I live [near bridge JV-26]. I just wanted to take a moment to recognize the outstanding efforts of the crew that built our new bridge. There was not one neighbor who gave this project a snowball's chance in hell of being completed on schedule! Tommy (foreman) and his crew proved them all wrong, opening the bridge on schedule on the morning of the 35th day.

These guys worked from 6:00 am until 8:00 pm almost every day in near 100-degree heat, brutal thunderstorms, and in the darkness of early morning with fierce determination to keep on schedule, and for this I want to say a big THANK YOU to all of them.

I hope you can pass on my appreciation to these men who made what we thought would be certain headaches, a pleasant lesson in how to tear out an old bridge and build up a new one in 34 days.

Once again, thank you!"

- Centre County resident



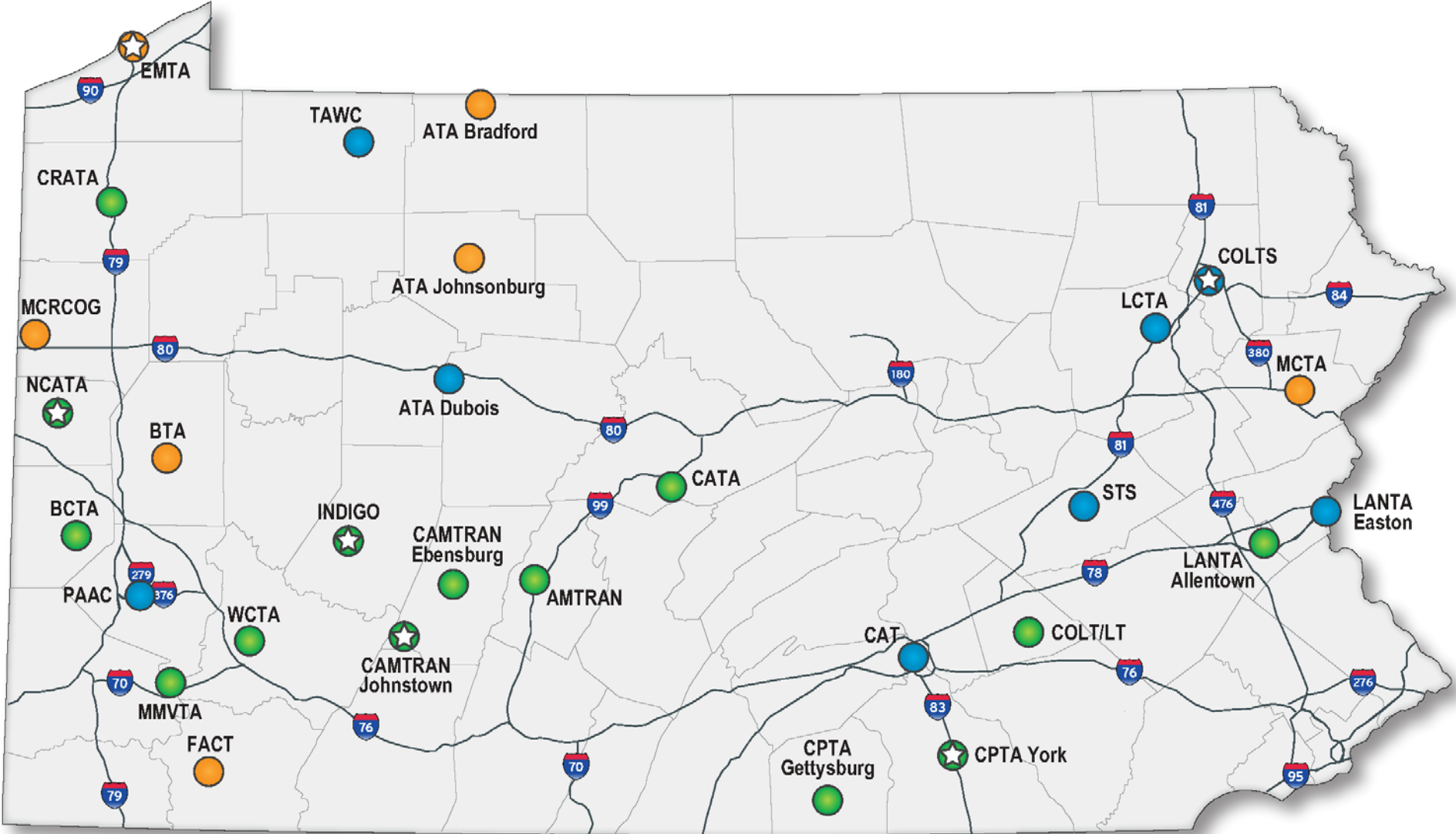
COMPRESSED NATURAL GAS (CNG) FUELING STATIONS FOR TRANSIT AGENCIES

PURPOSE

- Partner with Development Entity to supply Compressed Natural Gas (CNG) to 29 transit facilities and 1,600 buses throughout the Commonwealth
- Require Development Entity (Trillium CNG) to make safety upgrades and design, build, finance, operate and maintain stations
- Provide access to commercial CNG fueling stations for private vehicles and fleets



CNG TRANSIT FUELING STATIONS



As of December 2018

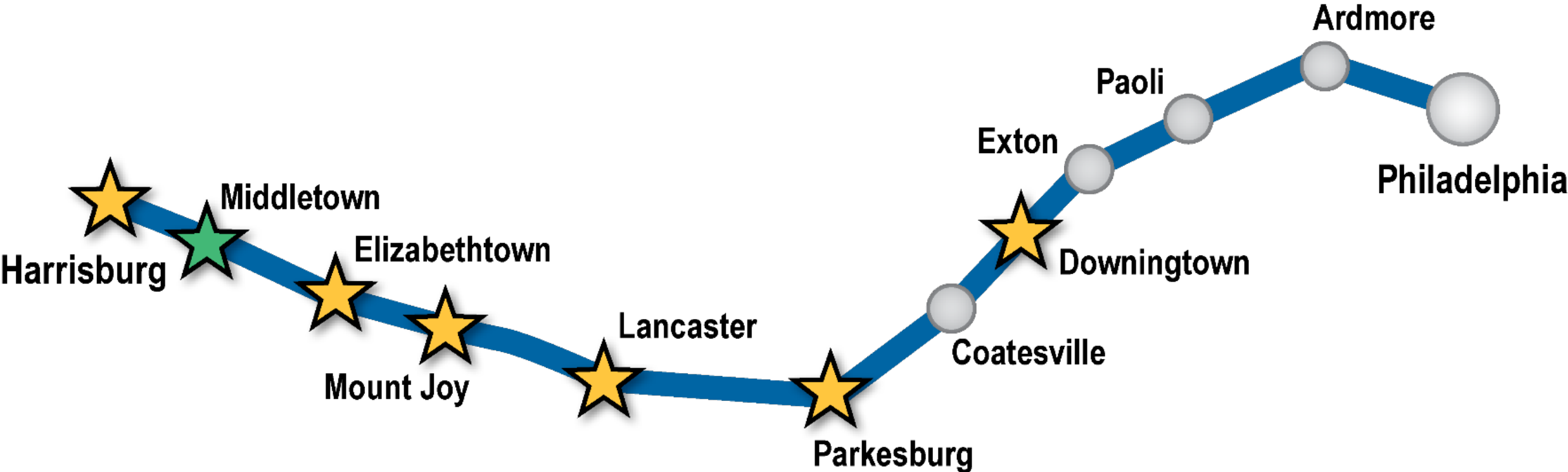
● Completed | ● 2019 Construction | ● Planned Construction (2020-2021) | ☆ Public Access



KEYSTONE CORRIDOR: MIDDLETOWN STATION IMPROVEMENT PROJECT



KEYSTONE CORRIDOR



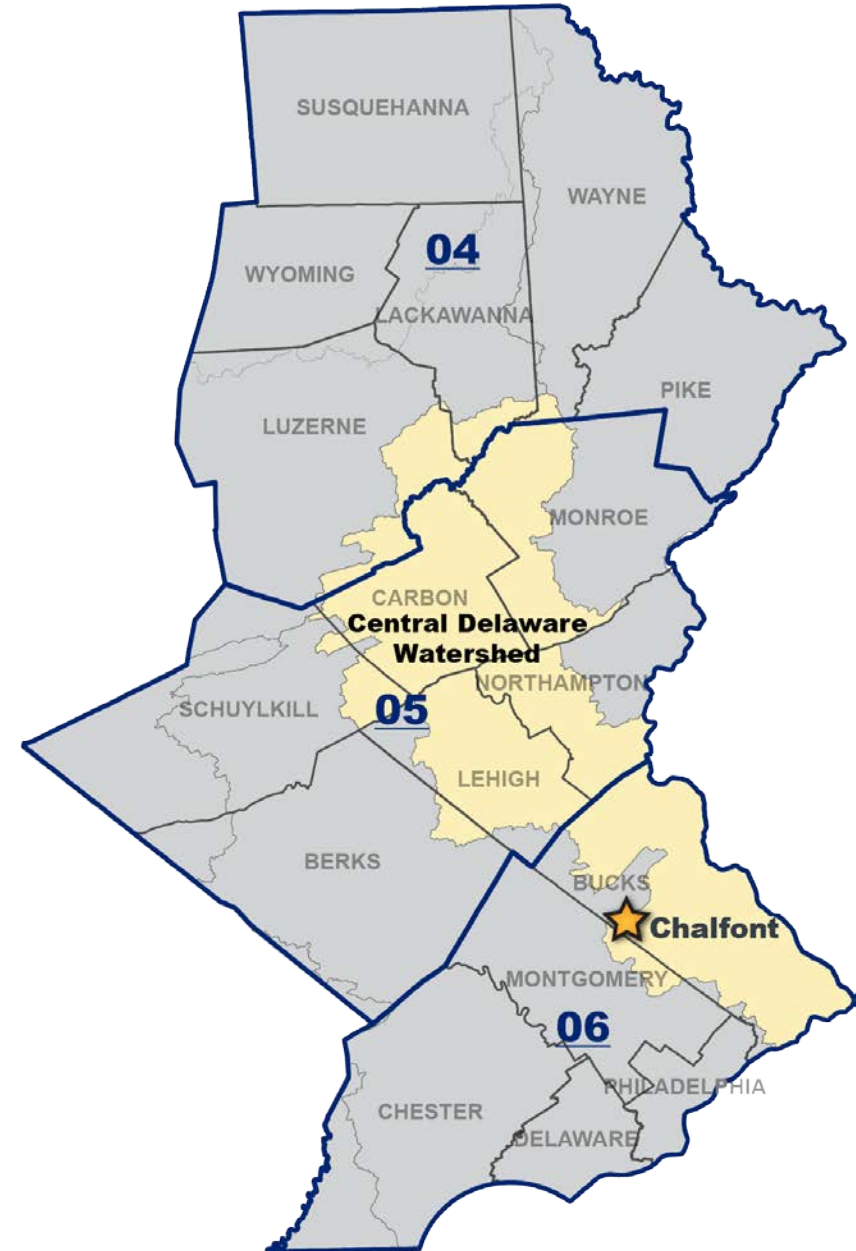


CHALFONT MITIGATION BANKING

12/19/2018

PURPOSE

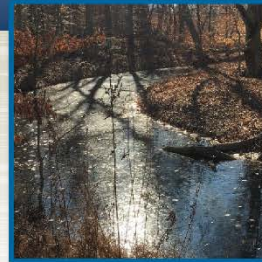
- Develop 140 acres of PennDOT-owned land in Chalfont, Bucks County
- Chalfont Site is located in Central Delaware Watershed
- Development Entity will design, build, finance, operate, and maintain site
- Provide on-demand wetland mitigation credits for PennDOT projects
- Development Entity may sell excess credits with opportunity for revenue sharing



CHALFONT MITIGATION BANKING INDUSTRY FORUM



INDUSTRY FORUM



[www. P3forPA.com](http://www.P3forPA.com)

WETLANDS MITIGATION BANKING

**Tuesday, December 18, 2018
10 a.m. - 1 p.m.**

Chalfont Borough Municipal Building
40 N. Main Street
Chalfont, PA 18914

REGISTER

**Come see the Wetlands Mitigation Banking Project site
firsthand and hear further details about the project.**

PennDOT's vision is that the P3 partner managing the mitigation bank would design, build, finance and operate the site that will provide on-demand wetland mitigation credits for PennDOT projects, as well as be responsible for maintaining the land associated with the credits for a period of no less than 30 years. In addition, the Development Entity will be able to sell excess credits with an opportunity for revenue sharing.

Presented By:

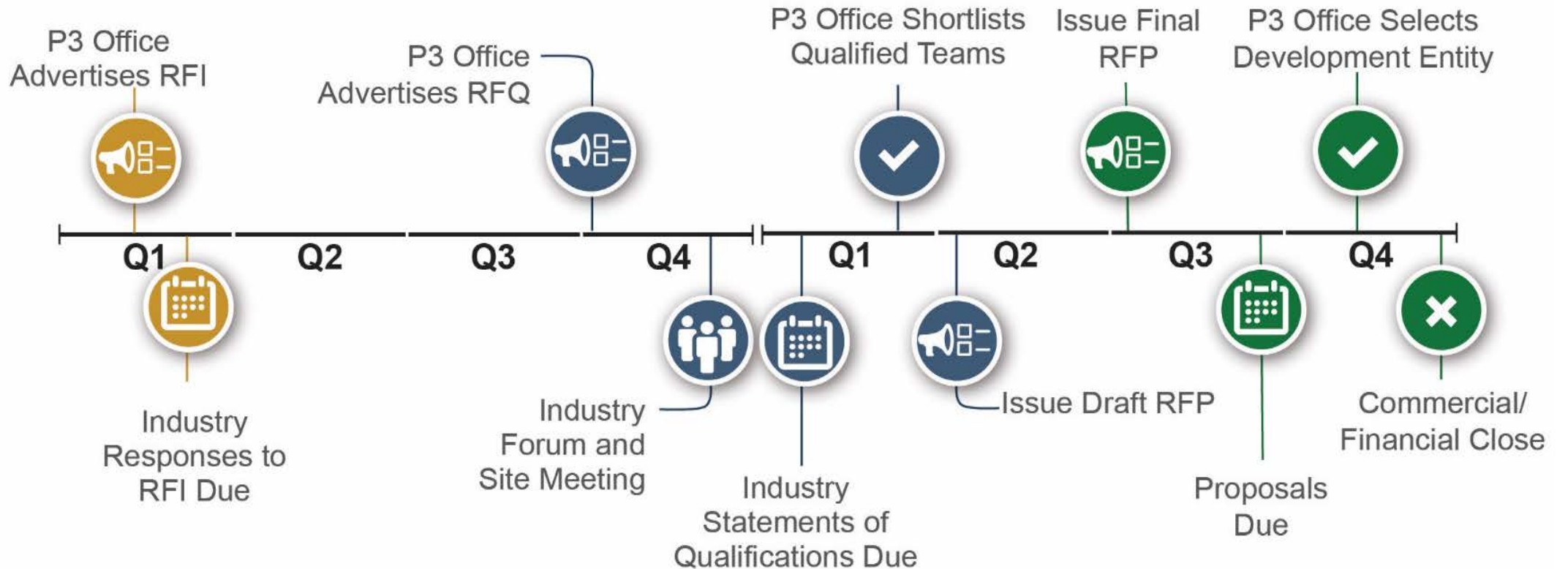
PennDOT Office of Public-Private Transportation Partnerships

CONTACT

CHALFONT MITIGATION BANKING

2018

2019



RFI PHASE

RFQ PHASE

RFP PHASE



FUTURE ACTIVITIES

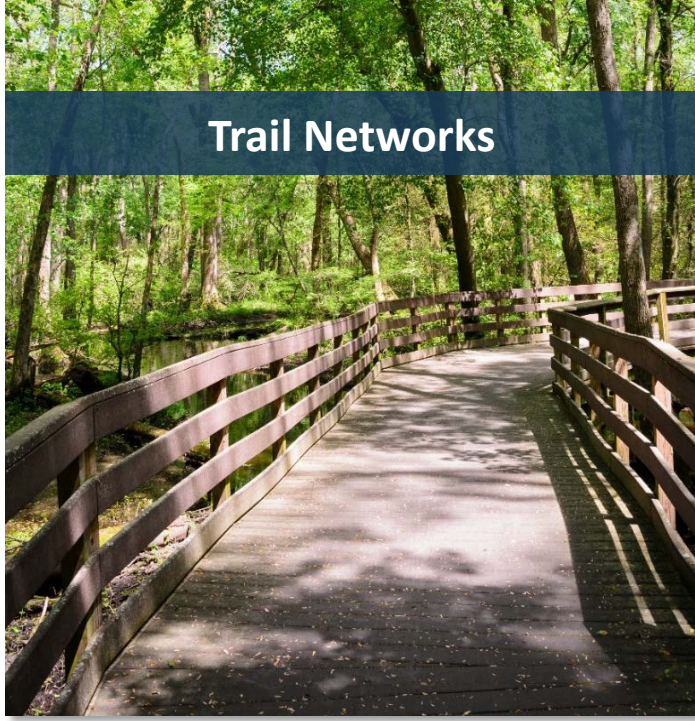
Capital Screening Activities

District 4-0 Interstate Bridges

Unsolicited Proposals

CAPITAL SCREENING ACTIVITIES

Trail Networks



Highway & Bridge Projects



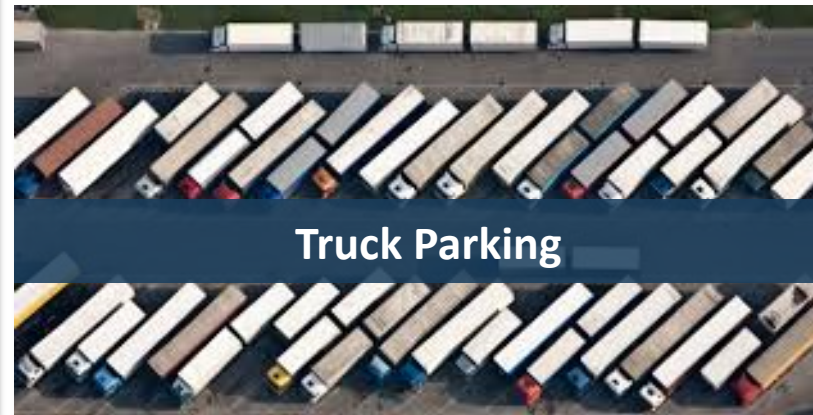
Transit Oriented Development



Roadway Lighting

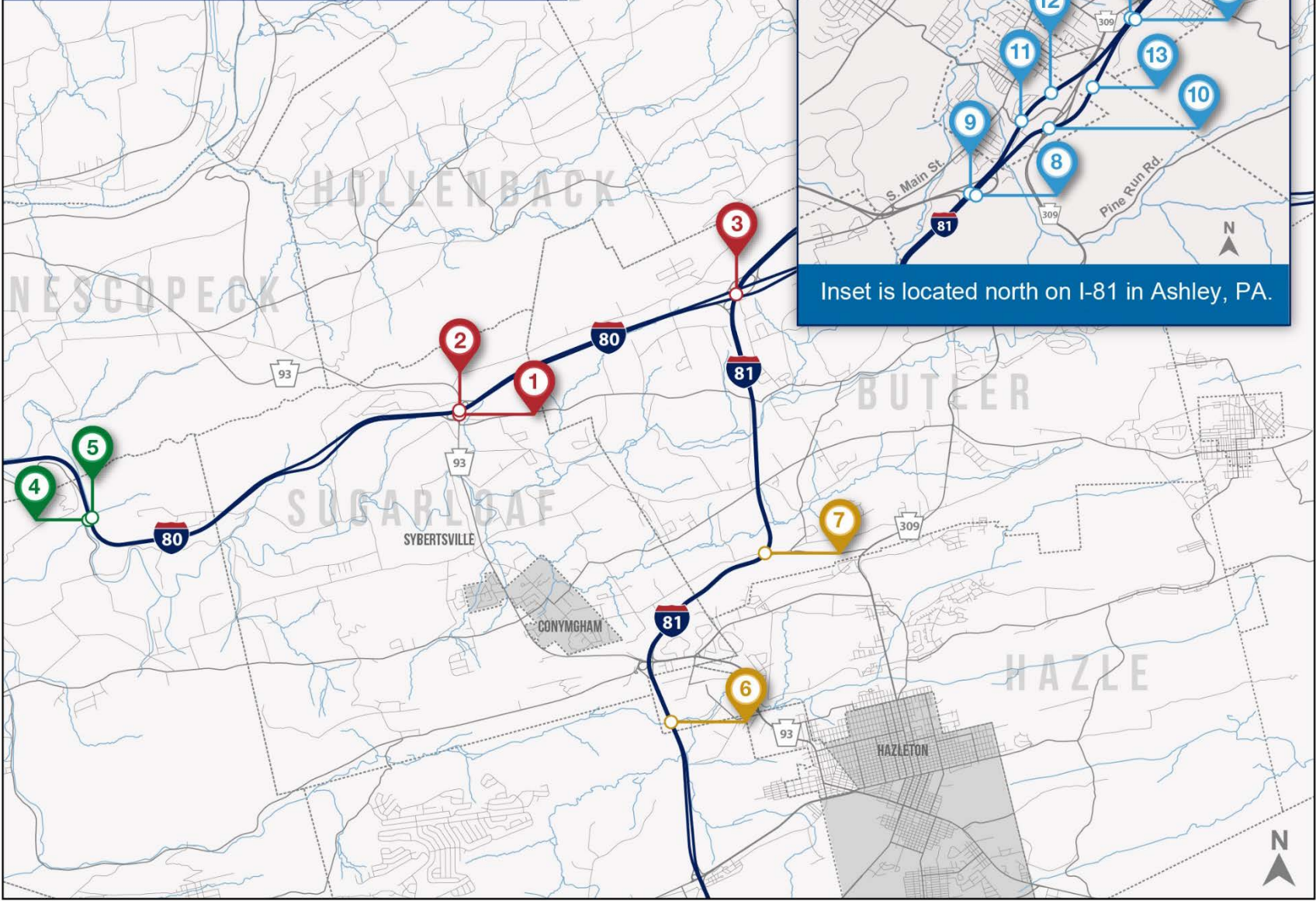


Truck Parking



DISTRICT 4-0 INTERSTATE BRIDGES

PennDOT District 4-0 P3 INTERSTATE BRIDGE BUNDLING



WHY P3 ALTERNATIVE DELIVERY?

Transportation Issue:

- 15 bridges identified for reconstruction by PennDOT District 4-0
 - 10 bridges along I-81 over a 25-mile section
 - 5 bridges along I-80 over a 10-mile section

Delivery Options Considered:

- Design Bid Build (traditional delivery)
- A+Bx (traditional delivery)
- Dynamic Design Bid Build (D2B2)
- Adjusted Bid Design Build (AB-DB)
- Design Build Finance (DBF)
- Design Build Finance Maintain (DBFM)

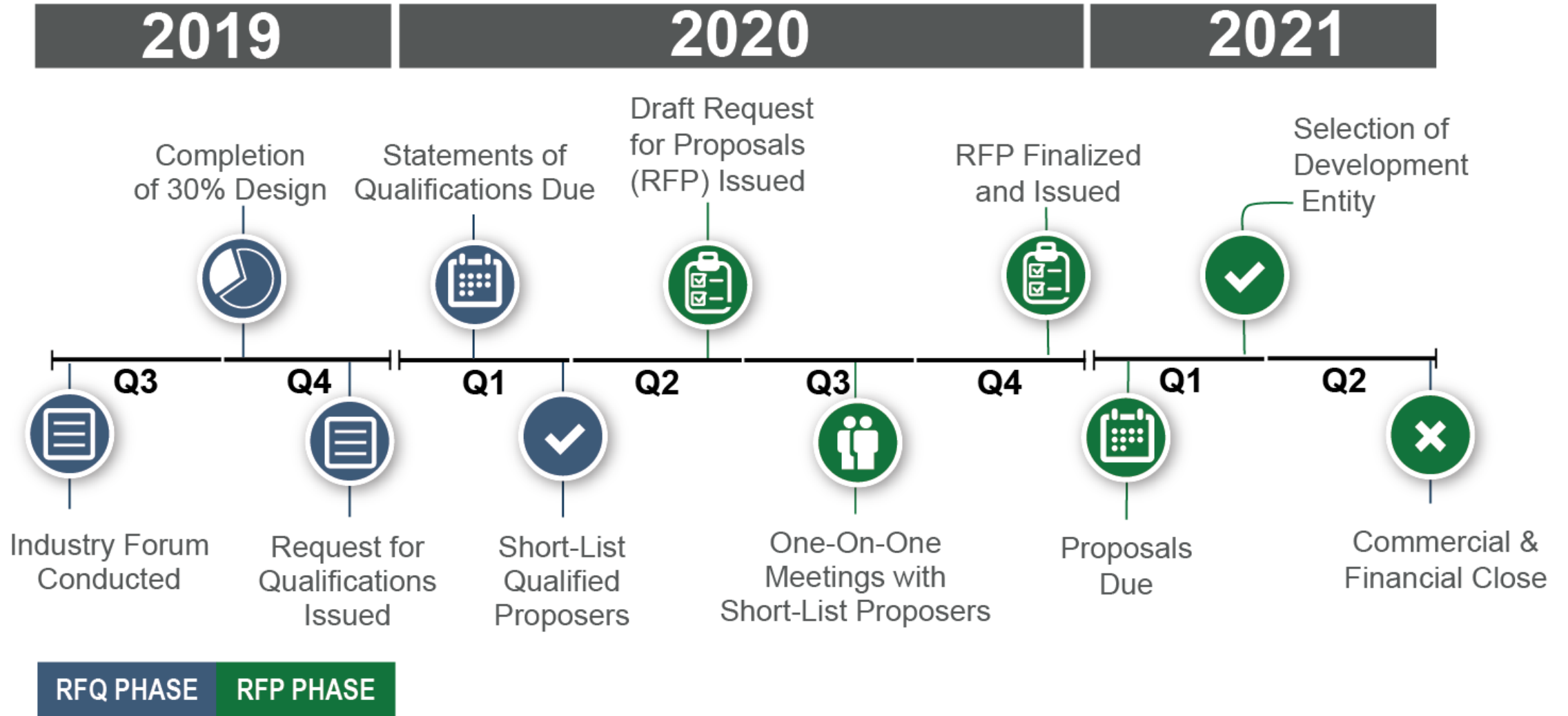
P3 Benefits:

- PennDOT evaluated traditional delivery and multiple P3 Alternative Delivery options to determine best way to construct this bundled bridge package
- P3 Board approval (Act 88) allows for innovation in delivery method

WHY P3 ALTERNATIVE DELIVERY FOR THIS PROJECT?

Adjusted Bid Design Build (AB-DB) Benefits	Why Use Here?
<ul style="list-style-type: none">• Simplified design-build procurement process• Procurement process that provides early cost certainty• Allows for highest degree of owner interaction and control, ensuring all owner direction and intent is addressed during design and construction• Transparent price development process - includes an off ramp to the owner should they decide not to proceed• Allows competing teams to leverage experience, particular design and construction strengths, and creativity	<ul style="list-style-type: none">• Opportunity for construction staging for motorist safety• Accelerated construction• Cost certainty (\$176M on the TIP)• Ability to incentivize innovation

DISTRICT 4-0 INTERSTATE BRIDGES





UNSOLICITED PROPOSALS UPDATE

ACCEPTING PROPOSALS THROUGH DECEMBER 31, 2018



 *Submit Your*
**UNSOLICITED
PROPOSALS**

QUESTIONS

Michael Bonini, Director

**Public-Private Transportation
Partnerships Office**

P3forPA@pa.gov

