Pennsylvania’s Public Private Partnership Projects

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Deputy Secretary for Planning
June 6, 2016

Act 88 of 2012: P3 Enabling Legislation

- The Act provides for an array of project delivery methods ranging from predevelopment agreements through a concession allowing a “Development Entity” to design, build, operate, maintain, manage or lease a transportation facility
  - The Act also allows for “any other innovative or nontraditional project delivery method”

- Act 88 requires RFP’s as the source selection mechanism for P3 projects
  - Sole-source procurements are not authorized
P3 Board Duties

- Meet annually
- Adopt Guidelines establishing the procedures for transportation projects to be considered
- **Evaluate, and where the board finds that the requests or plans for projects are in the best interest of the Commonwealth, approve the requests or plans for transportation projects**
- Submit an annual report to the General Assembly

Comprehensive Transportation Funding

<table>
<thead>
<tr>
<th>Transportation Mode</th>
<th>Year 1 (Jan. 1-June 30, 2014) est.</th>
<th>Year 5 est.</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Roads and Bridges</td>
<td>$186 million</td>
<td>$1.3 billion</td>
</tr>
<tr>
<td>Public Transportation</td>
<td>$99 million</td>
<td>$480 million-$495 million</td>
</tr>
<tr>
<td>Local Roads and Bridges</td>
<td>$34 million</td>
<td>$237 million</td>
</tr>
<tr>
<td>PA Turnpike Expansion Projects</td>
<td>$12 million</td>
<td>$86 million</td>
</tr>
<tr>
<td>Multi-Modal Fund</td>
<td>$30 million</td>
<td>$144 million</td>
</tr>
<tr>
<td>Dirt/Gravel/Low-Volume Roads</td>
<td>-</td>
<td>$30 million</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>$321 million</td>
<td>$2.3 billion-$2.4 billion</td>
</tr>
</tbody>
</table>

Investing in Pennsylvania

- A $2.3 billion dollar investment will generate a net of 62,000 jobs. 50,000 new jobs will be created, and 12,000 additional jobs will be preserved.
- Thousands of bridges and more than 30,000 roadway miles will be improved or rebuilt with new investment.
- Pennsylvania will remain economically competitive with neighboring states that have already recognized the importance of investing in infrastructure.
- Historic investment in statewide public transportation will ensure crippling service cuts are avoided and vital

**Act 89 of 2013**
Goals of Public-Private Partnerships

- **Accelerate** the delivery of transportation projects
- **Deliver on-time, on-budget** projects at rates higher than traditional delivery
- **Access private sector skills** and innovation
- **Leverage private investment** to enable major projects (maximize tax dollars)
- **Shift key risks** to private sector (away from taxpayers)

Current P3 Projects

- [Image of bus]
- [Image of bridge]
- [Image of building]
- [Image of truck]
- [Image of natural gas station]
Rapid Bridge Replacement

- Rapid Bridge Replacement Program (RBRP) is the first P3 project for the Commonwealth of PA
  - Project was approved by the Commonwealth’s Public Private Transportation Partnership Board in September 2013
- Project includes the design, demolition, construction, financing and routine maintenance/lifecycle maintenance for **558 structurally deficient bridges** across Pennsylvania (geographically dispersed)

RBR Project: Bridge Categories

- **Early Completion Bridges**
  - Construction started in 2015
  - Similar to Design/Build, PennDOT provided TS&L, H&H, NEPA, ROW, Utility Clearance, and Permits
  - Development Entity performs Final Design

- **Remaining Eligible Bridges**
  - PennDOT provides: Scoping documents, Min Bridge width, detour or staged, and 2 borings per bridge
  - Development Entity performs: NEPA, TS&L, H&H, survey, ROW Plan, Permits, and Final Design
**RBR Project: P3 Arrangement**

- **Transaction Highlights:**
  - 1 DBFM Contract
  - PennDOT maintains ownership, but the Development Entity is responsible for maintaining each bridge for 25 years after replacement
  - 28 Year Contract (w/ 25 year maintenance term per bridge)

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**RBR Project: Payment Structure**

- **Payment Highlights:**
  - Mobilization payment
  - Milestone payments
  - Availability payments
**RBR Project: At the End of the Day…**

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
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</thead>
<tbody>
<tr>
<td>Total number of bridges:</td>
<td>558</td>
</tr>
<tr>
<td>Culverts:</td>
<td>120</td>
</tr>
<tr>
<td>Single Span:</td>
<td>411</td>
</tr>
<tr>
<td>Multi-Span:</td>
<td>27</td>
</tr>
<tr>
<td>Average new bridge length:</td>
<td>60' (as long as existing)</td>
</tr>
<tr>
<td>Number of bridges -100':</td>
<td>696</td>
</tr>
<tr>
<td>Number of bridges +100':</td>
<td>62</td>
</tr>
<tr>
<td>Number of steel bridges:</td>
<td>12</td>
</tr>
</tbody>
</table>

417 bridge projects will utilize prestressed concrete beams.

2,291 total estimated number of prestressed concrete beams.

144,490 Total LF of prestressed concrete beams (over 27 miles).

57,000 Tons of material (114 million lbs.).

28,000 CY of concrete.

3.7 mil lbs. of rebar (1,850 Tons).

6.1 mil LF of steel strand (1,155 Miles).

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**CNG for Transit Agencies**

**CNG Readiness Date**

<table>
<thead>
<tr>
<th>Tier</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tier 1</td>
<td>Fall 2016 – Spring 2017</td>
</tr>
<tr>
<td>Tier 2</td>
<td>Spring 2017 – Summer 2017</td>
</tr>
<tr>
<td>Tier 3</td>
<td>Fall 2017 – Spring 2021</td>
</tr>
</tbody>
</table>
**CNG: Project Goals & Objectives**

- Provide cost-effective CNG fuel availability to enable transit fleets to switch from diesel and gasoline to CNG
- Generate operational cost savings for transit agencies
- Reduce greenhouse gas emissions
- Deliver operational, maintenance and safety expertise
- Establish consistency between transit agencies for the deployment of CNG fueling infrastructure
- Provide retail CNG fueling to the public, where feasible

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**AMTRAK Stations Improvement Project**

[Image: Draft Conceptual Rendering – 11/24/2015]

[Website: www.P3forPA.pa.gov]
Middletown Station: Project Overview

- **P3 Components:**
  - Design, Build, Finance, Maintain
  - Parking
  - Transit Oriented Development (TOD)

- **Not in P3:**
  - Track/Platform work
  - Station (Towers/Ped Bridge)

Draft Conceptual Rendering – 11/24/2015

Potential TOD
$5 Fee for Local Use

- Allegheny
- Blair
- Bucks
- Cambria
- Chester
- Cumberland

- Dauphin
- Fulton
- Greene
- Philadelphia
- Westmoreland

Northampton Co. Bridge Renewal
# Northampton Co. Project Overview

<table>
<thead>
<tr>
<th></th>
<th>REPLACE</th>
<th>REHAB</th>
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</thead>
<tbody>
<tr>
<td>Structurally deficient</td>
<td>7</td>
<td>1</td>
</tr>
<tr>
<td>Functionally obsolete</td>
<td>14</td>
<td>4</td>
</tr>
<tr>
<td>Aged bridges</td>
<td>7</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>28</strong></td>
<td><strong>6</strong></td>
</tr>
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</table>