

Pennsylvania's
ublic
rivate
artnership
rojects

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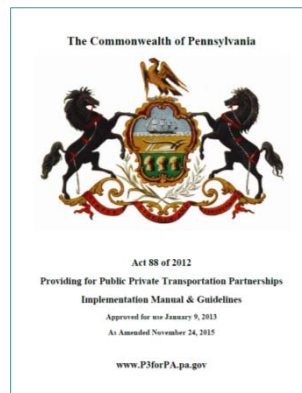
▶ Act 88 of 2012: P3 Enabling Legislation

- 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

Transportation Mode	Year 1 (Jan. 1-June 30, 2014) est.	Year 5 est.
State Roads and Bridges	\$186 million	\$1.3 billion
Public Transportation	\$59 million	\$480 million - \$495 million
Local Roads and Bridges	\$34 million	\$237 million
PA Turnpike Expansion Projects	\$12 million	\$86 million
Multi-Modal Fund	\$30 million	\$144 million
Dirt/Gravel/Low-Volume Roads	-	\$30 million
TOTAL	\$321 million	\$2.3 billion-\$2.4 billion

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 10,000 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)

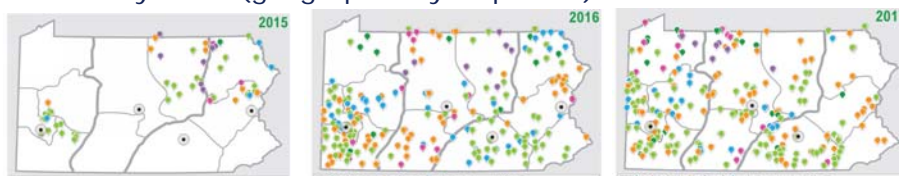


Current P3 Projects



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)



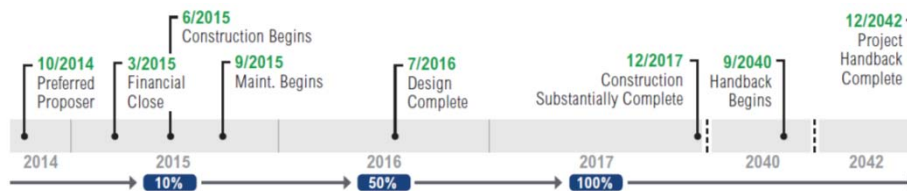
RBR Project: Bridge Categories

- **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)



RBR Project: Payment Structure

- Payment Highlights:
 - Mobilization payment
 - Milestone payments
 - Availability payments

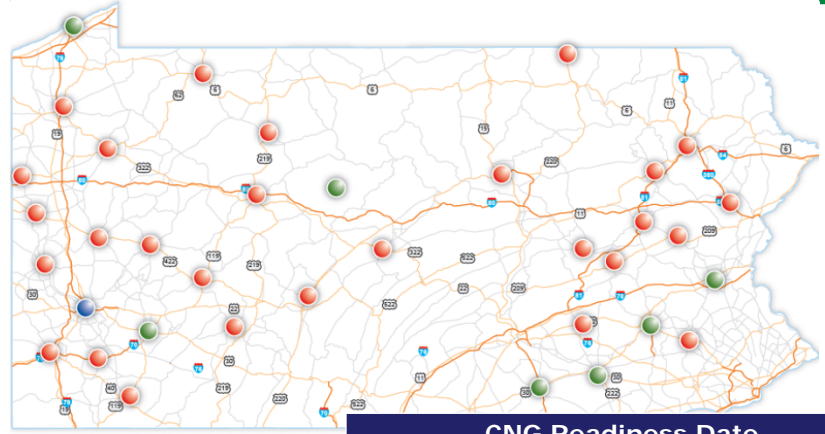


RBR Project: At the End of the Day...

Total number of bridges:	558
Culverts:	120
Single Span:	411
Multi-Span:	27
Average new bridge length:	60' (10' longer than existing)
Number of bridges -100':	496
Number of bridges +100':	62
Number of steel bridges:	12 (number could change)
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)	



CNG for Transit Agencies



Current Fleet Size Key: ● > 1,000 ● 100-200 ● < 100

CNG Readiness Date	
Tier 1	Fall 2016 – Spring 2017
Tier 2	Spring 2017 – Summer 2017
Tier 3	Fall 2017 – Spring 2021

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



AMTRAK Stations Improvement Project



www.P3forPA.pa.gov



Middletown Station: Project Overview

- **P3 Components:**

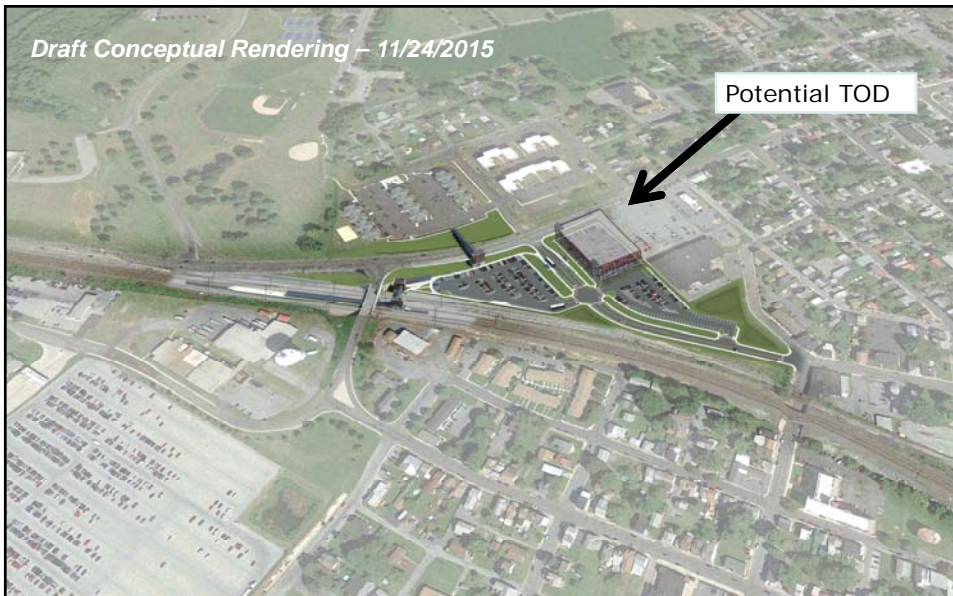
- Design, Build, Finance, Maintain
- Parking
- Transit Oriented Development (TOD)

- **Not in P3:**

- Track/Platform work
- Station (Towers/Ped Bridge)



Draft Conceptual Rendering – 11/24/2015



\$5 Fee for Local Use

- Allegheny
- Blair
- Bucks
- Cambria
- Chester
- Cumberland
- Dauphin
- Fulton
- Greene
- Philadelphia
- Westmoreland



Northampton Co. Bridge Renewal

