

PA Senate Transportation Committee



Follow-Up Hearing

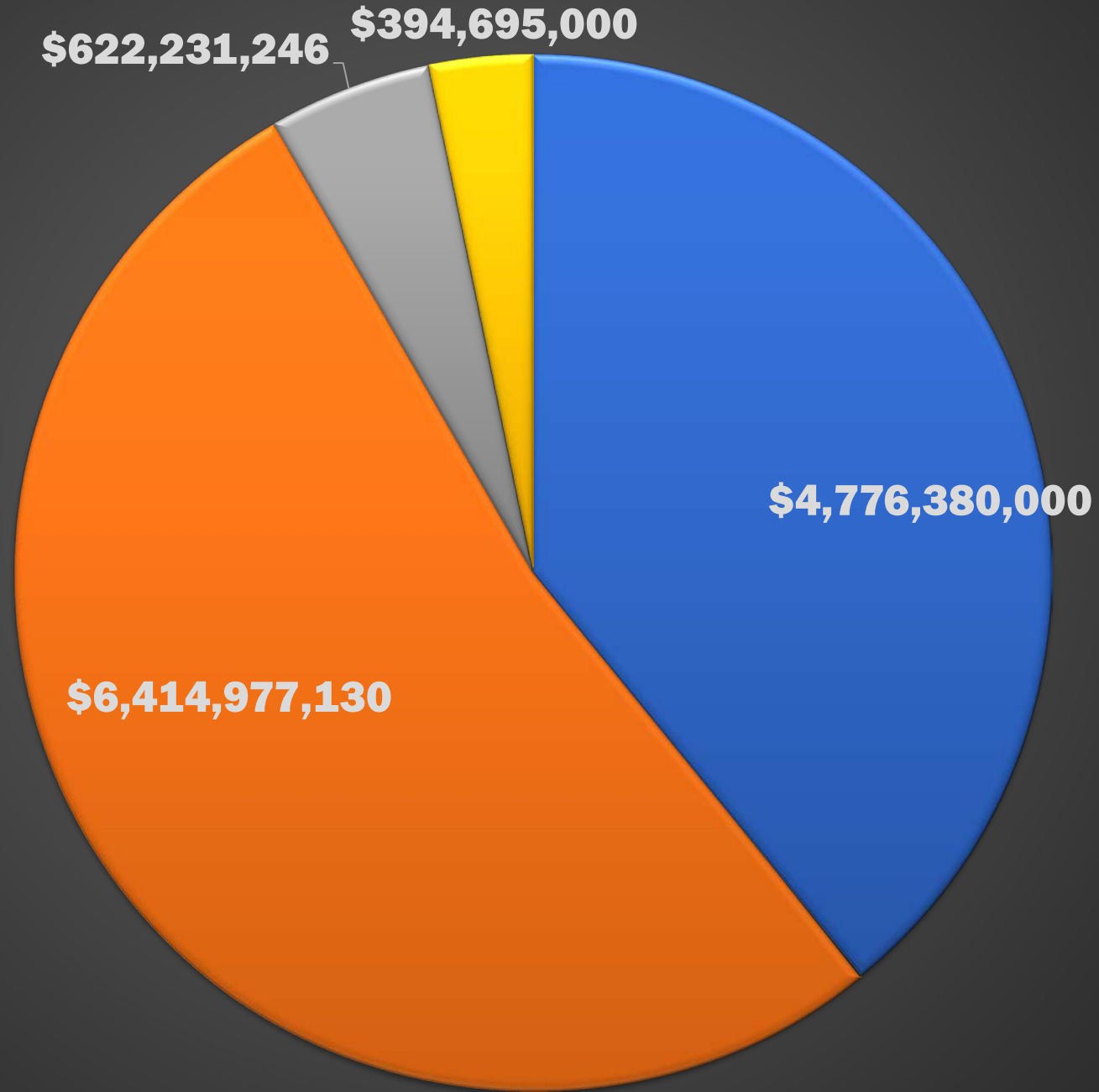
Nov. 15, 2017

**For the PA Turnpike:
Chair Leslie Richards
Commissioner John Wozniak
CEO Mark Compton
COO Craig Shuey**



Debt Outstanding

- Toll Revenue Bonds
- Act 44 Bonds
- OFT Bonds
- MVR Bonds

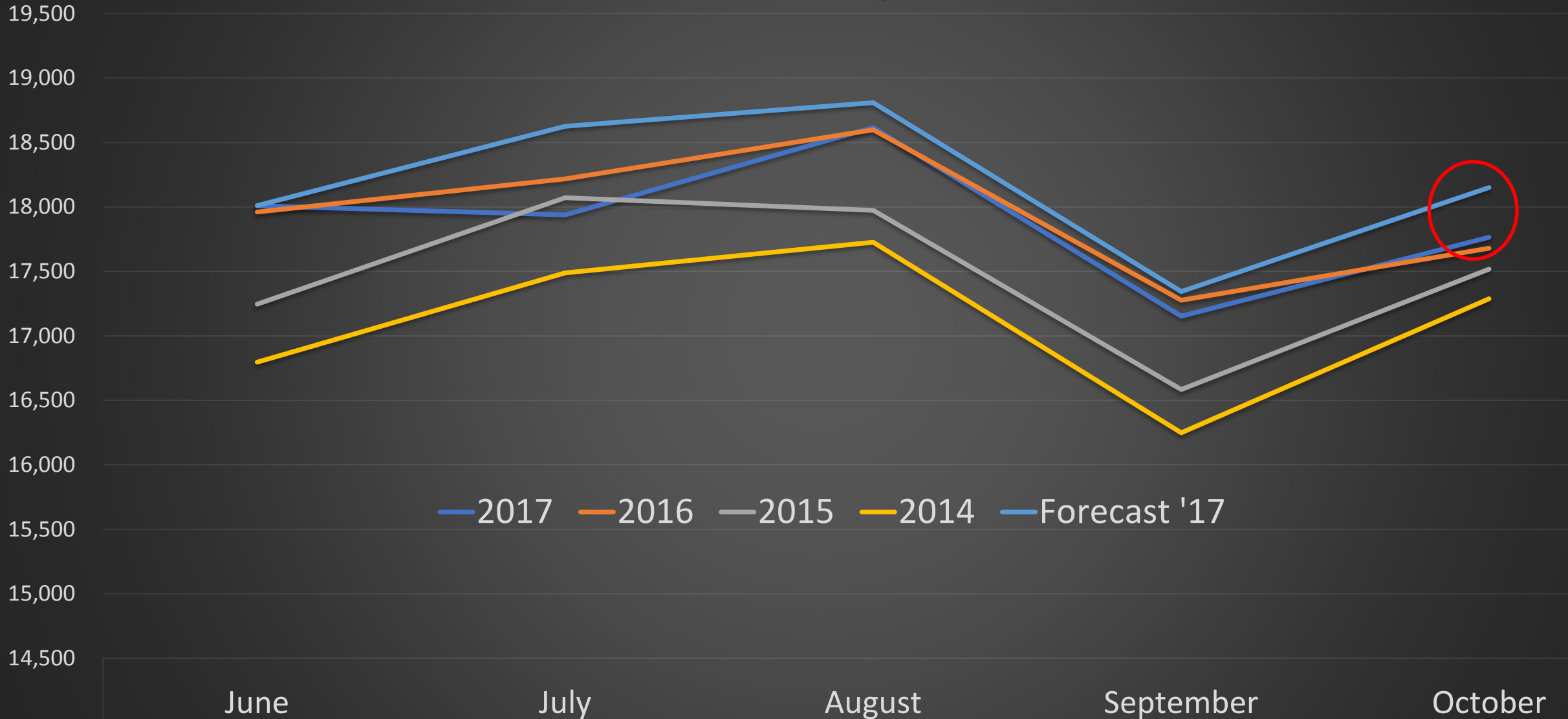


PTC Debt Management Strategies

<i>Tactic</i>	<i>Cumulative Savings</i>
Build America Bonds	\$371 million
Derivatives	\$92 million
EB-5 Program	\$35 million
Refinancings	\$755 million
<u>Total Savings</u>	<u>\$1.253 billion</u>

Traffic Short of Forecast

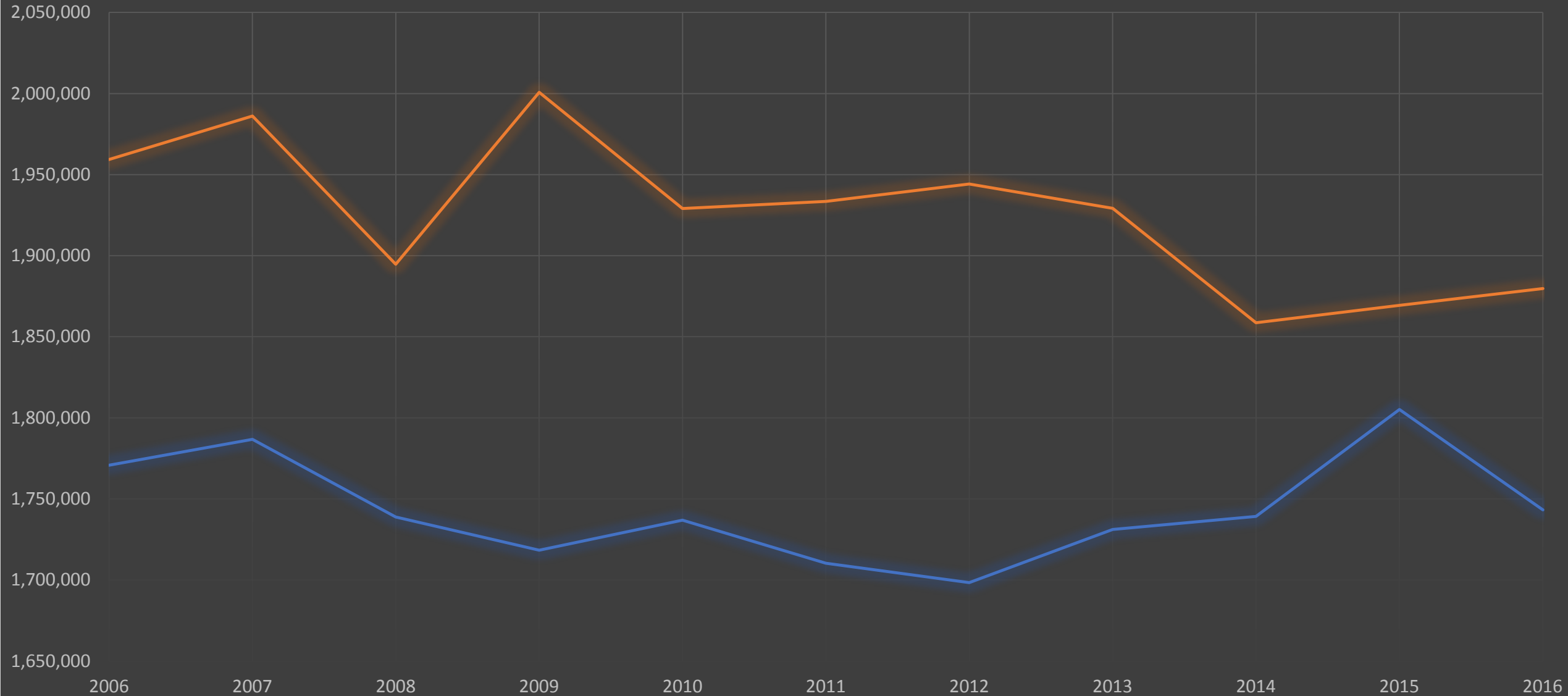
Total Vehicle Volumes (In Thousands)



Preliminary Unaudited In Thousands

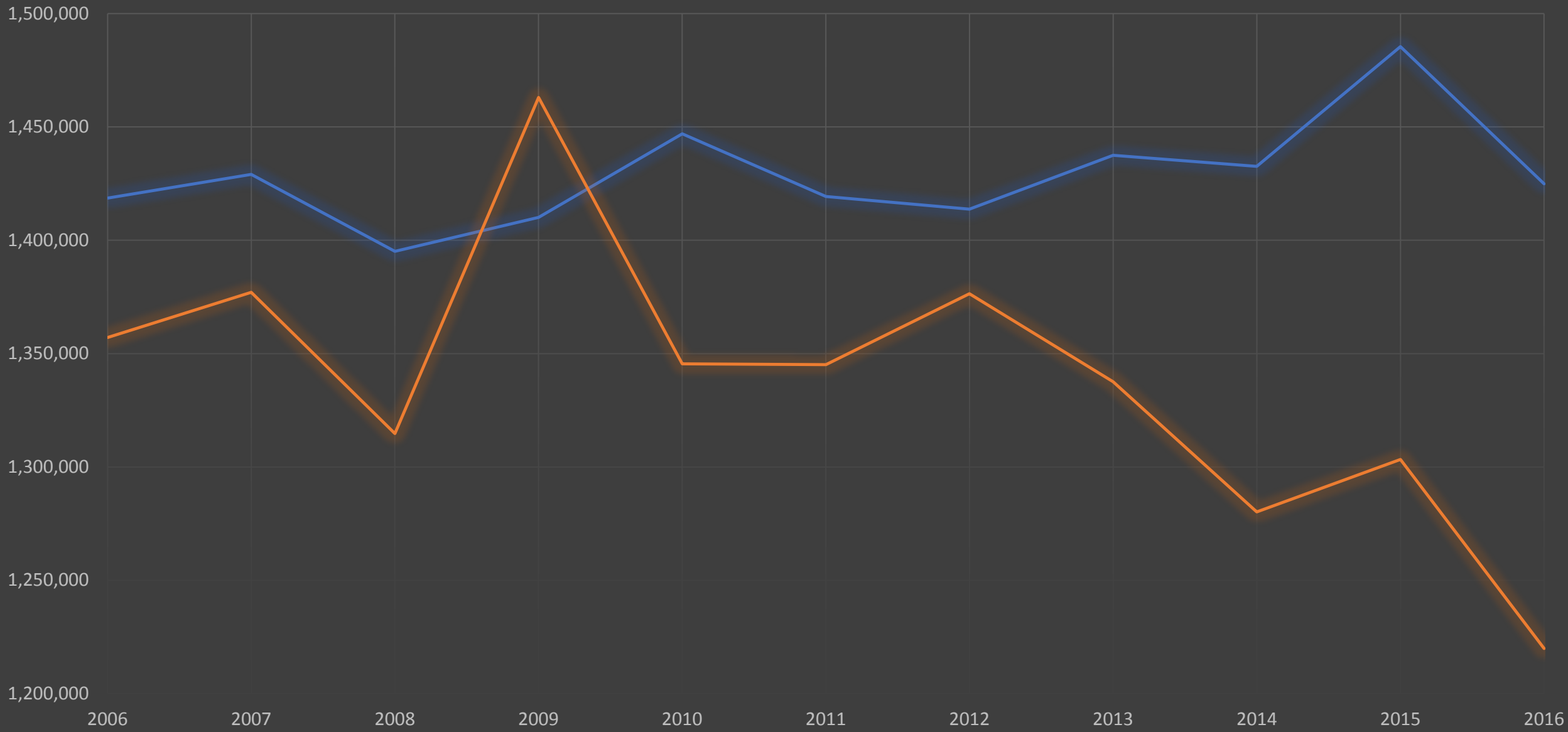
PTC vs. I-80: Total Combined AADT

— PTC Total — I-80 Total

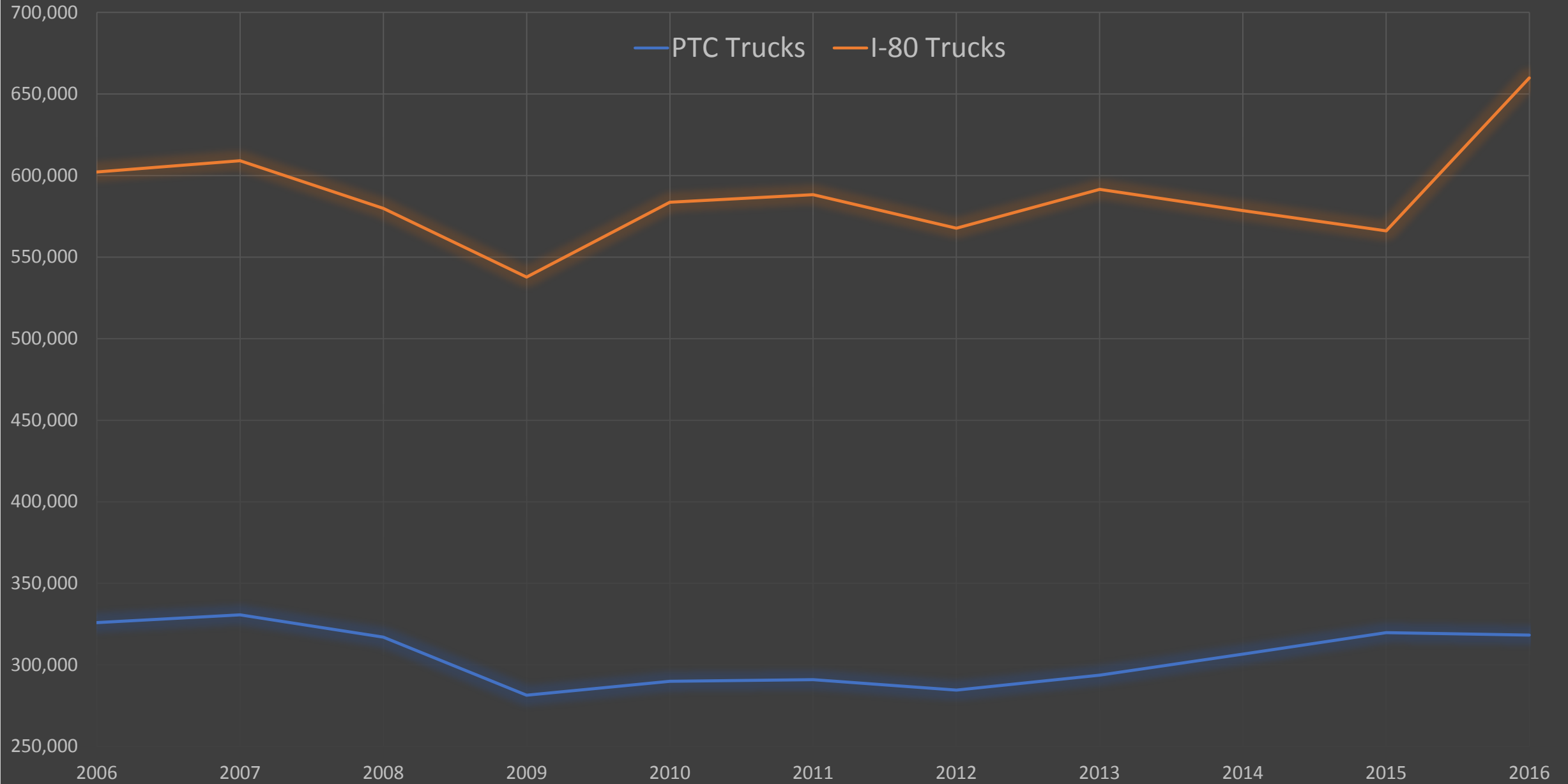


PTC vs. I-80 : Cars AADT

— PTC Cars — I-80 Cars



PTC vs. I-80: Trucks AADT



Mon-Fayette Traffic

	Volumes	% Change
FY 2005-06	8,403,063	--
FY 2006-07	8,827,430	5.1%
FY 2007-08	9,112,062	3.2%
FY 2008-09	9,937,175	9.1%
FY 2009-10	10,341,573	4.1%
FY 2010-11	10,689,778	3.4%
FY 2011-12	12,004,174	12.3%
FY 2012-13	12,893,997	7.4%
FY 2013-14	13,088,511	1.5%
FY 2014-15	13,617,925	4.0%
FY 2015-16	13,957,605	2.5%
FY 2016-17	13,499,868	-3.3%

Legislative Briefings: Mon/Fayette & Southern Beltway

Southern Beltway and Mon-Fayette Expressway Legislative Briefing

October 2017

Mon-Fayette Expressway, PA-51 to I-376

This project is a 14-mile long extension of the Mon-Fayette Expressway traversing the municipalities of Jefferson Hills, Dravosburg, West Mifflin, Duquesne, North Versailles, East Pittsburgh, Turtle Creek, Wilkins, Penn Hills and Monroeville. Eight of the 14 miles are located south of the Mon River between PA Route 51 in Jefferson Hills and PA Route 837 in Duquesne. The "northern section" from Duquesne to I-376 in Monroeville is 6 miles and includes a new Mon River bridge. The environmental reevaluation report, which covers both sections must be approved by FHWA. Approval is anticipated in Spring 2018.

Public plan displays for the 8-mile "southern section" from PA-51 in Jefferson Hills to PA-837 in Duquesne will be held in Spring 2018. These will provide the +/-320 impacted property owners with a description of what property must be acquired as well as an explanation of the Right-of-Way acquisition process and schedule. Impacted properties are located in Jefferson Hills, Dravosburg, West Mifflin and Duquesne. Construction schedules for the southern section will also be shared.

Design of the MFE is also being advanced north of the Mon River. The timing of public plans display, ROW acquisition and construction is dependent on funding and construction cost; no construction is anticipated in this northern section prior to 2025.

Total project cost estimate- \$2.1B

Southern Section- estimated cost \$903M(2017\$)

- Preliminary design nearly complete.
- Public officials meetings and public plans display anticipated for Spring 2018.
- Final design to begin immediately after Public meetings.
- Right-of-Way acquisition (approximately 320 properties) to start in late 2018/early 2019.
- Construction anticipated to begin in 2022.
- Currently advertising for Construction Manager.

Northern Section- estimated cost \$1,189M(2017\$)

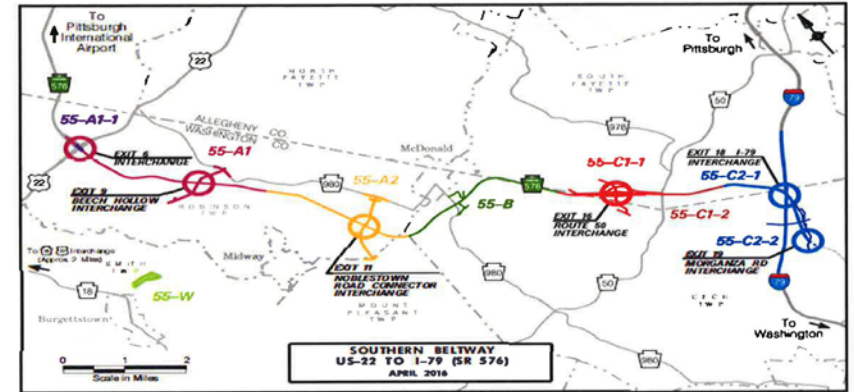
- Preliminary design ongoing.
- Construction not anticipated until after 2025.
- Right-of-Way acquisition not anticipated until 2024 at the earliest.
- Final schedule for northern section is dependent on funding.

Southern Beltway Route, US-22 to I-79

This project is the construction of the Southern Beltway (I-576) from the current terminus at US Route 22 to I-79 in Washington and Allegheny Counties. The project traverses Robinson Twp., Mt. Pleasant Twp., McDonald Borough, S. Fayette Twp., and Cecil Twp.

The project consists of 8 construction sections. Section 54ABC is the conversion of existing I-576 to cashless tolling and Section 55A1-1 is complete. Sections 55A1, 55B, and 55C1-1 are currently under construction.

Nov 2017 Briefing



The remaining sections are finalizing design and permits in preparation of bidding. The FHWA and PennDOT must approve the FEIS Re-evaluation, which is broken into 3 re-evaluations. Re-evaluation 1 is complete and re-evaluation 2 is being finalized and submitted for approval in early November. It will allow construction of Section 55A2. Re-evaluation 3 will be submitted early November also but must be sent to the Veterans Administration (VA) for review. Once it is approved Sections C2-1 and C2-2 can proceed.

Section 55C2-1 is the only section that currently needs an NPDES permit to be approved; the permit is being reviewed now. DEP Chapter 105 permits are still needed for Sections 55A2, C1-2 and C2-1; they are all submitted and have been reviewed. All but C1-2 have had responses to comments submitted back to DEP. The US Army Corps of Engineers 404 permit for the entire project has been issued.

Coordination with PennDOT is ongoing. Most of the coordination involves the interchange with I-79. Project is currently scheduled for opening in the Fall of 2021.

Total project cost estimate- \$870M

Section	Bid Date	Start Date	Completion	Cost (Millions)	% Complete
54 ABC	7/26/17	9/2017	7/2018	\$4.8	14
55A1	11/9/16	12/2016	5/2019	\$91.4	33
55A2	4/18/18	6/2018	7/2020	\$121.5	N/A
55B	12/14/16	2/2017	7/2019	\$92.6	18
55C1-1	9/13/17	11/2017	10/2019	\$87.1	0
55C1-2	2/28/18	4/2018	5/2020	\$57.0	N/A
55C2-1	9/26/18	12/2018	8/2021	\$210.0	N/A
55C2-2	3/28/18	6/2018	6/2020	\$32.1	N/A

Note - 54 ABC is the conversion to Cashless Tolling on Existing I-576.

Nov 2017 Briefing