

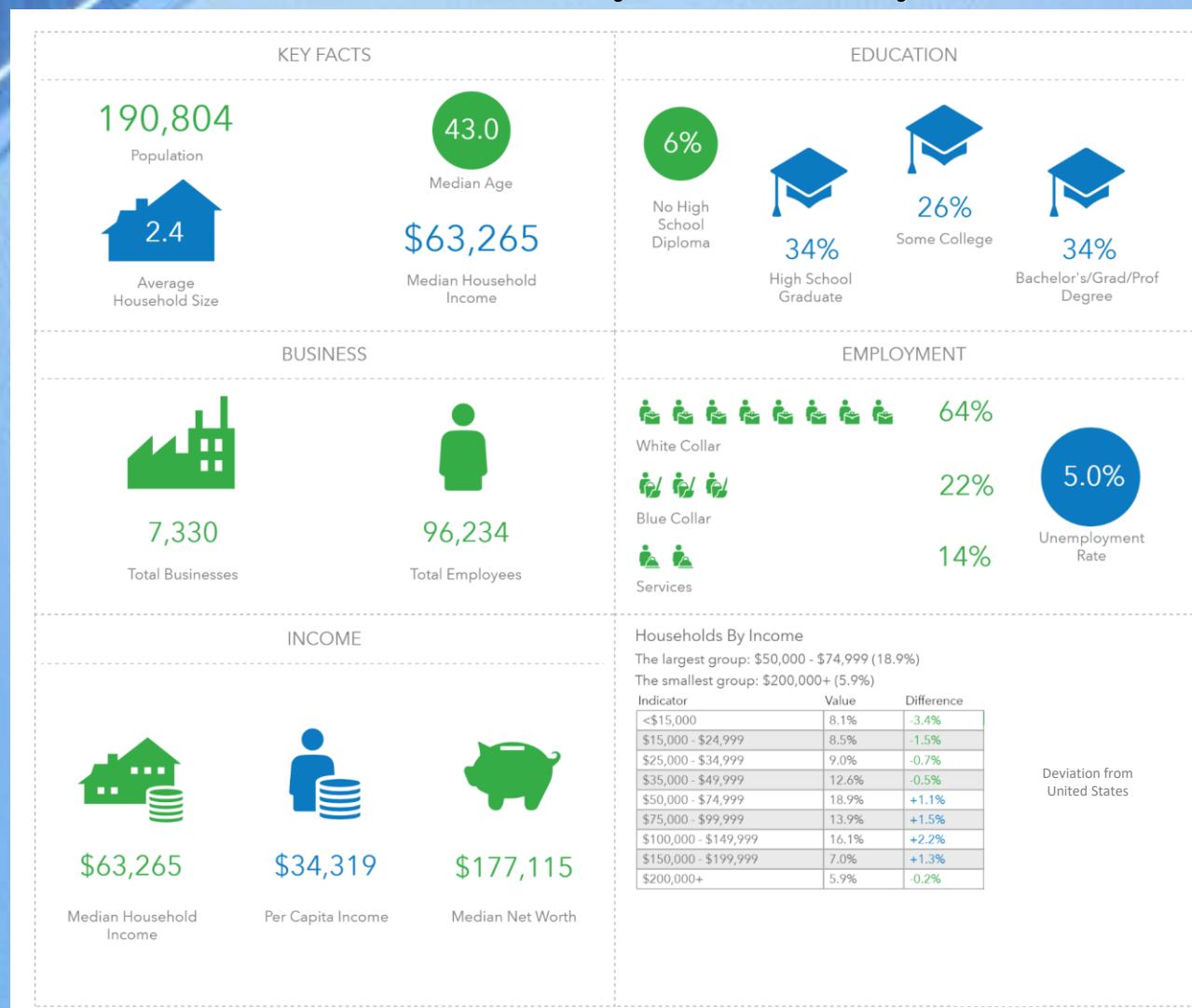


# Route 228 Corridor

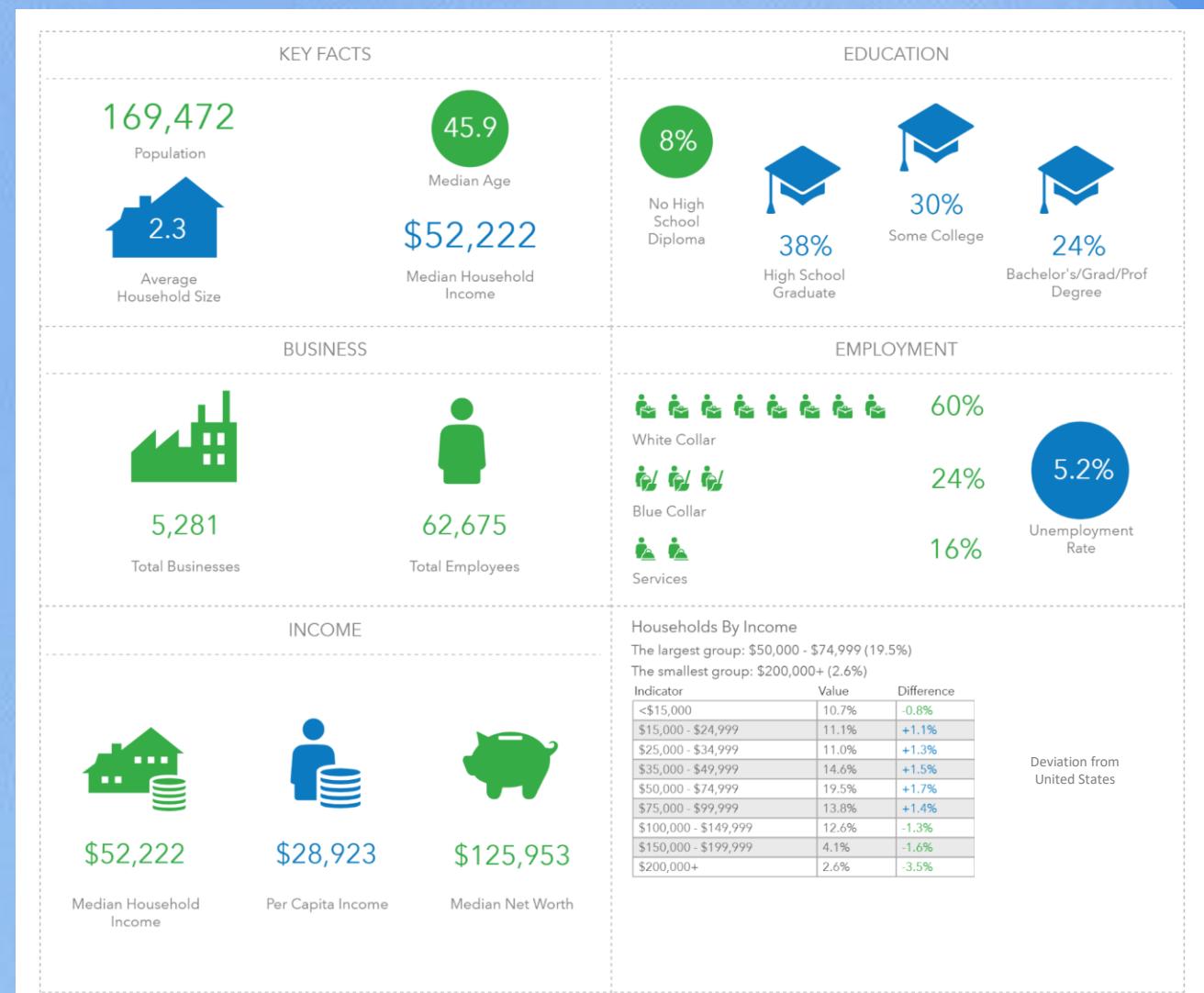
## Beaver and Butler Counties: Partnering to Impact the Region's Infrastructure

*“This intersection safety and mobility improvement project will enhance travel on the vital Route 228 corridor in Butler County,” Governor Tom Wolf said. “All modes of transportation on Route 228 will be enhanced by through lanes in each direction as well as dedicated left and right turn lanes.”*

# Butler County, Pennsylvania



# Beaver County, Pennsylvania



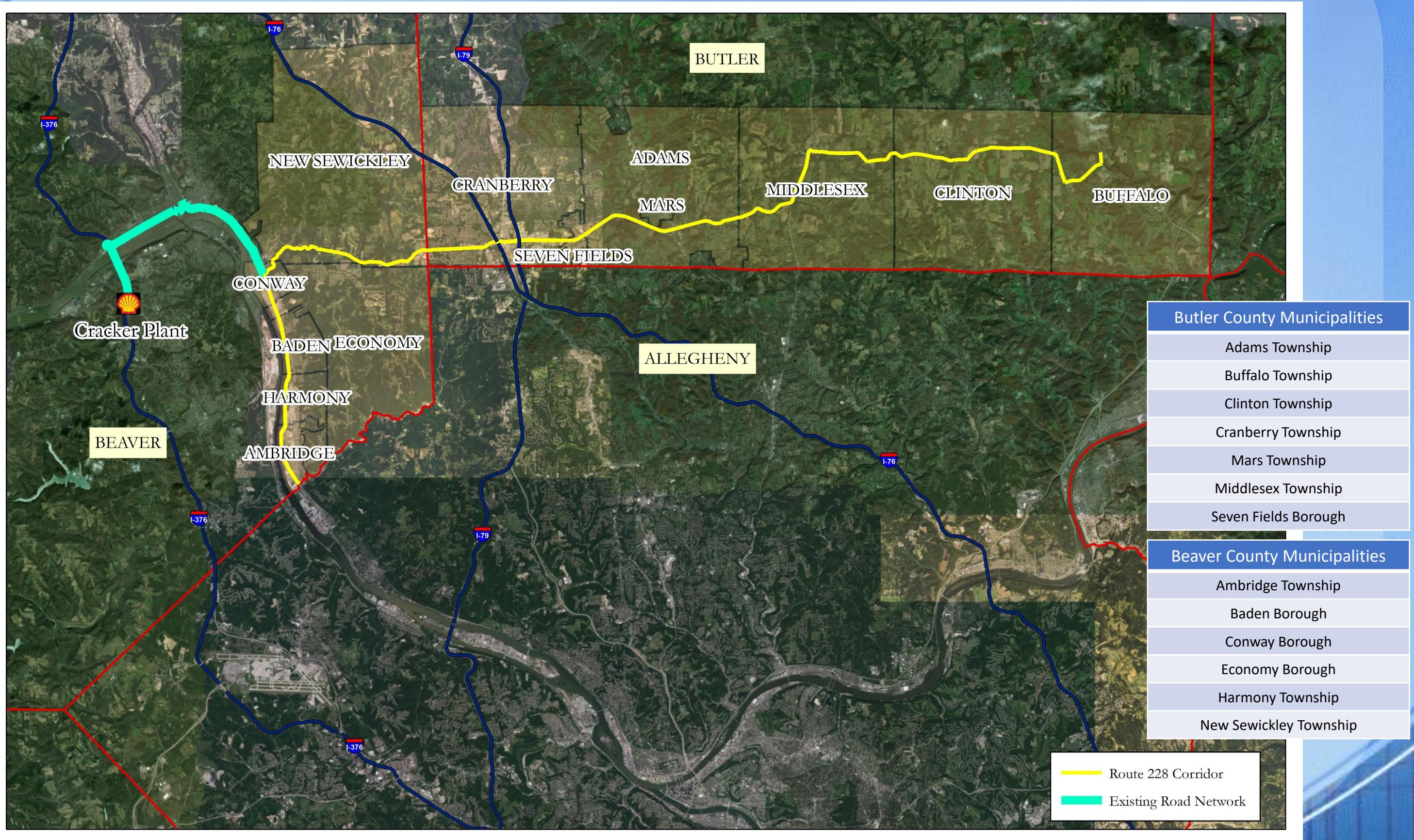
## Butler County Key Facts

- Third Highest Marcellus Shale Gas producing County in Pennsylvania
- Ranked #6 Nationally in Job Growth
- Butler County was ranked 4<sup>th</sup> in the state for incoming investment and business growth
- Butler County has experienced over \$388 million in GDP growth

## Regional Economic Contributors

- UPMC Lemieux Sports Complex – Partnership with Pittsburgh Penguins
  - 119,000 sq. ft. facility combines ice rinks with sports medicine and training facility
- Fortune 500 Companies
  - Westinghouse Electric Company – 2,679 employees
  - PPG Industries – 879 employees
- Future Beaver County Cracker Plant – 600 projected jobs
- Slippery Rock University- Over 8,500 undergraduate and graduate students

# 228 Corridor: Regional Map



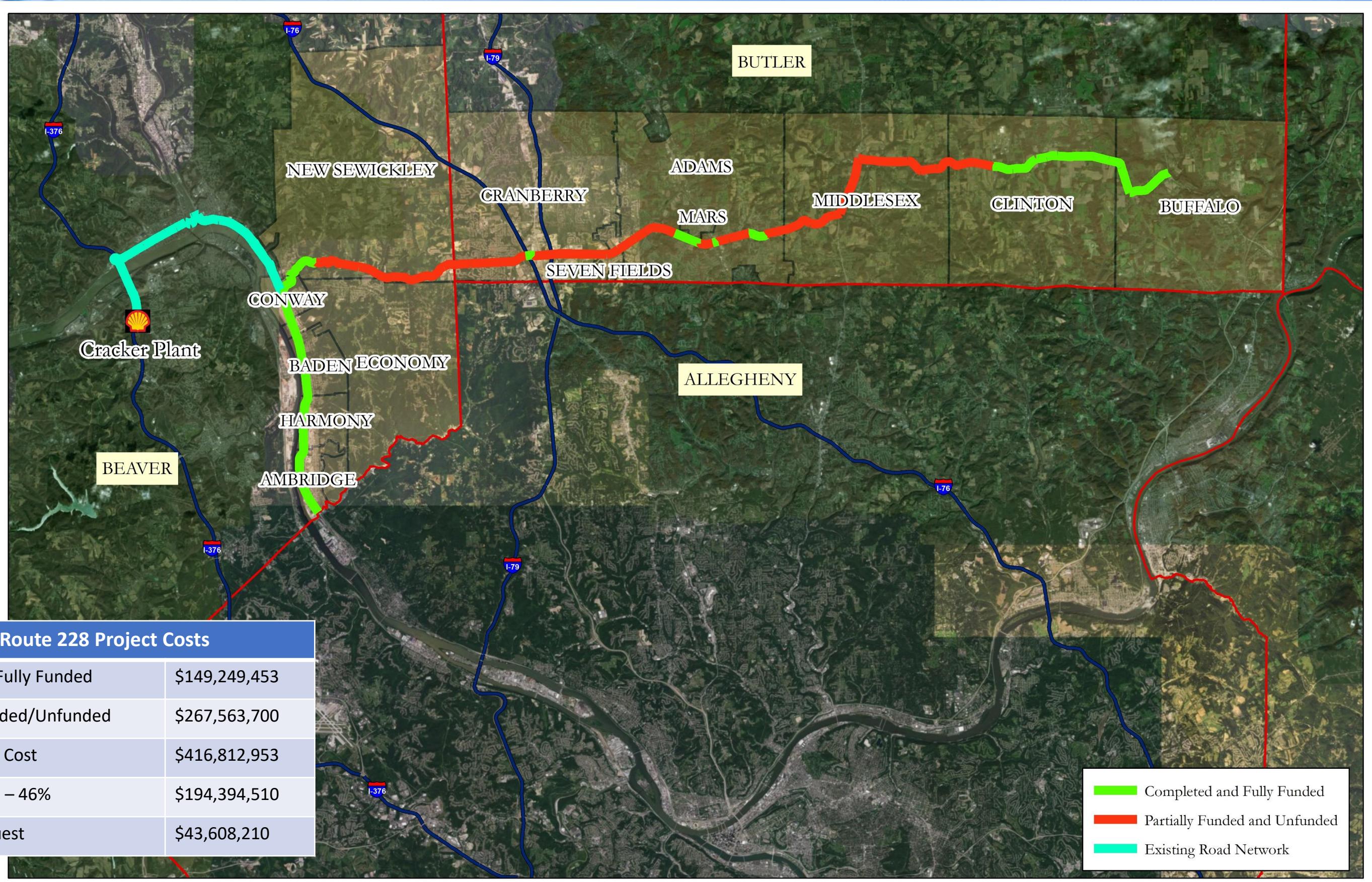
# 228 Corridor: Impact

- Regional Connection
  - S.R. Route 228 serves as the primary link between urban centers (i.e. Cranberry Township) and the future Beaver County cracker plant. It provides a critical connection between the population base and employment base throughout the region.
- Economic Development
  - Approximately \$38.3 million in private investment has been leveraged by improvements to S.R. 228 in Cranberry Township alone.
  - Route 228 serves as the primary transportation artery for Beaver County residents entering Butler County for employment and vice versa.
  - Delay of infrastructure improvements impacts major economic development opportunities along Route 228 including:
    - Cranberry Springs - \$274 million, multi-use development spanning 119 acres at the intersection of I-79 and S.R. Route 228.
- Congestion Mitigation/Safety
  - Up to 52,000 vehicles travel along some portion of the Route 228 Corridor every day.
- Time and Fuel Savings
- Environmental Benefits
- Transportation Improvement Program
  - Missing links along S.R. 228 will free up resources for other critical transportation projects in the region.

228 CORRIDOR CONSTRUCTION IMPACT	
Direct Employment	2,382
Total Employee Compensation	\$113,552,027
Total Direct Construction Spending	\$416,812,953
Supporting Industries Output	\$378,837,764
Supporting Industries Employment	2,144
State and Local Taxes Generated	\$24,792,275
Federal Taxes Generated	\$58,822,483

\*IMPLAN modeling software used to evaluate local and regional impact.

# 228 Corridor: Multi-Jurisdiction



## 228 Corridor: Funding Status

Completed and Fully Funded	Project Cost	Federal Commitment	State & Local Commitment	Unfunded
PA 65 - Allegheny County to Crows Run Road	\$11,484,148	\$11,484,148	\$0	\$0
US 19 - Freedom Road - PA 228 Interchange	\$5,153,200	\$4,122,560	\$1,030,640	\$0
PA 228 - Mars Railroad Bridge	\$20,388,400	\$16,310,720	\$4,077,680	\$0
Freedom Road Upgrade Phase A	\$33,350,000	\$0	\$33,350,000	\$0
Freedom Road Turnpike Bridge	\$19,083,600	\$8,690,208	\$10,393,392	\$0
PA 228 - Pittsburgh Street Intersection	\$11,320,700	\$8,105,040	\$3,215,660	\$0
PA 228 - Three Degree Road Intersection	\$30,081,900	\$23,046,160	\$7,035,740	\$0
PA 228 - Cox's Corner	\$8,171,505	\$5,481,204	\$2,690,301	\$0
PA 228 - Ekastown West 3R	\$10,216,000	\$7,741,680	\$2,474,320	\$0
<b>Total Fully Funded and Partially Funded</b>	<b>\$149,249,453</b>	<b>\$84,981,720</b>	<b>\$64,267,733</b>	<b>\$0</b>
Partially Funded and Unfunded	Project Cost	Federal Commitment	State & Local Commitment	Unfunded
Freedom Road Upgrade - Phase B & C	\$49,000,000	\$0	\$41,000,000	\$8,000,000
PA 228 - UPMC Enhancements	\$9,710,000	\$0	\$960,000	\$8,750,000
PA 228 - Mars Railroad Bridge West Expansion	\$99,340,400	\$8,659,840	\$4,894,260	\$85,786,300
PA 228 - Balls Bend	\$33,513,100	\$11,221,352	\$6,433,538	\$15,858,210
Freedom Road - SR 989 to US 19	\$30,000,000	\$0	\$0	\$30,000,000
PA 228 - Park Road to Victory Road	\$46,000,000	\$0	\$0	\$46,000,000
<b>Total Partially Funded and Unfunded</b>	<b>\$267,563,500</b>	<b>\$19,881,192</b>	<b>\$53,287,798</b>	<b>\$194,394,510</b>
<b>Total</b>	<b>\$416,812,953</b>	<b>\$104,862,912</b>	<b>\$117,555,531</b>	<b>\$194,394,510</b>

# 228 Corridor: Phasing

		Complete	Phase I 2018 - 2021	Phase II 2022 - 2025	Phase III 2025 - 2028
Complete	PA 65 - Allegheny County to Crows Run Road	PE/FD/C			
	US 19 - Freedom Road - PA 228 Interchange	PE/FD/U/ROW/C			
	PA 228 - Mars Railroad Bridge	PE/FD/U/ROW/C			
Fully Funded	Freedom Road Upgrade Phase A		U/ROW/C		
	Freedom Road Turnpike Bridge		PE/FD/U/ROW/C		
	PA 228 - Pittsburgh Street Intersection		PE/FD/U/ROW/C		
	PA 228 - Three Degree Road Intersection		PE/FD/U/ROW/C		
	PA 228 - Cox's Corner		PE/FD/U/ROW/C		
	PA 228 - Ekastown West 3R		PE/FD/U/ROW	C	
Partially Funded	Freedom Road Upgrade - Phase B & C		PE/FD/U	ROW	C
	PA 228 - UPMC Enhancements		PE/FD/U/ROW/C		
	PA 228 - Mars Railroad Bridge West Expansion		PE/FD/U/ROW	C	
	PA 228 - Balls Bend		PE/FD/U/ROW/C		
Unfunded	PA 228 - Park Road to Victory Road		PE/FD/U/ROW	C	
	Freedom Road - SR 989 to US 19		PE/FD/U/ROW	C	

## Map Key

PE: Preliminary Engineering

FD: Final Design

ROW: Right-of-Way

U: Utilities

C: Construction

# 228 Corridor: Local Funding Commitment

- A regional partnership between Butler and Beaver Counties will address missing links between urban centers and future employment within the corridor.
- \$222 million already committed to the project- 53% is from State and Local Funding Sources
  - Route 228 Corridor is consistent with federal funding initiatives to support infrastructure improvements that feature significant state and local investment.
- Project Partners
  - Pennsylvania Department of Transportation (PennDOT)
  - Southwest Planning Commission (SPC)
  - Butler and Beaver County
- County Commitment
  - Butler County Infrastructure Bank
    - Competitive program developed to support and accelerate critical infrastructure projects
    - Financed with PA ACT 13 Funds -- Marcellus Shale
      - \$1,672,328 – 2016 Total Impact Fees
  - Butler County is implementing a Local Use Fee on Car Registrations
    - The Local Use Fee will be dedicated to supporting infrastructure projects throughout the region.
    - \$1,029,115 – Annual Revenue
  - Beaver County Local Use Fee on Car Registrations
    - \$791,050 – Annual Revenue
  - Leverage Pennsylvania Infrastructure Bank (PIB) with the County Local Use Fee
    - Butler County - \$9,065,337
    - Beaver County - \$6,968,254

# Pennsylvania Infrastructure Bank – Butler County

## PIB Loan Amortization Schedule

Enter values						Loan summary				
Loan amount		\$9,065,337				Scheduled payment	\$	1,029,115		
Annual interest rate		2.375%				Scheduled number of payments		10		
Loan period in years		10				Actual number of payments		10		
Number of payments per year		1				Total early payments	\$	-		
Start date of loan		6/1/2018				Total interest	\$	1,225,813		
Optional extra payments										
<b>County Model: Butler County</b>										
Non-Exempt Registered Vehicles in County (2017): <b>205,823</b>										
Annual Increment Created at \$5/ registered vehicle: <b>\$1,029,115</b>										
Pmt. No.	Payment Date	Beginning Balance	Scheduled Payment	Extra Payment	Total Payment	Principal	Interest	Ending Balance	Cumulative Interest	
1	6/1/2019	\$ 9,065,336.51	\$ 1,029,115.00	\$ -	\$ 1,029,115.00	\$ 813,813.26	\$ 215,301.74	\$ 8,251,523.25	\$ 215,301.74	
2	6/1/2020	\$ 8,251,523.25	\$ 1,029,115.00	\$ -	\$ 1,029,115.00	\$ 833,141.32	\$ 195,973.68	\$ 7,418,381.93	\$ 411,275.42	
3	6/1/2021	\$ 7,418,381.93	\$ 1,029,115.00	\$ -	\$ 1,029,115.00	\$ 852,928.43	\$ 176,186.57	\$ 6,565,453.50	\$ 587,461.99	
4	6/1/2022	\$ 6,565,453.50	\$ 1,029,115.00	\$ -	\$ 1,029,115.00	\$ 873,185.48	\$ 155,929.52	\$ 5,692,268.02	\$ 743,391.51	
5	6/1/2023	\$ 5,692,268.02	\$ 1,029,115.00	\$ -	\$ 1,029,115.00	\$ 893,923.63	\$ 135,191.37	\$ 4,798,344.39	\$ 878,582.88	
6	6/1/2024	\$ 4,798,344.39	\$ 1,029,115.00	\$ -	\$ 1,029,115.00	\$ 915,154.32	\$ 113,960.68	\$ 3,883,190.07	\$ 992,543.56	
7	6/1/2025	\$ 3,883,190.07	\$ 1,029,115.00	\$ -	\$ 1,029,115.00	\$ 936,889.24	\$ 92,225.76	\$ 2,946,300.83	\$ 1,084,769.32	
8	6/1/2026	\$ 2,946,300.83	\$ 1,029,115.00	\$ -	\$ 1,029,115.00	\$ 959,140.36	\$ 69,974.64	\$ 1,987,160.48	\$ 1,154,743.96	
9	6/1/2027	\$ 1,987,160.48	\$ 1,029,115.00	\$ -	\$ 1,029,115.00	\$ 981,919.94	\$ 47,195.06	\$ 1,005,240.54	\$ 1,201,939.03	
10	6/1/2028	\$ 1,005,240.54	\$ 1,029,115.00	\$ -	\$ 1,005,240.54	\$ 981,366.07	\$ 23,874.46	\$ -	\$ 1,225,813.49	

Note: Beaver County annual Local Use Fee revenue of \$791,050 could leverage a PIB of \$6,968,254

# USDOT Feedback and Recommendations

- Total Funding Required: \$194,394,420

- Project can be phased

Phase 1 2018-2021	Phase 2 2022-2025	Phase 3 2025-2028	Total
\$43,608,210	\$142,786,210	\$8,000,000	\$194,394,420

- Federal Funding Guidance

- 2018 Budget – Infrastructure Initiatives
  - Rebuilding Infrastructure in America
  - TIFIA Program
  - Infrastructure for Rebuilding America (INFRA)
  - Transportation Investment Generating Economic Recovery (TIGER) program

- Federal Funding Recommendations

- Point of Contact - ?
  - Project Support

PENNSYLVANIA



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