

P.L. 114-94

Fixing America's Surface Transportation (FAST) Act

Key Provisions



U.S. Department
of Transportation

**Federal Highway
Administration**

Calvin Edghill – FHWA NJ Division
Dan Walston – FHWA PA Division

Overview Contents

- General Highlights
- Apportioned Programs
- Freight Provisions
- Resources
- Q&A

GENERAL HIGHLIGHTS

FAST Act

- Signed by President Obama on December 4, 2015
- First long-term authorization act in a decade
- Result of bipartisan cooperation and compromise
- Provides 5 years of funding certainty for infrastructure planning and investment
- Authorizes \$305 B (all modes) over FY 2016-2020
- \$70 B in transfers to keep the Highway Trust Fund solvent

\$305 B (all modes) over FY2016-2020

Program	5-Year Funding (billions)
Federal Highway Administration	\$ 226.3
Federal Transit Administration	61.1
Federal Motor Carrier Safety Administration	3.2
Pipeline and Hazardous Materials Administration	0.4
National Highway Traffic Safety Administration	4.7
Federal Railroad Administration	10.3
Total	305.0

Key Highway & Freight Facts

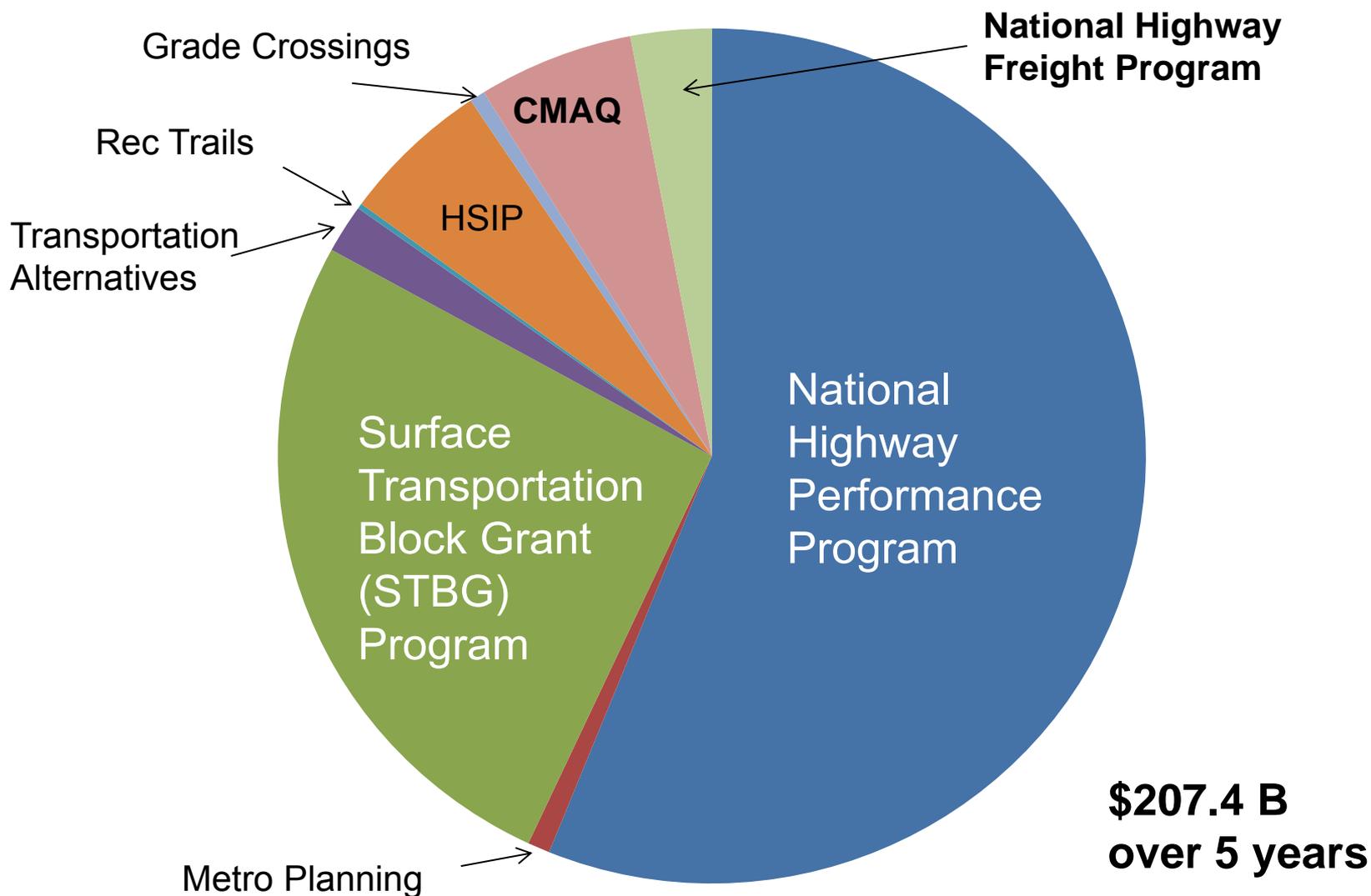
- \$226.3 B for highways over five years (FY 2016-2020)
 - \$225.2 B in contract authority
 - \$1.1 B from the General Fund
- Builds on the program structure and reforms of MAP-21
- Continued focus on accelerating project delivery
- **Adds a new freight formula and expands freight network**
- **Adds a new discretionary program for nationally significant freight and highway projects (FASTLANE)**

APPORTIONED PROGRAMS

Growth Varies by Apportioned Program

Program	Avg. Annual Funding (millions)	Change from FY 2015
National Highway Performance Program	\$ 23,280	+6.3%
Surface Transportation <u>Block Grant</u> Program	11,654	+15.6
<i>Transportation Alternatives Set-aside</i>	[760]	+3.3
<i>Recreational Trails Program Set-aside</i>	[84]	0.0
<i>Surface Transportation Block Grant Program (net of TA & Rec Trails)</i>	[10,809]	+7.3
Congestion Mitigation & Air Quality Improvement	2,405	+6.1
Highway Safety Improvement Program	2,317	+5.7
Railway-Highway Crossings Program	235	+6.8
Metropolitan Planning	343	+9.5
National Highway Freight Program	1,249	NEW +100.0

Highway Funds Apportionment



FREIGHT PROVISIONS

National Highway Freight Program | **NEW**

- \$1.2 B / year (average), apportioned to States by **formula**
 - PA allocated \$46.8M and NJ \$31.3M for FY 2016
- Fund projects in the National Highway Freight Network, remainder of Interstates, Critical Urban Freight Corridor and Critical Rural Freight Corridor
- Eligible activities include construction, operational improvements, freight planning and performance measures
- Highway focus, but $\leq 10\%$ for rail/port/intermodal projects
- No State freight plan, no freight formula \$ (beginning FY 2018)
- Federal share is determined under 23 USC 120
 - Typically 90/10 for Interstate Projects and 80/20 for other projects

Natl. Significant Freight & Hwy. Projects | **NEW**

FASTLANE Grants

- \$900 M/year (average) for competitive grants or TIFIA loans for projects >\$100 M (reduced for States w/ small programs)
- Eligible activities:
 - Highway freight projects on National Highway Freight Network
 - NHS highway/bridge projects, projects in National Scenic Areas
 - Freight rail/intermodal/port projects (\leq \$500 M over 5-year period)
 - Rail-highway grade crossing or grade separation projects
- States, large MPOs, Tribes, localities, and Federal Lands Managements Agencies may apply – by April 14, 2016
- **US DOT Secretary** selects projects; Congress has 60 days to disapprove
- Set-asides for rural areas and projects below cost threshold

Freight Policy and Strategic Plan

- **National Multimodal Freight Policy**

- establishes a national policy of maintaining and improving the condition and performance of the National Multimodal Freight Network
- specifies goals associated with this national policy related to the condition, safety, security, efficiency, productivity, resiliency, and reliability of the Network, and also to reduce the adverse environmental impacts of freight movement on the Network.

- **National Freight Strategic Plan**

- requires DOT to establish (and publish on its website) a national freight strategic plan – within 2 years of enactment
- DOT will develop (and update) the plan in consultation with State DOTs, MPOs, and other appropriate public and private transportation stakeholders.
- Within 5 years of completing the national freight strategic plan, and every 5 years thereafter, DOT must update the plan and publish it on its website

State Freight Plans & Advisory Committees

- **State Freight Plans**

- requires each State to develop a State freight plan, which must comprehensively address the State's freight planning activities and investments (both immediate and long-range).
- Required (by Dec 4, 2017) to receive funding under the National Highway Freight Program
- Must be updated at least every five years, and State may update its freight investment plan more frequently than the overall freight plan.

- **State Freight Advisory Committees**

- requires DOT to encourage each State to establish a State freight advisory committee
- consist of a representative cross-section of public and private freight stakeholders

National Multimodal Freight Network

Goals of the Network

- directs DOT to establish a National Multimodal Freight Network
- assist States in strategically directing resources toward improved system performance for the efficient movement of freight on the Network
- inform freight transportation planning
- assist in the prioritization of Federal investment and
- assess and support Federal investments to achieve the goals of the National Multimodal Freight Policy and of the National Highway Freight Program

Establishment of Interim Network

- DOT must establish an interim Network - within 180 days of enactment

Designation (and redesignation) of final Network

- DOT must designate a final National Multimodal Freight Network - within 1 year of enactment
- DOT must redesignate the Network - Within 5 years after initial designation, and every 5 years thereafter

National Highway Freight Network

- Establish a National Highway Freight Network (NHFN) to strategically direct Federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system - Primary Freight Network (PFN) and National Freight Network (NFN) repealed from MAP-21. NHFN includes these networks:
 - **Primary Highway Freight System (PHFS)**
 - **Other Interstate portions not on the PHFS**
 - **Critical Rural Freight Corridors (CRFCs)**
 - **Critical Urban Freight Corridors (CUFCs)**
- Prior to designation of CRFCs and CUFCs, the NHFN consists of the PHFS and other Interstate portions not on the PHFS, for an estimated total of 51,029 centerline miles.
- (PA Miles) PHFS - 1,412.64; non-PHFS Interstate – 459.92; NHFN Total – 1,872.57 = 3.40% of PHFS in State to Total PHFS
- (PA Miles) 282.53 CRFC Maximum Limit; 141.26 CUFC Maximum Limit
- (NJ) Interstate Total: 431.93 Non-Interstate: 64.98 Total: 496.91
- PFN based upon FHWA's modeled 41K network: Interstate Total: 359.08 Non-Interstate: 7.57 Total: 366.65

Timeline of Activities – Freight Provisions

Activity	Timeframe
National Highway Freight Program Funds (NHFP) FY16 to FY 20 = \$261,582,454 in PA	12/4/2017 - State Freight Plans due to obligate funds (2 Yr grace period)
Nationally Significant Freight and Highway Projects (NSFHP) i.e. FASTLANE grants FY16 to FY 20 = \$4.5.B	4/14/2016 Applications due: \$800 M for FY 16
National Freight Strategic Plan	Within 2 years of enactment, and 5 year updates
State Freight Plans	Due by Dec 4, 2017, and update every 5 years
State Freight Advisory Committees	Optional – encouraged
National Multimodal Freight Network (NMFN)	Interim - 180 days of enactment Established - within one year of enactment and 5 year updates
National Highway Freight Network (NHFN)	Have: PHFS & Other Interstate portions not on the PHFS. Due: RCFC & UCFC guidance underway. Update PHFS every 5 years w/ 3% maximum.
Transportation investment data and planning tools	DOT develops - within one year of enactment
Freight conditions and performance report	Annually – DOT provide Congress with a biennial report on the condition and performance of the National Highway Freight Network.

FAST Act Resources

- FHWA FAST Act website:
<https://www.fhwa.dot.gov/fastact/index.cfm>
- FHWA FAST Act Fact Sheets website:
[https://www.fhwa.dot.gov/fastact/factsheets/ /](https://www.fhwa.dot.gov/fastact/factsheets/)
- National Highway Freight Program:
<https://www.fhwa.dot.gov/fastact/factsheets/nhfpfs.cfm>
- US DOT FASTLANE Grants:
<https://www.transportation.gov/FASTLANEgrants>
- FHWA Freight Management and Operations:
<http://www.ops.fhwa.dot.gov/freight/>

Questions?

National Highway System Connector Evaluations

Senior Capstone Design Course Members:

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Gallagher, Jacob Holman, Chloe Jones, Elise Keale,
Matthew McAnally, Matthew Wallo

Instructor: Michael Ruane

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VILLANOVA
UNIVERSITY



Acknowledgements

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- Ed Grochowski – Pennsauken Twp.
- Vincente Morales – PennDOT Dist. 6



Course Objectives

- Senior-level design course in Civil Engineering
- Complete a “real world” design problem
 - Consider realistic constraints such as economic, environmental, social, political, ethical, health and safety, manufacturability, and/or sustainability.
- Incorporate & apply current technology used in practice
- Effectively communicate outcomes through final report and presentations

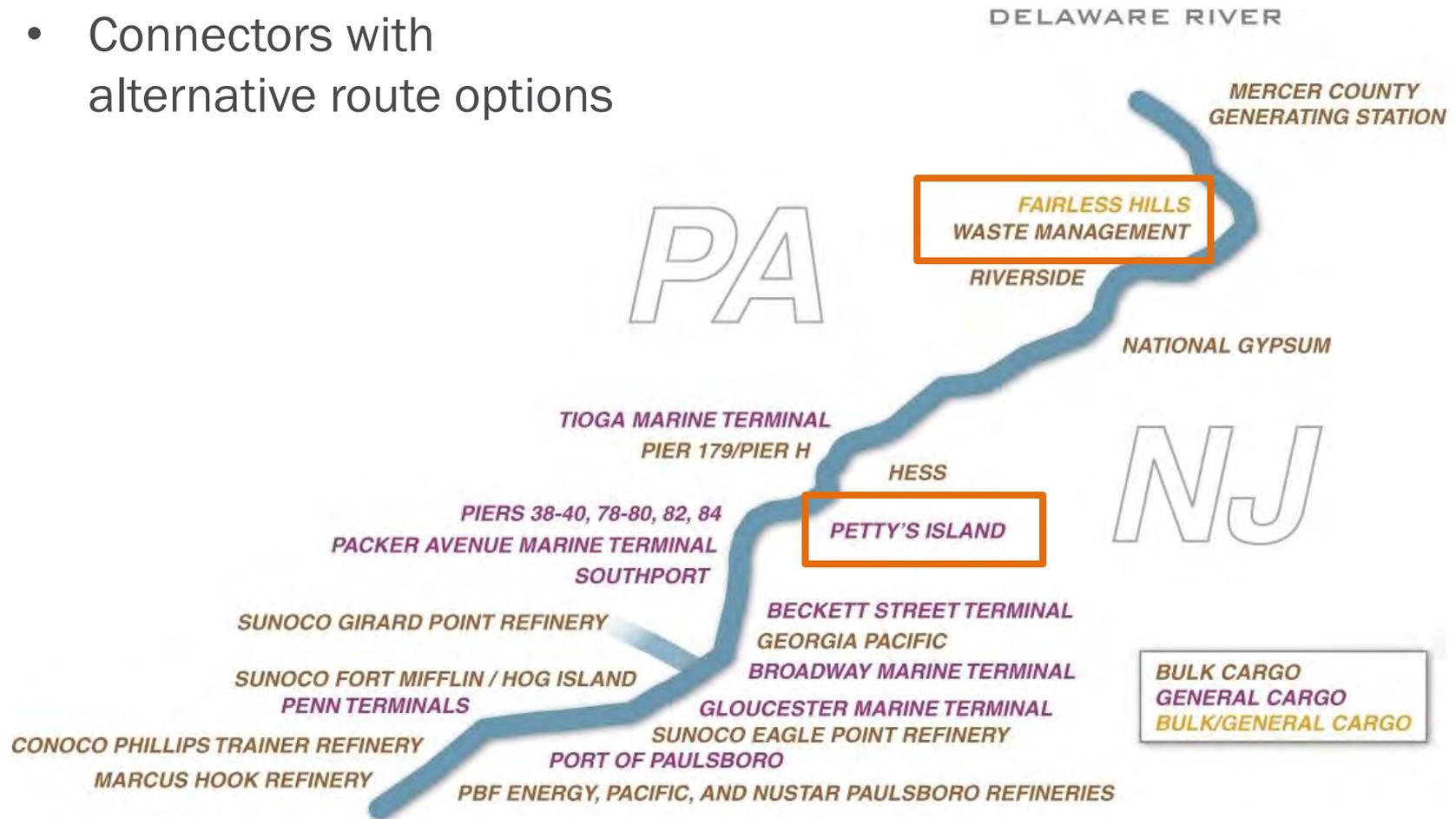
National Highway System (NHS) Connectors

- The public roads that link intermodal terminals with the national highway network.
- Often considered the weakest link of the NHS
- 30 miles of connectors for 11 terminals/clusters



Project Overview

- Connectors with alternative route options



Project Objectives

- The design solutions for NHS connectors will consider:
 - Both existing and potential future traffic growth,
 - Current infrastructure conditions,
 - Alternative route designation,
 - Implementation issues and cost considerations,
 - Way-finding and safety along route, and
 - Improve facility for multiple transportation modes.
- Tools: **SYNCHRO, Highway Capacity Software, Warrant Analyses, Manual on Uniform Traffic Control Devices, NJDOT & PennDOT standards**

Intermodal Connector Assessment Tool (ICAT)

Intermodal Connector Assessment Tool (ICAT)

- Home Page
- Documentation
- Model Setup
- Data Entry
- Results

Model Setup

Assessment Variable Weights for Scoring

Connector Evaluation Criteria	Default weight	User Specification	Selected Weights	Final Weights
1 Lane Width	4		4	4.0
2 Outer Shoulder Width	3		3	3.0
3 International Roughness Index	14		14	14.0
4 Horizontal Alignment Adequacy	9		9	9.0
5 Vertical Alignment Adequacy	5		5	5.0
6 Bridge Sufficiency Rating	11		11	11.0
7 Bridge Weight Limit	11		11	11.0
8 Tunnel Underpass Clearance	13		13	13.0
9 Peak Hour Volume/Capacity	13		13	13.0
10 Posted Speed	5		5	5.0
11 Crash Rates	12		12	12.0
TOTAL	100	0	100	100.0

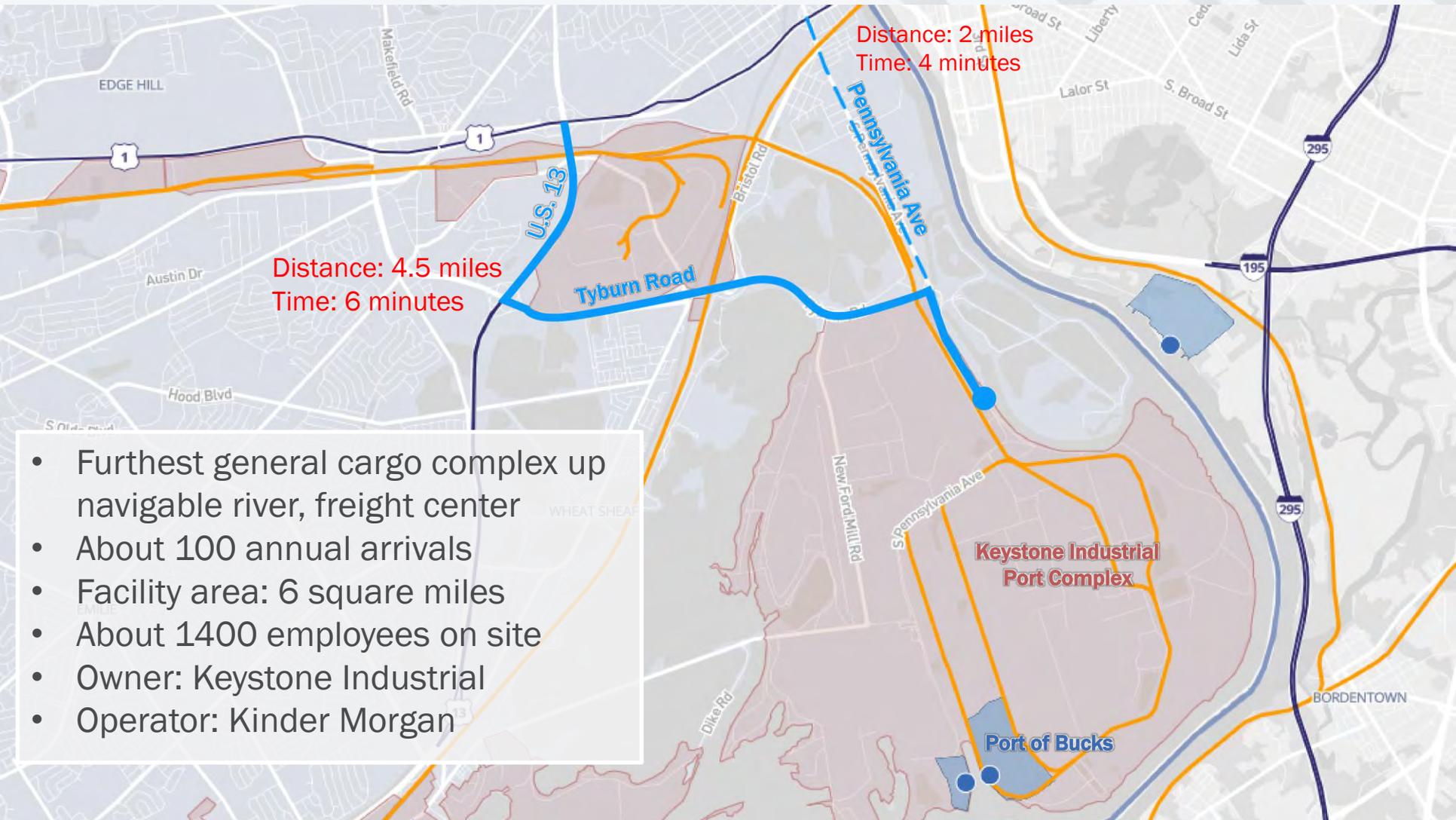
Minimum number of Connector Evaluation Criteria necessary to generate a score for a connector

General Connector Scoring Criteria

Low Value	High Value	Condition Label	Condition Description (for more information see connector evaluation criteria sheets)
0	59	Very Poor	Below criteria for "Poor" condition
60	69	Poor	Up to 35% below urban interstate standards or fourth category in HPMS or other data source
70	79	Fair	Up to 20% below urban interstate standards or third category in HPMS or other data source
80	89	Good	Exceeds urban interstate standards or second category in HPMS or other data source
90	100	Excellent	Exceeds rural interstate standards or top category in HPMS or other data source



Port of Bucks: Overview



- Furthest general cargo complex up navigable river, freight center
- About 100 annual arrivals
- Facility area: 6 square miles
- About 1400 employees on site
- Owner: Keystone Industrial
- Operator: Kinder Morgan

Port of Bucks: Existing Route (Pennsylvania Avenue)

- Morrisville, residential neighborhood
- One lane each way, limited to no shoulder
- Incompatible with street scale



Port of Bucks: Alt. Route (Tyburn Road to US-13)



Port of Bucks: Pavement Analysis

- Tyburn Road (flexible)

Layer type	Material Type	Thickness (in.):
Flexible	Default asphalt concrete	2.0
Flexible	Default asphalt concrete	3.0
Flexible	Default asphalt concrete	10.0
NonStabilized	A-1-b	8.0
Subgrade	A-5	Semi-infinite

- Tyburn Road (rigid)

Layer type	Material Type	Thickness (in.):
PCC	JPCP Default	14.0
Flexible	Default asphalt concrete	4.0
NonStabilized	A-1-b	4.0
Subgrade	A-5	Semi-infinite

- Truck Factors 5% → 15%

- US-13
- Truck Factors: 9% → 20%

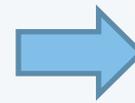
Layer type	Material Type	Thickness (in.):
PCC	JPCP Default	10.0
Subgrade	A-5	38.2
Subgrade	A-6	Semi-infinite

Distress Prediction Summary

Distress Type	Distress @ Specified Reliability		Reliability (%)		Criterion Satisfied?
	Target	Predicted	Target	Achieved	
Terminal IRI (in./mile)	200.00	228.61	90.00	75.22	Fail
Mean joint faulting (in.)	0.20	0.07	90.00	100.00	Pass
JPCP transverse cracking (percent slabs)	15.00	4.98	90.00	100.00	Pass

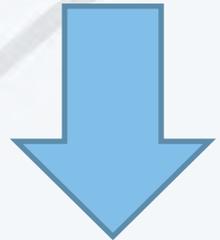
Port of Bucks: Roadway Adjustments

- Addition of acceleration lane from Tyburn west onto US-13 N



Layer type	Material Type	Thickness (in.):
Flexible	Default asphalt concrete	2.0
Flexible	Default asphalt concrete	3.0
Flexible	Default asphalt concrete	8.0
NonStabilized	A-1-a	10.0
Subgrade	A-5	Semi-infinite

Lane length: 400 feet
Lane width: 12 feet (plus shoulder)



Distress Type	Distress @ Specified Reliability		Reliability (%)		Criterion Satisfied?
	Target	Predicted	Target	Achieved	
Terminal IRI (in./mile)	200.00	168.11	90.00	98.73	Pass
Permanent deformation - total pavement (in.)	0.55	0.53	90.00	93.76	Pass
AC bottom-up fatigue cracking (percent)	20.00	1.50	90.00	100.00	Pass
AC thermal cracking (ft/mile)	700.00	27.17	90.00	100.00	Pass
AC top-down fatigue cracking (ft/mile)	2000.00	258.03	90.00	100.00	Pass
Permanent deformation - AC only (in.)	0.25	0.14	90.00	100.00	Pass

Port of Bucks: Alternative Analysis

ICAT Rating - Existing NHS Connector

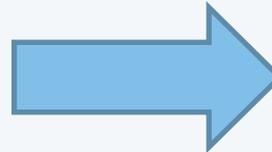
NHS Connector Segment	Lane Width	Shoulder Width	International Roughness Index	Horizontal Alignment Adequacy	Vertical Alignment Adequacy	National Bridge Inventory Sufficiency	Bridge Weight Limit	Tunnel Underpass Clearance	Peak Hourly Volume/Capacity	Posted Speed	Crash Rates	Overall ICAT Score
Pennsylvania Ave	85	0	85	100	85	100	100	65	100	55	100	80

ICAT Rating - Proposed NHS Connector

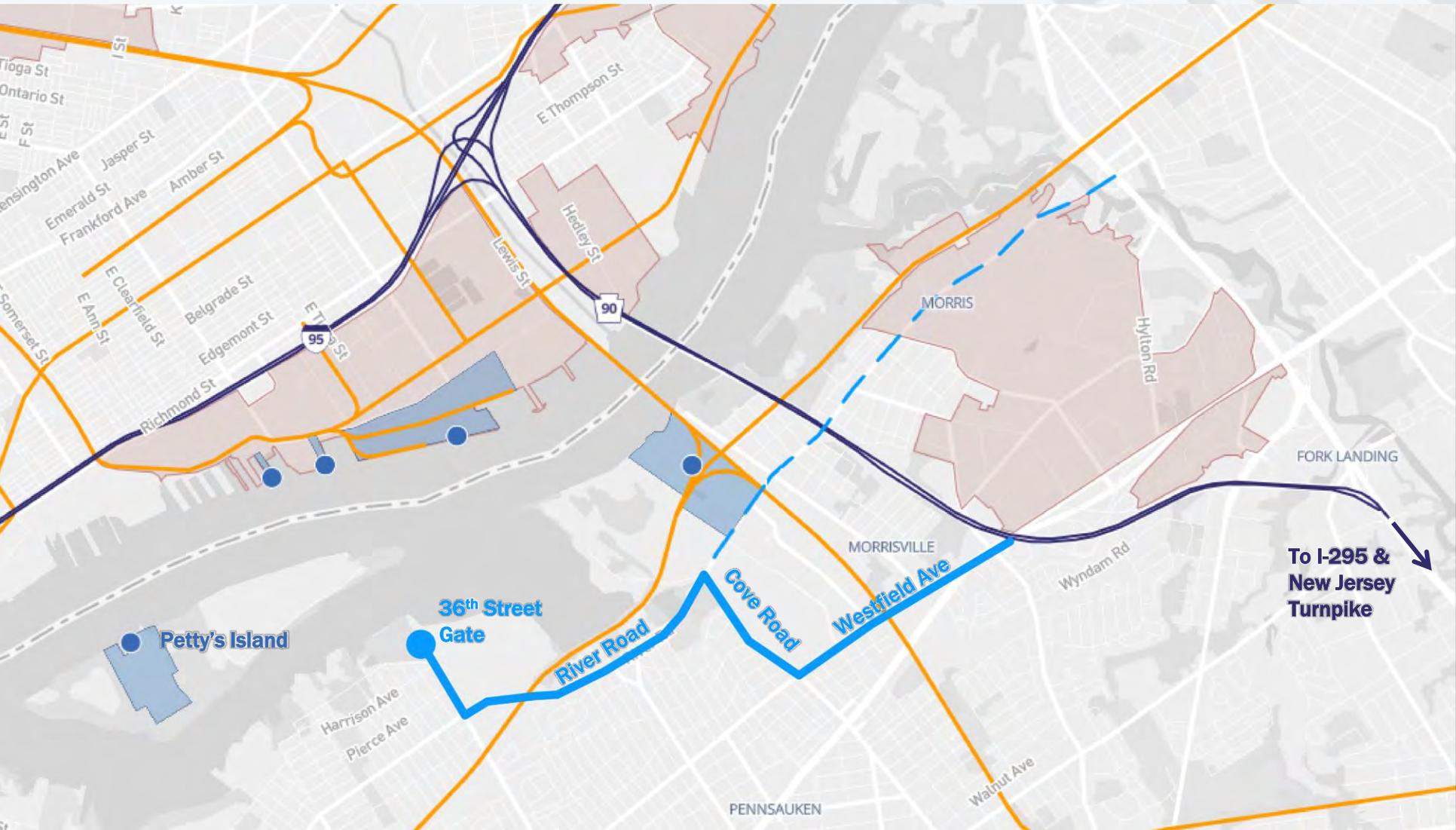
NHS Connector Segment	Lane Width	Shoulder Width	International Roughness Index	Horizontal Alignment Adequacy	Vertical Alignment Adequacy	National Bridge Inventory Sufficiency	Bridge Weight Limit	Tunnel Underpass Clearance	Peak Hourly Volume/Capacity	Posted Speed	Crash Rates	Overall ICAT Score
Tyburn Rd	88	50	100	100	100	100	100	100	100	70	100	92
Route 13	83	80	79	100	100	100	100	100	100	80	100	93

Port of Bucks: Signage

- Signage is either lacking or nonexistent
- Make restrictions or at least recommendations for trucks



Petty's Island



Petty's Island

ICAT Rating - Existing Conditions

NHS Connector Segment	Lane Width	Shoulder Width	International Roughness Index	Horizontal Alignment Adequacy	Vertical Alignment Adequacy	National Bridge Inventory Sufficiency	Bridge Weight Limit	Tunnel Underpass Clearance	Peak Hourly Volume/Capacity	Posted Speed	Crash Rates	Overall ICAT Score
River Road (wide)	100	100	65	75	N/A	N/A	N/A	N/A	64	60	100	81
River Road (narrow)	85	0	65	100	N/A	80	100	N/A	64	60	100	73
36 th Street	100	0	70	100	N/A	N/A	N/A	N/A	88	45	100	72

ICAT Rating - Proposed Improvements

NHS Connector Segment	Lane Width	Shoulder Width	International Roughness Index	Horizontal Alignment Adequacy	Vertical Alignment Adequacy	National Bridge Inventory Sufficiency	Bridge Weight Limit	Tunnel Underpass Clearance	Peak Hourly Volume/Capacity	Posted Speed	Crash Rates	Overall ICAT Score
River Road (wide)	100	100	65	100	N/A	N/A	N/A	N/A	100	60	100	89
River Road (narrow)	85	0	65	100	N/A	80	100	N/A	100	60	100	77
Cove Road	85	25	75	100	N/A	N/A	N/A	N/A	100	45	100	76
36 th Street	100	0	70	100	N/A	N/A	N/A	N/A	100	45	100	74

- Current route takes NJ-73
 - No direct connection to I-95
- Suggested alternative utilizes NJ-90
 - Direct connection to I-95

Petty's Island

- AASHTOWare Pavement ME Design Software
- 20-year design life
- Most current traffic data used for analyses
- Current pavement *passed* all analyses



Asphalt Pavement (3.5")



Base Course (6")



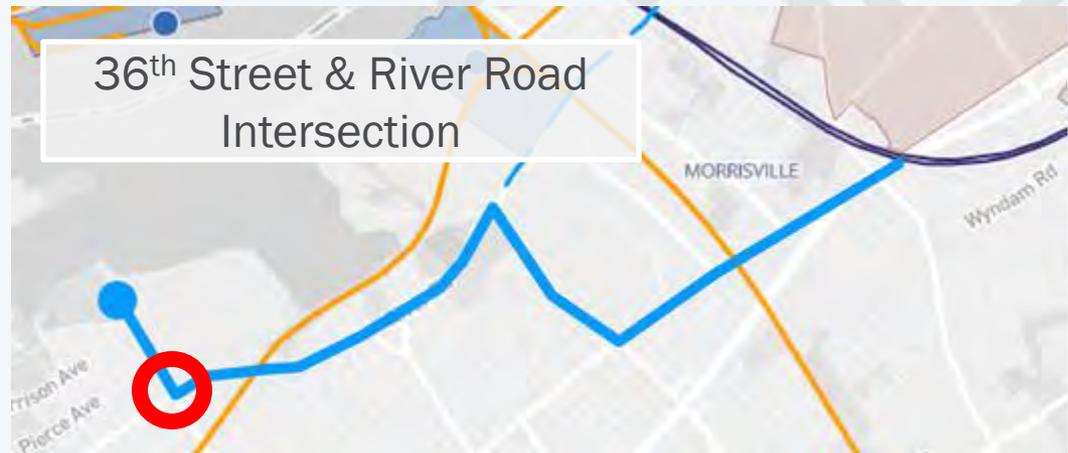
Subbase Course (10")



Subgrade (A-2-4)

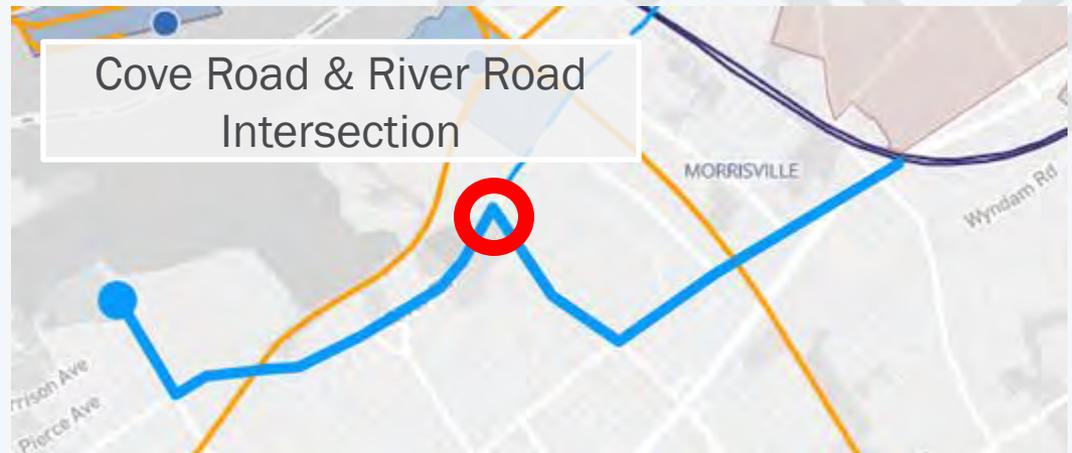
Petty's Island

- HCS analysis
- Current LOS= F
 - >2 minute delay
- Optimized LOS=D
 - <1 minute delay
- All approaches No Turn On Red



Petty's Island

- Currently not up to standard
- Implement channelizing island to achieve standard
- Less stopping=less pavement damage



Next steps

- Final reports expected end of April
- Long-term: Establish better standards for all NHS connectors and Freight Center connectors in the region, adjustable to varying conditions

Questions



PHILADELPHIA
Regional Port Authority



The Port of Philadelphia: **Southport Development**



OVERVIEW



Philadelphia Regional Port Authority

OVERVIEW

Philadelphia Regional Port Authority

Independent Agency of the
Commonwealth of Pennsylvania

Created in **1989**



OUR MISSION, OUR GOAL

Philadelphia Regional Port Authority

The enhancement of waterborne trade and commerce to generate activity that will maximize port-related employment and revenues

To promote the use of the Philadelphia regional port system by Pennsylvania-based industries

To manage port infrastructure, maintenance, and facility development



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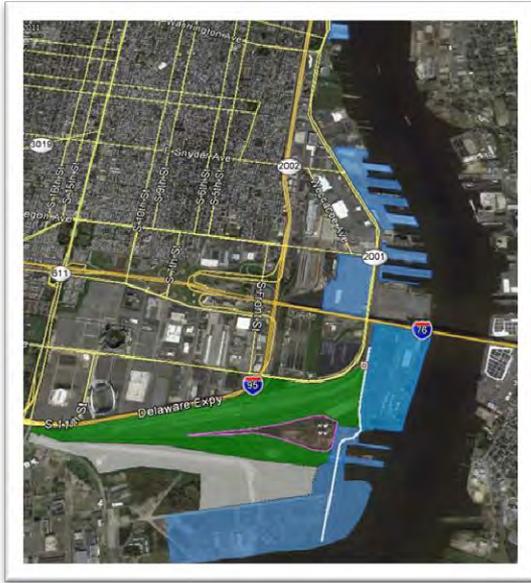


FACILITIES



Philadelphia Regional Port Authority

PRPA FACILITIES



- Piers 38 & 40
- Philadelphia Forest Products Center
- Pier 82
- Pier 84
- Piers 96, 98 and 100
- Packer Avenue Marine Terminal
- Pier 122
- Pier 124
- Southport Marine Terminal
- Philadelphia Auto Processing Facility
- CSX Intermodal Greenwich Yard
- Conrail Loop
- Norfolk Southern Intermodal



- Tioga Marine Terminal
- PRPA Administration Building
- 3200 E. Tioga Street
- Tioga Liquid Bulk Terminal (*Kinder Morgan*)



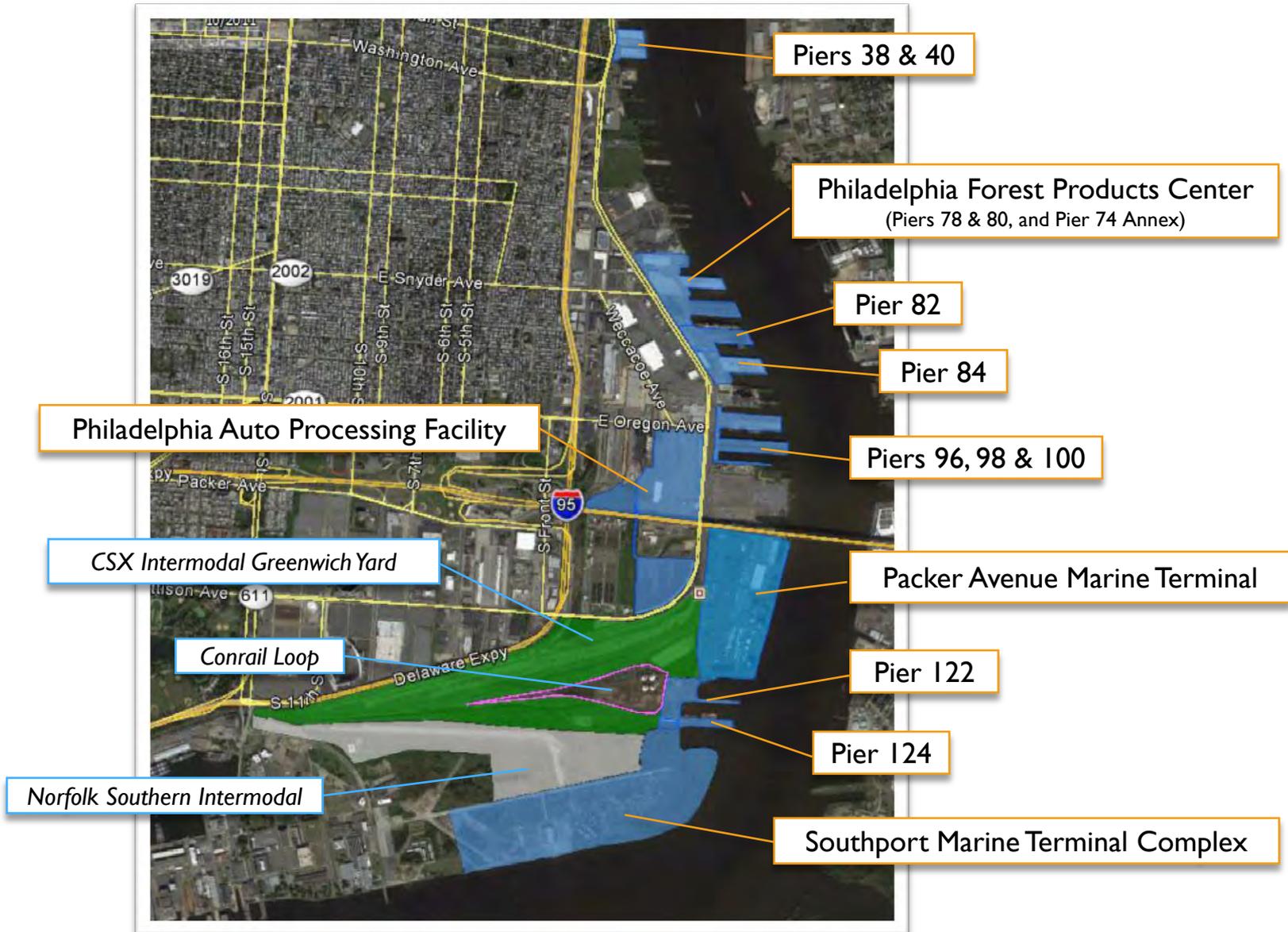
- Philadelphia Wholesale Produce Market
- PRPA Parking Lot (*on Essington Avenue*)

Philadelphia Regional Port Authority Facilities

16
Facilities

1,000 Acres
of Property

PRPA FACILITIES



SOUTHPORT DEVELOPMENT



Philadelphia Regional Port Authority

SOUTHPORT MARINE TERMINAL

Three sites located at the **Southport Marine Terminal Complex**

Site 1 Southport Marine Terminal

Site 2 Southport West

Site 3 Pier 124 North Berth

Public-Private Partnership

(i) Design and Build industrial/commercial revenue-generating facilities on the Southport Sites;

(ii) Finance all or substantial portion of the initial capital costs of the Project through private equity and debt and use revenues to fund the O&M period

(iii) Operate and maintain the facilities (including all lifecycle work) under a long-term leased-based contract.

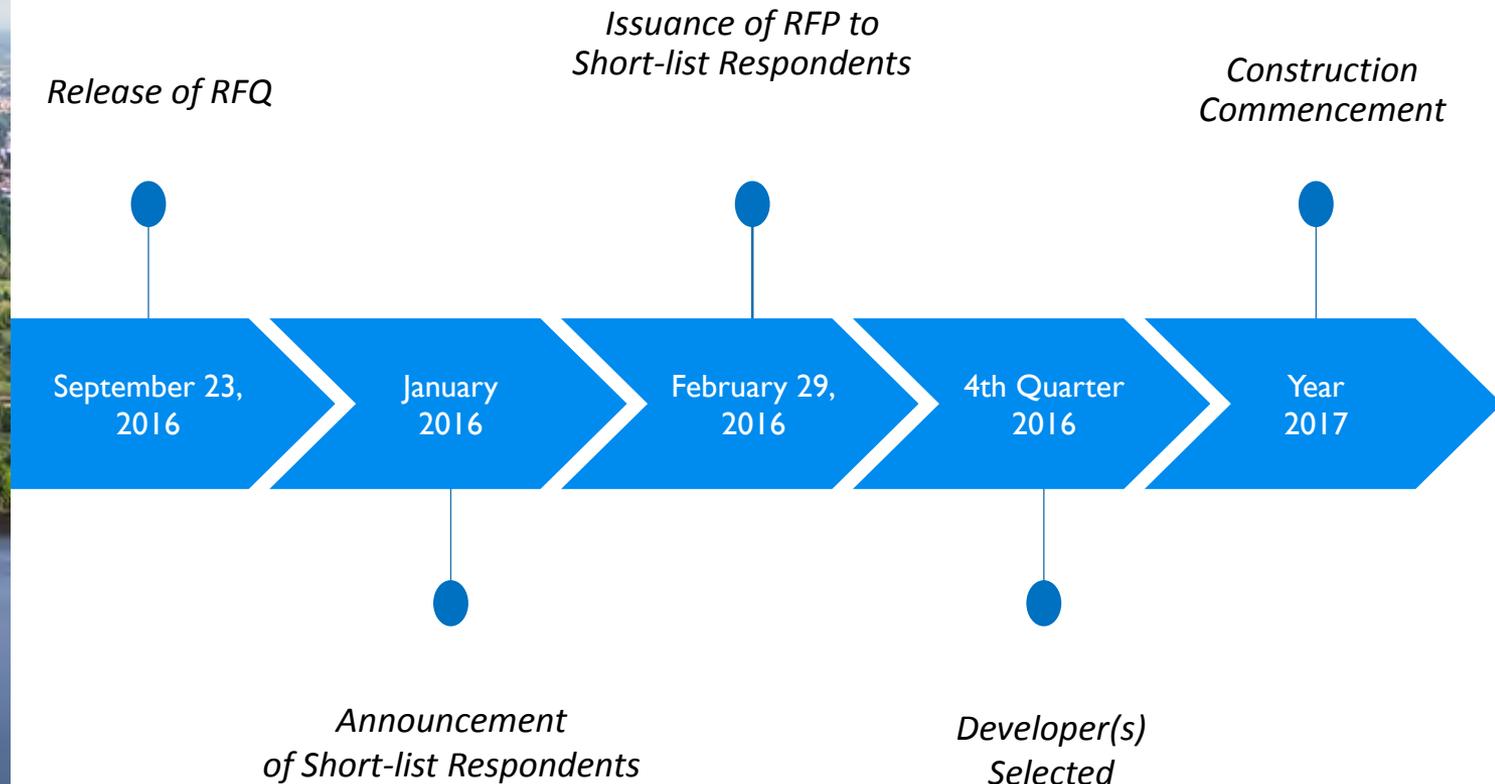
The Southport Marine Terminal Complex will be the first major expansion of the Port of Philadelphia in **over 40 years**.



The Project is located in Philadelphia, Pennsylvania, (shown above) in the context of the greater Northeast Region.

SOUTHPORT MARINE TERMINAL

Expected Timeline



SOUTHPORT MARINE TERMINAL

Shortlisted Respondents

All Shortlisted Respondents

Shortlisted Respondents for Site 1:

CenterPoint Properties

CenterPoint Properties – Development of Ro/Ro, warehousing and other cargo port

Liberty Consortium

Liberty Consortium – Development of a 500,000 TEU container port.

Liberty Property Trust

Philadelphia Energy Solutions - Development of an import/export facility for crude oil and refined oil products. Future development identified for non-energy cargos.

Philadelphia Energy Solutions

Southport Development Group - Development of container port.

Southport Development Group

Shortlisted Respondents for Site 2:

USD Group, LLC

CenterPoint Properties – Development of Ro/Ro, warehousing and other cargo port

Liberty Property Solutions – Development of 800,000 sq. ft. of warehouse space spread

Philadelphia Energy Solutions - Development of an import/export facility for crude oil and refined oil products. Future development identified for non-energy cargos.

Southport Development Group - Development of container port.

USD Group, LLC - 30 acres of bulk product processing facilities including conveyor, mechanical stacking equipment and bulk storage 45 acres auto storage facility

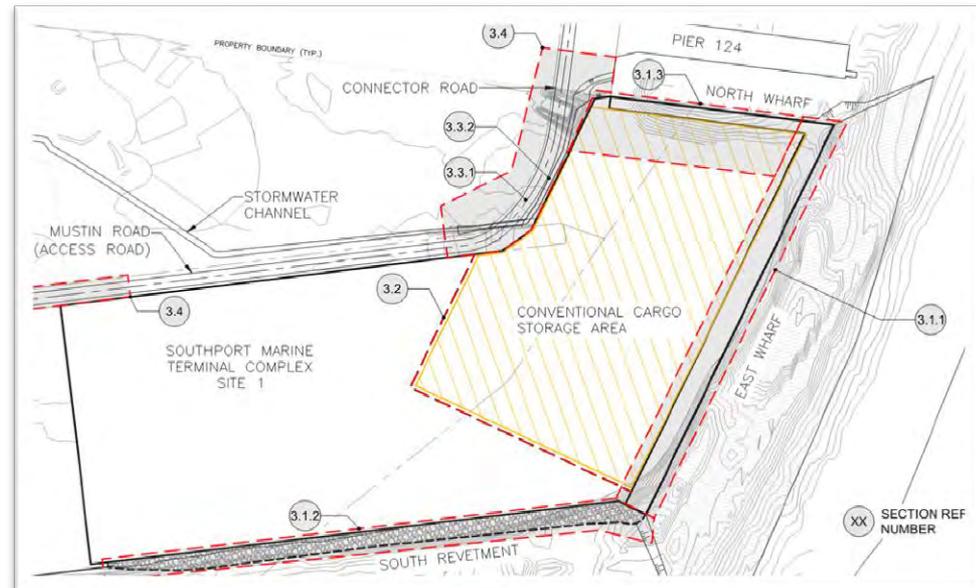
SOUTHPORT MANDATORY DEVELOPMENT REQUIREMENTS

Site 1

- Two deep water berths
- Upland infrastructure improvements
- Improved access
- Poised for economic development

Site 2

- No minimum requirements



SHORTLISTED RESPONDENTS

CenterPoint Properties Trust

Sites: 1, 2 and 3

Team Members

Equity Member: CenterPoint Properties Trust

Lead Contractor: CenterPoint Properties Trust

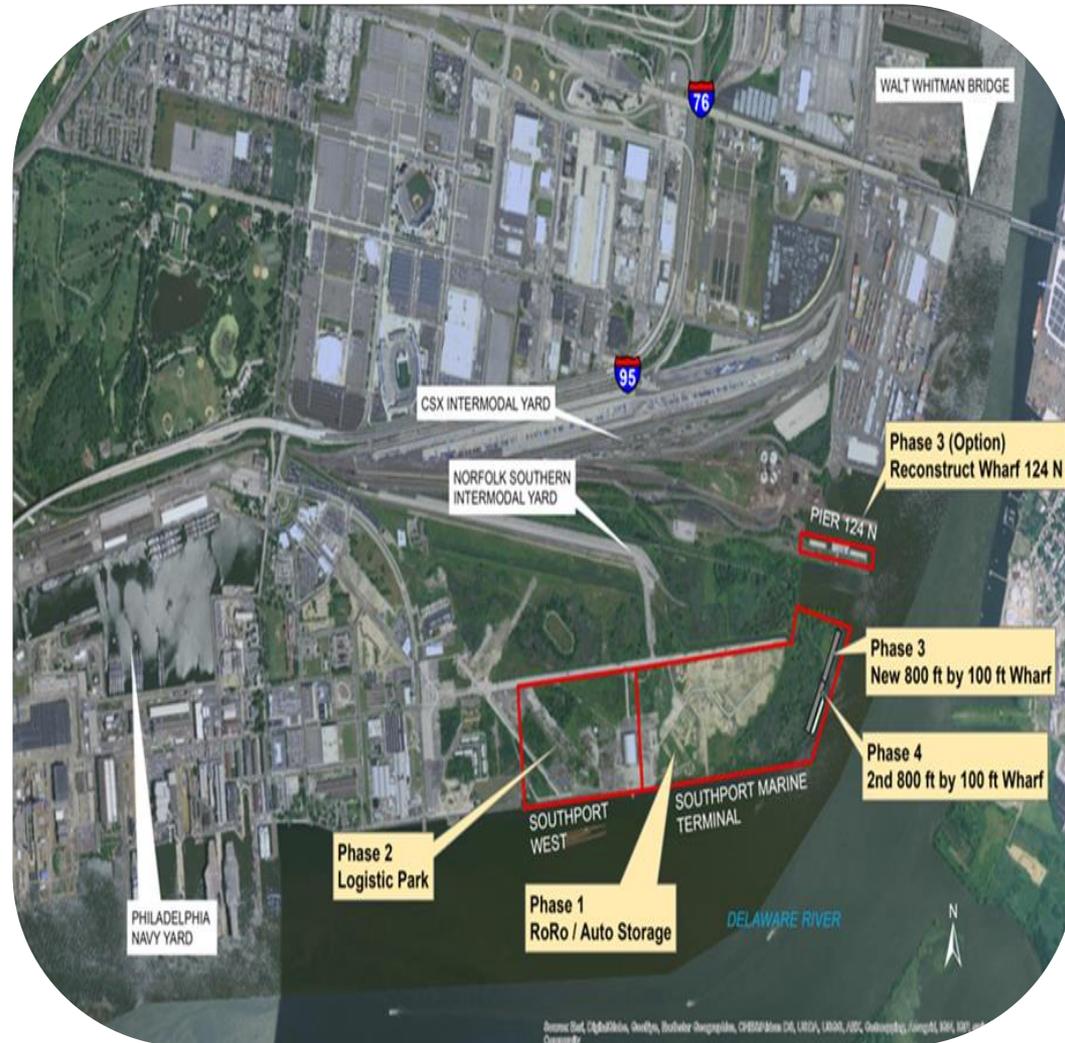
Lead Operator: CenterPoint Properties Trust

Guarantor: None

Conceptual Development Plan

Development of RoRo, warehousing and other cargo port on both sites over four phases:

- **Phase 1:** 80-100 acres development for RoRo activities on Site 1, utilization of the hangar on Site 2 for vehicle processing activities and protected storage of high-value vehicles. Dredging Site 3 for RoRo vessels.
- **Phase 2:** Diversification of activities to include containers and breakbulk along with construction of single-berth wharf on Site 1. Development of logistic park/warehouse, including food importers, paper product importers, and potentially local sea food product distribution facility
- **Phase 3:** Development of a grain silo/conveyor system on Site 3
- **Phase 4:** Construction of a single-berth wharf and cranes



SHORTLISTED RESPONDENTS

Liberty Property Trust

Site: 1

Team Members

Equity Member: Liberty Property Trust

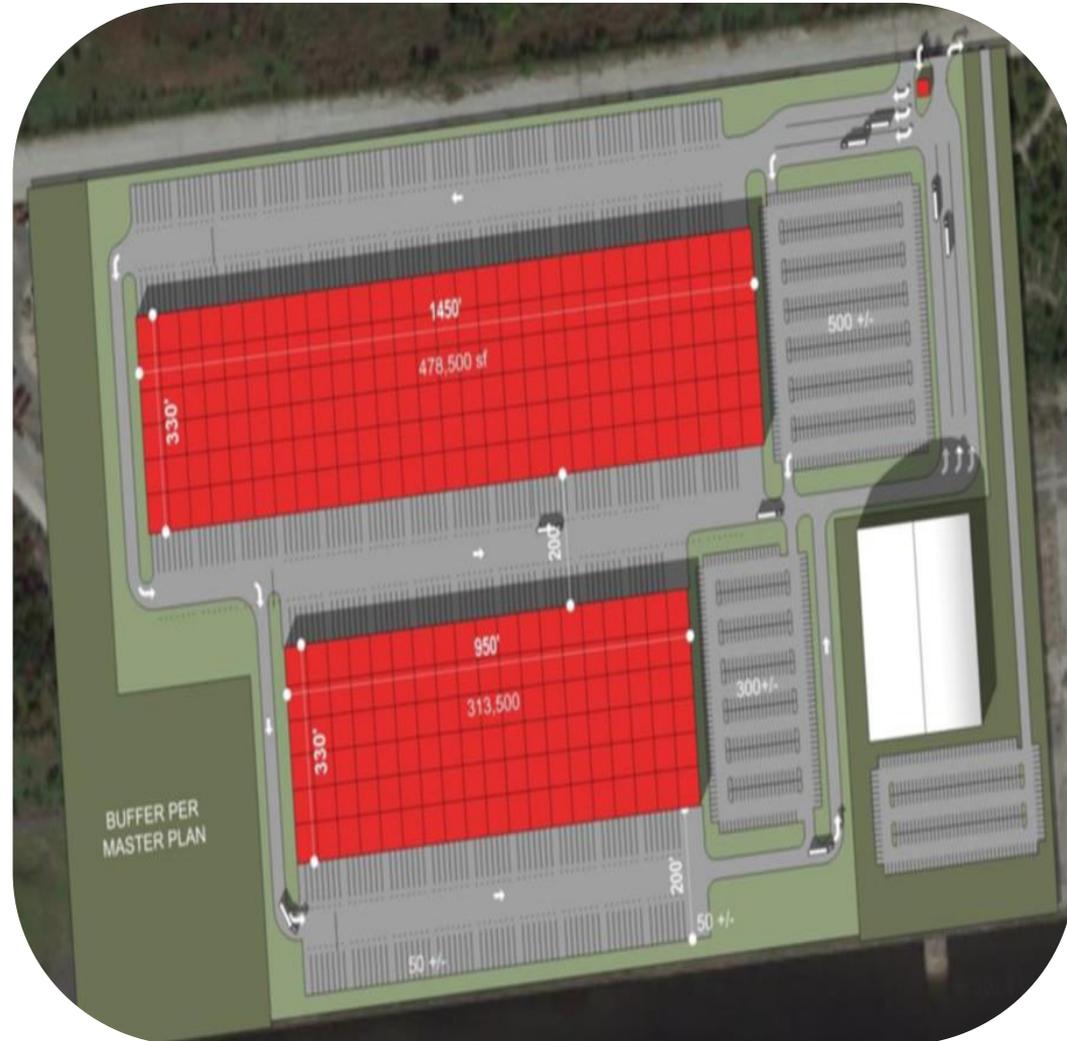
Lead Contractor: Liberty Property Trust

Lead Operator: Liberty Property Trust

Guarantor: None

Conceptual Development Plan

Development of 800,000 sq. ft. of warehouse space spread across two buildings in a single phase. Possible use of Site 3 but no details provided



SHORTLISTED RESPONDENTS

Philadelphia Energy Solutions

Sites: 1 and 2

Team Members

Equity Member: Philadelphia Energy Solutions, LLC

Lead Contractor: Philadelphia Energy Solutions, LLC

Lead Operator: Philadelphia Energy Solutions, LLC

Guarantor: None

Conceptual Development Plan

Development of an import/export facility for crude oil and refined oil products for both sites over two phases. Future development identified for non-energy cargos but no details provided:

- **Phase 1:** Develop crude oil import facility:
 - Four 250,000 barrel tanks for storing crude and four 250,000 barrel tanks for storing product (gasoline and diesel)
 - A buoyed dock to off-load and load ships
 - Large pumps and piping connecting these facilities to the Philadelphia Energy Solutions (PES) refineries
- **Phase 2:** Facilitate export of crude:
 - Two additional 250,000 barrel tanks for storing crude

Open the remainder of Sites 1 and 2 for non-energy cargos



SHORTLISTED RESPONDENTS

Southport Development Partners

Sites: 1, 2 and 3

Team Members

Equity Member: OHL Infrastructure, Inc.
 Morgan Stanley Infrastructure Partners II LP
 Penn City Investments of Delaware, Inc.

Lead Contractor: OHL USA

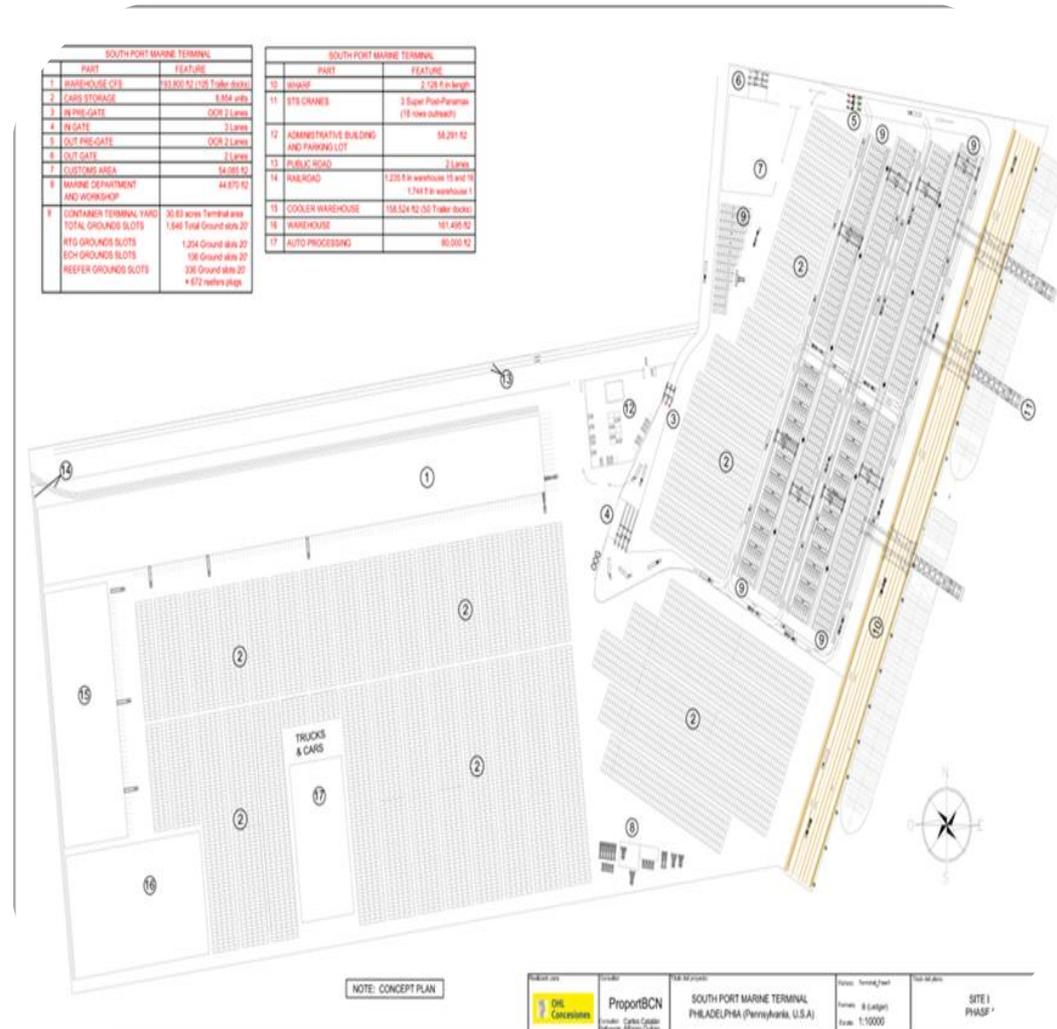
Lead Operator: Developer to self-perform

Guarantor: OHL Concesiones S.A. (Equity Member)
 OHL S.A. (Lead Contractor)

Conceptual Development Plan

Development of container port over four phases:

- **Phase 1:** Site 1 - 376,000 TEU capacity including two berths dredged to 47 feet; remainder of site used for warehousing and auto storage for 9,000 cars. Use of Site 3 for RoRo vessels. Site 2 - prepare and operate the full site for RoRo storage and detailing
- **Phase 2:** Site 1 - increase container capacity to 574,000 TEUs including possible construction of a third berth. Site 2 - 40 acres as RoRo and 35 acres of energy park
- **Phase 3:** Site 1 - increase container capacity to 773,000 TEUs by reducing auto space
- **Phase 4:** Site 1, increase capacity of the container terminal to 1m TEUs



SHORTLISTED RESPONDENTS

USD Group

Sites: 2 and 3

Team Members

Equity Member: USD Group, LLC

Lead Contractor: USD Group, LLC

Lead Operator: USD Group, LLC

Guarantor: None

Conceptual Development Plan

The plan is to develop:

- 30 acres of bulk product processing facilities including conveyor, mechanical stacking equipment and bulk storage
- 45 acres auto storage facility

Future phases including development of Site 3 and development of bulk liquids (energy/fertilizer)



QUESTIONS & ANSWERS



Philadelphia Regional Port Authority

THANK YOU!

Philadelphia Regional Port Authority



PHILADELPHIA REGIONAL PORT AUTHORITY

Conrail - 40 Years of Operational Success

Delaware Valley Regional Planning Commission
April 15, 2016



Big Conrail – 1976 to 1999

- In the early 1970's, the list of bankrupt railroads was alarming
- Congress acted in 1974 by establishing the USRA (United States Railway Association)
- Losing \$1 million a day
- A lot of decisions being made were politically driven
 - Led to substantial de-regulation (the Staggers Act of 1980), which Conrail fully took advantage of
 - In 1981, the NERSA Act relieved Conrail of operating suburban commuter lines
- By the early 1980's, the government wanted to stop subsidizing our operations
- By 1987, Conrail went public with an IPO of common stock

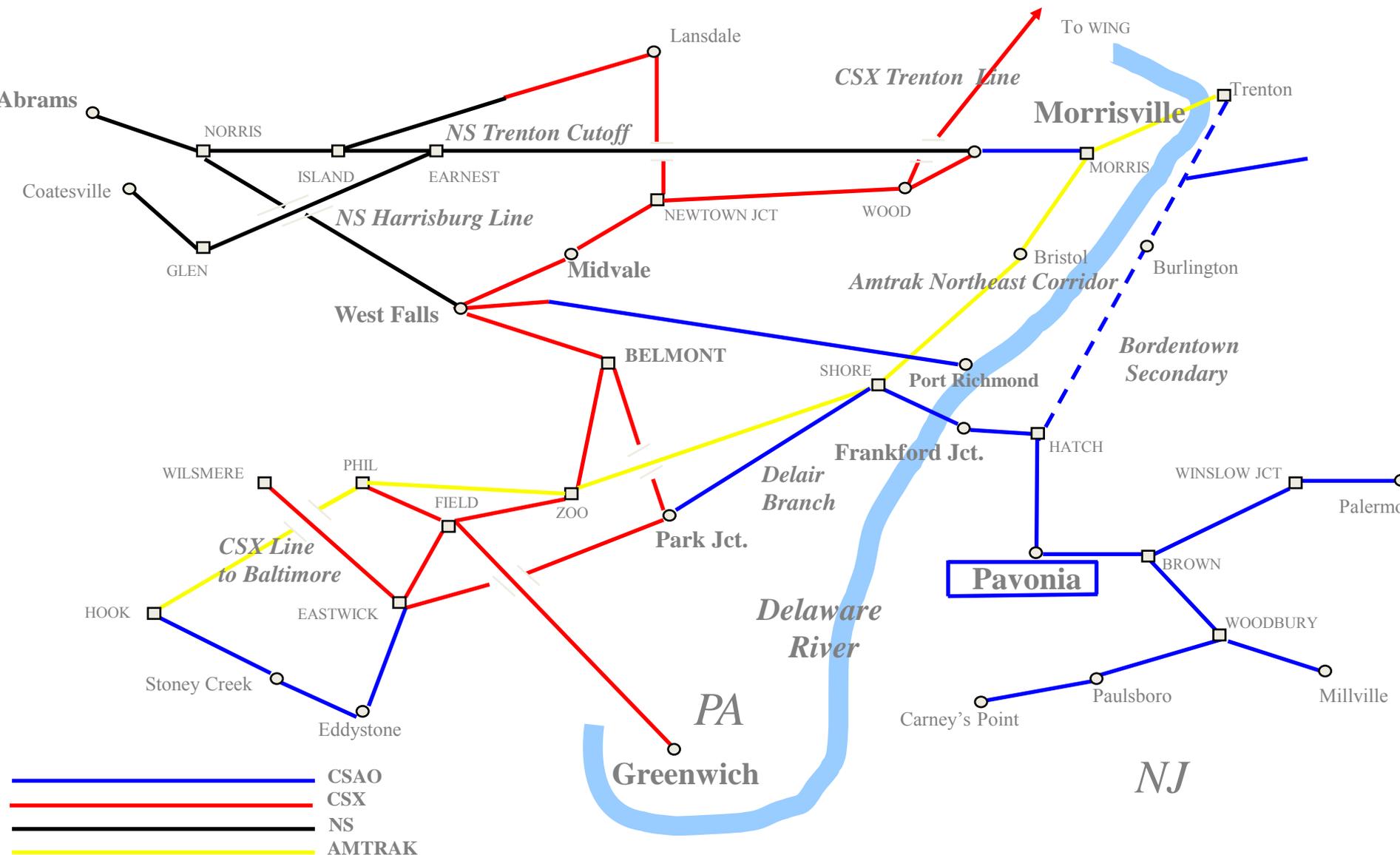
Big Conrail – 1976 to 1999

- We had shaped Conrail to be an efficient company
- We were making \$1 million a day
- Intermodal/containerization and autos became premium markets for us
- By the mid-1990's, we had reduced the track miles by nearly 50% and reduced our employees to under 20,000
- The remaining employees were truly survivors and were competent and qualified
- During the 1990's, there was constant pressure to perform and survive

Transitioning from Big Conrail to Shared Assets

- After merger was announced, significant Day 1 projects were necessary
- At split date, June 1, 1999, employees working in the Shared Assets areas generally stayed at Conrail
- Locomotives and rolling stock were allocated to parents
- Conrail Shared Assets became one of several of CSX's and Norfolk Southern's subsidiaries
- Class 1 to Switching and Terminal carrier
 - 1200 miles in 3 regional areas
 - 1150 employees

Conrail – Philadelphia Metropolitan Area



Conrail connects the region to the North American freight rail network



- Conrail provides direct service with head-to-head competition among two Class 1 railroads – CSX and Norfolk Southern
- Conrail interchanges with 11 of 14 New Jersey shortline railroads and 3 in the Philadelphia, Pennsylvania area, providing safe, reliable, and efficient rail service to our customers
- Contributes to the region through employment and economic development as an environmentally friendly transportation alternative

Conrail provides safe and reliable freight transport service to this region's businesses



- 114 companies are served in the South Jersey/Philadelphia area
- Over 130,000 carloads are delivered annually to these customers
 - Equivalent to 450,000 truck loads removed from area highways
 - Every ton mile of freight moved by rail versus truck reduces greenhouse emissions by two-thirds
- Commodities delivered support a wide range of commerce from agricultural to housing and construction to health care

Conrail makes significant investments in the region that enhance safety, improve service, and expand capacity

- Over \$111 million has been invested from 2000 to 2015
- In addition, over \$67 million of additional investment have been made through public-private partnerships benefiting the region
 - Delair Bridge project
- In 2015 alone, nearly \$12 million was invested in South Jersey/Philadelphia capital projects
- Additionally, \$35 million annually is spent operating and maintaining the rail infrastructure, providing safe and reliable service

Conrail partners with agencies in New Jersey and Pennsylvania to coordinate intermodal transportation as well as participation in public/private partnerships

- Local and county agencies
- New Jersey Department of Transportation
- PENNDOT
- New Jersey Transit and its commuter agencies
- SEPTA
- Delaware Valley Regional Planning Commission
- South Jersey Transportation Planning Organization
- North Jersey Transportation Planning Authority
- Philadelphia Regional Port Authority
- South Jersey Port Corporation
- Amtrak

Conrail's Ongoing Focus and Commitment

- Managing risk associated with our human and physical assets
- Providing superior service to customers and short line partners on behalf of CSX and Norfolk Southern
 - Technical innovations
 - Pavonia Yard Enhancement Project
- Being visible in future freight and passenger rail initiatives
- Staying ahead of growth opportunities
- Smart investments
 - Keep existing and attract new business
 - Public/Private projects
 - Add capacity to enhance service
- Development of the Port of Paulsboro
- PTC
- Raising the 263K weight capacity limit on Amtrak and New Jersey Transit lines