



Serving Counties Since 1886

**COUNTY AND STATE
TRANSPORTATION
INFRASTRUCTURE INITIATIVES**

NACo Transportation Steering Committee
July 11, 2014

Overview

- PennDOT Bridge Bundling Program
 - Dauphin County Infrastructure Bank
 - PennDOT Agility Program
 - PennDOT Next Generation
 - Transit Revitalization Investment Districts
-

Bridge Bundling

- Objective
 - PennDOT will bundle the replacement or rehabilitation of locally owned bridges with state-owned bridge projects.
 - Multiple bridges to be replaced or rehabilitated as a single project
-

Bridge Bundling

- The program is intended to save time and costs
 - Single engineer, single general contractor
 - Utilizing similar designs
 - Create an economy of scale in design and construction and project management
-

Bridge Bundling

- PennDOT will annually develop two lists of eligible bridges
 - List developed using PennDOT NBIS Database: State, county, municipal
 - Preliminary List: 60 Days for locals to agree
 - Final List: 90 Days for locals to execute agreement
-

Bridge Bundling

- Local government participating in program eligible for contribution reduction up to 100%
 - Local government refusing to participate will be responsible for 30% of the non-Federal share of the future costs for the local bridge being replaced or rehabilitated
-

Bridge Bundling

- Pilot: Washington, Luzerne, Blair
 - 41 bridges
 - Refurbish deck, repair superstructure, replace, remove
 - Engineering: 25% to 50% savings
 - Construction: 5% to 15% savings
 - Time spent: Reduce from 7 to 2 years
 - County cost: \$0.00
-

DCIB

- The Dauphin County Infrastructure Bank (DCIB) is a financing solution that supports key transportation infrastructure projects within Dauphin County PA
-

DCIB

- Need:
 - Municipal-sponsored projects are in need of financing options with more flexible terms.
 - Infrastructure projects can stall or be delayed due to lack of administrative/project management experience.
 - Access to capital would benefit developer-driven transportation improvement projects and associated economic development.
-

DCIB

- Funding:
 - The DCIB awards low-interest loans that leverage other local, and state funding resources
 - Dauphin County liquid fuels tax receipts
 - Pennsylvania Infrastructure Bank
-

DCIB

- Eligible projects include:
 - Bridges
 - Highway
 - Sidewalks
 - Parking
 - Paving
 - Signalization
 - Intersections
 - Storm water
 - Trail Improvements
 - Eligible applicants include:
 - Municipalities
 - Developers (in partnership with sponsoring municipality)
-

DCIB

- Municipal Advantages
 - Low-interest loan program that can may leverage other funding sources
 - Streamlined approval process and financing terms
 - Access to administrative and project management services
-

DCIB

- Developer Advantages:
 - Overcome current challenge of “double bonding” for PIB
 - Access to capital
 - Low interest rates may be more competitive than commercial lending
-

DCIB

- Project Delivery Advantages
 - Turnkey Options
 - Dauphin County can complete all aspects of design, construction and project delivery on behalf of the applicant.
 - Or
 - An applicant can submit a qualified design professional for approval to complete the design. The County will deliver the project from bidding to completion.
-

PennDOT Agility Program

- Overview
 - Provides for an exchange of services between PennDOT and local government
 - Initiated in 1997
 - Share human resources, equipment and knowledge
 - Give-give, win-win
-

PennDOT Agility Program

- Structure of the Exchanges
 - Agreement
 - 5-year agreement
 - Work Plan
 - Defines services to be exchanged and value
 - Estimated dates for completion
-

PennDOT Agility Program

- Procedure
 - PennDOT works with partner to identify scope of work & costs
 - Coordinates with AFSCME on draft work plan
 - Work Begins
 - PennDOT & partner document completed work
 - Upon completion, financial analysis is conducted and work plan is closed
-

PennDOT Agility Program

- Project Examples

Type of Partner	PennDOT Provided	PennDOT Received
Charitable Hospital	Winter Services	First Aid/ CPR Training
Rural Planning Org.	Traffic Counting	Welder Training
University	Bridge Deck	Training & Facilities
Municipality	Bridge Abutments	Winter Services
DCNR	Paving Training	Paved Road
Municipality	Portable Speed Indicator	Street Sweeping
Municipality	Sign & Anchor Posts	Litter Pickup
DOC	Bucket truck to replace lights	Litter Pickup
DCNR	Dust Control	Mowing & boats for bridge inspections

PennDOT Next Generation

- Next Generation:
 - A fresh review of PennDOT's policies, processes, procedures, and programs
 - Examine functions and create new efficiencies
 - Refresh and advance business practices and technology
 - Create a culture of continuous improvement
-

PennDOT Next Generation

- Objectives:

- Diminish recurring cost of services – better use of taxpayer money
 - Become a better business partner
 - Be a better employer to attract and retain quality employees
 - Be a national leader in research and new products
 - Improve the public's confidence
-

PennDOT Next Generation

- **Five Distinct Initiatives:**
 - **PennDOT Next Generation Projects:** Engage PennDOT management and staff to refresh and advance business practices and technology.
 - **Mapping the Future:** Coordination among PennDOT, the Turnpike Commission (PTC), the Department of Conservation and Natural Resource (DCNR), and other agencies to save resources and avoid duplicating efforts.
 - **Modernization Initiatives:** Delivering on the Transportation Funding Advisory Commission's and department's modernization recommendations.
 - **State Transportation Innovation Council:** A public/private/institutional approach to adopt and cultivate innovative technologies and techniques to expedite project delivery.
 - **IdeaLink:** Bottom-up approach that empowers all employees to submit innovative ideas to improve workplace safety and enhance operations.
-

PennDOT Next Generation

- Resources:
 - www.moderndot.pa.gov: Home page and Efficiencies Report
 - [The E-PennDOT Digest](#): Articles on Next Generation initiatives and projects.
 - [Local Technical Assistance Program Newsletter](#): Provides information on innovative project delivery for local governments and business partners.
-

TRID

- Transit Revitalization Investment Act of 2004:
 - District-based tax increment financing mechanism to capture increases in property values to pay for needed improvements.
 - Unlike tax-increment financing (TIF), it does not require that there be a finding of “blight”
 - Explicit emphases on transit and transit oriented development (TOD)
-

TRID

- In operation:
 - Incremental tax revenues (up to 20 years) are used to finance transit station improvements, sidewalk, bikeway and road connections into the community, and other infrastructure enhancements.
 - Spark business and residential development by providing convenience of an enhanced transit system.
-

TRID

- **Process:**
 - Municipality or county conducts TRID planning study of market conditions, development opportunities, needed transit improvements and financing plan.
 - Dept. of Community & Economic Development funding available for study (up to \$75K)
 - Designate management entity to administer
 - Designate TRID
-

Resources

- CCAP
 - www.pacounties.org; dhill@pacounties.org
 - PennDOT
 - www.dot.state.pa.us
 - Dauphin County
 - www.dauphinc.org
 - Dept. of Community & Economic Development
 - www.newpa.com
-