



Expressway Partnership Initiative

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Mon Valley Progress Council * Monroeville Area Chamber of Commerce * Mon Yough Chamber of
Commerce * West-to-West Coalition * Economic Growth Connection * Constructors Association of Western
Pennsylvania * National Association of Office and Industrial Properties - Pittsburgh Chapter * United
States Steel Corporation * Murrysville Economic and Community Development Corporation *
Westmoreland Chamber of Commerce * West Penn Allegheny Health System

Senate Transportation Committee*DRAFT***
Thursday, May 30, 2013, 11:30 a.m.
Allegheny County Community College, Boyce Campus**

Chairman Rafferty, State Senator Brewster and members of the Senate Transportation Committee. I welcome this opportunity to appear before this hearing of the Senate Transportation Committee on the issue of the Mon Fayette Expressway. I am representing two organizations today, the Mon Valley Progress Council and the Expressway Partnership Initiative.

The Mon Valley Progress Council, founded in 1965, has long been recognized as a leading advocate for the completion of the Mon Fayette Expressway and Southern Beltway projects. In my role as Executive Director, for the past 26 years I have also worked with a broad range of regional and statewide organization for the advancement of transportation funding. This includes serving as past president of the Pennsylvania Highway Information Association and chairman of the Construction Legislative Council of Western Pennsylvania.

Expressway Partnership Initiative is a coalition of development organization and leading private companies in the corridor of the PA Route 51 to I-376 Expressway.

As members of the Senate Transportation Committee, you clearly understand the crisis we face with Pennsylvania's deteriorating highway and bridge network, and

shortfalls in transit funding. We support your leadership on Senate Bill #1 and stand ready to undertake actions to advance this legislation.

With the opening of a new bridge across the Monongahela River on August 2nd, 2012, three sections of the Expressway (Toll Road 43) were completed. Sixty miles of the Expressway are now completed at a cost of more than \$2.0 billion dollars. The twenty-four mile PA Route 51 to I-376 is the fourth and final segment of the project. The Southern Beltway is comprised of three sections with the Findlay Connector to the Greater Pittsburgh International Airport being the only completed section. Federal Records of Decisions have been secured for the two remaining sections of the Southern Beltway.

The PA Turnpike Commission has developed a financial plan for the PA 22 to I-79 Southern Beltway section. This section is slated for construction in 2014. The Commission's financial plan for the US Route 22 to I-79 project is not dependent on passage of SB#1.

PA Route 51 to I-376 Expressway project in Allegheny County received a federal Record of Decision in 2004 that provided federal environmental clearance for the \$4 billion dollar project.

While the cost of the Allegheny County project presents significant challenges, there are opportunities to advance the Expressway through construction of segments and consideration of a public/private partnership. Pennsylvania's P3 legislation provides both legal clarity and a process for review of P'3s. As you know, P3's are a proven strategy that is used to develop transportation projects throughout the world.

A crucial step for financing the Expressway is the inclusion, in SB#1, of the existing set-aside funding formula for the PA Turnpike Commission. Senator

Rafferty, we sincerely appreciate your leadership in maintaining this funding distribution formula. Just as in past state transportation legislation, set-aside funds for the Commission would be bondable revenue for Act 61 projects, including the Expressway project. Funding could be used in a standard project bidding process or as a public investment for a P3. Without question, the potential of new funding through SB #1 provides new hope for the Expressway project.

Like the quote in a baseball movie, “build and they will come”, completion of the Mon Fayette Expressway from I-68 to PA Route 51 (Toll Road 43) has provided improved access that supports jobs and promotes new development and job creation.

In Fayette County, the Expressway provides access to four industrial parks with 14 companies, providing more than 700 jobs -- with a projection of more than 2,000 jobs. In Washington County, Toll Road 43 also provides improved access to four industrial parks. There are over 50 companies in these industrial parks providing and estimated 600 jobs. In terms of residential development, access to Toll Road 43 at the Finleyville Exit in Union Township resulted in the development of Tuscany Estates -- a 58-acre planned residential development of single-family homes, townhouses and garden homes. The Expressway also provides improved access to the Monongahela Valley Hospital, a leading employer and regional health care facility.

The economic benefits of Toll Road 43 has direct implications for economic development opportunities for industrial parks, available brownfield sites and communities the PA Route 51 to I-376 Expressway corridor.

The near collapse of basic industry in the Allegheny County Mon Valley area during the 1980 resulted in the loss of more than 250,000 jobs leaving communities decimated in its wake. The major initial goal of the Expressway

project was to provide access to these communities and industrial brownfield development sites. It's time we focused on accomplishing this goal.

Maury Burgwin and Frank Horrigan will now detail how the PA Route 51 to I-376 Expressway would provide this access and bring about economic development in the Mon Valley and provide improved access to Monroeville area.

Once again, I would like to thank you for the opportunity to provide testimony. I welcome your questions.