

Proposed Testimony of Jeff Goggins, Trammell Crow Company
Before the Senate Transportation Committee
Senator John C. Rafferty, Chairman
Senator Barry J. Stout, Minority Chairman
PA Turnpike Commission's Financial Outlook
Impact of Act 44, Reconstruction, Widening and Slip Ramps

July 28, 2010 – 10:00 AM
North Office Building, Hearing Room One
Harrisburg, PA

Senator Rafferty, Senator Stout, and other distinguished members of the Senate Transportation Committee. My name is Jeff Goggins, Senior Managing Director for Trammell Crow Company. I appreciate the opportunity to appear before you today to discuss the importance of the PA Turnpike Route 29 Interchange project.

Trammell Crow Company is the majority owner and developer of Atwater which is located at the intersection of State Route 29 and the Pennsylvania Turnpike. Atwater is a 388 acre infill Brownfield redevelopment which is being transformed into a corporate office park that could generate up to 10,000 new jobs. Trammell Crow has invested over \$10,000,000 in off-site highway and utility infrastructure improvements and worked closely with Penn DOT and the Turnpike Commission to improve regional transportation.

I would like to provide the dates and critical milestones of the Route 29 Slip Ramp project that have transpired over the past ten years.

February 14, 2002 - The start of the Slip Ramp project was officially announced at a public event at Atwater which included speeches by Turnpike Commission Executive Director John Durbin, the late Senator Thompson, Senator Dinniman (then Chester County Commissioner) and other public officials. It was announced that design would be completed by the end of 2004 and construction would be complete by 2006.

March 19, 2003 – From a letter by Turnpike Commission Legislative Liaison, John Martino, to Cephalon who was considering building a 1,000,000 square foot corporate campus at Atwater - “I would like to reaffirm the Commission’s commitment to the project and to completing it according to the schedule we have shared on previous occasions. Last year, the Commission approved \$2.5 million to complete the study and design phase. Final design is projected to be complete by the end of 2004, and construction will begin immediately thereafter.”

Fiscal Year 2006 – Turnpike Commission 10-Year Capital Plan includes \$44 million for construction of Route 29 Slip ramps.

June 7, 2007 – After assurances that funding is available, and all required private properties have been acquired, Trammell Crow Company (“TCC”) and the Turnpike Commission executed Agreements related to Route 29 Slip Ramp construction within Atwater. Details of the Agreement included the Turnpike Commission’s reimbursement to TCC for \$1,589,205 for the installation of a storm water culvert under the proposed Slip Ramp. TCC was required to use “Best Efforts” to complete the culvert construction no later than August 31, 2007 to not interfere with the Turnpike Commission’s schedule to begin work. TCC was responsible for any delays the Turnpike Commission suffered if TCC was late in completing the culvert work. The work was completed by TCC on time. As part of the Agreements between the Turnpike Commission and TCC, TCC donates 12 acres for the construction of the Route 29 Slip Ramp Project, at no cost to the Turnpike Commission.

January 30, 2009 - The DEP issued the NPDES permit to the Turnpike Commission for the Route 29 Slip Ramp Project. The Project is now fully permitted, approved and \$75 million is allocated in the Turnpike Commission 10-Year Capital Plan.

March 2009 - The Turnpike Commission announces inter-dependency between the Route 29 Slip Ramp Project and the Turnpike widening project between Mileposts 319 to 326 and puts the Route 29 Slip Ramps “on-hold”. Up until this date, no interdependency was ever mentioned by the Turnpike Commission.

April 23, 2009 – A meeting is attended by Senator Pileggi, Senator Dinniman, elected officials, stakeholders and Turnpike Commission representatives to find a resolution to commence construction of the Slip Ramps and separate it from the widening project. A deadline was set for the summer 2009 to resolve the storm water management issue for the widening project.

March 26, 2010 – After numerous Round Table meetings, the Turnpike Commission felt that the storm water management issues had been resolved enough to issue a press release restarting the design process for the widening project and told the Design Roundtable that they were beginning to acquire private property for the widening project. Although the Turnpike Commission is comfortable enough to re-start the widening project, no date has been provided for the start of construction for the Route 29 Slip Ramp Project.

April 5, 2010 – West Pharmaceutical issues an RFP for a new 148,000 square foot Corporate Headquarters and laboratory facility. Atwater made the finalists list, but will not be considered without 100% assurance that the Route 29 Slip Ramps will begin construction in fall of 2010. There will be approximately 400 employees and the total investment in the building will be \$50+ million. This is just one current example of many lost employers over the past many years due to uncertainty about the Route 29 Slip Ramp project.

Over the past ten years there have been numerous announcements, letters and agreements by the Turnpike Commission for their commitment of the Route 29 Slip Ramp project. It is time to fulfill those commitments and obligations, and release the construction of the Route 29 Slip Ramps. It is unconscionable that in this era of highly desired shovel-ready infrastructure related projects that this project has been delayed with total disregard for the job creation and economic vitality it would bring in these difficult times.

In summary I would like to highlight the following points;

- The Route 29 Slip Ramp Project is fully permitted and shovel ready
- \$75 million is currently programmed in the Turnpike Commission Capital Plan
- Approximately \$10,000,000 has been spent to date by the Turnpike Commission on this project
- The need to tie the Slip Ramps to the Turnpike widening project is unfounded
- The Slip Ramps will provide direct economic benefit to Chester County, the Philadelphia region and the State of Pennsylvania

Thank you.

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