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House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

HOUSE DEMOCRATIC POLICY COMMITTEE HEARING

Topic: Transportation

**Bristol Township Municipal Building – Bristol, PA
October 13, 2011**

AGENDA

- 10:00 a.m. Welcome and Opening Remarks
- 10:10 a.m. Panel from TMA Bucks:
- Phil Wursta, President
 - Bill Rickett, Executive Director
- 10:40 a.m. Richard Burnfield
Chief Financial Officer
Southeastern Pennsylvania Transportation Authority
- 11:00 a.m. Tom Tosti
Director
AFSCME District Council 88
- 11:20 a.m. Shayne Trimbell
Board Member
Pennsylvania Walks and Bikes
- 11:40 a.m. George Wolff
Region Leader
Keystone Transportation Funding Coalition
- 12:00 p.m. Closing Remarks

**Testimony before the House Democrat Policy Committee
Hearing on transportation funding, Thursday, October 13, 2011
Bristol Township, PA**

**William D. Rickett, Executive Director
TMA Bucks (Bucks County Transportation Management Association, Inc.)**

Thank you, representative Davis and members of the committee for providing this opportunity to appear before you this morning. I am Bill Rickett, executive Director of the Bucks County Transportation Management Association, more formally know as TMA Bucks. We are a private non-profit agency working to improve public transportation access and highway improvement and safety for all of Bucks County. We work in close partnership with SEPTA, PENNDOT, the Delaware Valley Regional Planning Commission, Bucks County Planning Commission and our municipalities to achieve these goals. I have provided information about our agency and our projects and programs in the packets provided to you.

It is likely that you will not hear anything new in what I will be telling you today, but I feel the issue of transportation funding, both highway and public transit, requires immediate action in Pennsylvania and must continue to be on the top of the legislative agenda.

Our aging transportation infrastructure, including highways, bridges and mass transit, is well past the expiration date of its useful life, and the longer rehabilitation is delayed the more costly it becomes.

I understand that it is extremely difficult in this down economy to secure the funds needed to bring Pennsylvania's aging transportation systems to a state of good repair. But a recovering and even thriving economy is dependant to a great extent on safe and up to date highways and mass transit services. Any effort to help Pennsylvania's and the nation's economy to begin to recover must include funding provisions to make this happen.

Governor Corbett's transportation funding commission has provided a menu of revenue sources that, in our minds, make a great deal of sense. As I understand, implementation of those recommendations will bring an estimated \$800 million in new revenue during the current fiscal year, increasing exponentially to about \$2.7 billion annually by the year 2018.

We at the TMA were surprised to hear that the governor has decided not to pursue those recommendations at this time. I do not understand why these reforms should be delayed, and I hope that political pressure from both sides of the aisle can be brought to bear and bring legislation to the floor of both houses to begin to raise the revenue we desperately need.

Allow me to provide some examples of the issues being faced by the lack of adequate transportation funding:

- Valued last mile connector transit services, designed to get people to and from work where public transit systems do not reach, are being canceled. This TMA has this month suspended service on two such routes, providing more than 30,000 rides to work each year, because funding has run out.

- These services have been funded on a 50-50 basis by the Federal Transit Administration and PENNDOT. The failure of congress to pass a five year transportation funding bill spells the end of these services, as PENNDOT does not have the money to cover 100% of the cost. Hundreds of low and middle income workers are left with no access to their jobs, as many of them do not own cars.

- The largest transportation project in this region, the connection of the PA Turnpike and Interstate 95, is in jeopardy over funding. The project has already been downsized to provide only one of four interchange connections. This project is the final link, completing I-95 from Maine to Florida. The completion of this link would provide a major boost to the region's economy and local businesses, but as currently configured, would fall well short of the anticipated business and commercial growth originally predicted.

- Traffic congestion continues to plague many of our smaller towns that happen to be a major commuter crossroad. Assistance in providing traffic signal upgrades, drainage improvements and intersection pedestrian safety projects is needed by these towns but cannot be funded locally, given the need for municipalities to reduce spending.

- I am a strong believer in user fees. We face heavy traffic volumes at rush hour in this region, but the commuters and other travelers do not, in any direct way, pay for the upkeep. Our interstate system has aged beyond its

50-year lifespan. I believe a fair tolling system must be placed on all of our interstate highways in Pennsylvania, with the money going directly into the maintenance of those highways. This would free up hundreds of millions of dollars that PENNDOT can direct to our local roads and bridges in need of repair.

-While significant areas of Pennsylvania do not have large mass transit systems, we have the fourth largest transit system in the country in SEPTA. While SEPTA has been able to maintain a good level of service, expansion to areas in need cannot happen without additional funding. SEPTA continues to struggle with an 80 year old infrastructure on its commuter rail lines that are seeing an unprecedented growth in ridership as more people reject high gas prices for public transit commutes. Under the funding commission's plan, 25% of new revenue would go to public transit systems across Pennsylvania, all of which are in need.

-The interest in developing the Marcellus Shale resources using safer extraction technology must continue. The idea of Pennsylvania becoming self-sufficient in energy production using our own natural gas to fuel manufacturing, transit and even our own private cars and trucks is an idea whose time has come. TMA Bucks has been leading the way in our region for over six years, promoting the use of compressed natural gas as a cheaper, cleaner, safer motor fuel. We fully support such an effort. We currently operate a number of our small transit vehicles on CNG with excellent results. Soon the first public CNG fueling station will be completed in Lower Bucks County, with several fleet operators, including such high end users as Waste Management looking to move to CNG vehicles. Some funds from drilling and extraction fees could also be used to provide incentives for fleet conversions by municipal, county and public school fleet operators. A gallon equivalent of compressed natural gas, as of today, is 40% cheaper than gasoline, and reduces carbon and Nox emissions by as much as 80%.

Pennsylvania is unique compared to other states. We are very rural and at the same time very metropolitan. All regions of the commonwealth have the same issues in regard to transportation...the need to upgrade our highways and bridges, the need to provide adequate mass transit options where needed, and the need to make Pennsylvania's roads safer.

Thank you for your time and concern.

TESTIMONY OF THE
SOUTHEASTERN PENNSYLVANIA
TRANSPORTATION AUTHORITY TO THE
PENNSYLVANIA DEMOCRATIC POLICY
COMMITTEE

OCTOBER 13, 2011

Good morning Representative Davis and members of the Democratic Policy Committee. My name is Richard Burnfield, Chief Financial Officer and Treasurer of the Southeastern Pennsylvania Transportation Authority.

As the nation's sixth largest transit Authority, SEPTA is responsible for the safe transportation of over one million people each day. This represents more than 75% of all transit trips in Pennsylvania. In FY 2011, 345 million trips were made on SEPTA, the Authority's highest ridership level in 22 years. We believe that the significant ridership growth has been fueled in part by the customer service and capital improvements recently advanced by SEPTA.

Without the passage of Act 44 in 2007 by the Pennsylvania General Assembly, these improvements in customer service and infrastructure simply would not have been possible. Act 44 provided the resources and an opportunity for SEPTA to focus upon improving our operations.

SEPTA's transportation network consists of over 300+ bridges, 390+miles of track, more than 77 substations, 234 stations, and 23 vehicle maintenance and support facilities. The age and condition of our system requires us to advance a capital improvement program to bring these assets to a state of good repair.

SEPTA's capital needs have been well documented. Reports such as the Federal Transit Administration's June 2010 "National State of Good Repair Assessment" and the May 2010 Pennsylvania State Transportation Advisory Committee's "Transportation Funding Study" have evaluated SEPTA's state of good repair needs and have concluded that our capital needs are in excess of \$4 billion.

The devastating and extreme weather events of the last few weeks have only highlighted the precarious nature of SEPTA's infrastructure as well as its importance as a regional mobility provider. This sentiment was echoed by Federal Transit Administrator Peter Rogoff during a tour of the SEPTA system in July of this year

when he remarked “I am struck by how fragile the infrastructure is that is supporting millions of passengers.”

The condition of SEPTA’s infrastructure is clearly in evidence right here in Bucks County. With funding from the Federal Economic Stimulus program, SEPTA replaced the inadequate and outdated station facilities at the Croydon Train Station. On October 28, 2011 SEPTA will celebrate the completion of this multi-million construction effort. Our customers will benefit from a brand new station, high level boarding platforms and expanded parking.

Only a few miles away, our passengers at the Levittown Station use a station which has seen limited repairs in over fifty years. Unfortunately, SEPTA has

completed the design for a new station but has insufficient funding to move forward with the construction.

In addition to these station improvements, funds are needed to repair and replace 100 year old bridges, 80 year old electric power substations and passenger rail cars in service since the mid-1970's. Without funds to rebuild the Authority's infrastructure, SEPTA will incur additional operating costs to maintain these assets, bridges may need to be closed and the quality of passenger service will unfortunately decline.

Improving the transportation infrastructure in this region will require the commitment and financial support of all of our funding partners. SEPTA congratulates the work of Governor Corbett's Transportation Funding

Advisory Commission, chaired by the Secretary. The Commission recognized the need to take bold action to address the serious funding needs for highways and transit across the Commonwealth along with making recommendations to modernize the means and methods of providing transportation to our citizens. SEPTA urges the timely consideration of its funding recommendations.

We are prepared to work with members of the General Assembly and the Administration to reach consensus on a funding solution.

Public transportation systems do more than improve mobility throughout the region – we create jobs in the manufacturing and construction sectors. And these jobs

are throughout the Commonwealth. SEPTA's nationally recognized Stimulus Program is credited with creating or sustaining over 3,000 jobs on 32 projects.

With more than \$400 million in capital construction projects which are designed and ready to go, such as the nearby Levittown Station, SEPTA is eager to move forward with an aggressive construction program.

The need is clear. The time to act is now. We can not wait any longer to protect one of our most valuable assets – transportation infrastructure. Thank you for the opportunity to provide testimony this morning on behalf of the Authority.

Tom Tosti
AISCME #88



Fixing it First

America's infrastructure is showing its age. Our nation's roads, highways and bridges have increasingly received failing scores on maintenance and upkeep. For the nation's bridges, lack of maintenance can result in the sudden closure of a critical transportation link or, far worse, a collapse that results in lost lives and a significant loss in regional economic productivity.

More than 69,000 structurally deficient U.S. bridges span across the federally supported highway system, monuments of our nation's past prosperity and evidence of its misplaced priorities in recent years. Congress needs to declare the repair of these bridges to be an urgent priority, dedicate funding to their repair, and ensure that states are accountable for repairing these vital assets and knocking down the repair backlog. In addition to building shared prosperity for the future, prioritizing bridge repair will add thousands of jobs that our economy needs.

The repair backlog is tremendous. Every minute of every day, an American driver crosses a bridge somewhere in the U.S. that is "structurally deficient" according to government standards. One out of every four bridges in Pennsylvania is likely to be deficient, for a total of 5,906 deficient bridges. An unacceptable 26.5 percent of bridges statewide are rated structurally deficient, compared to 11.5 percent nationwide.

According to 2009 inspection data and costs, Pennsylvania would need \$7.81 billion to bring all of our bridges into a state of good repair. By comparison, Pennsylvania spent \$464 million total on bridge repair and replacement in 2008. There's a clear need for robust investment in repairing and replacing our bridges.

Out of 50 states and the District of Columbia, Pennsylvania ranks worst nationally in terms of the overall condition of the state's bridges.

Prioritizing repair could save billions of dollars in the future while creating thousands of additional jobs today. Past underinvestment in repair and diversion of maintenance funds toward building new highways does more than allow existing roads and bridges to slip into disrepair. It also ultimately costs state and local governments billions more than would the cost of regular, timely repair. Over a 25-year period, deferring maintenance of bridges and highways can cost three times as much as preventative repairs. "Fixing it first" is also a smarter investment for creating jobs: repair work on roads and bridges generates 16 percent more jobs than new bridge and road construction.

Regardless of the amount of wear and tear experienced by a specific bridge, most bridges are designed to last roughly 50 years. The average age of bridges in the U.S. is 42 years old. Pennsylvania's bridges are an average of 53 years old. Because of this, the number of "structurally

deficient” Pennsylvania bridges is virtually guaranteed to increase in the coming years as a wave of old bridges further overextend their designed lives. More than 11,395 Pennsylvania bridges are already 50 years old or older.

Preserving Pennsylvania’s existing transportation system is crucial to ensuring safety, prosperity and a higher quality of life. The economic costs of neglect are simply too high. It is time for our elected leaders to put Americans to work shoring up our infrastructure and ensuring Americans get the most bang for our transportation buck.

Pennsylvania Counties, sorted by number of deficient bridges

County	Number of Bridges	Number of structurally deficient bridges	Percent of bridges that are structurally deficient
Allegheny	1236	331	26.80%
Montgomery	740	232	31.40%
Washington	615	199	32.40%
Bucks	656	198	30.20%
Lancaster	748	198	26.50%
Westmoreland	588	172	29.30%
Berks	636	168	26.40%
Schuylkill	361	151	41.80%
Philadelphia	583	149	25.60%
Clearfield	286	129	45.10%
Chester	609	129	21.20%
Butler	372	128	34.40%
Fayette	369	127	34.40%
Monroe	297	119	40.10%
York	539	116	21.50%
Luzerne	434	115	26.50%
Lawrence	257	112	43.60%
McKean	216	104	48.10%
Somerset	419	101	24.10%
Bedford	408	100	24.50%
Crawford	388	99	25.50%
Indiana	308	98	31.80%
Lehigh	371	98	26.40%
Bradford	391	98	25.10%
Greene	302	97	32.10%
Mercer	431	95	22.00%
Potter	188	90	47.90%
Armstrong	265	88	33.20%
Beaver	277	88	31.80%
Blair	336	88	26.20%

County	Number of Bridges	Number of structurally deficient bridges	Percent of bridges that are structurally deficient
Susquehanna	265	77	29.10%
Lackawanna	345	77	22.30%
Delaware	355	77	21.70%
Lycoming	460	77	16.70%
Adams	245	75	30.60%
Centre	349	70	20.10%
Tioga	409	69	16.90%
Wayne	246	68	27.60%
Dauphin	435	67	15.40%
Northampton	341	65	19.10%
Franklin	282	63	22.30%
Cambria	282	61	21.60%
Erie	427	61	14.30%
Huntingdon	236	60	25.40%
Cumberland	335	60	17.90%
Warren	212	58	27.40%
Clarion	184	57	31.00%
Juniata	166	55	33.10%
Venango	184	53	28.80%
Columbia	268	53	19.80%
Jefferson	205	52	25.40%
Clinton	199	50	25.10%
Perry	179	48	26.80%
Wyoming	135	47	34.80%
Pike	161	45	28.00%
Lebanon	210	43	20.50%
Carbon	123	39	31.70%
Elk	115	38	33.00%
Mifflin	193	37	19.20%
Sullivan	116	28	24.10%
Northumberland	289	28	9.70%
Union	152	27	17.80%
Fulton	156	27	17.30%
Snyder	157	26	16.60%
Forest	66	21	31.80%
Cameron	56	20	35.70%
Montour	106	10	9.40%

Shayne Trimbell
PA Walks and Bikes
Greater Valley Forge Transportation Management Association

Testimony for PA House Democratic Policy Committee
Transportation Hearing

Thursday, October 13, 2011

Good morning, and thank you for the opportunity to speak today. My name is Shayne Trimbell I am a member of the Board of Directors for PA Walks and Bikes and I am Manager of Projects and Development for the Greater Valley Forge Transportation Management Association, based in King of Prussia. Through my work I have had the opportunity to be involved with many different projects, all directed at easing congestion. My approach employs a variety of means: working with large employers to encourage employees to carpool and use transit, working with municipalities to expand sidewalk networks and encourage mixed use zoning, and working with SEPTA to expand their service to new destinations. As a member of the board for PA Walks and Bikes, I am an advocate for improving conditions for bicyclists and pedestrians statewide.

Of the many programs I have worked on, the most popular and most successful has been the annual Bike to Work Challenge. The Bike to Work Challenge is a twenty week long challenge that begins in May, coinciding with national bike month, and runs through the middle of September. Participants in the challenge are encouraged to ride to work at least one day each week. Through a website that is dedicated to the challenge, participants log their miles, and are provided with a report showing how much fuel they have saved and how many pounds of carbon dioxide, they have saved from being emitted. This was the third year for the challenge. We had 150 participants log 42,000 miles. Over the past three years the challenge has logged almost 125,000 miles which saved 111,000 pounds of CO₂. The riders have saved 5,700 gallons of gas, which equates to about \$19,000. The challenge recently wrapped up, and many of this year's riders have pledged to ride again next year.

The Bike to Work Challenge demonstrates that, when properly encouraged, people are willing to change their habits and rethink how they get to work. To reward each participant, we present them with a small prize package and a certificate displaying their miles for the year. The best prize is a smaller waistline. To promote the Bike to Work Challenge, we visit many of the region's employers to talk with people about signing up. The single and largest opposition I hear is that the roads are just not safe to ride on, and there are no bike paths near my home or my office. This sentiment is very common, and as a participant in the challenge, I can validate that statement.

My experience working with the Bike to Work Challenge, and as an avid recreational cyclist have made it evident that we have a lot of room for improvement in Pennsylvania. The list of needs is lengthy, however there are some easy fixes that would have significant impacts for cyclists. There are improvements that can be made that benefit both motorists and cyclists, improvements that will benefit bicycle commuters, and improvements that will benefit the recreational cyclist.

Pennsylvania has more roads than most other states. We have more roads than all of our neighbors combined (excluding New York, however, we have more roads). State roads are about one third of the roads, municipal roads make up two-thirds of the roads in the state, however most of the vehicle miles traveled are on state owned roads. It is fair to say we love our roads in Pennsylvania. What we don't love, it seems, is good quality roads. Thirty eight percent of all roads in the state have been rated as poor quality. We all know it when we are on a poor quality road, there are potholes, cracks, uneven pavement, puddling after a rain storm, and broken pavement at the edges. For a motorist these elements can cause premature wear to tires, brakes, and shock absorbers. Hitting a pothole can cause damage to the tire and wheel, but mostly makes for an uncomfortable ride. Things like potholes and cracks are an

inconvenience for a motorist, but to a cyclist, they can be extremely dangerous. The bar jarring experience of hitting a pothole in a car can throw a cyclist from their bike. A broken pavement edge makes it impossible for a cyclist to safely reenter the pavement, and uneven pavement reduced braking capacity. More than poor pavement quality, there are many safety concerns that make cycling dangerous. Limited or non-existent shoulders force cyclists into travel lanes, poor sight lines around curves create a blindspot.

Investing in improving road quality conditions benefits all Pennsylvanians. Motorists will be able to extend the life of their vehicles and have a more enjoyable driving experience, while cyclists will benefit from having a safe place to ride. Many of the fixes will make the roads safer for both bicycles and motorists. It is important that when improvements are being planned, that elements to make it safer for bicyclists be included.

Bicycle commuting is a great way to address some of the most significant challenges we face in society. The benefits of bicycle commuting are three-fold: a bicycle commuter is not burning fossil fuels, or releasing harmful exhaust fumes. A bicycle commuter is not adding to congested highways, and requires much less expensive amenities than an automobile. Bicycle commuting is a great form of exercise, which addresses the obesity problem. Making it more convenient for bicycle commuting is a challenge, our past decisions in land use and transportation planning have made for a significant barrier. We have developed our land with a primary focus on the automobile. This focus separated land uses and spread development far across the land. Very few people live close to their work, and the roads they take to get to work are typically highways. Those two elements make bicycle commuting a challenge. To effectively reduce congestion, we need to make driving an option.

How do we do this? First, encourage mixed use and traditional neighborhood development. These two land use strategies place office and retail space closer to the home by not having separate districts for each use. Think of boroughs as being the first mixed use developments in Pennsylvania. Building walkable and bikeable communities means that the automobile is only one option of many when it comes to transportation choices. Sidewalks and bike lanes provide more transportation options for people that live closer to work. Article VII-A of The Municipalities Planning Code provides clear directions on how to accomplish this type of development. We should incentivize the development of Traditional Neighborhood Development, rather than continuing sprawl development.

Lastly, Pennsylvania has some of the most breathtaking vistas overlooking farms and fields that have remained unchanged for a century. There are quaint villages, rolling hills, and wonderful natural features, all sites best seen from a bicycle. It has been said that, you never truly appreciate the topography of a region until you have ridden over it on a bicycle. Recreational cyclists are the people that enjoy riding comfortably down a trail, stopping to take in the views, and maybe eat lunch in a village along the way. Pennsylvania is ripe to attract bicycle tourists, but we must first invest in the facilities they need. To accommodate recreational cyclists, we must expand our network of off-road bike trails. In greater Philadelphia we are lucky to have a great trail network, one that is continuing to be built. The Schuylkill River Trail sees

thousands of cyclists each week during the warmer months. Because of the visionary efforts of many, cyclists will one day be able to ride from Pottsville to Philadelphia and never have to mix with traffic on the road. In the northern tier of PA, the Pine Creek Trail takes cyclists through the Grand Canyon of Pennsylvania, all along the banks of the Pine Creek, all on a former railroad bed. The Great Allegheny Passage, which begins just outside Pittsburgh, connects to Washington D.C. via a dedicated right of way, available only to bicycles and pedestrians. These great trails are economic engines for many of the areas they travel through, and inject millions of dollars each year into the local economies. Expanding the trail network throughout Pennsylvania will grow our tourism economy and provide opportunities for jobs and entrepreneurs in places that they may have not existed otherwise.

I have explained how investing in bicycle facilities can have a significant net positive impact for Pennsylvania, so how do we do it? Unlike its motorized counterpart the automobile, bicycles do not require extremely expensive infrastructure. For only a small fraction of the amount invested in our highway network, we can dramatically increase the options for cyclists. Before we increase the amount we spend on bikes, it is important that we have a well qualified, full time, bicycle coordinator within the department of transportation. PennDOT is well staffed with engineers and project managers whose sole focus is highways, bridges, transit and freight rail transportation, however, the bicycle and pedestrian coordinator is only one man and only a part-time position. It is imperative that this position is fully staffed so that bicycle and pedestrian needs are properly addressed within the department. It is an impediment to expanding bicycle facilities that we do not have a champion within the department of transportation.

It is also important that we dedicate funding, on an annual basis, to building the bicycle and pedestrian network. As the legislature reviews the recent Transportation Funding Advisory Commission report for ideas on modernizing the transportation infrastructure, including funding for bicycle facilities must be considered. The costs to building trails, and including full width shoulders is only minor compared to the costs associated with expanding highways and extending transit lines. One of the recommendations in the TFAC report is to amend Act 44 of 2007 to reallocate one hundred percent of the payment made by the Turnpike to fund transit. Consider dedicating a portion of those funds to the bicycle and pedestrian facilities. Current and projected income from the PA Turnpike is \$450 million per year. Dedicating even as little as five percent will have a significant and meaningful impact on bicycle facility development. We can build a lot of facilities with an annual dedicated budget of \$20 million. Fully funding a bicycle and pedestrian infrastructure improvement program yields much greater return than any other transportation improvements. In most cases, the right of ways already exist and only need minor modification for accommodation.

I hope that through this testimony I have made it evident that investing in bicycle facilities will greatly improve Pennsylvania. As we look to the future of transportation in the commonwealth, we should place a greater emphasis on the bicycle. Doing so will have long lasting impacts that make Pennsylvania the best place to live and do business in the US. I am appreciate the time to address you, and I am happy to answer any questions you may have.

Testimony

Submitted on behalf of the Delaware Valley Healthcare Council of The
Hospital & Healthsystem Association of Pennsylvania (HAP)

Transportation Funding

Presented by

Brian C. Eury
Regional Director, Legislative Services
Delaware Valley Healthcare Council of HAP

Bristol, PA
October, 13 2011

**Statement of Delaware Valley Healthcare Council of
The Hospital & Healthsystem Association of Pennsylvania**

Before the PA House Democratic Policy Committee

Presented by
Brian C. Eury
Regional Director, Legislative Services
Delaware Valley Healthcare Council of HAP
Philadelphia, PA

Thursday, October 12, 2011

Representative Sturla, I am Brian C. Eury, Regional Director, Legislative Services for the Delaware Valley Healthcare Council of HAP (DVHC). The council is a membership organization representing more than 50 acute and specialty care hospitals and health systems, over 30 facilities providing inpatient behavioral health services, and 20 facilities providing physical rehabilitation in southeastern Pennsylvania.

On behalf of the Delaware Valley hospital community, DVHC appreciates this opportunity to testify about the importance of Pennsylvania's transportation infrastructure and the funding necessary to maintain it.

Pennsylvania's transportation system impacts everyone who seeks care at, or who works at, the region's hospitals and healthsystems. Each year, millions of patients and nearly 100,000 hospital employees use this system to travel to and from hospitals. Every day in Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties, patients and employees rely on:

- Approximately 3,600 miles of state and interstate roadways
- About 2,800 state-owned bridges
- The Southeastern Pennsylvania Transportation Authority's bus routes, trolley lines, subway lines, and commuter rail lines

SEPTA is especially important to the Delaware Valley hospital community.

DVHC hospital members report that as many as a third of their employees – 30,000 workers – use public transit every day to get to work. Patients also rely on SEPTA. According to SEPTA statistics for 2006, approximately 300 million trips

were taken for reasons that include work, school, and visits to healthcare facilities and medical offices.

In particular, Philadelphia's older population relies on public transit. SEPTA records indicate that seniors make 88,000 to 95,000 trips daily, many to and from doctors' appointments or hospitals for outpatient tests, treatment, or therapy.

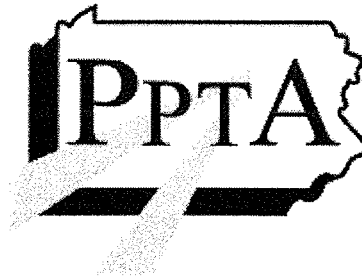
Hospital and health system patients and employees count on the transportation infrastructure to be safe, convenient, efficient, and affordable.

According to a recent transportation funding study by the Pennsylvania Transportation Advisory Committee, many issues must be addressed if the transportation infrastructure is going to continue to support the needs of the state and region. The committee's findings include:

- Pennsylvania's bridges are the fourth-oldest in the nation. The state ranked first in 2007 in the number of structurally deficient bridges.
- The lack of funding to reconstruct roads on a cyclical basis is leading to more underlying problems with roadway sub-base, drainage, and other aspects of highway maintenance.
- Congestion in Pennsylvania has worsened over the past 20 years. PennDOT traffic engineers expect congestion to worsen by 50 to 60 percent over the next 30 years unless a multifaceted congestion mitigation program is established. In southeastern Pennsylvania, good public transit is crucial to managing and improving congestion.

Unfortunately, the funding required for these transportation infrastructure improvements has not been approved. The transportation infrastructure of the state and region requires predictable and sustainable funding to provide for investments in technology, equipment, and people to efficiently maintain, enhance, and improve the system for the long term. Citizens of the commonwealth must be able to depend on a secure transportation system to travel to work as well as to access health care services when necessary.

On behalf of the region's hospitals and health systems, DVHC thanks you for providing this opportunity to reinforce the importance of Pennsylvania's transportation system.



PENNSYLVANIA

DEMOCRATIC POLICY COMMITTEE HEARING

THURSDAY, OCTOBER 13, 2011

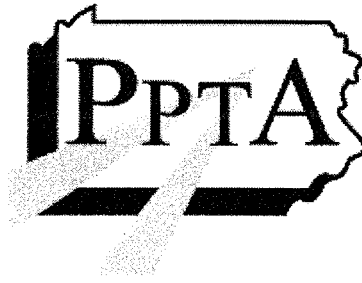
BRISTOL, PENNSYLVANIA

WRITTEN TESTIMONY

OF

PENNSYLVANIA PUBLIC TRANSPORTATION ASSOCIATION

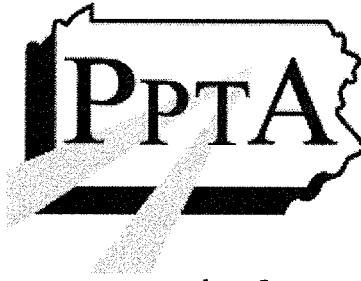
DAVID W. KILMER, CHAIR



On behalf of the Pennsylvania Public Transportation Association I would like to submit written testimony to the Democratic Policy Committee Hearing being held on Thursday, October 13, 2011 at Bristol, Pennsylvania.

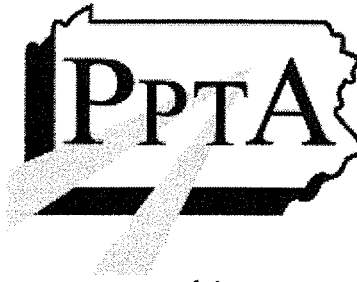
Serving all 67 counties of the Commonwealth, public transportation plays a critical role in the solution of Pennsylvania's economic, energy and environmental challenges. Public transit reduces congestion and the consumption of fuel by providing affordable transportation options to get to work, go to school, visit friends or go to a doctor's office. By offering expanded mobility options to all Pennsylvanians, this crucial element of a state-wide comprehensive transportation delivery system provides a better quality of life and benefits every segment of today's society.

In response to the funding crisis confronting the Commonwealth's Transportation System, the Pennsylvania Public Transportation Association supports the efforts of the Governor's Transportation Funding Advisory Commission and the report issued in August by the Commission. The past shortcomings of transit funding initiatives have not been due to a lack of good intent. Governors and Legislators



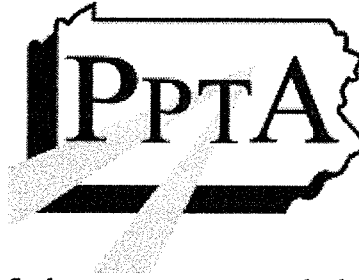
from both major parties have a record of supporting transportation funding generally, and funding for mass transit specifically. Past initiatives have fallen short or failed to keep up over time because of changing conditions associated with the funding source, resulting in actual receipts failing to rise to the expectations and projections that were identified when the original legislation was passed. The Commission's report presents a multi-modal solution for transportation funding that will generate up to \$2.7 Billion by the fifth year with \$428 Million for public transit for both operating and capital needs although falling short of the \$3.5 Billion funding need identified by the Commission. PPTA supports the work of the Commission as it provides for a comprehensive, multi-modal transportation funding proposal that provides a dedicated, predictable and growing source of funding.

Act 44 of 2007 went a long way toward streamlining program delivery and rewarding efficient performance in public transportation. Toward that end, the transit industry supports the continuation of those principles in Act 44 (including the formula for the distribution of Operating Assistance Funds) in any future amendments to the Public Transportation Law. PPTA also recognizes the need and supports recommendations by the Commission to "Modernize" the



transportation system to reduce costs and increase efficiency. Transit systems across the state continue to implement cost savings measures including the purchase of hybrid vehicles to reduce fuel consumption, solar panels to reduce electric use, pooling of liability and worker's compensation insurance, and consolidation of services, such as the effort currently underway to merge York and Adams County into one transit system. Further, several transit systems are now currently working on pooling health care benefits that is expected to result in cost savings. While such efforts take time to implement, the benefits to the users of the service and cost savings make the efforts worthwhile.

PPTA cannot stress enough the importance of the Governor and the Legislature passing a transportation funding package this Fall. As an industry, public transit, as well as highway funding, is facing a proposed thirty percent reduction in federal funding for the upcoming federal fiscal year based on the House's version of reauthorization of the federal transportation program. This will have a devastating effect on public transit in Pennsylvania. The lack of a clear transportation funding message at the federal level makes the recommendations of the Funding Commission even more important at this point in time.



In closing, we believe time is of the essence and that the Governor and Legislature need to act this Fall to ensure there is no further erosion of the Commonwealth's Transportation Infrastructure. Our members are ready to support any legislative efforts necessary to enact these funding recommendations.

Thank you

David W. Kilmer,

Chairman, PPTA

TESTIMONY

OF

**RICHARD W. BLOOMINGDALE, PRESIDENT
OF THE
PENNSYLVANIA AFL-CIO**

**BEFORE THE PENNSYLVANIA STATE HOUSE
DEMOCRATIC POLICY COMMITTEE**

OCTOBER 13, 2011

**Richard W. Bloomingdale, President
Pennsylvania AFL-CIO
319 Market Street
Harrisburg, PA 17101
717-231-2840**

Good afternoon, Chairman Sturla and other esteemed members of this committee.

My name is Rick Bloomingdale. I am President of the Pennsylvania AFL-CIO, a statewide federation of unions representing over 800,000 union workers in our Commonwealth.

The members of our affiliated unions and all who call Pennsylvania “home” know our General Assembly must act now to repair and improve our transportation infrastructure. They painfully comprehend the terrible immediate and long-term consequences of legislative inaction.

A March, 2011 PennDot study listed 5,310 structurally deficient bridges in use in Pennsylvania and over 8,000 miles of state road in poor condition. On September 27, 2011 Transportation Secretary Barry Schoch reported to a joint hearing of House and Senate Transportation Committees that since Hurricane Irene and Tropical Storm Lee, an additional 600 bridges have received weight restrictions and 50 other bridges have been closed. As long as these roads and bridges and mass transit systems deteriorate they pose public health hazards for the men, women and children who would use them. As long as they remain closed they cause detours that delay and may even block timely access to emergency health care. As long as they remain closed they cause detours that increase traveling time and traveling costs for first-responders, school buses, rural public transit, motorists and commuters.

Our transportation infrastructure will continue to deteriorate until Pennsylvania enacts comprehensive, long-term, sustainable funding. Some PennDOT districts have reported that their efforts to repair the damage wrought by Hurricane Irene and Tropical Storm Lee may exhaust their maintenance budgets by December of this year. This means there may not be funds for snow removal that would enable first-responders to reach emergencies and motorists and commuters to reach jobs, schools and hospitals. This is intolerable; additional funding for Pennsylvania’s transportation infrastructure is needed now. So far, state government hasn’t allocated it. Given the rampant partisan, political obstructionism in the United States Congress it doesn’t seem likely any help will come from there. In fact, the Chairman of the House Transportation and Infrastructure Committee, Republican Congressman John Mica from Florida, proposed legislation that would cut Pennsylvania's transportation funding by \$500 million per year.

Cutting essential services and public protection is flirting with tragedy of the worst sort – that which can, and should be prevented. Pennsylvanians deserve a responsible, non-partisan transportation funding policy that equitably would benefit all of them.

Thousands of the workers we represent construct, maintain, improve and operate our various transportation modals. These workers know from first-hand experience that we cannot revitalize our economy until we revitalize our transportation infrastructure. Their urgent message is: legislation to generate long-term, sustainable funding for comprehensive transportation revitalization must be enacted now, or our transportation and jobs crises will get progressively worse.

Responsible transportation funding will create thousands of jobs that will spur the creation of millions of additional jobs in Pennsylvania, including manufacturing jobs. Leading transportation experts have projected it would require about \$3.5 billion to properly revitalize Pennsylvania's transportation infrastructure. A \$3.5 billion transportation funding initiative would create 105,000 additional jobs in Pennsylvania; let me repeat this: it would create 105,000 additional jobs in Pennsylvania.

Most recently, the Governor's Transportation Funding Advisory Commission (TFAC) recommended to the governor a \$2.5 billion transportation funding initiative. Instituting this proposal would create 75,000 additional jobs in Pennsylvania. These jobs' projections are based on the jobs creation multiplier used by the Federal Highway Administration and the Federal Transit Administration that projects at least 30,000 jobs are created for every \$1 billion spent on transportation. This is great news for the construction industry in which unemployment is 35% statewide and as high as 75% in some areas. This is great news for public transit systems, railroads and all other transportation modals. This is great news for Pennsylvania's communities statewide.

The Pennsylvania AFL-CIO will continue to work for 105,000 additional living wage jobs while supporting a funding initiative that creates an additional 75,000 living wage jobs.

We'll support a funding initiative that invests in Pennsylvania's middle-class and invests in Pennsylvania's re-industrialization. The more income that workers earn the more disposable income there is to be invested in their communities.

TFAC's recommendations comprise a mix of revenue sources that present an equitable formula for procuring sustainable transportation funding. The Pennsylvania AFL-CIO could support most of TFAC's funding initiative as a springboard for desperately needed transportation funding.

However, the Pennsylvania AFL-CIO opposes privatization and has reservations about TFAC's promotion of privatization and public-private-partnerships (P3's). We judge privatization and P3's according to the consequences they produce. If they do not provide transportation for all who need it, then they do not serve the best interests of our communities, and the Pennsylvania AFL-CIO opposes them. If they result in less jobs and less than living wages, then the Pennsylvania AFL-CIO opposes them also as not being in the best interests of all Pennsylvanians.

The Pennsylvania AFL-CIO is committed to infrastructure investments that sustain vital public services performed by employees compensated with living wages. In June, this year, the AFL-CIO launched an initiative to work together with a variety of parties, including pension funds and their managers, training funds, federal, state and local governments, contractors, financial institutions and non-profits to: promote infrastructure investments, including investments in transportation infrastructure revitalization. This initiative also includes facilitating investment in energy-efficient retrofits of commercial, industrial, institutional and public buildings; and, expanding worker training, including training 40,000 new apprentices in specialty welding and other new green technologies required in 21st century construction, and provide skill upgrades and certifications for 100,000 mid-career construction workers over the next year. The intended consequences of these investments will be transportation services for all who need them and the creation of thousands of living wage jobs.

The Pennsylvania AFL-CIO supports transportation funding that would stimulate commerce, ensure vital public services for needy persons and promote full employment in Pennsylvania. Thus, a responsible funding policy would be one that included project labor agreements and prevailing wage provisions as catalysts for equitable economic prosperity. Project Labor Agreements and Prevailing Wage Provisions exponentially create disposable income for the communities in which workers reside.

A revitalized transportation infrastructure is indispensable to Pennsylvania's economic revitalization the consequences of which will be more jobs for more Pennsylvanians. Cutting essential services and public protection are not responsible answers to our transportation crisis nor is inaction.

Working families across our Commonwealth expect their elected officials to protect public safety, provide services for our most vulnerable citizens and promote our economic prosperity. Thus, the Pennsylvania AFL-CIO urges the General Assembly to enact now long-term, comprehensive, sustainable funding to revitalize our Commonwealth's transportation infrastructure.

The Pennsylvania AFL-CIO urges this Committee to provide the leadership that is desperately needed to revitalize our Commonwealth's transportation infrastructure and economy.

Thank you.



The Honorable Tina Davis
106B East Wing
PO Box 202141
Harrisburg, PA 17120-2141

October 17, 2011

Representative Davis:

In the realm of addressing Pennsylvania's transportation funding problems, it is imperative for legislators, planners, transit operators and regulatory agencies to look at where existing funding is being spent, and what standards our systems are being forced to adhere to.

PA-TEC maintains the position that existing funding for mass transit in southeastern Pennsylvania is not allocated to meet the region's needs. For years, the planned agenda has been to invest solely in replacing facilities and adding components to the existing system that do not add new transit riders. Despite a \$25 million dollar annual budget, DVRPC, the region's planning organization, has not delivered a plan that puts our region in compliance with EPA air quality standards. Despite a \$1 billion dollar annual capital and operating budget, SEPTA has been unable to restore lost rail services in parts of Bucks County that have experienced explosive population growth. Instead, millions are wasted on operating empty buses and diverting funding to developing new complex infrastructure. One example is \$4 million dollars to rehab a bus turnaround-loop in Cheltenham Township. In the end, good projects such as restored rail service on Bucks County's Newtown line are unfathomable with existing funding soaked up by poor capital projects and underutilized bus services.

Clearly taxpayers are opposed to new fees and higher taxes to fix this problem. An example is the failed attempt to toll US 422 by DVRPC. The growing chorus is for local, state and federal agencies to begin living within our means. While many regulations have good intentions, such as ADA requirements which is driving SEPTA to spend millions on each train station it replaces, the unintended consequence is the prohibition of expanding lost rail service in areas of high growth.

Reform of our priorities and requirements is the only solution. We cannot afford the agendas and regulations by which we are operating today. Please do not ask taxpayers to pay more without change.

Sincerely,

Jon Frey

on the internet: www.PA-TEC.org
P.O. Box 76
Southampton, PA 18966

**House Democratic Policy Committee
Testimony on Transportation Funding**

**10,000 Friends of Pennsylvania
Submitted by: by Jack Machek, President & CEO**

October 13, 2011

10,000 Friends is grateful for the opportunity to submit testimony to the House Policy Committee regarding the Governor's Transportation Funding Advisory Commission's recommendations.

When the Commission released its report this past August, we applauded the recommendations calling for new sources of revenue to support Pennsylvania's crumbling infrastructure system and underfinanced transportation system. But we also stressed that the Governor needs to tie any new funding to reforms that ensure efficient asset management, land use planning, and most importantly a "Fix it First" policy with respect to infrastructure projects.

Pennsylvania is facing a daunting and well-documented crisis in funding for transportation and infrastructure needs across the state. The Governor asked his Commission to find \$2.5 billion in annual revenue streams, and the Commission in turn found \$2.7 billion in revenue enhancements. It is critical that the Governor embrace the new revenue streams, as they are absolutely necessary for Pennsylvania's economic success. But new revenue must also be tied to smarter management of our land, a consumable resource of the Commonwealth, or the state will be doomed to repeat expensive past mistakes.

With 28% of the Pennsylvania's bridges structurally deficient and, as of 2008, twenty-two percent of the Commonwealth's state-owned road miles in poor condition, PennDOT must commit to a "Fix it First" strategy with funds for infrastructure projects. The state's road and bridge repair needs are costing us exponentially more – up to ten times more – because the proper preventive maintenance wasn't done during the entire life of the road or bridge. By failing to do this maintenance, and failing to generate the revenue needed to do so, we are passing the bill on to our children – robbing them of future tax revenue needed to meet the challenges of their generation.

While we recognize that there may be limited instances where adding new capacity to the road network is the right thing to do, we believe that fixing all of our aging existing infrastructure should be the state's top transportation funding priority. At the same time, any new capacity projects need to be evaluated with strict criteria based on sound land use principles. This is the only fiscally responsible approach, or we will build even more roads and bridges that we cannot afford to maintain.

Pennsylvania needs to adopt some basic bedrock principles in supporting comprehensive funding for transportation. First and foremost, we must fix our existing infrastructure first in order to control future costs and protect the billions of dollars in investment that we have already made in existing assets serving historically vital corridors. To delay such needed maintenance and repairs will lead to exponentially higher costs for the state and our taxpayers in the future.

Second, we must build the right infrastructure by investing in high value, community-driven projects that are linked to efficient land use planning developed at the regional and local levels. Infrastructure and transportation projects need to be designed in ways that respect the visions of our communities so that both their quality of life and the natural environment are preserved. Pennsylvania must improve upon its past failures in this area and more explicitly require transportation projects that offer cost-effective solutions that fit with community needs and reflect public input.

Because transportation demands evolve as mobility patterns change, we must plan ahead and link transportation investments with community land use plans. The best way to do this is by: (1) Expanding implementation of the Smart Transportation philosophy and policies, as embodied by the Smart Transportation Guidebook; and (2) Expanding and continuing the Pennsylvania Community Transportation Initiative (PCTI), an existing program that funds plans and projects that successfully link land use and transportation investment decisions. Our ultimate goal (and a better transportation system would result) should be to see that the process and scoring system used by the PCTI program is increasingly used to prioritize all transportation investments.

Transportation infrastructure is the lifeblood of our communities and is essential to facilitating commerce and economic development. If done the right way, we can rebuild our key assets instead of draining our communities financially. In the end, this will give Pennsylvanians more transportation and travel choices and create more sustainable communities. But this will require project selection criteria that links land use and transportation networks to ensure that adequate funding follows the new priorities. Such an approach will result in:

- Projects that connect existing communities with job and economic centers;
- Projects that save money while enhancing quality of life; and
- Strategic planning that focuses on existing assets, so that we reduce the amount of local and state tax dollars spent on expensive expansion of water and sewer systems and public safety services in the future.

Only by connecting transportation and infrastructure projects with these critical reforms, and then investing additional resources to build the projects that result, can Pennsylvania make real and lasting progress. If such strategies are not pursued and the state reverts back to business as usual, money will be wasted and our current traffic, congestion, land use, and transportation problems will continue.

Thank you.