

TESTIMONY
Special Session on Transportation
Gateway High School
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Good morning Secretary Biehler, Chairmen Markosek and Geist and members of the House Transportation Committee. My name is Lynn DeLorenzo. I am the president-elect of the Pittsburgh chapter of NAIOP, the Commercial Real Estate Development Association.

NAIOP is the leading trade organization for developers, owners and related professionals in office, industrial and mixed-use development. NAIOP advocates for effective legislation on behalf of its members and advances responsible, sustainable development that creates jobs and benefits the communities in which we live.

We welcome the opportunity to provide testimony on the transportation crisis facing the Commonwealth of Pennsylvania.

Transportation is the driver of economic development. Without an effective transportation system, be it highways, bridges waterways or public transit, we cannot provide a competitive environment in which to grow our communities and regions, the importance of which cannot be understated. With the reduction of Act 44 revenue, the TAC study recommends an immediate need for new funding sources totaling more than \$3 billion annually for highways and transit from federal, state and local resources. Given this crisis, short term fixes and the band-aid approach no longer work.

We need to think not only about the problems of today but *the future of the Keystone State. Where do we need to be in 20 years? How can we be competitive in the growing economy? What will our children require - and their children? How will we grow our population with antiquated transportation systems?*

the circle of poverty, except for the bus that takes him there. These stories, and many thousands more, accumulate on Port Authority buses and trains – and those all across Pennsylvania on a daily basis.

Every thriving metropolitan region in the world has a solid public transportation system, offering bus and light rail service. That's not coincidence.

The demand for public transportation services linking to the urban hub in Pittsburgh within Southwestern Pennsylvania is clearly evident.

Not only will riders who live in the far corners of Allegheny County gladly buy monthly passes and ride for 30 to 40 minutes – or longer -- into town each day, riders from neighboring counties make their way to our Park and Ride lots to find easier transit connections.

Residents of southern Butler County, western Westmoreland County and southern Armstrong County drive each morning to Park and Rides at Tarentum, Springdale and Monroeville to catch commuter buses into the city. Northern Washington County commuters travel to our park-and-ride lots in Library to catch the T. Butler County residents from the Cranberry area and beyond travel to park-and-ride lots in the North Hills to catch those services.

Allegheny County is seeking stability and equity in transportation funding. This strikes the heart of the State Legislature's intentions by passing Act 44 in 2007. It should pursue that goal now, before too much damage is done statewide.

The residents, employers, universities, medical centers, workers and retirees of Allegheny County heavily rely on the service we provide. Falling short at this time would be devastating. Employers would lose workers. Commuters would be forced to dip deeper into their wallets. Traffic would grow worse.

Anyone who doesn't think public transportation benefits them will find out very quickly just how much it plays out in their lives. I hear from them every day – the baby boomer who drives to work; but whose mother relies on the bus to get to the Doctor. Suburbanites who also drive to work, but whose children get to school on a Port Authority bus. The business executive, who has never ridden a bus or train in Pittsburgh in his life, but had no idea how many of his employees did until that service was threatened.

Members of the Committee, you may not be hearing from these people as I do. But, I fear if you don't act courageously to finish what you started with Act 44, by the time you do it will already be too late.

Thank you