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**Shayne Trimbell, Project Manager, GVF:  
Testimony to the House Republican Policy Committee**

Thank you for the opportunity to address you all today. My name is Shayne Trimbell and I am a project manager with the Greater Valley Forge Transportation Management Association, most commonly known as GVF. Formed in 1990, GVF has been advocating for improved mobility and transportation infrastructure investment for the past 20 years. We are a membership organization representing over 100 partners in both the public and private sectors. Our service area covers both northern Chester County and southern Montgomery County.

As a membership organization supported in part by the Department of Transportation and through private membership dues, GVF is a public private partnership. Although the talk of public private partnerships typically involves large infrastructure projects costing hundreds of millions of dollars, public private partnerships can be as small as an organization such as mine that provides a voice for a region's transportation needs. During the past twenty years GVF has been able to leverage private funding for the benefit of the public during many large infrastructure improvement projects. We have successfully managed public information campaigns for the PA 309 improvement project, US 202 improvement projects, and the US 422 improvement projects. Along with the public information campaigns, we operate commuter shuttles for many large employers along the US 202 corridor to alleviate congestion.

Public information and commuter shuttles are excellent programs during a construction project; however the strength of GVF is in our multi-jurisdictional public private coalitions. Our coalitions work cooperatively to advocate for transportation improvements that have significant regional impact. GVF recognized years ago that a region that advocates with one voice is more successful at funding regional projects. This strategy has worked, however in recent years available funds for projects has been declining while costs have been increasing. We have seen progress on these projects all but grind to a halt as public funding has become limited.

We know that a region's economy can only continue to grow if the infrastructure can support the growth. We also know that our region's infrastructure is not meeting the current demands, and will not be able to support continued growth. The inadequacy of our infrastructure is not limited to transit, highways and bridges, it is all three. Without significant investment in the backbone of the region's growth, the economy of greater Philadelphia will be surpassed by regions elsewhere that are making the investment. This sobering fact has been expressed by a number of our partners.

Recognizing the absolute importance that infrastructure has on the economy and the limited ability of the Department of Transportation to keep up with the demand for improvement, it is time that Pennsylvania takes a progressive step in controlling our destiny. Legislation such as House Bill 1510 and Senate Bill 693 will allow private capital investment in the infrastructure private industry needs to grow while improving the quality of life for the region's residents and employees. To be effective however, the centralization of a region's capital should not be permitted. A region that decides to take control of its roadways should reap the full benefits of their contributions. Collecting user fees must only be viewed as local money for local projects and not as a method to close budget shortfalls at the state level.

Recently the discussion in this region has been on tolling US 422 as a means raise the funds to make needed improvements to the highway and to restore passenger rail service to the corridor. In today's public funding climate these proposals are nothing short of a pipedream. Utilizing private capital is the only way to guarantee funding for the needed improvements. US 422 has been identified as the emerging growth corridor for the greater Philadelphia region and is home to many high wage technology, pharmaceutical, and financial firms. Without significant infrastructure investment, the corridor will not be able to support this kind of desired growth. If US 422 is tolled, it is imperative that all of the money is used for regional improvements.

In conclusion, it is the spirit of independence that has been paramount throughout the history of Pennsylvania it is now time to take bold steps to provide for our future. Passing enabling legislation that allows public private partnerships will be the cornerstone of the state's new economy. Thank you and I am open to any questions that you may have for me.

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