

**Testimony of Leeann Sherman**  
**American Council of Engineering Companies of Pennsylvania**  
**(ACEC/PA)**  
**Senate Transportation Committee Hearing on**  
**Act 89 of 2013**  
**July 17, 2018**

Mr. Chairman, members of the committee, thank you for the opportunity to provide written testimony. I am Leeann Sherman, executive director for the American Council of Engineering Companies of Pennsylvania, a trade association representing engineering consultants throughout the commonwealth who employ engineers, land surveyors, scientists, technicians and various other professionals and administrative staff.

From the industry's perspective, Act 89 was unquestionably the single-most important piece of state legislation ever. Others have spoken about the benefits to the Commonwealth and its various constituencies, and we certainly second that.

Half a decade ago, Pennsylvania was faced with critical choices on how to solve several extremely important issues not only for our residents but visitors. Public Transportation serves all 67 counties and was being strained in both rural and urban communities alike, the condition of our bridges were deteriorating, passenger rail, air and sea ports needed attention and our highways both state and local could no longer rely upon the fixing and maintaining. We, Pennsylvania, needed a true investment in our infrastructure.

The passage of Act 89 provided a much needed \$2.3 billion-dollar investment and created the dedicated Multimodal Fund. This did not happen without many conversations, partnerships, education, study after study showing findings of need and a coalition of groups coming together for the betterment of Pennsylvania. As one of only a handful of states who passed such legislation at that time, we have since seen so many more recognize that this kind of dedicated effort must be accomplished and continued to further create a more stable tomorrow.

Many people wondered if our industry and others could handle the increases put upon us with the influx of projects, challenges and honestly if we all had the workforce to handle the

increase in infrastructure that Act 89 would bring. I can tell you that we were, and we did. Not alone of course but with public and private partnerships, associates from across sectors and industries alike, blue and white-collar workers and a coming together of businesses and state government to set us on a path for the future.

The jobs Act 89 has created are not only in the engineering sector but across all sectors as we continuously partner and collaborate with other industries to solve issues and challenges and build a better community by building a better infrastructure in Pennsylvania.

Southwestern Pennsylvania has benefited where projects have progressed, associated construction jobs were created, mobility was improved, and commerce was enhanced that otherwise would not have occurred without Act 89. Noteworthy projects include: improvements to the Parkway West (I-376), Route 28, and the Parkway North (I-279); the reconfiguration of New Stanton Interchange (I-70); the advancement of the Mon-Fayette Expressway and Southern Beltway Projects; and the advancement of the Bus Rapid Transit Project between downtown Pittsburgh and Oakland.

There are many obstacles we still face as passing Act 89 was not a cure for the future of our infrastructure. Act 44 requires the Pennsylvania Turnpike Commission to provide \$450 million per year for public transportation and projects but this will sunset very soon and we need to ensure a reliable source of funding will be there when it does. To date, we have not heard solutions to this impediment, but we are confident that not only the engineering industry, but many others will continue to speak of the need for reliable, stable and sustainable transportation funding for Pennsylvania. We must continue what has been started with Act 89 and we are here to help you do that.

As infrastructure and construction projects have increased, we have also increased more people and more jobs. This means more mothers, fathers, brothers and sisters in the field working on these projects. While it builds our economy and provides a stable livelihood for so many Pennsylvanians, it also brings to light the need for Work Zone Safety legislation. Senate Bill 172 would allow for cameras to be placed in work zones and create a safer work environment. It is unacceptable to reap the benefits of building a better future by not continuing creating a safer work zone. As there are more projects, there are more opportunities for accidents. More commuters on our roads and those who are distracted or

speeding. We must take this opportunity to not only build a better infrastructure but a safer one as well.

In summary, I urge the following:

- Address safer work zones by guaranteeing SB 172 is passed for automated speed enforcement
- Ensure monies are not diverted from the Motor License Fund or any fund dedicated to transportation and transportation infrastructure for non-transportation related items
- Discuss and develop a solution for the sunset of Act 44 monies from the PA Turnpike Commission

Thank you again for the opportunity to provide written testimony.

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