

Testimony of

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Pitt Ohio Express, LLC
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To

House Transportation Committee

Chairman Joseph F. Markosek
Minority Chairman, Rick Geist

Friday, June 18, 2010
Gateway High School Monroeville, PA

On

Improving Pennsylvania's Transportation System

GOOD MORNING

My name is Ron Uriah, Vice President of Safety and Risk Management of Pitt Ohio Express, headquartered in Pittsburgh, PA.

Pitt Ohio is an LTL trucking company with 7 terminal locations within the State of Pennsylvania and employing 1100 employees in the Commonwealth.

CHAIRMAN MARKOSEK AND CHAIRMAN GEIST

I appreciate the opportunity to speak to the committee on behalf of Pitt Ohio Express and the trucking industry within the State of Pennsylvania.

I agree that there is a need to provide funding for safe and efficient transportation throughout the commonwealth. Because of the unique geography of Pennsylvania and the seasonal impact of the weather conditions to which we are exposed; there is a need to maintain the highway systems, bridges and tunnels that must be used to provide for the delivery of essential products to our communities.

Many of our fellow citizens do not realize the importance to maintain the transportation and highway systems or the need to provide consistent funding.

WE ask that any funding system considered be applied in a fair manner. We would support an increase in cost of some areas including registration fee's and fuel tax to provide revenue for highway maintenance and improvement projects.

WE would specify that such increases be directed only to those projects and not be diverted to areas outside of the transportation improvement projects.

Pitt Ohio Express currently travels an average of 25-million miles a year on Pennsylvania highways and pays approximately 38 – cents a gallon in state tax on diesel fuel to Pennsylvania; in addition to around 24.5 cents a gallon in Federal tax which is apportioned back to the states based on the number of miles traveled in each state.

Truck Transportation is essential to the Pennsylvania economy and the consumer. Our drivers in Pennsylvania provide on average 2900 deliveries a day to all types of businesses including factories, hospitals, and retail stores of all types of products from raw materials to finished goods using around 95,000 gallons of diesel fuel a week to provide an essential transportation service to our fellow citizens.

The trucking industry operates on low profit margins, an increase of the fuel tax, registration fees or the lifting of the cap on wholesale fuel would increase expense to our organization, but such a solution is a more equitable way to provide revenue for our highways and transportation needs. I would also suggest that any such increase considered would also be indexed for inflation to maintain the same level of annual funding and eliminate the task of constantly looking for revenue sources.

THANK YOU FOR THE OPPORTUNITY TO DISCUSS THESE MATTERS TODAY.