

**Testimony Outline for Scott Turer**  
**CFO, Three Rivers Marine & Rail Terminals**  
*before the*  
**Pennsylvania Senate Transportation Committee**  
**Hearing on the Port of Pittsburgh Commission**  
**Pittsburgh, PA**  
**October 23, 2012**

1. Mr. Chairman, I want to thank you and the members of your Committee for your work in continuing to address our aging infrastructure and transportation systems and for the opportunity to participate in this hearing today.
  
2. "Water" is the reason that Pittsburgh is where it is today.
  
3. About TRMRT
  - A. My partners and I took a chance on an underutilized property that had great potential with its access to the Mon river, rail, and road. (3 of the 4 R's – the other is runway)
  - B. We've shown steady and consistent growth since our inception and today have 50 employees helping to serve our customers.
  - C. We're truly an intermodal operations, discuss the commodities we move, and the customers we serve.
  - D. Serving the Marcellus Shale.
  
4. We have great concerns with our state's and our nation's crumbling infrastructure and the difficulty to find solutions to meet these needs that are key to our future economic growth.
  - A. Our greatest fear, at TRMRT, is a complete failure of the Charleroi Locks & Dam.
  - B. We realize this, and industry along the Mon has worked with Corps of Engineers to coordinate our schedules for necessary repairs and reconstruction at Charleroi L&D. Just this summer, there was a substantial closer for more than two weeks that shut down the river. Knowing of this closure months in advance, we were able to take and make the necessary steps in preparation of this short-term closure, but still that was a hardship on our business as well as other industries along the river.
  - C. At the federal level, many of the inland waterway users have endorsed legislation, commonly called WAVE4, that will invest in our nations' Inland Waterways Transportation System. There is such a great infrastructure need that industry is willing to accept a 6 to 9 cents per gallon increase in the existing fuel tax of 20-cents

per gallon that is paid solely by the barge and towing users of the system.

- D. At the state level, we commend this committee, Governor Corbett and the state legislature for looking for innovative ways to meet our future transportation needs with the passage of the P3 legislation, and the creation of the Transportation Funding Advisory Commission and its subsequent report. I commend this committee and the Senate for helping to reinsert funding for the Rail Freight Assistance Program, in the most recent budget. This program has been helpful to improve rail access to many industrial sites across the commonwealth including at our terminal.

- 5. I do have some suggestions related to the Transportation Funding Advisory Commission's report
  - A. I applaud the commission's efforts at looking at other funding mechanisms and for the need for follow-up studies including the recommendation of a Comprehensive Commonwealth Freight Movement Plan. The Port of Pittsburgh and the Southwestern Pennsylvania Commission have done Freight Transportation Guidebooks in the past and may be able to provide some guidance in such a plan.
  - B. I found the sections in the Transportation Funding Advisory Commission's report to be somewhat limited related to our waterways and ports. I hope future reports and studies will put a greater emphasis on the importance of this mode of transportation in the Commonwealth.
- 6. Thank you for this opportunity to participate in this hearing, and I'd be glad to answer any questions.