

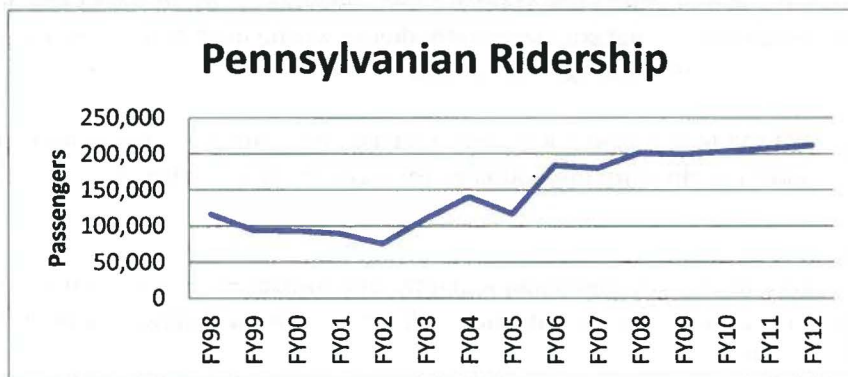
**Testimony to House Transportation Committee
Public Hearing on the Amtrak Passenger Rail Service**

On the Harrisburg to Pittsburgh Corridor

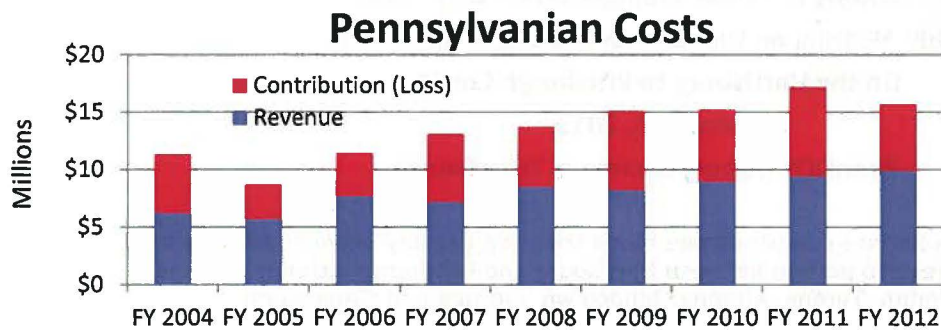
April 10, 2013

PennDOT Deputy Secretary Toby Fauver

- The Pennsylvanian Service comprises one round train trip per day between New York City and Pittsburgh. The Western portion between Harrisburg and Pittsburgh includes stops in Lewistown, Huntingdon, Tyrone, Altoona, Johnstown, Latrobe and Greensburg.
- The trip between Harrisburg and Pittsburgh is five-and-a-half hours long. After a 4 hour layover, passengers can board a train to Chicago during late night hours. By comparison, driving time between the two cities is only three-and-a-half to four hours.
- Service was started to great fanfare in 1980 when Pennsylvania and Amtrak entered into an agreement to provide state funding to support daily service between Philadelphia and Pittsburgh. A train left Philadelphia at 9 am and arrived in Pittsburgh at 4:30 pm and another train left Pittsburgh at 12:45 pm and arrived in Philadelphia at 8:15 pm. The state's 20% share equaled \$637,000. In 1983, the Pennsylvania was extended to New York City.
- Between Harrisburg and Pittsburgh, the trains operate on track owned by Norfolk Southern. There are various impediments including geography (mountainous terrain, Horseshoe Curve etc), at grade crossings, and shared use between freight and passenger service that make it extremely expensive to improve speed.
- With only one round trip, rail service between Harrisburg and Pittsburgh is not attractive for travelers, thus ridership remains relatively low.



- In 1993, Amtrak no longer required state support of the Pennsylvanian because its financial performance on the long distance service to New York City generated enough revenue to support the entire service.
- The Pennsylvanian has been operating at a deficit for many years. Amtrak has continued to support the deficit in their operating budget.



PRIIA

- On October 16, 2008, Congress enacted the Passenger Rail Investment and Improvement Act (PRIIA) which reauthorizes the National Railroad Passenger Corporation - AMTRAK. With the passage of PRIIA, Congress wanted to strengthen the passenger rail network by improving service, operations and facilities on long distance routes, the Northeast Corridor, and State sponsored corridors throughout the nation.
- The legislation includes provision which directly affects funding for state supported intercity passenger rail corridors.
- Section 209 of PRIIA requires that within two years of enactment of the legislation, Amtrak, in consultation with U.S. DOT, the governors of each relevant state and the mayor of the District of Columbia, **develop and implement one standard methodology for establishing and allocating operating and capital costs.** That standard methodology will be used to determine state funding required to preserve passenger rail service.
- PRIIA requires AMTRAK to implement a modern financial accounting and reporting system which would support the standard methodology for establishing and allocating operating and capital costs.
- Prior to PRIIA, every state negotiated independently with Amtrak to determine the amount of funding required to support intercity passenger rail service. The calculation/methodology differed for every state.
- PennDOT and AMTRAK have been negotiating since 2010 and have agreed to a standard methodology.

On March 21, Amtrak and PennDOT reached agreement that in 2013 its state support of the Pennsylvanian would total \$3.8 million. In addition, PennDOT will support the Keystone Service at a total of \$9.6 million.