

## AMENDMENTS TO HOUSE RESOLUTION NO. 385

Sponsor: REPRESENTATIVE HEFFLEY

Printer's No. 1952

1 Amend Resolution, page 1, line 2, by inserting after

2 "providing"

3 at least

4 Amend Resolution, page 1, by inserting between lines 8 and 9

5 WHEREAS, Passenger trains, both intercity and commuter, have  
6 traveled this corridor continuously since February 1854 when the  
7 Horseshoe Curve was completed; and

8 WHEREAS, In the late 1980s and early 1990s, the  
9 Pennsylvanian, despite the five and one-half hour travel times,  
10 covered all of its short-term operating costs, and one year  
11 during that period achieved a 131% revenue-to-expense ratio; and

12 Amend Resolution, page 3, by inserting between lines 15 and

13 16

14 WHEREAS, Section 5 of the Capital Budget Debt Authorization  
15 and Project Itemization Act of 2000-2001 (Act 27 of 2000),  
16 itemization of transportation assistance projects, added three  
17 line items to increase capacity for freight and passenger trains  
18 by adding a third track, including, but not limited to,  
19 engineering, track construction, realignment, grading, drainage,  
20 communications and signal and all other associated costs, in  
21 three district segments; and

22 WHEREAS, The segments itemized include Pittsburgh to Altoona  
23 Mainline, with an authorization of \$117,000,000; Altoona to  
24 Harrisburg Mainline, with an authorization of \$132,000,000; and  
25 Ohio line to Pittsburgh Mainline, with an authorization of  
26 \$70,000,000; and

27 WHEREAS, The amounts itemized are available in full or part  
28 to increase capacity on the Norfolk Southern mainline; and

29 Amend Resolution, page 3, by inserting between lines 25 and

30 26

31 WHEREAS, Passengers now traveling west by Amtrak to  
32 Pittsburgh generally must spend two nights in Pittsburgh before  
33 returning to their originating city because there is no

1 eastbound afternoon train departure from Pittsburgh; and

2 Amend Resolution, page 3, line 30, by striking out all of  
3 said line and inserting

4 and

5 WHEREAS, Across America, states and authorities supporting  
6 urban and intercity passenger rail operations have increasingly  
7 deployed competition to attract the best service at the lowest  
8 cost with the goal of high performance passenger rail  
9 operations; and

10 WHEREAS, States and public authorities, including California,  
11 Connecticut and New Mexico, have designed modern, transparent  
12 expedited procurement practices and added service across  
13 existing urban and state-supported intercity routes through a  
14 competitive process; and

15 WHEREAS, The fully private Brightline Intercity Rail  
16 Passenger Service was launched in Florida in January of 2018;  
17 and

18 WHEREAS, It is desirable that the Commonwealth adopt an open  
19 and expedited procurement process in order to maximize  
20 competition and private service involvement; and

21 WHEREAS, It is generally conceded by transportation experts  
22 that in travel markets where there is an increase in the  
23 frequency of service, there is a geometrical increase in the  
24 demand for that service; and

25 WHEREAS, Providing a safe and reliable transportation  
26 infrastructure is a core function of government; therefore be it

27 Amend Resolution, page 4, line 3, by inserting after

28 "providing"

29 at least

30 Amend Resolution, page 4, line 13, by striking out the period  
31 after "2016" and inserting

32 , as well as a review and summary of competitive  
33 practices in other jurisdictions, including California's high  
34 speed rail, Connecticut's new service over the Hartford route  
35 and New Mexico's streamlined procurement process.

36 Amend Resolution, page 4, line 15, by striking out "and"

37 where it occurs the first time and inserting a comma

38 Amend Resolution, page 4, line 15, by inserting after

39 "Amtrak"

40 and alternative passenger rail operators and service  
41 providers

1 Amend Resolution, page 4, line 19, by inserting after  
2 "Amtrak"  
3 , the host railroad and alternative service providers  
4 Amend Resolution, page 4, line 23, by striking out the period  
5 after "operations" and inserting  
6 and locomotive power and rolling stock needed for  
7 proposed alternative operations, including the ideal length  
8 of operational contracts so as to permit financing through  
9 public-private partnerships.  
10 Amend Resolution, page 4, lines 28 and 29, by striking out  
11 the semicolon in line 28 and all of line 29 and inserting  
12 and the feasibility of introducing an option for Altoona  
13 local service as a part of the expanded passenger rail  
14 package.  
15 (6) An evaluation of the options for maximizing public-  
16 private partnerships and introducing competition into  
17 passenger rail service with a goal of creating a high  
18 performance and high speed interconnected urban and intercity  
19 network.  
20 (7) In pursuit of the goal under paragraph (6), a  
21 recommendation for a transparent, expedited approval process  
22 for improving passenger rail service within the existing P3  
23 law, 74 Pa.C.S. Ch. 91, and recommendations for statutory  
24 revisions of Pennsylvania law that will permit service to be  
25 replaced, expanded or added in a timely fashion. In pursuit  
26 of this goal, a designated study group may be established to  
27 solicit estimates and provisional shadow proposals from  
28 Amtrak and qualified alternative operators, which may be  
29 invited to make confidential oral presentations. A  
30 provisional shadow proposal may recommend a plan to add  
31 service or replace current service with an upgraded package.  
32 Each shadow proposal should be made available in advance of  
33 the presentation to the host freight railroad through a  
34 nondisclosure agreement, and the host railroad should be  
35 invited to comment by the study group and may inform the  
36 study group as to the preferred proposal from the perspective  
37 of the freight railroad. After consultation with the  
38 Department of Transportation, host railroad, rail labor and  
39 other key stakeholders, the study group may recommend a  
40 preferred alternative;  
41 and be it further  
42 Amend Resolution, page 5, line 3, by striking out "nine" and  
43 inserting

1       six

2       Amend Resolution, page 5, line 5, by striking out "one year"

3   and inserting

4       nine months