

---

THE GENERAL ASSEMBLY OF PENNSYLVANIA

---

# HOUSE RESOLUTION

No. 155      Session of  
1993

---

INTRODUCED BY GEIST, PETRARCA, VEON, SCHULER, TRELLO, TANGRETTI, ROEBUCK, MELIO, CLARK, STEELMAN, COLAFELLA, HARLEY, CARONE, FREEMAN, COWELL, HECKLER, OLASZ, DONATUCCI, GAMBLE, HERSHEY, PESCI, McNALLY, DERMODY, KAISER, MAYERNIK, BROWN, FAJT, PISTELLA, HESS, JOSEPHS, DENT, CESSAR, KUKOVICH, ITKIN, PERZEL, LAUGHLIN, DALEY, CAPPABIANCA, BOYES, STABACK, COY, COLAIZZO, MARKOSEK, GEORGE, DURHAM, ULIANA, HASAY, ROBINSON, SURRA, PETRONE, ADOLPH, DEMPSEY, PHILLIPS, KREBS, FEE, GIGLIOTTI, DeLUCA, MUNDY, KASUNIC, GANNON, TIGUE AND LUCYK, JUNE 24, 1993

---

ADOPTED, JUNE 24, 1993

---

## A RESOLUTION

1 Directing the Department of Transportation to study the cost of  
2 establishing a second daily "Pennsylvanian" passenger train.

3 WHEREAS, The "Pennsylvanian" is a daily passenger train  
4 operated by Amtrak with financial support generated through  
5 funding granted by the General Assembly to the Department of  
6 Transportation and serves Commonwealth residents with stops in  
7 Pittsburgh, Greensburg, Latrobe, Johnstown, Altoona, Tyrone,  
8 Huntingdon, Lewistown, Harrisburg, Lancaster, Downingtown,  
9 Paoli, Ardmore, Philadelphia, Trenton, NJ, Princeton Junction,  
10 NJ, New Brunswick, NJ, Metropark, NJ, Newark, NJ, and New York  
11 City, NY; and

12 WHEREAS, The "Pennsylvanian" is Amtrak's most successful  
13 State-supported train. Ridership has more than doubled,  
14 increasing from 83,109 in fiscal year 1980-1981, its first full

1 year of operation, to 198,000 in fiscal year 1990-1991; and

2 WHEREAS, The "Pennsylvanian" has generated a profit of \$1.8  
3 million in 1989-1990; and

4 WHEREAS, Passengers now traveling west by Amtrak to  
5 Pittsburgh generally must spend two nights in Pittsburgh before  
6 returning to their originating city because there is no  
7 eastbound afternoon train departure from Pittsburgh; and

8 WHEREAS, It is generally conceded by transportation experts  
9 that in travel markets where there are increase in the frequency  
10 of services, there is geometrical increases in the demand for  
11 that service; and

12 WHEREAS, On its journey between Philadelphia and Pittsburgh,  
13 the "Pennsylvanian" travels through 13 counties, eight of which  
14 fail to meet the minimum standards established by the Clean Air  
15 Act for ozone and carbon monoxide; the levels of carbon monoxide  
16 and ozone in these counties range in severity from marginal to  
17 severe; and

18 WHEREAS, The Federal Intermodal Surface Transportation  
19 Efficiency Act of 1991 requires that highway transportation  
20 improvements projects initiated by either the State or local  
21 governments address the mitigation of traffic congestion and  
22 comply with the objectives of the Clean Air Act; and

23 WHEREAS, Both Amtrak and public transit provide an  
24 alternative to travel by internal combustion engine-driven  
25 private auto, the chief source of ozone and carbon monoxide,  
26 thereby reducing pollution from intercity travel; and

27 WHEREAS, Amtrak has agreed to provide a second  
28 "Pennsylvanian" whenever the Department of Transportation agrees  
29 to bear the Commonwealth's estimated share of costs; and

30 WHEREAS, Amtrak's president, W. Graham Claytor, was quoted in

1 a recent trade publication as saying that an additional train  
2 frequency on this corridor was one of the corporation's goals  
3 for the spring of 1992; and

4 WHEREAS, Any new or rebuilt locomotives for this additional  
5 service could be constructed in Pennsylvania at facilities in  
6 Erie, Altoona or Mountain Top; and

7 WHEREAS, Amtrak has reported to Congress that it desires  
8 additional Pennsylvania service from New York to Harrisburg via  
9 Allentown/Bethlehem, Reading, Lebanon and Hershey as one of 13  
10 corridors it has evaluated; and

11 WHEREAS, Amtrak's board of directors has approved an  
12 expenditure of \$2.6 million in capital costs to build a track  
13 connection at New Castle, which could extend the "Pennsylvanian"  
14 to Cleveland; and

15 WHEREAS, Amtrak and North Carolina have recently agreed on  
16 increased service between the cities of Raleigh and Charlotte,  
17 with all equipment acquired by and refurbished with funds from  
18 the state, despite having a smaller population density than  
19 Pennsylvania; and

20 WHEREAS, Amtrak has informed the Department of Transportation  
21 that this estimated cost is between \$693,000 and \$796,000 for  
22 the operation of a second train; therefore be it

23 RESOLVED, That the House of Representatives direct the  
24 Department of Transportation to study and report to the General  
25 Assembly what additional State funding is needed to cover the  
26 capital and operational costs of a second daily "Pennsylvanian"  
27 in the New York, Philadelphia, Harrisburg and Pittsburgh travel  
28 corridor and the New York, Allentown/Bethlehem, Harrisburg,  
29 Pittsburgh corridor.