
THE GENERAL ASSEMBLY OF PENNSYLVANIA

HOUSE RESOLUTION

No. 1103 Session of
2015

INTRODUCED BY PYLE, MATZIE, KOTIK, VEREB, YOUNGBLOOD, ROZZI,
D. COSTA, FREEMAN, SCHLOSSBERG, BOBACK, DRISCOLL, WARD,
A. HARRIS, V. BROWN, MARSHALL, SAYLOR, READSHAW, ROEBUCK,
MILNE, BURNS, FRANKEL, ROTHMAN, GAINEY, KORTZ, P. COSTA AND
BIZZARRO, OCTOBER 24, 2016

REFERRED TO COMMITTEE ON TRANSPORTATION, OCTOBER 24, 2016

A RESOLUTION

1 Directing the Legislative Budget and Finance Committee to
2 conduct a study of the feasibility of providing two
3 additional passenger rail trips daily between Pittsburgh and
4 Harrisburg and its impact on existing freight rail service.

5 WHEREAS, Western Pennsylvania has historically had a high
6 level of passenger rail service with 12 daily trains as recently
7 as the 1960s, and three daily passenger trains in 2004, serving
8 the Keystone corridor west of Harrisburg; and

9 WHEREAS, In February 2005, The Keystone West Passenger Train
10 Study, prepared for Norfolk Southern and the Department of
11 Transportation, examined the Keystone corridor west of
12 Harrisburg and the impact that adding two passenger rail trains
13 a day to the then-existing two passenger rail trains a day would
14 have on freight service in the Keystone corridor west of
15 Harrisburg; and

16 WHEREAS, In Scenario No. 3, the study concluded that the
17 additional service would be compatible with freight service if

1 improvements identified in the study were made to the rail
2 infrastructure; and

3 WHEREAS, In August 2014, the Keystone West High Speed Rail
4 Study: Feasibility Report & Preliminary Service Development
5 Plan, prepared for the Department of Transportation and the
6 Federal Railroad Administration, evaluated the feasibility of
7 options to reduce rail travel times and increase trip frequency
8 on Amtrak's Keystone West portion of the Pennsylvanian service
9 and identified incremental improvements that would make the line
10 compatible for both freight and passenger rail service; and

11 WHEREAS, In April 2014, On Track to Accessibility, Increasing
12 Service of the Pennsylvanian: Benefits and Costs, prepared for
13 the Pittsburgh Downtown Partnership, examined the cost of adding
14 two trains a day to the Pennsylvanian's existing single train a
15 day and estimated an annual cost of between \$10 million and
16 \$12.9 million, including costs for capital investments in
17 rolling stock, to operate three trains daily on the corridor;
18 and

19 WHEREAS, The Transportation Committee of the House of
20 Representatives held a hearing on August 23, 2016, the topic of
21 which was Increasing Passenger Train Service in the Harrisburg -
22 Pittsburgh Corridor; and

23 WHEREAS, The following have sent letters supporting two
24 additional passenger rail trains a day and provided their
25 reasons for doing so: Allegheny County Chief Executive, Rich
26 Fitzgerald; Cambria County Commissioners Thomas Chernisky, B.J.
27 Smith and Mark J. Wissinger; Mifflin County Commissioners Lisa
28 Nancollas, Stephen Dunkle and Kevin Kodish; Westmoreland County
29 Commissioners Charles Anderson, Tyler Courtney and Ted Kopas;
30 Southwestern Pennsylvania Commission Chair, Steve Craig;

1 Pittsburgh Mayor Bill Peduto; Johnstown Mayor Frank Janakovic;
2 Director, Johnstown Community and Economic Development, Renee
3 Daly; President, Greater Johnstown/Cambria County Chamber of
4 Commerce, Robert Layo; Coordinator, Lift Johnstown, Brad
5 Clemenson; Executive Director, Greater Johnstown/Cambria County
6 Convention and Visitors Bureau, Lisa Rager; President, Blair
7 County Chamber of Commerce, Joseph Hurd; President,
8 VisitPittsburgh, Craig Davis; and Chairman, Modern Transit
9 Partnership, Marshall Stevens; and

10 WHEREAS, The existing one train a day between Harrisburg and
11 Pittsburgh has excellent ridership but does not meet the
12 transportation needs of residents in the western communities
13 along the line and many others who depend upon passenger rail
14 service to travel; and

15 WHEREAS, Given the existing rail line, adding service would
16 not require entirely new rail infrastructure; and

17 WHEREAS, Residents of western Pennsylvania deserve the same
18 consideration and opportunity for increased frequency of service
19 on the existing line as residents of Pennsylvania in other parts
20 of the State along the Keystone line; and

21 WHEREAS, Western Pennsylvanians and the communities along the
22 Pennsylvanian would like to obtain the economic development and
23 environmental benefits of passenger rail travel; and

24 WHEREAS, Increased frequency and dependable service, rather
25 than increased speed, are the main priorities of the residents
26 of these western communities; therefore be it

27 RESOLVED, That the House of Representatives direct the
28 Legislative Budget and Finance Committee to conduct a study of
29 the feasibility of providing two additional passenger rail
30 trains a day to the existing single daily train between

1 Pittsburgh and Harrisburg; and be it further

2 RESOLVED, That the study determine the improvements to the
3 rail infrastructure between Pittsburgh and Harrisburg that are
4 necessary to make the additional passenger rail service
5 compatible with the existing freight service; and be it further

6 RESOLVED, That the study consist of:

7 (1) A review of the existing studies referenced in this
8 resolution and the transcript of the Transportation Committee
9 hearing of August 23, 2016.

10 (2) An estimate from the Department of Transportation
11 and Amtrak of the cost and schedule for two additional trains
12 a day to provide such service.

13 (3) The minimal and optimum infrastructure improvements
14 and operational requirements needed to implement the service
15 proposed by Amtrak and the Department of Transportation along
16 the Keystone west corridor.

17 (4) Locomotive power and rolling stock needed and
18 availability of Federal grants for purchase of equipment and
19 operations;

20 and be it further

21 RESOLVED, That the committee issue its report to the Speaker
22 of the House of Representatives within nine months from the date
23 of adoption of this resolution.