TESTIMONY FOR CHRISTOPHER GLEASON

Establishing the Keystone West Passenger Rail Corridor would link two established technology centers, Pittsburgh & State College with our state capitol Harrisburg. With few changes to the present rail infrastructure & combined with the Keystone East passenger rail corridor, Keystone West would provide our commonwealth's citizens with a modern, convenient, dependable, safe & economical statewide transportation option that would link communities commercially, culturally, educationally, medically & economically.

I used the proposal assembled for the Keystone West Association in 2006 as a base, assuming this time that the project would be accomplished by Amtrak working in cooperation with Norfolk Southern, PennDOT and local transit authorities.

- The focus continues to be to provide an all-weather route linking Western Pennsylvania communities, this time extended to include Tyrone and State College.
- The proposed route is illustrated in the attached summary sheet. It runs from Pittsburgh to Tyrone over NS as does Amtrak at present. It then proceeds another 14 miles over the Nittany & Bald Eagle Railroad to Port Matilda, where the railroad crosses PA Route 322 and the closest point of approach to State College. Port Matilda is 10 miles from Penn State as the crow flies and about 12 miles over the road via the newly constructed PA 322/I-99 extension.
- The proposal would fully execute three of the four improvements defined in the 2005 PennDOT-NS Keystone West report (the fourth is east of Tyrone and is only relevant to Tyrone-Harrisburg trains). NS' consultant indicated that these improvements would allow Amtrak service to increase to four round-trips to and from Pittsburgh. NS' concern over having these improvements complete in advance of passenger service was the crux of the failure of the 2006 Keystone West initiative.
- These improvements alone would be about $100 million and improve NS freight operations to the Port of Philadelphia as well as benefit passenger service. Adding other track and station improvements plus rolling stock (four new self-propelled rail cars and two over-the-road Greyhound-style coaches for the bus link) would bring total capital costs to nearly $200 million.
- The proposed service (also on the summary sheet) would provide four trains a day between Pittsburgh and Port Matilda, in keeping with the 2005 report. In addition, State College connections would be provided for passengers to and from the east (Harrisburg, Philadelphia and NYC) on Amtrak Trains #42 and #43.
- Amtrak would operate the trains and Centre Area Transit Authority would operate the bus link. High quality buses with baggage handling capability would meet all trains and haul riders up the hill to PSU.
- An all-rail route to State College would add another 27 miles over a circuitous path via Bellefonte, the last 10 mile of which being particularly arduous. It would require extensive and expensive upgrades of track and my best estimate is that would add over an hour to the journey. Better (but no cheaper) to define an all-rail routing via a new direct alignment into State College as a "later phase" of the project.

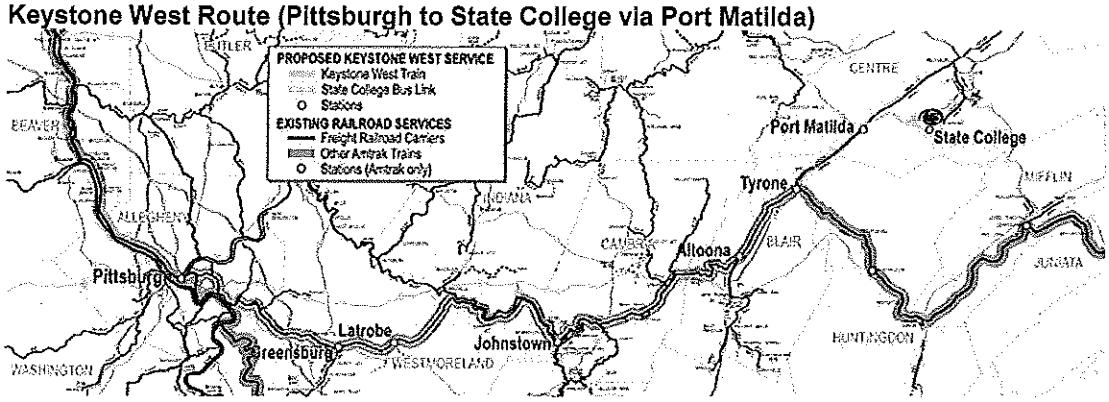
The proposed service east would provide four trains a day between Harrisburg, Huntington, Lewistown & Port Matilda/State College.

Transit Authorities along the system would be willing partners by providing scheduled bus service to fit the trains schedule. They would also offer online seamless ticketing to our citizens.

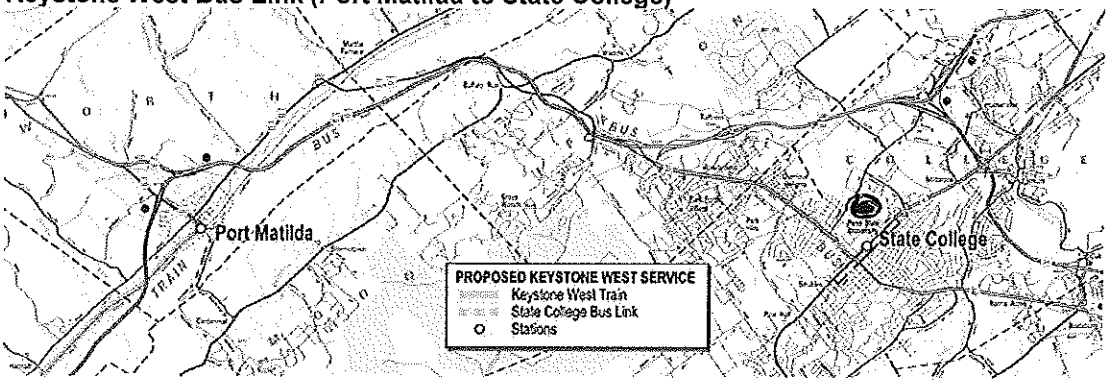
We're confident that increased service and ridership would lead to the economic development around renovated community train stations.

Keystone West & Keystone East would be combined into the KEYSTONE statewide passenger rail system that would link with Amtrak's NE Corridor system in Philadelphia giving all our citizens access to service Boston, NYC, Wilmington, Baltimore and Washington, DC. This would give Pennsylvania one of the finest passenger rail systems in the nation. In addition, providing increased egress & access to our communities would assist us in reinventing & growing Pa's 21st century economy.

Keystone West Route (Pittsburgh to State College via Port Matilda)



Keystone West Bus Link (Port Matilda to State College)



Keystone West Bus Link (Port Matilda to State College)

		KEYSTONE WEST SERVICE									
		EAST					WEST				
			Amtrak 42								Amtrak 43
State College	CATA	8:52 AM	10:57 AM	3:52 PM	5:40 PM	9:02 PM	4:23 AM	8:53 AM		12:53 PM	3:46 PM
		↑	↑	↑	↑	↑	↓	↓		↓	↓
Port Matilda		8:28 AM	10:33 AM	3:28 PM	5:16 PM	8:38 PM	4:47 AM	9:17 AM		1:17 PM	4:10 PM
	NBER	8:23 AM	10:28 AM	3:23 PM	5:11 PM	8:33 PM	4:57 AM	9:27 AM		1:27 PM	4:20 PM
		↑	↑	↑	↑	↑	↓	↓		↓	↓
Tyrone		8:05 AM	10:10 AM	3:05 PM	4:53 PM	8:15 PM	5:15 AM	9:45 AM		1:45 PM	4:38 PM
	Norfolk Southern		10:05 AM		4:48 PM				10:05 AM		4:48 PM
		↑	↑	↑	Connection from Westbound Amtrak #43	↑	↓	↓	Connection to Eastbound Amtrak #42	↓	↓
Altoona		7:49 AM	9:49 AM	2:49 PM		7:59 PM	5:31 AM	10:01 AM		2:01 PM	5:06 PM
		↑	↑	↑		↑	↓	↓		↓	↓
Johnstown		6:54 AM	8:54 AM	1:54 PM		7:04 PM	6:26 AM	10:56 AM		2:56 PM	6:00 PM
		↑	↑	↑		↑	↓	↓		↓	↓
Latrobe		6:11 AM	8:11 AM	1:11 PM		6:21 PM	7:09 AM	11:39 AM		3:39 PM	6:41 PM
		↑	↑	↑		↑	↓	↓		↓	↓
Greensburg		6:01 AM	8:01 AM	1:01 PM		6:11 PM	7:19 AM	11:49 AM		3:49 PM	6:52 PM
		↑	↑	↑		↑	↓	↓		↓	↓
Pittsburgh		5:20 AM	7:20 AM	12:20 PM		5:30 PM	8:00 AM	12:30 PM		4:30 PM	8:05 PM
		Read Up	*Read Up*	*Read Up*	*Read Up*	*Read Up*	*Read Down*	*Read Down*	*Read Down*	*Read Down*	*Read Down*