

Statement of  
David E. Wohlwill  
Manager of Extended Range Planning  
Port Authority of Allegheny County  
345 Sixth Avenue, Third Floor  
Pittsburgh, PA 15222-2527  
412.566.5110

Submitted for the record to the  
U. S. House of Representatives  
Subcommittee on Railroad, Pipelines and Hazardous Materials  
Committee on Transportation and Infrastructure Hearing on  
“Expanding Rail Passenger Service”  
June 22, 2009  
Pittsburgh, PA

Good morning, Chairman Altmire. I am pleased to represent the Port Authority of Allegheny County before the Subcommittee and very much appreciate the invitation.

Port Authority is a multimodal transit agency providing transit service to Allegheny County’s residents on 188 bus, light rail and inclined plane routes. Every weekday, approximately 220,000 trips are made on Port Authority’s bus and rail routes. Port Authority is currently undertaking a Transit Development Plan to revitalize and restructure its existing network of services for a more efficient and effective transit system which better addresses the mobility needs of Allegheny County’s residents.

Although Port Authority does not operate any regional or intercity passenger services or own any intercity passenger stations, we are interested in proposals for expanded passenger rail service in Western Pennsylvania. As the rail proposals are developed further, we strongly recommend that planning for stations considers integration with Southwestern Pennsylvania’s existing transit systems.

Amtrak’s Pittsburgh station is located adjacent to the Penn Station of the Martin Luther King, Jr. East Busway. The East Busway is a 9.1-mile bus rapid transit facility linking downtown Pittsburgh with the City of Pittsburgh’s East End neighborhoods and eastern suburbs. About 25,000 trips are made on Port Authority’s East Busway routes every weekday. Thus, travelers from many eastern communities have direct access to Amtrak with a very short walk from Penn Station on the East Busway. Additionally, several of Allegheny County’s northern and western communities are directly linked to the Amtrak Station with bus routes serving those areas having their endpoints at Penn Station.

In recent years, Penn Station has emerged as the regional transit hub for Southwestern Pennsylvania’s transit systems. In addition to Port Authority routes serving Penn Station, all other transit providers which connect the counties surrounding Allegheny County with

downtown Pittsburgh begin and end their trips at Penn Station. These carriers are: Beaver County Transit Authority, Fayette Area Coordinated Transportation, Mid-Mon Valley Transit Authority, Myers Coach Lines, New Castle Area Transit Authority, Washington City Transit, Westmoreland County Transit Authority. Thus direct access to the Amtrak station is not only possible from many locations throughout the Southwestern Pennsylvania Region.

This very high level of transit access makes it possible for rail passengers arriving in Pittsburgh to access many points in the region without the expense of a rental car. Additionally, these transit connections offer residents of the region traveling from Pittsburgh an alternative to limited and expensive parking near the station.

While linkages to local and regional transit are important, I would also like to take this opportunity to mention a secondary benefit of the current location of Amtrak's Pittsburgh Station. The Port Authority's Police Department is based out of Pitt Tower, just east of Penn Station. Although the Port Authority's police department is focused on the transit system, the proximity of the police headquarters to the Amtrak station and platforms can provide another set of eyes and ears, which would further enhance station area security.

In the later phases of project development, when fares and fare systems are considered, we would encourage development of fare instruments which would be not only for train travel, but also usable on local transit systems at the beginning and end of the rail passengers' journeys. Such instruments would further enhance integration of Southwestern Pennsylvania's transit systems into a Western Pennsylvania rail passenger service.

In conclusion, Port Authority is excited the opportunities for further integration of local and regional transit into an improve rail passenger service serving Western Pennsylvania. Effective integration of Southwestern Pennsylvania's transit systems with rail passenger service will be mutually beneficial for the region's transit providers, the rail passenger operator (whether it is Amtrak or another operator) and the users of the rail service. We look forward to working with Congressman Altmire and other elected officials as well as the agencies and organizations involved in further developing passenger rail service in Western Pennsylvania.