



Appendix K: Vision Passenger and Freight Projects

Strasburg Railroad Company

Source: PennDOT

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Table K-1: Ongoing Passenger Rail Studies and Plans in Pennsylvania

Study	Agency	Description	Projected Study Completion
Amtrak Northeast Corridor			
NEC FUTURE: A Rail Investment Plan for the Northeast Corridor	Federal Railroad Administration (FRA)	This study will complete a Tier I EIS analysis of three alternatives for Amtrak’s Northeast Corridor (NEC) which would either 1) maintain and improve existing NEC service, 2) increase rail’s role in the corridor, or 3) transform the NEC with a high speed rail system to dramatically cut travel times between major destinations.	2016
Greater Philadelphia Region Commuter Rail			
Quakertown Rail Restoration – Alternatives Analysis	DVRPC, Montgomery and Bucks County Planning Commissions, TMA of Bucks County, SEPTA	Noted as an ongoing study in DVRPC’s Fiscal Year 2016 Planning Work Program as one of “Other Major Planning Projects in the DVRPC Region.” Sponsored by TMA Bucks (a local Transportation Management Association). Builds on previous Quakertown Rail study.	TBD
30th Street Station District Plan	Amtrak, Brandywine Realty Trust, Drexel University, PennDOT, SEPTA	Plan to create a single, intergrated vision for 30th Street Station and the surrounding area in Philadelphia. The master planning process involves three main elements of analysis: transportation, the station and associated facilities, and commercial opportunities.	Spring 2016
Delaware Avenue Waterfront Trolley Feasibility Study	DVRPC	A project to assess passenger rail options for the Delaware Avenue corridor, with a focus on extending existing/ modernized SEPTA trolley service southward from Girard Avenue/Frankford Avenue and the possibility of sharing existing freight tracks through a temporal separation arrangement similar to NJ Transit’s River Line service.	TBD
Ivy Ridge Station Intermodal Study	DVRPC	Development of a concept plan for a redesigned and expanded Ivy Ridge Station in Philadelphia, including structured parking, integrated bus, auto, and bike/ped access, and support for station-area or station-integrated development.	TBD
Radnor Station Connectivity Study	DVRPC	Study to evaluate and develop near- and long-term strategies to improve connectivity between the Radnor Regional Rail station and the Radnor Norristown High Speed Line (NHSL) station.	TBD



Table K-2: Completed Passenger Rail Studies and Plans with Currently Unfunded Projects in Pennsylvania

Study	Agency	Description	Estimated Capital Costs (in 2015 dollars) and Ridership
Norristown Line Service Extension Study	DVRPC, Montgomery County Planning Commission (MCPC)	Study of an extension of the SEPTA Norristown Regional Rail line along a Norfolk Southern-owned freight line to Pottstown and Reading, PA. Three alternatives were recommended for consideration. (Source: DMJM Harris for DVRPC and Montgomery County Planning Commission, 2009, <i>R6 Norristown Line Service Extension Study Final Report</i>)	\$29.7 to \$290.7 million; 292,500 to 1.4 million riders/year
Elwyn Line Extension from Wawa to West Chester	Chester County, DVRPC, SEPTA	Conceptual proposal to restore former passenger rail service along the corridor by extending service past the future Wawa Terminal (already under construction) to downtown West Chester, with service to Westtown, Cheyney, Locksley, and Glen Mills. (Source: DVRPC, 2011, <i>Wawa to West Chester Regional Rail Extension Ridership Forecast</i>)	Costs not evaluated; 1,910 riders/day
Lansdale-Quakertown Corridor Alternatives Analysis	DVRPC	Proposal to restore Regional Rail service between Lansdale and Quakertown, with three alternative build alternatives. (Source: DVRPC, 2011, <i>Draft Lansdale-Quakertown Corridor Alternatives Analysis</i>)	\$182 million, 3,700 to 6,700 riders/day
Allegheny Valley Railroad (AVR) Commuter Rail	Allegheny County, SPC, Westmoreland County Transit Authority (WCTA)	Rebuild existing AVR freight line to accommodate new commuter service from Arnold to Pittsburgh, with potential service to the downtown Pittsburgh Amtrak station via the Norfolk Southern main line. (Source: HDR on behalf of Westmoreland County Transit Authority, 2009, <i>Allegheny Valley Railroad and Norfolk Southern Commuter Rail Interim Study</i>)	\$142.2 million; 2,700 riders/day
Greensburg-Pittsburgh Commuter Rail	Allegheny County, SPC, WCTA	Commuter service between Greensburg and the Pittsburgh Amtrak station would be provided via the existing Norfolk Southern (NS) Main Line, one of the most heavily used freight lines in Pennsylvania. (Source: HDR on behalf of Westmoreland County Transit Authority, 2009, <i>Allegheny Valley Railroad and Norfolk Southern Commuter Rail Interim Study</i>)	\$87.9 million 1,500 riders/weekday

Table K-2: Completed Passenger Rail Studies and Plans with Currently Unfunded Projects in Pennsylvania, cont.

Study	Agency	Description	Estimated Capital Costs (in 2015 dollars) and Ridership
Pittsburgh Rail Connection, Lawrenceville to Hazelwood	City of Pittsburgh Department of City Planning	A 4.2 mile rail shuttle within Pittsburgh along an active freight line owned by CSX and leased by Allegheny Valley Railroad. (Source: WR&A and Pittsburgh City Planning, 2010, <i>Pittsburgh Rail Connection: Connecting Hazelwood to Lawrenceville</i>)	\$81 million; 3,434 riders/weekday
Pittsburgh-Morgantown Commuter Rail	West Virginia Department of Transportation State Rail Authority	Conceptual proposal included in the West Virginia State Rail Plan for a commuter rail service along an existing CSX freight line from Pittsburgh to Morgantown, WV. (Source: 2013, <i>West Virginia State Rail Plan Commuter Rail Feasibility Assessment</i>)	Estimated capital costs and ridership not evaluated.
Pittsburgh Grand Central Multimodal Transportation Hub	City of Pittsburgh, Southwestern Pennsylvania Commission (SPC)	Identified as “Potential Facility” for construction to create a multimodal hub connecting transit stations in downtown Pittsburgh. (Source: SPC, 2011, 2040 Transportation and Development Plan for Southwestern Pennsylvania)	\$5 million; ridership not evaluated.
Butler County to Pittsburgh North Shore Commuter Rail	Butler Transit Authority	Identified as “Illustrative Major Transit Proposal” to build a commuter rail system from Butler County to the North Shore area of Pittsburgh. (Source: SPC, 2011, 2040 Transportation and Development Plan for Southwestern Pennsylvania)	Estimated capital costs and ridership not evaluated.
Keystone West High Speed Rail Study	PennDOT	Examination of options for improving train service between Pittsburgh and Harrisburg, including regular station stops at Lewistown, Huntingdon, Altoona, Johnstown, and Greensburg, and Lewistown and flag stops at Tyrone and Latrobe. (Source: 2014, <i>Keystone West High Speed Rail Study</i>) [See Chapter 2 for additional information]	\$1.5 to \$13.1 billion; 88,945 additional riders/year in 2035
Paoli-Thorndale Line Extension to Atglen	DVRPC, Chester County Planning Commission	Extend SEPTA service along the existing Amtrak Keystone Corridor to two existing Amtrak stations in Parkesburg and Coatesville and a new station at Atglen. (Source: 2012, <i>Atglen Station Concept Plan</i>)	\$55.9 million; Annual operating cost \$1-2 million; 1,415 riders/day in 2020



Table K-2: Completed Passenger Rail Studies and Plans with Currently Unfunded Projects in Pennsylvania, cont.

Study	Agency	Description	Estimated Capital Costs (in 2015 dollars) and Ridership
Paradise Township Station Proposal	Lancaster County	Build a new train station along the Keystone Corridor in Paradise Township. The new station would allow passengers to transfer from Amtrak service to the Strasburg Railroad, which offers tourist train service in this predominantly rural area of Lancaster County. (Source: 2006 proposal by local and state agencies)	Estimated \$5 million; additional riders not estimated
Rockwood, PA Amtrak Station Proposal	Somerset County	Assessment of feasibility of, and issues associated with, the creation of a new stop in Rockwood, Pennsylvania for Amtrak’s Capitol Limited service, which travels along CSX Transportation’s Baltimore to-Chicago line. (Source: Michael Baker Jr., Inc. for Somerset County, PA, 2012, Rockwood AMTRAK Train Station Feasibility Study)	\$1.7 million; 2,540 riders/year
Capitol Limited through service to New York	Amtrak	Improvements to Amtrak’s Capitol Limited train, including construction of new switching equipment in Pittsburgh to permit through service along route of the train. (Source: Amtrak, 2010, PRIIA Capitol Limited Performance Improvement Plan)	\$5 million; 20,400 additional riders/year
Commuter Rail Service from Scranton to New York via Lackawanna Cut-Off	New Jersey Transit (NJT)	Proposal to restore commuter rail service between Scranton, Pennsylvania and New York, NY. (Source: NJ Transit, 2006, New Jersey – Pennsylvania Lackawanna Cut-Off Passenger Rail Service Restoration Project: Environmental Assessment) [NJ Transit has authorized construction of a 7-mile section of the line to Andover, NJ]	\$650 million; 3,200 project boardings / average weekday in 2030 (Excluding Andover, NJ)
Raritan Valley Commuter Rail Extension to Allentown	Northampton County	Extension of NJ Transit Raritan Valley Line for 17 miles from existing terminal in High Bridge, NJ to Allentown via an existing freight line. Proposed stations include Easton, Bethlehem, and Allentown. (Source: SYSTRA Consulting, Inc. for County of Northampton PA, 2010, Central New Jersey/Raritan Valley Transit Study – Pennsylvania Component Final Report)	\$718.7 million; \$3.6 million in annual operating costs 1,600 / day in 2030
Harrisburg Commuter Rail System	Tri-County Regional Planning Commission (TCRPC)	Proposal to create a commuter rail system in the greater Harrisburg area to supplement existing Amtrak Keystone service. (Source: Harrisburg Area Transportation Study, 2014, 2040 HATS Regional Transportation Plan)	\$650 million; potential ridership not yet modeled

Table K-3: Freight Rail Vision Projects

Railroad / Corridor	Project Description	Estimated Capital Costs (in 2015 dollars)
Class I Projects		
CSX/I-95 - Southeast	Add second main track from Newtown Junction to CP Wood on CSX Trenton line (Source: DVRPC Long-Range Vision for Freight)	\$102.9
CSX/I-95 - Southeast	Add second main track from CP Belmont to CP Arsenal on CSX High line / CSX Trenton line (Source: DVRPC Long-Range Vision for Freight)	\$202.2
CSX/I-95 - Southeast	Add second main track from Delaware State Line to CSX Trenton Line on CSX Philadelphia Subdivision (Source: DVRPC Long-Range Vision for Freight)	\$40.0
CSX/I-95 - Southeast	Add dedicated freight track from Wilmington to Philadelphia (Source: DVRPC Long-Range Vision for Freight)	\$582.6
CSX/NS/I-95-Southeast/ NS Crescent	Keystone Industrial Port Complex (Morrisville Yard) rail improvements (Source: DVRPC Long-Range Vision for Freight)	\$32.0
NS Main Line	Eliminate 14 overhead bridges and other obstructions in Pittsburgh that prevent double stack trains from taking a direct, high speed route through the city. This would improve schedules by two to three hours. (Source: Southwest Pennsylvania Council MPO)	\$80.0
CSX	Acquisition and maintenance of existing CSX main line railroad from the Allegheny and Beaver County lines. This rail line has been earmarked for abandonment by the CSX railroad, which could require two existing manufacturing businesses to relocate. (Source: SPC 2040 Plan)	TBD
Class II Projects		
Buffalo and Pittsburgh Railroad (BPRR)	Reactivate unused freight rail line between DuBois and Curwensville to connect to existing RJ Corman and Buffalo & Pittsburgh Railroads along the old C&M Junction Railroad in Clearfield County. Re-build 20 miles of railroad and retrofit bridge carrying Short Cut Road to allow for continuous train movements. Establish Regional Rail Authority to manage re-established connection. (Source: The North Central Regional Planning and Development Commission)	\$30.0
Class III/Short Line Projects		
Pennsylvania Northeastern Railroad (PN)	Bethlehem Branch Improvements: Dedicated Freight and Passenger Lanes for a portion of the Line, ideally between Lansdale and Hatfield. (Source: PN)	TBD
PN	Bethlehem Branch Improvements: Feasibility of current Lansdale freight yard arrangement and location (rearranged following the 1981 termination of passenger service). (Source: PN)	TBD
Various	Renovation of short line rail system to connect industrial sites to Class I carriers. (Source: SPC 2040 Plan)	TBD



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