

Appendix L: Stakeholder and Public Meeting Presentation Slides and Handouts



CSX Train in Pittsburgh

Source: Southwestern Pennsylvania Commission

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Roundtable Meeting

March 24, 2015

Harrisburg
Transportation Center
Harrisburg, PA

Welcome & Opening Remarks



Study Team



❖ Jennie Granger
Director - PennDOT
Bureau of Aviation
❖ Angela Watson
Acting Director -
PennDOT Bureau of
Rail Freight

HNTB

❖ Joseph Guzzi
Project Director
❖ Dave Hollis
Project Manager



PA Rail Facts

Pennsylvania ranks *

- **1st** Nationwide in Number of Operating Railroads
- **5th** in Railroad Mileage
- **8th** in Tonnage Originating in the State
- **12th** in Tonnage Terminating in the State
- **8th** in Number of Carloads Originating in the State
- **7th** in Carloads Terminating within the State
- **5th** Highest Rate of Non-Auto Mode Share of Major U.S. Cities = Philadelphia

* 2011 data



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► Agenda

MORNING SESSION (10AM-12PM):

1. State Rail Plan (SRP) Overview
2. Review and Discussion of Pennsylvania SRP Development Activities

BREAK (10:45AM-11AM)

3. Identification and Discussion of Issues
4. Draft Rail Improvements and Investments

LUNCH (12PM-1PM)

AFTERNOON SESSION (1PM-3PM):

5. Breakout Sessions
6. Report on Breakout Sessions and Next Steps



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State Rail Plan Overview

1. Purpose of PA State Rail Plan
2. FRA 2013 State Rail Plan Guidance
3. Plan Elements
4. Schedule



► Purpose of PA State Rail Plan

- Fulfills federal requirements
- Creates a vision for the future of rail service throughout PA
- The Plan will define key rail projects needed to serve growth in freight markets and improve passenger rail travel
- Provides an integrated plan for freight and passenger rail, including 4- and 20-year strategies



► New FRA Rail Plan Guidance

Required Plan Contents:

Executive Summary

1. Chapter 1: Role of Rail in Statewide Transportation
2. Chapter 2: The State's Existing Rail System
3. Chapter 3: Proposed Passenger Rail Improvements and Investments
4. Chapter 4: Proposed Freight Rail Improvements and Investments
5. Chapter 5: The State's Rail Service and Investment Program
6. Chapter 6: Coordination and Review

Technical Appendix



SRP Key Elements & Schedule



State Rail Plan Development Activities

1. SRP Goals
2. Existing Passenger and Freight Rail Network
3. Existing and Projected Freight Flows
4. Trends & Forecasts



State Rail Plan Goals

1. Bring the Priority Rail System to a State of Good Repair and Maintenance
2. Develop an Integrated Rail System
3. Support the Future Needs of Residents and Businesses
4. Enhance the Quality of Life in Pennsylvania



State Rail Plan Goals

5. Assure Personal Safety and Infrastructure Security
6. Support Energy Efficiency and Environmental Sustainability
7. Identify Stable and Predictable Funding
8. Build Public Support for Rail System Services and Assets



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State Rail Plan Remarks

Leslie S. Richards, Acting Secretary, Pennsylvania DOT



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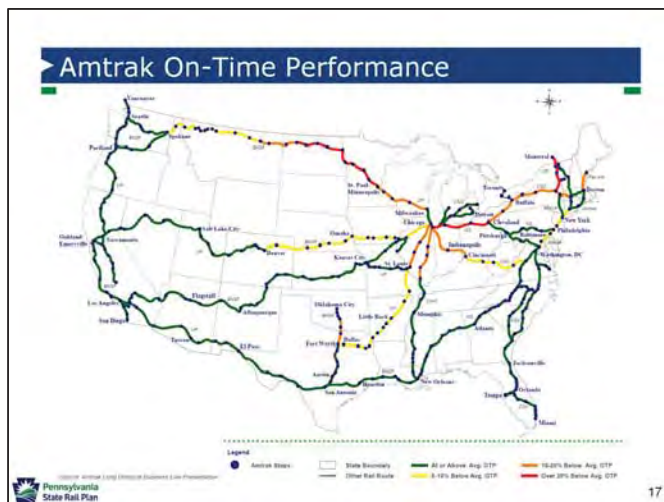


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1. 120 daily trains; majority are Acela Express, Northeast Regional and Keystone
2. 3 medium distance and 7 long distance trains run through the state



Strategies pursued to improve Amtrak's NEC service:

1. Incremental “stair step” infrastructure improvements along existing alignment



Strategies pursued to improve Amtrak's NEC service:

2. New “NextGen” alignment

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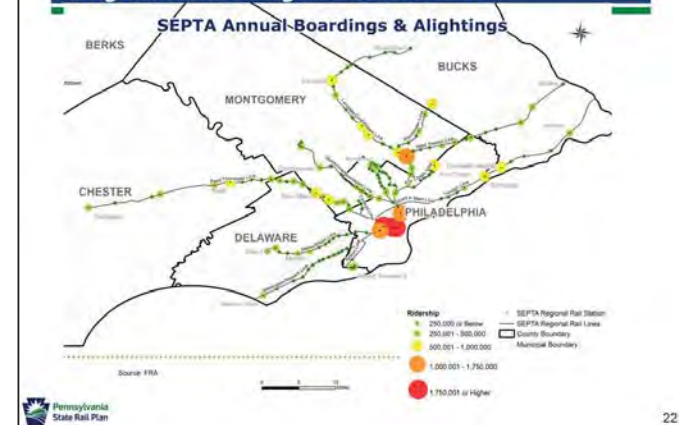
* Estimated \$1.5 billion to save 10 minutes of travel time; \$9.9 billion to save 30 minutes; a true high-speed corridor would cost \$38+ billion.

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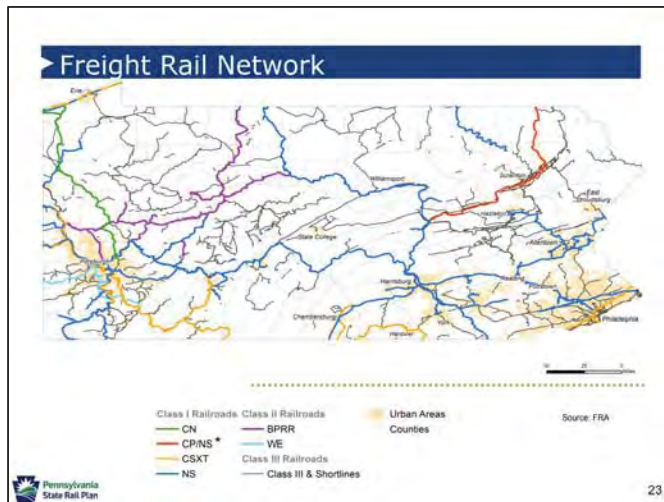
Keystone West Investment Scenarios



Regional Passenger Rail: SEPTA

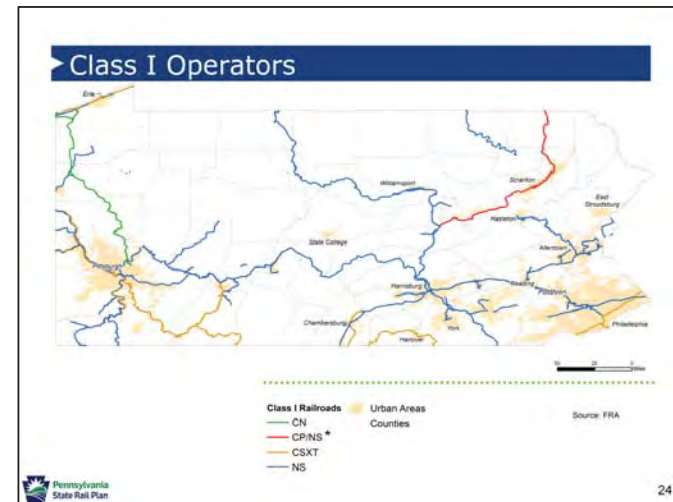


13 Regional lines, 154 stations, 35 million annual riders



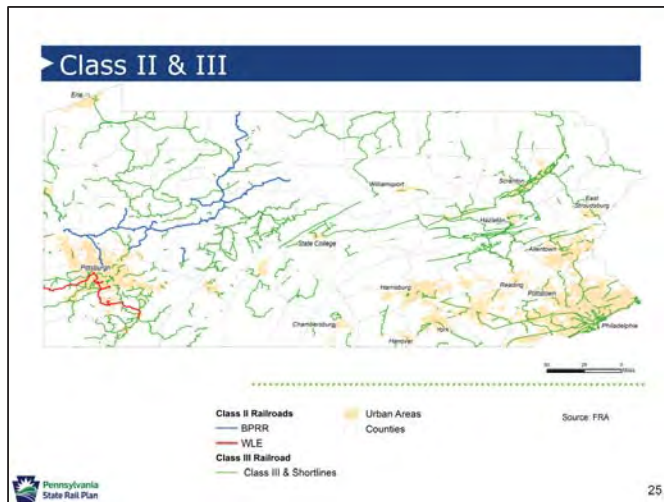
1. 5,600 miles of track
2. 4 Class I carriers: CSX, NS, Canadian National, Canadian Pacific: 3,169 miles
3. 2 Class II carriers: 621 miles
4. 50+ short-lines: 1,814 miles

*CP Rail sale to NS in progress

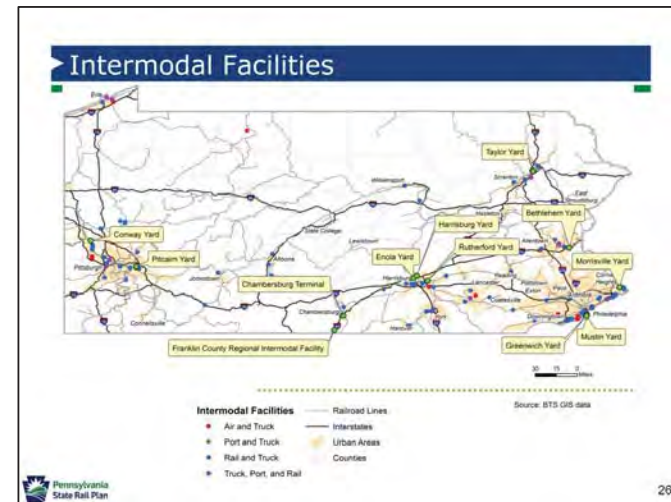


Class I: carry 90% of ton-miles and carloads

*CP Rail sale to NS in progress



1. Class II Buffalo & Pittsburgh Railroad (BPRR) and the Wheeling & Lake Erie (WLE) Railway account for 11% of PA route miles
2. Major Class III railroads include: Western New York & Pennsylvania Railroad (WNYP), Reading Blue Mountain & Northern Railroad (RBMN), RJ Corman Railroad/Pennsylvania Line (RJCP), and Delaware-Lackawanna

[illegible]

1. Integral part of PA rail network
2. Operated by Class I railroads: NS, CSX, and CP
3. Largest terminals: Chambersburg Terminal (CSX) - truck to rail, and Conway Yard (NS) - storage, followed by Florence Yard/Bethlehem, Franklin Regional, Greenwich Yard, and Harrisburg Yard

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Freight Rail Flows Profile

- 
- Pennsylvania
State Rail Plan

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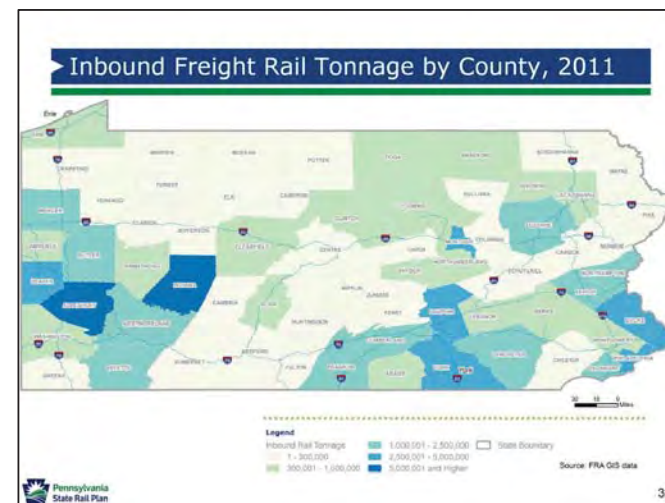
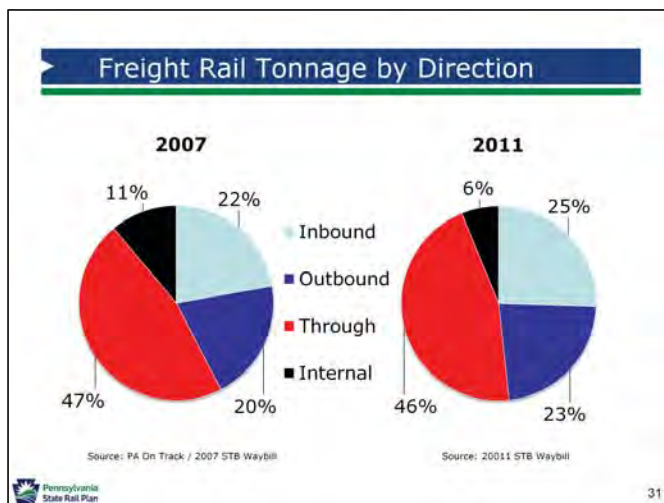
► Total Tonnage Moved by Freight Rail, 2011

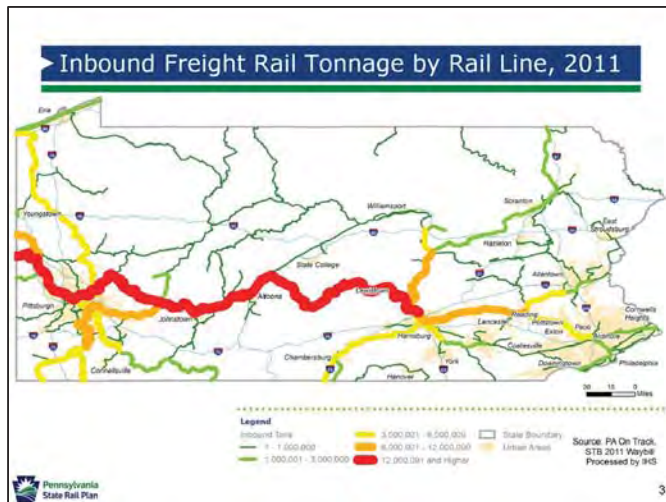


Pennsylvania
State Seal

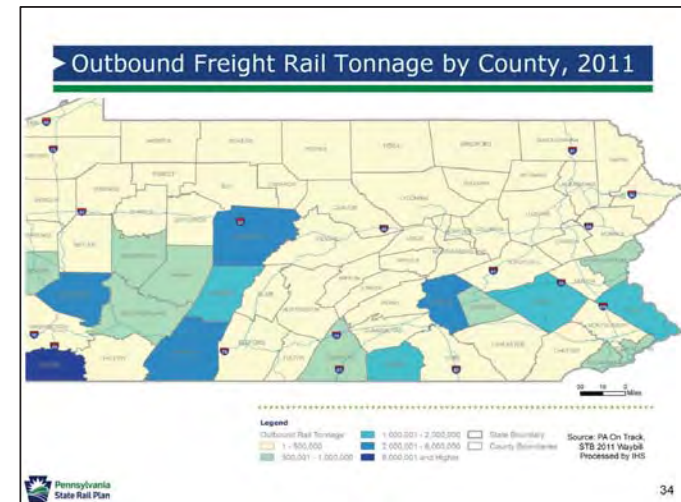
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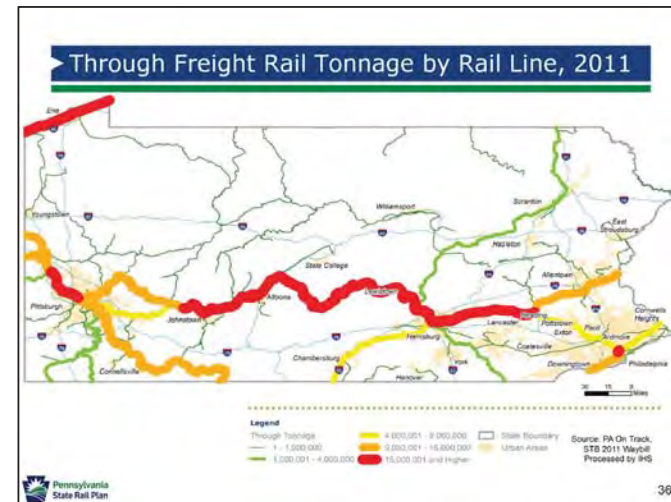
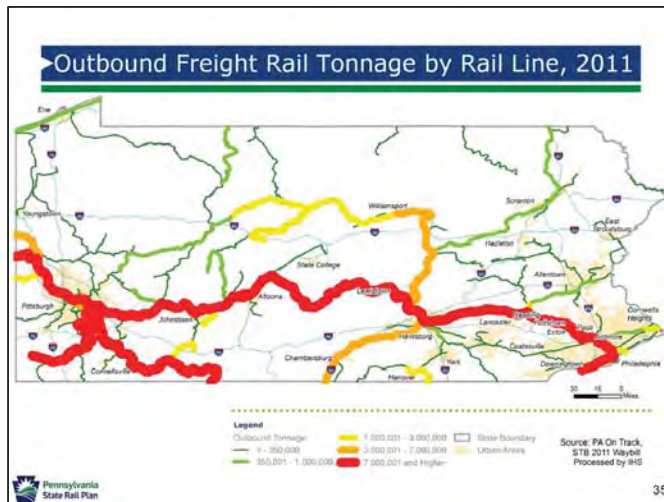


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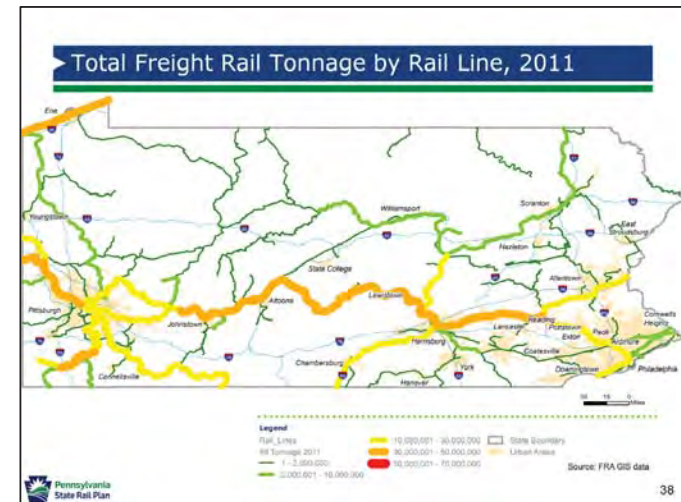
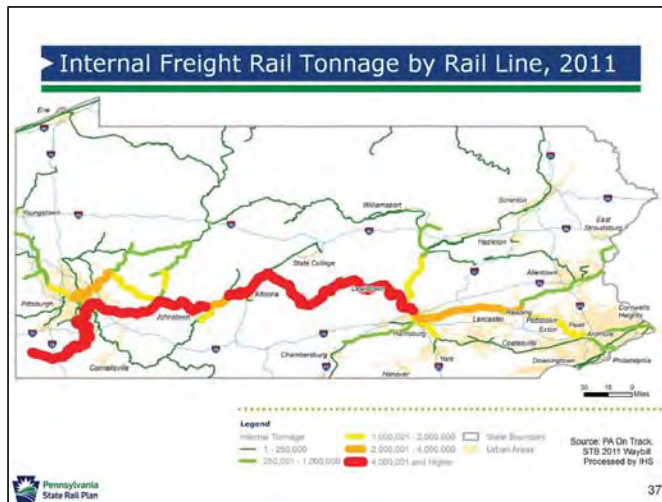


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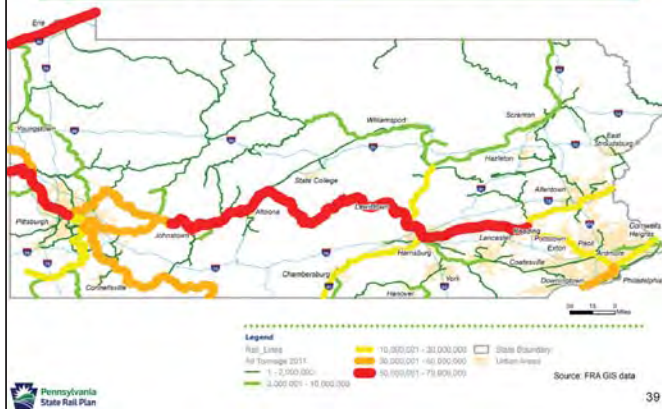
1. Highest volumes of outbound freight rail shipments are in southwest PA
2. Coal is most dominant commodity by tonnage and units - 66% (29 million) of PA's total outbound tonnage, followed by nonmetallic minerals and primary metal products (in 2007, petroleum products were also in top three)
3. Top originating states: Maryland, Ohio, and Illinois (same as in 2007)



1. 45% of all freight rail flows in PA, 88 million rail tons
2. Through freight rail traffic primarily along central, Erie, and southwest rail lines
3. Chemicals and allied products are most dominant commodities, 16 million tons (19% of total through tonnage), followed by coal, and food or kindred products. (in 2007, coal was the dominant commodity, followed by chemicals and vehicles)



Projected Total Freight Rail Tonnage by Rail Line, 2040



Coal Flows by Freight Rail Line, 2011



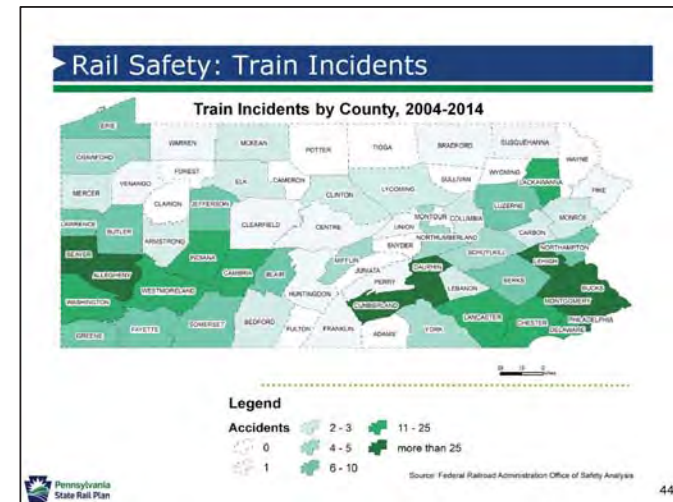


FRA definitions describing reportable events:

Accident/Incident: describes a reportable event. These include (1) collisions, derailments, and other events involving the operation of on-track equipment; (2) impacts between railroad on-track equipment and highway users at crossings; and (3) all other incidents or exposures that cause a fatality or injury to any person.

Accidents/incidents are divided into three groups:

- 1. Train incident.** A safety-related event involving on-track rail equipment, causing monetary damage to the rail equipment and track.
- 2. Highway-rail grade crossing incidents.** Any impact between a rail and highway user at a designated crossing site (slides 41-42).
- 3. Other incidents.** Any death, injury, or occupational illness of a railroad employee that is not the result of a "train accident" or "highway-rail incident."





1. There are 3,470 public rail crossings and 2,578 private rail crossings in PA
2. 2,082 (60%) public crossings have active warning devices; 1,388 (40%) have passive warnings

Active warning device systems inform motorists of the approach or presence of trains, locomotives, or railroad cars on or near highway-rail grade crossings. Active warning devices include flashing red lights and bells, and may include gates. **Passive** traffic control devices, consisting of signs and pavement markings, identify and direct attention to the location of a highway-rail grade crossing. These devices only advise highway users to take appropriate action.

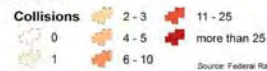


Rail Safety: Crossing Incidents

Rail Crossing Incidents by County, 2004-2014



Legend



Source: Federal Railroad Administration Office of Safety Analysis

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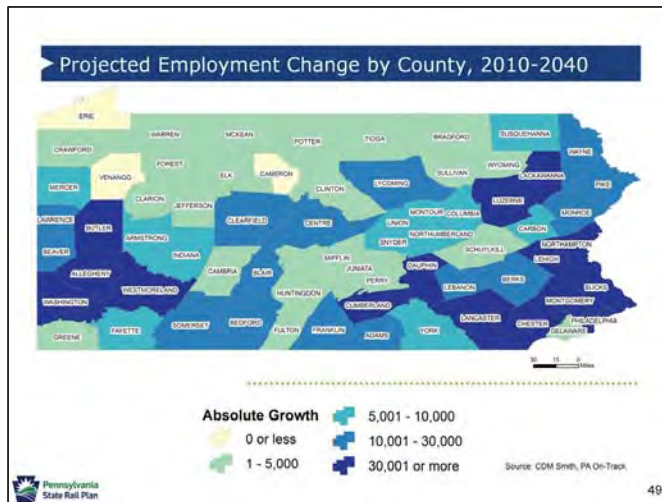
Projected Population Change by County, 2010-2040



Source: COM Smith, PA On-Track

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1. Slow population growth (centered in southeastern and southwestern PA) and effects of economic downturn
2. Population expected to continue slow to moderate growth, and climb to 14+ million by 2040



1. Aging and decentralization of population: seniors expected to increase by 2/3, from 2 to 3.3 million; far suburbs to experience highest population growth
2. High unemployment rate (9.4% in 2011) and poverty rate (10% of all families and 30% of households led by single females) impact economic recovery

Passenger Rail Trends

1. Growing ridership
 - a. Ridership on all PA Amtrak Stations is Projected to Grow 10% from 2014-2019, 24% from 2019-2035, and 36% from 2014-2035
 - b. SEPTA Ridership is Projected to Grow 9.1% from 2010-2040
2. Challenge to Meet the Standards for Performance and Service Quality
3. Vehicle Fleet Replacement Schedule
4. State of Good Repair Funding

Passenger Rail Issues

Physical bottlenecks

1. NEC within PA; Bellevue Interlocking, North of Wilmington, Delaware and Trenton Transportation Center Outside of PA
2. Zoo Interlocking in Philadelphia, at Convergence of Keystone and NEC
3. Philadelphia Interlocking Flyover - Junction of NEC and SEPTA Airport Line
4. Keystone Corridor between Thorndale and Philadelphia



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Freight Rail Demand

1. Expected Freight Tonnage Growth: Shipments Projected to Grow by 69 million Tons (35%) by 2040
2. Coal as Highest Volume Commodity Although Projected to Decrease Overall (-23% by 2040)
3. Growing Crude Oil Shipments Destined for PA Refineries - Forecasted to Increase 41% by 2040
4. Fast Growth in Waste or Scrap Materials Shipments, 130% Increase from 2011-2040



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Freight Rail Demand

6. Projected Increases in Line Density (Millions of Gross Tons Carried per Year) Primarily on PA's Major Rail Corridors



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Freight Rail: Changing Markets

1. Commodity Flows
Increase (oil) and Decline (coal)
2. The Marcellus and Utica Shale: Effects of Hydraulic Fracturing and Natural Gas Extraction on Freight Rail Demand
 - a. Sand, water, chemicals, and equipment shipped to sites via rail
 - b. Reported congestion at some transloading facilities and yards



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Freight Rail: Changing Markets

3. North Dakota Bakken Oil Extraction - Crude Oil Flows to Refineries in Philadelphia Area
4. 75 Trains Carrying Crude Oil Pass through PA each Week, Primarily carried by NS and CSX
5. Safety Concerns as Crude Oil Shipments pass Through Urban Areas



► Freight Rail: Physical Constraints

1. Weight Restrictions: 286K Capability
2. Capacity: Vertical Clearance, Double-Stacking
3. Congestion: Philadelphia Greenwich Yard; Delaware-Lackawanna RR; Pittsburgh & Ohio Central RR; Crude Oil Shipment Bottlenecks, and Shared Track Areas



Freight Rail: State of Good Repair

1. Structurally-Deficient Bridges and Tunnels
2. Safety: Upgrading At-Grade Crossings, Minimizing Conflicts, Crude Oil and HAZMAT Shipments
3. Access to Intermodal Facilities and Freight Generators



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Challenges & Opportunities

1. Increased Demand Impacts Rail Network Reliability: On-Time Passenger Service Performance and Efficiency of Freight Rail Operations
2. Existing Bottlenecks Create Need for Infrastructure Capacity Upgrades: Vertical Clearance, Carload Weight Limits, Safety: At-Grade Crossings, Track Inspection



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Challenges & Opportunities

3. Advanced Technology can be Used to Navigate Rail Network: ITS (e.g., Positive Train Control), GPS-based Automatic Vehicle Locator (AVL) Systems, Network Modeling, Electronic Ticketing
4. Preserving Integrity of Rights-of-Way for Future Use by Shippers and Increased Rail Access to Freight Generators

Focused Investment and Strategic Project Implementation can Enhance Passenger and Freight Rail Services



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Draft Rail Improvements and Investments



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Projects Summary

1. Identified projects

- PennDOT Statewide Transportation Improvement Program
- Amtrak's NEC Five-Year Plan
- SEPTA's Five-Year Plan
- MPO/RPO Long-range Transportation Plans
- Freight rail carriers

2. Nearly 500 projects totaling over \$7 billion

- Passenger Rail: 268 Projects Total \$6.4B
- Freight Rail: 208 Projects Total \$734M – List is NOT Comprehensive, and is based on Available Data Received-to-Date



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Project Summary: Passenger

Passenger Service Operator	Number of Projects	Estimated Cost (\$M)	Source
Amtrak:			
NEC	56	\$1,169	NEC Five-Year Plan
Keystone East Corridor	85	\$697	NEC Five-Year Plan
Capitol Limited	2	\$9	PRIIA Capitol Limited Performance Study
Amtrak Total	143	\$1,874	
SEPTA	107	\$4,507	SEPTA Five Year Plan
Other Long-Term Intercity and Commuter Rail Vision Projects	18	\$0	Various studies
Passenger Rail Total	268	\$6,380	



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* Excludes the potential Keystone West Corridor improvements, estimated to cost from \$1.5 billion to \$38 billion.

Project Summary: Freight

Freight Service Operator	Number of Projects	Estimated Cost (\$M)
Class I:		
Norfolk Southern	31	\$372
CSX	8	\$57
Norfolk Southern / CSX	6	\$5
Canadian National	None	
Canadian Pacific /NS*	None	
Class I Total	45	\$434
Class II:		
Buffalo & Pittsburgh Regional RR	5	\$36
Wheeling & Lake Erie Regional RR	1	\$9
Class II Total	6	\$45
Class III / Shortlines Total	157	\$255
Freight Rail Total	208	\$734

*CP Rail sale to NS in progress

NOTE: freight rail projects list includes received up-to-date projects data.

[illegible]

► Rail Funding: Federal

1. Grants
 - a. Passenger Rail Investment and Improvement Act (PRIIA)
 - b. Transportation Investment Generating Economic Recovery (TIGER)
 - c. Sec 5309 Major Capital Investments (New Starts)
2. Lending assistance and credit programs
 - a. Transportation Infrastructure Finance and Innovation Act (TIFIA)
 - b. Railroad Rehabilitation and Improvement Financing Program (RRIF)
 - c. Railroad Track Maintenance Credit Program
3. Future Federal Funding Levels are Unclear

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► Rail Funding: State

1. 2013 State Comprehensive Transportation Funding Plan (Act 89)
2. Rail Freight Assistance Program (RFAP)
3. Rail Transportation Assistance Program (RTAP)
4. Rail Passenger Capital Program
5. Rail Passenger Operating Program
6. Department of Community and Economic Development
7. Public Private Partnerships (Pennsylvania Act 88 of 2012)
8. Pennsylvania Infrastructure Bank (PIB)



STATE FUNDING LEVELS:

1. 2013 State Comprehensive Transportation Funding Plan (Act 89): includes a set-aside funding for freight rail, which begins at \$8 million annually and increases to \$10 million, and for passenger rail that begins at \$6 million annually and increases to \$8 million annually.
2. Rail Freight Assistance Program (RFAP): \$10m/year
3. Rail Transportation Assistance Program (RTAP): \$30m/year
4. Rail Passenger Capital Program: for Amtrak inter-city service only
5. Rail Passenger Operating Program: for Amtrak inter-city service only
6. Department of Community and Economic Development: \$40m in Multimodal Transportation Funding in FY14
7. Public Private Partnerships (Pennsylvania Act 88 of 2012) - as opportunities allow
8. Pennsylvania Infrastructure Bank (PIB): total \$30m for all projects, average annual funding for freight rail is \$2m

► Breakout Sessions - Groups 1, 2, 3

1. Review Slides 50-59: Trends, Opportunities and Challenges—Others?
2. What are the Projects that Respond to These Trends, Opportunities and Challenges?
3. There is Never Enough Money: Ideas on How to Fund These Projects?
4. Quick Review of Proposed Passenger and Freight Projects—Missing Projects?
5. Report Back

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➤ **Next Steps: Draft Improvement Program**

1. PRIIA and FRA Guidance Requires that the SRP Include an Investment Program with a Portfolio of Rail Improvement Projects
 - a. Short-Term 4-Year Program
 - b. Long-Term 20-Year Program
2. Projects can be Prioritized by Corridor, Timing, Service Type, Asset Type, Investment Type, or Improvement Purpose



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Questions & Answers

For More Information:

Jennie Granger, PennDOT, jegranger@pa.gov

David Hollis, HNTB, dhollis@hntb.com



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Pennsylvania State Rail Plan - Stakeholder Roundtable Meeting - Harrisburg Transportation Center
March 24, 2015

Name	Agency	
✓ Andy Merkel	Adams County Transportation Planning Organization (ACTP)	
✓ Chris Caba	Adams County Transportation Planning Organization (ACTP)	
✓ Mike Ensminger	Amtrak	
✓ Harry Garforth	Amtrak	
✓ Marilyn Jameson	Amtrak	
✓ Caroline Mael	Amtrak	
✓ Christopher M. Natale	Amtrak	
✓ Stan Slater	Amtrak	
✓ Earl Watson	Amtrak	
✓ Brad Webber	Amtrak	
✓ Alan Piper	Berks County Planning Commission	
✓ Han Meadway	Center for Advocacy for the Rights and Interests of the Elderly	
✓ Melanie Boyer	Central New York Railroad	
✓ Michael DiArenzo	Conrail	
✓ Eric Levin	Conrail	
✓ David Campbell	Delaware Transit Corporation	
✓ Ted Dahlberg	DVRPC	
✓ Betsy Mastaglio	DVRPC	
✓ Sarah Gulick	ERG Partners	
✓ Kimberly B. Smith	Genesee and Wyoming, Inc	
✓ Kyle Guie	Greater Valley Forge TMA	
✓ Joe Guzzi	HNTB	
✓ Dave Hollis	HNTB	
✓ Neil Trenk	HNTB	
✓ Adam Wroblewski	HNTB	
✓ John Burch	Keystone State Rail Association	
✓ Ted Patton	Martz Trailways	
✓ David J Morrison	Modern Transit Partnership	
✓ Mary Smith	Modern Transit Partnership	
✓ Linda Plesic	Modern Transit Partnership	
✓ Sue Yenchko	Modern Transit Partnership	
✓ Rudy Husband	Norfolk Southern Corporation	
✓ Diana Williams	North Shore Railroad Company	
✓ Greg Hostetter	PA Department of Agriculture	
✓ Rodney Bender	PA Public Utility Commission	
✓ JP Tambourine	Penn Power/First Energy	
✓ Linda Moss	Penn Power/First Energy	
✓ William Dando	Pennsylvania Coal Alliance	
✓ Kelly Heffner	Pennsylvania Department of Environmental Protection	
✓ Toby Fauver	Pennsylvania Department of Transportation	

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March 24 Stakeholder Comments	PennDOT Response
Amtrak station growth not same throughout state – varies per station and location.	Comment has been noted.
Increase investments; ridership & other variables can change station rate of growth	Comment has been noted.
Provide average and breakdown to regional growth	Statewide data and population trends are utilized for the development of the rail plan.
Aging population and ADA accommodation of rail	The Commonwealth is working diligently with Amtrak and SEPTA in order to ensure that all stations are brought in to full compliance with ADA.
Gasoline price's impact on rail ridership	There is a direct correlation between the price of fuel and the passenger rail ridership.
Multimodal investments need to rely on more than just trip/quantitative data. Need to express qualitative measures	While a qualitative and quantitative approach to identifying future multimodal improvements, it is beyond the scope of the Freight and Intercity Passenger Rail Plan.
Validate multimodal data – FRA	The Team has confirmed data sets with FRA.
Role of PennDOT – multimodal transportation investment and economic development	Comment has been noted.
Identify inactive vs. active, abandonments, ownership – PUC, STB, RR's	While the Department agrees that this information would be helpful in identifying key projects; the data is not generally available. The Department is dependent upon the owners to report this data.
Weight restrictions of short lines and aging RR bridges is a constraint – how much is restricted?	While the Department agrees that this information would be helpful in identifying key projects; the data is not available.
Outreach to RR's that are reluctant to share info – Conference calls, personal meetings, internal databases – right person?	The Department has continued to contact the railroads/key stakeholders throughout the Commonwealth in order to obtain potential projects and other relevant information in the development of the Rail Plan.
Identify oil routes? Leverage for PTC, etc.	Due to the sensitivity of this information, it will not be published in the State Rail Plan.
Establish thresholds for grade crossing closures	Each at-grade crossing is assessed individually to address engineering and safety concerns.
NS indicated that Port Perry is major bottleneck	Comment has been noted.
Comprehensive corridor wide approach to look at bridge rehab and vertical clearance requirements.	While the Department agrees that this information would be helpful in identifying key projects; the data is not available.

March 24 Stakeholder Comments	PennDOT Response
Last mile, zoning/land use compatibility	It is agreed that this type of information is key in the development of a project specific or corridor study.
technology compliance significant hurdle	Comment has been noted.
Multimodal corridor approach – pilot studies underway through PennDOT center planning effort = opportunity	Comment has been noted.
Shrinking workforce throughout the rail industry, including Amtrak = challenge	Comment has been noted.
Shortage of commodities, funding, and materials, environmental = challenge	Comment has been noted.
Unfunded mandates impact on rail & bigger picture = challenge	Comment has been noted.
Multiple state NEC partnership to purchase train sets?	The Commonwealth will consider these types of options when considering cost effective options to maintain, expand, and create efficiencies in intercity passenger service with Amtrak.
Not all RR's represented in project needs list – Wheeling & Lake Erie and Aliquippa & Ohio. Sara Walfoort at Southwest PA Commission can reach out	The Team has continued to obtain potential project(s) details since the workshop held on March 24, 2015.
Amtrak on-time performance – delays caused by Chicago?	Amtrak delays on the Keystone and Pennsylvanian are not significantly attributable to issues associated with Chicago yards.
Business reliant on existing rail that is in need of improvement / \$ = challenge/concern. Rail is lifeline of these businesses.	Comment has been noted.

March 24 Stakeholder Comments	PennDOT Response
PennDOT map	PennDOT updates the Freight Rail map on a yearly basis.
Education/outreach to local civic groups and statewide municipal groups	The Department supports outreach efforts throughout the state, i.e. Operation Lifesaver.
Social media	PennDOT utilizes their website, Facebook and Twitter accounts to distribute information.
Potential Funding Sources:	These potential stream of rail funding will be included within the draft Rail Plan.
Advertising revenue	
P3 programs	
Tax credits / TIF	
Bonding	
Sustainability funding	
RRIF – streamlined application process	
Expand PIB	
CMAQ/Federal funding	
Questions & Comments regarding project list:	
Scranton-NYC passenger rail restoration	This project has been included in the list of long term vision, unfunded projects.
Strasburg RR (freight and passenger excursions)	Proposed projects from Strasburg Railroad have been included.
M&H Railroad	The Team contacted the M&H Railroad and was not provided with any projects.
Rolling stock and other non- “pure infrastructure” projects	Rolling stock/cars will not be included in the Rail Plan.
Define “state of good repair” on an industry-wide basis and identify funding gaps	FRA has defined SOGR for the NEC as: “A condition in which the existing physical assets, both individually and as a system, (a) are functioning as designed within their “useful lives,” and (b) are sustained through regular maintenance and replacement programs” http://www.fra.dot.gov/Elib/Document/2679
What is the “priority rail system” mentioned in Goal #1?	"Priority rail system" is meant to refer to a rail system in the Commonwealth that predominately addresses the intercity passenger and freight demands.

March 24 Stakeholder Comments	PennDOT Response
Amtrak anticipates further growth advancing west along the Keystone corridor	While PennDOT is supportive of improving service to Pittsburgh, we need the federal intercity rail program and policy to stabilize so we can effectively predict the cost to Pennsylvania for total intercity rail service and plan effectively for future improvements. PennDOT is planning to make incremental improvements over time but major improvements would require stable Federal policy and increased revenue. PennDOT will continue to work with Amtrak to increase revenue and control cost on the existing service.
Support expressed for Harrisburg Corridor One project	This project has been included in the list of long term vision, unfunded projects.
Discussion regarding shale extraction:	
Irregular nature of demand for construction material for new shale wells, dependent on fluctuating cost of oil	Comment has been noted.
Strain on system, both in terms of overall capacity and carrying heavy sand cars	Comment has been noted.
Potential for increased activity if companies tap Utica shale (deeper layer of shale underneath Marcellus Shale)	Additional text will be included in Chapter 2 of the Rail Plan to reflect Utica shale's relationship to rail.
"Without rail shale fails"	Comment has been noted.
Can a tax or surcharge be imposed on shale business to fund railroad infrastructure?	The imposition of a tax on the shale industry would require the legislature to take action.
SEDA-COG mentioned bridge repair is an issue. Old Pennsylvania Railroad bridges require increasing amounts of maintenance.	Comment has been noted.
Coal group mentioned importance of access to Great Lakes markets especially from North Central PA near Clearfield County.	Comment has been noted.

March 24 Stakeholder Comments	PennDOT Response
<p>Edit to project list for commuter rail to Scranton via Lackawanna Cut-Off: NJ Transit is building phase 1, which would bring active passenger service seven miles closer to Scranton. However, Phases 2 and 3 would need to be completed in order to restore passenger service to Scranton, neither one of which is funded. PNRRA states that cost-recovery for the line would be excellent, but this would be challenging given the region's relatively low level of population density.</p>	<p>There are no immediate plans to add to this rail restoration activity in Pennsylvania due to the lack of substantial funding to 1) restore the rail line for passenger service, and 2) cover start-up and operating costs. In 2007, an extensive study was completed and construction costs for the entire 133-mile line was estimated to exceed \$500 million (\$750-\$800 million in 2014 dollars) and annual operating and maintenance costs are approximately \$26 million (\$30-\$35 million in 2014 dollars). The Federal Railroad Administration (FRA) does not fund commuter rail projects and the Federal Transit Authority (FTA) indicated that the Lackawanna Cutoff Rail project scope did not meet any of the primary minimum funding criteria. In addition, the travel time by train between Scranton and Hoboken is estimated at 3 hours and 50 minutes, which is 50 minutes longer than by automobile. If advances in technology or a new opportunity arises that can advance this project forward within the financial and scheduling constraints of the FRA, FTA and PennDOT, we can re-assess the project. This project has been included in the list of long term vision, unfunded projects.</p>
Should new freight locomotives be included in project list?	Rolling stock will not be included in the Rail Plan.
Amtrak expressed that "more service leads to more success"	Comment has been noted.
Port of Philadelphia benefitting from eucalyptus tree product shipping	Comment has been noted.
Crude oil and Rail Safety:	
Retiring older oil cars	FRA Guidance regarding this issue will be referenced in the Rail Plan.
Funding for new oil cars	Rolling stock/cars will not be included in the Rail Plan.
Mixing oil car and high speed passenger service on the NEC	Comment has been noted.
Importance of good community relations	
Class I's need to be more responsive to local government, example cited is a small municipality attempting to paint over graffiti on an NS-owned bridge.	Comment has been noted.

March 24 Stakeholder Comments	PennDOT Response
What is the definition of State of Good Repair?	FRA has defined SOGR for the NEC as: “A condition in which the existing physical assets, both individually and as a system, (a) are functioning as designed within their “useful lives,” and (b) are sustained through regular maintenance and replacement programs” http://www.fra.dot.gov/Elilib/Document/2679

March 24 Stakeholder Comments	PennDOT Response
<i>Comments on Project List</i>	
Need to establish criteria (preferably at a regional level) to prioritize and push projects towards implementation.	The Rail Plan Project Goals and Objectives provide the foundation to aide the Department in prioritizing and funding projects. Inclusion of projects within the Plan does not guarantee or commit the Department to funding the project(s). Projects have been submitted by the owners/operators.
Projects' implementation often experiences delays – need to ensure the proposed timeframes for implementation are realistic.	Projects have been submitted by the owners/operators. The time frame in which they would like to implement these improvements, along with a projected cost, have been included.
Interconnectivity between projects is critical / need to consider impacts of one rail project on all involved rail operators. Example cited: Tioga Rail Track improvements have negatively impacted CN operations.	The Rail Plan is intended to be used as a tool in order to advance rail transportation within the Commonwealth in a comprehensive manner.
PA rail network, system-wide approach to projects identification, funding and implementation would be beneficial; PennDOT should be more involved in and focus on more comprehensive approach to how rail projects impact the entire rail network.	The Rail Plan is intended to be used as a tool in order to advance rail transportation within the Commonwealth in a comprehensive manner.
SEPTA indicated that some transit projects are mixed-in with rail projects. These SEPTA-wide umbrella type programs need to be looked at in more detail to separate rail vs. transit.	The Team will continue to work with SEPTA to separate projects appropriately.
<i>Capacity and Access Constraints</i>	
286k capability: need to analyze 286k capabilities statewide. Important to address for all shortlines so there is connectivity throughout the network.	While the Department agrees that having a comprehensive database of existing 286K capabilities would be helpful; the data is not available.
Rail access to the growing Port of Richmond is an issue. The Southeastern Regional Rail Analysis study can look at it in more detail.	Comment has been noted and incorporated appropriately.
Conrail Stoney Creek Yard – growing business associated with rail flows into PA impacts regular rail business operations in Chester.	Comment has been noted and incorporated appropriately.

March 24 Stakeholder Comments	PennDOT Response
<i>Funding</i>	
Need for a rolling grant PennDOT rail funding application (rather than annual only submittal each July).	Regretfully, the available funding for freight rail projects does not allow for a "rolling" grant application process. Due to this limitation, the importance of freight railroads assisting in the development of the State Rail Plan and planning is further emphasized.
As of today, rail grant applications exist in a vacuum; funding is really fragmented and rules are complicated; need to look at funding for projects from a more comprehensive, regional and statewide perspective and how they fit into the overall rail network; there should be economic and mutual benefit linkage between the proposed rail projects and analysis of how a given project impact all rail operators, not just the grant recipient.	The Rail Plan is intended to be used as a tool in order to advance rail transportation within the Commonwealth in a comprehensive manner.
The Rail Transportation Assistance Program (Rail TAP), otherwise known as Capital Budget: need quicker turnaround in processing application for time-sensitive and competitive economic projects	Comment has been noted.
Focus should be on quality multimodal projects that create jobs.	Comment has been noted.
<i>Prioritization of Projects</i>	
Consider using a tiered approach or focus on corridors	Comment has been noted.
Consider impacts of a given project on the entire rail network	The Rail Plan is intended to be used as a tool in order to advance rail transportation within the Commonwealth in a comprehensive manner.
<i>Other Comments</i>	
Use recommendations listed in the PA On Track from 2010 for this SRP update	The recommendations listed in the PA On Track from 2010 and will be reviewed and, as appropriate, incorporated in to the Rail Plan update.
Need to find a credible way to involve all the stakeholders in the statewide rail planning efforts. Which existing rail umbrella organization could spearhead these efforts? Or, should a new group be established?	Stakeholders have a variety of existing venues in which to get involved with statewide rail planning efforts. A key planning partner with PennDOT, the MPOs represent not only rail, but all modes of transportation. More specific to rail, the Rail Freight Advisory Committee serves as an opportunity for the rail community to have a cohesive voice with the Department.



Roundtable Meeting

July 20, 2015

SEPTA Headquarters,
Philadelphia, PA

1. Welcome & Opening Remarks

Jeffrey D. Knueppel, Deputy General Manager, SEPTA



Agenda

1. **Welcome and Opening Remarks**
2. Purpose of State Rail Plan
3. SRP Elements and Schedule
4. Stakeholder Feedback
5. Projects Summary
6. Benefits of Rail
7. State Rail Goals and Classification of Projects
8. Rail Service and Investment Program (RSIP)
9. Long-Term Vision Projects
10. Next Steps



July 20, 2015

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1. Welcome & Opening Remarks



- Study Team**
- ❖ Jennie Granger
Director - PennDOT
Bureau of Aviation
 - ❖ Angela Watson
Acting Director -
PennDOT Bureau of
Rail Freight, Ports and
Waterways



- ❖ Joseph Guzzi
Project Director
- ❖ Dave Hollis
Project Manager



July 20, 2015

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PA Rail Facts

Pennsylvania ranks *

- **1st** Nationwide in Number of Operating Railroads
- **5th** in Railroad Mileage
- **8th** in Tonnage Originating in the State
- **12th** in Tonnage Terminating in the State
- **8th** in Number of Carloads Originating in the State
- **7th** in Carloads Terminating within the State
- **5th** Highest Rate of Non-Auto Mode Share of Major U.S. Cities = Philadelphia

* 2011 data



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2. Purpose of PA State Rail Plan

Fulfills federal requirements

Creates a vision for the future of rail service throughout PA

Defines key rail projects needed to serve growth in freight markets and improve passenger rail travel

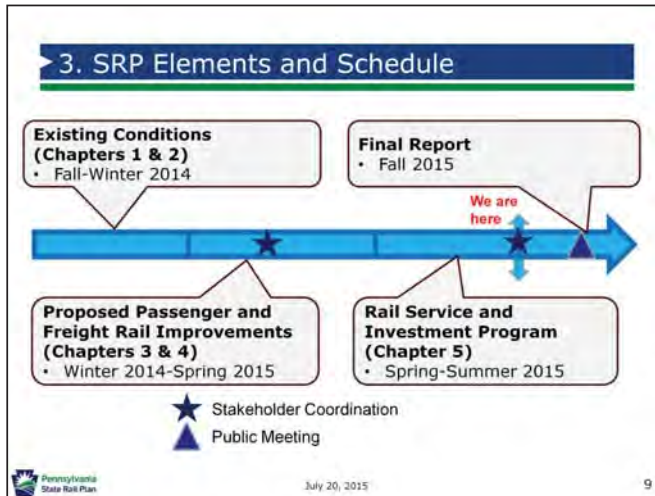
Provides an integrated plan for freight and passenger rail, including 5- and 20-Year strategies



3. SRP Elements and Schedule

Required Plan Contents:

1. Executive Summary
2. Chapter 1: Role of Rail in Statewide Transportation
3. Chapter 2: The State's Existing Rail System
4. Chapter 3: Proposed Passenger Rail Improvements and Investments
5. Chapter 4: Proposed Freight Rail Improvements and Investments
6. Chapter 5: The State's Rail Service and Investment Program
7. Chapter 6: Coordination and Review



4. Stakeholder Feedback

1. Follow-up From March 24, 2015 Meeting
 - a. Modified Intermodal Facilities Map
 - i. Intermodal, Transload, etc.
 - ii. Add new CSX Pittsburgh Intermodal Facility
 - b. Inactive Lines—Contacted DCNR; Data Not Available
 - c. Inactive Lines—from PUC, STB, RR's; Data Not Available
 - d. Modified Intermodal Flow Map; from NS Input



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A complete list of stakeholder responses will be available at the Break.

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4. Stakeholder Feedback—Continued

1. Follow-up From March 24, 2015 Meeting—Cont.
 - e. SEPTA Regional Rail Ridership—Confirmed 9.1% Projected Growth Rate from DVRPC Estimates
 - f. Crude-on-Rail—Confirmed 75 trains per week from PEMA
 - g. Location of Positive Train Control; Data Not Available
 - h. Location of Weight Restrictions; Data Not Available



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[illegible]

4. Stakeholder Feedback—Continued

1. Follow-up From March 24, 2015 Meeting—Cont.
 - i. Identify Oil Routes; Restricted Access
 - j. Thresholds for Crossing Closures; No Threshold, Site Specific



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5. Projects Summary

1. Identified projects
 - a. PennDOT Statewide Transportation Improvement Program
 - b. Amtrak's NEC Five-Year Plan
 - c. SEPTA's Five-Year Plan
 - d. MPO/RPO TIPS and Long-Range Transportation Plans
 - e. Freight Rail Carriers



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PennDOT reached out to all **69** passenger and freight rail carriers in October 2014. Of this total, **2** passenger and **23 of 67** rail freight carriers responded to this request.

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6. Benefits of Rail

1. Assess the Relative Benefits Contributed by Individual Freight and Passenger Network Segments to the Pennsylvania Rail System
2. Describe Selected Benefits Based on Ton-Miles and Passenger-Miles



6. Benefits of Rail

1. Purpose

- a. Illustrate the Relative Contributions of the Various Network Segments to the State Rail System
- b. Provides one Source of Information to be used with other Criteria for Advancing Projects
 - i. Project Specific Performance—Travel Time Savings
 - ii. Local Economic Development—Jobs Created, Tax Receipts
 - iii. Other Criteria

6. Benefits of Rail

1. Methodology for Deriving Benefits

- a. Spreadsheet Based Model with Inputs from Amtrak, SEPTA and Freight Waybill Data
- b. Monetized Based on Avoided Vehicle Miles Traveled (VMT)
 - i. Truck v. Rail
 - ii. Auto v. Rail
- c. Forecast Benefits Through 2040

6. Benefits of Rail (2015-2019)

1. Operating Cost Savings (2015 dollars)

- a. Amtrak: \$94-\$105 million saved (Rail v. Auto)
- b. SEPTA: \$314-\$351 million saved (Rail v. Auto)
- c. Freight: \$53-\$59 billion saved (Rail v. Truck)

Note: Passenger Rail Mode Shift and Freight Reduction in Shipping Cost due to Rail Network

2. Pavement Maintenance Cost Savings (2015 dollars)

- a. Freight: \$7-\$8 billion saved (Rail v. Truck)

Note: Savings Incurred by Avoiding Equivalent Truck Trips



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6. Benefits of Rail (2015-2019)

3. Collision Reduction Cost Savings (2015 dollars)

- a. Amtrak: \$498-\$557 million saved (Rail v. Auto)
- b. SEPTA: \$244-\$273 million saved (Rail v. Auto)
- c. Freight: \$6-\$7 billion saved (Rail v. Truck)

Note: Accident Cost Savings for Freight and Passenger Rail

4. Emissions Cost Savings (2015 dollars)

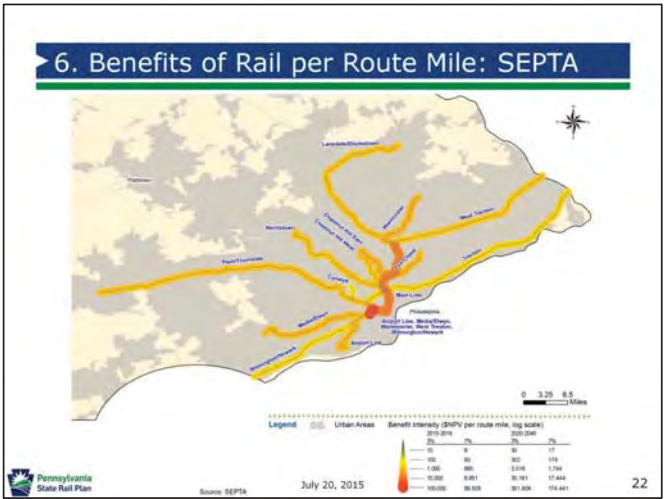
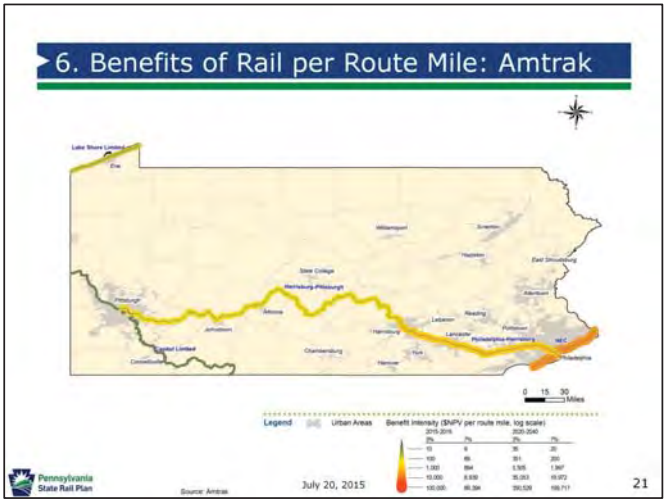
- a. Amtrak: \$38-\$43 million saved (Rail v. Auto)
- b. SEPTA: \$15-\$17 million saved (Rail v. Auto)
- c. Freight: \$5-\$6 billion saved (Rail v. Truck)

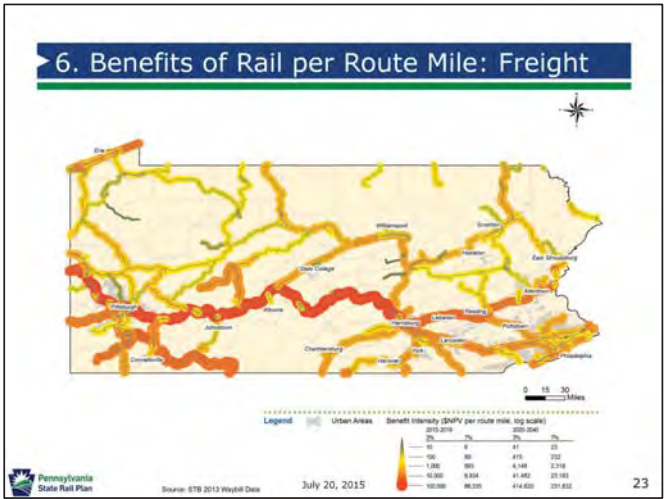
Note: Reduction in VMT Leads to Reductions in CO₂, NO_x, PM₁₀, VOC and Social Cost of Carbon (SCC)



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- ### Agenda
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7. State Rail Plan Goals

1. Bring the Priority Rail System to a State of Good Repair and Maintenance
2. Develop an Integrated Rail System
3. Support the Future Needs of Residents and Businesses
4. Enhance the Quality of Life in Pennsylvania



7. State Rail Plan Goals

5. Support Personal Safety and Infrastructure Security
6. Support Energy Efficiency and Environmental Sustainability
7. Identify Stable and Predictable Funding
8. Build Public Support for Rail System Services and Assets





Pennsylvania
State Rail Plan

July 26, 2015

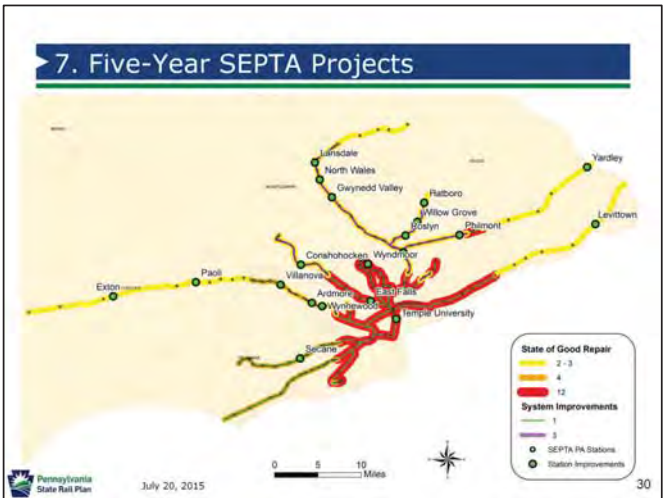
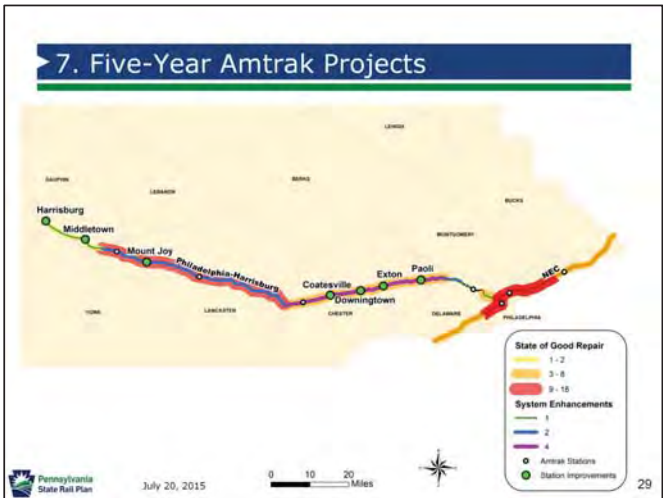
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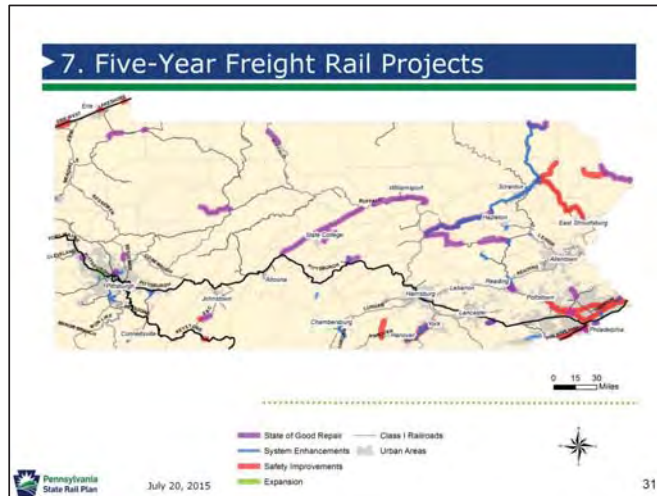
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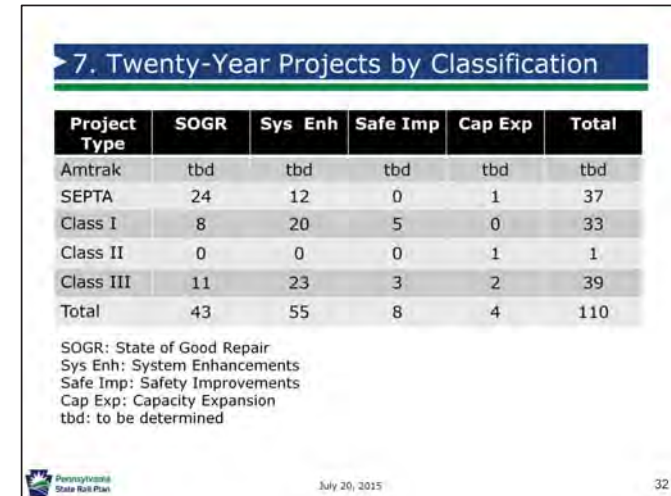
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Exton, Paoli and Ardmore Stations are owned by Amtrak. Current improvements are being led by SEPTA.



PennDOT reached out to all **69** passenger and freight rail carriers in October 2014. Of this total, **2** passenger and **23 of 67** rail freight carriers responded to this request.

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PennDOT reached out to all **69** passenger and freight rail carriers in October 2014. Of this total, **2** passenger and **23 of 67** rail freight carriers responded to this request. This table reflects only the responses from these carriers and does not provide a complete listing of needs in the Commonwealth.

All 20-Year Amtrak references are from the NEC FUTURE program which has not identified specific projects or timelines.

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8. Rail Service and Investment Program

1. Examine Existing Federal Funding
2. Examine Existing State Funding
3. Define Passenger Rail Annual Needs
4. Define Freight Rail Annual Needs
5. Prepare Funding Strategies

8. Rail Service and Investment Program

1. Federally Mandated Intercity Passenger Rail Funding
 - a. Passenger Rail Investment and Improvement Act (PRIIA)
2. Grants
 - a. Transportation Investment Generating Economic Recovery (TIGER)
 - b. S.5309 Major Capital Investments (New Starts)
3. Lending Assistance and Credit Programs
 - a. Transportation Infrastructure Finance and Innovation Act (TIFIA)
 - b. Railroad Rehabilitation and Improvement Financing Program (RRIF)
 - c. Railroad Track Maintenance Credit Program
4. Future Federal Funding Levels are Unclear
 - a. MAP-21 Extensions or Reauthorization

8. Rail Service and Investment Program

1. 2013 State Comprehensive Transportation Funding Plan (Act 89)
2. Rail Freight Assistance Program (RFAP)
3. Rail Transportation Assistance Program (RTAP)
4. Rail Passenger Capital Program
5. Rail Passenger Operating Program
6. Department of Community and Economic Development
7. Public Private Partnerships (Pennsylvania Act 88 of 2012)
8. Pennsylvania Infrastructure Bank (PIB)

STATE FUNDING LEVELS:

1. 2013 State Comprehensive Transportation Funding Plan (Act 89): includes a set-aside funding for freight rail, which begins at \$8 million annually and increases to \$10 million, and for passenger rail that begins at \$6 million annually and increases to \$8 million annually.
2. Rail Freight Assistance Program (RFAP): \$10m/year
3. Rail Transportation Assistance Program (RTAP): \$30m/year
 - a. The RTAP and RFAP application evaluation process includes a multi-step review.
 - b. We request each applicant to make a brief presentation of their project need/location, etc.
 - c. We score projects using criteria, including:
 - d. Type of project benefits (new rail, expansion, re-establishment of rail)
 - e. Condition of existing track if rehab of track (poor, average, good)
 - f. Grade crossing/safety improvement
 - g. Economic development/brownfield reuse
 - h. Past history and prior carloadings
 - i. Application thoroughness/quality
 - j. Review from district and MPO/RPO
 - k. Jobs created/maintained
 - l. In addition, we utilize a cost-benefit model that provides operational and construction impacts. Calculates a ROI.
 - m. Projects are selected based on presentation, criteria, and model output.
4. Rail Passenger Capital Program: for Amtrak inter-city service only
5. Rail Passenger Operating Program: for Amtrak inter-city service only
6. Department of Community and Economic Development: \$40m in Multimodal Transportation Funding in FY14
7. Public Private Partnerships (Pennsylvania Act 88 of 2012) - as opportunities allow
8. Pennsylvania Infrastructure Bank (PIB): total \$30m for all projects, average annual funding for freight rail is \$2m

8. Rail Service and Investment Program

Five-Year Projects by Classification

Project Type	SOGR	Sys Enh	Safe Imp	Cap Exp	Total
Amtrak	\$1,170.5	\$322.1	\$1.2	\$0.0	\$1,493.8
SEPTA	\$610.1	\$797.2	\$12.7	\$176.3	\$1,596.3
Class I	\$54.9	\$88.4	\$47.2	\$0.0	\$190.5
Class II	\$15.3	\$1.7	\$0.3	\$0.0	\$17.3
Class III	\$150.0	\$54.1	\$8.2	\$0.0	\$212.3
Total	\$2,000.8	\$1,263.5	\$69.6	\$176.3	\$3,510.2

SOGR: State of Good Repair
Sys Enh: System Enhancements
Safe Imp: Safety Improvements
Cap Exp: Capacity Expansion

In YOY dollars (millions)



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8. Rail Service and Investment Program

Twenty-Year Projects by Classification

Project Type	SOGR	Sys Enh	Safe Imp	Cap Exp	Total
Amtrak	tbd	tbd	tbd	tbd	tbd
SEPTA	\$1,596.2	\$277.0	\$0.0	\$32.3	\$1,905.5
Class I	\$148.4	\$1,225.7	\$31.3	\$0.0	\$1,405.4
Class II	\$0.0	\$0.0	\$0.0	\$30.0	\$30.0
Class III	\$2.70	\$29.2	\$9.1	\$26.0	\$67.0
Total	\$1,747.3	\$1,531.9	\$40.4	\$88.3	\$3,407.9

SOGR: State of Good Repair
Sys Enh: System Enhancements
Safe Imp: Safety Improvements
Cap Exp: Capacity Expansion
tbd: to be determined
In 2015 dollars (millions)



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Amtrak projects not yet defined in NEC FUTURE.

8. Rail Service and Investment Program

1. Amtrak and SEPTA Funding is Dependent upon Federal and State Contributions, which may Vary by Year
2. Freight Rail 5-Year Capital Program may Combine both Private and Public Dollars
3. 20-Year Funding Stream is Unknown
4. Project Needs Exceeds Available Federal and State Funding
5. Leverage Federal Loan or Grant Programs
 - a. Railroad Rehabilitation and Improvement Financing Program (RRIF)
 - b. Transportation Infrastructure Finance and Innovation Act (TIFIA)
6. Alternative Funding Programs



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9. Long-Term Vision Projects

1. "Vision" projects: Long-Term Passenger and Freight Rail Proposals
2. Post 20-Year, no Timeframe or Funding
3. Primarily Capacity Expansion and System Enhancement Projects Meant to:
 - a. Increase Geographic Reach of Passenger and Freight Rail
 - b. Improve Operations and Efficiency so Rail Transport can Compete more Effectively with Other Modes
4. No Guarantee of Funding from Federal or State Entities

9. Passenger Rail Vision Projects



Legend

- Existing Passenger Rail
 - Amtrak + Commuter
 - Amtrak
 - Commuter
- Vision Projects
- Proposed Station/Improvement
- Urban Areas
- PA Amtrak Stations



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Next Steps

1. Draft State Rail Plan available on "Plan the Keystone" Website prior to Open Houses
2. Public Open Houses
 - a. September 15—Pittsburgh; Amtrak Penn Station (1100 Liberty Ave.)
 - b. September 16—State College; Centre Region COG (2643 Gateway Dr.)
 - c. September 17—Philadelphia; Amtrak 30th Street Station (30th and Market)
3. Final Report Complete by December 2015

Questions & Answers

For More Information:

Jennie Granger, PennDOT, jegranger@pa.gov

Angela Watson, PennDOT, angelwatso@pa.gov

David Hollis, HNTB Corporation, dhollis@hntb.com





Pennsylvania State Rail Plan - Stakeholder Roundtable Meeting - SEPTA Boardroom
July 20, 2015

Name	Agency	E-mail Address
✓ Mr. Ken Zapinski	Allegheny Conference on Community Development	
✓ Stan Slater	Amtrak	
✓ Alex Flemming	Amtrak	
✓ Caroline Mael	Amtrak	
✓ Marilyn Jamison	Amtrak	
✓ Christopher Natale	Amtrak	
✓ Ken Kertesz	Brotherhood of Locomotive Engineers & Trainmen/Teamsters	
✓ Han Meadway	Center for Advocacy for the Rights and Interests of the Elderly	
✓ Rodney Oglesby	CSX Transportation	
✓ Ted Dahlberg	DVRPC	
✓ Sarah Gulick	ERG Partners	
✓ Kimberly Smith	Genesee and Wyoming, Inc	
Charles Hunter	Genesee and Wyoming, Inc	
Mr. Robert Henry	Greater Valley Forge TMA	
✓ Kyle Guie	Greater Valley Forge TMA	
✓ Elijah Yearick	Harrisburg Area Transportation Study (HATS)	
✓ Dave Hollis	HNTB	
✓ Joe Guzzi	HNTB	
Adam Wroblewski	HNTB	
Neil Trenk	HNTB	
✓ Mr. John Burch	Keystone State Railroad Association (Please email Rail plan) JOHN@Longnyquist.com	
✓ Julie Shade	Modern Transit Partnership	
✓ Linda Plesic	Modern Transit Partnership	
✓ Melanie Boyer	New York Susquehanna and Western Railway Corporation	
✓ Alan Kearns	NJ Transit	
✓ Jeffrey Knowles	PA Department of Conservation and Natural Resources	
✓ Cosmo Servidio	PA Department of Environmental Protection	
✓ Barbara Frederick	PA Historical and Museum Commission	
✓ Emma Diehl	PA Historical and Museum Commission	
✓ Rodney Bender	PA Public Utility Commission	
✓ Eugene Bastian	PA Public Utility Commission	
✓ Pete Kerlin	PECO	
✓ Greg Vaughn	PennDOT	
✓ Angela Watson	PennDOT	
✓ Jennie Granger	PennDOT	
Leslie Richards	PennDOT	
Toby Fauver	PennDOT	
✓ Douglas Myers	PennPower/FirstEnergy Corp.	
William Dando	Pennsylvania Coal Alliance	
✓ Nolan Ritchie	Pennsylvania State Senate Transportation Committee	
✓ Jim Turcich	Philadelphia Belt Line Railroad Co.	

Pennsylvania State Rail Plan Stakeholder Meeting 2 – July 20, 2015 – SEPTA Headquarters

1. RRIF Loans – Difficult and expensive for short lines to access
2. 286 – Database is critical.
3. In response to lack of info from freight railroads to PennDOT (23 out of 67) – Terms such as “project” and long term are defined differently by different people. Some identify a “project” as something funded and ready to be implemented, rather than something that needs to happen but may be unfunded or unscheduled. PennDOT might also request “plans” rather than “projects.” Also, the cost of these “projects” relative to the railroad’s budget can influence inclusion of a project on the list given to PennDOT. For example, replacing a bridge is a significant investment but for a Class I it is a very small cost.
4. PennDOT could ask elected representatives and MPO’s for help getting project info from unresponsive freight railroads.
5. Grade crossing projects are important and may be numerous, but are not a big deal to freight railroads. The railroads consider them to be highway projects and costs are very small. Freight and passenger railroads look at grade crossings differently.
6. Some may have been confused by the meanings of the terms “System Enhancement” and “Capacity Expansion.”
7. Newtown Branch restoration – Is on SEPTA’s books, but is not listed among short or long term projects
8. Regarding Amtrak’s lack of 20 year projects – NEC Future is an FRA led process to which Amtrak is bound. The NEC Future recommendations are due in November and it would be inappropriate for Amtrak to list projects in the SRP prior to NEC Future’s plans being released.
9. SEPTA wants to revise its 20 year project list based on NEC Future report. Some NEC Future projects will impact SEPTA projects
10. The Class III 20 year SOGR tally should be higher relative to expansion and enhancement tally. SOGR is always a part of planning, but not necessarily long term planning.
11. 22 of 67 responses from freight railroads may be more representative than it seems. Many smaller railroads are owned by a larger company which may list projects for all its railroads collectively rather than individually. There are a lot of “faux” railroads which do not actually operate the roads.
12. There should be a list on PennDOT’s website of all the railroads in the state and a point of contact (phone or e-mail) so the public can know who actually owns the tracks in their town.
13. PennDOT should look into “Rail line relocation” FRA funding
14. The federal bridge inspection rules and ratings are due in 2017. This is after the timeframe that this current rail plan is working on, and many roads (other than the Class I’s) are waiting until the last minute. There may be an explosion of bridge projects in 2017 that are not being considered now.

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Pennsylvania
State Rail Plan



Welcome to the Public Meeting

September 2015

Purpose



Pennsylvania
State Rail Plan



Purpose of State Rail Plan

- ▼ Fulfills federal requirements
- ▼ Creates a vision for the future of rail service throughout Pennsylvania
- ▼ Defines key rail projects needed to serve growth in freight markets and improve passenger rail travel
- ▼ Provides an integrated plan for freight and passenger rail, including 5- and 20-Year strategies



Goals



Pennsylvania
State Rail Plan



State Rail Plan Goals

- ▼ Bring the Priority Rail System to a State of Good Repair and Maintenance
- ▼ Develop an Integrated Rail System
- ▼ Support the Future Needs of Residents and Businesses
- ▼ Enhance the Quality of Life in Pennsylvania
- ▼ Support Personal Safety and Infrastructure Security
- ▼ Support Energy Efficiency and Environmental Sustainability
- ▼ Identify Stable and Predictable Funding
- ▼ Build Public Support for Rail System Services and Assets

Stakeholders



Pennsylvania State Rail Plan



Invited Stakeholders

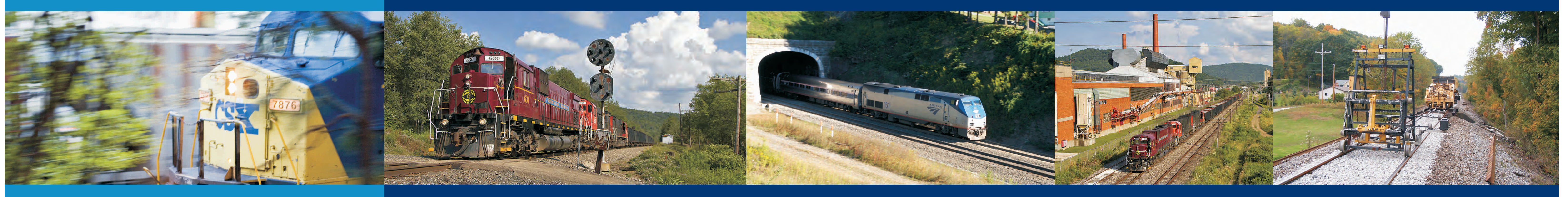
10,000 Friends of Pennsylvania | **Adams County Transportation** | Aliquippa & Ohio River Railroad Company | **Allegheny Conference on Community Development** | Amalgamated Transit Union | American Short Line and Regional Railroad Association | **Amtrak** | Association of American Railroads | **Berks County Planning** | Bieber Tourways | Blair County | **Brotherhood of Locomotive Engineers & Trainmen/Teamsters** | CamTran | Canadian Pacific | **Center for Advocacy for the Rights and Interests of the Elderly** | Carload Express | Canadian National Railway Company | Capital Area Transit | **Central New York Railroad** | Centre County | City of Philadelphia's Mayor's Office for Transportation and Utilities | **CSX Transportation** | **Conrail** | Delaware Department of Transportation | Delaware River Port Authority | Delaware-Lackawanna Railroad Company | **Delaware Transit Corporation** | Department of Community and Economic Development | **Delaware Valley Regional Planning Commission** | East Penn Railroad | **ERG Partners** | Erie County | Erie Area Transportation Study | Federal Railroad Administration | Federal Transit Administration | Franklin County MPO | Fullington Trailways | Greyhound Lines, Inc. | **Genesee and Wyoming, Inc.** | Greater Lehigh Valley Chamber of Commerce | Greater Philadelphia Chamber of Commerce | **Greater Valley Forge TMA** | Hankin Group | **Harrisburg Area Transportation Study** | Harrisburg Regional Chamber & CREDC | Johnstown Area Transportation Study | Kellogg Co. | **Keystone State Railroad Association** | Lackawanna/Luzerne MPO | **Lancaster County Planning** | Landisville Railroad LLC | Lebanon

County MPO | Lehigh Valley Rail Management LLC | Lehigh Valley Transportation Study | Luzerne County Transportation Authority | Luzerne Co. Community Development | Luzerne Co. Redevelopment Authority | Martz Trailways | Maryland Department of Transportation | **Middletown & Hummelstown Railroad Company** | **Modern Transit Partnership** | National Association of Rail Passengers | New Jersey Department of Transportation | **New Jersey Transit** | **New York Susquehanna and Western Railway Corporation** | **Norfolk Southern Corporation** | North Central PA Regional Planning and Development Commission | Northeastern Pennsylvania Alliance | Northeast Association of Rail Shippers | **North Shore Railroad Company** | Northern Tier Regional Planning and Development Commission | Northwest Commission RPO | NYS Department of Transportation | Ohio Rail Development Commission | PA AFL-CIO | **PA Department of Agriculture** | PA Department of Community & Economic Development | **PA Department of Conservation and Natural Resources** | PA Economic Development Association | **PA Historical and Museum Commission** | Pennsylvania Municipal League | PA Public Transportation Association | **PA Public Utility Commission** | PA State Association of Boroughs | PA State Association of Township Supervisors | Corsa Coal Corporation | **PECO Energy** | **Pennsylvania Department of Transportation** | **PennPower / FirstEnergy Corporation** | **Pennsylvania Coal Alliance** | **Pennsylvania Department of Environmental Protection** | **Pennsylvania Farm Bureau** | Pennsylvania House of

Representatives Transportation Committee | Pennsylvania Infrastructure Investment Authority | Pennsylvania Motor Truck Association | **Pennsylvania Northeast Regional Railroad Authority** | Pennsylvania Southwestern Railroad | **Pennsylvania State Senate Transportation Committee** | **Philadelphia Beltline RR Co.** | **Philadelphia Regional Port Authority** | Port Authority of Allegheny County | Port of Pittsburgh Commission | Reading Area Transportation Study | Reading Blue Mountain & Northern Railroad Company | Red Rose Transit Authority | **R. J. Corman Railroad Group, LLC** | Rural Development Council at Commonwealth of Pennsylvania | **SEDA-Council of Governments** | **SEPTA** | Shenango Valley Transportation Study | **SMS Rail Services Inc.** | Snyder Trucking Ltd. | Southern Alleghenies Planning and Development Commission | **Southwestern Pennsylvania Corporation** | **Southwestern Pennsylvania Commission** | **State Transportation Advisory Committee** | **Strasburg Railroad Company** | Susquehanna Trailways | Susquehanna Economic Development Association | The Center for Rural Pennsylvania | United Refining Company | **United Transportation Union** | UPS | US Steel | Wayne County | Wellsboro and Corning Railroad Company | West Chester Railroad Company | **Western New York & Pennsylvania Railroad Co. LLC** | West Virginia State Rail Authority | Weyerhaeuser Corporation | **Wheeling & Lake Erie Railroad Company** | **Williamsport MPO** | Williamsport Area Transportation Study | **York Area MPO** | York Railway Company | Youngstown & Southeastern Railroad

Participants noted in green

Plan Elements and Schedule



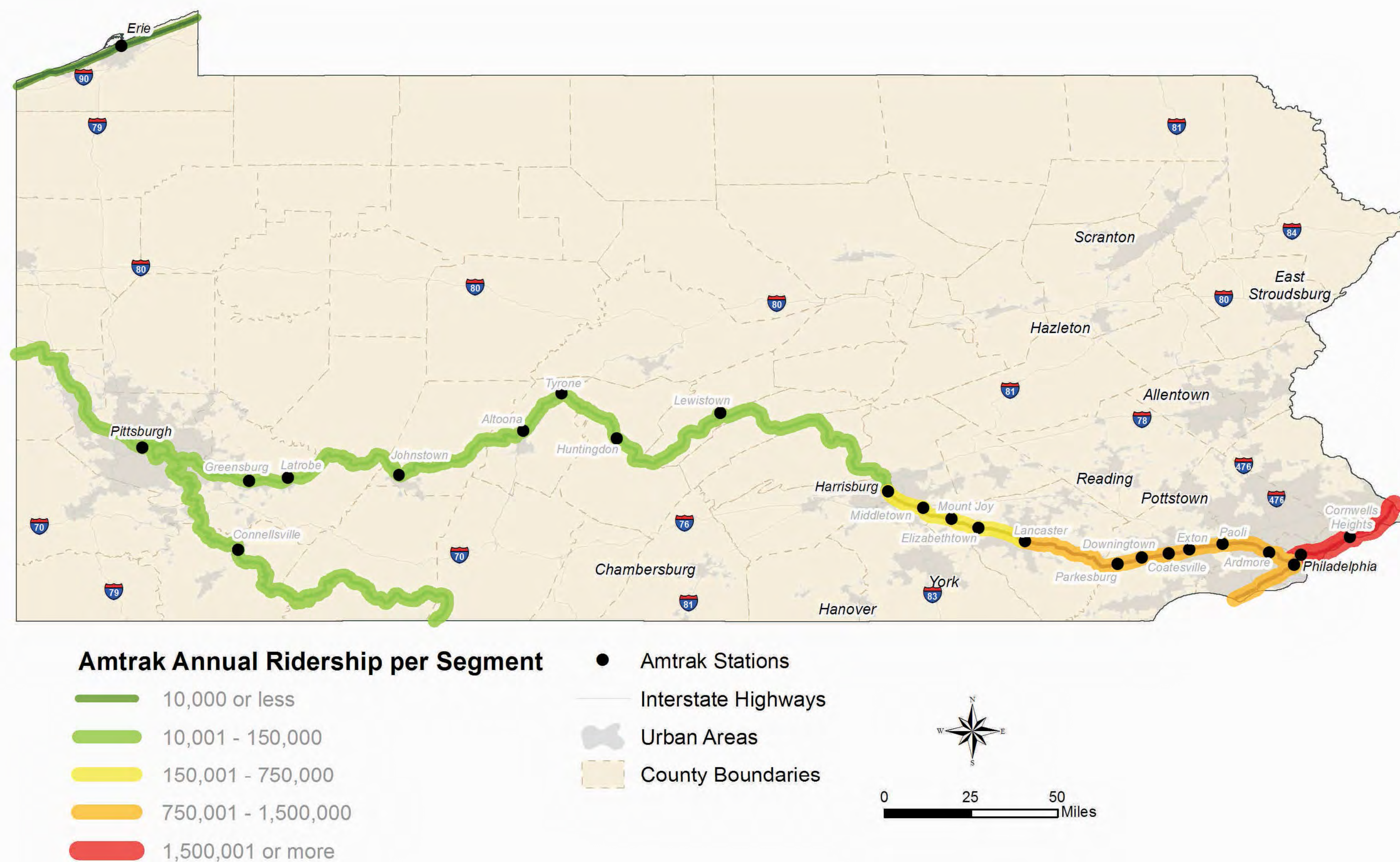
Existing Conditions Assessment	Fall-Winter 2014
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Existing Conditions - Passenger Rail

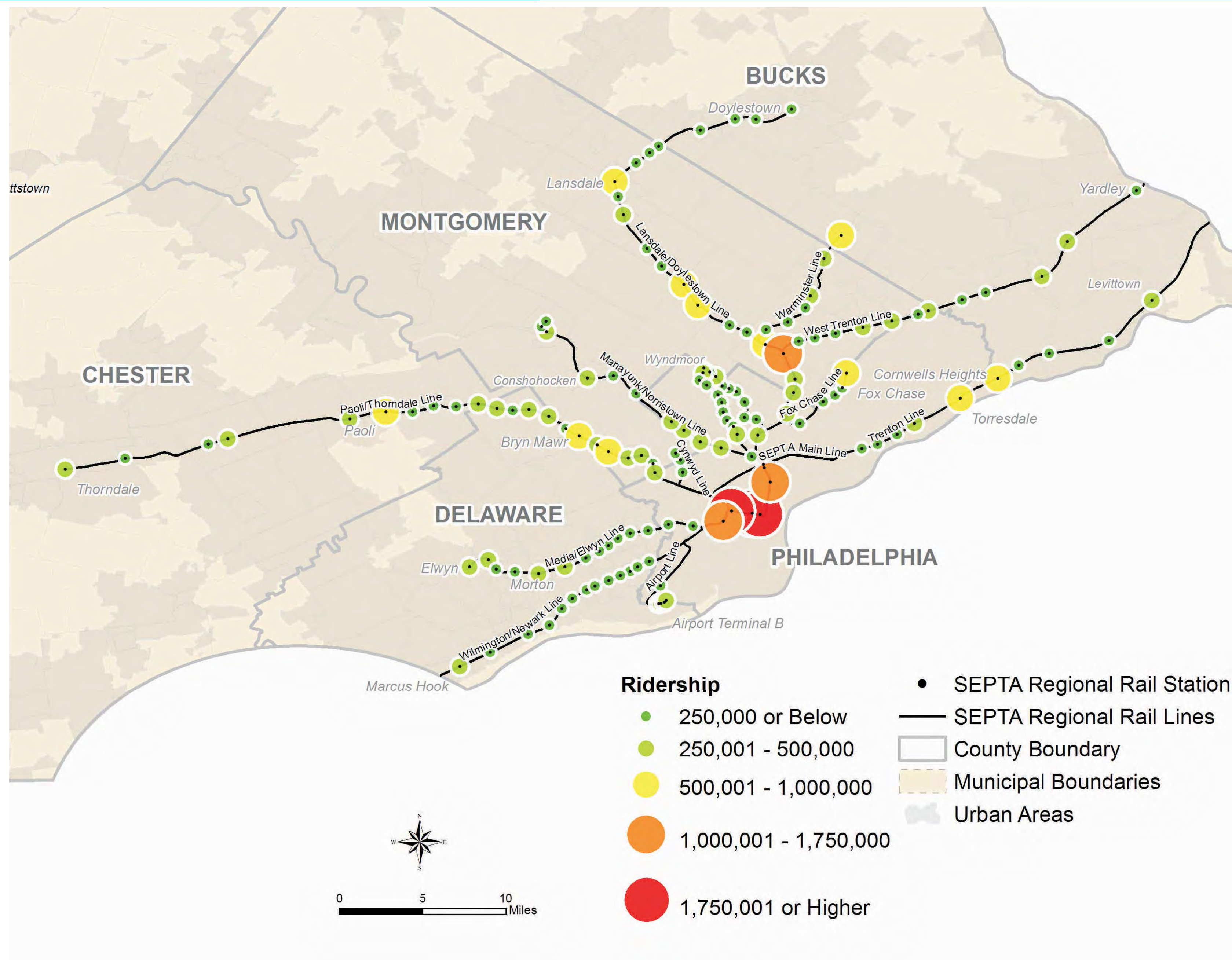
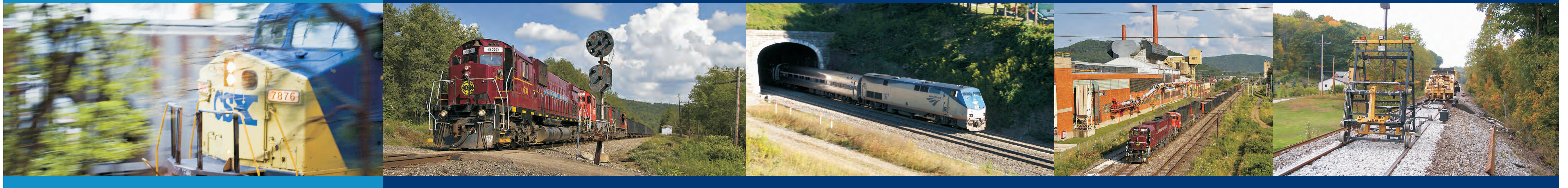


AMTRAK

- ▼ Pennsylvania served by four routes: Northeast; Keystone; Capitol Limited; and Lake Shore Limited
- ▼ 6 Million+ Riders in PA in 2014 (NE Regional and Keystone)
- ▼ 94 Trains Pass Through 30th Street Station Daily
- ▼ 29 Daily Trains serve Harrisburg, Lancaster, and Paoli
- ▼ Top three intrastate trips: Philadelphia to Lancaster; Philadelphia to Harrisburg; and Lancaster to Harrisburg
- ▼ Top three interstate trips: Philadelphia to New York City; Philadelphia to Washington DC; and Philadelphia to Baltimore



Existing Conditions - Passenger Rail



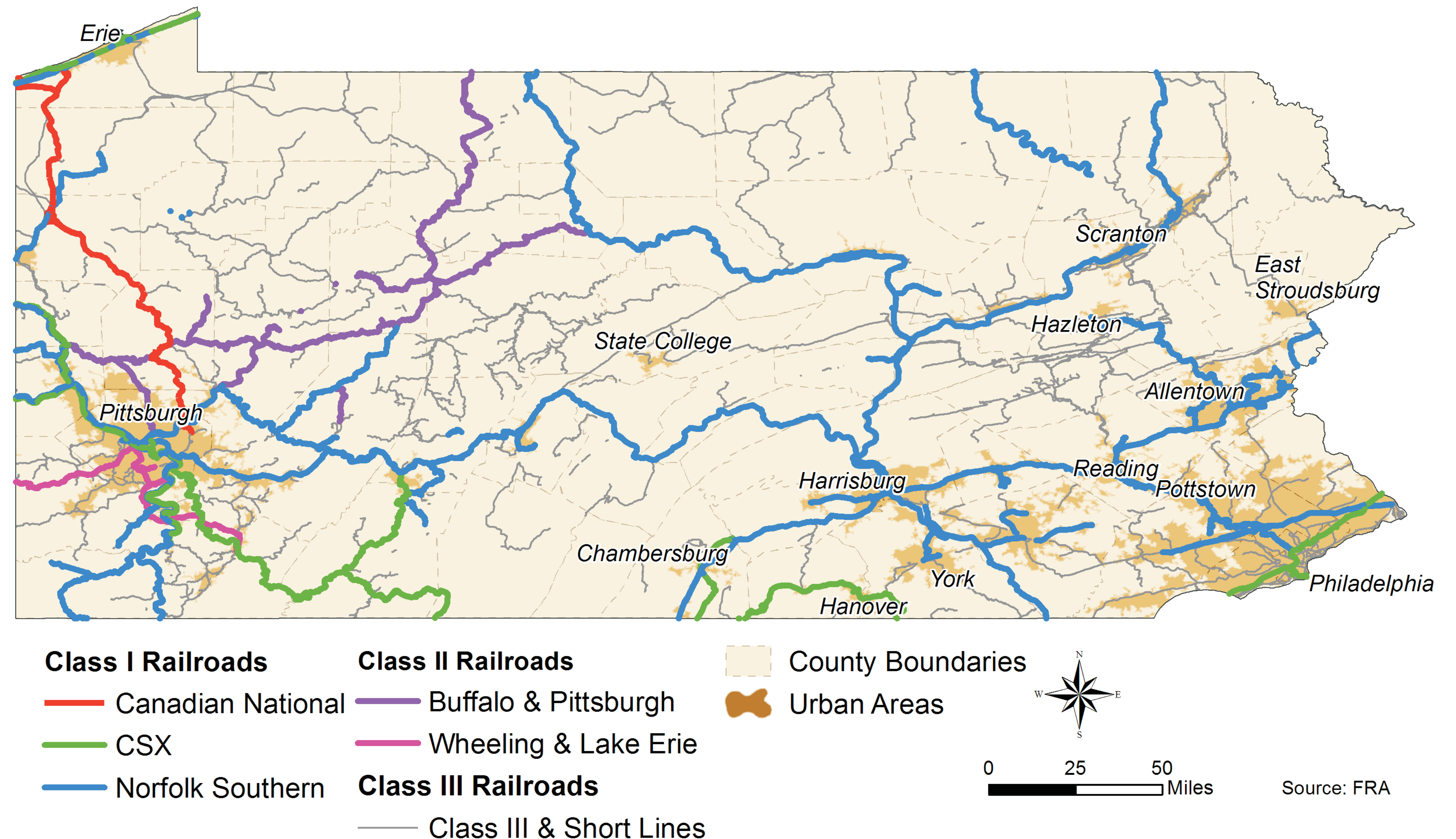
SEPTA

- Operates 412 Daily Trains on 13 Routes
- 36 Million+ Riders in 2013
- Top three performing routes: Paoli-Thorndale; Lansdale-Doylestown; and West Trenton

Existing Conditions - Rail Freight



- ▼ 5,600 miles of Active Rail Freight Track in Pennsylvania
- ▼ 3 Class I carriers: CSX, NS, Canadian National: 3,169 miles
- ▼ 2 Class II carriers: 621 miles
- ▼ 50+ short-lines: 1,814 miles
- ▼ 209 Million Tons of Freight Moved in 2013
- ▼ Coal is Leading Shipped Commodity, Followed by Chemicals and Allied Products, and Food Products
- ▼ Nearly half of all rail freight movements are through flows that do not originate or terminate in Pennsylvania
- ▼ Largest Number of Rail Freight Movements occur between Pittsburgh, Harrisburg, and Reading along the Norfolk Southern Main Line



Future Growth



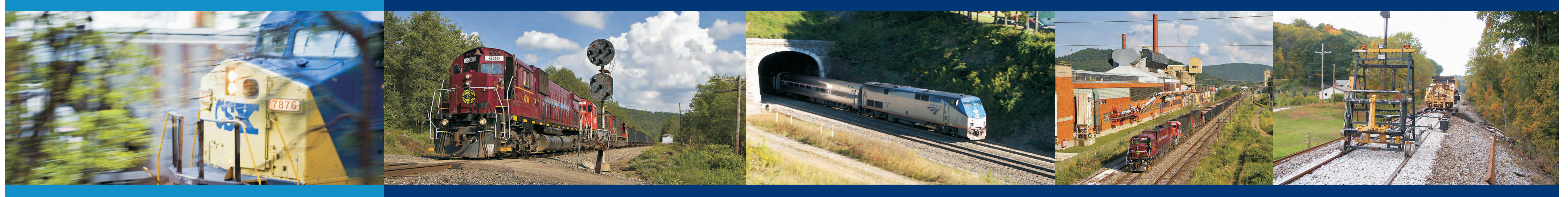
Passenger Rail

- ▼ Ridership at all Pennsylvania Amtrak Stations is Projected to Grow
 - ▼ **10%** from 2014-2019,
 - ▼ **24%** from 2019-2035, and
 - ▼ **36%** from 2014-2035
- ▼ SEPTA Ridership Projected to Grow
 - ▼ **9.1%** by 2040

Freight Rail

- ▼ Expected Freight Tonnage Growth: Shipments Projected to Grow by 85 million Tons (**41%**) by 2040
- ▼ Coal as Highest Volume Commodity Although Projected to Decrease Overall (**-2%** by 2040)
- ▼ Total Petroleum Products will Increase **66%** by 2040
- ▼ Chemicals or Allied Products will increase by **97%** by 2040. Also largest through movement in PA.
- ▼ Fast Growth in Waste or Scrap Material Shipments, **150%** Increase 2013-2040

Proposed Short-term Project Costs



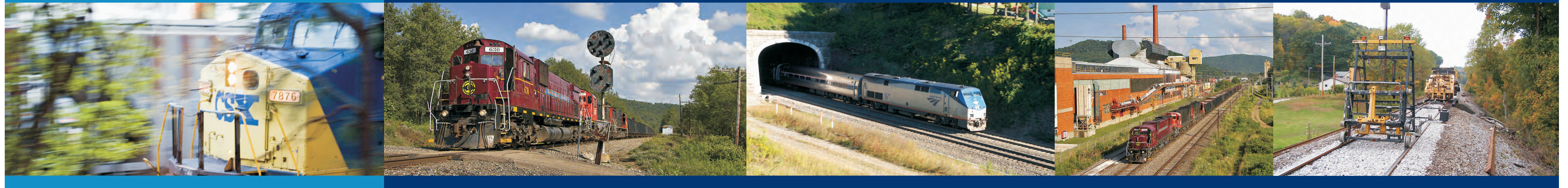
Five-Year Projects by Classification

Project Type	State of Good Repair	System Enhancements	Safety Improvements	Capacity Expansion	Total**
Amtrak	\$1,170.5	\$630.4	\$2.9	\$0.0	\$1,803.8
SEPTA	\$610.1	\$797.2	\$85.5	\$176.3	\$1,669.1
Class I*	\$54.9	\$88.4	\$47.2	\$0.0	\$190.5
Class II*	\$15.3	\$1.7	\$0.3	\$0.0	\$17.3
Class III*	\$187.8	\$59.5	\$8.2	\$0.0	\$255.4
Total**	\$2,038.4	\$1,577.5	\$144.1	\$176.3	\$3,936.1

*Received Projects from only 23 of 67 Rail Freight Carriers

**In YOE dollars (millions)

Proposed Long-term Project Costs



Twenty-Year Projects by Classification

Project Type	State of Good Repair	System Enhancements	Safety Improvements	Capacity Expansion	Total***
Amtrak*	TBD	TBD	TBD	TBD	TBD
SEPTA	\$1,596.2	\$311.5	\$0.0	\$32.3	\$1,940.1
Class I**	\$1,235.2	\$0.0	\$142.0	\$31.3	\$1,408.5
Class II**	\$0.0	\$30.0	\$0.0	\$0.0	\$30.0
Class III**	\$29.3	\$26.0	\$10.6	\$9.3	\$75.2
Total***	\$2,860.7	\$367.5	\$152.6	\$72.9	\$3,453.8

*TBD - to be determined from NEC FUTURE Program

** Received Projects from only 23 of 67 Rail Freight Carriers

***In 2015 dollars (millions)

Considerations



Pennsylvania
State Rail Plan



Rail Plan Considerations

- ▼ Amtrak and SEPTA Funding is Dependent upon Federal and State Contributions, which may Vary by Year
- ▼ Freight Rail 5-Year Capital Program may Combine both Private and Public Dollars
- ▼ 20-Year Funding Stream is Unknown
- ▼ Project Needs Exceeds Available Federal and State Funding
- ▼ Leverage Federal Loan or Grant Programs:
 - ▼ *Railroad Rehabilitation and Improvement Financing Program (RRIF)*
 - ▼ *Transportation Infrastructure Finance and Innovation Act (TIFIA)*
- ▼ Need for Alternative Funding Programs

Feedback



Pennsylvania
State Rail Plan



Please give us your feedback!

▼ Website:

Please visit

www.planthekeystone.com/StateRailPlan.html

▼ Comment Period

▼ Draft Rail Plan is available for your review and comment until October 2, 2015

▼ Comments can be submitted through the website or by completing a comment form here this evening



Pennsylvania State Rail Plan

September 2015



Photo Source:
Buffalo & Pittsburgh Railroad, Inc. 2012

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Purpose of State Rail Plan

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Photo Source:
Steamtown NPS



Photo Source:
PennDOT, Dillerville East Yard 2013

Goals

State Rail Plan Goals

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Pennsylvania Rail Facts

*Pennsylvania Ranks**

1. 1st Nationwide in Number of Operating Railroads
2. 5th in Railroad Mileage (5,600 miles)
3. 8th in Tonnage Originating in the State
4. 12th in Tonnage Terminating in the State
5. 8th in Number of Carloads Originating in the State
6. 7th in Carloads Terminating within the State
7. 5th Highest Rate of Non-Auto Mode Share of Major U.S. Cities = Philadelphia

**2011 Data*

Feedback

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 - Railroad Rehabilitation and Improvement Financing Program (RRIF)
 - Transportation Infrastructure Finance and Innovation Act (TIFIA)
6. Need for Alternative Funding Strategies





Comment Form

We welcome your comments and suggestions:

OPTIONAL

Name: _____

Contact Information (E-mail and Mailing address): _____

Please return this form to the sign-in table before you leave today's meeting or mail it by US Postal Service by **October 2, 2015**.

You may also e-mail your comments to: **RailPlan@PlantheKeystone.com**

Thank you for your feedback!

Fold Here

Fold Here

**Attach
First Class
Postage**

Alex Carlson
Pennsylvania State Rail Plan 2015
c/o Sowinski Sullivan Architects
336 South 16th Street
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Tape Here



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Pennsylvania State Rail Plan - Public Open House - State College
September 16, 2015

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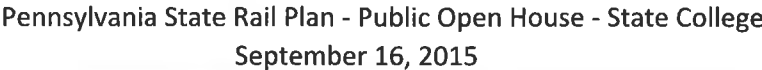


Name	Company (If Applicable)	E-mail Address	Address	Phone Number
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Gail Keller	PA Ho/R	WKeller@PAhouse.net		
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Tom Zilla	Centre County MPO	tzilla@crcog.net		814-231-3050
ANONYMOUS HUSBAND + WIFE				

DECLINED TO SIGN-IN

[illegible]



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MARC PREM	STV	MARC.PREM@STVINC.COM	1818 Market St. Suite 1410, Phila PA 19103	267-800-9113



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Kathy McMillon Harley	Off. of Senator Christine M. Tartaglione	kmcmillon@pasenate.com	1061 Bridge St. 19124	215-533-0440
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2015 Pennsylvania State Rail Plan Public Comment and Response

Comment	Date Comment Received	Type of Comment	First Name	Last Name	Representing	Comment (Verbatim)	Comment Response
1	9/3/2015	E-mail	Terry	Johnson	Self	<p>Hello –</p> <p>As a recent traveler on the Capitol Limited, taking my family from Detroit through to Washington and onwards to Raleigh, NC, I would like to share a couple of observations about the Pennsylvania State Rail Plan.</p> <p>First of all, the thoroughness with which incremental improvements that will yield safer, faster operations on existing passenger rail routes have been identified in the report is commendable.</p> <p>I’m somewhat concerned by the suggestion of running a through section of the Capitol Limited over the Pennsylvanian route. I was delighted to see Pittsburgh in daylight on my journey, but this was only possible because the eastbound Capitol Limited was running several hours late, which is sadly not a rare occurrence even on its generously padded schedule. The risk of compound delays inconveniencing passengers of the existing daytime Pennsylvanian, and the cost of running additional through coaches and sleepers, may outweigh the benefits. Amtrak continues to be short of sleeper equipment, and mixing single-level equipment to operate into New York with the bi-level Superliner equipment used on the Capitol Limited may add operational considerations. Investing in a lounge at Pittsburgh and attracting food concessions might be a better way to improve the experience for connecting passengers.</p> <p>What would be particularly interesting to me, as a resident of SW Ontario, is a daylight train from Detroit to Pittsburgh. This would be vastly more convenient than travelling overnight on the Capitol Limited or driving, and open up a range of possibilities for leisure and business travel to Pittsburgh for Ontario, Michigan and northern Ohio residents.</p>	<p>Numerous suggestions regarding the need for additional passenger rail frequency service on the existing Pennsylvanian and Lake Shore Limited routes have been received. Any efforts to modify schedules will have to be coordinated among the existing services along the track segment: the Lake Shore Limited, the Pennsylvanian, and Class I freight operators.</p> <p>In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.</p> <p>Station design and amenities for the Pittsburgh Station are owned and maintained by Amtrak. PennDOT will forward your comments to Amtrak for consideration.</p>
2	9/6/2015	E-mail	Donald	Stape	Self	<p>WOW.. Just spent about an hour looking thru some of the info, and it was really eye opening & very informative - Thanks !</p> <p>A high speed rail would be great for the longer distances. But a quick speed rail would be very practical... I live near Greensburg and commute to Pittsburgh daily. It takes about 50 minutes in the AM and 70 minutes in the PM. As I sit in traffic on the Parkway every day, I often think how cool it would be to have a reliable & inexpensive commuter train service. After reading so much about the trains, I think we are going to plan a train trip !</p>	<p>Thank you for your comments.</p> <p>Commuter rail service between Latrobe and Pittsburgh via Greensburg is included on the passenger rail Vision Projects list in the 2015 State Rail Plan. This service, if implemented, would be provided on the existing Norfolk Southern (NS) Mainline, one of the most heavily used freight lines in Pennsylvania, and would require coordination with this Class I freight rail operator. Since the concept is currently unfunded, it will require additional study and investment in the coming years if it is to move from a concept to a viable, funded project.</p>
3	9/8/2015	E-mail	Nancy	Parks	On Behalf of State Representative Jack Rader Jr.’s Office	<p>Good Morning,</p> <p>We have had several calls from constituents regarding the public meeting about transportation in the Poconos planned to take place soon at Kalahari Resort. Could you please let me know date and time of this meeting?</p> <p>Thank you,</p>	<p>Commenter contacted and conflict resolved. Comment referenced a meeting unrelated to the State Rail Plan.</p>

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4	9/10/2015	E-mail	Robert	Ludgate	Self	<p>I am convinced that freight shipping by rail will grow dramatically when the Panama Canal widening makes it easier and less costly to ship containers, autos, etc. directly to east coast U.S. ports. As City Engineer in Reading 20 years ago I oversaw the lowering of tracks and the raising of some bridges so double stacked containers can be shipped by rail through our city.</p> <p>I am pleased that this plan recognizes that improved rail capacity and greater rail traffic shall require commensurate highway improvements, particularly at grade crossings. Of particular concern to me, as Sinking Spring Borough Engineer, is the existing at grade crossing of Columbia Avenue with the two track main rail line. Solving the safety and traffic interruption issues at this crossing is a priority I am compelled to point out.</p>	<p>Thank you for your comments.</p> <p>Vertical clearance for double-stack carloads has been identified as an issue by multiple freight rail carriers. Multiple projects addressing vertical clearance issues are included in the State Rail Plan Appendix D.</p> <p>Safety at grade crossings is also an important objective noted in the SRP, with many grade crossing improvements submitted for inclusion in the plan. Although this specific grade crossing location is not listed as a funded project in this plan update, PennDOT encourages interested municipal and county workers, elected officials, and members of the general public to contact their local MPO or RPO to express interest in specific projects.</p>
5	9/10/2015	E-mail	Steve	Reinbrecht	Self	<p>Please work hard to get passenger train service to the city of Reading, at least from Philadelphia.</p> <p>The struggling city can use all the economic-development help it can get. It would allow people to avoid the miserable drive between the two cities. Commuters would have easier access to jobs. Visitors would have better experiences.</p> <p>Older people will become more dependent on public transportation for a good quality of life.</p> <p>Young urban dwellers don't want to own cars.</p> <p>Reading has no air-passenger service.</p> <p>Reading has no nearby Interstate.</p> <p>So Reading needs a passenger rail connection to the outside world.</p>	<p>The Norristown Line Service Extension Study examined potential commuter rail service between Philadelphia and Reading via Pottstown and is included on the passenger rail Vision projects list in the 2015 State Rail Plan.</p> <p>This service extension, if implemented, would operate on existing Norfolk Southern (NS) track from Norristown to Reading, and would require coordination with this railroad. Since the concept is currently unfunded, it will require additional study and investment in the coming years if it is to move from a concept to a viable, funded project.</p>
6	9/11/2015	E-mail	Roger	Brodzinski	Self	<p>train comment for 3rd and Pine Sunbury PA - make this a quiet zone</p> <p>I feel that especially overnight- the train at 3rd and Pine in Sunbury should be a quiet zone. This area is residential and a cemetary- it is not zoned for commercial business.</p>	<p>The Federal Railroad Administration's Train Horn Rule (49 CFR Part 222) permits municipalities to designate quiet zones, where trains are prohibited from blowing horns, if they meet specified safety requirements (see Section §222.35 of the regulations entitled “What are the minimum requirements for quiet zones?”). Sunbury officials may pursue a quiet zone on behalf of the residents through the Susquehanna Economic Development Council of Governments.</p>

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7	9/11/2015	E-mail	Lawrence	Malski	Pennsylvania Northeast Regional Railroad Authority Director	Please accept these initial technical corrections and additions as our preliminary comments to your Draft State Rail Plan: 1. Page 1-21, Section 1.3.5 (top of page) add to end of last sentences: “which date back to 1982.” 2. Page 2-50, Add to the end of the first sentence on top of page: “and will also retain its interchange connection to Canadian Pacific”.	The identified corrections will be made in the final 2015 State Rail Plan.
8	9/12/2015	E-mail	Lee	Murphy	Self	Service to Harrisburg from Lewistown Thousands of people commute daily from Lewistown and other towns down PA322 to Harrisburg each day. The highway is jammed and there are numerous accidents. The rail is there but the passenger service is totally inadequate. There should be at least 3 trains daily in the morning from Lewistown to Harrisburg, and at least 3 returning in the late afternoon. Surely this has been studied, and should be part of the plan. Please put me on a mailing list of parties that are interested in, and would actively support, such service. Thanks for the opportunity to comment.	Thank you for your comments. Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.
9	9/14/2015	E-mail	Bob	Shellenberger	Self	Middletown Station Relocation During the years of my involvement with the Keystone Corridor Improvement Program, there was a lot of planning and discussion to interface a new Middletown station with HIA. Is this no longer a consideration?	Thank you for your comment. The new Amtrak - Middletown Station is included on the 2015 Pennsylvania State Rail Plan list of short-term funded passenger rail projects. The Amtrak - Middletown Station is in design and will provide shuttle connections to the airport and PSU Harrisburg. Please visit www.planthekeystone.com for additional information on the station project.
10	9/15/2015	Pittsburgh Meeting Comment Box	Michael C.	Alexander	Self	I recommend that you include the options for increasing Pittsburgh-Harrisburg passanger rail- primarily increasing frequency rather than speed. See <u>On Track to Accessibility</u> , authored by the Pittsburgh Downtown Partnership in cooperation with Western Pennsylvanians for Passanger Rail. The plan should say more about the implementation of Positive Train Control (PTC) - not only in the Northeast Corridor. Given how little money is involved in reasonable passenger rail projects (compared to highway) PennDOT should consider funding passenger rail from state dollars.	Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service. As for PTC, according to the requirements for state rail plans as specified by the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) and the new guidance for developing state rail plans issued by the Federal Railroad Administration (FRA) in 2013, the intent of the State Rail Plan is to provide an overall capital improvement plan for rail needs and specific

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							projects. The intent is not to address the operational function of individual rail systems. PTC technology is being installed in the passenger and freight rail networks across Pennsylvania, and the State Rail Plan describes implementation plans and timelines known at the time of writing the report. Please refer to Chapter 5 for additional information.
11	9/15/2015	E-mail	Genevieve	Barbee	Self	Trains in Pittsburgh! To whom it may concern, I have used the train to DC and to New York. The legroom and convenience getting to and from the train station is amazing. If it were a touch cheaper I would use it exclusively! Right now, I nab a cheap Greyhound ticket but I would consider rail every time if I could get it under \$100 roundtrip. Just some thoughts that I hope are helpful.	Thank you for your comment. PennDOT will forward your comments to Amtrak for consideration.
12	9/15/2015	Pittsburgh Meeting Comment Box	Shannon	Debes	Self	In rail maps on display- missing black line notation at bottom of map indicating meaning of black line in inbound & outbound rail, rail line densities by total tonnage & existing rail conditions & magenta line (may be continuation of purple Amtrak line?) on existing passenger inbound & outbound.	Thank you for your suggestions for improving public outreach materials. PennDOT strives to make these materials as clear and meaningful as possible and will consider your comments in future outreach materials.
13	9/15/2015	Pittsburgh Meeting Comment Box	Daniel	Little	Self	More focus required for passenger rail in Western PA. Heavy focus on SEPTA. For regional financing- take a look at publicbuildinginstitute.org Any word on West- PA regional rail?	Thank you for your comment. Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service. SEPTA's Regional Rail network was extensively discussed in this 2015 Pennsylvania SRP because it shares tracks with freight rail service and consequently falls under FRA jurisdiction. Other regional rail systems – such as New Jersey Transit's Atlantic City Line, which terminates in Philadelphia and the Port Authority of Allegheny

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							County’s Light Rail system (“The T”) – are not discussed in the SRP because their rail networks are exclusive and not shared with freight rail service.
14	9/15/2015	Pittsburgh Meeting Comment Box	Julia	Shepard	Self	(Focused on passenger rail) Top intra & inter-state trips all/ mostly orginate in Philly. If we had more trains running through Pittsburgh, would those stats change? If trains (passenger) aren't available in Pittsburgh, won't get ridership. A <u>huge</u> proportion of the proposed passenger rail improvements & investments are concentrated in the NE Corridor & the Keystone Corridor. Although I'm sure they both need attendtion, why is there relatively <u>nothing</u> for W. PA? Pittsburgh!? How do we get our share of funding and attention in W. PA? I'd like far more service to Philly, DC, Cleveland & Chicago. On main page of PLANTHEKEYSTONE.COM under "stations" tab, there are <u>no</u> stations listed beyond Harrisburg. What happened to the rest of the state?	Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service Stations west of Harrisburg were considered as part of an overall High Speed Rail Study. By clicking on one of the western stations at the bottom of the page (or by going to “Resources”, ”Keystone West”), it will direct the reader to an overall summary of the study completed on the western part of the state and to a copy of the report.
15	9/15/2015	Pittsburgh Meeting Comment Box	Michael	Stokes	Self	It's unclear to me how the Keystone West Vision project mentioned in the executive summary meshes with the financial & topographical challenges given in 1.6.3, Keystone West corridor. In the short term, it seems the best hope is for NS to abide by the federal law to expedite Amtrak movements. In the distant future, given metropolitan population increases and rising demand for passenger rail service, a new, German style, high speed alignment will be a necessity. Likewise with population growth of PGH metro region, highways will become increasingly inadequate. Plans for commuter rail must be diligently pursued. Of the freight rail projects proposed the PGH area, removing obstacles to double stack movements on both PGH NS routes seems most prudent. The legislators must be convinced to give rail higher priority for funding. -Through Capital LTD service, CHI-NY via PGH split would be especially	PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service on the Pennsylvanian line. The 2015 Pennsylvania State Rail Plan considers known passenger and freight rail project plans, expected availability of funding from federal, state, local, and private sources, and forecasted changes in Pennsylvania's population and economy. Projects with dedicated funding in the short-term and long-term have been identified, as have additional proposed projects that do not yet have

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						attractive to Pittsburghers. If this were to mean a 2nd PGH- NY- PHIL- NYC train (or would the Pgh- NYC section be tacked on to the Pennsylvanian?)	final approvals and funding plans. The latter are included in the long-term project and Vision project lists. Investments to remove obstacles to the efficient transport of double-stack and 286k rail cars are included in the plan. Changes to Amtrak's Capital Limited route are noted and will be forwarded to Amtrak for consideration.
16	9/15/2015	Pittsburgh Meeting Comment Box	Anonymous		Self	Lack of specificity towards details for this side of the state. The values and projections listed are semi vague and don't really help paint a picture of the current state in this region and the future projections as such.	The 2015 SRP reports the existing state of rail infrastructure within the Commonwealth, along with all proposed passenger and freight rail projects for the time period 2015 to 2040 that were voluntarily submitted for inclusion by the rail entities operating in Pennsylvania.
17	9/15/2015	Pittsburgh Meeting Comment Box	Anonymous		Self	The passenger element of the Plan needs further work: 1) It should acknowledge that as recently as 2004 or 2005 there were two cross state trains. Although traffic levels on the Norfolk Southern line from Harrisburg to Pittsburgh have changed, there should be capacity to reinstate one train, and perhaps, add another without a huge investment in track, signals, stations and rolling stock. 2) The plan reads more like an inventory of studies and projects. It needs a vision. 3) The plan should place a higher value in improved frequency of cross-state service. It is understandable if there will never be the funding for a high speed train, but the plan needs to account for latent demand even with non-competitive travel times.	Thank you for your comments. 1. The SRP focuses on current and future rail inventories and needs. It is not intended to document historical rail inventories or services. 2. The SRP follows and meets the requirements of the federal Passenger Rail Investment and Improvement Act of 2008 (PRIIA) and the Final SRP Guidance provided by the Federal Railroad Administration (FRA) in 2013. Chapter 1 of the SRP focuses on outlining the vision, goals, and objectives that form the backbone of the entire report. 3. Numerous suggestions regarding the need for additional passenger rail service frequency on the existing Pennsylvanian route have been received. Aside from cited demand analysis and funding constraints, there are also potential issues with passenger rail sharing tracks with freight rail operators, as is the case with Amtrak's Pennsylvanian service operating on Norfolk Southern' s tracks between Pittsburgh and Harrisburg. However, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service

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18	9/15/2015	Pittsburgh Meeting Comment Box	Anonymous		Self	Terrible meeting location with poor parking instructions and unsafe parking options/ no escort.	Thank you for your comments and attending the Open House.
19	9/15/2015	Pittsburgh Meeting Comment Box	Anonymous		Self	More passenger trains please!!!	In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.
20	9/16/2015	State College Meeting Comment Box	Dave	Curtis	Self	I would like to see the frequency of trains (Amtrak) increase <u>before</u> station upgrades - bus connection between State College to meet #43 at Tyrone or Altoona, and another motorcoach to Lewistown to meet #42. Split the capitol at Pittsburgh and have a section to Harrisburg to add a 2nd train to western PA, with Superliner sleepers through to/from Chicago- would increase revenue and cost least. Stations are adequate as is, ridership would increase with lowest cost.	Thank you for your comment. Route/operational planning is conducted by Amtrak. Your comments will be forwarded to Amtrak representatives.
21	9/16/2015	State College Meeting Comment Box	Rose M.	Lucey Noll	Self	Add at least two more stops in Johnstown so people can use train to commute to Pittsburgh on a daily basis.	Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.
22	9/16/2015	State College Meeting Comment Box	Lawrence	Malski, Esq.	Pennsylvania Northeast Regional Railroad Authority Director	Initial technical corrections and additions submitted via Rail Plan Website as our preliminary comments to your Draft State Rail Plan: 1. Page 1-21, Section 1.3.5 (top of page) add to end of last sentences: "which date back to 1982." 2. Page 2-50, Add to the end of the first sentence on top of page: "and will also retain its interchange connection to Canadian Pacific". Initial comments regarding the Vision Passenger Projects listed in Appendix K: We request that the "Commuter Rail Service from Scranton to New York City via Lackawanna Cutoff" listed on Table K-2 on page K-5 be moved to Appendix F: Short-Term Passenger Rail Capital Project Funding Needs (2015-2019) for design and engineering funds and capital and construction costs for the next phase of this project which will bring it into Pennsylvania. The justification for this modification is based on the substantial financial investments that the Commonwealth of Pennsylvania and the Federal Government have already made (over \$10 million) on this	The identified corrections will be made in the final 2015 State Rail Plan. The potential commuter rail project in question is listed on the Vision list because it has no secured funding source and thus no timeline for implementation. Since the concept is currently unfunded (and not included on the State Transportation Improvement Program (STIP)), it will require additional study and investment in the coming years to move from a concept to a viable project. The reason this project has been designated a "vision" project is due to this lack of funding. The designation of "short-term" requires that a project be fully funded. Should the project advance and funding is identified in the future, its status will

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						project in actual Capital Project Funding thereby transforming this project from a vision project to a project in the construction phase.	be acknowledged in subsequent updates to this 2015 Pennsylvania State Rail Plan.
23	9/16/2015	State College Meeting Comment Box	Bryan	Schlake	Self	To what degree have colleges & universities been involved or considered throughout the development of the PA State Rail Plan? Are there any plans to fund university research or workforce development in the rail transportation sector through education and training efforts? A new generation of railroad engineering managers and professionals will be needed to implement this plan over the next 25 years!	<p>Thank you for your comment.</p> <p>The development of the 2015 State Rail Plan was an open process, which solicited input and feedback from a vast majority of stakeholders and the public. No entity was excluded from providing input and recommendations.</p> <p>According to the requirements for state rail plans as specified by the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) and the new guidance for developing state rail plans issued by the Federal Railroad Administration (FRA) in 2013, the intent of the State Rail Plan is to provide an overall capital improvement plan for rail needs and specific projects. The intent is not to address funding of research, education or training requirements.</p>
24	9/16/2015	State College Meeting Comment Box	Kay	Semler	Self	Hopeful. Will be watching for progress and continued updates. Rail <u>needs</u> to be improved for freight and passangers services in PA and the US as a whole.	Thank you for your comment.
25	9/16/2015	State College Meeting Comment Box	Anonymous		Self	Given the number of people that come to State College vs. Tyrone, Lewistown, etc. it would be great to have the passenger train come here - or at least a spur to get people from Lewistown, Tyrone etc.	<p>Thank you for your comment.</p> <p>Such a spur has not been the topic of previous studies or proposals. Planners, elected officials, and the public in the State College region, if interested in pursuing this proposal, should work with the Centre County Regional Council of Governments to advance a specific project to address this rail connection.</p>

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26	9/16/2015	State College Meeting Comment Box	Anonymous		Self	Extremely disappointed this study largely ignores the suggestions from the Keystone West study.	
27	9/17/2015	Philadelphia Meeting Comment Box	Andre	Bustanante	Self	2nd Train to PGH Develop Keystone West bet either ALT or JSTO PGH, hybrid commuter/intercity Express train from LNC to PHL under an hour Sell local products in café like Troeg's, [Yeungling] lager, philly soft pretzels, local chips & candy Potentail cart service on keystone (outside contactor)	Thank you for your comments. Multiple suggestions regarding the need for additional passenger rail frequency on the existing Amtrak routes have been received. Route/operational planning is conducted by Amtrak. Your comments will be forwarded to Amtrak representatives.
28	9/17/2015	Philadelphia Meeting Comment Box	Ted	Dahlburg	Self	An Excellent job by PennDOT and the project team! The plan is a useful platform/ tool in promoting improvements to the commonwealth's superb rail (freight and passenger) system.	Thank you for your comment.
29	9/17/2015	E-mail	Alexander	El-Wagaa	Self	I endorse Mayor Peduto's plan for more services From Pittsburgh to New York. I would also be in favor of service from Pittsburgh directly to DC as well! I prefer taking the train over flying or driving. Hopefully you can aid in providing the citizens of PA more service.	Thank you for your comment. Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service. Amtrak's Capitol Limited route from Chicago to Washington, DC does have a stop in Pittsburgh, offering one direct service per day.
30	9/17/2015	Philadelphia Meeting Comment Box	Rita	Farrel	Self	Every week uses Septa regional Trains, Transportation/ Penna. Needs funding ASAP	Thank you for your comments. Funding is critical to implement the identified SEPTA projects in the Rail Plan. SEPTA currently funds projects through through a variety of federal, state, and local sources. These sources, annual operating budgets and sources of financing are found in reports publicly accessible at http://septa.org/strategic-plan/reports.html .

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31	9/17/2015	E-mail	Monica	Frölander-Ulf	Self	<p>Pittsburgh train service</p> <p>To whom it may concern,</p> <p>As a senior citizen who increasingly wants to use public transportation and who has on several occasions taken the train from Pittsburgh to Newark, NJ, or New York, I urge you to work on improving the train service in several ways:</p> <p>1. Having only one train a day taking people from one end of our state to the other is pretty shocking in the greater scheme of things. The fact that it takes 9 hours (and in many instances more time than that) to get from Pittsburgh to New Jersey is equally shocking. We end up being the ‘backwater’ so to speak and become less able to attract investment to Pittsburgh as a result. (The situation is of course even worse considering the absence of a fast rail connection between down town and the airport.) So more trains - at a minimum one, asap - are needed and faster ones as well. Southern Norfolk should not be able to hold the population in the western part of the state just because they feel like it. Here is a good example of how detrimental private corporations can be to public welfare when they are single-minded focused on maximizing their own profit-making capabilities.)</p> <p>2. When a number of suburban stations were closed several decades ago an absurd situation was the result; to take the train we need to get transportation from Penn Hills to downtown, when in the past we could have much more easily boarded in Wilkinsburg. As it is now, traveling down town and paying for parking adds significantly to the time and cost of the trip. As far as I know the Wilkinsburg/Edgewood station building is still available and could potentially be opened again for passengers who live east of the city. I understand that opening up many suburban stations would most likely not be economically feasible, but at least there should be an investigation into where and how some could be taken into use. It is quite likely that this could significantly increase ridership, if combined with convenient parking, timely schedules and faster speeds. And good marketing as well, of course. As it is now, suburbanites cannot easily avail themselves of other means of travel than the car which, in the long run, is what a lot of cities in the United States and in other parts of the world are trying get away from.</p> <p>3. I have not given much thought to the idea of combining bus and train service east. Could one consider having clean and comfortable express buses take passengers from Pittsburgh and suburbs to Harrisburg where one is taken directly to the train station for a ride to either New York or Philadelphia? At a reasonable cost calculated for a total of what one now pays for the rail service? The eastern pick-up could be in Wilkinsburg and Monroeville, for example. 4. When new? trains are taken into use, I would love to see one car that provides a corner where children can play. I spend half of the year in Finland and, as a grandparent, know the value of having</p>	<p>Thank you for your comments.</p> <p>1. Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.</p> <p>2. The Wilkinsburg station functioned as the satellite station for selected long-distance trains serving the East End of Pittsburgh. Amtrak discontinued long-distance passenger-train service stops at Wilkinsburg in 1975. The right-of-way is now owned by Norfolk Southern. Any attempts to reactivate the station in the future would require coordination and approval by Norfolk Southern.</p> <p>3. Existing long-distance bus carriers such as Greyhound or Megabus offer bus service between Pittsburgh and Harrisburg and to points east, including Philadelphia and New York City. Connections to the train and bus stations are provided by local transit agencies.</p> <p>4. The comment on “child friendly” railcar space will be forwarded to Amtrak for consideration.</p>

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						such a space where children can play and be noisy (thus not annoying some other passengers) and move around. 9-10 hours is a long time to sit still for anyone, not the least for energetic children. You might check with European trains on this. The InterCity trains in Finland all have a car specifically geared to children’s needs. Just some thoughts. Would love to see infrastructural improvements that would help get Pittsburgh into the 21st century.	
32	9/17/2015	E-mail	Alec	Italiano	Public	<p>I reviewed the state rail plan with interest, and learned that the next steps are the same ones that have needed to happen for decades if Pennsylvania is ever going to be serious about expanding rail service out to the western part of the state. I am involved with two organizations – one the Western Pennsylvanians for Passenger Rail, and the other All Aboard Erie. Erie, a town that was born basically because of railroads and one that still plays host to GE’s Transportation Division, has been basically devoid of rail service for some time now. Erie suffers the same problems that Pittsburgh and her suburbs face in that there is no round trip daily train to nearby major metropolitan regions (specifically Cleveland). There is absolutely no rail service between Erie and points south, even though several old and existing rail beds line the corridor from Lake Erie down through the Allegheny Valley. Now that I have returned home to live and work in my hometown of Greensburg (about an hour east of Pittsburgh) I have found there is the same problem here as there was up north. There is no daily roundtrip rail option on a dedicated ROW between Westmoreland County and Pittsburgh. The more frustrating aspect is that there have been numerous studies done on expanding this service and every study that I’ve read, and every article I’ve read (including the recently published ones about the rail plan meeting held in Pittsburgh this past Tuesday) say the next steps are always the exact same things: negotiate with NS about trying to work out a feasible schedule (which will probably never happen because why should NS care about the public’s well being, that is the role of government) and to beg state and federal lawmakers for more subsidies to cover service routes that have been increasing for the past decade (that’s the case for the Pennsylvanian as well as the Lake Shore Limited route). Also frustrating is we are arguing for something (daily commuter rail routes) that was around, and successful in the past.</p> <p>But, we all know that the current state for passenger rail is dismal at best. We all made a move to the automobile in the last few decades, and as a result, rail funding has been since behind the big brother of highway funding (even though the turnpike commission has their own budget, that is a different tangent). The problem then becomes congestion as more and</p>	<p>Additional train frequency on Amtrak routes have been requested by others. Funding constraints and coordination on tracks shared by passenger and freight trains are key considerations during any evaluation of new/improved service.</p> <p>Contained within the proposed list of Vision projects in the Rail Plan, there is a proposal for commuter rail service between Latrobe and Pittsburgh via Greensburg. This service, if implemented, would be provided via the existing Norfolk Southern (NS) Mainline, one of the most heavily used freight lines in Pennsylvania, and would require coordination with this Class I freight rail operator. Since the concept is currently unfunded, it will require additional study and investment in the coming years if it is to move from a concept to a viable, funded project.</p> <p>Rail access to industrial sites is important to Commonwealth’s economic growth and stability. The Rail Freight Assistance Program (RFAP) and the Capital Budget Rail Transportation Assistance Program (RTAP) are two principal annual programs administered by PennDOT that provide financial assistance for rail freight infrastructure investments, including rail industrial access for businesses that want to locate or expand their facilities in Pennsylvania. As rail demands changes, these programs can aid future access projects.</p> <p>Suggestions for studies to evaluate air taxi service, bus service, marketing campaigns, and comprehensive planning should be presented to</p>

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						<p>more people own cars and families of 4 have 4 cars instead of 1 or 2 when the baby boomers were getting their licenses. Planners I don't think ever really anticipated this. Some regions, such as the Dallas/Ft. Worth area, had the capacity to adapt and make their roads wider and the funding was there to do that. Other regions, New York and Philadelphia, understood the importance for economic development to provide essentially 24/7 public transit service and I think their economies are doing just fine. The other problem is we need to start looking at this from a regional perspective – and all the counties and local governing bodies within that region must all understand that the funding that they put forward is to a broader economic plan designed to help everyone, not just the central city.</p> <p>Those are the problems. As per specific solutions and recommendations, here are my thoughts: I understand and have read the corridor study looking at what it would cost to make the necessary improvements between Harrisburg and Pittsburgh and agree that the costs are outrageous. NS uses the line, they maintain the line, why should the public help subsidize that then? In the breakup of Con-way is the state's short sightedness to not negotiate more tough with these guys, but that is in the past. The 5.5 hours to get through the mountains is too long of a trip anyways in the 21st century, and no one wants to ride on a train that costs more and takes longer to get across the state when they can drive. So, the solution must be a comprehensive one. Air service from Harrisburg to Latrobe airport is a feasible option to solve this problem. Flying in and out of Pittsburgh is too much of a hassle, and for the majority of the population that lives in the Pittsburgh region, to go east, they would have to backtrack west to get to the airport – an airport that has no dedicated public transit options to it anyway and is a hassle to get in and out of. The fact that the second largest city in the state does not have a direct flight to the state capital is also just plain frustrating. Latrobe has free parking, along a major road in US Rt. 30, and the landing fees in and out have to be lower. Sun Air is subsidizing silly flights to all quadrants of the state except the ones that are most badly needed – to Harrisburg and to Erie. Now, to get even more comprehensive with this, acknowledging that there is still a MAJOR need for commuter rail service from the eastern suburbs of Pittsburgh into the city, creating a short-line dedicated ROW from the Latrobe area, through Greensburg and all the communities along the way utilizing off-line stations to enable rapid transit, would really bring the whole picture into focus. Personally I think a Personal Rapid Transit option here would work best, but really just an increased commuter rail line along the NS corridor from Latrobe to Pittsburgh would work (assuming there is a shuttle service from the Latrobe airport to train station, about a 5 minute drive). So, if those 2 things could happen, which is feasible with existing infrastructure, people would be able to get across</p>	your local Metropolitan Planning Organization.

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						<p>the state in under 4 hours assuming the transfer times line up. Amtrak could partner with the air service and offer combined tickets, and passengers taking the Pennsylvanian could depart in Harrisburg (a train station is within minutes of the airport as in Latrobe) board a plane, take the 45 min – 60 min flight over the mountains, depart in Latrobe, and take commuter rail service downtown or to all points west. Going from west to east would also be much quicker, and patrons could then utilize one of the 14 daily trains that run the line that Amtrak owns from Harrisburg to Philadelphia. This would then free up the NS mainline for the unanticipated increase in freight traffic that no one saw coming because of the Shale energy boom. Then, we would really have the economy firing on all cylinders. Goods and people would then be able to move more freely and efficiently across the commonwealth.</p> <p>Working for an Industrial Development Corp., there is a real need for rail access sites even as the gas industry levels out. If the cracker plant does in fact get built in Pittsburgh, then the amount of rail traffic going in and out of the city is going to essentially double. Old lines will be activated, freight companies will pop up all over the region, and there is no way that NS would ever give up their lines to increased passenger ones. They can hide behind safety regulations that require long headways between freight and passenger trains that only exacerbate the problem. The only real solution is a multi-modal one that utilizes existing infrastructure and cooperation across the many, many local governing bodies throughout the region.</p> <p>To summarize, the kind of studies that should be happening from here on in are to look at:</p> <ul style="list-style-type: none">• Establishing a dedicated ROW from Latrobe to Pittsburgh and eventually on to the airport. Either through commuter rail or a PRT system that can complement the intricate bus system that the Port Authority already provides.• A reasonably priced air taxi service from Latrobe to Harrisburg (and preferably Erie as well).• A marketing and PR campaign that promotes ridership of these services and understands that ridership will only go up with increased service.• Regional and state wide comprehensive plans that takes all of this into account in updated versions. <p>Thank you for reading this letter. As you can see I find this very frustrating. Being a young adult, this only makes it more imperative for me as I would like my future children to grow up in a better world, and Pittsburgh only has about a 10 year window to enact some type of plan before the inevitable downturn of the economy rears her ugly head. I do not want to be left behind again. I’ve watched many of my friends relocate</p>	

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						to other areas because a lot of what I outlined in this letter and the workforce problem is only going to get worse as time goes on. I truly hope lawmakers and officials can start taking all of these talking points into consideration when arguing for these types of expanded public services. From the proposed cracker plant and resulting increased freight rail traffic, to the ineffectiveness of our current air travel – all of this needs looked at when talking about expanding regional rail travel, not just how much it would cost to electrify the line from Harrisburg to Pittsburgh (which is crazy by the way - it would have to be cheaper to run an air taxi, at least in the interim). This problem needs to be addressed in macro fashion, and zeroing in and trying to fix micro problems along the way will only entangle this mess for the next generation to deal with. And this 24-year old is not going to wait around for that to happen. Thank you.	
33	9/17/2015	E-mail	Richard	Lanser	Self	Please consider increasing service between Philadelphia and Thorndale (Septa R5 line) to include Saturday, Sunday and holidays. At present, service to Thorndale is only Monday through Friday. On Saturdays, Sundays and holidays the trains end at Malvern. Thank you for considering this.	SEPTA schedules its Regional Rail service taking into account: rider demand, operating costs, and other factors. Your comments will be forwarded to SEPTA officials for consideration.
34	9/17/2015	E-mail	Keith	Lantz	Self	Letter from Concerned PA Citizen I read today that PennDOT may be interested in increasing service between Pittsburgh and Harrisburg/Philadelphia/New York to 2 trains per day in each direction. Please, please add this second daily train (and even add a third, if possible). It would make the service more convenient for citizens like me who travel routinely on this train, but find it inconvenient to have only 1 scheduled train from which to choose. Thank you for considering adding more service from Pittsburgh to points east as an option.	Thank you for your comment. Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.
35	9/17/2015	E-mail	Andy	Meyers	Self	To Whom It May Concern, I was born in Pittsburgh and moved to Philadelphia for college and ended up staying. The rest of my family all live in Pittsburgh so I travel back frequently to see them. The drive takes me about 4.5 hours and I dread it every time, between having to concentrate on the road and paying for tolls and gas. I hate the fact that there is only one train a day between the cities, that the one from Pittsburgh leaves very early in the morning and that the trip basically takes a day (8 hours). The sheer length of the trip makes it unfeasible for a weekend visit, not to mention I typically leave after work on Friday which is too late for the current service offering. If the service could be cut down to 5 hours I would seriously consider taking it every time because I love traveling by rail. I understand this is not something that can happen overnight which is why I support expanding the service from 1 train a day, since you have to start somewhere.	Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.

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						If more trains are added throughout the day, even at 8 hours I may actually consider taking it for longer trips since different departure times could fit within my schedule. Plus the cost of the ticket, even for a family of 3, is only slightly more expensive than the current cost of gas and turnpike fees, which to me is worth it.	
36	9/17/2015	Philadelphia Meeting Comment Box	Marie	Mills	Self	Listen to Richard Mills! @CSXEXPOSED	No response required.
37	9/17/2015	E-mail	Julia	Shepard	Self	I attended the Open House in Pittsburgh on Sept 15, 2015. I wrote in my comments that night that I was very disappointed, and somewhat offended, to see so little attention being given to the passenger rail lines/plan between Harrisburg and Pittsburgh. I'm a huge advocate of passenger rails. I've used them in Europe and in the U.S. My daughter has been able to come home on the train even when other forms of transportation couldn't get through because of inclement weather. My bottom line is: There's a huge advantage to having a strong passenger rail system throughout the entire country, especially, for me and my family, for lines going through Pittsburgh. PLEASE EXPAND the options we have to go from Pittsburgh to Philadelphia, Harrisburg, Washington DC, Cleveland, Chicago, etc. I know the financial cost is great-- the cost of not doing anything is even greater.	Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.
38	9/17/2015	E-mail	Dylan	Taylor	Self	State Rail Plan Fails to Prioritize Public InvestmentThe State rail plan is a fine document for bringing together capital plans of existing agencies, but it fails to cohesively prioritize state investment. The goals are all so generalized as to serve no purpose in guiding future public funding. It is a missed opportunity.	The 2015 Pennsylvania State Rail Plan (SRP) conforms to the requirements for state rail plans as specified by the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) and guidance issued by the Federal Railroad Administration (FRA). The plan identifies statewide vision, goals, and objectives for both passenger and freight rail services in the Commonwealth. It organizes all the submitted and known short and long-term rail projects by corridor and overall SRP goals and identifies potential funding sources.
39	9/17/2015	Philadelphia Meeting Comment Box	James R.	Thornton	Self	PennDOT is approaching Amtrak regarding a 2nd daily train each way Harrisburg- Pittsburgh; more likely NY-Philadelphia- Pittsburgh. Factors: 1) Changing the existing NY- Pittsburgh train schedule. 2) Whether the new trip each way would replace any New York- Philadelphia- Harrisburg trips. 3)EQUIPMENT (cars + locomotives) 4) Crews to operate the train.	Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern

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						<p>My own recommendations: Both new and existing trips should provide morning and afternoon departures from both Pittsburgh and New York. The current train should operate later, and each way be extended to/from <u>Boston</u> allowing an all-day Boston- New York - Philadelphia - Pittsburgh schedule.</p> <p>Erie, PA is served at night time hours by Amtrak's lake shore limited, a long distance train connecting New York and Boston with Albany, Buffalo, Cleveland and Chicago. Time to time comes a proposal to operate separate Boston- Chicago and New York - Chicago trains on this route, in lieu of current Boston and New York train sections operating as one train Albany- Chicago. Such separate trains should operate several hours apart between Albany and Chicago.</p> <p>FACTORS: equipment and operating crews.</p>	<p>to consider additional service.</p> <p>Operations planners at Amtrak will consider equipment, scheduling, and staffing needs, should additional service on the Pennsylvanian and Lake Shore routes be initiated. Your comments will be forwarded to Amtrak for their consideration.</p>
40	9/17/2015	E-mail	Alex	Wallach Hanson	Self	<p>Please add more frequent rail service between Pittsburgh and Harrisburg. Even just 2 or 3 more trains per day would make a big difference in the ease of use and attractiveness of taking Amtrak as opposed to other modes of transportation.</p>	<p>Thank you for your comment.</p> <p>Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.</p>
41	9/17/2015	E-mail	Evalynn	Welling, Esq.	Self	<p>We need more passenger service in Pittsburgh!</p> <p>The lack of public transportation between Pittsburgh and Harrisburg contributes to sluggish development here in the western part of the state. Many times I have been forced to stay overnight to attend a meeting or hearing in Harrisburg because it is not possible to go and return by train on the same day. This makes the decision to travel to Harrisburg difficult both in time and money. Adding service to Harrisburg and to Erie and Cleveland should be a priority in order to spur development in the western part of Pennsylvania.</p>	<p>Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.</p>
42	9/17/2015	E-mail	Michael	Widom	Self	<p>Dear Pennsylvania Rail Planners,</p> <p>As a Pittsburgh resident who frequently travels to Washington DC and to the Philadelphia/New York areas for my job I strongly urge you to make improvements to the rail service through Pittsburgh. At present I always drive because the rail options are at inconvenient times. However, I would greatly prefer to travel by rail in most cases for the greater comfort and the ability to read or work during the trips.</p> <p>I have been following the discussions over increasing rail service in Western Pennsylvania and am disappointed that high speed rail is not</p>	<p>Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.</p>

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						considered likely. However, even low speed rail service would be greatly improved by more frequent service with a choice of departure times during the day.	
43	9/17/2015	Philadelphia Meeting Comment Box	Anonymous		Self	The three longest metro areas without passenger rail in the northeast USA are: Allentown-Bethlehem-Easton; Scranton-Wilkes Barre; Reading. Vermont and Maine have passenger rail. PA should, too. Of these there are major flows from the Lehigh Valley to NYC and from the Poconos/Scranton to NYC. There is also pretty good railroad Reading - Philadelphia.	No response required.
44	9/18/2015	E-mail	Diane	Adams	Self	I just wanted to voice my opinion that Johnstown needs additional passenger rail service. I support the idea of adding a second train. Thank you.	Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.
45	9/18/2015	E-mail	Paul	Hart	Self	Your final product is a waste of time, money, and paper. It requires all residents of Pennsylvania to pay taxes to support improved service to areas that already have it and provides nothing to the rest. Your so-called Vision service proposes passenger trains for Scranton to New York within 20 years. Never mind that PennDOT first proposed Scranton to New York service in 1974, and we have been waiting over 40 years for something to happen. When the 1974 plan was announced, Philadelphia, Harrisburg and Pittsburgh already had rail passenger service. Since the Commonwealth first began providing assistance to rail passenger service In Pennsylvania in 1979, the entire emphasis has been Philadelphia-Harrisburg-Pittsburgh, and almost always to provide additional service. We here in Northeastern Pennsylvania had a chance for service in 1979, but PennDOT wasn't interested in spending money that didn't benefit Philadelphia-Harrisburg-Pittsburgh and other communities along the route. It's time to scrap the plan or amend it by including funds for the so-called "Vision" services. The other improvements, primarily in the Philadelphia area, can be delayed slightly to provide enough money.	<p>Scranton to New York City passenger rail service is listed as a Vision project in the 2015 State Rail Plan because the concept is currently unfunded, and it will require additional study and investment in the coming years if it is to proceed and move from a concept to a viable, funded project.</p> <p>The Open Houses' locations were chosen near the largest existing and potential passenger and freight rail markets in the eastern, western, and central parts of the state and to provide anyone interested an opportunity to attend and provide input on the plan.</p> <p>The opportunity to review the draft State Rail Plan and provide comments and input has been made available to all Pennsylvanians via the plan's</p>

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						Finally a real compliment for the underhanded way you scheduled your three hearings - Philadelphia, Pittsburgh, State College. What about Scranton, Allentown and Erie, among the state's larger cities that were left out. Were you afraid that your unbalanced plan would be challenged in these three communities and you would have difficulty defending it? All of us know the answer to that question.	webpage at: http://www.planthekeystone.com/staterailplan.html .
46	9/18/2015	E-mail	Joyce	Lohr	Self	Johnstown needs to have a second daily train route. Please consider adding a second train when planning your 2015 rail plan	Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.
47	9/18/2015	E-mail	Chris	Sandvig	Pittsburgh Community Reinvestment Group	<p>State rail plan must include more central and western PA passenger service</p> <p>At a September 15 Pennsylvania State Rail Plan update public meeting, we were excited to hear that PennDOT has asked Amtrak to explore the cost of expanding Pennsylvanian service to 2 trains per day. PCRG and our 55 members strongly support expanding Pennsylvanian service and the opportunities it would bring to our region and the state. We are concerned, however, because the Plan's current draft does not reflect these efforts or our need for more trains now – not in 10 years, as the Plan states. Further, 2 more trains would be ideal for the region. Hence, we are writing you in strong support of the inclusion of Pennsylvanian service expansion as a high, near-term priority within the State Rail Plan update.</p> <p>Pittsburgh's location within 500 miles of over half of the nation's population comes with a damaging irony. Our continuing decline of intercity connectivity choices increasingly hinders our economic competitiveness. Direct air service is increasingly inconsistent, unaffordable, and nonexistent between here and Harrisburg. Intercity bus faces similar issues, leaving only expensive auto passage that overburdens PA's highways. Passenger rail is a viable alternative that is also less subject to the price volatilities of other modes – for the operator or the consumer – though current service levels seriously hampers its usability. A 2014 report, On Track to Accessibility, makes clear that adding two trains to the highly efficient Pennsylvanian has practically no downside. Its conservative estimates show a clear return on investment. Ridership would nearly double. It's a fraction of the cost of other alternatives, much more easily implemented, could spur station-area development in</p>	Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.

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						<p>downtown Pittsburgh, Greensburg, Latrobe, and elsewhere, and relieve burden on Pennsylvania’s highways and bridges, and a more affordable choice than driving or flying. Pittsburgh’s Mayor, 35 neighboring municipalities, the Allegheny County Executive, and others agree and previously submitted support letters to former Secretary Schoch. At a time when the world’s eyes are on Pittsburgh, it’s harder than ever for the world to actually get here. Our region, and the other Amtrak communities, need and deserve more resilient transportation choices. We thank Governor Wolf and Secretary Richards for their support, and hope that both make it a top state transportation priority. We urge you to take this first step and request additional Pennsylvanian service, and include it as a top priority in the 2015 State Rail Plan update. Thank you for your time and please feel free to contact us if you have any questions.</p> <p>CC (physical mail): PennDOT Secretary Leslie Richards Attachments: PCRG letter of support to former Secretary Schoch dated December 4, 2014 PA On Track to Accessibility report, 2014</p>	
48	9/20/2015	E-mail	Carol	Ballance	Self	<p>PennDOT State Rail Plan Development Team: We are excited to hear that PennDOT has asked Amtrak to explore the cost of expanding Pennsylvanian service to 2 trains per day. Expanding Pennsylvanian service brings significant community and economic development opportunities to our region and the state. We are concerned, however, because the Plan’s current draft does not reflect these efforts or our need for more trains now – not in 10 years, as the Plan states. Further, 2 more trains would be ideal for the region. Hence, we are writing you in strong support of the inclusion of Pennsylvanian service expansion as a high, near-term priority within the State Rail Plan update.</p> <p>Pittsburgh’s location within 500 miles of over half of the nation’s population comes with a damaging irony. Our continuing decline of intercity connectivity choices increasingly hinders our economic competitiveness. Direct air service is increasingly inconsistent, unaffordable, and nonexistent between here and Harrisburg. Intercity bus faces similar issues, leaving only expensive auto passage that overburdens PA’s highways. Passenger rail is a viable alternative that is also less subject to the price volatilities of other modes – for the operator or the consumer – though current service levels seriously hampers its usability. A 2014 report, On Track to Accessibility, makes clear that adding two trains to the highly efficient Pennsylvanian has practically no downside. Its conservative estimates show a clear return on investment. Ridership would nearly double. It’s a fraction of the cost of other alternatives, much more easily implemented, could spur station-area development in downtown Pittsburgh, Greensburg, Latrobe, and elsewhere, and relieve burden on Pennsylvania’s highways and bridges, and a more affordable</p>	<p>Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.</p>

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						choice than driving or flying. Pittsburgh’s Mayor, 35 neighboring municipalities, the Allegheny County Executive, and others agree and previously submitted support letters to former Secretary Schoch. At a time when the world’s eyes are on Pittsburgh, it’s harder than ever for the world to actually get here. Our region, and the other Amtrak communities, need and deserve more resilient transportation choices. We thank Governor Wolf and Secretary Richards for their support, and hope that both make it a top state transportation priority. We urge you to take this first step and request additional Pennsylvanian service, and include it as a top priority in the 2015 State Rail Plan update. Thank you for your time and please feel free to contact me if you have any questions.	
49	9/20/2015	E-mail	Marlene	Milik	Self	Please expand Amtrak service from Pittsburgh to the east. It would put all of the east coast readily available to all of us and ridership would increase, probably in both directions. Pittsburgh has become a destination place but there almost no direct flights to the city from anywhere. People most commonly drive because flying today is most uncomfortable and expensive. This is a win - win for commerce and for pleasure, taking the burden off the automobile driver, the roads and bridges, and save gasoline. In fact, I would like to see an expansion to the west also. Going to Cleveland and Chicago should have the same positives as the east coast expansion.	Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.
50	9/22/2015	E-mail	Ethan	Imhoff	Self	I recently attended the open house for the PA State Rail Plan in State College and would like to submit the following comments. The Cambria County Planning Commission and Johnstown MPO are in the midst of updating their Long Range Transportation Plan. As a part of the planning process, the Planning Commission recently held public hearings and provided a website for residents to discuss transportation issues within the County. So on behalf of the Cambria County Planning Commission, let me share some of the feedback we’ve heard recently about passenger and freight rail from the residents of Cambria County and the Johnstown MPO. One of the most frequent comments concerns passenger rail. Residents feel, fairly strongly I’d say, the passenger rail needs of Cambria County are not being met. Currently, there is only one passenger train that passes through Johnstown daily in each direction. Due to the current scheduling, It is impossible for someone to take the train from Johnstown to Pittsburgh round trip without an overnight stay. Which leads to the frequent comment that there needs to be more than one train between Pittsburgh and Harrisburg per day. There are fourteen trains between Harrisburg and Philadelphia each day. While it is understood the volume on that line is	Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.

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						much more, and the line itself is owned by Amtrak rather than Norfolk Southern, it seems there is an opportunity now for interested parties to come together and see how just one more daily train could be added between Harrisburg and Pittsburgh. Scheduling the trains so that a day trip is possible between Johnstown and Pittsburgh would be especially useful to residents of Cambria County. It seems everyone is in agreement that if an additional train was added, and/or a day trip to Pittsburgh made possible, ridership on the line would increase significantly. Thank you for consideration of these comments and best of luck with completion of the plan	
51	9/25/2015	E-mail	Robert	Layo	Self	<p>The Greater Johnstown/Cambria County Chamber of Commerce and its Regional Transportation Committee support the Pennsylvania Department of Transportation’s plans for additional investment in rail service.</p> <p>We are particularly interested in and support the department’s plans for additional passenger service through Johnstown. As illustrated in the draft of the 2015 Pennsylvania Rail Service Plan, passenger numbers have increased in recent years. Additional service from Pittsburgh to Harrisburg would be well received by the traveling public especially as it pertains to the business traveler.</p> <p>Recent plant expansions and new ventures related to the Marcellus Shale developments in the Johnstown region have also focused attention on the need for upgrades to the rail lines that service these important job producing entities.</p> <p>The Chamber believes that a safe and affordable passenger and freight service is an important component to the state’s overall transportation infrastructure.</p>	<p>Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.</p> <p>Planned investments on Norfolk Southern's Main Line that runs through Johnstown are noted in Appendices I and J of the Draft 2015 Pennsylvania State Rail Plan.</p> <p>The need to improve freight rail infrastructure in Western and Central Pennsylvania to handle increased freight volumes resulting from higher demand from customers in the gas industry is noted throughout the plan. In response to the state’s flourishing Marcellus Shale natural gas activities, multiple planned investments on Norfolk Southern's Main Line and short line railroads operating in the Johnstown area are listed in Appendices I and J of the Draft Plan. Chapter 2 also notes the need to provide improved rail connections to the Port of Pittsburgh from the surrounding gas extraction areas due to the port’s emergence as an import/export nexus for energy-related companies.</p>

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52	9/25/2015	E-mail	Kristen	Maser Michaels	CONNECT Congress of Neighboring Communities	<p>Please find attached a letter in support of the expansion of service on the Pennsylvanian by the Congress of Neighboring Communities (CONNECT). Contact us anytime with questions or for more information. Thank you for your attention to this matter. [text of attached letter below]ATTN: Leslie Richards, PE; PennDOT Secretary Ref: Amtrak Pennsylvanian service expansion Secretary Richards; On behalf of the 39 member municipalities of the Congress of Neighboring Communities (CONNECT), we write to you today in strong support of the inclusion of the expansion of service of the Pennsylvanian as a high, near-term priority in the Pennsylvania State Rail Plan. At a September 15th public meeting on the State Rail Plan update, we were excited to hear that PennDOT has asked Amtrak to explore the cost of expanding Pennsylvanian service from one to two trains per day. We support the expanded service and the benefits that it would bring to our region and the state. We are concerned, however, because the Plan’s current draft does not consider our need for more trains now – but in 10 years. Pittsburgh is located within 500 miles of over half of the nation’s population, and yet transportation options continue to dwindle. This continuing decline of intercity connectivity choices hinders our economic competitiveness. Direct air service is increasingly inconsistent, unaffordable, and nonexistent between here and Harrisburg. Intercity bus faces similar issues, leaving only expensive auto passage that overburdens our highways. Passenger rail is a viable alternative that is less affected by the price volatilities of other modes, but the current service level seriously hampers its usability. Forty years ago, there were eight daily passenger rail trips between Harrisburg and Pittsburgh, today there is only one. The 2014 report, On Track to Accessibility, makes clear that adding two trains to the highly efficient Pennsylvanian has practically no downside. Conservative estimates show a clear return on investment. Ridership would nearly double, and expanded service is a fraction of the cost of other alternatives; is more easily implemented; could spur station-area development in downtown Pittsburgh, Greensburg, Latrobe, and elsewhere; relieve burden on Pennsylvania’s highways and bridges; and is also a more affordable choice than driving or flying.</p> <p>At a time when Pittsburgh is attracting attention from across the country and globe like never before, actually getting here is becoming more difficult. Our region, as well as the other Amtrak communities, need and deserve more viable transportation choices. We urge you to support this request to increase Pennsylvanian service, and include it as a top priority in the 2015 State Rail Plan update. Thank you for your time and please feel free to contact me if you have any questions.</p>	Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.

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53	9/28/2015	E-mail	**Lawrence	**Malski	Pennsylvania Northeast Regional Railroad Authority Director	<p>Initial technical corrections and additions submitted via Rail Plan Website as our preliminary comments to your Draft State Rail Plan:</p> <p>1. Page 1-21, Section 1.3.5 (top of page) add to end of last sentences: “which date back to 1982.”</p> <p>2. Page 2-50, Add to the end of the first sentence on top of page: “and will also retain its interchange connection to Canadian Pacific”.</p> <p>Initial comments regarding the Vision Passenger Projects listed in Appendix K:</p> <p>We request that the “Commuter Rail Service from Scranton to New York City via Lackawanna Cutoff” listed on Table K-2 on page K-5 be moved to Appendix F: Short-Term Passenger Rail Capital Project Funding Needs (2015-2019) for design and engineering funds and capital and construction costs for the next phase of this project which will bring it into Pennsylvania. The justification for this modification is based on the substantial financial investments that the Commonwealth of Pennsylvania and the Federal Government have already made (over \$10 million) in this project in actual Capital Project Funding thereby transforming this project from a vision project to a project in the construction phase.</p>	<p>**Note: This comment is identical to letter submitted at Open House in State College on 9/16/2015. This comment is signed as Lawrence Malski.</p> <p>The identified corrections will be made in the final 2015 State Rail Plan.</p> <p>The potential commuter rail project in question is listed on the Vision list because it has no secured funding source and thus no timeline for implementation. Since the concept is currently unfunded (and not included on the State Transportation Improvement Program (STIP), it will require additional study and investment in the coming years to move from a concept to a viable project. The reason this project has been designed as a "vision" project is due to a lack of funding. The designation of "short-term" requires that a project be fully funded. Should the project advance and funding is identified in the future, its status will be acknowledged in subsequent updates to this 2015 Pennsylvania State Rail Plan.</p>
54	9/29/2015	E-mail	Matthew	Misurda	Self	<p>Rail service to and from Johnstown is absolutely unacceptable! We have a beautiful train station now assembling funds to make it a multiple use venue. It should also serve as the hub of numerous trains taking people to and from Johnstown on a regular basis seven days a week at convenient times to Pittsburgh and Harrisburg and Philadelphia for business and entertainment, not to mention special events like family celebrations and times of family illness and passing.</p> <p>Johnstown deserves to be treated as the region it is--a Greater Johnstown area of around 80,000 people and we deserve better transportation, not only rail but by air and highways. We deserve more shopping and dining. We need to start the transformation into a bustling hub for education, healthcare, recreation, innovative technology, and much more. Please do your part by using our tax dollars to provide Johnstown with adequate rail service.</p> <p>Thank you.</p>	<p>Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.</p>

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55	9/29/2015	E-mail	Rosemary	Pawlowski	Self	<p>Johnstown would be so grateful and excited to more service to and from Pittsburgh! There are a host of people who would support additional trips to Pittsburgh, such as</p> <ul style="list-style-type: none">• students going back and forth to any number of schools on either end• those visiting doctors or traveling for out-patient procedure• those who wish to visit museums, go to concerts, enjoy a dining experience, go to sporting events, attend conventions and trade shows• those who happily give up the hassle of driving through uncharted territory, traffic delays, and finding parking• those who appreciate the comfort of a seat on a train, taking in the delights of the mountains and by- ways of SW PA• those looking for an affordable and reliable mode of travel• those who feel good contributing to a decrease of fuel emissions on the highways <p>Please make full use of any of these thoughts. I feel confident you have the needs of the citizens in your best interests.</p>	<p>Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.</p>
56	9/29/2015	E-mail	Jephrey	Rebert	York County Planning Commission	<p>Editorial Comments</p> <ul style="list-style-type: none">* Page 2-38 - “Other freight lines” are missing from the rail network in Figure 2-19.* Page 2-39 - According to the information addressed in the plan, three, not four, Class One railroad companies operate within Pennsylvania.* Page 2-122 - The number, “ . . . 700,00 . . . ,” should be changed to “700,000.”* Appendix B, Table B-2 - Our projections for York County’s population in 2020 and 2040 are 484,909 and 573,797, respectively. <p>Substantive Comments</p> <ul style="list-style-type: none">* Page 2-67 - Another tourist railroad operating in PA is “Steam into History,” based out of New Freedom, PA. Robert Gotwols is the president of this operation.* Page 2-121 - What is the status of the state legislation which mandated the use of stop signs for roadway approaches to uncontrolled railroad crossings?* Page 2-134 - Should rail congestion thresholds be established either by the Department or FRA by railroad class, or by the railroad company itself?* Page 2-149 - Criteria employed to evaluate railroad bottlenecks should be discussed here.* Page 2-155 - Does the FRA system of ten (10) classes of rail track (i.e., “Excepted” through “Class 9”) apply to the assessment of “physical rail characteristics?” If not, should this Plan at least identify the distinction between freight rail classes and these rail track classes. A discussion of the track classification system could be provide as another Plan appendix.* Page 2 -159 - The text states that PennDOT has developed resource handbooks that can help local officials in the land use decision processes.	<p>Comments concerning pages 2-38, 2-39, 2-67, 2-122, 2-159, and Appendix B have been noted and the appropriate corrections and additions have been completed.</p> <p>Concerning rail congestion thresholds, industry standard thresholds or measures used to assess rail congestion do not exist. Decisions concerning investments to relieve congested rail segments are left to the discretion of private freight rail companies and, in the case of publicly owned passenger rail segments, to transit agencies and Amtrak.</p> <p>The current version of the Manual of Uniform Traffic Control Devices (MUTCD) mandates YIELD signs at all passive crossings, with STOP signs as a suitable alternative after an engineering study has been conducted. Compliance date is December 31, 2019.</p> <p>Concerning rail congestion thresholds, industry standard thresholds or measures used to assess rail congestion do not exist. Decisions concerning investments to relieve congested rail segments are left to the discretion of private freight rail companies and, in the case of publicly owned passenger rail segments, to transit agencies and</p>

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						One or two examples of these reports should be provided here. * Page 2-159 - The role of the MPO as a player in the land use decision-making process should be addressed here, as well. * Page 2-160 - The creation and/or promotion of regional goods movement (e.g., rail and truck transportation) coalitions should be another policy need for the Commonwealth. * General - Should the rail plan address National homeland security issues? Should it also touch upon the transport of military ordnance (if applicable)?	Amtrak. In the draft 2015 Pennsylvania State Rail Plan, the term "bottleneck" is used to indicate a single-track segment of the rail network that can or does cause rail congestion. No. The term "physical rail characteristics" is used to refer to attributes of the physical rail network; these attributes do not directly correlate with specific FRA rail track classes. Security issues are discussed in Section 2.1.6 of the draft 2015 Pennsylvania State Rail Plan, including the identification of the roles of the Department of Homeland Security, the Transportation Security Administration, and the Pipeline and Hazardous Materials Safety Administration.
57	9/29/2015	E-mail	Billie	Whorl	Self	Please consider more rail service in and out of Johnstown. Our trains are always full of riders and we would certainly utilize a busier rail system here in Johnstown! Thanks for the consideration.	Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.
58	9/30/2015	E-mail	Dr. Bruce	Duke, III	Self	I am in favor of adding an additional train stop in Johnstown, PA. I am a retired physician who uses the train to connect to New York City occasionally and would also consider its use to Pittsburgh or Philadelphia with additional time slots available.	Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.

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59	9/30/2015	E-mail	Toni	Lamm	Self	We are needing a additional service for customers traveling to Pittsburgh to and from Pittsburgh	Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.
60	9/30/2015	E-mail	Jennine	McMillan	Self	<p>I am a resident of Johnstown, Pennsylvania and am writing to share my thoughts on how an additional train going through Johnstown every day could benefit our community.</p> <p>Currently, the train service leaves Johnstown at 9:04 a.m. every morning heading East towards Altoona, Tyrone, Huntingdon and eventually Harrisburg. It comes back through Johnstown at 6pm in the evening heading to Pittsburgh by 8pm. An additional route heading West towards Pittsburgh in the morning and back East to Johnstown in the evening would be extremely beneficial to the community for many reasons. Our town has the potential to become a bedroom community of Pittsburgh. Many people would be interested in working in Pittsburgh and living in Johnstown, however the drive by car with traffic currently prohibits the potential of that happening. The ability to work in Pittsburgh and live in Johnstown is appealing to many individuals due to the low cost of living in the Johnstown area compared to that of Pittsburgh. If an additional route was added in the morning to Pittsburgh and back to Johnstown in the evening, many individuals would be able to live in Johnstown and work in Pittsburgh.</p> <p>In addition, many residents would love to take day trips into Pittsburgh to shop, eat and catch a football or baseball game, but again, would not be able to do that with the current train schedule unless they would leave at 6pm the day before and spend the night in the city. If promoted correctly, the potential for individuals to utilize an additional train route West for day trips would be extremely well received by the residents in the community.</p>	Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.
61	9/30/2015	E-mail	Marisa	Nelson	Self	I have grown up loving and utilizing train services. I have taken train trips to Harrisburg, Philadelphia, and even the whole way down to North Carolina. I want to plan a cross-country train trip for my very first trek to the West Coast. My sister and her college roommate were able to spend time together before their freshmen year at college because they could take the train between their homes. My brother, who has mental limitations, uses the train to visit me in Johnstown and to visit our dad in New Jersey. He cannot drive, which makes the train a perfect fit.	Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.

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						<p>Unfortunately, the options for arrival and departure in and out of the city of Johnstown are lacking. My brother has only one time that he can leave Harrisburg to come visit which is inconvenient for my mother who has to leave work to take him to the station. When he takes the train home, I have to leave work or go in late in order to take him to the station. If I wanted to take the train to Pittsburgh 'for the day' I have to leave at 6pm the night before and book a hotel room. When my boss's daughter wants to come home from her college in Pittsburgh she has to leave at 7:30 a.m.--no exceptions.</p> <p>This schedule has to be inconvenient for tourists who want to come to Johnstown as well. The city of Johnstown has some pretty amazing events! We just celebrated the honor of being named Kraft Hockeyville, USA during a live telecast of a Penguins vs. Lightning game at the Johnstown War Memorial Arena yesterday. This summer we hosted large events such as the Flood City Music Festival and Thunder in the Valley, both very well-attended by out-of-town audiences. The Johnstown area is home to Slavic Festivals, EthnicFest, Brews and Blues in the Valley, and events at our War Memorial Arena such as: ZZ Top, Long Island Medium, and ice skating shows. We have a beautiful sports stadium downtown that can host baseball and football events and we're home to the AAABA Baseball tournament every year. Coming up, we have the Allegheny X-Fest which features everything our region has to offer in terms of outdoor activities and adventure. Imagine how large these events could grow if we could add just one extra stop at the train station in Johnstown!</p> <p>That being said, we won't be able to handle extra flow without upgrades to our station. Most of the station is closed off, with a waiting area of only a few benches in a long hallway that's been in the middle of a renovation for a very long time. The parking lot is small and needs re-paved. The station is nowhere close to being welcoming and inviting and is truly a poor representation of our city. More traffic would mean more urgency in re-building our train station as a valuable asset to our community.</p> <p>The city of Johnstown has been working with Carnegie Mellon's Remaking Cities Institute to create a strategic vision that we're calling Vision 2025. The vision stands to direct our city into a new stage of development that allows for growth of economy, ecological resources and cultural stability by utilizing the amazing assets we already have--one of them being transit options!</p> <p>You're all the experts, and you know the economic impact that convenient and quality transit systems have on communities like Johnstown. Help us grow!</p>	

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						My name is Marisa Nelson. I'm a resident of Windber, PA and work in downtown Johnstown, PA. Thank you for considering my thoughts as you move forward with improving our state's rail system!	
62	9/30/2015	E-mail	Marcia	Polonkey	Self	Johnstown is a sleepy little community nestled between the mountains. A more efficient rail service, increased trips/stops would be a great benefit to the east and west of our great community. Please consider increased rail service to our area.	Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.
63	9/30/2015	E-mail	Kayla	Puchko-Stephenson	Self	We would love to improve the rail system in Johnstown, having more frequent passenger train times available would be wonderful and so much more convenient.	Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.
64	9/30/2015	E-mail	Anne	Robb	Self	Although no Western Pennsylvania passenger rail projects were presented at the recent State Rail Plan meeting, PennDOT has asked Amtrak to provide information about costs, equipment availability etc. required to add a second train to Pittsburgh. Indeed, I feel that it is vital that such information be used to substantially institute increased Amtrak service on the Pittsburgh-Harrisburg route in the immediate future. In fact, more than a dozen individuals and organizations with a vital stake in the prosperity of the Western Pennsylvania region have officially endorsed increased service on the Pennsylvanian. In addition to more than a dozen letters from business groups such as the Greater Pittsburgh Hotel Association, County Executive Rich Fitzgerald and Pittsburgh Mayor Bill Peduto have consistently cited the benefits to the region of at least one additional train and preferably two. Moreover, Mr. Peduto has stated that two more trains would undoubtedly help to “increase [Pittsburgh’s] connectivity.” I am certain that enhanced passenger rail service from Pittsburgh is no longer a matter to be “studied” and then delayed. The region has suffered from a transportation decline over the past five decades as passenger rail, bus, and airline options have been decreased. In fact, sparsely populated communities in Western Pennsylvania—especially a fair number of towns with limited bus service and no airline accessibility—are often totally dependent on Amtrak, which has the additional advantage of greater accommodation for the needs of disabled and elderly residents. Even with the limited service now available, the Pennsylvanian has met high standards for amenities such as on-time reliability, seating comfort,	Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.

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						restrooms, food service, and even the leisure to enjoy the beauty of the landscape; and it has grown significantly in ridership and customer ratings. With only one train a day, however, it has not been able to meet its potential, either economically in terms of profitability, or convenience in terms of frequency of service.As a regular passenger on the Pennsylvanian between Pittsburgh and New York, I am well aware of the train’s merits, especially in contrast to other surface transportation, namely bus or auto. Of course I would like to see many others share in the superiority and rewards of the Amtrak experience.I also understand the issues confronting Amtrak with Norfolk and Southern for potential times and space for additional passenger service on the track owned by NS. However, it is my understanding that the freight line has reached agreements with other states, notably Virginia, to increase passenger service over track used by their trains. Certainly, based on these other agreements and the urgent needs of our region and residents, I feel that PennDot can negotiate with NS to increase service to Pittsburgh and the other towns west of Harrisburg.Thank you very much for considering my comments.	
65	9/30/2015	E-mail	Barbara	Rosenberg	Self	I have often traveled between Johnstown and Newark/New York. It would be a great improvement if another train were added to the schedule. My husband and I are traveling from Johnstown to New York on November 3.	Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.
66	10/1/2015	E-mail	Sara	Barron	Self	I would like to see improvements as suggested in the Keystone West study. Very little in the passenger portions of this report seem to overlap with that study? The current train schedule in W PA seems designed to be completely useless to commuters between Pittsburgh, Johnstown & Altoona. If one could do a round trip between Pittsburgh and Altoona with a layover of 4-6 hours; one could make medical appointments; visit an attorney, state or federal courts and offices; or visit educational and cultural destinations.	Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.

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67	10/1/2015	E-mail	Steve	Burgess	Self	Hi, I would love to have a train that could take us to Pittsburgh early morning and have a returning train later that night after supper. We could spend the day (or two) enjoying the city and vice versa for Pittsburgh residents to come enjoy the day here in Johnstown as well. The current schedule makes this trip an impossibility. Please consider making this logical regional route a reality. Thank-you!	Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.
68	10/2/2015	E-mail	U.S. Rep. Matt Cartwright		PA-17 U.S. House	October 2, 2015	Due to the substantial state of good repair, existing system and station improvements, and safety focused projects, the expansion projects reflect an overall smaller percentage of the overall Rail Plan, yet a fair distribution based on existing needs.
			Senator Bob Casey, Jr		United States Senate	The Honorable Leslie Richards, Secretary Pennsylvania Department of Transportation 400 North Street, 8th Floor Harrisburg, PA 17120	
			Senator John Blake		PA-22 Senate	Dear Secretary Richards:	
			Senator Mario Scavello		PA-40 Senate	Please accept these formal comments as requested and required by your team regarding the draft 2015 Pennsylvania State Rail Plan.	
			Rep. Mike Carroll		PA-118 House	We have reviewed the entire draft and desire to point out that while it provides a thorough commitment to commuter rail to the lower one-third of the Commonwealth it completely excludes the rest of Pennsylvania, including northeastern Pennsylvania, a former national rail hub. Our region is currently engaged in a serious effort to restore commuter rail service by connecting to the rail transit system of New Jersey.	
			Rep. Frank Farina		PA-112 House		
			Rep. Marty Flynn		PA-113 House		
			Rep. Aaron Kaufer		PA-120 House	The draft State Rail Plan devotes only 2% of the Commonwealth's next 5-year rail passenger funding on commuter rail expansion projects and, again, none of the projects are outside of the lower third of the Commonwealth. With respect to passenger rail spending, the draft plan does not appear adequately to take into account the federal requirement, as stated on Pages 1-16 of the draft plan and originating from Federal Section 22101, which mandates that states provide for a "fair distribution of resources" in their 5-Year Plans.	
			Rep. Dave Parker		PA-115 House		
			Rep Eddie Day Pashinski		PA-121 House	This is in large part due to the fact that the Lackawanna Cut-Off restoration initiative, as it is sometimes called, is unique in several ways. Passenger trains travelled this route regularly in the early 20th Century. While 28 miles of track in New Jersey were unfortunately removed, the right of way is still there, and New Jersey Transit is in possession of the former track bed and is, as referenced above, developing it for re-use. The	
			Rep. Jack Rader		PA-176 House		

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			Mayor Bill Courtright		City of Scranton	Delaware River Viaduct rail bridge also still stands and is owned by the Pennsylvania Northeast Regional Railroad Authority, which additionally owns in-use track in between Delaware Water Gap and Scranton. In other words, the general route of this project is all but set.	
			Bob Hay		Chairman PNRRA		
			Larry Malski		Director PNRRA	The need for the project from a traffic perspective is equally apparent. Over the last couple of decades, commuter car traffic from northeastern Pennsylvania to northern New Jersey has steadily increased, and there is no end in sight to this climb. Tens of thousands of people commute east from Monroe and surrounding Pennsylvania counties each day, and I-80's congestion is predicted to get worse with the widening of the Panama Canal, population growth in northeastern Pennsylvania, and increases in population and job opportunities in Northern New Jersey and the balance of metro New York City.	
			Bob Durkin		Director Scranton Chamber		
			Bob Phillips		Director Pocono Chamber	When considered, our project clearly fits the criteria and goals laid out in your draft plan, namely to develop an integrated commuter rail system in the Commonwealth that meets the needs of residents and businesses, enhances quality of life, supports personal safety and security, and supports energy efficiency and environmental sustainability. On this latter point, the project would reduce energy usage and improve air quality through lower emissions by creating a more equitable balance between our rail and highway modes of transportation. It would also encourage compatible land uses and smart growth in steadily developing Pennsylvania counties that are closest to our nation's largest metropolitan area. As a final point, the project has the strong support of local, state and federal representatives; the business community; and the general public in northeastern Pennsylvania, as evidenced by this letter and the coalition behind it.	
						The above-outlined attributes, in particular the consummated public investment and environmental and preliminary engineering approvals, should immediately lift this project from the "Vision" category to the design stage of the 5 Year Plan. In fact, based on the justifications in this letter, we respectfully request that Phase I of the northeastern Pennsylvania commuter rail project be listed in the 2015-2019 category of projects to begin to receive design and engineering funding under the 5 Year Plan. We also request that Commonwealth form a NEPA to NYC Commuter Rail Corridor Committee similar to the one that is proposed for the Keystone Corridor passenger service between Philadelphia and Harrisburg so that we can collectively start meeting the goals of expanding a balanced rail passenger system in our great Commonwealth.	The potential commuter rail project in question is listed on the Vision list because it has no secured funding source and thus no timeline for implementation. Since the concept is currently unfunded (and not included on the State Transportation Improvement Program (STIP), it will require additional study and investment in the coming years to move from a concept to a viable project. The reason this project has been designed as a "vision" project is due to a lack of funding. The designation of "short-term" requires that a project be fully funded. Should the project advance and funding is identified in the future, its status will

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						We thank you for your consideration/reconsideration, and we look forward to working with you on this important project.	be acknowledged in subsequent updates to this 2015 Pennsylvania State Rail Plan.
69	10/1/2015	E-mail	George	Fattman	Self	An entrepreneur sitting next to me at the Hockeyville game called up a message about the need for more train service to and from Johnstown. He said, “See, this is what I have been saying.” I tutor an immigrant who needs to go to Pittsburgh for job interviews. There is no morning train service. Friends drive from Somerset to take the train from Johnstown. Taking the train is a wonderful experience, certainly more convenient and pleasant than flying, especially from Johnstown. Another train and good promotion will really help this region. Good luck with your research and deliberation.	Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.
70	10/1/2015	E-mail	Jason	Kaplitiz	Self	I took the Train from Johnstown to New York City in June. It was my first Train trip ever! The female attendant at the Johnstown Station went out of her way to help me book my trip. She is an Ambassador for Amtrak! I’m sure her help made my trip more enjoyable. The physical condition of the station in Johnstown is Sad. It is run down and in poor condition and does not present any positives. No services, bad restrooms! If you were arriving in Johnstown on the train for the first time it would almost be Scary! Our trip on the train was very nice. We booked Business Class and were very happy with that choice. Power for my laptop and WiFi for the whole trip allowed me to work for as long as I needed and to entertain myself the rest of the way. The stop in Philadelphia on the way back didn’t have an exact layover time making the dash up into the station to pick up a snack a bit nerve racking! There should always be a minimum time allotted to use the services available. I have told many about our train ride and most say something to the effect that they never consider taking the train from Johnstown. Which tells me	The Johnstown Station is privately owned by the Johnstown Area Historical Association. However, Amtrak is currently in the process of designing and initiating construction for improvements within and surrounding the station to improve ADA access. PennDOT will forward your comments regarding layovers to Amtrak for consideration.

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Comment	Date Comment Received	Type of Comment	First Name	Last Name	Representing	Comment (Verbatim)	Comment Response
						they aren't aware of the service or know how to incorporate the train into their travel plans. Perhaps more advertising in the Johnstown area would help.	
71	10/1/2015	E-mail	Ian	Miller	Self	We need daily, round trip service to Greensburg and Pittsburgh from Johnstown. The present Broadway Limited route is inadequate for what could be an economic engine for the southwestern Pennsylvania region, making both Greensburg and Johnstown de facto "bedroom communities" of Pittsburgh by making jobs and recreational activities available for thousands of residents who otherwise would be stranded.	Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.
72	10/1/2015	E-mail	Leigh	Miller	Self	As a frequent train traveler between Johnstown and Philadelphia, I would like to comment on changes to the current schedule. It would be wonderful to have more than one daily option. There have been times that our family has not been able to travel by train because the once-daily times just are not convenient or financially smart since hotel stays would be involved. Additionally, travel between Johnstown and Pittsburgh has the same constraints -- it is not possible to arrive in Pittsburgh for any evening event. It would be nice to have this option.	Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.
73	10/1/2015	E-mail	John C.	Rafferty Jr.	44th District, Senate of Pennsylvania	<p>The Honorable Leslie S. Richards, Secretary Pennsylvania Department of Transportation Commonwealth Keystone Building 400 North Street, 8th Floor Harrisburg, PA 17120 Dear Secretary Richards:</p> <p>I am writing to provide feedback on Pennsylvania's State Rail Plan (SRP) which is an integral planning component to the Commonwealth's diverse and robust rail system that provides essential connections for people and goods.</p> <p>I want to thank the Pennsylvania Department of Transportation (PennDOT) For keeping me apprised of the development of the SRP and making it transparent for the various stakeholders of the rail system. Not only did Nolan Ritchie from my staff participate in the SRP meeting for stakeholders, but I also reminded the railroads to provide their projects to PennDOT and I notified Members of the Senate of the SRP's public comment period.</p>	

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Comment	Date Comment Received	Type of Comment	First Name	Last Name	Representing	Comment (Verbatim)	Comment Response
						<p>Listed below are notable points to consider moving forward with finalizing the SRP:</p> <ul style="list-style-type: none">• Explicitly add Public-Private Partnerships as another funding source at the state level in the Executive Summary since it is highlighted on page 103 of the draft report.• SEPTA is planning for expanded commuter rail systems in the Philadelphia region (i.e.connection via King of Prussia) which was not highlighted in “Looking Beyond 2040”. <p>Again, thank you for the opportunity for allowing us to review and provide comment on the SRP.</p> <p>I look forward to seeing the final product upon completion. Please do not hesitate to contact my Office if you have any questions.</p> <p>Very truly yours, John C. Rafferty Jr.</p>	<p>Public-Private Partnerships have been referenced in the Executive Summary, as well as in the overall document.</p> <p>Several potential expansions of SEPTA's commuter rail system are included in the Visions Projects section of the draft 2015 Pennsylvania State Rail Plan. However, the potential extension of the Norristown High Speed Rail (NHSR) line to King of Prussia mentioned is under the purview of the Federal Transit Administration, not the Federal Railroad Administration (FRA). This distinction is made because an extension of the NHSR line will not share tracks with freight rail service (as Amtrak and SEPTA’s Regional Rail lines do). It is also the reason NJ Transit service to Philadelphia and the Port Authority of Allegheny County’s light rail system (“The T”) were not included in this 2015 Pennsylvania SRP.</p>
74	10/1/2015	E-mail	Scott	Turer	Three Rivers Marine & Rail Terminals	<p>Dear Secretary Richards:</p> <p>A strong economy requires affordable, effective and efficient transportation systems and I commend you and your Department's efforts in drafting the 2015 Pennsylvania State Rail Plan. This Document recognizes the important role that rail has in our transportation network and aims to provide both a vision and a guide for future passenger and freight rail development necessary to keep Pennsylvania competitive in the global economy.</p> <p>Three Rivers Marine & Rail Terminals, LLC is a full service intermodal transloading terminal with locations in Monessan, PA, Glassport , PA and LaBelle, PA along the Monongahela River. We move a number of commodities including aggregate, coal and salt throughout our region by rail, truck and barge for our customers, including, indirectly, PennDOT and local municipalities. In addition, we offer value added packaging and storage services as well as truck brokerage for local deliveries.</p> <p>While I was unable to attend your Rail Plan public meeting in Pittsburgh earlier this month, I did have the opportunity to review the plan online in its entirety. Please find attached my comments and suggestions related to the draft plan.</p> <p>Transportation and logistics are the drivers of economic activity and industrial expansion. Rail is a cost effective way to move bulk products in</p>	

Comment	Date Comment Received	Type of Comment	First Name	Last Name	Representing	Comment (Verbatim)	Comment Response
						<p>a green way. Thank you for leading the effort in bringing forth a cost new Rail Plan and for the opportunity to present these comments as part of the public comment period. I greatly appreciate your review of them. I would be glad to discuss these comments in greater detail and can be reached at 724-489-4100 or sturer@trmrt.com.</p> <p>Three Rivers Marine & Rail Terminals operates three multimodal terminals located in Allegheny, Westmoreland and Fayette Counties along the Monongahela River. Three Rivers employs 60 professionals to help customers with transportation solutions including the movement of freight by rail with our direct connections with CSX and the Wheeling & Lake Erie Railroads and within our own industrial sidetracks.</p> <p>With rail being a pivotal part of our business, I reviewed, with interest, the draft of the 2015 Pennsylvania State Rail Plan and offer the following comments and suggestions for sections related to freight rail.</p> <p><u>Section 1.3.1 State Agencies</u></p> <p>1. Three Rivers has worked with the Bureau of Rail Freight, Ports and Waterways on public/private financed rail projects and commends the work and professionalism of the Bureau</p> <p>2. Is the Rail Freight Advisory Committee still active? the latest annual report on the PennDOT RFAC website is from 2012 and the Membership List has not been updated since July 2013. Would strongly encourage the continued involvement of the RFAC in planning the future of the freight rail network here in Pennsylvania.</p> <p><u>Section 2.1.1.2 Freight Rail Network Inventory</u></p> <p>1. CSX Transportation Section. Page 2-41 - 2-43. Draft plan states that "CSX also serves port terminals including the Tioga Marine Terminal in South Philadelphia and the South Philadelphia Port Complex." I suggest this definition of CSX's rail network needs to be expanded to include that CSX also serves the Port of Pittsburgh including privately owned terminals like Three Rivers Marine & Rail Terminals.</p> <p>2. Wheeling & Lake Erie Railway (WLE). Page 2-47. Suggest adding W&Le also serves intermodal terminals within the Port of Pittsburgh including privately owned terminals like Three Rivers Marine & Rail Terminals.</p> <p>3. In addition to listing Class II Railroads serving Pennsylvania (Page 2-48), I suggest that the final report should also include a specific section and listing of Industrial Sidetracks in Pennsylvania including privately owned terminals like Three Rivers Marine & Rail Terminals.</p>	<p>1. No response required.</p> <p>2. While the RFAC has not recently met, the Committee still exists</p> <p><u>Section 2.1.1.2 Freight Rail Network Inventory</u></p> <p>1. The following addition will be made in the final 2015 State Rail Plan: "CSX also serves the Port of Pittsburgh including privately owned terminals like Three Rivers Marine & Rail Terminals."</p> <p>2. The following addition will be made in the final 2015 State Rail Plan: "W&LE also serves intermodal terminals within the Port of Pittsburgh including privately owned terminals like Three Rivers Marine & Rail Terminals."</p> <p>3. While listing all industrial sidetracks in Pennsylvania, including privately owned terminals, would be informative, that level of detail is beyond the scope outlined by FRA for the State Rail Plan.</p>

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						<p><u>Section 2.1.1.3 Freight Traffic Profile</u></p> <p>1. With the creation of the Multimodal Transportation Fund as part of Act 89, and the additional focus on multimodal, I suggest that the section for Intermodal Freight Flows on pages 2-62 - 2-63 needs to be greatly enhanced. While this draft plan is about improving Rail, it should also highlight and promote the benefits we have in Pennsylvania in shipping multimodal and reflect the Commonwealth's recent emphasis on multimodal. three Rivers Marine & Rail Terminals is a true intermodal terminal with direct access to the interstate highway system, inland river system and two railroads and is a prime example of Pennsylvania's strength in intermodal transportation services.</p> <p><u>Section 2.1.2.1 Seaports</u></p> <p>1. On page 2-74, for the Port of Pittsburgh, should PennDOT, with all of its resources, be using and citing Wikipedia as a source for the photo and/or information in this section as part of this Rail/Plan? Three Rivers and the Port of Pittsburgh would be good sources for pictures and information.</p> <p>2. On page 2-75, the draft states that the Port of Pittsburgh Commission "owns an abundant amount of riverfront real estate that is available for redevelopment." this is incorrect. The Port of Pittsburgh doesn't own real estate or operate terminals. All terminals in the Port of Pittsburgh are privately owned and managed.</p> <p>3. On page 2-75, the draft states that "The Port of Pittsburgh supports over 200 river terminals and barge industry service suppliers, which include both private and public terminals." I believe that this is incorrect. There are not any public terminals.</p> <p>4. On page 2-75, I suggest adding coal and aggregates to the list in the industrial commerce sentence.</p> <p>5. On page 2-75, under Rail Connections, I suggest adding that there are many private terminals that are industrial sidetracks</p> <p><u>Section 4.3.3 Southwest Corridor</u></p> <p>1. This section neglects to mention terminals along this corridor. I suggest such terminals be included in this section.</p>	<p><u>Section 2.1.1.3 Freight Traffic Profile</u></p> <p>1. Section 2.1.2 of the State Rail Plan acknowledges that intermodal facilities are an integral part of the Pennsylvania transportation network and play a key role in moving people and goods into, out of, and throughout the state. The section offers detailed information on multimodal facilities across the state and many benefits they offer. Additional tables with freight commodity flows data can be found in Appendix A.</p> <p><u>Section 2.1.2.1 Seaports</u></p> <p>1. The photos in this and other sections have been replaced with photos from official sources, including PennDOT and freight operators.</p> <p>2. Edit will be made to state "...has an abundant amount of riverfront real estate available for redevelopment around its site."</p> <p>3. Edit will be made state: "The Port of Pittsburgh supports over 200 river terminals and barge industry service suppliers."</p> <p>4. The existing sentence will be modified in the final 2015 State Rail Plan to include coal and aggregates and will read: "Industrial commerce within the port includes business concerning lumber, ores and metals, scrapping, coal and aggregates, bulking and packaging, and handling of various liquids and energy producing goods."</p> <p>5. The existing sentence will be modified in the final 2015 State Rail Plan to state: "In addition, many private terminals that are industrial sidetracks provide connection to the port."</p> <p><u>Section 4.3.3 Southwest Corridor</u></p> <p>1. Section 4.3.3 focuses on summarizing the identified major freight rail projects along the Southwest Corridor rather than description of existing freight facilities, including intermodal transloading terminals.</p>

75	10/1/2015	E-mail	Elijah	Yearick	Harrisburg Area Transportation Study (HATS)	<p>Enclosed please find HATS staff comments for the 2015 Rail Plan. Thank you for the opportunity to review this document.</p> <p>HATS Staff Comments RE: 2040 State Rail Plan</p> <p>Thank you for the opportunity to comment on this plan. In general the plan is well done and is a very informative look at the condition and future of Pennsylvania’s rail system. HATS staff would like to offer the following comments for your consideration:</p> <p>HATS is grateful for the mention of the Corridor ONE commuter rail system as a vision project. While there has been little progress towards this project recently, it remains a high, albeit difficult to fund, priority for the region.</p> <p>Goal 8 - 2. Garner support and cooperation for rail operations through metropolitan planning organizations, rural planning organizations, and regional/local governments. – This is a commendable goal, however support and cooperation would likely come easier if rail operators played an active role in the MPO/RPO process.</p> <p>Page 1-20: Franklin County was designated an MPO in March 2013: http://www.franklincountypa.gov/index.php?section=planning_fcmpo</p> <p>Table 2-7: Planned Improvements at Amtrak Stations – Ardmore and Mount Joy Timeline notes that construction is expected to begin in 2015. Since the year is nearly complete, should this be updated?</p> <p>Page 2 – 39 – Class I Railroads – The text notes that there are four Class I railroads operating in PA, but further discussion only details NS, CSX, and CN.</p> <p>Figure 2-23 – Does not reflect the corridors discussed in the narrative. This should be reconciled. A separate discussion of the Crescent Corridor may be warranted.</p> <p>Table 2-22 Pennsylvania Rail Trail Projects: There are three in our region that are not on this list:</p> <ul style="list-style-type: none">• Lykens Valley Rail Trail: 9.2 Miles in three disconnected sections, Dauphin County• Cumberland Valley Rail Trail: 10.9 Miles, Cumberland County• Stony Valley Railroad Grade: 21.5 Miles – Dauphin & Schuylkill Counties <p>All distances are via the Rail-to-Trail Conservancy’s Trail Link Program</p> <p>Page 2-78 – Future Plans for HIA – The footnotes in this and the about the airport section are one off from the notes themselves. Also, as a PennDOT document I believe it is safe to simply say that the Amtrak Station will be moved adjacent to the airport and PSU Harrisburg. It is currently listed on our Transit TIP and design work is in the initial stages.</p> <p>Page 2-80 – Rutherford Yard – The third quarter is officially over. Should this passage be updated?</p> <p>Page 2-128 – Figure 2-45 – Since this map shows actual change, it should not be labeled projected. At second glance, are these maps identical?</p> <p>Page 4-7 – Crescent Corridor Improvements – the text notes that the Rutherford Yard expansion should be updated in mid-2015. This passage should be edited to reflect current conditions.</p>	<p>No response required.</p> <p>Page 1-20: Franklin County will be added to the list of MPOs.</p> <p>Table 2-7: This information received from Amtrak is still accurate at the time of writing.</p> <p>Page 2–39 – Class I Railroads – CP will be deleted from text.</p> <p>Figure 2-23 – Text on pages 2-45 and 2-46 will be modified to reflect and describe the corridors shown in Figure.</p> <p>Table 2-22 Three Pennsylvania Rail Trail Projects will be added to the list:</p> <ul style="list-style-type: none">• <i>Lykens Valley Rail Trail:</i> 9.2 Miles in three disconnected sections, Dauphin County• <i>Cumberland Valley Rail Trail:</i> 10.9 Miles, Cumberland County• <i>Stony Valley Railroad Grade:</i> 21.5 Miles – Dauphin & Schuylkill Counties <p>Page 2-78 – Future Plans for HIA – The footnotes in Section 2.1.2 will be updated accordingly. In addition, text regarding the station will be updated to state that "a new Amtrak station will be constructed in Middletown."</p> <p>Page 2-80 – Rutherford Yard – text about expansion timeline will be edited to state: "to be completed in 2015."</p> <p>Page 2-128 – Legend on Figures 2-45 and 2-46 will be modified to "Population Growth Rate" and the data on the J83two maps will be validated.</p> <p>Page 4-7 – Crescent Corridor Improvements – text about Rutherford Yard expansion implementation will be edited to state "in 2015" rather than "in mid-2015."</p>
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76	10/2/2015	E-mail	Linda	Gwinn	Self	<p>I take the train from Johnstown occasionally. I would use the train between Johnstown and Philadelphia much more regularly if I had more options. Currently there is only one train from Johnstown east and one train from Philadelphia west to Johnstown.</p> <p>I have heard that there a plan to get new high speed rails.....in my lifetime, and under the current economic climate, I, nor many people who would like to travel by train more, will NEVER see that!</p> <p>Please just add more trains going from Pittsburgh to Philadelphia.</p>	<p>Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.</p>
77	10/2/2015	E-mail	J Howard	Harding	Self	<p>The Draft 2015 Pennsylvania State Rail Plan, while somewhat better than its predecessor, continues to pathetically under-value rail passenger service for Pennsylvania.</p> <p>Citing the state's relatively low population density west of Harrisburg falsely magnifies the importance of population density as an indicator of service success. As has so often been noted, the neighboring state of Ohio and the European nation of France have nearly equal population densities, but Ohio has zero intrastate rail passenger service during daylight hours, while France has one of the world's most extensive and heavily used rail passenger service networks. Clearly, the political will to build, operate and maintain rail passenger service plays a far greater role than does population density. And, in much of this nation, whatever political will might exist to do so is largely nullified by the vastly more powerful political will of those who falsely believe that increased rail passenger service threatens their financial and social well-being.</p> <p>While passenger train frequencies west of Harrisburg need not -- at least for this decade -- equal service frequencies east of Harrisburg, it is at best naive to suggest that the ridership potential west of Harrisburg does not warrant at least a second frequency. In fact, several years ago the Harrisburg-Pittsburgh route had two daily trains, both of which carried substantial numbers of people. Indeed, for a few years at least those two daily trains also served cities in Ohio and Indiana en route to Chicago.</p> <p>As long ago as 1972, numerous analyses warned about the negative consequences of state and national failures to have coherent policies regarding transportation and other major consequential issues. The Draft 2015 Pennsylvania State Rail Plan presents a vivid illustration that we continue to lack such coherent policies and thus continue to undermine state and national economic, social and environmental well-being.</p> <p>Certainly, PennDot can and must do better at recognizing the need for a truly balanced state transportation plan that integrates all modes into a coherent system service the mobility needs of all its residents.</p>	<p>Population density is only one factor that affects the cost-effectiveness of rail service. Amtrak considers operational costs, capital investment needs, and other factors when considering service changes.</p> <p>Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.</p>

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78	10/2/2015	E-mail	Katherine	Keim	Self	<p>Thank you for coming to State College to gain input on the rail service and plan. I was unable to attend on Sept. 16, 2015, but I have reviewed the material online. I expect that if you had publicized this by other ways than the public notices you would have had a better turnout than whatever you had.</p> <p>In the past, while still working, I travelled by Amtrak or the Pennsylvanian from Lewistown to Pittsburgh and Philadelphia for work-related programs, and found the service to be convenient and satisfactory. I also travelled to and from Albuquerque, NM in the early 80's on Amtrak.</p> <p>As a person who is 66 years old and retired due to a disability, I urge you to improve passenger service to Central Pa. as much and as soon as possible. It only makes sense to provide service to help people travel and to decrease highway traffic. Also, it is easier and safer to take the train rather than drive, particularly as people get older. One trip in each direction every day is not enough.</p> <p>Since I became disabled, I have no longer been able to travel independently by car to visit family near Akron, Ohio, Syracuse, NY and Ormond Beach, FL, or friends in other locations. Air travel is exhausting, expensive, and less convenient than rail travel COULD be. Also, there are others in State College, including students and faculty, who could use a convenient rail link to PHIL, PITT, NYC and other areas.</p> <p>I was told that the old second row of tracks across PA was removed by the freight carriers, and now there is only one set of tracks for all trains. This is ridiculous and they should restore the tracks to allow timely and more passenger traffic. It was a terrible mistake to remove those tracks (and sell them, I presume), and if this country is ever going to have decent intercity travel by rail, mistakes like that should be corrected and not allowed again. The idea that the money is not there is not an acceptable excuse; it is really a matter of priorities.</p> <p>Recommendations:</p> <p>1) Restore second line of tracks across the entire state.</p> <p>2) Restart the Pennsylvanian, and then rail service at least twice a day all the way across Pa.</p> <p>3) Investigate a way to run a passenger connection to State College with boarding near the Nittany Mall and using the freight tracks near the Mall to make possible connections, such as in Altoona, to make it easy for passengers to get to PHIL, PITT, CLEVE, NYC, Johnstown, Lancaster, etc. I believe the next generation is ready for this, and that older people will find it very useful. Also, there are the Old Order Amish customers.</p> <p>4) In the interim, facilitate use of passenger rail by setting up a regularly-scheduled shuttle to a nearby station such as Lewistown, Altoona, or Tyrone. You could start with weekends and term break commuter times,</p>	<p>1) Your comments will be considered in future project development; however, the lines are independently owned (i.e. Norfolk Southern and Amtrak) and any re-installment of tracks would need to be agreed upon by the owners</p> <p>2) Multiple suggestions regarding the need for additional passenger rail frequency on the existing Pennsylvanian route have been received. In response to your comment on the need for additional passenger rail service in western Pennsylvania, PennDOT is currently coordinating and consulting with Amtrak and Norfolk Southern to consider additional service.</p> <p>3 & 4) Existing long-distance bus carriers such as Greyhound or Megabus offer bus service between Pittsburgh and Harrisburg and to points east, including Philadelphia and New York City. Connections to the local destinations, train and bus</p>
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2015 Pennsylvania State Rail Plan Public Comment and Response

						<p>and then expand.</p> <p>5) Set up travel packages involving the rail travel as a new exciting luxury option and make it that. Cooperate with places like alumni associations and rail buffs to set up tours and get things going.</p> <p>6) Fix the lingering safety issues made obvious in Philadelphia recently.</p> <p>7) Look into a comment a heard recently from a young woman who took the train to travel here from out West who said, "The train was full of drug dealers. They travel that way because they can avoid screening."</p>	<p>stations are provided by local transit agencies.</p> <p>5) The intent of this report is to evaluate the rail system and its future needs. However, PennDOT has invested in a new initiative, PaTripsbyTrain (www.patripsbytrain.com) in order to promote travel by rail.</p> <p>6 & 7) Amtrak is committed to improving safety on its rail lines and are been implementing safety measures such as Positive Train Control to continue to provide the public with a safe mode of travel. Amtrak Police also consist of a full team of bomb and drug sniffing dogs. TSA also completes random station checks of passengers.</p>
79	10/2/2015	E-mail	Mark	Spada	Western Pennsylvanians for Passenger Rail	<p>Attached are the comments of Western Pennsylvanians for Passenger Rail (WPPR) about the Draft 2015 Pennsylvania State Rail Plan. We appreciate the opportunity to submit this document and look forward to reading the plan with its updated content and goals.</p> <p>Draft 2015 Pennsylvania State Rail Plan Comments Western Pennsylvanians for Passenger Rail – October 2, 2015</p> <p>Western Pennsylvanians for Passenger Rail is pleased that PennDOT has prepared a state rail plan that is a vast improvement over the prior state rail plan. We are also pleased that the State Rail Plan considers passenger rail to be an important mode of travel, worthy of investment by the state.</p> <p>On the negative side, the only regions of the Commonwealth where such investment is contemplated by the State rail Plan are the portions in the southeast along the two corridors in Pennsylvania owned by Amtrak, the Harrisburg-Philadelphia corridor and short section of the NEC north and south of Philadelphia. This circumstance is in large part dictated by history-the Commonwealth had not been directly involved in intercity rail transportation outside of the southeastern part of the State until the relatively recent federally mandated transfer of fiscal responsibility for The Pennsylvanian to the Commonwealth. We trust the absence of western Pennsylvania projects from the State Rail Plan will not affect the efforts to realize projects such as increasing the frequency of The Pennsylvanian, establishing a stop and station at Rockwood and making the Pittsburgh Amtrak station a more welcoming facility.</p> <p>Because there is so little in the State Rail Plan about passenger rail service in western Pennsylvania, we have only a very few specific comments:</p> <p>1. It is unfortunate that the State Rail Plan does not envision any significant expansion of passenger rail service in Pennsylvania until after 2040. (See page ES-10). We believe this is primarily an effect of the fact that efforts to expand service have generally been local and not involved PennDOT. Efforts to expand passenger rail service where it is warranted would be greatly accelerated if PennDOT were to take a more active role in studying and implementing new passenger rail service where conditions</p>	<p>1. The State Rail Plan does include multiple long-term passenger rail expansion projects where demand and ridership potential seem to justify new service. With an extensive backlog of State of Good Repair passenger rail projects across the state, the overall focus of the plan is to address maintenance needs before network expansion.</p>

2015 Pennsylvania State Rail Plan Public Comment and Response

						<p>seem to justify such service.</p> <p>2. According to the chart on page 1-15, none of the PennDOT bureaus has passenger rail as its primary responsibility being passenger rail. We suggest that creating such a bureau would be helpful, perhaps even necessary, should the Commonwealth decide to significantly expand passenger rail.</p> <p>3. One of the Objectives stated in Goal 2 is “Balance passenger and freight rail needs in the same corridor.” (Page 1-4.) Similarly, one of the Goal 3 Objectives is “Increase the capacity of rail infrastructure to move passenger and freight traffic.” (Page 1-5.) To achieve these goals, we suggest that when PennDOT provides funds to Class 1 railroads for improvements in corridors with passenger service, such funds are conditioned upon the railroad's cooperation in efforts to achieve improved passenger service along corridors owned by the benefited railroad.</p> <p>4. We strongly disagree with the statement on page 1-29 that “low population densities and low levels of highway congestion along the corridor [Keystone West] also make attracting ridership and investment difficult.” The strong ridership increase in the Keystone West Corridor over the past 12 years belies that statement. Current ridership demonstrates that in the Keystone West Corridor, contrary to the presumed effect of highway congestion, rail travel is an option people want. Ridership is currently constrained much more by the fact that there is only one train a day than by relatively low population densities and low levels of highway congestion. We ask the statement be dropped from the State Rail Plan.</p>	<p>2. Intercity Passenger Service is managed in PennDOT within the Bureau of Public Transportation, Multimodal Deputate.</p> <p>3. As proposed projects arise, which may require funding or grants to Class I railroads in order to maintain, improve, or expand passenger service within the Commonwealth, they will be evaluated on a case by case basis.</p> <p>4. The comment concerning population densities and highway congestion accurately describes conditions that represent the entire corridor of over 200 miles.</p>
80	10/5/2015 Postmarked 9/30/2015	Mail	Kevin	Starks	Self	<p>Your website is excellent, I am very impressed, to the point that I "facebooked" all my friends about the work you are doing. However, I want to know if you are going to advance to the "Bullit Train" like the "high speed" electric train in <u>Japan</u>! I am going to check-up on you every chance I get. My PO box is in 30th Street Train Station. And "The Porch" @ 30th Street is <u>Awesome</u>!! (haha) :) Smile.</p>	<p>At this time, there are no funded or Vision high speed rail projects planned in the Commonwealth.</p>

2015 Pennsylvania State Rail Plan Public Comment and Response

2015 Pennsylvania State Rail Plan Comment Received After the Official Comment Period

Comment	Date Comment Received	Type of Comment	First Name	Last Name	Representing	Comment (Verbatim)	Comment Response
1	10/25/2015	E-mail	John	McGrath, Ph. D.	Self	<p>Hello-- I would like to add the following input to the planning process.</p> <p>For the past 20 years, I have coauthored an annual research survey of businesses in the Johnstown region, the Economic Climate Study. The project is sponsored by the Greater Johnstown/Cambria County Chamber of Commerce, and the results are presented at the annual Economic Summit of business and political leaders.</p> <p>Among many measures we have examined every year in the study is "the most unattractive aspect of doing business in the Johnstown area." Essentially, we are asking what the greatest impediment to business (and employment) growth is. For 19 of 20 years, the answer to this question has been poor transportation infrastructure, notably highways, but also rail and air service. Of all the results we have reported over the past 20 years, this deficiency stands out as the most enduring finding.</p> <p>As the lead researcher on the project, I can testify that improved rail service to Johnstown would help address this important infrastructure weakness, and would help make the region more attractive for business.</p> <p>If you would like a copy of the research, or have any questions, please don't hesitate to contact me by any of the means noted below.</p>	Thank you for your comment.

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