



PENNSYLVANIA INTERCITY
**passenger
& freight**
RAIL PLAN

Appendix 2

Plan Development and Outreach

Appendix 2

Plan Development and Outreach

Introduction

The Passenger Rail Investment and Improvement Act of 2008 (PRIIA) requires states to prepare rail plans that identify rail infrastructure issues in consultation with relevant stakeholders. As part of the development of the Pennsylvania Intercity Passenger and Freight Rail Plan, PennDOT implemented an extensive public involvement process that included the participation of stakeholders across the state. Involvement of the rail industry and wider community provided valuable input into the Plan. Input was gained through a series of telephone and in-person interviews, industry roundtable meetings, and public open house meetings. The public also was invited to comment on the draft Plan before it was finalized. Appendix 2 summarizes the various outreach activities that were conducted to develop the Plan.

Project Initiation with Industry and Officials

To initiate the project, PennDOT mailed a letter and factsheet about the Plan on May 1, 2009, to approximately 400 passenger and freight rail carriers, shippers, officials, and other public and private stakeholders. The letter described the purpose of the Plan and the underlying federal and state legislation that required the preparation of the Plan. In addition, the letter explained that there would be opportunities for participation in the development of the Plan. A factsheet was attached to the letter which detailed the contents of the Plan and contained contact

information for stakeholders. In addition to the mailing, PennDOT staffed a booth at the 2009 Pennsylvania Rail Freight Seminar, from May 13 to 15, in Harrisburg, Pennsylvania, and distributed copies of the factsheet to solicit interest in the Plan.

Stakeholder Interviews

As an initial step in stakeholder involvement, during May and June 2009, PennDOT interviewed individuals who have a vested interest in the passenger and freight rail industry, including the freight railroads, transit agencies, shippers, and other stakeholders such as elected officials, state and federal agencies, planning organizations, economic development agencies, developers, and labor unions. The purpose of the interviews was to obtain information about existing conditions, and the opportunities and constraints affecting passenger and freight railroads. Another objective was to explore a future vision for railroads and the types of investments that the state should make to implement this vision.



A cross-section of stakeholders to be interviewed was drawn from the



mailing list developed during the project initiation phase. Individual interviews were conducted by telephone and group interviews were conducted in person. Interviews were conducted with 71 individuals representing 60 different organizations across the state. The duration of the individual telephone interviews was, on average, about 30 minutes. In-person group interviews generally took from 60 to 90 minutes. A summary report of the stakeholder interviews, which contains the individuals interviewed and the interview guides, is provided in Appendix 2-1.

The information obtained from these interviews was used in several ways. First, this information helped to frame discussion and build consensus at the industry Roundtable Meetings on topics including the: vision statement; goals and objectives; issues and opportunities; and improvement strategies. Second, the interview findings were used to prepare the Plan vision, goals, objectives, and strategies; current system overviews for passenger, commuter, and freight rail; and rail issues and opportunities. Responses concerning the future of intercity rail in Pennsylvania were also incorporated into the Plan’s recommendations for priority passenger and freight corridors targeted for future investments.

Roundtable Meetings

Following the interviews, two industry Roundtable Meetings were held primarily for members of the passenger and freight rail industry. Other stakeholders including regional planners, government officials, and interest groups also were invited. Both Roundtable Meetings were held at the Four Points by Sheraton conference facility in Harrisburg,



Pennsylvania. Summary reports of the roundtables are contained in Appendix 2-2.

June 17, 2009 – Roundtable Meeting #1. The purpose of the first Roundtable was to inform industry leaders about the details of the Plan, including its contents and schedule for development. The Roundtable Meeting was used to obtain input from carriers and shippers on the vision, goals and objectives, and strategic actions that should form the basis of the Plan. Approximately 40 people attended the first Roundtable Meeting. Information was presented to the attendees through a series of display boards, meeting handouts, and presentation slides.

The first part of the meeting was organized in a large group format where all attendees participated in a discussion of current trends, a future vision for passenger and freight rail in Pennsylvania, and related goals. The second part of the meeting involved facilitated breakout groups that developed strategic actions that would help achieve the Plan goals. Each of the groups reported the results of the breakout groups to all participants for discussion and comment. The results of the Roundtable Meeting were used to prepare the Plan vision, goals, objectives, and strategies, and the analysis of rail issues and opportunities.

July 30, 2009 – Roundtable Meeting #2. The purpose of the second Roundtable Meeting was for PennDOT to report to industry leaders about the progress of the Plan and for participants to comment on strategic rail corridors. The Roundtable Meeting was used to obtain input from stakeholders on the proposed criteria to assess the relative importance of freight and passenger rail corridors in the state. Approximately 40 people attended the second Roundtable Meeting. The meeting was organized so that identical programs were presented by PennDOT in the morning and in the afternoon sessions. Therefore, participants could attend the



session of their choice. The entire meeting for both sessions was held in a large group format.

The first part of the meeting consisted of a presentation on the purpose of the Plan and an update on its status. PennDOT provided basic statistical information about current rail service and the anticipated demand for rail in Pennsylvania by 2035. Following this there was a presentation and explanation of the proposed criteria for passenger and freight rail that PennDOT proposed to use to develop rail investment priorities and projects. As a group, participants discussed the criteria and offered suggestions about the definition of the criteria and how they should be used to set strategic direction in the Plan. The results of the Roundtable Meeting were used to develop and apply the criteria that acted as a foundation to establish the priority investment corridors in the Plan.

Public Open House Meetings

PennDOT held Open House meetings in Philadelphia, Harrisburg, and Pittsburgh (Carnegie) to present preliminary information about the Plan to obtain public comment. The purpose of the meetings was to obtain input on the proposed freight and passenger rail priority corridors for the development of the statewide investment agenda. The meetings were advertised through mailings, email announcements to stakeholders, and local newspapers. A mailing was sent to over 450 contacts on the stakeholder mailing list for the Plan. Sustainable Pittsburgh included a meeting announcement in its email newsletter, *3E Links*. Emails were also sent by the Delaware Valley Regional Planning Commission (DVRPC), Southwest Pennsylvania Commission (SPC), Keystone Association of Railroad Passengers, and Greater Valley Forge Transportation Management Association (TMA). Advertisements about the meetings appeared in the *Philadelphia Inquirer* on August 30, 2009, the Harrisburg

Patriot-News on September 2, 2009, and the *Pittsburgh Post-Gazette* on September 2, 2009.

Approximately 125 people total attended the meetings across the state to provide comments about the Plan. Informational boards were displayed that included the: proposed vision statement and goals; demographic, travel, and transportation trends; and proposed rail investment corridors. Citizens viewed the boards and spoke with PennDOT representatives, and were invited to complete a short comment form. The purpose of the comment form was to collect specific input regarding the Plan. A summary of the public Open House meetings and the boards that were displayed appear in Appendix 2-3.

September 14, 2009 – Philadelphia, Pennsylvania. An Open House meeting was held in the SEPTA Board Room at 1234 Market Street, Philadelphia, from 6 p.m. to 8 p.m. More than 60 people attended the Open House meeting in Philadelphia.

September 15, 2009 – Harrisburg, Pennsylvania. An Open House meeting was held at the C. Ted Lick Wildwood Conference Center, HACC, at One HACC Drive, Harrisburg, from 6 p.m. to 8 p.m. Approximately 30 people attended the Open House meeting in Harrisburg.

September 17, 2009 – Carnegie, Pennsylvania. An Open House meeting was held at the Carnegie Borough Building at One Veterans Way, Carnegie, from 6 p.m. to 8 p.m. Approximately 35 people attended the Open House meeting in Carnegie.



Comments. Approximately 40 percent of the attendees completed the comment forms at the public Open House meetings for the Rail Plan. Overall, there was a high degree of consensus on the proposed vision, goals, and priority intercity passenger and rail freight corridors that were displayed. The majority of comments from the public during the meetings related to passenger rail service. The major theme that emerged was that both residents and rail operators desire greater connectivity and access to passenger and freight rail service. Freight rail operators wish to enhance connections between the rail classes with seamless intermodal connections to trucking services and to ports. In terms of passenger rail, many attendees would like the state to provide more reliable and frequent intercity train service especially between Philadelphia and Pittsburgh.

Other desirable rail connections identified by the public included the following:

- Reading to Philadelphia
- Quakertown to Stony Creek
- Philadelphia to Allentown, Bethlehem, Easton
- Scranton/Wilkes-Barre to Lehigh Valley
- Connections to State College
- Harrisburg to Lancaster
- Harrisburg to Carlisle





Appendix 2-1

Summary Report of Stakeholder Interviews

Pennsylvania Intercity Passenger and Freight Rail Plan Summary Report of Stakeholder Interviews September 2, 2009

I. Introduction and Methodology

The Pennsylvania Department of Transportation (PennDOT) is currently developing the Pennsylvania Intercity Passenger and Freight Rail Plan. The Plan will provide a framework for making decisions about future investments in the passenger and freight rail system that will produce economic and other benefits for the State. PennDOT is involving stakeholders and the public across the state in the development of the Rail Plan through interviews, roundtable meetings, and open houses.

As an initial step in stakeholder involvement, the AECOM team interviewed individuals who have a vested interest in the passenger and freight rail industry, including the freight railroads, transit agencies, shippers, and other stakeholders such as elected officials, state and federal agencies, planning organizations, economic development agencies, developers, and labor unions. The purpose of the interviews was to obtain information about existing conditions and trends affecting passenger and freight railroads. Furthermore, the purpose was to explore a future vision for railroads and the types of investments that the state should make to implement this vision.

Individual interviews were conducted by telephone and group interviews were conducted in person by the AECOM team. Interviews were conducted with 71 individuals representing 60 organizations from May through August 2009. A list of individuals and their affiliation is provided in Appendix A. In early May, prior to the interviews, over 400 stakeholders were contacted by mail. The mailing introduced the project and the Plan and indicated that recipients may be contacted to participate in interviews or project meetings. A cross-section of stakeholders was selected for interviews. Interviewers contacted stakeholders by telephone and either interviewed them at the time of contact or established mutually-convenient future interview dates and times. There were only several refusals. The duration of the individual telephone interviews was on average about 30 minutes. In-person group interviews generally took from 60 to 90 minutes.

Four separate interview guides were developed including one for passenger rail agencies, freight rail companies, shippers, and other stakeholders such as government officials and agencies. The interview guides appear in Appendix B. Interviewees were asked about current conditions of intercity rail in Pennsylvania, the opportunities and constraints for improving the rail system, and their vision for the future of rail in Pennsylvania. Staff conducting the telephone interviews entered the responses to interview questions into an online database as they conducted the interviews so that information was collected and processed immediately and saved for future use. Information from the group interviews was summarized separately. An electronic version of the raw data collected in the interviews is available separately.

The information obtained from these interviews was used in several ways. First, this information helped frame discussion and build consensus at the industry roundtable meetings on topics including: the vision statement; goals and objectives; issues and opportunities; and improvement strategies. Second, the interview findings were used to prepare the Plan documents including statements on the vision, goals, objectives, and strategies; current system overviews for passenger, commuter, and freight rail; and rail issues and opportunities. Also, responses concerning the future of intercity rail in Pennsylvania have been incorporated into the Plan's recommendations for priority passenger and freight corridors targeted for future investments.

The following report summarizes the key themes expressed about Pennsylvania intercity rail during the interviews. Current conditions and a vision for the future of rail in Pennsylvania are presented. Supporting quotes from stakeholder interviews are provided, where relevant.

II. Current Conditions

A. Issues

There were several issues concerning current intercity rail service in Pennsylvania identified by interviewees. These issues are described in the section below.

1. Passenger rail connectivity

Pennsylvania enjoys frequent and reliable passenger rail service between Harrisburg and Philadelphia via the Keystone Corridor providing connectivity to the east coast metropolitan areas such as New York City and Washington, D.C. However, passenger rail service between Harrisburg and Pittsburgh is inadequate and Amtrak is currently identifying ways to increase service in this corridor. Just as Philadelphia allows for connections to other east coast markets, there is a desire for passenger service to extend beyond Pittsburgh to Midwest cities such as Cleveland and Chicago.

The state also benefits from a strong, short line freight network to facilitate local commodity shipments. However, there is a need for better connections between Class I, II, and III railroads. Short line railroads are often at the mercy of the Class I railroads in terms of servicing local customers.

2. Demand for freight traffic

There has been a general increase in rail freight in Pennsylvania over the past five years. Short line railroads are aggressively pursuing new customers to capture shipments by rail that previously were shipped by trucks. Truck to rail intermodal shipments are increasing as rail is recognized for its lower energy costs. Rail freight traffic has slowed over the past year due to the current economic environment but it is expected to rebound when the economy improves.

“Freight traffic increased in 2007 and 2008 but now drastically reduced as of April 1, 2009. We haul lots of coal. The market for coal just fell off since April 1, 2009. Currently, we’re not shipping any coal, dramatically affecting our facility in Clearfield, PA.”
Tammy L. Taylor
R.J. Corman Railroad Group, LLC

3. Modern freight rail configurations

Class I railroads want double-stack capability, which is presently limited by: height restrictions at overpasses; rail beds that are capacity-constrained by weight limitations; and lack of right-of-way to accommodate new parallel tracks. Pennsylvania needs to ensure that its rail system can accommodate modern freight rail configurations if it is to capitalize on its geographic advantage. There are two major freight corridors under development by Class I railroads that will pass through Pennsylvania. Norfolk Southern is focused on developing the Crescent Corridor stretching from the Northeast to New Orleans and CSX is exploring the National Gateway Project connecting the ports in Virginia and North Carolina with manufacturing in the Midwest. The cost of upgrading the rail beds and bridges in these corridors surpasses the capital budgets of the railroads themselves, and they are looking towards federal and state funding assistance.

4. Replacement of bridges

Railroads have been diligent in maintaining tracks and bridges; however, it is inevitable that bridges will have to be replaced, and at great cost. This cost exceeds most railroad capital budgets and the railroads will look toward the government to share in funding these renovations.

5. National and state leadership from the Department of Transportation

There is a need for an all-encompassing transportation plan that includes all modes of transportation, including passenger and freight railroads. A master vision and plan should be developed at the national level that would guide the states in setting improvement priorities. The federal government needs to work together with the states and the states need to work with one another. There is even the occasion when different sides of the same organization may work at cross purposes. Where it makes sense, partnerships should be created to deliver transportation projects and be jointly funded if appropriate. For example, the cost of maintaining at-grade crossings could be addressed jointly by PennDOT's highway and railway divisions.

"We are looking at the relationship between the federal government and the states and, more importantly, regions. Rail planning cannot stop at state lines."
Karen Rae
Federal Railroad Administration

B. Opportunities

There are a number of opportunities that could support the improvement and expansion of Pennsylvania intercity rail service. These opportunities are described below.

1. Geographic advantage

Pennsylvania is well-positioned to serve rail passenger markets due to its location on the Northeast Corridor and its geographic location between New York City and Washington, D.C. Expansion of passenger rail service is being studied from Scranton and the Lehigh Valley to the northern New Jersey and New York City areas.

The state is well-positioned to serve the freight market due to the availability of rail infrastructure and services to ship goods from east coast ports to mid-west markets and between the northeast and the south. Pennsylvania may be able to leverage this advantage in the future as east coast port freight traffic is expected to increase.

"There are a lot of people looking to expand the passenger and freight network in our area...due to our location between New York and Washington, D.C."
Michelle Griffin Young
Greater Lehigh Valley Chamber of Commerce

2. The role of sustainability in the national agenda

There is a growing awareness of highway congestion and its impacts. Current attention to energy costs and climate change has led to a shift in public opinion about how people and goods should be transported. The Obama Administration's leadership on the issue of high-speed rail (HSR) is helping to demonstrate the value of passenger rail. There is a growing understanding that rail is energy efficient and environmentally sustainable.

3. Continued growth in the intermodal market

The combination of a significant number of short lines in Pennsylvania and the interest of truck companies in using rail for portions of trips is seen as a major opportunity for intermodal growth. Increases in containerized freight from the Far East, as well as traffic on inland ports, provides additional incentives to invest in intermodal facilities, and representatives of the rail and trucking industries tend to agree on the importance of intermodal investments.

4. Redevelopment along rail lines for industrial use

Reclaimed brownfields present redevelopment opportunities. Land along railroads in reclaimed brownfield sites offers locations for new industries and can bring jobs to the region. The City of Erie is developing its inland port for container handling, reusing the old rail yards and reopening closed rail spurs. Many short line railroads support land development and industrial redevelopment around the rail network and want to ensure that property along rail lines is retained for industrial purposes.

5. New customers and emerging energy markets

Emerging energy markets are creating new customers for rail. Increased production of bio fuels such as ethanol and bio diesel offer opportunities for increased freight shipments from Pennsylvania farmers. Also, renewed gas well drilling in Pennsylvania, spurred by the Marcellus Shale and the production and installation of wind turbines, requires shipment of heavy equipment that is best handled by freight rail.

“The Marcellus Shale project has the potential to radically increase demand for servicing the gas well business. Suppliers of frack sand are looking for locations to establish business along rail lines. The trucking industry is looking for more rail-to-truck transfer facilities to deliver freight more effectively and efficiently.”

Jim Streett and Mike Filoni, Carload Express

6. Current and historic leadership

Historically, Pennsylvania has been committed to investing in railroads. Several railroads interviewed said that Pennsylvania funding programs are robust relative to those offered in other states and the current administration values the role of rail in economic development.

C. Constraints

Likewise, interviewees identified a number of constraints that could affect the future growth of rail transportation in the State.

1. Public subsidy of highway transportation

Federal, state, and local governments have historically subsidized automobile transportation through mechanisms that include: infrastructure funding, gasoline taxes, and publicly-provided parking amenities. These subsidies send a false message to the marketplace about the true cost of driving automobiles and trucks. Freight rail providers lack extensive subsidies, and thus are disadvantaged when competing with the trucking industry for customers.

“Funding should be a much more equitable system. Taxpayer money pays for highways. The rail industry needs increased state and federal monies for maintenance, expansion, and hiring talent. There should be an equitable funding system.”

Tammy L. Taylor

R.J. Corman Railroad Group, LLC

2. Lack of understanding of rail's importance

While the Obama Administration has helped to elevate the role of passenger rail transportation in the national agenda, the general public does not yet comprehend all the efficiencies that rail transportation provides. The general public does not understand the benefits that rail provides in environmental management, congestion mitigation, reduction in highway maintenance costs, and economic development.

3. NIMBY-ism (Not In My Back Yard)

Representatives of local communities often feel they bear the adverse impacts of rail facilities such as grade crossings, intermodal facilities, passenger stations, and transit-oriented development, while the benefits of these amenities often extend to a far broader region. Elected officials, charged with advocating their constituents' interests, do not always support rail-related developments within their jurisdiction because of negative local impacts.

4. Potential for re-regulation

The rail industry gained significant ground with the passage of the Staggers Act in 1980. Incremental railroad re-regulation could ultimately pose considerable administrative and financial burdens and hamper competition. Existing regulations, designed primarily to ensure safety and environmental protections for Class I railroads, are inappropriately applied to all railroad classes.

5. Public Utility Commission (PUC) Assessments

The PUC assessments are unpredictable and have spiked dramatically in some years. These assessments draw down much of the funding that the state provides.

6. Railroad size/bureaucracy can inhibit responsiveness to opportunities

Class III railroads, truckers, and shippers face challenges when trying to negotiate service agreements with Class I and Class II railroads. Larger railroads are complex bureaucracies, and potential deals must be processed through numerous organizational departments and hierarchical levels. Some Class I railroads, primarily interested in providing long-haul service, are not motivated to collaborate with Class III railroads that can provide local service. This lack of responsiveness means economic development opportunities are missed, and shipments that could be placed on rail are instead moved by trucks.

"The monolithic and bureaucratic structure of the Class I railroads poses a challenge. They are slow to move, and deals have to move through a lot of organizational levels. They are not streamlined and can't always be responsive and timely to customer interests."
Jeff Stover, SEDA-COG Joint Rail Authority

7. Location decisions/residential development near rail lines

The amount of developable land near rail lines is scarce. Development of this land for residential and retail purposes prevents industrial development which might provide for a greater economic and environmental benefit. Some industrial interests do not consider locating near rail when selecting sites and, as such, must receive their shipments via trucks.

8. Funding

While Pennsylvania offers well-funded assistance programs relative to other states, annual budget deliberations always allow for the threat of funding reductions or changes in the match requirements. A stable and predictable funding stream is not available for railroads. Funding for grade crossings, in particular, should be increased. Using performance measures to award funding is appropriate for Class I and II railroads, but not for the smaller operators.

III. Vision for the Future of Rail in Pennsylvania

Interviewees were asked to describe their vision for the Pennsylvania rail network twenty years from now. Overall they described a vibrant, well-maintained, and integrated system for moving

goods and people safely and efficiently around the state and across state lines. The major themes are summarized below.

Freight Rail

- There would be greater capacity east to west and north to south and greater access to East Coast and inland ports.
- Rail tracks and bridges would be upgraded to handle 286,000 pounds axle weight and bridge heights would be at least 23 feet to accommodate double stacking.
- There would be, at a minimum, double tracks system-wide.
- Land use along rail lines would be targeted for commercial development.
- More transloading and intermodal facilities would be available allowing for convenient truck-to-rail transfers.

Passenger Rail

- Passenger rail would offer reliable, frequent, daylight service and be focused on the population centers in the state.
- The major cities of Pennsylvania would be connected with passenger rail service in a cost-effective way.
- Transfers between intercity rail service and local transit services would be seamless in all regards.
- Service would be greatly expanded from east to west. It would extend beyond Pittsburgh to the Midwest and passenger commuter rail would be established between Scranton and the Lehigh Valley to northern New Jersey and New York City.
- High-speed passenger rail would operate on a dedicated right-of-way that is not shared with freight rail.
- There would be connectivity with other modes of transportation.

Passenger and Freight Rail

- A passenger and freight railroad system would be created that is competitive with highway modes to decrease costs, reduce congestion, increase safety, and expand job opportunities in the state.
- The rail network would be well maintained.
- Capacity would be increased such that passenger service could be accommodated.
- Rail would become a major means of dealing with congestion and road maintenance issues.
- There would be safe movement of goods, services, and people.
- True costs and benefits of passenger and freight rail would be identified and widely acknowledged by the public.

Government

- There would be an overarching federal transportation policy that incorporates both highway and rail.
- There would be partnerships with neighboring states to provide integrated passenger and freight rail services and facilities in the region.
- There would be more support from local governments for rail and complementary master planning.

Funding

- An equitable funding system between highway and rail would be established.
- Public/private partnerships would be created for capital projects such as upgrades to rail facilities and replacement of bridges.

A. Opportunities for Realizing the Vision

Interviewees identified several opportunities that can assist in realizing the future they envision, including:

- The state is well-positioned, given its geographic location and its existing rail network and rights-of-way.
- The state has an understanding and willingness to support railroads and has been very active with its Rail Freight Assistance Program.
- Rail is a priority on the federal agenda given the American Recovery and Reinvestment Act (ARRA) and the \$8 billion dedicated to high-speed passenger rail.
- Freight rail has environmental and economic advantages over truck freight.

B. Potential Obstacles for Realizing the Vision

There are some obstacles that could stand in the way of the future vision, including:

- There is insufficient funding available to railroads to meet the need for maintenance and capacity building projects.
- A lack of understanding about the importance of rail and its benefits exists with the public and many public officials. This has been reinforced by the emphasis on highways to date.
- Class I railroads focus on their self-interest and lack a willingness to work together with short line railroads to service local needs.
- The dedicated line issue between freight rail and passenger rail has not been resolved.

C. Solutions for Overcoming the Obstacles

Interviewees suggested the following solutions for overcoming these obstacles:

- Educate the public and legislators about the importance of rail to the economy and environment. This will go a long way toward developing a national consensus and shifting funding priorities.
- Develop an all-encompassing national transportation plan, incorporating rail, highway, water, and air. Use rail as one solution to highway congestion and the reduction of highway maintenance costs.
- Create a success story for high-speed passenger rail by developing one or two projects that demonstrate the benefits of rail to the public.
- Fund rail with federal and state government assistance and create partnerships with the private sector.
- Increase coordination between state agencies such that when a railroad receives funding from the Rail Freight Assistance Program it does not need to pay it back to the state through PUC assessments.

D. Who Needs to be Involved?

There is general consensus that securing the future of freight and passenger rail in the state involves a broad spectrum of public and private interests. This includes but is not limited to local, state, and federal legislators, departments of transportation, metropolitan and regional planning organizations, economic development agencies, the railroads, and business and industry.

IV. Conclusion

The findings from these interviews served as an important information source for developing the Pennsylvania Intercity Passenger and Freight Rail Plan. It will also provide an important asset as the finalized plan is implemented. Rail plan implementation will require contributions from public, non-profit, and private organizations. Organizations from all sectors have been included as stakeholders of this plan and have a vested interest in its implementation. The solicitation, documentation, and inclusion of stakeholder input will facilitate the development of future partnerships where organizations whose missions concern the rail network can help provide for its increased effectiveness and help bring about the vision articulated in this plan.

Appendix A

Individuals who participated in interviews:

Passenger Rail		
<i>Organization</i>	<i>Name</i>	<i>Title</i>
Amtrak	John Conlow	Senior Planner, Corridor Planning
Amtrak	Drew Galloway	Assistant Vice President, Strategic Partnerships, Eastern
Amtrak	Marilyn Jamison	Senior Director, Major Project Partnerships
NJ Transit	Rich Roberts	Chief Planner
NJ Transit	Rich Wisneski	Assistant Director of Operations Coordination, Capital Planning
SEPTA	Rich Burnfield	Chief Financial Officer
SEPTA	Joe Casey	General Manager

Rail Freight – Class I		
<i>Organization</i>	<i>Name</i>	<i>Title</i>
Canadian National	Hunter Harrison	President & CEO
CSX	Steve Potter	Assistant Vice President, Network Planning and Joint Facilities
CSX	Jay Westbrook	Assistant Vice President, Passenger and Commuter Operations
Norfolk Southern	Bill Ingram	Director of Strategic Planning

Rail Freight – All Others		
<i>Organization</i>	<i>Name</i>	<i>Title</i>
Carload Express	Mike Filoni	Director of Marketing
Carload Express	Jim Streett	President
East Penn Railroad	Al Sauer	Vice President
Genesee & Wyoming, Inc. (GWI)	David J. Collins	Senior Vice President, New York, Ohio, Pennsylvania Region
Middletown & Hummelstown Railroad Company	John Pullman	President
Myles Group, LLC	A.T. Myles	CEO
North Shore Railroad Company	Richard Robey	Chairman & CEO
Pennsylvania Northeast Regional Railroad Authority	Lawrence C. Malski	Chief Operating Officer
Pennsylvania Southwestern Railroad	John Snow	General Manager
R.J. Corman Railroad Group, LLC	Tammy Taylor	President
Reading Blue Mountain and Northern Railroad Company	Wayne Michel	President
SEDA-COG Railroad Authority	Jeff Stover	Executive Director
Western New York & Pennsylvania Railroad Company, LLC	Carl P. Belke	President & COO
Wheeling & Lake Erie Railroad Company	Larry Parsons	President & CEO
York Railroad	David Hart	General Manager

Stakeholders		
<i>Organization</i>	<i>Name</i>	<i>Title</i>
Allegheny Conference on Community Development	Ken Zapinski	Senior Vice President, Transportation and Infrastructure Program
American Shortline and Regional Railroad Association	Rich Timmons	President and Treasurer
Center for Advocacy for the Rights and Interests of the Elderly (CARIE)	Carrie Givhan	Transportation Advocate
City of Erie	Karen Green	Director of Community and Economic Development
City of Johnstown	Curt Davis	City Manager
City of Johnstown	Darby Sprintz	Director of Public Works
City of Williamsport	John J. Gado	Community Development Director
Cumberland County	Rick Rovegno	Commissioner
Delaware River Port Authority	John Matheussen	CEO
Delaware Valley Regional Planning Commission	Rich Bickel	Director, Division of Planning
Delaware Valley Regional Planning Commission	Theodore Dahlburg	Manager, Freight Planning
Delaware Valley Regional Planning Commission	Barry Seymour	Executive Director
Delaware Valley Regional Planning Commission	John Ward	Associate Director, Intermodal Planning Unit
Economic Development Corporation of Erie County	John R. Elliott	President & CEO
Erie County Commissioners	Kyle Foust	Council Member
Federal Railroad Administration	Karen Rea	Deputy Director
Four States Railway Service (dba West Chester Railroad)	Joe Giacchino	Executive Director
Greater Lehigh Valley Chamber of Commerce	Michelle Griffin Young	Vice President, Public Policy
Greater Valley Forge TMA	Robert Henry	Executive Director
Hankin Group	James Fuller	Vice President of Planning
Keystone State Railroad Association	Joe Gerdes	Executive Director
Lehigh County	Don Cunningham	County Executive
Maglev, Inc.	Fred J. Gurney	President & CEO
Modern Transit Partnership	John Ward	President
North Central PA Regional Planning and Development Commission	Amy Kessler	Community Development, Regional Planning Director, Transportation
PA AFL-CIO	William George	President
PA Coal Association	George Ellis	President
PA Department of Environmental Protection	Traci Vernon	Community Revitalization and Government Support
PennAg Industries Association	Duff George	Assistant Vice President
PennDOT Bureau of Public Transportation	Robert Sharp	Chief, Rural & Intercity Division
Pennsylvania Auditor General	Jack Wagner	Pennsylvania Auditor General
Pennsylvania Farm Bureau	Gary Swan	Director, Governmental Affairs & Communications Division
Pennsylvania Motor Truck	Jim Runk	President & CEO

Stakeholders		
<i>Organization</i>	<i>Name</i>	<i>Title</i>
Association		
Pennsylvania State Association of Boroughs	Thomas Klaum	Executive Vice President
Philadelphia Regional Port Authority	Nicholas Walsh	Director of Strategic Planning and Development
Philadelphia Urban Land Institute	Chris Terlizzi	Chairman
Port of Pittsburgh Commission	Mary Ann Bucci (for James McCarville)	Acting Director
Select Greater Philadelphia, an affiliate of the Greater Philadelphia Chamber of Commerce	Claire Greenwood	Director of Policy Development
Southwestern Pennsylvania Commission (SPC)	Jim Hassinger	President & CEO
Southwestern Pennsylvania Commission (SPC)	Sara Walfort	Transportation Planning Manager
State Transportation Advisory Committee	Louis Schultz	Chairman
Stifel Nicolaus & Co.	Paul J. Marin	Managing Director
Sustainable Pittsburgh	Court Gould	Director
Tioga County Development Corporation	Robert J. Blair	President & CEO
United Transportation Union	Don Dunlevy	State Legislative Director

Appendix B

Interview questionnaires for Passenger Rail, Freight Rail, Stakeholders, and Shippers

Appendix B.1

Passenger Rail Interview Questions

Name of Interviewer _____
 Interviewee Name _____
 Title _____
 Affiliation _____
 Address _____
 Telephone Number _____
 Email _____

Hello. My name is _____ and I am calling on behalf of PennDOT. Recently, PennDOT mailed you information about the new passenger and freight rail plan that is being developed for the Commonwealth. Because you are a member of the passenger rail industry, I would like to ask your opinions about how PennDOT should improve rail transportation. The new rail plan will help the state of Pennsylvania decide where rail investments are most needed to support economic expansion in the Commonwealth.

The interview should take about 30 minutes. Is this a good time to talk or should we schedule this interview for another time?

Section 1: Overview

1. First of all, could you please describe the types of services that you provide?
2. What is the extent of your service area?
3. Has ridership been increasing or decreasing over the past 5 years?

Section 2: Trends

Next, I'd like to talk to you about some trends that may be affecting passenger rail.

4. What broader statewide, national, and global trends are affecting your industry? For example, demographic, economic, transportation, land use, environmental factors?
5. Are there emerging trends that will affect passenger rail service in the future?

Section 3: Existing Conditions

Now turning to your own system,

6. What is the state of repair of your track and bridges? What about other facilities such as stations?
7. What is the age of your rolling stock and plans for replacement or refurbishment?
8. Does your agency have any capital projects within the State to address track, bridges or other facilities that are not in a state of good repair? How are these projects being funded?
9. Are there any operational or terminal issues that adversely affect your ability to provide intermodal services in the State?
10. Do you currently own other rights-of-way? Do you have plans for these parcels?
11. Do you have any transit-oriented or related developments planned or proposed along your rail lines?
12. Do you share any rail lines with freight providers and/or Amtrak? Does this present any operational problems?
13. Do you have any abandoned/unused track or facilities?
14. Does your agency have any significant capacity or congestion problems within the State?
15. Does your agency have any capital projects within the State to expand capacity or relieve bottlenecks? How are these projects being funded?
16. Are there conditions that cross state lines that need to be addressed by multiple states or the region?

Section 4: Other Issues

17. What administrative or regional issues affect your ability to operate effectively in the State? (For example, choke points, labor availability, location of key intermodal yards, grade crossings, regulations.)
18. What are your fare policies? Are there changes on the horizon?
19. Do you have financing or funding concerns?

Section 4: Planning for the Future

Next, I'd like to ask you some questions about where you think rail investments are most needed in the Commonwealth.

20. First of all, do you have any plans for service expansion?
21. If you were to envision an ideal future for the Pennsylvania rail network 20 years from now, how would you describe it?
22. What do you think are the primary opportunities for passenger rail carriers in the state?
23. What do you think are the primary constraints for rail passenger rail carriers in the state?

24. What resources or strategies will be necessary to help overcome these constraints?
25. What actions should the State take to ensure a viable passenger rail network?
26. Do you have any recommendations to help make the movement of passenger rail more effective or less costly in the State of Pennsylvania?

Additional Questions for DeIDOT

1. What are your plans for R2 service?
2. Are you planning other service that would have an impact on SEPTA or NJ TRANSIT operations or otherwise affect Pennsylvania or New Jersey transportation?

Finally, PennDOT is collecting some inventory information about your system such as rolling stock, passenger stations, and ridership. We will ask for this information by email and collect it electronically.

Who would be the best person to ask in your organization for rail system information?

Name and Title _____

Could you please provide me with his/her phone number and email address?

Telephone _____
Email _____

On behalf of PennDOT we thank you for speaking with us about your rail system and opportunities to improve passenger rail service in Pennsylvania.

Appendix B.2

Freight Rail Carrier Interview Questions

Name of Interviewer _____
 Interviewee Name _____
 Title _____
 Affiliation _____
 Address _____
 Telephone Number _____
 Email _____

Hello. My name is _____ and I am calling on behalf of PennDOT. Recently, PennDOT mailed you information about the new passenger and freight rail plan that is being developed for the Commonwealth. Because you are a member of the freight rail industry, I would like to ask your opinions about how PennDOT should improve rail transportation. The new rail plan will help the state of Pennsylvania decide where rail investments are most needed to support economic expansion in the Commonwealth.

The interview should take about 30 minutes. Is this a good time to talk or should we schedule this interview for another time?

Section 1: Overview

27. First of all, could you describe the service that you provide?
28. What is the extent of your service area?
29. Would you say that freight movements have increased or decreased over the past 5 years?

Section 2: Trends

Next, I'd like to talk to you about some trends that may be affecting freight rail.

30. What broader statewide, national, and global trends are affecting your business? For example, demographic, economic, transportation, land use, environmental factors?
31. Are there emerging trends that will affect your business in the future?

Section 3: Existing Conditions

Now turning to your own system,

32. What is the state of repair for track and bridges? What about other facilities?

33. Does your railroad have any capital projects within the State to address track, bridges, or other facilities that are not in a state of good repair? How are these projects being funded?
34. Are there any operational or terminal issues that adversely affect your intermodal services in the State?
35. Do you currently own other rights-of-way? Do you have plans for these parcels?
36. Do you have any freight-oriented or related developments planned or proposed along your lines?
37. Do you share any rail lines with passenger rail providers? Does this present any operational problems?
38. Do you have any abandoned/unused track or facilities?
39. Does your railroad have any significant capacity or congestion problems within the State?
40. Does your railroad have any capital projects within the State to expand capacity or relieve bottlenecks? How are these projects being funded?
41. Are there conditions that cross state lines that need to be addressed by multiple states or the region?

Section 4: Other Issues

42. What administrative or regional issues affect your carrier's ability to operate effectively in the State? (For example, choke points, labor availability, location of key intermodal yards, grade crossings, regulations?)
43. Do you have financing or funding concerns with regard to operating, capital projects, and expansion plans?

Section 5: Planning for the Future

Next, I'd like to ask you some questions about where you think rail investments are most needed in the Commonwealth.

44. First of all, do you have any expansion plans?
45. If you were to envision an ideal future for the Pennsylvania rail network 20 years from now, how would you describe it?
46. What do you think are the primary opportunities for rail freight carriers in the state?
47. What do you think are the primary constraints for rail freight carriers in the state?
48. What resources or strategies will be necessary to help overcome these constraints?
49. What actions should the State take to ensure a viable freight rail network?
50. Do you have any recommendations to help make the movement of rail freight more effective or less costly in the State of Pennsylvania?

Finally, PennDOT is collecting some inventory information about your system such as miles of track, major rail yards, and freight traffic data. We will ask for this information by email and collect it electronically.

Who would be the best person to ask in your organization for this type of information?

Name and Title _____

Could you please provide me with his/her phone number and email address?

Telephone _____
Email _____

On behalf of PennDOT we thank you for speaking with us about your rail business and opportunities to improve freight rail service in Pennsylvania.

Appendix B.3

Stakeholder Groups Interview Questions

Name of Interviewer _____
Interviewee Name _____
Title _____
Affiliation _____
Address _____
Telephone Number _____
Email _____

Hello. My name is _____ and I am calling on behalf of PennDOT. Recently, PennDOT mailed you information about the new passenger and freight rail plan that is being developed for the Commonwealth. Because you are a stakeholder in the rail industry, I would like to ask your opinions about how PennDOT should improve rail transportation. The new rail plan will help the state of Pennsylvania decide where rail investments are most needed to support economic expansion in the Commonwealth.

The interview should take about 30 minutes. Is this a good time to talk or should we schedule this interview for another time?

51. First of all, what is your organization's mission?
52. In what way does the Pennsylvania rail network support your organization's mission?
53. How does your organization support and advocate for the Pennsylvania passenger and freight rail network?
54. What organizations do you collaborate with on projects or advocacy items concerning the rail network?

Turning to the rail network in the state,

55. What do you think are the greatest strengths of Pennsylvania's passenger rail system?
56. What do you think are the greatest weaknesses of the passenger rail system?
57. What about the freight rail system? What do you think are the state's greatest strengths?
58. What about weaknesses of the freight rail system?

Next, I'd like to ask you some questions about where you think rail investments are most needed in the Commonwealth.

59. If you were to envision an ideal future for the Pennsylvania rail network 20 years from now, how would you describe it?
60. What are the most promising opportunities for improving the Pennsylvania rail network so that it meets your description?
61. What current or potential obstacles could make the future you have described difficult to attain?
62. What resources or strategies will be necessary to overcome these obstacles?
63. What organizations will be key to providing these resources and carrying out these strategies?
64. What current projects or advocacy items that you are working on most directly support the kind of future for the Pennsylvania rail network that you have described?
65. Do you have any projects or advocacy items planned that will support this future that you have described?

On behalf of PennDOT we thank you for speaking with us about your organization and opportunities to improve passenger rail service in Pennsylvania.

Appendix B.4

Shipper Interview Questions

Name of Interviewer _____
Interviewee Name _____
Title _____
Affiliation _____
Address _____
Telephone Number _____
Email _____

Hello. My name is _____ and I am calling on behalf of PennDOT. Recently, PennDOT mailed you information about the new intercity passenger and freight rail plan that is being developed for the Commonwealth. Because you are a user of rail freight, I would like to ask your opinions about how PennDOT should improve intercity rail transportation. The new rail plan will help the state of Pennsylvania decide where rail investments are most needed to support economic expansion in the Commonwealth.

The interview should take about 45 minutes. Is this a good time to talk or should we schedule this interview for another time?

Section 1: Overview

66. First of all, could you describe your business?
67. What is the extent of your market area?
68. Approximately, what percentage of your inbound shipments arrive by rail freight?
69. Approximately, what percentage of your outbound shipments leave by rail freight?
70. Would you say that your rail freight movements have increased or decreased over the past 5 years?

Section 2: Logistics

Next, I'd like to talk to you specifically about the inbound flows and outbound flow of goods for your operation.

71. What are the incoming goods/primary raw materials brought in for production?
72. What modes are used to move your incoming goods? Why do you use these modes instead of others? Do you think you would use an alternate mode of transportation if it was available? Why or why not?
73. What volume of freight do you receive weekly or monthly by mode?

74. Has your inbound supply chain changed in the past five years? What changes, if any, do you anticipate in the next 25 years?
75. Do you dictate routing for your inbound shipments? If so, what factors do you consider when making routing decisions? (For example, overall reliability, minimize at-grade crossings, minimize traversing through small towns, size/weight constraints?)

Now turning to the movement of outbound goods from your facility,

76. What are the outbound goods/primary manufactured products that you distribute?
77. What is the destination of your products?
78. What modes are used for delivery of your products? Why do you use these modes instead of others? Do you think you would use an alternate mode of transportation if it was available? Why or why not?
79. What volume of freight do you send out weekly or monthly by mode?
80. Has your outbound supply chain changed in the past five years? What changes, if any, do you anticipate in the next 25 years?
81. Do you dictate routing for your outbound shipments? If so, what factors do you consider when making routing decisions? (For example, overall reliability, minimize at-grade crossings, minimize traversing through small towns, size/weight constraints?)

Section 3: Strengths and Weaknesses

Looking at the rail freight network in the state,

82. What do you think are the greatest strengths of Pennsylvania's intercity rail freight system?
83. What do you think are the greatest weaknesses of the intercity rail freight system?

Section 4: Planning for the Future

Finally, I'd like to ask you some questions about where you think rail investments are most needed in the Commonwealth.

84. First of all, do you have any expansion plans?
85. If you were to envision an ideal future for the Pennsylvania intercity rail network 20 years from now, how would you describe it?
86. What do you think are the primary opportunities for rail freight carriers in the state?
87. What do you think are the primary constraints for rail freight carriers in the state?
88. What resources or strategies will be necessary to help overcome these constraints?

89. Do you have any recommendations to help make the movement of rail freight more effective or less costly in the State of Pennsylvania?

On behalf of PennDOT we thank you for speaking with us about your rail business and opportunities to improve freight rail service in Pennsylvania.



Appendix 2-2a

Summary Report of Roundtable Meeting #1

Pennsylvania Intercity Passenger and Freight Rail Plan Summary Report of Roundtable Meeting #1 June 17, 2009

I. Overview

The Pennsylvania Department of Transportation (PennDOT) and AECOM hosted a rail industry roundtable to solicit input for the forthcoming Intercity Passenger and Freight Rail Plan on Wednesday, June 17, 2009, in Harrisburg, Pennsylvania, from 8:00 a.m. to 2:00 p.m. The meeting was held at the Four Points by Sheraton conference facility. Numerous rail stakeholders from Pennsylvania, such as regional planners, government officials, freight railroads, passenger railroads, shippers, and interest groups attended the meeting.

At the meeting, PennDOT and the AECOM team presented background information, recent rail developments, statistics, findings, and rail plan objectives. The purpose of the roundtable was to inform the rail community about the details of the Rail Plan, which will plot a strategic course and investment priorities for rail improvements and expansion in the near future. Additionally, the meeting provided an opportunity for stakeholders to envision their version of an ideal rail network in Pennsylvania. Stakeholder suggestions will be included in the final report. Approximately 40 people attended the meeting. Details about the meeting and input are presented below:

II. Meeting Notification

The meeting was by invitation only. Invitees were identified through research and were determined to be key stakeholders in the Pennsylvania rail network. Several invitees or their organizations were participants in the individual interviews conducted during the end of May and June 2009. Invitees were notified via letter and a follow-up phone call.

III. Meeting Information

The information at the meeting was presented to stakeholders using a series of displays, handouts, and visuals. Boards were displayed outside the conference room that detailed rail corridor freight volumes, utilized and abandoned rail lines, population densities, commuter rail usage per county, public transit usage per county, and strategic rail corridors. Attendees also received handouts of the map and the presentation PowerPoint slides, and a best practices rail financing questionnaire that is to be mailed to Gannet Fleming upon completion.

IV. Comments

The following are comments from various segments of the roundtable:

Interview Presentation Comments by AECOM:

- Lack of passenger rail availability and frequency to and from Pittsburgh – the region would like more Ohio connections

- Eastern Pennsylvania – more NYC connections
- Northern Tier – more freight rail availability
- More port connectivity and ability to ship to Midwest – double stack ability
- ROW double/triple tracks, and improved weight capacity; height restrictions need to be addressed
- Improved shortline connectivity with Class I/II railroads desirable
- The need for one, comprehensive DOT plan across all modes – intermodal highway/ports/rail – does high-speed take attention away from freight?
- Brownfield redevelopment along rail lines
- Energy markets, natural gas extraction, and wind turbine manufacturing are new business opportunities that need to be captured.

Comments to Interviews:

- Pennsylvania/National rail network does not have subsidy equality with highways
- Lack of awareness on public and political end: need to show public how rail reduces highway maintenance/congestion and provide economic benefits
- Lack of motivation in communities: indicate what rail improvements or new facilities would do for the local area
- Re-regulation concerns – competition would drop, dissimilar requirements for different classes
- Local service implementation hurdles – railroad bureaucracy is a hindrance and more focused on long-haul freight
- Land-use alongside rail lines should be identified and utilized as efficiently as possible
- TAP/FRP funding matches should be maximized
- Shortlines say performance measurements for grant awards need to be adjusted

Opportunities and Constraints Discussion Comments:

- Shipper pressure regulation – rates, re-regulation
- Labor peace for several years
- Containerization – more intermodal facilities needed
- Northeast deindustrialization creates dearth of shipping – affects passenger railroads because decline of freight lines influences right-of-way usage
- Bring energy efficiency issue to the local level
- Perception of high energy costs for shipping and convey advantage of rail shipping
- Other sources exist for highway funding which leads to a trade-off in investment – gas taxes do not cover costs of highways – public does not have full understanding of funding issues
- Safety concerns and public perception – different regulatory standards among railroad classes
- Rail is an alternative to air – no answer to airport capacity
- Missing rail links, i.e., Lehigh Valley to Philadelphia
- Lack of concentration on major issues – funding and studies that do not have any chance, i.e., Pittsburgh MAGLEV

- Responsiveness between freight and passenger rail needs to be improved, i.e., coordination of operating and communication issues, visioning
- Railroads have plans in place to improve the system (service, connections, infrastructure, etc.) but there is no funding assistance at state level at the point in time of plan presentation – inconsistent timing issues
- Positive train control and expanding passenger service
- Underfunding of rail-freight bureau within PennDOT

Funding Discussion Comments:

- Liquid Fuels Tax – limitations on use of the revenue generated
- Need to change the Highway Trust Fund to a Transportation Trust Fund
- Smart Transportation guidebook for local governments – may need to replicate this for passenger and rail freight
- Use of tax credits to offset cost incurred for bridge repairs and railroad grade crossing improvements
- Public-private partnership legislation needs to be re-examined – need to ease it up
- Develop a long-term federal and state rail policy (e.g., Bush administration tried to eliminate Amtrak funding versus Obama administration funding passenger HSR)
- Use of tax credits for purchase of Green locomotives
- Upgrade of electric power grid/transmission lines – use ROW for rail corridors
- Electrification of line to Pittsburgh (Harrisburg to Pittsburgh) would be needed in order to obtain true high-speed

Visioning and Goals Discussion:

Visioning:

- There are issues to address to achieve connectivity (e.g., Keystone Corridor Improvement Program resulted in 20 shippers being abandoned). Need to balance passenger and freight needs on the same corridor with shared use, careful planning, and adequate investment. An example given of this careful balancing was the work done on the Northeast Corridor spine in Maryland and Delaware.
- Freight railroads already have tightly scheduled trains on many corridors. Sharing with passenger rail can constrain freight's operations and share of the market. Freight railroads cannot afford to be losers especially on their core networks.
- If more equity between passenger and rail is wanted in Pennsylvania, then infrastructure investments are needed to preclude delays on either service. To make shared service happen: increased investments, increased maintenance efforts, and more time for planning and engineering of the improvements are needed.
- Must recognize that there will be impacts if you have shared service on rail corridors. The majority of track does not have adequate capacity to have both freight and passenger rail on it. Improvements are needed.

- To develop “intercity passenger rail,” need to also look at role of bus to serve some of the market where rail may not be warranted. Look to California as a model. A multimodal transportation hub was created for each city.
- Improve track. Topography influences track geometry and creates more maintenance issues – harms passenger service because of more maintenance needed to keep track at high-speed – freight owns the railroad so limited ROW options.
- Freight and passenger need to be transparent toward each other and understand constraints and issues, i.e., improved two-way communication.
- Public perception needs to be altered from tracks being owned by the public and rail service is easily implementable.
- Need to develop an intermodal network at key passenger rail stations to link passengers to/from rail with their origins and/or destinations.
- Seamless connections are needed (convenient, easy, frequent connections to other modes).
- Stations – there are many issues there; if passenger rail is a focus there is a need to examine needs at stations and make needed improvements.
- By 2030 – will rail be private or public? If you make the statement that it will be private, then how do you fund with public dollars? How will any funding be prioritized?
- The above may not be so “black and white” – Virginia is an example where the state recognized that there is a public benefit realized to funding improvements in the private sector.
- Grade crossings and separations – what will these look like at 2030? This issue relates to adequate funding.
- We need to move more goods by rail; increase rail’s market share.
- A great foundation for rail (freight and passenger) is present here in Pennsylvania. We need to make investments in it to “bring it back” to its former glory; need to invest to take advantage of the infrastructure in place already.
- Rail-trails – some of these trails need to go back to being rail service corridors.
- There is a need for a state level investment agenda but for a 21st century economy (today’s and our longer-range economy may not warrant going back to the “glory days of rail”).
- Must recognize that our economic base has changed; there is not much growth in the manufacturing sector; the realities of the new 21st century economy must be looked at and reflect the “smart transportation” realm or focus of PennDOT today.
- This (“smart transportation”) means freight-oriented design and freight villages must be undertaken by local governments to ensure supportive land use and sustainable transportation investments.
- Recognize that urban sprawl has decreased opportunities for rail, including rail freight. Many industries are not located near rail lines. The trucking industry grew as a result and serves these markets.
- Must recognize that space is needed in urban areas for intermodal transfer facilities (rail/truck).
- Need to look at the local distribution system at intermodal yards. Local roadways are impacted and this becomes a community concern.

- Must look at rail in context of other possible modes for the movement of goods such as short sea shipping and inland river activity---reflects the “one DOT system” theme.
- Must look at corridors in an integrated way (land use, economic development potential, etc.)
- Legislative action may be needed (especially to deal with the crossings issues and the division of responsibility currently in place, Public Utility Commission rulings).
- May want to add Pennsylvania Public Utility Commission (PUC) as a possible stakeholder to this plan.
- The PUC is only acting upon its charter. The issues they are forced to rule upon are the underlying problems. These are what must be addressed.
- Is it possible in context of today’s concerns regarding rising energy/fuel costs and the need to mitigate against climate change and negative environmental impact, to flip the highway-rail paradigm? Will global shifts occur in manufacturing as a result of these forces (more manufacturing and production become more locally oriented – in U.S. rather than overseas) and make rail a more logical choice?
- May have global shifts with increasing energy costs – do we want to have more production here? Can we facilitate it?
- Pennsylvania has a strategic geographic position as the “Keystone” state – Need to coordinate our actions and join forces with other adjacent states (NJ, OH, etc.) and take a leadership role.
- Plan must recognize that it is not just a transportation issue; must look at the context of possible investments in terms of growth, economics, environment, etc.
- Who is the audience for the Rail Plan? How do you portray the winners and losers?

Goals:

- Preservation – change “to current standards” – need to recognize much rail infrastructure is not in a State of Good Repair. Use State of Good Repair (SOGR) as the language.
- Related to the Vision (and maybe Goals) – rail is an economic engine; it can help bring about the opportunities that may be present in the 21st century.
- Needs of businesses and residents – this is a Quality of Life issue.
- Need to recognize that freight railroads are still in the process of downsizing their business, doing abandonments to reflect current recent past and current economic conditions.
- Right-of-way preservation must be undertaken where abandonments happen.
- Safety/Security – Some resistance to investing in Positive Train Control (PTC) but it can also be looked at as an enhancement.
- May need to change wording to “assure” not “maintain” for safety and security.
- Integrated Rail System – this needs a land use system reference. Recognize that best connections are made at stations. An integrated rail system is founded on a three-legged stool: land use, economics, and transportation.
- Tie this effort into the “Smart Transportation” work. Reach out to that team – start removing the silos at PennDOT. The goals from that effort apply here.
- To achieve the vision, we’re going to have to raise the bar for action – political will is needed.

Breakout Group Session

Group #1:

Preservation of Existing System

- Retrievable miles are lower than abandoned miles
- National Rail Bank database
- Rail with Trail – (Austin TX; Safety Study) – Two in Pennsylvania:
 - 5 Star Trail in Westmoreland
 - York County
- Economic viability
- Abandonments were let go for a reason – “under current conditions” they are not seen as a viable line
- Amtrak is looking at a “Blue Sky” vision for the Keystone Corridor (particularly Harrisburg to Pittsburgh)

Difficulty in Adding New Track (ROW)

- Zoning

Amtrak – Mandate “For Profit”

- Connectivity and capacity as part of the 2030 Vision
- Public-Private Partnerships
- Private-Private Partnerships

Need to Include Minimal Commitments (\$s)

- Operations
- Capital Investments
- Political will to finance the above is needed
- Education of the public is needed

Funding

- Raising the gas tax to fund rail
- Educating the public – By truck or by rail

Keys to the National System are found in Pennsylvania

Local Planning Needs to Look at Regional Impacts

Group #2

- Abandonment: improve definition – lines no longer in service but ROW still owned by railroad
- Ownership and trackage right issues need to be broken down
- Show core corridors
- Overlay poverty with rail corridors and commuter usage
- Bus service to extend regional rail lines
- Highway congestion maps – identify critical routes (core system) to prioritize funding – Florida model

- Studying additional service between PIT-HBG-PHL – Congressional mandate – potential service to Binghamton, NY, via Syracuse or Scranton
- Acquire and analyze the Northeast Corridor (NEC) master plan; 260 million to 400 million trips per year
- Maryland coordination – mostly along NEC, discussions about Martinsburg-PIT connections
- Cleveland-Buffalo-Albany corridor will travel through Erie
- High-speed rail 110+ mph is considered a sealed corridor, and track geometry impacts the freight lines – cannot physically follow a freight corridor. Above 120 mph requires electrification, wind resistance issue, and catenary conflicts with freight railroads
- Lehigh Valley and PHL disconnect in a high-density corridor is a major oversight; SEPTA owns the tracks south of Quakertown – electrification or lack thereof could be an issue
- Chester/Darby CSX/SEPTA grade separation of the trolley crossing; place the trolley on a flyover overhead
- SEPTA/NJ Transit expansion into NYC from Bucks along the R3 West Trenton – origination of service in Glenside? CSX shares the R3 tracks, so window of operations of long-distance freight trains is narrow. Delays create expenses for CSX and shippers.
- Airport line expansion – single track, 30-minute frequencies, and connection improvements to provide for reliable 15- to 20-minute trains
- Norristown and NS grade separation with SEPTA
- ADA compliance with platforms and corridors – Marcus Hook and Bristol
- Extension of branch along the 422 corridor, through Norristown – capital investment and electrification concerns – toll 422 for highway reconstruction and maintenance and extension of rail
- Auxiliary track to clear passenger/freight in industrial areas without blocking main lines
- PTC – Amtrak instituting new technology

Group #3

Preserving Existing Rail System Assets

- Having HSR may require new corridors and facilities
- Preservation is not the only thing needed; many railroad assets require upgrading to meet SOGR and current standards
- Ownership issues (public-private partnerships) and resulting obligations when using public funds – how does it work? Address this in the Plan.
- There is a need to preserve rail lines, e.g., transfer lines from Class I to shortline railroads if abandonments occur; make it a local process

Support the Needs of Residents and Businesses

- Market assessments are needed to determine viability of rail for passenger and freight movements
- Support modality: future needs should be extrapolated from today, e.g., agriculture is shifting back to rail; work on non-traditional markets for rail
- Public education (and business education) is needed about rail
 - tell people there is not enough money

- tie new funding to results
- develop advertising strategy and fund it – “we’re still in business”
- grade crossings annoy people – advertise benefits of rail (remove “X” trucks from roads...)
- educate the public about the value of freight (and freight industry)
- use new technologies to communicate: blogs, on-line articles
- local elected officials need to be educated; they do not have large staff to devote to transportation issues
- reach out to local elected officials at Pennsylvania Association of Mayors Meetings
- reach out to other key stakeholders at their annual meetings (counties, etc.)
- work with Department of Community and Economic Development and similar economic development interests – usually first point of contact for new businesses – work to promote rail-served sites
- work with Capital Region Economic Development Corporation (CREDC) and other like economic development corporations/authorities and chamber organizations’ transportation committees
- Establish industrial preserves (freight) or rail overlay zones (passenger) along rail lines/at stations to ensure compatible uses of land (freight) and transit-oriented development for passenger (state legislation may be needed, as was done in Massachusetts, or use airport safety zoning that many states have as a model to counterbalance local control).

Safety and Security

- Grade crossings: accidents and improvements. Too fragmented now – done piecemeal. Need a comprehensive look and approach; look to develop a corridor assessment or plan to address safety needs at grade crossings systematically or examine all grade crossings by county or MPO/RPO area and develop a plan of needs. State should take lead: develop policy, help in planning, help in funding. Need to re-examine the whole process as it is not working now – it is reactionary now and usually a result of an incident; not planning or future-oriented or a taking-a-systems-look. PennDOT only pays 20 percent – improvements at one crossing on a line cost \$155,000 for a shortline with only \$800,000 in gross revenue.
- Issues are also related to maintenance of the crossing – how to fund the maintenance needed; is there a role for better shared maintenance responsibilities?
- Education about grade crossings are needed; more focus on training and local outreach needs to occur.
- The judicial system does not cite or convict trespassers – too much burden of proof required. Need better local enforcement of existing laws.
- Grade crossings suffer from a public perception problem.

Integrated Rail System

- Intermodal connectivity is also needed; look to San Diego – bike, bus, train, plane.
- Freight intermodal facilities are also needed.
- Conveyors are also needed; machinery and equipments needs, and not just for concrete; need to re-examine PennDOT’s funding restrictions.
- Coordinate bus schedules with train schedules.

- Develop intermodal centers, e.g., like at 30th Street Station – where is the link to bus at that terminal? Facilities are needed to support all modes at rail stations including buses.
- Look to Bus Rapid Transit (BRT) where passenger rail investments would be too costly/not feasible. Service levels and quality can be similar to rail.
- Facilitate the establishment of new stations. Develop and use technology to allow for flag stops. Establish minimal standards for lower passenger boarding locations.
- Bureaucracy exists at Amtrak and at CSX and NS. This prevents obtaining necessary approvals for improvements that may be warranted. Need to streamline approval processes.

Energy Efficiency

- Take a fresh look at equipment used. Look to Europe. Develop applicable and comparable standards. PTC issue – “In Europe we have brakes and signals.”
- Green locomotives – unattainable for some shortlines. Establish a leasing pool for green locomotives.
- Invest in reducing weight restrictions.

Stable and Predictable Funding

- Focus on re-industrialization of Pennsylvania.
- Fiscal discipline is needed.
- Investments in rail can help bring wealth back to the state.
- Move off the gas tax as the major revenue source for transportation – it is a 20th century tax and can't work in a 21st century environment – look to VMT tax instead.
- Public-private partnerships – create incentives for “doing the right thing” – for transit-oriented development to occur, e.g., tax incentives for intermodal facilities and density bonuses.
- Rail Freight Assistance Program – need to scale up this program (staff and funding).

Group #4:

Rail Plan

- There is a potential for the Class Is to drive the Rail Plan. Respect the fact that small entities make the large entities viable. Feeder routes are essential.

Rail Standpoint

- 2030 is uncertain. Hard to plan with any certainty for such a long horizon. 12 years out is usual capital plan horizon. 5 plan on the Crescent Corridor – National Gateway – small bridge in Jim Thorpe. PennDOT should re-examine this plan on a cycle to ensure it is relevant.

Focus

- Small roads: manufacturing and agricultural distribution opportunities.
- Large roads: capture more highway traffic (existing Interstate traffic or forecasted growth in port traffic).

Public Commitment

- Questionable degree of will in Pennsylvania (and in U.S.) to move more freight (or greater share of freight) by rail than by truck

Major Expansions

- These investments are beyond the financial capability of the railroads

Funding

- Tax credits – rewards to those who make investments; paid to business advantage.

Research

- Existing economic projections – use these for Plan

Future

- Re-industrialization versus Re-colonization.

Intercity Rail and Freight Rail

- Must it be one versus another?
- Improve and strengthen existing corridors/new corridors

Discussion Needed

- Need to raise discussion level regarding operations

Key for the Plan

- It must be dynamic.

V. Next Steps

The AECOM team will compile the suggestions from the roundtable meeting into the Rail Plan where applicable.

A second roundtable will be held on July 30 and will include additional lawmakers and policy personnel.



Appendix 2-2b

Summary Report of Roundtable Meeting #2

Pennsylvania Intercity Passenger and Freight Rail Plan Summary Report of Roundtable Meeting #2 July 30, 2009

I. Overview

The Pennsylvania Department of Transportation (PennDOT) hosted a rail industry roundtable to solicit input on the development of the Pennsylvania Intercity Passenger and Freight Rail Plan on Thursday, July 30, 2009, in Harrisburg, Pennsylvania, from 8:00 a.m. to 11:30 a.m. and from 1:30 p.m. to 5:00 p.m. Two sessions were scheduled. Identical information was presented at each session.

The meeting was held at the Four Points by Sheraton conference facility located on Park Avenue. Numerous stakeholders such as regional planners, government officials, freight railroads, passenger railroads, shippers, and interest groups attended the meeting.

The purpose of this meeting was to present draft decision criteria to be used in the development of rail investment priorities and projects for Pennsylvania. Additionally, the meeting also provided an opportunity for the stakeholders to comment on draft strategies for implementing the proposed priorities and projects. Approximately 20 stakeholders attended each of the roundtable sessions for a total of over 40 attendees during the day. Details about the roundtable meeting and the input received from stakeholders are presented below.

II. Meeting Notification

The meeting was by invitation only. The invitation list developed for Roundtable Meeting #1 was utilized and additional persons were added based on information obtained from the first meeting. Invitation letters were mailed on July 9, 2009.

Invitees were previously identified through research to be representative of the range of stakeholder interests in the Pennsylvania intercity and freight rail networks. Several invitees or their organizations were participants in the individual interviews conducted in May and June 2009.

III. Meeting Information

The information at the meeting was presented to stakeholders using a series of meeting handouts and presentation slides. Boards that were displayed at Roundtable Meeting #1 were also available for viewing at this meeting. The boards on display included mapping which detailed rail corridor freight volumes, utilized and abandoned rail lines, population densities, commuter rail usage per county, public transit usage per county, and strategic rail corridors. Attendees received a handout packet containing an agenda, a copy of the Meeting Summary from Roundtable Meeting #1, and a copy of the presentation slides.

IV. Meeting Format

Each session was organized into two components: reviewing the proposed criteria for evaluating and prioritizing intercity passenger rail projects; and reviewing the proposed criteria for evaluating and prioritizing freight rail projects.

Eric Madden, Deputy Secretary for Aviation and Rail Freight, provided opening comments in each session and welcomed the attendees. Eric thanked those present for attending. He reiterated that the purpose of the Plan is to develop a long-term vision which will identify where investments in rail should be made to move Pennsylvania residents and the economy forward. The first set of investments will be identified for a five- year planning horizon. A combined plan for passenger and freight rail is being prepared because it is anticipated that in many cases the two modes will operate on the same facilities. The Plan will help PennDOT plan and prepare for and coordinate passenger and freight joint use. Even before stimulus funds, there was a strong desire to provide additional support to passenger rail in the Commonwealth.

This Plan will be complete by October when the reauthorization of the surface transportation legislation is due. There will be a passenger and freight component to the new legislation and Pennsylvania will be ready for any funding opportunities that arise. In terms of planning for future rail investments, the first phase is the intercity rail plan that is currently being prepared. It will define priority corridors for investment and provide a framework for decision-making about projects that the state should fund. The second phase is the annual list of rail projects that are identified by stakeholders as necessary to fund. Projects that are funded must support the attainment of the overall vision for intercity passenger and freight rail that appears in the Plan. The list of projects will be developed after the Rail Plan is completed.

The meeting was then turned over to Roger Heebner who began review of the PowerPoint presentation. Adam Krom of Wallace Roberts & Todd, LLC, presented the Intercity Passenger Rail portion of the presentation; Joe Waldo of Global Insight presented the Freight Rail portion of the presentation; and Rick Peltz and Jonathan Heilman of Gannett Fleming provided an update on the Funding and Finance initiatives associated with the Plan. (Rick Peltz presented at the morning session and Jonathan Heilman presented at the afternoon session.)

A scribe was available at each session to document any suggestions and ideas.

The remaining project timeline was also discussed.

V. Discussion and Comments Provided at the Roundtable Meeting

The following comments were made (and documented on flip charts) in response to the presentation slides on the draft decision criteria to be used in the development of rail investment priorities and projects for intercity passenger and freight rail in Pennsylvania.

Morning Session Discussion Points:

1. Morning Session – PASSENGER



a. **Infrastructure/ROW**

- Question of speed trying to achieve
- Maintenance cost – driver
- Time
- Rail availability should be in top five criteria
- Conflict at times to do maintenance work and run freight
- Willingness of host railroad to maintain/preserve track (increased \$)
- Consider the impact of the curvature and track elevation
- Liability issues when freight operates on high-speed rail corridors

b. **Market Size/Trends**

- The number of jobs supported and created is a big criterion with stimulus funds

c. **Destinations/Generators**

- Many generators listed are weekend
- Look at average weekday typically
- Need to look at other criteria
- Special event trains are disruptive to freight schedules
 - Sports stadiums may be served by spur lines or use weekday equipment that would sit idle on the weekends. College student travel is an important market. Amtrak – Sunday is busy day/lots of universities in Pennsylvania.
- Consider tourism and sports in context of urban centers
- Do deals that balance freight and passenger, pushing for mixed use

d. **Connectivity/Links**

- Who controls the stations? Since the last roundtable meeting the business class bus service between Pittsburgh and Harrisburg failed. One reason for this is because they weren't given direct access to stations. Access was controlled by those with a conflicting interest. Bus operators must have access to train stations.
- The revision of bus schedules to meet trains would cost the operators money
- Quality of local connections – adding more will impact local operators, with a potential increased cost
- People need to have good information about the bus services that link to train service
- Category is a high priority – key to driving ridership
- Need for seamless connections and pedestrian connections
- System connectivity should be a high priority because it's at the base of improving ridership

e. **Land Use/Smart Growth**

- Tie funding to local willingness to zone for high-density/transit-oriented development – Consider adjacent land use
- There needs to be zoning for higher density used around rail stations



- Local government support needs to be heavily weighted
 - Annual Operating & Maintenance costs need to be recognized/+ capital investment upfront

f. **Environment**

- Previous three criteria are connected

g. **Financial Contributions**

- Share of local through non-traditional sources (TRID or tax investment service measures)
- Need and feasibility sides then move to costs

2. **Morning Session – FREIGHT**

a. **Infrastructure/ROW**

- Terminal Points – yards
 - Improvements to local roads and other local infrastructure to get trucks in/out – need to get from Interstates to the yards
 - Local \$ (Rutherford), PennDOT \$
 - (Raise local/state/federal \$ for synergy) for integration

b. **Destinations/Generators**

- Potential to serve other sites not currently served

c. **Land Use**

- Protection of land near intermodal facilities so there is room for other related uses
 - Greater efficiency of land use
 - Potential for development of industrial jobs/job generators
- Land use planning should be a major criteria

3. **Funding and Finance**

- a. Railroads have reduced costs and looked for efficiencies. The question was asked: *What else can be done to creatively finance rail?*
- Could the \$25 billion stimulus funds targeted for highways be used for rail? The projects would have to be a part of the TIP and railroads came in too late to be on the TIP. Local DOTs are also protecting their needs.
 - Charge a fuel tax to fund rail beyond roads and bridges.
 - Better info and public relations to get the word out about the value of rail.
 - Charge a user fee like is done when tolling truckers? In turn, invest funds in infrastructure.
 - Speed up depreciation.
 - Rail fund mile credit initiative to shippers – although it's a good idea, the cost would be passed on to shippers.



- Promote rail as a way to get trucks off the road, a cost saver and green business opportunity.

Afternoon Session Discussion Points:

1. *Afternoon Session – PASSENGER*

a. **Infrastructure/ROW**

- Nearness to other services
- New market versus served area
- Build on what you have
- Positive train control
- Station conditions – are they ADA compatible?
- Grade crossing conditions
 - Control
 - Condition
- How will we add passenger rail to a congested freight rail system?
- Capacity is critical
- Track conditions/design considerations
- Would Class I's (for profit) actually want to operate passenger rail?
 - Usually subsidized
- Dispatching and operational aspects
 - Who owns dispatching?
 - Dispatching can be a constraint

b. **Market Size and Trends**

- Look at potential too, not just what exists

c. **Major Destinations/Generators**

- Is the project doable and realistic?

d. **Travel Patterns and Demand**

- Criteria may not be the “right” term; evaluation factors may be better
- Scale of project; incremental or smaller scale
 - Implementation schedule
 - Feasibility of project
 - Ease to implement
 - Reality to achieve
- Ridership – what kinds of travelers are you serving? Have different needs and experience expectations.
 - Business travel
 - Leisure travel
 - Commuter travel
- Keystone Corridor success
 - Trip times and frequency



- Seeing commuter growth (i.e., – Lancaster to Princeton, NJ)
- OTP (dependability) and pricing effects (NJ housing costs)
- Translates to flexibility and convenience to riders
- Survey current riders on Keystone
 - Market research on customers
 - And non-riders, too
- Speed and convenience of entire trip

e. **Connectivity/Links**

- Schedule connectivity as well as modal connectivity

f. **Land Use/Smart Growth**

- Synergies between freight and passenger may be an opportunity to create a joint return on investment
- Transportation is a community builder
 - Inter-relationship between the two

g. **Other Public Benefits**

- Accessibility to new locations/places
- Aging population – responding to changing demographics of state
- Access to automobile alternatives

h. **Financial**

- Financial sustainability of the project
 - Amplify service measures used with this
- Public information about subsidies (air, highway, rail)
 - Level the discussion playing field
- State's fare policy impacts operation subsidy needs (balance capital investment which can lower operating subsidy need)
- Recognize that all transportation is subsidized even though some of those subsidies are hidden

i. **Service**

- Ticketing connectivity (through ticketing)
- Ease of ticketing
- On-board amenities
- Quality of riding experience
- Range of ridership

2. Afternoon Session – FREIGHT

a. **Land Use**

- Set aside land to develop industrial/manufacturing near freight
 - Use of brownfields
- Use of the “official map” – local as a way to keep aside land for freight and related
- Identify economic development corridors that need to be served by freight and passenger rail to tie them together



- Communities need to be aware of the railroad and its benefits to the community
- Local public support and awareness of railroad issues

3. Funding and Finance

- a. Railroads have reduced costs and looked for efficiencies. The question was asked: *What else can be done to creatively finance rail?*
 - Consider selling tax credits
 - Tolling the rail lines

VI. Next Steps

Three Public Meetings are tentatively planned for mid-September 2009. The meetings will be geographically distributed throughout the state—one in the east, one in central, and one in the west. A flyer will be mailed to the Roundtable Meeting participants and stakeholders when the locations and dates have been finalized.

VII. Attendance (Sign-In Sheets Attached)



Appendix 2-3

Summary Report of Public Meetings

**Pennsylvania Intercity Passenger and Freight Rail Plan
Summary Report of Public Meetings
October 20, 2009**

I. Executive Summary

The Pennsylvania Department of Transportation (PennDOT) is currently developing the Pennsylvania Intercity Passenger and Freight Rail Plan. As part of its effort to involve stakeholders and incorporate public input into the draft Plan, PennDOT conducted three identical public Open Houses. These meetings took place in Philadelphia, Harrisburg, and Pittsburgh (Carnegie) during the week of September 14, 2009. The purpose of the meetings was to inform the public of the Pennsylvania Intercity Passenger and Freight Rail Plan in development and to request their feedback concerning the Plan's vision, goals, and objectives; and the priority corridors for transportation improvements related to rail in the Commonwealth. A total of 126 persons attended the meetings and the project team received 55 comment forms representing 43.7 percent of meeting attendees. The following provides a summary of the public input received from the meetings. This input will be incorporated into the draft Plan which is projected to be available for public review and comment in October 2009.

Public Input Summary

Meeting attendees primarily represented private citizens with an interest in rail service in Pennsylvania, current users of passenger/transit service, and representatives of stakeholder organizations or agencies that support rail transportation in Pennsylvania.

Overall, respondents agreed with the proposed goals for the Pennsylvania Rail Plan as presented at the public meetings.

While meeting participants supported both the intercity passenger and freight rail corridors as presented, there was interest in seeing more details—in particular, the next steps for implementing corridor plans, specific projects, and planned enhancements.

Several themes emerged from the additional comments received from meeting attendees.

- Respondents were interested in seeing better connectivity in freight rail among the rail classes, with seamless intermodal connections to ports and truck freight. For example, the City of Philadelphia requests that a blue *Central PA Corridor* line with a direct connection to the intermodal terminals in Philadelphia and over the Delair Bridge to southern New Jersey be added to the Proposed Priority Freight Corridors.
- Multimodal connections for passenger rail should be a priority with other public transportation modes.
- Attention should be given to land use as it relates to preservation of rail right-of-way and development around priority passenger stations.
- There was consistent interest expressed at each meeting in connecting Philadelphia and Pittsburgh with reliable and more frequent intercity passenger rail service.
- While there was general agreement to both the intercity passenger and freight rail proposed priority corridors, there were a number of additional connections mentioned, both intrastate, such as Philadelphia to Reading and Bethlehem, and interstate, such as Pittsburgh west to Cleveland and Chicago and eastern Pennsylvania to the New Jersey and New York City areas.

The next two sections of this summary provide the meeting details and complete comment form recap.

II. Meeting Details

A. Dates and Locations

Three meetings were conducted during the week of September 14, 2009 at geographically-dispersed locations across Pennsylvania.

**Monday
September 14, 2009**

*Board Room
SEPTA*

1234 Market Street
Philadelphia, PA 19107

6:00 – 8:00 p.m.

**Tuesday
September 15, 2009**

*C. Ted Lick Wildwood
Conference Center*

One HACC Drive
Harrisburg, PA 17110

6:00 – 8:00 p.m.

**Thursday
September 17, 2009**

*Carnegie Borough
Building*

One Veterans Way
Carnegie, PA 15106

6:00 – 8:00 p.m.

B. Meeting Purpose

1. To inform the public about the Pennsylvania Intercity Passenger and Freight Rail Plan, including progress-to-date and how the plan will be used.
2. To provide a forum for the community to express views and ask questions.
3. To gather public feedback that will be incorporated into the draft Plan.

C. Meeting Announcement

The meetings were publicized, as listed below, in a number of ways.

1. Newspaper Ads

Ads ran in the local newspaper markets for each of the meeting locations. Copies of these announcements are included in Appendix A.

Ad Date	Newspaper
8/30/09	Philadelphia <i>Inquirer</i>
9/2/09	Harrisburg <i>Patriot News</i>
9/2/09	Pittsburgh <i>Post-Gazette</i>

2. Public Meetings Flyer

A public meetings flyer was emailed to 65 invitees of the Rail Plan's Roundtable Meeting #2 on August 18, 2009, and mailed to 454 contacts in the stakeholder database on August 20, 2009. This included invitees to previous industry roundtables, interviewed stakeholders, and other interested parties. A copy of the flyer is included in Appendix B.

3. Additional Notifications

There were additional public meetings notifications sent via electronic mail from local MPOs and other interested organizations.

Date	Region	Type	Source
Weeks of 8/24/09 and 9/7/09	Pittsburgh	3E Links newsletter announcement	Sustainable Pittsburgh
Week of 8/24/09	Pittsburgh	Email distribution to organization contacts (railroads, freight community, high-speed rail interested parties, transit service providers)	Southwestern Pennsylvania Commission (SPC)
Week of 9/7/09	Pittsburgh	Email distribution to organization contacts	Keystone Association of Railroad Passengers
8/19/09	Philadelphia	Email distribution to organization contacts	Delaware Valley Regional Planning Commission (DVRPC)
Week of 8/24/09	Philadelphia	Email distribution to members of organization	Greater Valley Forge Transportation (TMA)

D. Meeting Attendance

A total of 126 persons signed in across all three public meetings. Copies of the sign-in sheets are included in Appendix C.

Location	Date	# of Persons Who Signed In
Philadelphia	9/14/2009	61
Harrisburg	9/15/2009	32
Carnegie (Pittsburgh)	9/17/2009	33
Total		126

The following project team members were in attendance in at least one of the three public meetings.

Organization	Staff
PennDOT	Toby Fauver
	Eric Madden
	Sarah Gulick
	Calvin Cassidy
AECOM	Roger Heebner
	Fred Mylnarski
	Christine Bishop-Edkins
	Jennie Granger
Global Insight	Margaret Quinn
	Joe Waldo
	Christopher Pike
Olszak Management Consulting, Inc.	Steve Owens
	Glenda Murphy
	Lisa Olszak
Portfolio Associates, Inc.	Jackie Freeman
	Morgan Barlow

Organization	Staff
WRT	Owen Franklin
	Ron Harper
	Adam Krom
	Kyle Gradinger

E. Meeting Format and Materials

The meetings were conducted in an open house format which provided the public with an opportunity to speak one-on-one with project team members, to receive information, to ask questions, and to identify issues of concern regarding the project.

Registration

All meeting attendees were asked to sign in and were given the meeting handouts which included a one-page Rail Plan fact sheet, a four-page meeting informational sheet, and a comment form. Copies of each of these handouts are included in Appendix D.

Meeting Displays

There were thirteen informational displays on easels as well as two Pennsylvania rail system maps on tables in the center of the room where meeting attendees were able to add notes and draw routes. Copies of the display boards are included in Appendix E.

Station	Number	Board
The Plan	1	Key Elements
	2	Plan Development Flowchart
The Vision	3	Rail Network
	4	Goals
The Rail Network	5	Existing Rail Network and Population Densities
	6	Existing Freight Rail Corridors
	7	Pennsylvania Rail Freight Flows 2007 and Forecasted Pennsylvania Rail Freight 2035
	8	Proposed Criteria for Priority Corridors Freight Rail
	9	Proposed Priority Freight Corridors
	10	Intercity Travel Sheds – Existing and Emerging Potential Intercity Passenger Service
	11	Intercity Travel Trends
	12	Proposed Criteria for Priority Corridors Passenger Rail
	13	Network Integration

Comments

A comment area was provided where meeting attendees could sit and respond to questions on the comment form. These forms were deposited in the comment form box upon exiting the meeting or could be mailed to the project team by September 25, 2009. Comments were also collected by project team members as they interacted with the public during the meetings.

F. Media Coverage

There was no formal press release issued regarding the meetings. There was an online article published in www.planphilly.com following the Philadelphia meeting. A copy of the article is included in Appendix F.

III. Comments

A total of 55 comment forms were received by the project team representing 43.7 percent of the total 126 meeting attendees. The following provides the collective responses to the comment forms.

The Project

1. The majority of comments came from private citizens interested in rail service in Pennsylvania who were also current users of passenger rail/transit service or represented a stakeholder organization.

	Philadelphia 9/14/09	Harrisburg 9/15/09	Pittsburgh 9/17/09	Total
I am a private citizen interested in rail service in Pennsylvania.	18	8	6	32
I am a current user of passenger rail/transit service.	16	6	3	25
I work or run a business that uses rail transport to receive and ship goods.	1	0	0	1
I am a provider of rail service in Pennsylvania.	2	1	1	4
I represent a stakeholder organization or agency that supports rail transportation in Pennsylvania.	14	7	2	23
I am a public official.	1	0	1	2
No answer	0	0	0	0
Other	6	2	4	12
Total*	58	24	17	99

*Respondents were able to check more than one response to this question.

Other (Please specify):

Philadelphia 9/14/09

- Agency leading effort to rebuild Quakertown/Stony Creek line
- Community and Regional Planning Student – Temple University
- I also work for SEPTA in Rail Vehicle Maintenance.
- Philadelphia City government
- Rail supplier
- Student in transportation

Harrisburg 9/15/09

- Journalist – editor of The Burg
- Work for CAT

Pittsburgh 9/17/09

- Consulting firm
- Keystone Association of Rail Passengers
- National Association of Railroad Passengers
- Transportation consultant

2. Overall, respondents agreed with the proposed goals for the Pennsylvania Rail Plan as presented at the public meetings.

	Scale	Philadelphia 9/14/09	Harrisburg 9/15/09	Pittsburgh 9/17/09	Total
Do Not Agree	1	0	0	0	0
↕	2	1	0	0	1
	3	4	2	2	8
	4	13	4	5	22
Definitely Agree	5	9	10	3	22
	No answer	2	0	0	2
	<i>Total surveys:</i>	29	16	10	55

3. In general, respondents agreed with the proposed priority corridors for intercity passenger rail service in the Commonwealth as presented at the public meetings.

	Scale	Philadelphia 9/14/09	Harrisburg 9/15/09	Pittsburgh 9/17/09	Total
Do Not Agree	1	0	0	0	0
↕	2	0	0	0	0
	3	7	4	0	11
	4	12	7	6	25
Definitely Agree	5	8	5	4	17
	No answer	2	0	0	2
	<i>Total surveys:</i>	29	16	10	55

4. In general, respondents agreed with the proposed priority corridors for freight rail service in the Commonwealth as presented at the public meetings.

	Scale	Philadelphia 9/14/09	Harrisburg 9/15/09	Pittsburgh 9/17/09	Total
Do Not Agree	1	0	1	0	1
↕	2	0	0	0	0
	3	7	2	0	9
	4	12	5	4	21
Definitely Agree	5	9	7	5	21
	No answer	1	1	1	3
	<i>Total surveys:</i>	29	16	10	55

5. Additional Comments

Additional unedited comments appear in Appendix G6. Contact Information – Forty-nine persons included contact information to receive notification of when the draft Pennsylvania Intercity Rail Plan is ready for review and public comment.

The Public Meeting

7. The majority of respondents heard about the public meetings through an email or word-of-mouth.

	Philadelphia 9/14/09	Harrisburg 9/15/09	Pittsburgh 9/17/09	Total
Email	12	3	3	18
Newspaper	1	5	2	8
Website	4	1	1	6
Word-of-mouth	8	3	5	16
Mailed invitation	4	4	0	8
No answer	0	0	0	0
Other	2	2	0	4

Other:

Philadelphia 9/14/09

- Hatch Mott MacDonald VP Transportation
- Temple University

Harrisburg 9/15/09

- Corporate communication
- Involved from work

8. Most respondents found the meeting format appropriate to learn about the Rail Plan.

	Philadelphia 9/14/09	Harrisburg 9/15/09	Pittsburgh 9/17/09	Total
Yes	22	12	8	42
No	4	4	2	10
No answer	3	0	0	3
<i>Total surveys:</i>	29	16	10	55

9. Most respondents felt that they were able to adequately express their opinions and concerns at the public meetings.

	Philadelphia 9/14/09	Harrisburg 9/15/09	Pittsburgh 9/17/09	Total
Yes	26	14	10	50
No	2	1	0	3
No answer	1	1	0	2
<i>Total surveys:</i>	29	16	10	55

10. The majority of respondents felt that their questions and concerns were addressed during the meetings.

	Philadelphia 9/14/09	Harrisburg 9/15/09	Pittsburgh 9/17/09	Total
Yes	16	11	7	34
No	6	2	1	9
No answer	7	3	2	12
<i>Total surveys:</i>	29	16	10	55

If not, what additional information do you need?

Philadelphia, September 14, 2009:

- Two rail freight "corridors" to consider adding (or at least add to other corridors): Norfolk Southern direct connection into Port of Philadelphia area; Delair Bridge connection to New Jersey.
- There was no information presented. Why is Amtrak so slow from Pittsburgh to Cumberland?
- Some evidence that things will move faster (or even just move beyond studies).
- Felt a lack of representation from PennDOT/current administration.
- Unclear on how this fits into national surface transportation reauthorization.
- Money. No insight whatsoever on how to gain private investment.
- Need to move from abstract goals and principles to specific proposals.
- I would like to see the draft plan. There should at least be a list of priorities.
- Hurdle(s) of ownership of various segments.
- Financing!

Harrisburg, September 15, 2009:

- Would like to see this plan developed into a more detailed plan to help me understand some of the working details and priority areas.
- Forum did not lend to input or questions.
- The existing plan should have been included to show the changes being considered.
- Very much so. Very pleasant representatives.
- Based on preliminary information, draft priority funding targets will be helpful.
- Should have included maps of passenger and rail corridors in pamphlet.
- Would have preferred a formal presentation.

Pittsburgh, September 17, 2009:

- I would like to see the plan on the web. I prefer 30 minutes for a public meeting in addition to poster boards.
- Why can't Amtrak extend one of the many Keystone Corridor trains to Pittsburgh, PA, to give us a morning and evening choice to ride?

List of Appendices

A. Newspaper Ads

- Philadelphia *Inquirer*
- Harrisburg *Patriot News*
- Pittsburgh *Post Gazette*

B. Public Meeting Announcement Flyer

C. Sign-in Sheets

D. Meeting Handouts

- 4-page Open House Flyer
- 1-page Rail Plan Fact Sheet
- 2-page Comment Form

E. Display Boards

- Key Elements
- Plan Development Flowchart
- Rail Network
- Goals
- Existing Rail Network and Population Densities
- Existing Freight Rail Corridors
- Pennsylvania Rail Freight Flows 2007 and Forecasted Pennsylvania Rail Freight 2035
- Proposed Criteria for Priority Corridors Freight Rail
- Proposed Priority Freight Corridors
- Intercity Travel Sheds – Existing and Emerging
- Potential Intercity Passenger Service
- Intercity Travel Trends
- Proposed Criteria for Priority Corridors Passenger Rail
- Network Integration

F. Media Coverage

- PlanPhilly

G. Additional Comments

- Philadelphia, September 14, 2009
- Harrisburg, September 15, 2009
- Pittsburgh (Carnegie), September 17, 2009

APPENDIX A
NEWSPAPER ADS

Portfolio Associates, Inc/Olszak Management Consulting, Inc

Proof of Publication in The Philadelphia Inquirer
Under Act. No 160, P.L. 877, July 9, 1976

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA

Anna Dickerson being duly sworn, deposes and says that **The Philadelphia Inquirer** is a daily newspaper published at Broad and Callowhill Streets, Philadelphia County, Pennsylvania, which was established in the year 1829, since which date said daily newspaper has been regularly published and distributed in said County, and that a copy of the printed notice of publication is attached hereto exactly as the same was printed and published in the all editions and issues of said daily newspaper on the following dates:

August 30, 2009

Affiant further deposes and says that she is an employee of the publisher of said newspaper and has been authorized to verify the foregoing statement and that she is not interested in the subject matter of the aforesaid notice of publication, and that all allegations in the foregoing statement as to time, place and character of publication are true.

Anna Dickerson

Sworn to and subscribed before me this 30th day of
August, 2009

Mary Anne Logan
Notary Public

My Commission Expires:

NOTARIAL SEAL
Mary Anne Logan, Notary Public
City of Philadelphia, Phila. County
My Commission Expires March 30, 2013

Copy of Notice of Publication

PennDOT
Draft Intercity Passenger and Freight Rail Plan
Public Open House
Monday, September 14, 2009 6:00 PM - 8:00 PM
SEPTA Board Room
1224 Market St.
Philadelphia, PA 19107

A Public Meeting has been scheduled to review the Draft Intercity Passenger and Freight Rail Plan. The draft plan will include goals, objectives, and recommendations for transportation improvements related to rail in the Commonwealth.

This public meeting will be held in an open house format so community members can stop by to learn about the plan, ask questions and provide written comments.

PennDOT representatives will be on hand to discuss and answer questions on the project plans.

The public meeting location is compliant with the Americans with Disabilities Act (ADA). Persons requiring special accommodations may contact Jennie Granger, at (717) 471-8865 ext. 20.

INTERNATIONAL

Major hurricane heads toward Mexican coast

By Mark Stevenson
The Associated Press

LOS CABOS, Mexico — Heavy winds, battering waves and bands of intense rain pumiled shores east of the vacation resort as Hurricane Jimena, one of the strongest hurricanes this year, neared the coast Tuesday.

The center of the rotating hurricane, which weakened to a Category 3, was on course to pass west of the storm's main eye on Tuesday, heading toward the Gulf of California. It is the strongest hurricane to hit the Gulf since 1959.

Jimena, which weakened to a Category 3, was on course to pass west of the storm's main eye on Tuesday, heading toward the Gulf of California. It is the strongest hurricane to hit the Gulf since 1959.



Europe marks start of WWII

GIANNAKI, Poland — A world war anniversary ceremony in Poland on Tuesday marked the start of World War II 70 years ago. European leaders vowed to ensure that the world never forgets the lessons of the Holocaust.

Poland's Prime Minister Donald Tusk said that the anniversary was a reminder of the need to stand up to tyranny and to ensure that the world never forgets the lessons of the Holocaust.

Muslims' Ah's hit roads

DELRAN — Biting anger blossomed in the home of a Muslim woman in Delaware Tuesday as she learned that her husband had been killed in a car accident. The woman, who is a member of the Ahmadiyya Muslim Community, said that she had been told that her husband had been killed in a car accident.

U.S. war charges

SANTOAGO, Chile — A U.S. war crimes tribunal Tuesday charged a former Chilean intelligence officer with the slaying of a communist party leader in Chile. The tribunal said that the officer was involved in the slaying of a communist party leader in Chile.

N. Korea reports border

SEOUL, South Korea — North Korea reported Tuesday that it had stopped border crossings for traffic in the North. The report said that North Korea had stopped border crossings for traffic in the North.

Fraud charges imperil Afghan vote

By Dexter Filkins
The New Yorker

KABUL — Just a week before the Afghan presidential election, some kind of fraud had reached the Afghan capital. The fraud had reached the Afghan capital, and it was a matter of time before the election would be called off.

Iran says it's ready to restart nuclear talks

By Thomas Ederick
The Washington Post

TEHRAN, Iran — Iran's top nuclear negotiator Tuesday said the country is ready to restart talks with the United States on Iran's nuclear program. He said that Iran is ready to restart talks with the United States.

Public Open House PennDOT Draft Intercity Passenger and Freight Rail Plan

Tuesday, September 15, 2009
6:00 PM - 8:00 PM

C. Ted Lick Wildwood Conference Center - HACC
One HACC Drive, Harrisburg, PA 17110

This public meeting will be held in an open house format so public members can stop by to learn about the plan, ask questions and provide written comments.

PennDOT representatives will be on hand to discuss and answer questions on the project plans. The public meeting location is compliant with the Americans with Disabilities Act (ADA). Persons requiring special accommodations may contact Jennie Granger, at (717)-671-6985 ext. 20.

SHINY BLACK VAN SPOTTED IN LOCAL NEIGHBORHOODS

Public Open House PennDOT Draft Intercity Passenger and Freight Rail Plan

Thursday, September 17, 2009
Carnegie Borough Building, One Veterans Way, Carnegie, PA 15106

A Public Meeting has been scheduled to review the Draft Intercity Passenger and Freight Rail Plan. The draft plan will include goals, objectives, and recommendations (short and long term) for the Commonwealth. The plan will enable PennDOT to implement a more efficient and effective approach to intercity rail transportation within the Commonwealth.

This public meeting will be held in an open house format so public members can stop by to learn about the plan, ask questions and provide written comments.

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Patriot-News: All notices must be received 2 business days prior to publication. Community weeklies: Friday at noon for following issue. Lengthier notices may require additional notification. For additional information regarding placement for Public Notice Ad Contact: 717-258-8100 • Fax 717-258-4726 • email: legals@pn.com

Articles of Incorporation

NOTICE OF INCORPORATION
LETTERS HEREBY GIVEN THAT ARTICLES OF INCORPORATION were filed on July 8, 2009 with the Corporation Bureau of the Pennsylvania Department of State, Harrisburg, Pennsylvania, for the purpose of forming a domestic non profit corporation under the Pennsylvania Nonprofit Corporation Law of 1988 (P.S. 1464, M. 177), 15 Pa.C.S.A. 2001 et seq., as amended, for the purposes of operating a book bank in the name of the proposed corporation: **PROJECT SHARE OF CARLISLE**
Gailber Korfman, P.C., 228 Market Street, 2nd Floor, P.O. Box 128, Harrisburg, PA 17108-1248

Meeting Notices

FROM THE PLANNING STAFF ACTING DEPUTY CITY MANAGER
MARTIN LUTHER KING, JR. CIVIC CENTER, ROOM 206 HARRISBURG, PA 17101-1061 (717) 735-6400. BETWEEN THE HOURS OF 9:30 A.M. AND 5:00 P.M.

Meeting Notices

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passenger freight
RAIL PLAN

Public Open House
PennDOT Draft Intercity Passenger and Freight Rail Plan

Tuesday, September 15, 2009
6:00 PM - 8:00 PM

C. Ted Lick Wildwood Conference Center - HACC
One HACC Drive, Harrisburg, PA 17110

A Public Meeting has been scheduled to review the Draft Intercity Passenger and Freight Rail Plan. The draft plan will include goals, objectives, and recommendations (short and long term) for the Commonwealth. The plan will enable PennDOT to implement a more efficient and effective approach to intercity rail transportation within the Commonwealth.

This public meeting will be held in an open house format so public members can stop by to learn about the plan, ask questions and provide written comments.

PennDOT representatives will be on hand to discuss and answer questions on the project plans. The public meeting location is compliant with the Americans with Disabilities Act (ADA). Persons requiring special accommodations may contact Jennie Granger, at (717)-671-6985 ext. 20.

Proposals & Bids

PUBLIC NOTICE
JEM CORP, LLC is soliciting BIDDERS bids for two projects at Morrison Tower for the Harrisburg Convention Center, PA 17101.

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OPEN HOUSE PUBLIC MEETINGS



Three (3) Public Meetings have been scheduled to review the Draft Intercity Passenger and Freight Rail Plan. The draft plan will include goals, objectives, and recommendations (short and long term) for transportation improvements related to rail in the Commonwealth.

The plan will enable PennDOT to implement a more efficient and effective approach to intercity rail transportation within the Commonwealth. Specifically, consideration will be given to more frequent and timely passenger rail service and increased use of the freight rail system for goods movement. In addition, this plan will also aid in prioritizing rail projects throughout the state by identifying those that will provide the most benefit for the limited funding available. Prioritization will take into account multiple factors. These factors include, but are not limited to; the availability of funding, the ability of the project/improvement to facilitate economic growth, and the minimization of impacts to the environment.

Each public meeting will be held in an open house format so community members can stop by to learn about the plan, ask questions and provide written comments.

Identical information will be presented at each location/meeting.

<u>Date</u>	<u>Time</u>	<u>Location</u>
Monday, September 14, 2009	6:00 PM – 8:00 PM	SEPTA, Board Room 1234 Market St. Philadelphia, PA 19107
Tuesday, September 15, 2009	6:00 PM – 8:00 PM	C. Ted Lick Wildwood Conference Center HACC One HACC Drive Harrisburg, PA 17110
Thursday, September 17, 2009	6:00 PM – 8:00 PM	Carnegie Borough Building One Veterans Way Carnegie, PA 15106

The public meeting locations are compliant with the Americans with Disabilities Act (ADA). Persons requiring special accommodations may contact Jennie Granger, AICP at 717-671-6985, ext 20.

APPENDIX B

PUBLIC MEETING ANNOUNCEMENT FLYER

APPENDIX C
SIGN IN SHEET

Portfolio Associates, Inc/Olszak Management Consulting, Inc



Pennsylvania Intercity Passenger and Freight Rail Plan
OPEN HOUSE PUBLIC MEETING
SEPTA BOARD ROOM
Monday, September 14, 2009
Philadelphia, PA

SIGN-IN SHEET

PLEASE PRINT. Photographs will be taken at this meeting. If you do not wish your image to be used, please turn away when you see the photographer.

NAME/ORGANIZATION	ADDRESS including ZIP CODE	PHONE NO. with area code	E-MAIL Address
Bondi Eng-Rohrbach	514 Milford Lane, Hummel PA 18846	610-465-2556	ougjrt@androughnod.com
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Michael Gussman On Track America.org	1709 Sanson Street 19103	215-564-3002	mgussman@ontrackamerica.org
Marilyn Jamison, Amtrak	30th St Station Plaza PA 19104	215-349-3445	jamison@amtrak.com
Jeanette Blize - Rep Babbette Josephs	1528 Walnut St. 501	215-893-1515	jblize@pahouse.net
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BYRON COMATI - SEPTA	1284 Market Street		bcomati@septa.org
PRPK	3460 North Delaware Ave	215- 886 426-2600	nwalsh@pluairport.com
Bob A & H	121. Birch 788 Nic. L. Laville PA 19104	815-888-2422	bobh@hucjerrman.com



Pennsylvania Intercity Passenger and Freight Rail Plan
 OPEN HOUSE PUBLIC MEETING
 SEPTA BOARD ROOM
 Monday, September 14, 2009
 Philadelphia, PA

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NAME/ORGANIZATION	ADDRESS including ZIP CODE	PHONE NO. with area code	E-MAIL Address
JOHN H SMITH HAKS ENGINEERS	1500 JFK BLVD SUITE 905 PHILA. PA. 19102	215 496-9322	JSmith@haks.net
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JOHN PAUGH	3505 Mermaid Rd, Apt 2012 WILLOW GROVE PA 19091	215-659-7736	john.paugh@yahoocom
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MARIA DUBILIB/BI Group	1315 MAIN ST, SUITE 900 PHILADELPHIA, PA 19107	215-825-7424	maria.hull@biogroup.com
BEAT COSSABAN	410 LINDEBY LN HADDONFIELD, NJ 08033	—	LB.COSSABAN@EARTHINKPHILA.COM



Pennsylvania Intercity Passenger and Freight Rail Plan
 OPEN HOUSE PUBLIC MEETING
 SEPTA BOARD ROOM
 Monday, September 14, 2009
 Philadelphia, PA

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NAME/ORGANIZATION	ADDRESS including ZIP CODE	PHONE NO. with area code	E-MAIL Address
STEPHEN S. WEENER (SRC)	P.O. Box 96 STRANDBERG PA 17584	(717) 687-8421	SSWEENER@SRCAL.COM
Paul Breenan	101 South King Street Gloucester City, NJ 08030	(215) 205-3680	p.breenan@holllogistics.com
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RAN FRUGOSON	1505 MARKET ST., SUITE 305 PHILADELPHIA, PA 19103	(215) 430-5505	rfrugoson@mlb.com
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Scott Phibbs	600 W. Assoc of Phil. Ass 1601 Market St Phila.	215 441 1400	scottphibbs@dupc.org



Pennsylvania Intercity Passenger and Freight Rail Plan
 OPEN HOUSE PUBLIC MEETING
 SEPTA BOARD ROOM
 Monday, September 14, 2009
 Philadelphia, PA

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NAME/ORGANIZATION	ADDRESS including ZIP CODE	PHONE NO. with area code	E-MAIL Address
GEORGE MEKOSH BOMARDIENK WESLEY BARTO	3260 TILLYMAN DR. DESALEM, PA 19020 MONT. CO. COURTHOUSE	215-639-1444	gmeekosh@usnewsports.com bomardi@comcast.net
MONT. CO. RAIL COMM CARL A. ANDERSON GPHENORA	MORRISTOWN PA 19404 907 BULLOCK AVE. YEADON PA 19050 8801 Ridgeway St Phila, Pa 19111	610 278 3734 610-259-6148	wra@td@montcopa.org S.mattershead@comcast.net
Steven Mattershead Temple University	331 STREET RD. 572-440 BRANSALEN DA 19040	610-691-675-1325	b.mattershead@comcast.net
BILL RICHEST/TMA BACKS	7130 Crocheam Rd, Philadelphia, PA 19114	215-244-9082	b.richest@tma.com
Peter Jovicas	4640 Pine St. Philadelphia 19141	(732) 260-8821	Campani@att.net
Anthony Campani KEVIN JUREWICZ SEPTA	1234 MARKET ST 19107 FL. PHILA 19107	215-944-4405	KJUREWICZ@SEPTA.ORG
Tom Erickson/Rail Cents	213 Engle Drive, Wallingford, PA 19086	610-565-8458	
Ed Reese	4800 345 Midway Road Philadelphia, PA 19216	412-302-0565	ereese@hbrinc.com



Pennsylvania Intercity Passenger and Freight Rail Plan
 OPEN HOUSE PUBLIC MEETING
 SEPTA BOARD ROOM
 Monday, September 14, 2009
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NAME/ORGANIZATION	ADDRESS including ZIP CODE	PHONE NO. with area code	E-MAIL Address
GRAEGORY J. STRIDICK	2338 S. BRAND ST PHILADELPHIA PA 19146		gregstridick@gmail.com
Rick Kunatnick	961 MANSON BLVD SUITE 441 ALLENTOWN PA 18109		
Maggie Mund	1600 JFF Blvd Suffe 700 Phila PA 19103		Mund@pbworld.com
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JOHN J O'BAREN	150 S. WYPPONDENCE MAIL PHILA PA 19106		JOHN.OBAREN@HATCHMOTT.COM
SAUL DAVIS Pennsylvania Traditions	1929 Chestnut St. 2F Phila. PA 19103	(215) 563-4848	
Charles N. Marshall	1040 W. SCHUYLKILL RD. PETERSBURG 19465	(610) 323-8631	Charlesmarshall@retkco.com
Colleen Kelly/A.D. Munkitg	375 E. Elm Street, Suite 200 Gosholmester, PA 19063 19128	484-433-5511	ckelly@admerbta.com
Natasha Munbeck, Planning	609 Westman Rd. West Chester, PA 19380	(610)-344-6295	Nmunbeck@chesco.org
RONALD BAILEY CHESTER PLANNING	601 WESTTOWN RD WEST CHESTER 19381	717-951-9435	r.bailey@chesco.org



Pennsylvania Intercity Passenger and Freight Rail Plan
 OPEN HOUSE PUBLIC MEETING
 CONFERENCE CENTER/HACC
 Tuesday, September 15, 2009
 Harrisburg, PA

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NAME/ORGANIZATION	ADDRESS including ZIP CODE	PHONE NO. with area code	E-MAIL Address
Bob Sharp PennDOT	460 W. S. HARRISBURG PA 17126	717-783-5461	BO SHARP@STATE.PA.US
STEPH REBERT PennDOT	25 EAST MARKET ST, HANSH	717-771-9820	steprebert@pa.gov
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KARONGREEN/TRAFFIC	WARRIOR CIRCLE ALBANY NY 12205	717-774-2639	kgreen@trfc-pa.org
Berta BUHALSKA/Renewal	117 MARKET ST. 2ND FL. HARRISBURG PA 17101	484-803 1062	bbujalska@renewlv.org
Joe Gerdas KSRRRA	1327 E. 5TH ST BETHLEHEM PA 18015 (UNDEK)	717-238-3778	joe@ksrrra.com
Art Malinich	205 Mt St Harrisburg		None
Kyle Miller	251 S 45 S Steelton, PA.	717 514 7976	kylen86@chotmail.com
BOB LONIGAN/PA/RAIL	25 W. COVER ST. MEAD. PA 17033	717 443 5870	long@trac.pa.gov
Jason Porta	PO Box 430 HERSHEY PA 17033 401 W. Maplewood Ave Mechanicsburg PA 17055	717-350-3536	jporta@chotmail.com

PAI - 2009



Pennsylvania Intercity Passenger and Freight Rail Plan
 OPEN HOUSE PUBLIC MEETING
 CONFERENCE CENTER/HACC
 Tuesday, September 15, 2009
 Harrisburg, PA

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Calvin Cassidy PennDOT	Rm 231 Finance Bldg	717-705-5183	ccassidy@state.pa.us
Nancy Smith	Ally PA 17180	717 783-5149	nancy.smith@auditorgeneral.state.pa.us
Office of Auditor General	2140 HERRING ST HARRISBURG PA 17103	717 783-5149	gvaughn@state.pa.us
Greg Vaughn		717-221-2060	gvaughn@state.pa.us
Andy Bitan/Biker		717-608-4706	abitan@nabkcorp.com
Peter Adventure/The Perry	133 S Walnut St	484-893-1060	plurarin@theburynews.com
Steven Bliss, Renewal/Valley	1337 E. Fifth St BETHLEHEM, PA 18015	717-233-5657	sbliss@renewlv.org
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LEONARD SMITH/STV INCORPORATED	2040 LINCOLN TOWN RD SUITE 106 HARRISBURG, PA 17110		leonard.smith@stvinc.com

PAI - 2009



Pennsylvania Intercity Passenger and Freight Rail Plan
 OPEN HOUSE PUBLIC MEETING
 CARNEGIE BOROUGH BUILDING
 Thursday, September 17, 2009
 Carnegie, PA

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NAME/ORGANIZATION	ADDRESS including ZIP CODE	PHONE NO. with area code	E-MAIL Address
Tom Klewen	4125 Sixth Ave Suite 2500 Pittsburgh, PA 15219	412-341-5560 x716	tklewen@spares.com.org
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Nyan McGregor	117 Lakeview Dr Males Neck PA 15766	412-494-5338	Nyan.McGregor@mail.harris.gov
KEN JOSEPH	2064 Belrose Ave Pittsburgh 15216	412-343-0592	Kjoseph15216@gmail.com
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Riol Fear	200 Silver Fork Blvd Swarfenburg 16046	724-779-7946	RFFear@wpa.com
RAUPH GIUBERT	11 STANWIX STREET SUITE 800, Bk. 15222	412-447-6013	rgilbert@hbrinc.com
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Sara Walcott	SPC	412-341-5570	swalcoft@transportation.org



Pennsylvania Intercity Passenger and Freight Rail Plan
 OPEN HOUSE PUBLIC MEETING
 CARNEGIE BOROUGH BUILDING
 Thursday, September 17, 2009
 Carnegie, PA

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Erin M. North/WSA Pasquale DeBlasio	503 Martindale St. Pgh, PA 15217 447 Washington Ave Bridgeville, Pa 15017	412-842-0580 412-965-3114	erynth@wilboursmith.com PBD@DeBlasio6Kovf.com
Ben Leidy	415 Adelby Ln Pittsburgh, PA 15220	412-265-2100	Bleedyle@earthlink.net
David Donnell	Port Authority Pittsburgh, PA 15222	412-566-5110	dwardonwill@portauthority.org
Kenneth Stiles DON DIMBLEY	3755 Fairmount St Pgh, PA 15237 5000 Third St. Suite 713 HQ, PA 17101	717-234-2475	KRSTGH@yahoo.com whp@leearthlink.net
JIM ZUMBO	1601 WILSON ROAD PITTSBURGH PA 15236	412-655-1601 412-980 6134	JAMES.ZUMBO@BMAIL.COM
Chris Sandus KEVINNE ASAN of RR Passengers	5575 Wilmsley Ave #6 Pittsburgh, PA 15206 203 Main Entrance Dr. PITTSBURGH PA 15228	412-728-3339 412-561-7933	chris.sandus@comcast.net MSPADA@COMCAST.NET



Pennsylvania Intercity Passenger and Freight Rail Plan
 OPEN HOUSE PUBLIC MEETING
 CARNEGIE BOROUGH BUILDING
 Thursday, September 17, 2009
 Carnegie, PA

SIGN-IN SHEET

PLEASE PRINT. Photographs will be taken at this meeting. If you do not wish your image to be used please turn away when you see the photographer.

NAME/ORGANIZATION	ADDRESS including ZIP CODE	PHONE NO. with area code	E-MAIL Address
Leanne Doran/melbennick@epa.gov	206 Edward Ave PA 15216	412-571-0222	doanleanne@hotmail.com
John Morgan/eric@erics.org	140 W 6th St Erie, PA 16508	814 471-6017	jmorgan@eriecounty.gov.org
Patrick Roberts/DEP	200 West 5th St Pittsburgh, PA 15219	412-255-2224	Patrick.Roberts@CITY.PITTSBURGH.PA.US
Frank Clark	1792 Trigonova Drive Pittsburgh, PA 15241	412-993-3106	FClark@maglevinc.com
Brad Bayer	1309 U. Crawford Ave Pittsburgh, PA 15205	724-396-9271	bradbayer@yahoo.com



Pennsylvania Intercity Passenger and Freight Rail Plan
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NAME/ORGANIZATION	ADDRESS including ZIP CODE	PHONE NO. with area code	E-MAIL Address
Brian Pitzer/ALLABORD	Erie	412 4210677	BKPITZER@GMAIL.COM
Michael Alexander/NARP	6320 Eddy Jr. Pittsburgh, PA 15217		Micalexa@verizon.net
Joe Romano	1730 Arch Ave Greensburg, PA 15601		joeromano@skellyloy.com
Lynn Heckman	ACED Suite 100 RET. 425 S Main Ave Pittsburgh, PA 15219	412-350-4549	LHeckman@AlleghenyCounty.US
Dave Wright	Allegheny County Public Works Dept 542 Forbes Avenue Room 501 Pittsburgh, PA 15222	412-350-6645	Dwright@AlleghenyCounty.us
Elisa Mayes/Trial Town Program	124 W Crawford Ave. Connellsville, PA 15945	724-603-3151	emayes@thesca.org
Erica McGrath	170 Fernmeade St Pittsburgh, PA 15206	412 510 0423	
Andrew Dzanko AD MAEBE OCO	1000 Gamma Drive Suite 203 Pittsburgh, PA 15223	412 968 5977	adzanko@admaebe.com

Vision

It is the vision of the Commonwealth of Pennsylvania that by 2035 the intercity passenger rail system will provide seamless transportation for residents, visitors and businesses between the various cities of Pennsylvania with convenient connections to the national transportation network. The intercity rail network contributes greatly to improved quality of life, economic competitiveness, smart growth, and environmental sustainability in the Commonwealth. Furthermore, the intercity rail network provides services that are safe, secure and reliable as well as cost-effective. By 2035 the intercity rail network will be a Good Reason to live in Pennsylvania. It will be supported by substantial and predictable funding which is supported by effective public/private partnerships.

Intercity Passenger Rail By 2035 the state's passenger rail system is competitive with other modes of intercity travel by providing reliable, convenient and frequent service. The passenger rail service provides a cost-effective travel option in Pennsylvania with multimodal connections to adjacent large metropolitan areas and to local and regional transit services.

Freight Rail By 2035 the state's freight rail system is a very attractive and competitive option for shippers with long distance cargo. The freight rail system provides cost-effective transport in Pennsylvania with intermodal connections for local deliveries and for access to national and international markets via roadways, seaports and airports.

Key Elements

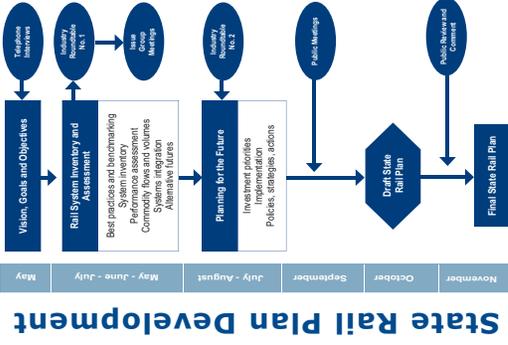
The state rail plan articulates the role of freight and intercity passenger rail within the Commonwealth's transportation system.

- 1. Vision, Goals and Objectives**
 - Guide for actions, programs and priorities
- 2. Rail System Inventory and Assessment**
 - System inventory
 - Performance assessment
 - Opportunities, constraints and issues
 - Short and long-term needs
- 3. Planning for the Future**
 - Capital investment priorities
 - Implementation plan



Goals

- ❖ Bring the rail system to a state of good repair and maintain it
- ❖ Develop an integrated rail system
- ❖ Support the future needs of residents and businesses
- ❖ Enhance the quality of life in Pennsylvania
- ❖ Assure personal safety and infrastructure security
- ❖ Support energy efficiency and environmental sustainability
- ❖ Provide stable and predictable funding
- ❖ Build public support for rail system services and assets



The Commonwealth of Pennsylvania is creating a passenger and freight rail plan to expand economic opportunity for the Commonwealth. The plan will state where investments are most needed and guide choices among alternatives to achieve the most effective balance between economic growth and environmental sensitivity.

When completed the plan will identify:

1. Significant passenger and freight rail issues, trends, forecasts and scenarios
2. Implications and impacts of the above for the Commonwealth
3. Ways to enhance passenger and freight rail development in support of Pennsylvania economic development
4. An implementation package of multimodal and intermodal passenger and freight rail goals, strategies, policies, actions and projects
5. Strategic passenger and freight facilities refinements to the Pennsylvania Rail Transportation System
6. Related short-term and long-term public and private priority investments with an accompanying funding plan
7. Future performance measures for passenger and freight rail transportation to gauge network performance and progress implementing this plan
8. Ways in which the Commonwealth and its citizens, shippers, carriers, and logistics enterprises can collaborate in system planning/operations
9. Potential financing issues for implementation of capital programs and operating funding requirements

The plan will serve as the basis for Federal and State rail investments within the Commonwealth; create the base document for additional analyses of goods movement in other modes beyond rail, such as highway, air cargo and ports/waterways; and, fulfill the requirements of the Railroad Safety Enhancement Act of 2008, State Rail Plans and the Pennsylvania Rail Freight Preservation and Improvement Act Comprehensive Rail Freight Study.

The project team will develop this plan through a substantial partnership with public and private sector stakeholders, including carriers, shippers, developers, private entities, patrons and others reflecting the movement of people and goods through the Commonwealth.

The following are key plan elements:

1. Inventory of existing Pennsylvania rail networks
2. Identification of priority issues
3. Investigation of funding and finance alternatives
4. Compilation of passenger and freight rail transportation movement context and issues
5. Inventory of land use plans for passenger station areas
6. Development of a vision statement for recommended policies, strategies and actions
7. Documentation of current passenger ridership and commodity flows
8. Forecasts of projected ridership, commodity flows and network volumes
9. Analysis of gaps and development of performance measures for passenger and freight rail movements
10. Opportunity for comment and other input by stakeholders
11. Review of rail service initiatives by regional planning agencies, regional transportation authorities, and municipalities
12. Development of benefits evaluation tools
13. Establishment of investment priorities
14. Preparation of statewide multimodal infrastructure capital investment plan

Time Frame:

The Pennsylvania Passenger and Freight Rail Plan will be completed by October 2009.

For additional information on the planning project contact:
Jennie Granger, AECOM Transportation 814-278-1266
or Jennie.Granger@aecom.com



PUBLIC MEETING
Monday, September 14, 2009
SEPTA Board Room, Philadelphia

The Project

1. Please indicate your interest in the Pennsylvania Passenger & Freight Rail Plan.

(Please check all that apply)

- I am a private citizen interested in rail service in Pennsylvania.
- I am a current user of passenger rail / transit service.
- I work or run a business that uses rail transport to receive and ship goods.
- I am a provider of rail service in Pennsylvania.
- I represent a stakeholder organization or agency that supports rail transportation in Pennsylvania.
- I am a public official.
- Other (Please specify): _____

2. On a scale of 1 to 5 with 1 being do not agree and 5 being completely agree, please indicate on scale below how much you agree with the proposed goals for the Pennsylvania Rail Plan as presented at today's meeting?

 Do Not Agree 1 2 3 4 5 Completely Agree

3. On a scale of 1 to 5 with 1 being do not agree and 5 being completely agree, please indicate on scale below how much you agree with the proposed priority corridors for intercity passenger rail service in the Commonwealth as presented at today's meeting?

 Do Not Agree 1 2 3 4 5 Completely Agree

4. On a scale of 1 to 5 with 1 being do not agree and 5 being completely agree, please indicate on scale below how much you agree with the proposed priority corridors for rail freight service in the Commonwealth as presented at today's meeting?

 Do Not Agree 1 2 3 4 5 Completely Agree

5. Additional Comments

6. Contact Information – If you would like to receive notification of when the *DRAFT* Pennsylvania Intercity Rail Plan is ready for review and public comment please provide your contact information below:

NAME:	EMAIL:
STREET ADDRESS:	CITY, STATE, ZIP:

(Continued on Back)

The Public Meeting

7. How did you learn of the Public Meeting?

- Email Website Mailed Invitation
- Newspaper Word-of-mouth Other _____

8. Was the format of the meeting suitable for you to learn about the Rail Plan? Yes No

9. Were you able to express your concerns or opinions on the Rail Plan? Yes No

10. Were your questions and/or concerns addressed? Yes No

If not, what additional information do you need? _____

*Thank you for taking the time to share your comments. Your input is very important to us and to this Rail Plan. Please place this completed Comment Form in the Comment Box at the meeting or mail it to the address below by **Friday, September 25, 2009.***

Fold Line

Place
Postage
Here

Pennsylvania Passenger & Freight Rail Plan
 C/o Portfolio Associates, Inc.
 510 Walnut Street
 Suite 1411
 Philadelphia, PA 19106

Fold Line

The Pennsylvania Intercity Passenger & Freight Rail Plan



COMMENT FORM

PUBLIC MEETING
Tuesday, September 15, 2009
Wildwood Conference Center
HACC, Harrisburg

The Project

1. Please indicate your interest in the *Pennsylvania Passenger & Freight Rail Plan*.

(Please check all that apply)

- I am a private citizen interested in rail service in Pennsylvania.
- I am a current user of passenger rail / transit service.
- I work or run a business that uses rail transport to receive and ship goods.
- I am a provider of rail service in Pennsylvania.
- I represent a stakeholder organization or agency that supports rail transportation in Pennsylvania.
- I am a public official.
- Other (Please specify): _____

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Do Not Agree 1 2 3 4 5 Completely Agree

5. Additional Comments

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NAME:	EMAIL:
STREET ADDRESS:	CITY, STATE, ZIP:

(Continued on Back)

The Public Meeting

7. How did you learn of the Public Meeting?

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Fold Line

Place Postage Here

Pennsylvania Passenger & Freight Rail Plan
C/o AECOM
2040 Linglestown Road
Suite 300
Harrisburg, PA 17110

Fold Line

The Pennsylvania Intercity Passenger & Freight Rail Plan



COMMENT FORM

PUBLIC MEETING
Thursday, September 17, 2009
Carnegie Borough Building

The Project

1. Please indicate your interest in the *Pennsylvania Passenger & Freight Rail Plan*.

(Please check all that apply)

- I am a private citizen interested in rail service in Pennsylvania.
- I am a current user of passenger rail / transit service.
- I work or run a business that uses rail transport to receive and ship goods.
- I am a provider of rail service in Pennsylvania.
- I represent a stakeholder organization or agency that supports rail transportation in Pennsylvania.
- I am a public official.
- Other (Please specify): _____

2. On a scale of 1 to 5 with 1 being do not agree and 5 being completely agree, please indicate on scale below how much you agree with the proposed goals for the Pennsylvania Rail Plan as presented at today's meeting?

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5. Additional Comments

6. Contact Information – If you would like to receive notification of when the *DRAFT* Pennsylvania Intercity Rail Plan is ready for review and public comment please provide your contact information below:

NAME:	EMAIL:
STREET ADDRESS:	CITY, STATE, ZIP:

(Continued on Back)

The Public Meeting

7. How did you learn of the Public Meeting?

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Fold Line

Place Postage Here

Pennsylvania Passenger & Freight Rail Plan
C/o Olszak Management Consulting, Inc.
812 Robinson Street
East Brady, PA 16028

Fold Line

The Pennsylvania Intercity Passenger & Freight Rail Plan

APPENDIX E
DI PLAY BOARD



The state rail plan articulates the role of freight and intercity passenger rail within the Commonwealth's transportation system.

Key Elements:

1. Vision, Goals and Objectives

- Guide for actions, programs and priorities

2. Rail System Inventory and Assessment

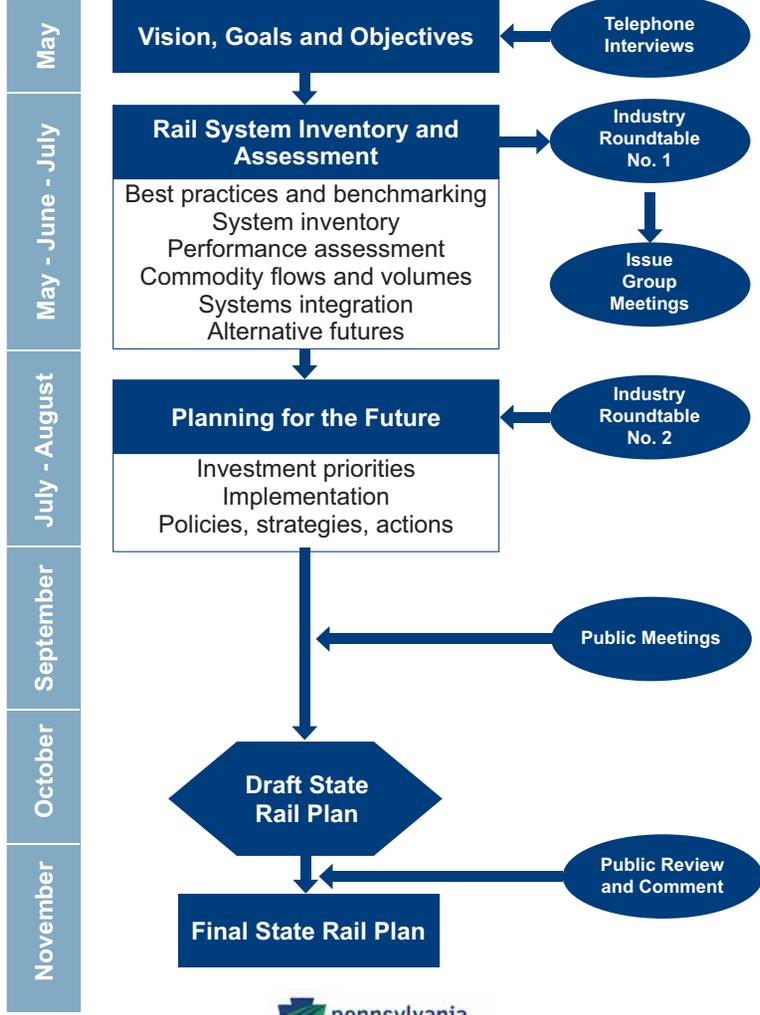
- System inventory
- Performance assessment
- Opportunities, constraints and issues
- Short and long-term needs

3. Planning for the Future

- Capital investment priorities
- Implementation plan



State Rail Plan Development



The Vision

It is the vision of the Commonwealth of Pennsylvania that by 2035 the intercity passenger and freight rail system provides seamless transportation for residents, visitors and businesses between the various cities of Pennsylvania with convenient connections to the national transportation network. The intercity rail network contributes greatly to improved quality of life, economic competitiveness, smart growth, and environmental sustainability in the Commonwealth. Furthermore, the intercity rail network provides services that are safe, secure and reliable as well as cost-effective. By 2035 the intercity rail network is at a State of Good Repair and is being maintained due to the availability of stable and predictable funding which is supported by effective public/private partnerships.

Intercity Passenger Rail

By 2035 the state's passenger rail system is competitive with other modes of intercity travel by providing reliable, convenient and frequent service. The passenger rail service provides a cost-effective travel option in Pennsylvania with multimodal connections to adjacent large metropolitan areas and to local and regional transit services.

Freight Rail

By 2035 the state's freight rail system is the mode of choice of shippers with long-distance cargo. The freight rail system provides cost-effective transport in Pennsylvania with intermodal connections for local deliveries and for access to national and international markets via roadways, seaports and airports.

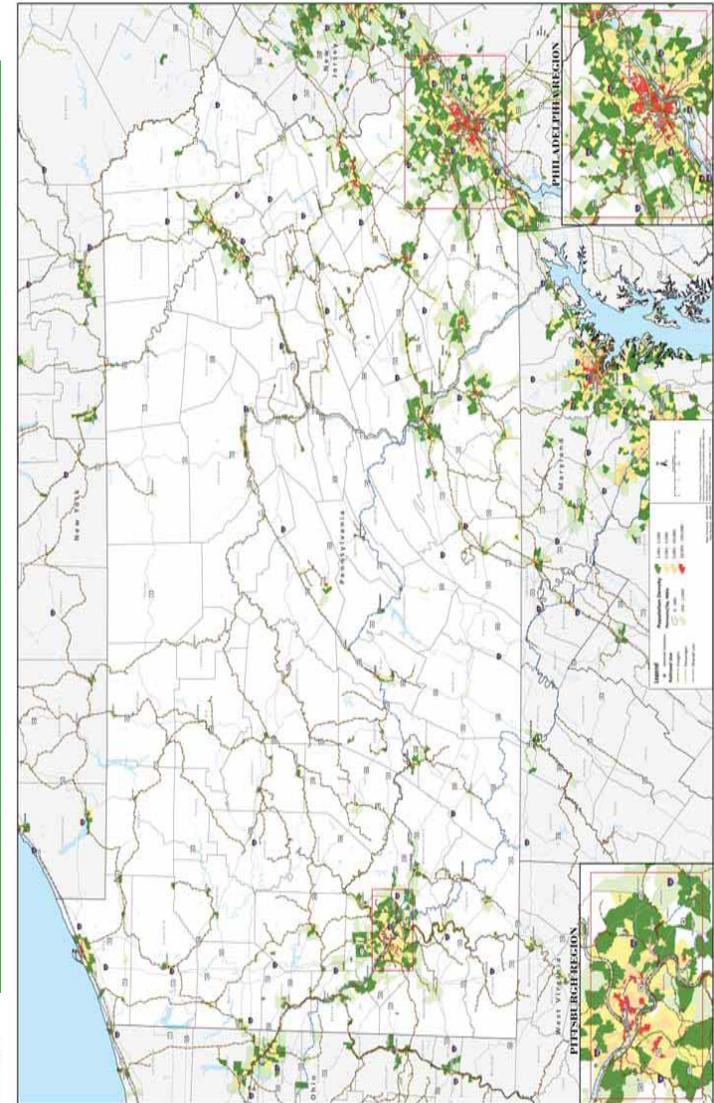


Proposed Goals

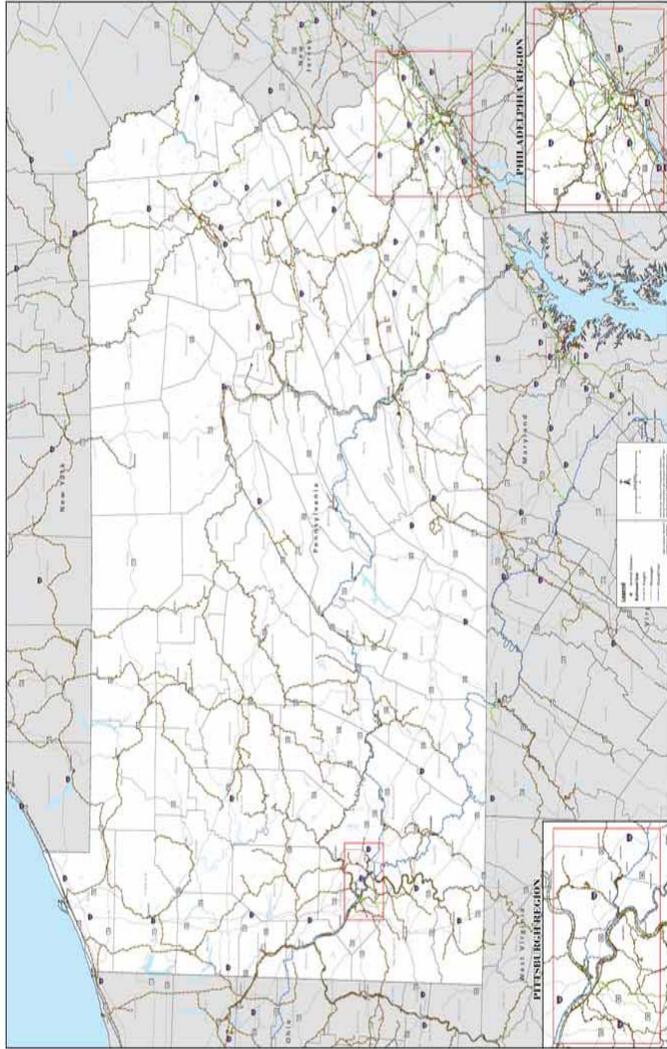
- ❖ Bring the rail system to a state of good repair and maintain it
 - Investment and upgrades
 - Preservation of rail rights-of-way
- ❖ Develop an integrated rail system
 - Intermodal freight connections to highways, ports and airports
 - Seamless passenger connections to other modes
 - Connections to the regional and national network
- ❖ Support the future needs of residents and businesses
 - Adequate rail network capacity
 - Equity between rail freight and passenger modes
- ❖ Enhance the quality of life in Pennsylvania
 - Highway congestion mitigation
 - Economic opportunity
- ❖ Assure personal safety and infrastructure security
 - Safety at grade crossings, at stations, on vehicles
 - Security at stations and on vehicles, rights-of-way
- ❖ Support energy efficiency and environmental sustainability
 - Air quality improvements
 - Reductions in energy use
- ❖ Provide stable and predictable funding
 - Funding increases
 - Parity between highway and rail modes
- ❖ Build public support for rail system services and assets
 - Educate the public about the benefits of rail
 - Advocacy for a national rail plan



Existing Rail Network and Population Densities

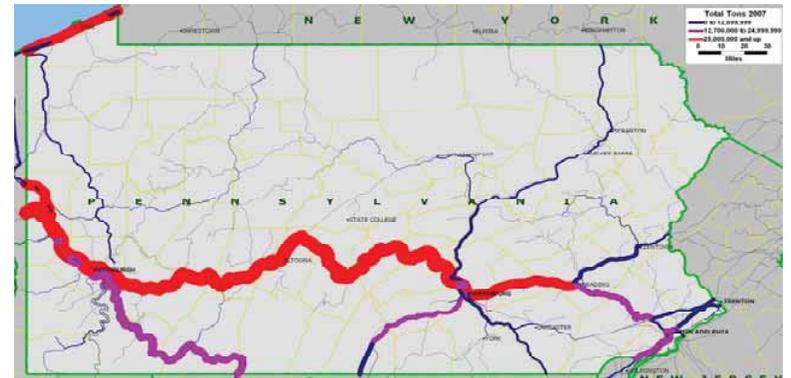


Existing Freight Rail Corridors-Pennsylvania



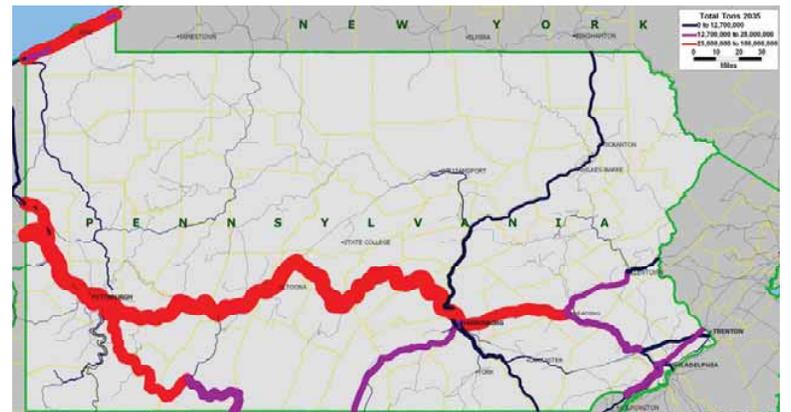
Source: Federal Rail Administration, 2006

Pennsylvania Rail Freight Flows 2007 (Tons)*



* Preliminary
Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

Forecasted Pennsylvania Rail Freight - 2035

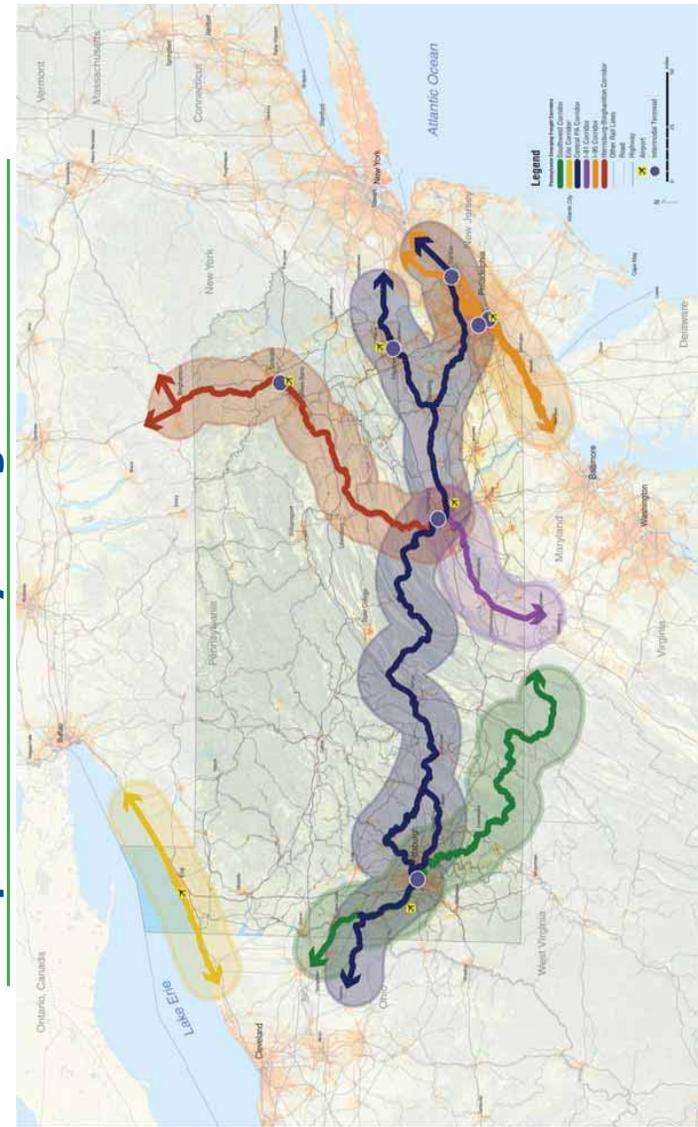


Source: Pennsylvania Carload Waybill Sample 2007, U.S. Surface Transportation Board

Proposed Criteria For Priority Corridors Intercity Passenger Rail

- ❖ Infrastructure and Right-of-Way
 - Intact or available
 - Adequate capacity
- ❖ Market Size and Trends
 - Population and job density
 - Jobs created
- ❖ Major Destinations and Trip Generators
 - Urban and job centers served
 - Major mixed use developments served
- ❖ Transportation Patterns & Demand
 - Traffic volume on major routes
 - Congestion
- ❖ System Connectivity & Multimodal Links
 - Connections to commuter rail, other rail
 - Regional or local bus connections
- ❖ Land Use Impacts & Smart Growth
 - Complementary land uses in place
 - Local government support
- ❖ Environmental Sustainability
 - Air quality impacts by way of reducing automobile vehicle miles traveled
- ❖ Other Public Benefits
 - Safety
 - Highway maintenance cost reductions
- ❖ Financial Contributions by Non-Federal and Non-State Sources
 - Share of investment originating from private investment

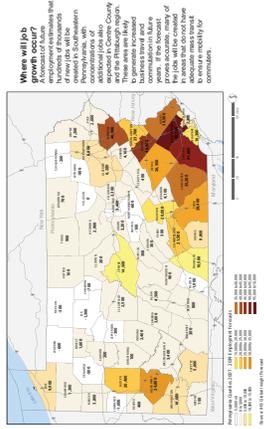
Proposed Priority Freight Corridors



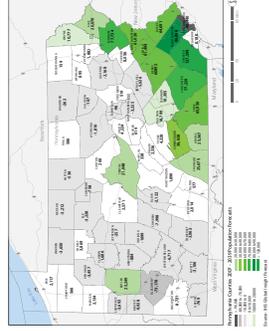
Intercity Travel Sheds—Existing and Emerging Potential Intercity Passenger Service



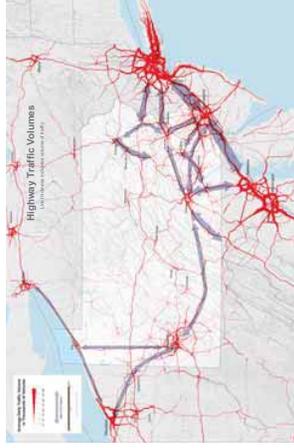
Intercity Travel Trends



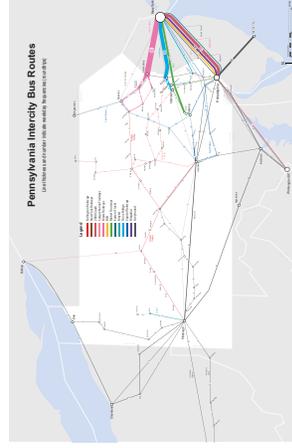
Where will job growth occur?
 Major employers and employers of new jobs will be concentrated in the Allegheny region, particularly in Allegheny County, and the Pittsburgh region. The Allegheny region is also expected to generate increased job growth. The Allegheny region's proximity to major transportation hubs provides excellent access to interstate highways, which will continue to attract investment and create jobs.



Where will the population grow?
 The Allegheny region is expected to experience the most rapid population growth, particularly in Allegheny County. The Allegheny region's proximity to major transportation hubs provides excellent access to interstate highways, which will continue to attract investment and create jobs.



Where are people traveling today?
 Major travel corridors are concentrated in the Allegheny region, particularly in Allegheny County, and the Pittsburgh region. The Allegheny region is also expected to generate increased job growth. The Allegheny region's proximity to major transportation hubs provides excellent access to interstate highways, which will continue to attract investment and create jobs.



Where are bus routes traveling today?
 Major bus routes are concentrated in the Allegheny region, particularly in Allegheny County, and the Pittsburgh region. The Allegheny region is also expected to generate increased job growth. The Allegheny region's proximity to major transportation hubs provides excellent access to interstate highways, which will continue to attract investment and create jobs.

Assessing Demand for Intercity Passenger Rail

Population density and growth are critical to economic health. The rail system that connects major Pennsylvania cities will be the most important support mechanism for the state's economic future and growth and the state's ability to attract investment and create jobs.

Existing travel patterns can show where there is a need for intercity passenger rail service. The Allegheny region is also expected to generate increased job growth. The Allegheny region's proximity to major transportation hubs provides excellent access to interstate highways, which will continue to attract investment and create jobs.



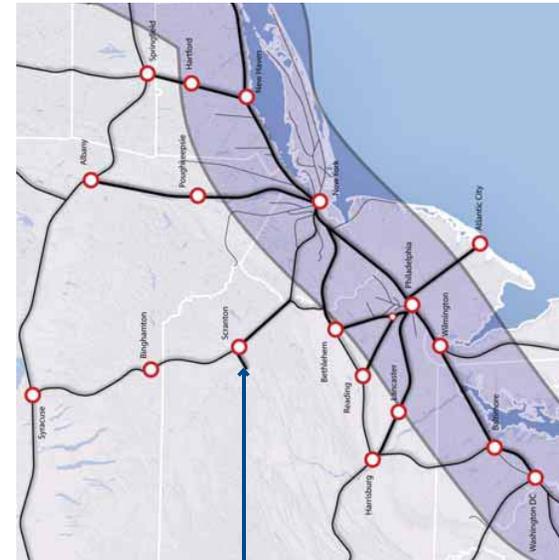
Proposed Criteria For Priority Corridors Freight Rail

- ❖ Infrastructure and Right-of-Way
 - Intact or available
 - Adequate capacity
- ❖ Market Size and Trends
 - Commodities and shipping trends
 - Jobs retention and creation
- ❖ Major Destinations and Trip Generators
 - Industrial and manufacturing sites served
 - Economic development potential
- ❖ Transportation Patterns & Demand
 - Traffic volume on major routes
 - Congestion
- ❖ System Connectivity & Intermodal Links
 - Existing freight connections
 - Ports and airports served
- ❖ Land Use Impacts & Smart Growth
 - Complementary land uses in place
 - Local government support
- ❖ Environmental Sustainability
 - Air quality impacts by way of reducing truck vehicle miles traveled
- ❖ Other Public Benefits
 - Safety
 - Highway maintenance cost reductions
- ❖ Financial Contributions by Non-Federal and Non-State Sources
 - Share of investment originating from private investment



Network Integration

Individual lines and corridors function as components of a network.



Where bus and rail lines connect, schedules and services could be integrated with timed transfers.



APPENDIX F
MEDIA COVERAGE

Portfolio Associates, Inc/Olszak Management Consulting, Inc

PennDOT looks at passengers and freight interaction | Plan Philly: Engaging in Urban Dialogue

Page 1 of 2



PennDOT looks at passengers and freight interaction

The Pennsylvania Department of Transportation had the first of three open houses on a combined state freight and rail plan Monday night.

The event, held at SEPTA headquarters, was meant to get public comment for a plan that will provide a blueprint for state rail investments.

The Intercity Passenger and Freight Rail Plan is the first time PennDOT has tried to look at the interests of passenger and freight rail together, according to Eric Madden, PennDOT's deputy secretary in charge of freight.

He said the idea for the plan arose out of discussions he had with his counterpart, who handles passenger train service, and their realization that, to expand passenger service in Pennsylvania, new lines will have to run on existing freight track. For example, Amtrak service west of Harrisburg runs on tracks owned by Norfolk Southern, and to increase passenger service to Pittsburgh that freight company will have to be heavily involved.

Madden also said that PennDOT wants to "get ahead of" the federal high-speed rail push. The Northeast Corridor and Keystone Corridor, which runs from Philadelphia to Pittsburgh, are the two federally designated high-speed corridors that run through the state.

Though the plan will not be ready to submit as part of the effort to get a slice of the \$8 billion in funding the Obama administration has allocated for high-speed rail, PennDOT hopes that it will provide a framework for future state and federal funding, including the federal transit reauthorization bill.

"If money does come, we'll be ahead of the game," Madden said.

PennDOT has had more than 60 interviews with different stakeholders, including the trucking association and metropolitan planning agencies like the Delaware Valley Regional Planning Commission, said Chris Bishop-Edkins of AECOM, a consulting company hired by PennDOT to develop the plan.

She added that the state plan is going to "try to be complementary" with existing regional plans.

Though the plan will be released in October and is still short on details — no one is opposed to bringing the state's rail network into a state of good repair by 2035, but the devil is in the details — Greg Krykewycz, a senior transportation planner for the DVRPC, said that PennDOT, in its conversations with him before the open house, seemed to be "pulling from the partner agencies."

PennDOT will be having two more open houses, one in Harrisburg on Sept. 15 and another in Carnegie on Sept. 17.

Posted by Anthony Campisi. Contact him at campisi.anthony@gmail.com

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<http://www.planphilly.com/penn-dot-looks-passengers-and-freight-interaction>

9/15/2009

APPENDIX G
ADDITIONAL COMMENT

Philadelphia, September 14, 2009 -

- Excellent format for presenting an overview of the plan. All those (staff) on hand were very friendly and helpful. Great turnout. Very diverse. Excellent way to combine passenger and rail freight needs and initiatives.
- Keystone Corridor suggestions: Later Saturday night train, current last train is 8:45 pm-earliest of the week. Connecting bus service to State College, York, Gettysburg. HSR: Please upgrade the line to Pittsburgh, beautiful ride but too slow. Other connections by rail- Allentown-Philly-Reading-Philly. Keystone 2: 20 trains/day- 10 to NYP via Pittsburgh subway to North Philly, 10 to PHL (Airport).
- I think economic and environmental factors will push us toward more creative and far-reaching forms of public and private incentives that will lead to more collaboration and more robust revitalization and use of all classes of freight rail. Just as with passenger [illegible] we need a fully integrated multimodal freight system that cuts through rail classes and political jurisdictions. We need incentives that will bring class III rail to its full potential and to serve its rights of way as part of the larger system.
- Excellent effort. Long overdue!
- It is difficult to determine how the information presented here will be used to augment freight and passenger rail in Pennsylvania. I don't get a complete sense of what the final product will look like or who the intended audience is. More information is needed.
- I'd like to see priority in operation of passenger rail over freight even when private freight carriers own right of way. I'd like to see high-speed passenger services as the prime focus, with exceptions explained and justified. Rail service has to become competitive in cost and convenience for people to prefer it. Make it so!!
- We are decades behind most other G8 counties in terms of passenger rail service, and these ideas are nearly no-brainers. HSR is important for the state of PA in order to compete with both road and air transport. Electrification of all rail lines is vital (though I do understand that PA has many large coal mines) both for economic and environmental benefits. Maglev rail travel should not be considered due to the lack of compatibility with existing services and because of the land acquisitions it would need. It's also nice that there IS a plan!
- What a waste of time and energy. A few minimal charts, some self-evident points, some lousy maps all add up to nothing. Why didn't you just send out a press release? I did not learn anything. I think you may just waste a lot of time and money. One person could write the whole thing in a month, no? This kind of planning has been already done by rail organizations. No one provided more information. You should see how DVRPC does things. (More money I suppose). Broadway limited service needs to be restored.
- Reading-Philadelphia needs to be the #2 priority after Philadelphia-Harrisburg. The Schuylkill Valley project needs to be accelerated on a bare bones basis. Put 7 pairs of trains in place and then public support for a larger goal will emerge. The long term objective should be something like the River Line, but that doesn't have to be the first step.
- Watch efforts to resurrect passenger service among Quakertown Stony Creek rail corridor, Allentown to Norristown. Work on that project is progressing.
- The rail corridors are not surprising considering the layout of the state. What projects are going to be looked at? How is service going to be enhanced? Where does PennDOT's submission for stimulus funds to increase the ceiling height of tunnels fit into the long range plan? Would like to see discussion of rail lines that are no longer in use. Glad PennDOT is updating this plan.
- No insight on how passenger rail is connecting with other public transportation services. Unclear about improvements, if any, in shared railroad ROW. Was anyone here from PennDOT? Couldn't find them.

- If freight carriers own corridor, passenger carriers become lower priority.
- The information presented did not address relationships with private rail freight operators (NS/CSX) or how planning for use of assets we don't control will work. While corridors make sense, it would be informative to discuss stages of completing corridors, i.e. priority segments that can be implemented incrementally as funding allows.
- Need a North-South corridor linking Scranton/Wilkes Barre with the Lehigh Valley and Philadelphia. This corridor could also serve freight moving from Buffalo to Binghamton to Scranton to Philadelphia. At the very least, Scranton to Reading should be designated as a corridor. Also need to increase cross-state passenger service (PHL-HAR-PGH).
- Rail service to include Happy Valley would be useful.
- State maps are too large to effectively view the proposals.
- The plan needs to include the Enola-Port Deposit Line- 195 Corridor as a priority corridor. The plan needs to include rail infrastructure that serves business centers in PA (Lancaster, Port of Philadelphia, etc.) not just corridors that accommodate thru-state movements. Your brochure shows a photo of a tourist/heritage railroad on the Lehigh River, but your mapping excludes the East Broad Top and other lines. You might want to include the Tourist Railroad Association (T.R.A.I.N.) Inc. as a stakeholder.
- Item 3: Since Reading, PA is ~ common to 3 sheds and is a candidate for HSR initiatives and easily expanded (\$200M) with a SEPTA R6 extension, this should be seen as providing the most benefit with the least cost. Item 4: Need to further consider the inclusion of the Canadian Northern line in proposed freight corridor. It is Class I and has significant tonnage with a lot of potential.
- On behalf of the City of Philadelphia, this is to offer three suggestions regarding the proposed recommendations presented at the subject Open House in Philadelphia on September 14th.

The City understands that PennDOT is creating an intercity rail plan for both passenger and freight operations. Elements of this rail plan are to be implemented by 2035. Among the goals guiding the plan are the ability of rail systems to achieve and maintain a state of good repair, support future economic needs, enhance quality of life, support energy efficiency, and assure personal safety and infrastructure security.

We support PennDOT's effort, and we expect to use the same time horizon and similar goals as we begin this year to update the City's comprehensive physical development plan.

One suggestion for "Intercity Travel Sheds – Existing and Emerging Potential Intercity Passenger Service" is to add a travel shed representing potential service between Philadelphia and the cities of Reading and Bethlehem. Trains in this travel shed might serve intercity as well as commuter needs and, as such, are similar to the travel sheds depicted between New York and northeastern and central Pennsylvania. Philadelphia views restoration of intercity passenger rail service to Reading and Bethlehem as a significant long-term opportunity to enhance network integration and promote Philadelphia and nearby cities as a competitive and sustainable submarket along the Northeast Corridor.

A second suggestion for "Proposed Priority Freight Corridors" is to explicitly show a blue *Central PA Corridor* line directly to the intermodal terminals in Philadelphia and then over the Delair Bridge to southern New Jersey. This important connection was omitted from the map displayed at the Open House. Recognition of this segment would help highlight the need to address the segment's aging rail infrastructure as well as the opportunity to increase freight rail volume due to Delaware River dredging, expansion of port facilities, and general growth in the Greater Philadelphia market area.

A third suggestion entails restoration of selected freight rail lines which are now out-of-service, such as the former Pennsylvania Railroad "low grade" line to Harrisburg, or which have been downsized, such as the former Reading Company/Central Railroad of New Jersey Line to Hoboken, NJ. Restoration of such lines to their former configurations would: (1) enhance freight rail capacity and competitiveness; (2) facilitate expansion of passenger rail service, both regional and intercity, on these or on and parallel rail lines; (3) alleviate highway congestion; (4) reduce reliance upon non-renewable energy; (5) improve air quality; and, (6) complement a variety of broader "green" initiatives.

Thank you for your attention to these suggestions. The City of Philadelphia looks forward to reviewing the next stage of AECOM's work for PennDOT on this plan. Should you have any questions, kindly contact us. John Haak, Philadelphia City Planning Commission (john.haak@phila.gov) or Stephen Buckley, Mayor's Office of Transportation and Utilities (stephen.buckley@phila.gov).

Harrisburg, September 15, 2009 -

- There should be a seamless connection between Class II and III freight corridors and the priority rail freight corridors you recommend.
- I would like to see serious consideration to a passenger rail line to Baltimore as well as a dedicated line to Pittsburgh.
- Great ideas that need done in Harrisburg area, but funding streams will be an issue in the future.
- South Central PA must be given a high priority in this plan for commuter rail service. A plan must be developed that integrates commuter rail service and freight rail service.
- Strong supporter of passenger rail between Harrisburg-Lancaster and Harrisburg-Carlisle. Strongly oppose use of tax dollars to subsidize private freight rail.
- Mentioned to Canadian Connections (Montreal-Toronto), Keystone Service #640, arrives in NYC 10 minutes after Adirondack #69 leaves NYC. Return arrives NYC 8:50 PM, with Keystone Connection leaving at 9:05 PM- very, very shaky connection. Some situation with Toronto Maple Leave (appr.). Although, Amtrak has not posted the Maple Leaf in the Spring/Summer 2009 schedule. The Pennsylvanian and Capitol Limited connection in Pittsburgh is not conducive to pleasant travel, i.e. Arrive Pitts +8:05PM- bu Pitts 11:50 PM. I'm usually sleeping before midnight. Taking the circular routes (North-Lake Shore Limited + South the Capitol or Cardinal Limited) add \$200-\$400 to the trip at least. I prefer to travel in sleepers. Some connections are worrisome. These times and connections are truly frustrating. I could go to Chicago and return without an overnight in Chicago and catch the marvelous AIC and other happening plus 2 wonderful overnight train rides- Harrisburg-Chicago-Harrisburg. Talk to Ohio and try to get a Pennsylvania train to Cleveland at a decent hour (now all trains are 1-2-3 AMS. Cleveland has great symphony and art museum- how do you get there! Keep Middletown stop- it's great!!! P.S. Pitts- I must admit this Pitts change is the only concern within Pennsylvania itself. Love your Harrisburg-Reading-Beth (NYC) concept. Try a Harrisburg-York-Baltimore (w B-W airport) - D.C. - then I don't have to go round-a-bout through Phila. Thank you for the opportunity to talk of this. There is never anyone to go to!
- As I mentioned to the organizers of this evening event, I would like to see increased service to my beloved Mechanicsburg. There is none after 5:15 pm on weekdays, none after 4 pm on Saturdays, NONE on Sunday at all, none earlier than 6:35 am. I've had to turn down early temp jobs due to M not running soon enough. I also envision better service to State College, particularly for football weekends as well as Harrisburg-Annvill-Lebanon-Reading-Allentown (the RT 322/178 Corridor). Please note to coordinate it with the service with Bieber North and South out of Allentown (my best friend lives in Quakertown, south of Allentown), thank you. Central PA needs Sunday service!
- Do you look at short lines at all?
- The corridor between Harrisburg-York-Baltimore-Washington DC needs to be included

for passenger rail service. The corridor between Harrisburg-Reading-Allentown-NYC needs to be included in this study for passenger and freight. A spur to State College for passenger needs to be investigated.

- With Passenger Rail service, make sure to account for 3rd class cities (Allentown, Bethlehem, Easton).
- Consideration of Northern Tier Railroad lines and railroad (short line) companies need to be integrated into the overall plan to address their sustainability.
- Thank you!
- I would like to see a future rail connection to State College (long-term). Emphasis on integrated transportation network and acknowledge that rail needs other modes to support for success.

Pittsburgh, September 17, 2009 -

- Please help small towns to integrate into the plan. How can Bridgeville PA leverage the rail lines that run through the borough to improve the lives of people for Bridgeville and the region?
- Some attention should be paid to the potential of Erie-Pittsburgh service, if there were improvements in Cleveland-Buffalo-Albany service. But in general for passenger trains I favor more trains running on a few routes, rather than trying to send trains everywhere. [Illegible] is important- and for passenger- means bus/train links- for example, the new bus station in Pittsburgh could be linked in [illegible] in marketing to the train station across the street. Go for medium speed (110 mph) rather than pie in the sky 200 mph, at least for the time being.
- Yet another study of "Does Pennsylvania need rail passenger service." It needed more when Amtrak discontinued the Broadway Limited. It is ridiculous that Pittsburgh PA is shown as a part of the Keystone Corridor in the Amtrak schedule with one SLOW train between Pittsburgh and Harrisburg PA. We not only need at least one more train between Pittsburgh and Harrisburg but at least one more train between Pittsburgh and Cleveland Ohio with additional track capacity to accommodate them. I didn't see any notice in any of Pittsburgh two papers of this public meeting. Why?
- Please revisit your employment and population growth projections for SW PA. You are projecting the exact opposite of other recognized models. Passenger rail and intermodal (rail/bus/car/air) connectivity should be a priority. Coordination with regional transit schedules need to be considered as well.
- The integration of passenger and freight rail on existing Class I freight lines (NE, CSX) will be a significant challenge to moving a passenger rail program ahead in PA. How is this being addressed? Funded? It was not clear to me how MAGLEV fits into these plans.

Additional comments collected extraneously (not as part of comment form):

- Public benefits: Environmental sustainability- [illegible] energy savings and less dependence on fossil fuels- especially foreign oil. Also less dependence on harmful alternative fuels such as ethanol. Greater highway safety and less traffic congestion. Re: rail freight: again, public benefits are much bigger than indicated: savings in energy and fossil fuels vs. trucking, less congestion from trucks on highways, energy and materials savings from making and disposing of fewer trucks, and greater highway safety are just some of the advantages.
- [Email from meeting attendee Andre Bustamante to Jennie Granger, 9/14/09] I'm writing in regards to the open house tonight. I just wanted to add a couple of things I didn't mention. First is that I disagree that the state's priorities should be solely in the east. From a passenger rail perspective for Pennsylvania I don't think there's anything more important than a better link between its two largest cities which comprise about half the state's population. Second, this one is a little out there I recognize, but it involves a long range idea. After riding the Eurostar between London and Paris I found that they run freight through the tunnel at night. If Pennsylvania is ever going to have real high speed rail, it is going to require a new right of way, especially west of Harrisburg. A new right of

way would be straighter, shorter, and have a lower grade than the existing right of way which means tunneling, and perhaps a southern (turnpike?) routing. The idea is that the cost of the tunnel(s) could be partially defrayed by allowing freight to access right of way at night. Pennsylvania is already the shortest route between Philadelphia, North Jersey ports and this would only serve to increase that advantage, providing the cheapest route from east coast ports to Chicago. The only two "cheap" suggestions is to get Amtrak to lower Keystone fares to NYC (and stop in North Philly which would be convenient for the people on the Broad Street line and Temple/sports complex), add a later Saturday night trains, and consider increasing service by using the Pittsburgh subway and using the saved sets to run Philly-Harrisburg. Lastly, if you do hold another meeting of this kind in Philly, it might be more useful to hold it IN 30th St. Station. That's my two cents. Good luck.

- Wants to ensure that potential ROW for HSR between Pittsburgh and Philadelphia is being reserved.
- Texas, Denver, Minnesota- reg. funding idea.
- Land use at stations- need land use linkage shape future growth, even if current development may not support rail in a...
- Nakeye Smith, office of Auditor General: Freight/rail security in trains- how will this be addressed in this plan- what role does this plan have in that?
- Harrisburg-York-Baltimore-DC- "Why no connection?" Long distance connection to LD trains at NYC and Pittsburgh can't get through to Chicago, Montreal or Toronto. Swing around to DC.
- I asked what's more important to you about rail service between Harrisburg and Pittsburgh. Response: the ability to use my time productively.
- How will corridor one be reflected in this plan?
- Can't get HAR_DC. Greyhound service was cut again. Schedule was moved earlier. Need later connection to DC. Wants to go to Allentown and Reading. Can't get to friend in Quakertown. Bus connections to Quakertown are very difficult. Wants to take train to see friends. Can't get to friends "east of river." No CAT service from Mechanicsburg after 5:15 pm. Transit service on Sunday.
- What is the performance assessment based on? Is the identification and implementation of performance metrics included in that assessment, or in the Implementation Plan?
- Multimodal connections are needed between cities in Pennsylvania, as well as to adjacent large metropolitan areas. This seems to focus on movements from and to out of state metro areas only.
- Seaports should be changed to ports, as intermodal traffic between rail and barge both on the Three Rivers and on the Great Lakes carry significant volumes of bulk materials
- Preservation of rail rights-of-way that contribute to the efficient functioning of the rail system/network
- I don't see equity between the freight rail and passenger modes as a goal; PA railroads have traditionally been, and will always be, dominated by freight rail activity
- Freight security? Recognition that Hazmat moves most securely/with lowest risk to residents via rail?
- Is parity with highway a realistic goal? How about a dedicated funding program with dedicated resources and the ability to marry the different colors of money to promote efficient freight transportation (last mile considerations, etc)
- Park and Ride availability
- [Proposed priority freight corridors map]- This map seems to reflect the highest volume corridors, with no consideration of "true value" to PA businesses, as most of the traffic reflected here is through traffic.
- [Proposed priority freight corridors map]- Bessemer/Lake Erie RR provides important freight redundancy in region/state by providing access to third Class I RR (CN) in

northern reaches of SPC region. B&LE also carries significant amounts of taconite, a major regional mfg. component from Great Lakes dock at Conneaut, Ohio. Minnesota Iron Range is only domestic source of taconite. Can NOT rail this material cost effectively through Chicago rail network. Great Lakes barge/rail the best way to move this product.

- [Proposed priority freight corridors map]- New Castle, PA a RR manufacturing center, with Kasgro and ISS (current name?) providing significant local employment.
- [Proposed priority freight corridors map]- Buffalo and Pittsburgh RR serves significant petrochemical employment base in northern Butler County. Some of these materials require movement by rail tanker. Up to 1000 local jobs at risk if RR were to be unavailable.
- [Intercity Travel Sheds—Existing and Emerging Potential Intercity Passenger Service]- I honestly don't know what this board is supposed to be telling me. Absence of reference to State College is also baffling. Or does this verify that the intercity focus of this plan relates to the movement of PA residents to major metro areas in OTHER states only/predominantly.
- Job retention as more important than job creation (I hope)
PA jobs vs. jobs out of state?
- [Infrastructure and Right of Way]- Expansion potential; Condition
- Modal choice implications -- some materials are better suited to rail movement, or less well suited to movement by an alternate mode
- Congestion or congestion relief? Network Strength - does corridor add to strength of network by providing redundancy to system through connections to multiple (or alternate) Class I/Regional rail lines or provide reasonable alternative to another modal choice
- Consistency with county/regional plans, multi-jurisdictional planning efforts, corridors of national/regional significance, etc.
- Freight rail connectivity to airports as a priority? Why?
- [Environmental Sustainability]- Same as congestion under transportation patterns and demand?