



Photo: AECOM

Appendix I: Stakeholder and Public Meeting Documentation

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Pennsylvania State
Rail Plan

Major Stakeholder Meeting

Major Stakeholder Meeting

- Audio

- Via computer – No action needed. Audio quality will vary depending on your internet connection.
- Via phone – Please mute your computer speakers. Dial in – 1-877-286-5733. Conference ID: 454 260 218#


- Presenters:

- Jennie A. Granger, AICP, Deputy Secretary, Multimodal Transportation
jegranger@pa.gov
- Angela Watson, AICP, Multimodal Special Projects Manager,
angelwatso@pa.gov
- Alanna Strohecker, PE, AECOM Project Manager,
Alanna.Strohecker@aecom.com

- Q&A will be the last 25 minutes of the session – please type your questions in the chat box



Major Stakeholder Meeting Online Guidance

- All participants will be muted, please remain on mute.
- On the main tool bar, there is a little flag that looks like a dialogue box in a cartoon 
- Clicking that will bring you to the chat box
- Please use the chat box for questions and comments.
- We will have a question and answer portion of the call but all questions will be recorded and answered following the meeting.
- The meeting will also be live recorded so you can revisit the discussion should you need to.

Welcome & Opening Remarks

Jennie A. Granger
AICP, Deputy Secretary,
Multimodal Transportation



- What is the purpose of a State Rail Plan and Update?
- ***What does the state hope to accomplish?***
- How will the plan be used?



A Minute for Safety

*Angela Watson, AICP
Multimodal Special
Projects Manager*





The Agenda

- State Rail Plan Requirements
- PA State Rail Plan Development Activities
- PA State Rail Plan Vision, Goals and Objectives
- Other Related Rail Planning and Study Efforts
- Summation and Next Steps
- Questions and Answers

2015 PA State Rail Plan

- 2015 PA State Rail Plan
- Rail Freight and the Commonwealth's Economy, completed in 2018





2013 FRA State Rail Plan Guidance on Plan Contents

- Executive Summary
- Chapter 1 - Role of Rail in Statewide Transportation
- Chapter 2 - The State's Existing Rail System: Description/Inventory, Trends and Forecasts, Needs and Opportunities
- Chapter 3 - Proposed Passenger Rail Improvements and Investments
- Chapter 4 – Proposed Freight Rail Improvements and Investments
- Chapter 5 – Pennsylvania Rail Service and Investment Program (RSIP)
- Chapter 6 – Coordination and Review

State Rail Plan Development Activities

*Alanna Strohecker, PE
AECOM Project Manager*



- AECOM Team
- Our work to date and future analysis
- How will stakeholder feedback be incorporated into the Plan?

PA State Rail Plan Team

PennDOT

AECOM

Cambridge
Systematics

Envision
Consultants

Information
Logistics

State Rail Plan Development Activities

- PA State Rail Plan kicked off in mid – September 2019
- We are at the halfway point in the project
- Final Draft to be submitted to PennDOT in September of 2020
- Review by FRA
- For approval and publishing by the end of the year



Why Rail Matters?



Spur to Economic Development:

Railroads spend about \$25 billion a year on infrastructure and equipment across their privately owned networks, with many dollars going into local economies.



Big Link in Supply Chain:

Railroads carried a third of all US ton miles in 2017 – inclusive of all modes: truck, air, water, pipeline, and rail.



Jobs: With an average compensation of nearly \$120,000 a year, the freight rail industry produces some of the nation's best-paid jobs.



Congestion Mitigation:

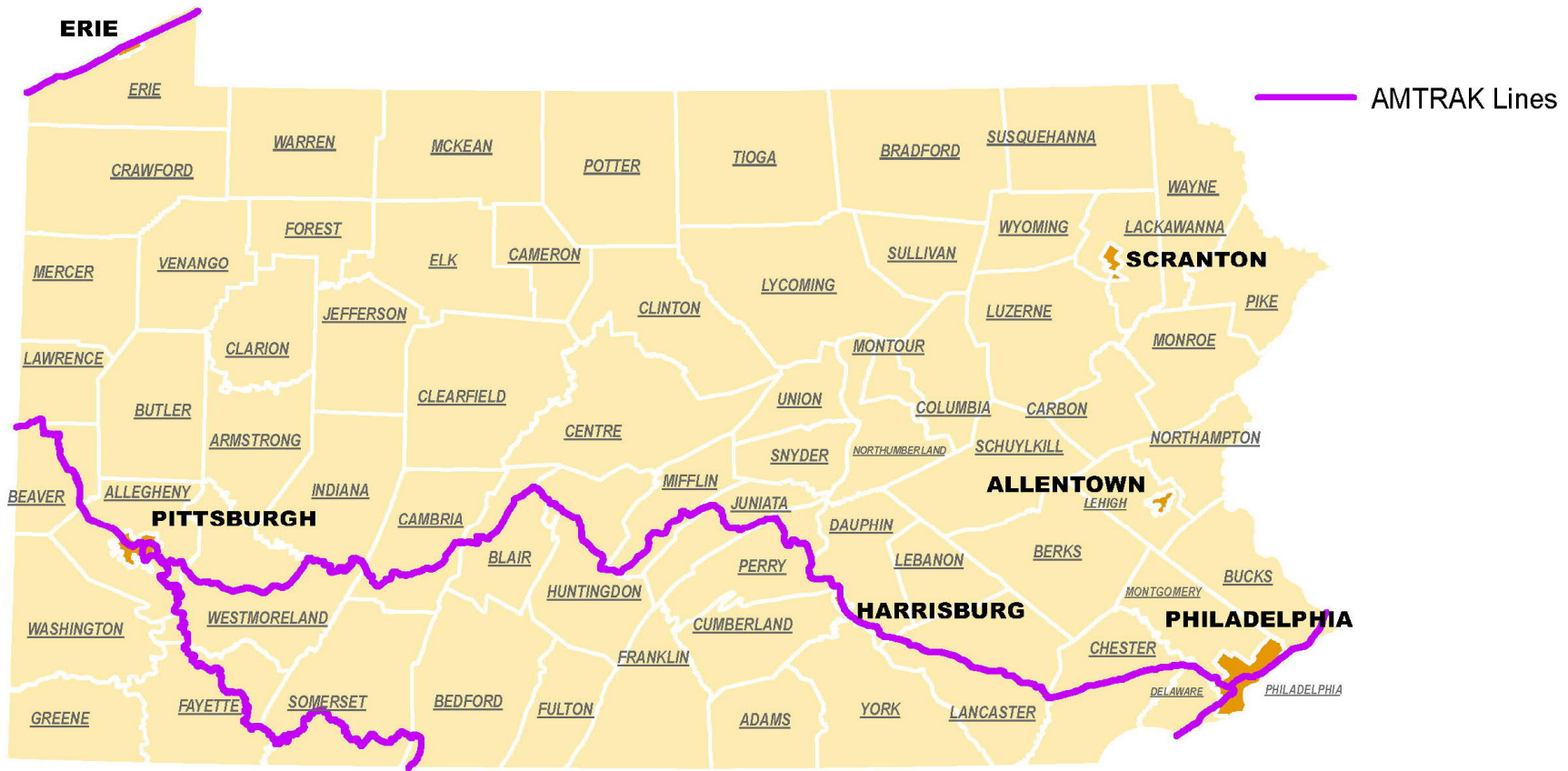
With a single train hauling several hundred truckloads worth of freight, U.S. freight railroads' infrastructure eases the burden on the nation's overcrowded highways



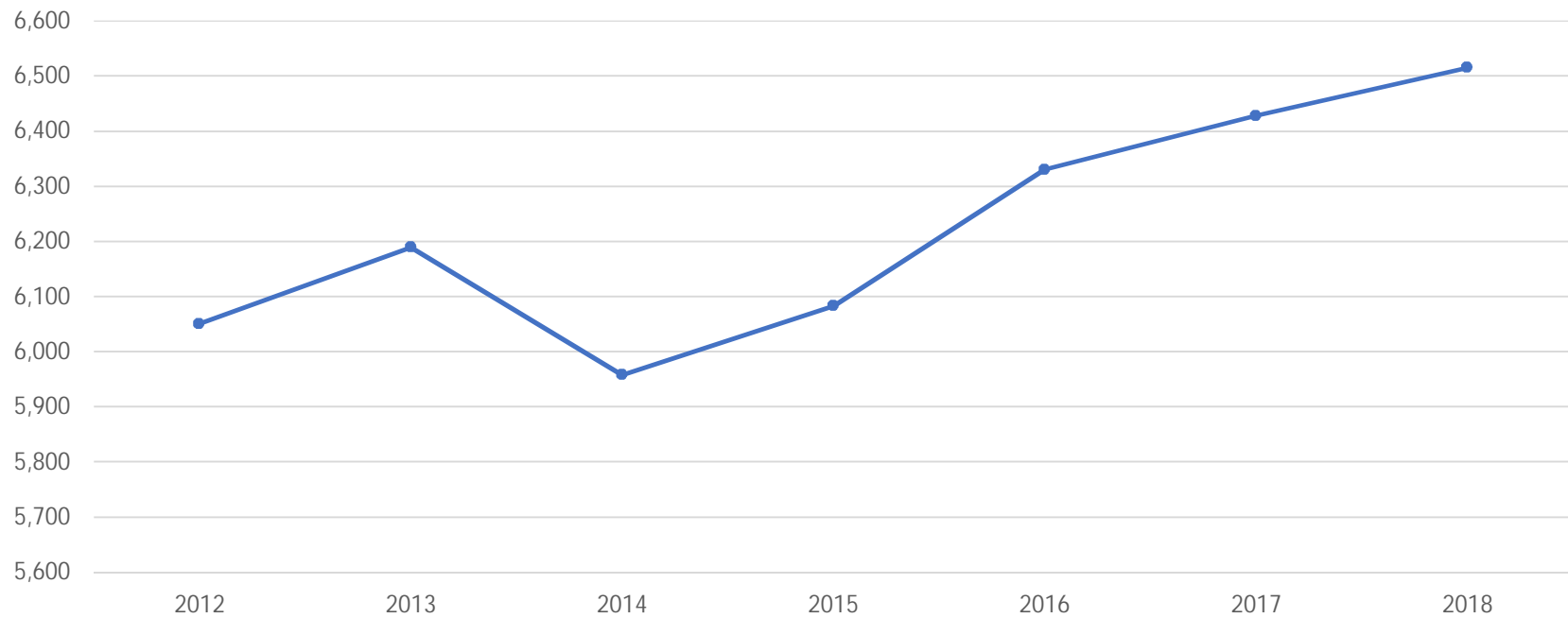
Mobility: Amtrak and SEPTA enhance mobility options for thousands of Pennsylvanians for intercity and commuter rail travel every day.

Passenger Rail

Amtrak System



Amtrak Passengers in Pennsylvania, Boarding and Alightings, in thousands



Source: Rail Passengers Association, Fact Sheet: Amtrak in Pennsylvania, March 14, 2019

SEPTA System



SEPTA Branch Ridership, Fiscal Year 2018

Branch	Ave Daily Passengers	Annual Passengers
Paoli/Thorndale	20,962	5,969,965
Lansdale/Doylestown	16,016	4,564,420
Media/Elwyn	11,098	3,054,214
Trenton	11,087	3,184,043
West Trenton	10,807	3,004,417
Wilmington/Newark	9,995	2,795,649
Manayunk/Norristown	9,839	2,832,628
Warminster	9,426	2,748,634
Airport	5,542	1,902,127
Chestnut Hill West	4,968	1,403,910
Fox Chase	4,955	1,335,997
Chestnut Hill East	4,944	1,410,612
Cynwyd	583	148,684
Total Regional Rail	120,222	34,355,300

Source: SEPTA Fiscal Year 2020 Annual Service Plan

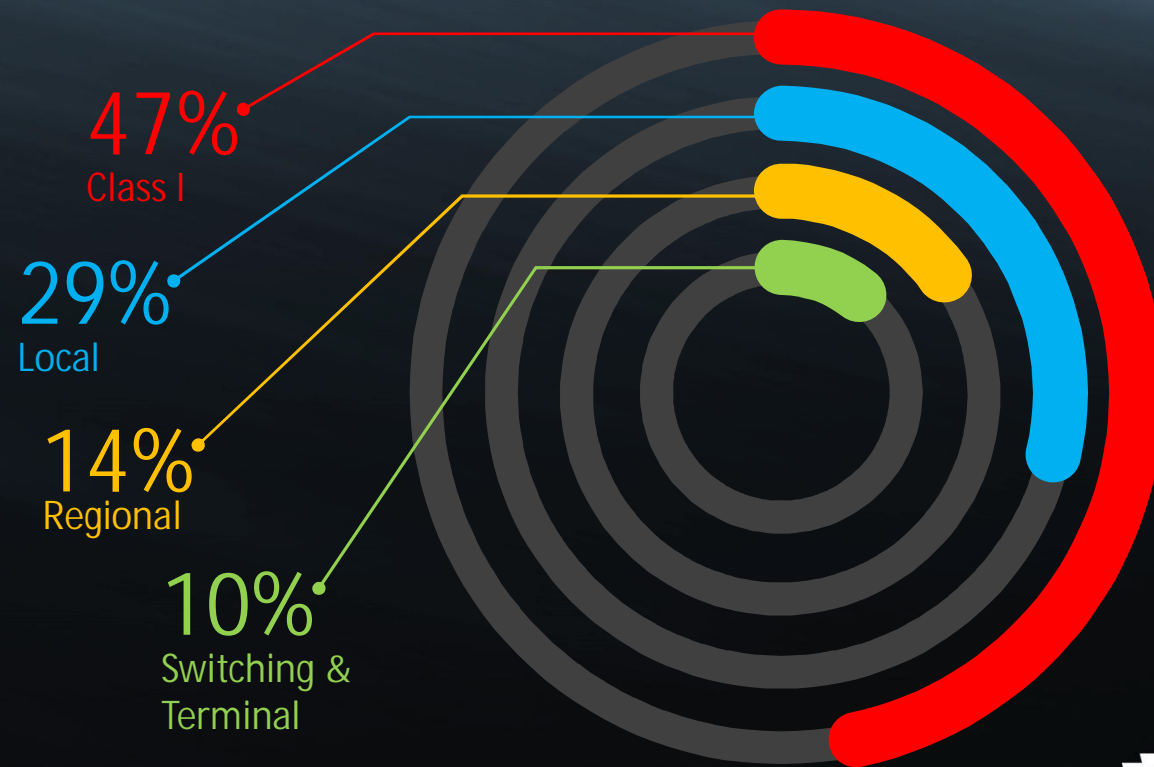
Freight Rail



Pennsylvania Rail System in 2017

- Number of freight railroads: 62 (2019)
- Number of freight rail miles: 5,130
- Tons originated: 52.2 million
- Tons terminated: 56.1 million
- Carloads originated: 1.0 million
- Carloads terminated: 1.2 million
- Tons carried: 192.6 million
- Carloads carried: 4.9 million
- Freight rail employment: 6,200
- Freight rail wages: \$681 million

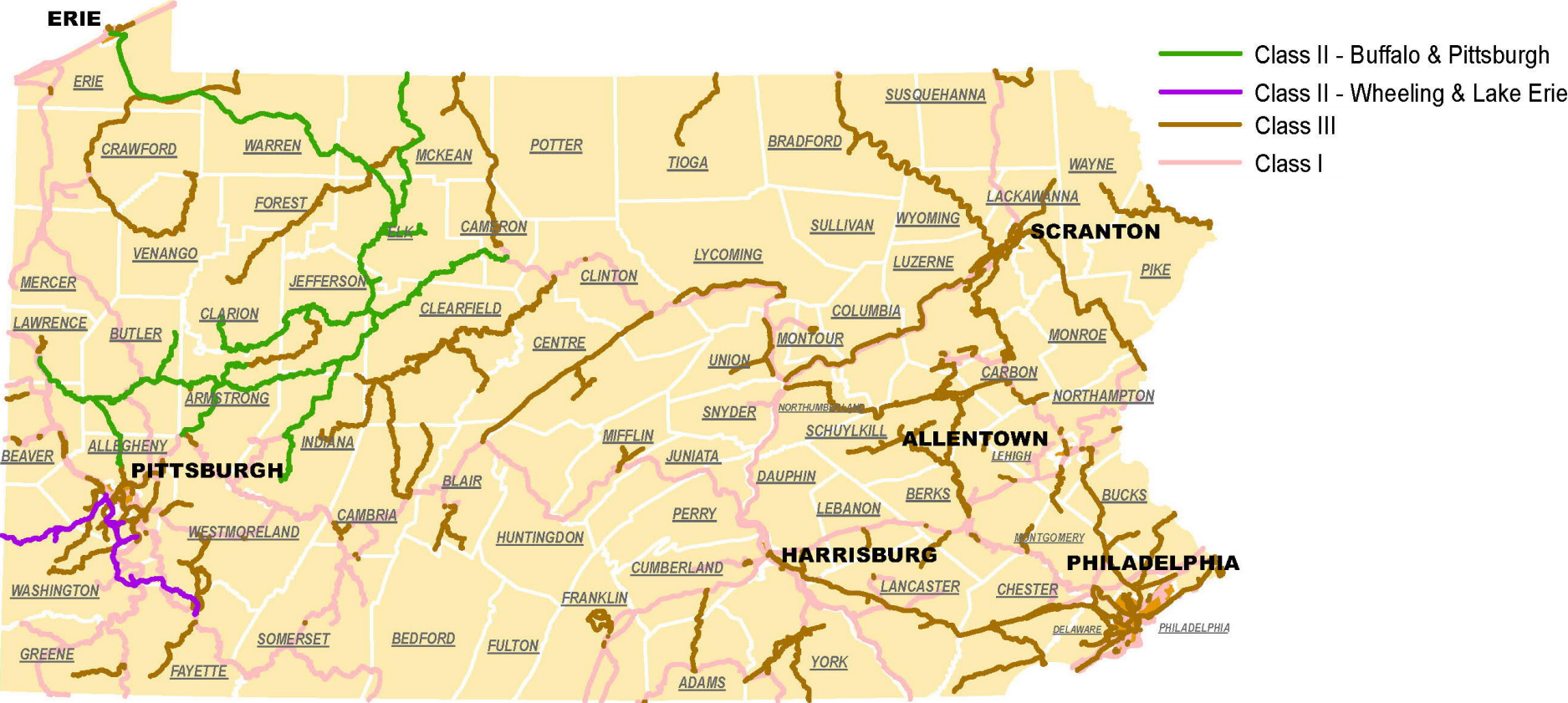
PA Route Miles by Classification



Class I Rail Trackage in PA



Class II and III Rail Lines



STRACNET Lines



Public Funding for Rail, Fiscal Years 2014-2019

	FY14-15	FY15-16	FY16-17	FY17-18	FY18-19
Freight Capital Grants	\$36,058,450	\$35,949,420	\$40,281,519	\$32,039,660	\$23,597,650
SEPTA Capital	\$116,500,000	\$330,700,000	\$326,830,000	\$326,830,000	\$351,720,000
SEPTA Regional Rail Operating	\$88,129,000	\$99,886,000	\$101,107,000	\$120,958,000	\$127,220,000
Amtrak Capital	\$17,847,649	\$42,825,783	\$23,111,548	\$22,692,786	\$37,660,552
Amtrak Operating	\$14,270,087	\$12,690,978	\$14,933,039	\$15,094,976	\$16,066,196
TOTAL	\$272,805,186	\$191,682,881	\$506,263,106	\$517,615,422	\$556,264,398

SEPTA capital reflect state funding while Amtrak capital reflect federal and state funding. Also, SEPTA Capital is for all capital allocation. SEPTA Operating is for regional rail only.

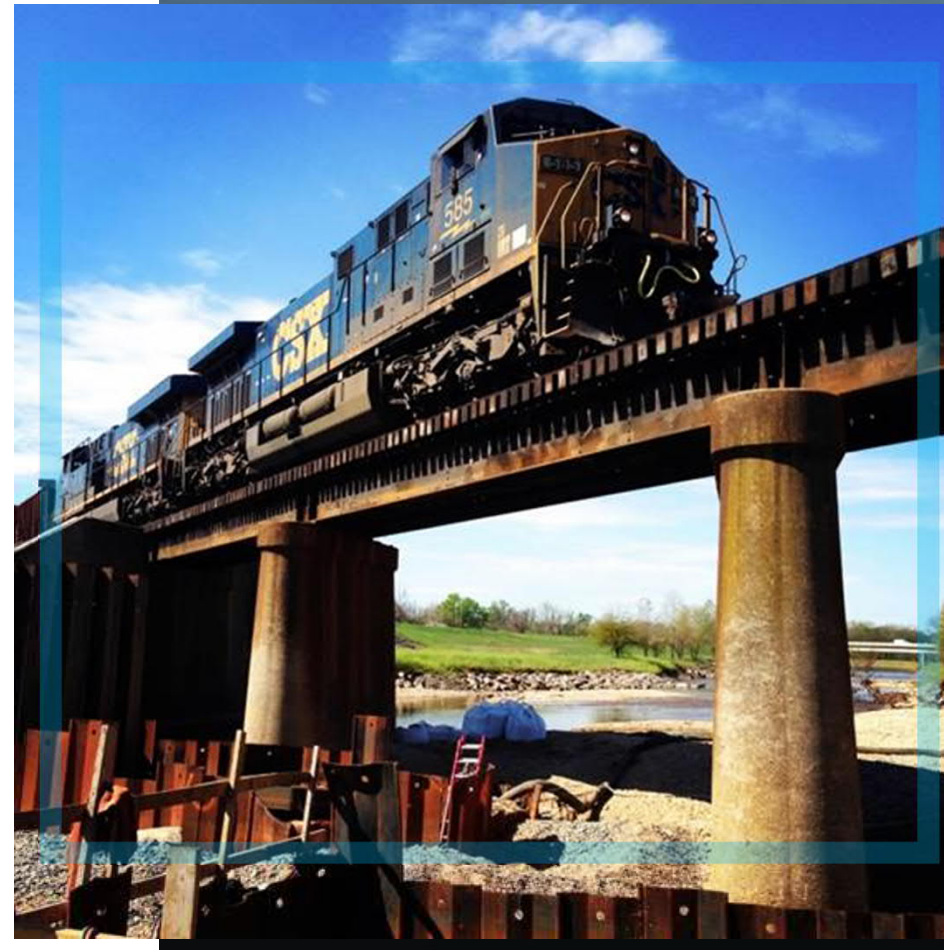


Initial Chapters of the Plan

- Chapter 1 - Role of Rail in Statewide Transportation (passenger and freight)
- Chapter 2 - The State's Existing Rail System, Description and Inventory
 - Deep Dive into each Class I, Class II, and Class III Rail Line as well as specifics regarding the Passenger Lines in the State
 - Also describes other modes that affect rail including Airports, Ports, etc.

Trends and Forecasts

- Our goal is to examine trends and forecasts and HOW that affects the rail system in the state
 - Rail Safety
 - Factors Affecting Goods Movement
 - Market Trends
 - *Energy Sector*
 - *Manufacturing*
 - *Intermodal*
 - Positive Train Control and Other Technologies
 - Changes and Improvements in Passenger Rail Station Design





Needs and Opportunities

- We need your help!
- Project Listing for both Freight and Passenger Systems
- Using those projects to come up with an Investment Plan for the future out to 2040
- Have an existing list but if there are additional projects, we would love to include them in the plan and analysis.

State Rail Plan Vision, Goals & Objectives

Justin Fox, AECOM

Senior Transportation Manager



Alanna Strohecker, PE

AECOM Project Manager



The framework for the plan requires input from our Major Stakeholders in order to proceed.

State Rail Plan Vision

Pennsylvania's *integrated* rail system will provide safe, convenient, reliable, cost-effective connections for people and goods. As a viable alternative to other modes, it will support economic competitiveness, smart growth, environmental sustainability, *and resiliency*, thereby strengthening Pennsylvania's communities.

State Rail Plan Goals

1

Bring the priority rail system to a state of good repair and maintain it.

2

Develop an integrated rail system.

3

Support the future needs of residents and businesses.

4

Enhance the quality of life in Pennsylvania.

5

Assure personal safety and infrastructure security

6

Support energy efficiency, environmental sustainability, *and resiliency*

7

Identify stable and predictable funding

8

Build public support for rail system services and assets

1

Bring the priority rail system to a state of good repair and maintain it.

Objectives

- 1 Preserve rail rights-of-way for future railroad use.
- 2 Invest in rail system infrastructure to bring the system to a state of good repair.
- 3 Upgrade the rail system infrastructure and equipment to meet current standards.
- 4 Maintain Pennsylvania's rail system infrastructure in a state of good repair.

2

Develop an integrated rail system.

Objectives

- 1 Develop core rail infrastructure.
- 2 Balance passenger and freight rail needs in the same corridor.
- 3 Improve coordination among freight, passenger and commuter rail systems.
- 4 Provide seamless connections between passenger modes.
- 5 Provide seamless connections between freight modes.
- 6 Increase intermodal freight traffic.
- 7 Complete links to connect the state's major urban areas.
- 8 Integrate Pennsylvania's rail system with the national rail system.
- 9 Provide access to large cities and gateways in the U.S. and Canada.
- 10 Improve access to the commuter and intercity rail system.

3

Support the future needs of residents and businesses.

Objectives

- 1 Increase the capacity of rail infrastructure to move passenger and freight traffic.
- 2 Develop an equitable use of rail infrastructure by passenger and freight rail.
- 3 Enhance rail access to increase the competitiveness of the state's ports and airports.

4

Enhance the quality of life in Pennsylvania.

Objectives

- 1 Mitigate highway congestion.
- 2 Develop compatible land uses along rail lines that are consistent with smart growth and supportive rail use.
- 3 Increase economic development opportunities in communities by advancing investments in rail.
- 4 Enhance the competitiveness of the rail system compared to other modes.

5

Assure personal safety and infrastructure security.

Objectives

- 1 Improve the safety of pedestrians and vehicles where there are at-grade crossings.
- 2 Improve the security of rail passengers on rail vehicles and at stations, consistent with federal and state policy.
- 3 Enhance the security of rail rights-of-way and rail infrastructure.
- 4 **Promote sealed corridors and close crossings, wherever practical. Where not practical, ensure there are crossing gates at all crossings on passenger routes.**

6

Support energy efficiency, environmental sustainability, and resiliency.

Objectives

- 1 Improve air quality through reduced emissions by investing in rail transportation.
- 2 Reduce energy use.
- 3 **Investigate the risks and impacts of climate change on rail lines and identify potential mitigation and resiliency improvements.**

7

Identify stable and predictable funding.

Objectives

- 1 Pursue funding for increased investments to the rail system.
- 2 Create greater funding balance between rail and highway modes.
- 3 Enact legislation that supports the development and financing of the state's rail system.

8

Build public support for rail system service and assets.

Objectives

- 1 Educate the public about the railroad system and operations.
- 2 Garner support and cooperation for rail operations through metropolitan planning organizations, rural planning organizations, and regional / local governments.
- 3 Demonstrate the benefits of moving people and goods by rail.
- 4 Advocate for a national transportation policy and plan.

Seeking Stakeholder Feedback

- **Safety:** how to make the PA rail system safer? More gates? Sealed corridors? Closing crossings? Positive Train Control, other?
- **Passenger Rail in PA (Amtrak, SEPTA, NJ TRANSIT):** What are ways to improve passenger rail system integration: intercity rail, commuter rail, urban mass transit? How can we bring about improved multimodalism?
- **Freight Rail in PA (Class I, II and short lines):** What are ways to improve the freight rail system in PA? What is needed for system preservation? How can we bring about improved multimodalism?
- **Funding:** What are ways to improve the range of funding sources for rail in PA? Is there a role for P3s (public private partnerships)? How to make it happen?
- **The Environment:** Lower emissions with new locomotives; electrification efforts; hybrid vehicles? What is needed for improved resiliency of the PA rail system? How to improve sustainability?
- **Economic Development:** How rail and others can help to attract new shippers to the state and keep existing ones? What role does passenger rail plan and how can it be improved?



To Provide Feedback

- ✓ Use the chat box
- ✓ Take the stakeholder survey <https://www.pastaterailplan.com>
- ✓ Visit the plan website <http://www.planthekeystone.com/Pages/PA-State-Rail-Plan.aspx>

April 16, 2020



PA Freight Planning and Study Efforts



PA Transportation Planning Tools

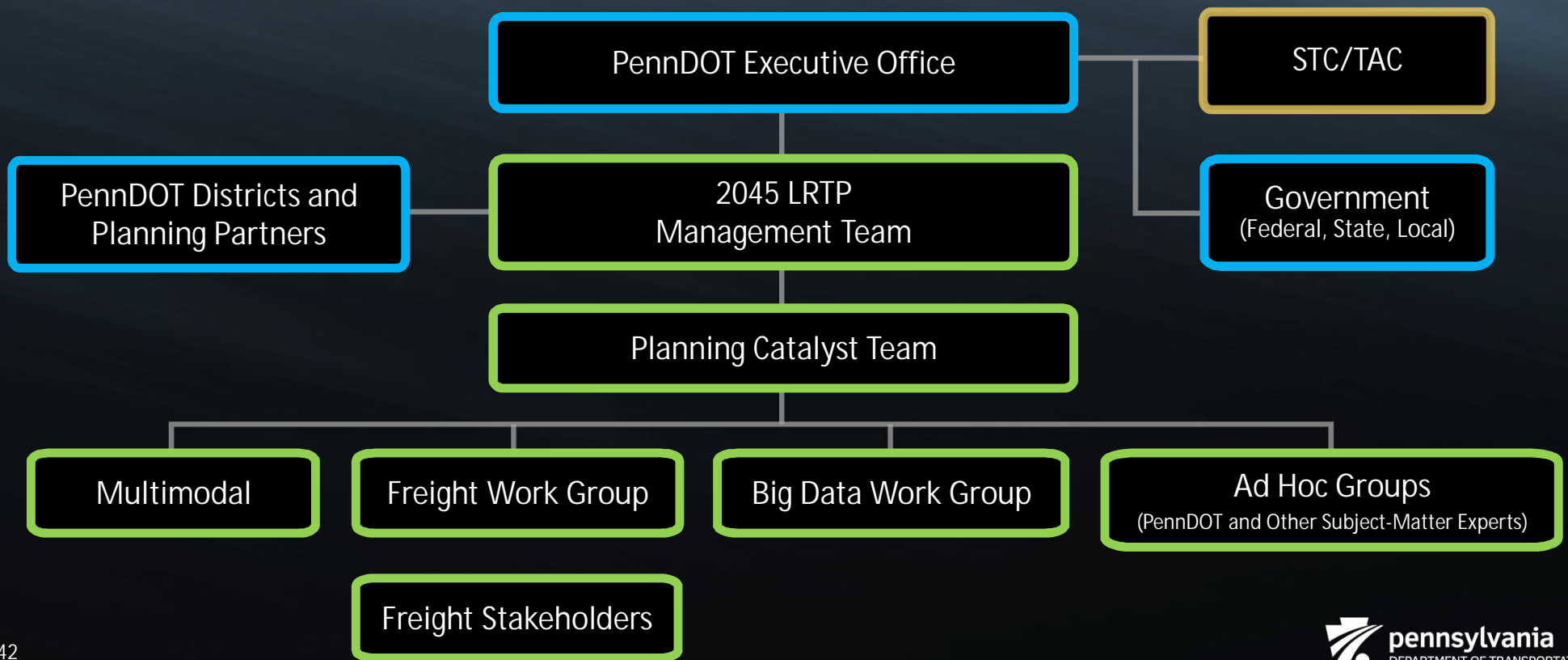
Outlook	Plan/Program	Forecast	Updates	Goals
Long Range	Long Range Transportation Plan (LRTP)	25 Years	5-6 Years	<ul style="list-style-type: none"> ✓ Broad Policy Direction for PA's Multimodal Trans. System ✓ Aligns Federal, State and Regional Priorities
	Comprehensive Freight Management Plan (CFMP)	25 Years	5 years	<ul style="list-style-type: none"> ✓ Strategic Input from Freight Industry ✓ Synergy State Rail Plan ✓ Link with MPO and RPO Freight Plans
Mid Range	Twelve Year Transportation Program (TYP)	12 Years	2 Years	<ul style="list-style-type: none"> ✓ Builds on Direction set in LRTP ✓ Provides a Blueprint for Improving and Maintaining PA's Multimodal Transportation System
Short Range	Statewide Transportation Improvement Program (STIP)	4 Years	2 Years	<ul style="list-style-type: none"> ✓ Represents First Four Years of the TYP ✓ Lists all trans. projects for which federal funding is proposed ✓ Incorporates 24 Regional Transportation Improvement Programs (TIPS)

2045 PA LRTP and CFMP

- **Updates Underway for 2045 PA LRTP and CFMP!**
- **Separate but aligned plans.....**
- **The LRTP** aims to preserve and improve accessibility and connectivity for all transportation modes
- **The CFMP** defines how to efficiently move freight, while fostering economy and future development
- **Communication**
 - Stakeholder Engagement (including freight industry)
 - Public Participation



2045 LRTP & CFMP Organizing Framework



PA Transportation Advisory Committee (TAC)

- 30 Member Body established by PA Law, Act 120 of 1970
- Primary Duties:
 1. Consult with PennDOT Secretary and State Transportation Commission (STC) on behalf of all Transportation Modes
 2. Advise transportation modes about planning, programming and goals of PennDOT and STC
- Independent Studies related to Transportation in PA
<https://talkpatransportation.com/advisory-committees/tac-reports-studies>

Truck Weight Statutory Exemptions Study

- **Study Purpose:** Understand wide range of impacts and implications created by several decades of exemptions

Wide range of truck weight exemptions for various products, commodities, equipment

- **Various Concerns:** Economic, transportation infrastructure, safety, congestion
- **Outreach:** Key stakeholders will be engaged for their perspectives
- **Study Completion & Presentation:** TAC Summer 2020
- STC Fall 2020
- **Targeted Audience:** PA Policy Makers



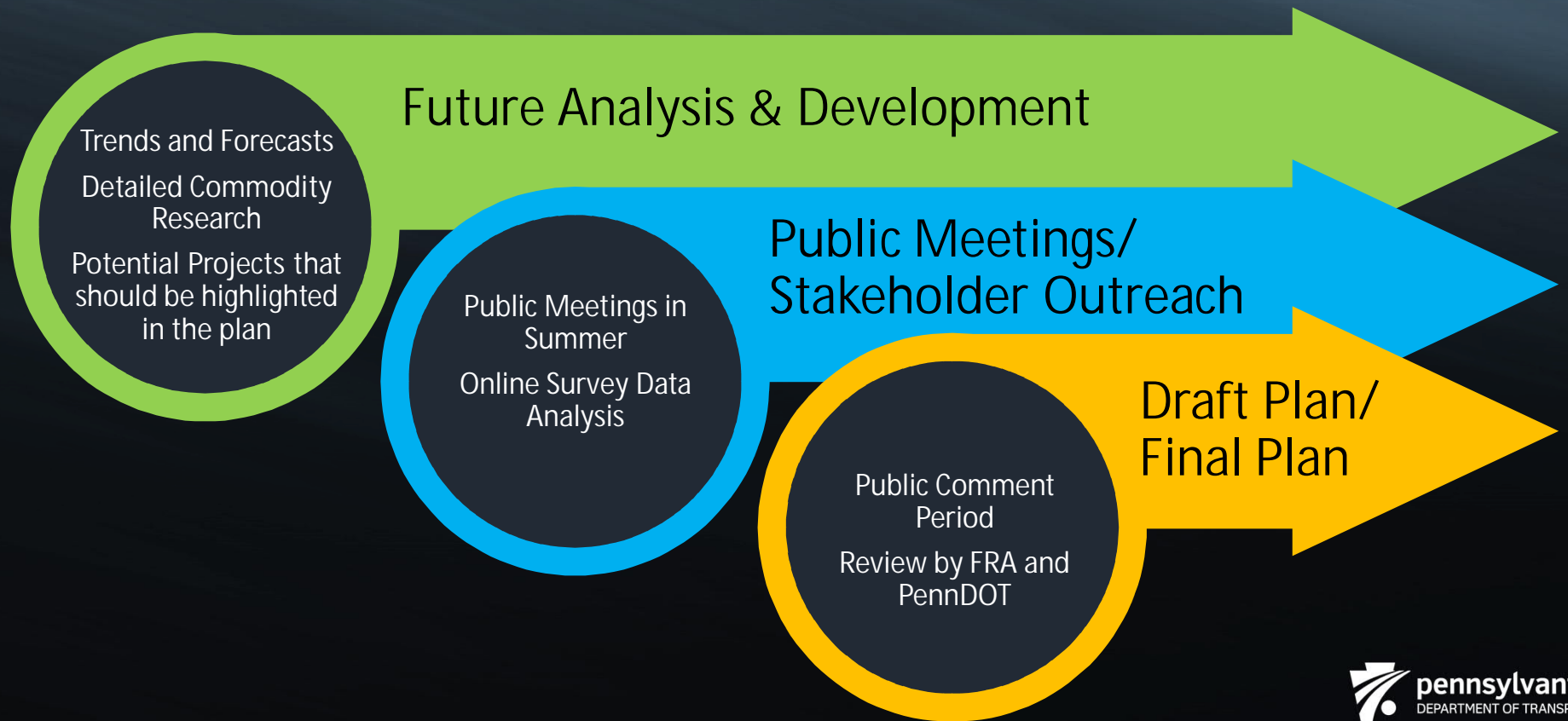
Summation & Next Steps

*Alanna Strohecker, PE
AECOM Project Manager*



- Thank you
- How will we continue to engage with you?
- **Online Survey**
- How will the plan be used?

Next Steps in the Plan



Additional Actions and Resources

- Please take the survey associated with the State Rail Plan if you have not already.
- <https://www.pastaterailplan.com/>
- We would appreciate any rail photos that you would like to share for inclusion in the State Rail Plan. Please email RA-PDPASRP@pa.gov with your photos!
- Watch for Public Meetings this summer!

Questions and Answers?

Questions following this meeting

- Angela Watson, Multimodal Special Projects Manager
- angelwatso@pa.gov or RA-PDPASRP@pa.gov
- www.PlantheKeystone.com – Under Resources / State Rail Plan
- Meeting Minutes, Survey Link, PowerPoint, Question and Answers will be circulated shortly

Thank you for your
participation!

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**Pennsylvania State Rail Plan
 Major Stakeholders Meeting, April 16, 2020**

Meeting Attendance*

Count	Name	Organization
1	Alanna Strohecker	AECOM Project Manager, PA State Rail Plan
2	Justin Fox	AECOM
3	Margaret Quinn	AECOM
4	Laura McWethy	AECOM
5	Julia Moore	AECOM
6	Monica Steel	AECOM
7	Carey Barr	AECOM
8	Robert Hoffer	AECOM
9	Toni Horst	AECOM
10	Andreas Aeppli	Cambridge Systematics
11	Lisa Destro	Cambridge Systematics
12	Kevin Narvaez	Envision Consultants
13	Jennie Granger	PennDOT Deputy Secretary for Multimodal Transportation
14	Angela Watson	PennDOT Project Manager, PA State Rail Plan
15	Steve Panko	PennDOT
16	Elizabeth Bonini	PennDOT
17	Shane P. Rice	PennDOT Policy Office
18	Emily Watts	PennDOT Policy Office
19	Lucinda Beattie	Western Pennsylvanians for Passenger Rail (WPPR)
20	David Althoff Jr	PA DEP, Energy Programs Office
21	Nolan Ritchie	Senator Kim Ward's Office
22	William Callahan	Pennsylvania State Historic Preservation Office
23	Northwest RPO	Northwest RPO
24	Robert Boos	PennVEST
25	Christopher M. Natale	Amtrak
26	Robert E. Bini	Lancaster County
27	Brian Sharkey	PennDOT
28	Alan D. Kearns	NJ TRANSIT
29	Laura Neiderer-Adams	Adams County Board of Commissioners
30	Denise Soisson	PennDOT
31	Stephen Weaver	Strasburg Railroad
32	Justin Shuey	Keystone State Railroad Association

*The April 16, 2020 Major Stakeholders Meeting was held virtually due to COVID 19 restrictions. All attendees may not have been identified due to technology constraints.

Count	Name	Organization
33	Rudy W. Husband	Norfolk Southern Corp.
34	James Walsh	The Port of Philadelphia
35	Chris Caba	York County Planning Commission
36	John T. Rhodes	Amtrak
37	Josiah Shelly	Republican Research Department, Pennsylvania General Assembly
38	Dan Walston	FHWA
39	Rodney Bender	PA Public Utility Commission
40	Melanie Boyer	New York Susquehanna & Western Railway
41	Robert Henry	Greater Valley Forge TMA
42	Mark Tobin	PennDOT
43	Alex McDonald	PA DCNR
44	Thomas Phelan	TD Freight Transport LLC
45	Jackson Carpenter	
46	Amy Bernknopf	DVRPC
47	Alan Piper	Berks County Planning Commission/Reading MPO
48	Frank Jroski	Atlantic Track & Turnout Co.
49	Sara Walfoort	Southwestern Pennsylvania Commission
50	Brion Johnson	PennVEST
51	Greg Vaughn	PennDOT
52	Andrew Batson	PennDOT
53	Kristen Scudder	DVRPC
54	Steve Magouirk	Conrail
55	James Saylor	SEDA Council of Governments
56	John McDonald	Atlantic Track
57	Chris Sandvig	Pittsburgh Community Reinvestment Group
58	Laura Keeley	FTA
59	Alan	
60	Caroline Mael	Amtrak
61	Paul Shuler	
62	Jason Rigone	Westmoreland County, PA Planning & Development, WC Industrial Development Corporation
63	Kristiana Barr	Lancaster County
64	Amy Kessler	North Central RPO
65	William Callahan	Pennsylvania Historical & Museum Commission
66	Kyle Postupack	SEDA Council of Governments Joint Rail Authority
67	Bert Lahrman	North Central RPO

*The April 16, 2020 Major Stakeholders Meeting was held virtually due to COVID 19 restrictions. All attendees may not have been identified due to technology constraints.

Count	Name	Organization
68	Meredith Biggica	PA House of Representatives
69	Natasha Fackler	PennDOT
70	Don Kiel	SEDA Council of Governments
71	Bob Lund	SEPTA
72	Carl Belke	Western New York and Pennsylvania Railroad
73	Jeff Stover	SEDA Council of Governments
74	Tracy Wingenroth	Pennsylvania Energy Resources Group
75	Michael Rimer	PennDOT
76	Jessica Clark	PennDOT
77	Emily Aloiz	Erie County Department of Planning
78	Charles Doyle	Lehigh Valley MPO
79	admin@railroadsolutions.onmicrosoft.com	Railroad Solutions, Inc.
80	Charlene Doyle	Pennsylvania Northeast Regional Railroad Authority
81	Larry Malski	President, Northeast Regional Railroad Authority
82	Jerry Vest	GWRR

*The April 16, 2020 Major Stakeholders Meeting was held virtually due to COVID 19 restrictions. All attendees may not have been identified due to technology constraints.

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Pennsylvania State Rail Plan
Major Stakeholder Meeting
April 16, 2020 – Via Microsoft Teams Meeting; 10:30AM to 12Noon

QUESTIONS AND ANSWERS/COMMENTS AND RESPONSES

[10:49 AM] Walston, Dan (FHWA)

Angela - Thank you for your support of PennDOT's Freight Work Group. This venue would be useful to gain input as well in the update to the rail plan.

[10:50 AM] Watson, Angela

Dan - yes, thank you. We will continue to coordinate with the freight work group.

[10:53 AM] Walston, Dan (FHWA)

Thanks! The State Freight Plan update will be underway very soon as well. Collaboration is key!

[11:03 AM] Lucinda

Does Chapter 2 include the Inter-City Commuter Study Update that was done last year?

[11:07 AM] Watson, Angela

Lucinda - yes, we will utilize data, as appropriate, from all recent studies and include in the Plan

Additional Oral Response During Q&A Session, Angela Watson: Yes, we will be incorporating all recent relevant studies, in terms of their summary results and analysis and by reference, in the appropriate section of the State Rail Plan.

[11:10 AM] Walston, Dan (FHWA)

Recommend sharing/coordinating rail projects with the three MPO freight advisory committees...DVRPC, Lehigh valley, and SPC as they have very good perspectives on the rail systems of their regions. RPOs, such as North Central, are also in the process of developing a freight plan and have rail providers as stakeholders.

Oral Response During Q&A Session, Angela Watson: **Yes, the MPOs and RPOs have advisory committees, and regional efforts either on-going efforts or efforts currently underway that can perhaps provide additional insights and we plan to coordinate and share information on rail projects.**

[11:12 AM] Lucinda

What is the "priority" rail system?

Response: **"Priority rail system" is meant to refer to the rail system in the Commonwealth that predominately addresses the intercity passenger and freight demands. The 2010 PA State Rail Plan identified key freight rail corridors in the Commonwealth. The 2015 PA State Rail Plan revisited that concept and five corridors were described and mapped in the plan as priority freight rail corridors: Crescent (NS), Erie (NS &CSX), Main Line (NS), Southeast (NS &CSX) and Southwest (CSX).**

Oral Response During Q&A Session, Angela Watson: It was noted that Conrail is not a Class I railroad that was shown on the map; we will need to make that adjustment on the maps.

Alanna Strohecker: **If I could make an additional comment, we are aware that Conrail is not a Class I railroad. We struggled if we should show it in the Class I group. We did that because Conrail is owned by CSX and NS. So admittedly the map was labeled incorrectly but we were not sure where to put it. We can go back and revisit that. But we made an intended decision there for the map.**

[11:15 AM] Walston, Dan (FHWA)

Consider overlaying the National Highway Freight Network in PA on the rail map to create a good visual of hwy/rail intermodal connection opportunities.

Oral Response During Q&A Session, Angela Watson: **This is a good suggestion for where they exist now or could exist in the future.**

[11:16 AM] Walston, Dan (FHWA)

Consider BUILD and INFRA USDOT Grant Programs in funding goals.

Oral Response During Q&A Session, Angela Watson: **This is a good suggestion as funding opportunities for rail.**

[11:19 AM] Rod Bender

From a safety prospective, closed at-grade crossings provide enhanced safety. Utilizing grade separated crossings and consolidation of at-grade crossings is best. Corridor focus is important as well.

Oral Response During Q&A Session, Angela Watson: **I know our plan is addressing and identifying at-grade crossings and the need for closure where possible.**

Alanna: **That is a good suggestion. Perhaps a word modification that we need to make to that or modifications we need to make to that particular objective to incorporate that better because it is true: closed crossings or grade-separations are the best as opposed to upgraded crossings.**

[11:19 AM] JACKSON CARPENTER

How long will the survey be accepting responses?

Oral Response During Q&A Session, Angela Watson: **Alanna can you mention if there is any particular deadline? I would think at least through this month. And we will be putting out another survey for the general public to provide input as well.**

Alanna Strohecker: **Yes, our intention originally was to have it available for a number of weeks following the major stakeholders meeting. Due to the COVID-19 situation we will be extending that. I say we will have it available for the next thirty days. We will be developing a slightly nuanced survey for the public. Major stakeholders' breadth of knowledge and input regarding rail is different than the general public. The public survey will be available further in the summer for a period of time as well. But for the major stakeholders survey we will definitely go for another 30 days, so mid-May.**

[11:23 AM] Callahan, William

"Environment" should also consider effects of projects on community's physical environment in addition to sustainability and safety concerns.

Response: **Yes, the team will take this suggestion under consideration.**

[11:29 AM] Chris Sandvig

What is the best way to access the freight industry's wish list?

Oral Response During Q&A Session, Angela Watson: **We have provided an email out to the various railroad organizations to identify projects that they foresee in the future. That will be included in the draft plan that will be available for review and input. If you are looking for anything specific, please reach out directly to me via email at angelwatso@pa.gov**

[11:30 AM] Thomas Phelan (Guest)

How did you develop the freight rail forecasts?

Oral Response During Q&A Session, Angela Watson: Alanna could your team address that?

Alanna Strohecker: *We are doing a number of things. Cambridge Systematics, on our team, is responsible for the forecasting. They have this capability as a firm, compiling databases and using outside sources as well. Also, for the purposes of this State Rail Plan, in addition we are purchasing forecasts from IHS Markit who provide forecasting data that we can use in our analysis.*

[11:31 AM] Chris Sandvig

Climate change: what do you intend to include about reducing the carbon footprint of rail operations itself? (Diesel retrofits, rolling stock upgrades, congestion bottlenecks, route straightening, passenger electrification,...)

Oral Response During Q&A Session, Angela Watson: Alanna could your team address that? Or what type of discussion is in the plan to cover this – how rail impacts the environment; particularly climate change?

Alanna Strohecker: *This is a very good point. There's always more to do and to discuss. We do discuss the carbon footprint and the railroad's usage of diesel fuel. We have a section in the plan, in the trends and forecasts section, that does discuss fuel cost trends, and we do discuss mitigation and opportunities for that. It is a good suggestion and perhaps we should go back and revisit and maybe add some more to that discussion about carbon footprint in general.*

[11:31 AM] admin@railroadsolutions.onmicrosoft.com

Do you have a particular format in which you would like to receive prospective railroad projects? Should the projects be forward looking 3-5 years?

Oral Response During Q&A Session, Angela Watson: Correct me if I am wrong Alanna, but I think yes, we are looking at the next three to five years but also identifying projects beyond that as well. For format purposes, we do have an excel table that we can email out to anyone who did not receive it. I tried to capture everyone on the freight side but if you did not receive an email from me at angelwatso@pa.gov or from the RA-PDPASRP@pa.gov email account, which is the one for the PA State Rail Plan, please email me or the Plan one and request the excel sheet and I can send it out to you.

Alanna Strohecker: Yes, there is one grouping in the plan for projects within the next four years and then our planning horizon is out to 2045. So we are looking for projects between now and 2045. We are going to divide them up for discussion purposes to near term and long term.

[11:31 AM] DCNR - Alex Macdonald

Would future rail projects take a PENNDOT Connects approach in their planning? Taking other impacts into account. For example, rail upgrades may need bike/ped upgrades.

Oral Response During Q&A Session, Angela Watson: Yes, and no. The projects that PennDOT undertakes on the highway side, we directly fund and own the asset for highways and bridges so the project development process employs the PennDOT Connects approach in the way we plan and develop an improvement project. On the rail side, we do not own the assets, especially on the freight rail side. So unless we are providing funds for the project, we don't have any input on whether the PennDOT Connects approach is being used on these projects. The PennDOT Connects approach is really working on the front end with communities to plan projects, for example, coordinating a rail project that might impact a bicycle or pedestrian improvement, or vice versa.

[11:32 AM] Piper, Alan

Please don't limit distribution of project lists to only the large MPO's

Oral Response During Q&A Session, Angela Watson: I agree. We will share with all planning partners in PA for input.

[11:34 AM] Tom Zilla

From Centre Region MPO, can MPOs/RPOs review the freight generating locations that are being identified for developing demand/projections in the Plan?

Oral Response During Q&A Session, Alanna Strohecker: **I am going to request that we go back and discuss this as a team and make sure that we get back to you in response to this meeting. We will also include a response back to you directly as a follow-up to this meeting.**

[11:36 AM] Bert Lahrman

With freight tonnage increasing 1.4% annually till 2045 across the U.S. need to include the center and northern part of state rail system in upgrades, such as double deck rail car capabilities as well as increase in weight of the freight cars being utilized to move more cargo

Oral Response During Q&A Session, Angela Watson: **Correct. Acknowledging that comment.**

[11:39 AM] Bert Lahrman

PA used to have passenger rail coverage across the state. Today's passenger service seems to focus only on the major burgs in the southern part of state. Are there any plans in the works short or long term to try out passenger service in the Center and northern part of the state?

Oral Response During Q&A Session, Angela Watson: **Partly this is due to funding. We are doing studies to look at the western part of the state. I know we are working with Amtrak and Norfolk Southern to consider potential additional Pennsylvania service west of Harrisburg. So, there are on-going studies or recently past studies to look at passenger rail. The results of these will be considered as part of the State Rail Plan.**

[11:40 AM] Amy Kessler

What are the future plans for passenger rail in Pennsylvania? Expansion of service? Role of Freight on other interstates? The impacts of increased tolls are having?

Oral Response During Q&A Session, Angela Watson: **As we are continuing the analysis for the plan, we will continue to share information for folks to react to or to provide input on.**

[11:44 AM] Chris Sandvig

Sorry. Could you please repeat the email address to submit to so we remain updated? And your record purposes?

Response: RA-PDPASRP@pa.gov

QUESTIONS AND COMMENTS PROVIDED BY ATTENDEES AFTER THE MEETING

[Via email on 4/16/2020 at 12:01PM] from Zilla, Tom (Centre County Metropolitan Planning Organization (CCMPO)) – Rail Plan comment.

Summary: Provided some background about the reason for the question regarding review of the freight generators in that a couple years ago during the identification of Critical Rural and Critical Urban Freight Corridors, the database that was provided to CCMPO to assist in identifying potential freight generating businesses had missing elements. In Centre, there were a couple of important businesses that were not in the database, including the Glenn O. Hawbaker Whiterock quarry and rail transload site. Centre County is not freight-heavy, but for those MPOs/RPOs who are, it might be worthwhile having them review the data on freight generators being used to make sure nothing is missed that could be particularly important for rail freight. Rail operators will provide input, but the planning partners (MPOs/RPOs) could be a good back check.

[Via email on 4/13/2020 at 11:32AM] from Vest, Jerry (Genesee & Wyoming Railroads, GWRR) – Feedback on state rail plan presentation.

Summary: Provided reactions to and suggested changes on the content of some of the slides such as breaking down Amtrak ridership by segment, including major commodity groups handled by PA freight railroads and major economic sectors supported, breaking out Amtrak operations and capital expenditures by Keystone compared to the rest, requesting a review of the GWRR lines in PA and their investment needs, analyzing future trends of economic sectors supported by rail freight, whether the support of existing and creation of new family-sustaining manufacturing, distribution, energy and ag sector jobs should be specifically referenced as part of the “Enhance the quality of life in Pennsylvania” goals, including in the “Safety” goal the consideration of expanded new grade separated projects, and, considering an analysis of the statewide rail-truck transloading network and areas in PA that would benefit from this investment.

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PA State Rail Plan Online Stakeholder Survey Results

Summary

The online stakeholder survey period was from March 6, 2020 to May 15, 2020. The PennDOT State Rail Plan SRP) team advised stakeholders via email communication on March 6 of the availability of the online stakeholder survey and continued to periodically send reminders via email to encourage participation. Stakeholders represented passenger and freight railroads, federal, state and local agencies, planning organizations (Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), and Transportation Management Associations (TMAs) and business and civic interest groups and organizations. There were 243 total respondents, over half of whom (126) are located in the Southwestern PA/Pittsburgh metro area. 60% of the respondents classify themselves as private citizens.

AMTRAK

Most respondents (71%) indicate passenger rail is very important, and 83% of respondents indicate improvement or expansion of passenger rail is very important. More than half of respondents (56%) live within 30 minutes of an Amtrak station. The top three most important aspects of Amtrak passenger rail service, by an overwhelming majority, are: Quality of Service, Frequency of Service, and Affordable Fares. Of the 243 respondents, 175 of them (72%) cite choosing Amtrak passenger rail as an alternate to driving. The next top two reasons were on-train productivity/comfort and to save time. Multiple “other” respondents cited environmental benefits of rail instead of driving contribute to their choice. Most respondents would choose to emphasize expanding existing Amtrak passenger rail service (87%), however, all selections were close in ranking.

SEPTA

67% of the respondents do not use SEPTA’s commuter rail service. Of those that do, “leisure trips” was the top response for why they use SEPTA. It is important to note that most respondents do not live in the Philadelphia metro. The most important aspects of SEPTA’s commuter rail service are: frequency of service, and to avoid congestion and delays. The most popular response for primarily utilization of SEPTA’s commuter rail service is to avoid driving. The second choice would be to save time. Expanding existing commuter rail service is the most frequent choice when asked how SEPTA’s commuter rail service should be emphasized in the State Rail Plan (selected by 50% of respondents). However, many respondents do not have an opinion (42%).

Freight Rail

Freight rail service is very important to 62% of respondents. The majority of respondents (56%) are very interested in the expansion of freight rail service in PA. The top three important areas for improving freight rail transportation are: to reduce highway congestion, truck traffic diversions from highway to rail, and enhanced economic development.

Overall Priorities and Feedback

When asked where the state should focus on rail investment, there were more responses in favor of passenger rail than freight improvement or other areas of improvement, with the top cited areas of new

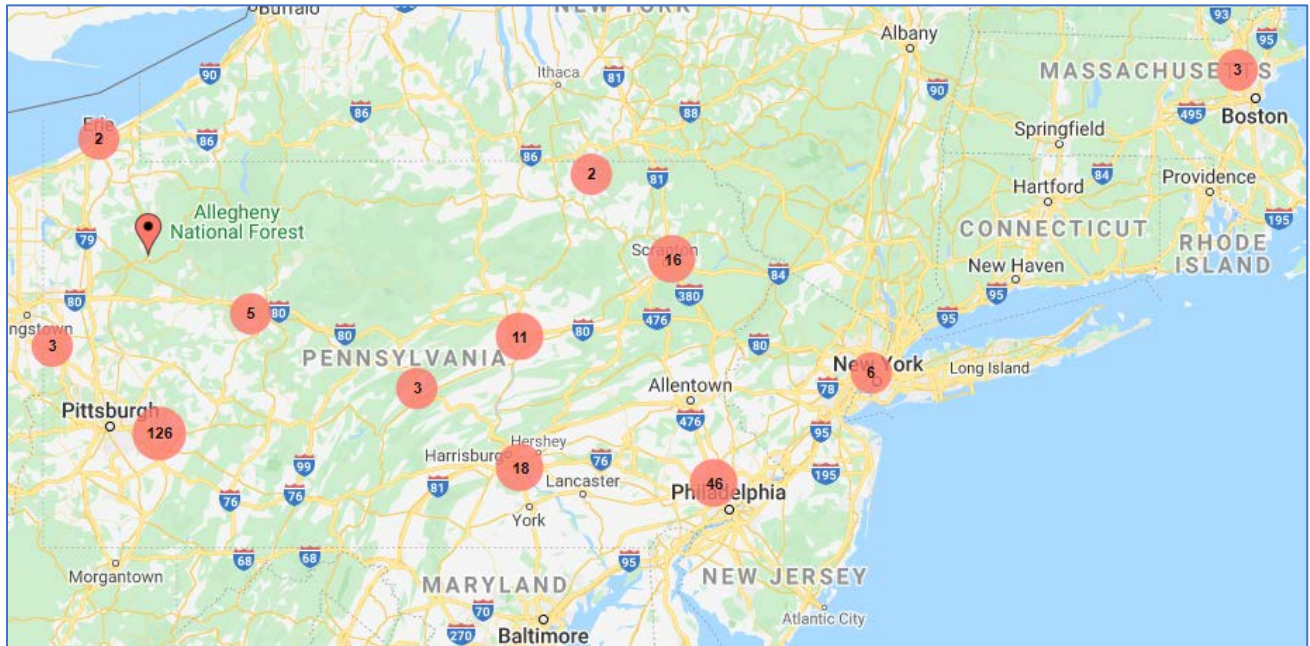
passenger service (74% of respondents) and existing passenger service improvement (66% of respondents). There are over 100 specific projects/recommendations from survey participants, and more than 60 different comments at the end of the survey. Stakeholders also had some constructive feedback on the vision statement and goals statement, but were largely in favor of the edits to the vision and goals (having no additional feedback, or positive feedback).

The Survey Results by Question

Q1: Please enter your Zipcode

Responses: 243

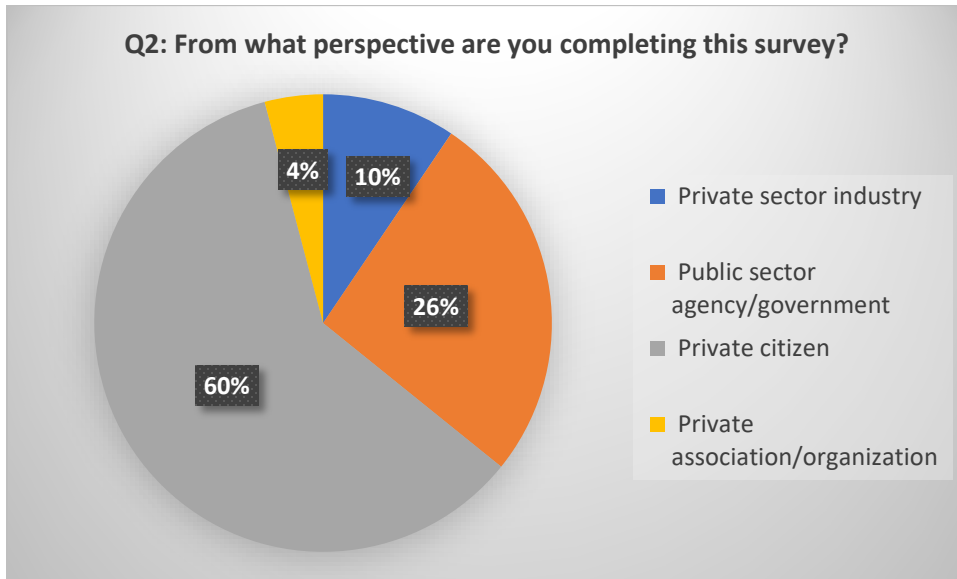
The map below shows the overall distribution of respondent location.



Created using EasyMapMaker: <https://www.easymapmaker.com/map/03fcdf1a55c9607dfe94f92f17324ccb>

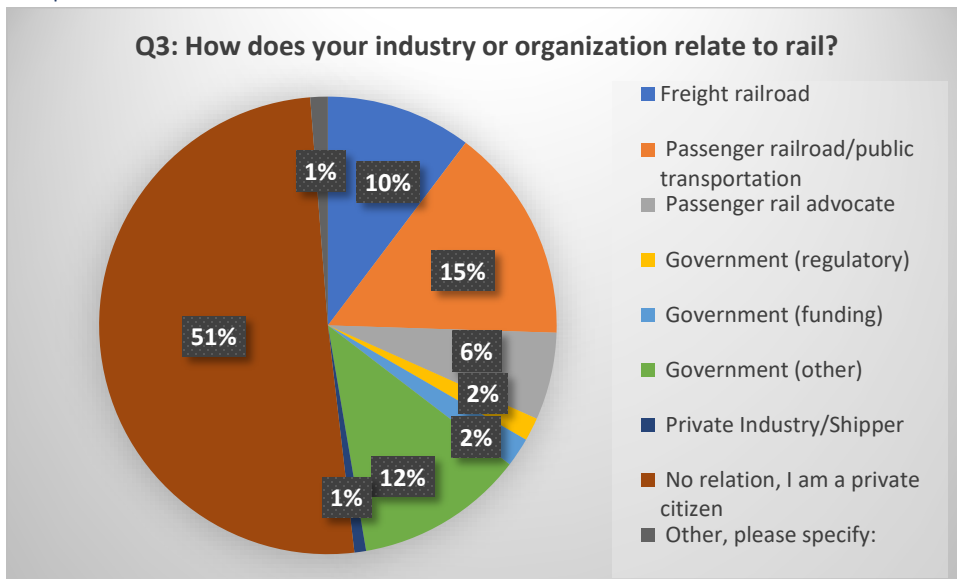
Q2: From what perspective are you completing this survey? Please select one.

Responses: 243



Q3: How does your industry or organization relate to rail? Please select one.

Responses: 243

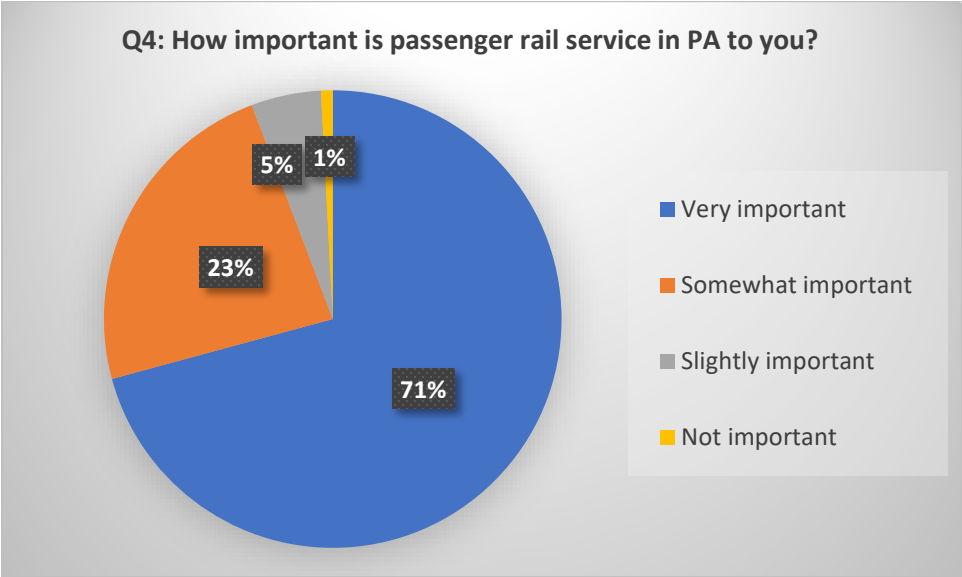


“Other” Responses

Railroad parts supplier.
Metropolitan Planning Organization
Freight/passenger railroad & public Transportation

Q4: How important is passenger rail service in Pennsylvania to you? Please select one.

Responses: 243

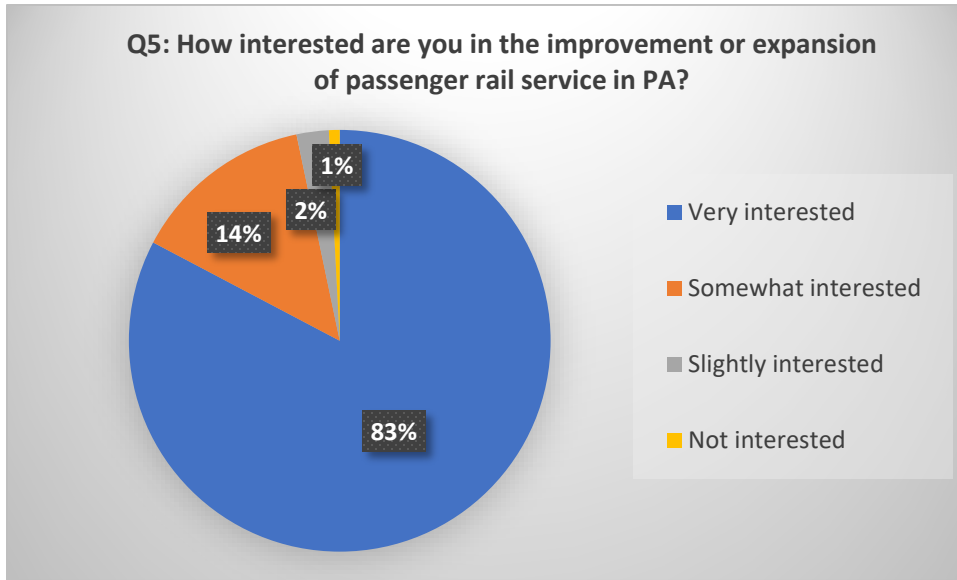


“Why is passenger rail service in Pennsylvania not important to you?” Responses

not necessary
Freight railroad only

Q5: How interested are you in the improvement or expansion of passenger rail service in Pennsylvania? Please select one.

Responses: 243

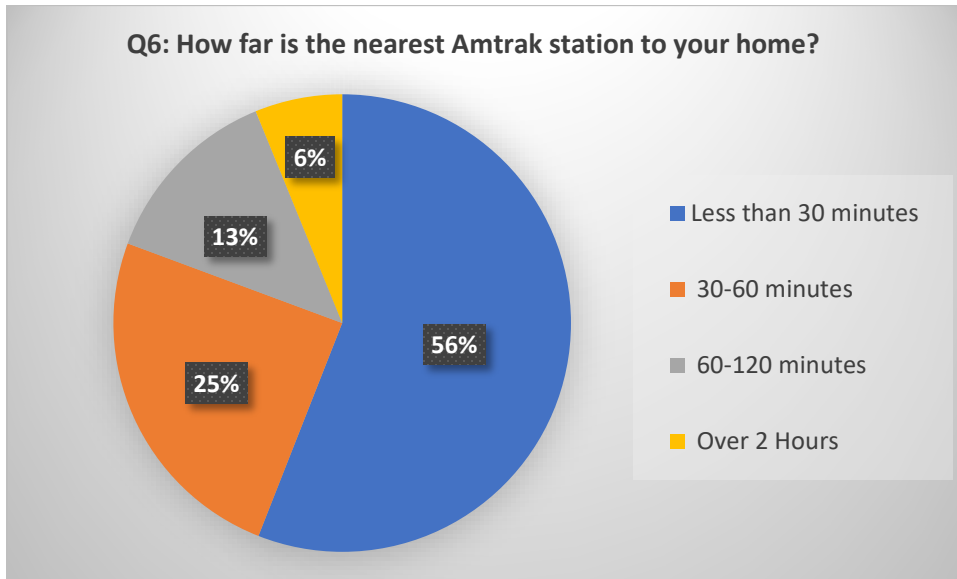


“Why are you not interested in the improvement or expansion of passenger rail service in Pennsylvania?” Responses

not necessary
Freight railroad only

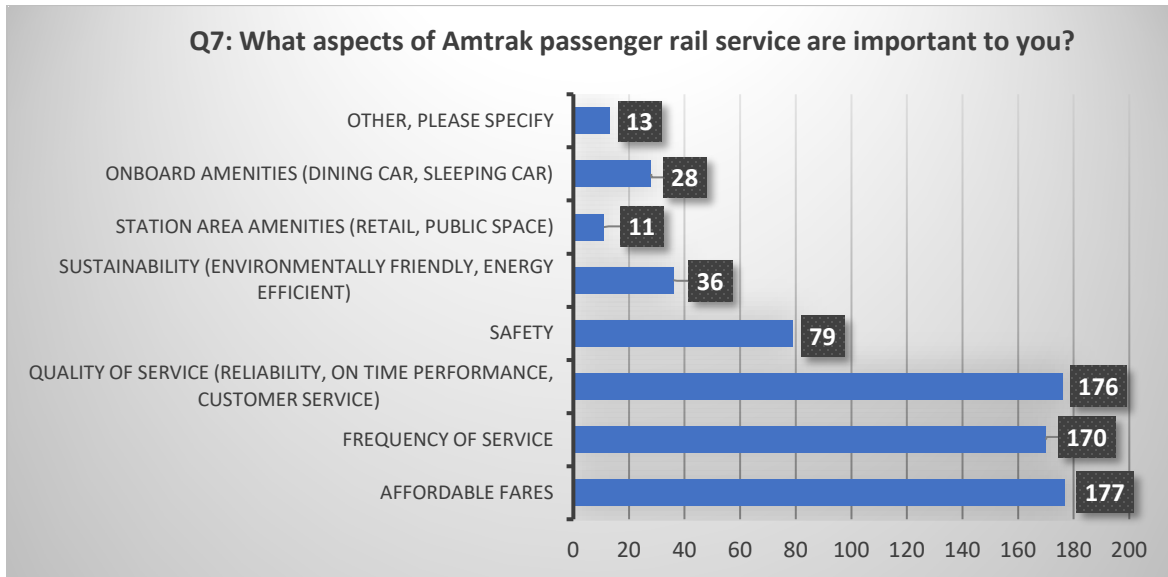
Q6: How far is the nearest Amtrak station to your home? Please select one.

Responses: 243



Q7: What aspects of Amtrak passenger rail service are important to you? Please select your top three most important aspects.

Responses: 690

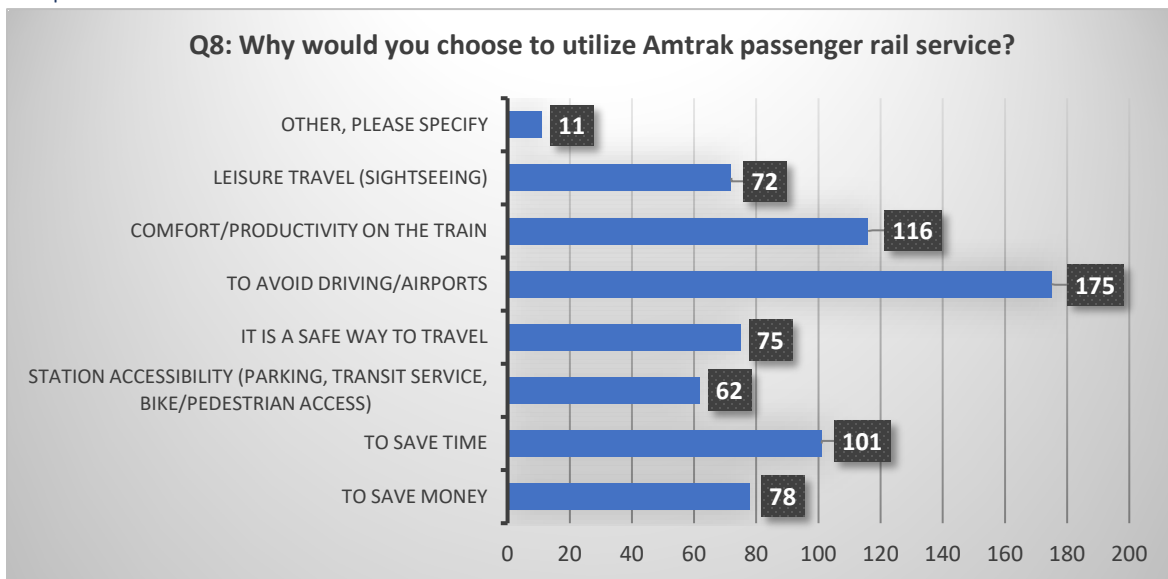


“Other” Responses

station parking availability, cleanliness of accommodations
Vital need of passenger rail service to northeast PA.
Times of service (Amtrak's Washington - Chicago train serving Pittsburgh has inconvenient arrival and departure times in the eastbound direction. Amtrak's New York - Philadelphia - Pittsburgh train arrives too late in the evening). Bus connections to locations not served by Amtrak (i.e. State College). Local and regional public transit connections.
Easy to get to, parking, convenience
Goo onboard services while commuting, like good fast internet connection and food/drink/comfort stations
I do not use Amtrak
Ease of access and travel experience is better than bus or plane.
Automobile substitution; to be able to travel daily within the region by rail by locomotive or a return to interurban.
Having convenient access to service
Parity with highways in terms of attention and funding by the state
Speed of service
Interconnectedness (i.e., ease with which to get to many different places)
Having a station within 30 minutes of the Lehigh Valley area.

Q8: Why would you choose to utilize Amtrak passenger rail service? Please select the three most important reasons to you.

Responses: 690

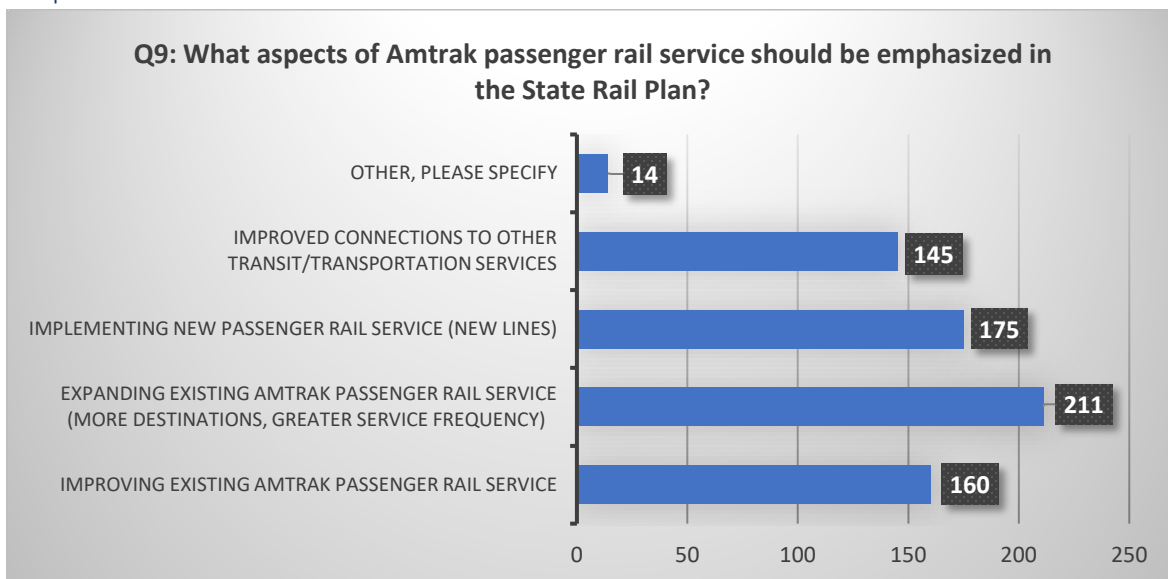


“Other” Responses

environmental benefits
It is the most environmentally friendly way to travel and climate change is a critical issue that the Commonwealth is facing.
Relaxing way to travel
Too far to nearest station
I am disabled, without the ability to drive. It is a beautiful way for me to travel. I wish that we could get more lite rail all. Gives independence.
Sustainability and not having to park a car in the city I visit (save money)
It is environmentally more responsible
Environmental impact
Climate change
Least carbon-intensive way to travel long distances.
Sustainability
Ease of travel with large luggage
I don't own a car
Convenience
Commute to work and recreation

Q9: What aspects of Amtrak passenger rail service should be emphasized in the State Rail Plan? Please select all the aspects that you think should be emphasized.

Responses: 705

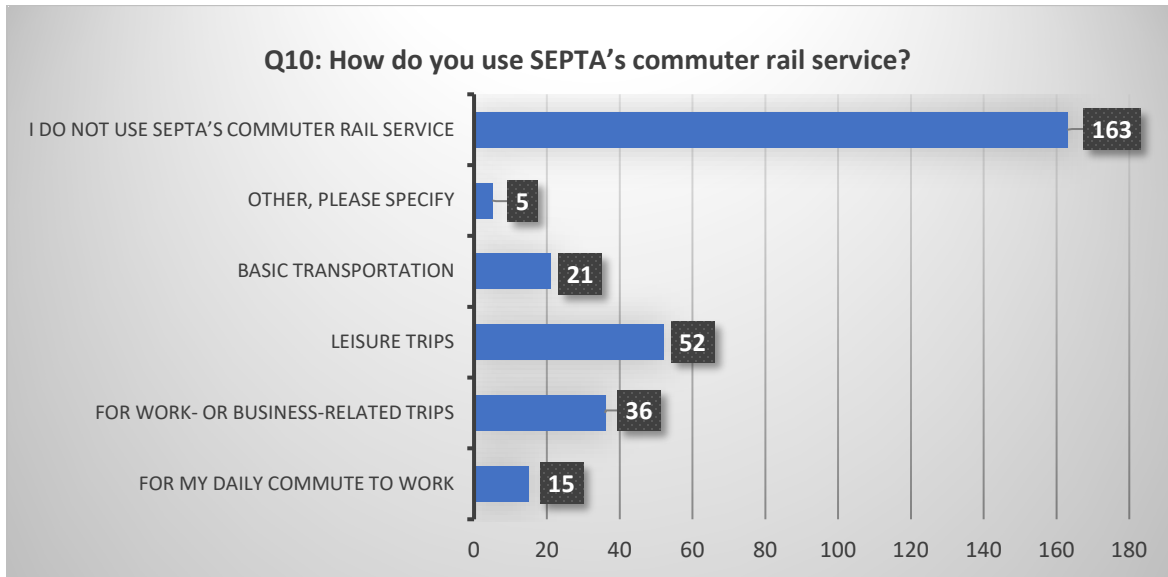


“Other” Responses

Critical review of current Amtrak in-state services and analysis of how those services can be improved.
Benefits to personal and social health
Rail use as an alternative to automobile transportation; emphasis on the history of the rail line and opportunities for sightseeing; appealing to nostalgia for rail travel
Improve the Latrobe and Pittsburgh stations. Make them handicapped accessible. Latrobe has many steps. Pittsburgh has an escalator that has been out of service.
Station modernization and redevelopment, P3s for transit-oriented development, especially where the station can serve as a multimodal hub.
More destinations from Greensburg, like Buffalo, NY.
Expansion of passenger rail service should not just be limited to Amtrak as operator; potential private ventures like Virgin Trains USA should also be sought, or an expansion of SEPTA's scope beyond the 5 counties to furnish statewide passenger rail like the old Silverliner Service
I'd like to see the state take on efforts to acquire trackage currently owned by freight rail lines, as was recently done in Virginia, to facilitate better Amtrak service.
Just about everything. Our current service is good by national standards, but substandard compared to everywhere else. It should not take so long to get to Pittsburgh, nor so much money to get to New York or DC.
Speed curves up on existing routes such as Frankford junction by increasing banking and increasing curve radius. Coordinate SEPTA commuter rail and Amtrak schedules to allow for timed overtakes and the fastest possible Amtrak trains.
Integrate timetables between SEPTA and Amtrak to facilitate easy transfer for 30th street to regional rail destinations. Upgrade Regional Rail to act more like the Paris RER or Berlin S-Bahn it was modeled off of. This includes high level platforms at every station, frequency of at least 4 trains an hour off peak on all lines, and modernizing operations to only require a train operator. Additionally look at speed up the current high speed line between Harrisburg and Philadelphia by straightening track especially before and after Lancaster.
High speed connection between Philly and Pittsburgh would enable me to be able to visit family.
Connector to downtown Pittsburgh for commuters
The State of PA should also look into expanding SEPTA and/or NJ Transit rail service within PA.

Q10: How do you use SEPTA’s commuter rail service? Please select all that apply.

Responses: 292

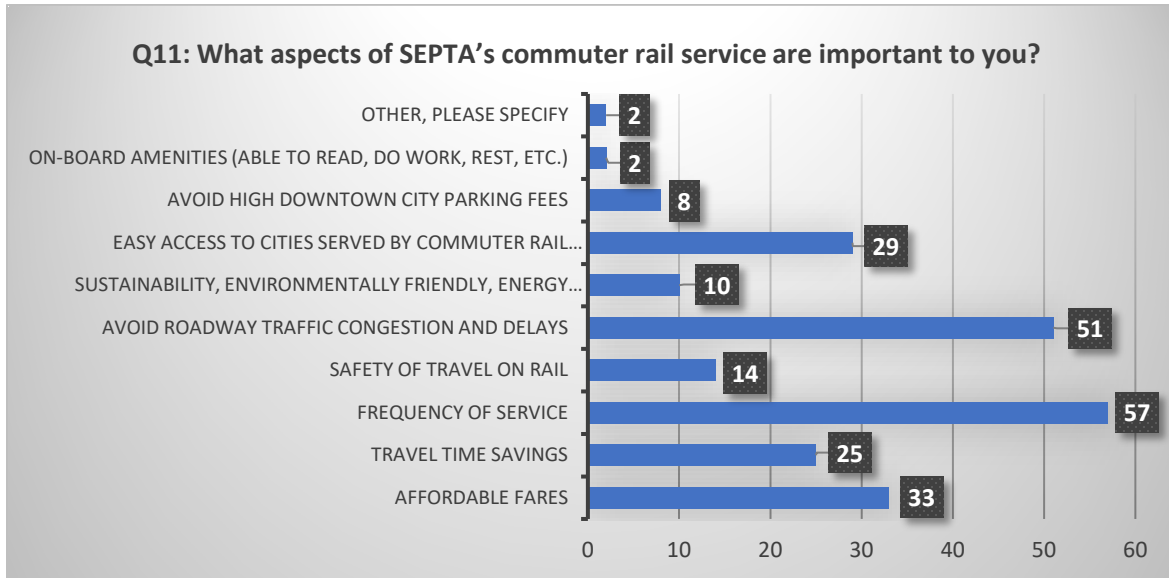


“Other” Responses

I do not live in Philadelphia, but when I visit Philadelphia, I always use SEPTA. A basic reason for using SEPTA Regional Rail is to get from 30th Street Station to Center City where my hotels are typically located. I also ride SEPTA commuter rail for leisure trips.
Would use more if more options were available
To visit relatives who lives in Montgomery and Delaware Counties.
Access to Philadelphia International Airport
Occasional business trips to Philadelphia

Q11: What aspects of SEPTA’s commuter rail service are important to you? Please select your three most important aspects.

Responses: 231

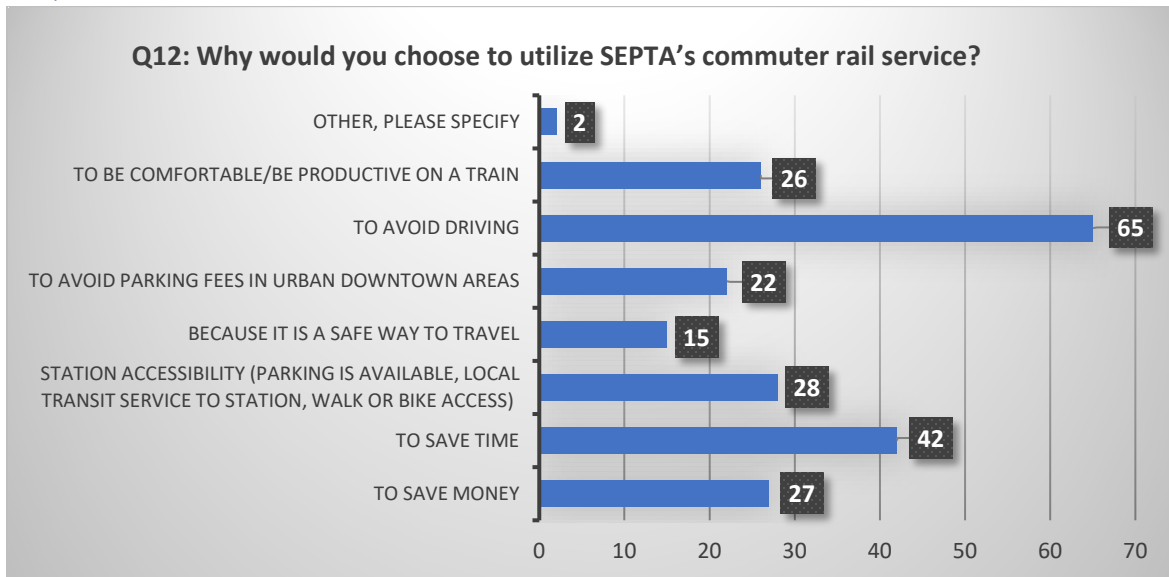


“Other” Responses

Only option (other than taxi or rideshare) when traveling by Amtrak to Philadelphia for business.
Enjoyable for sight-seeing and to take in Philadelphia's extensive railroad heritage.

Q12: Why would you choose to utilize SEPTA’s commuter rail service? Please select your top three most important aspects.

Responses: 277

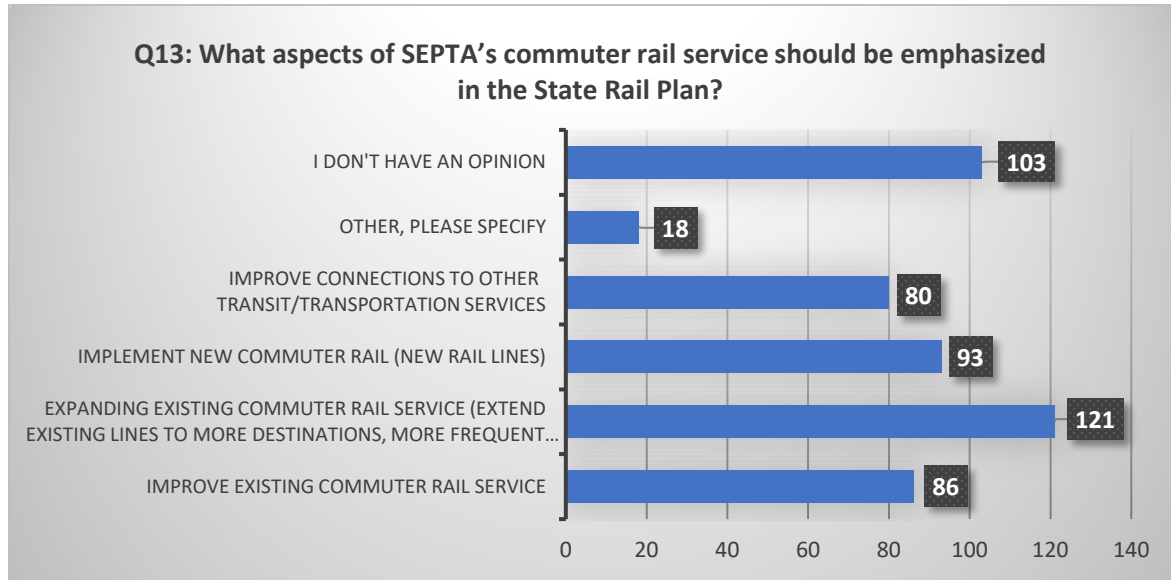


“Other” Responses

Great way to see Philadelphia and its suburbs.
Least carbon-intensive way to travel medium distances.

Q13: What aspects of SEPTA’s commuter rail service should be emphasized in the State Rail Plan? Please select all aspects that you think should be emphasized.

Responses: 501



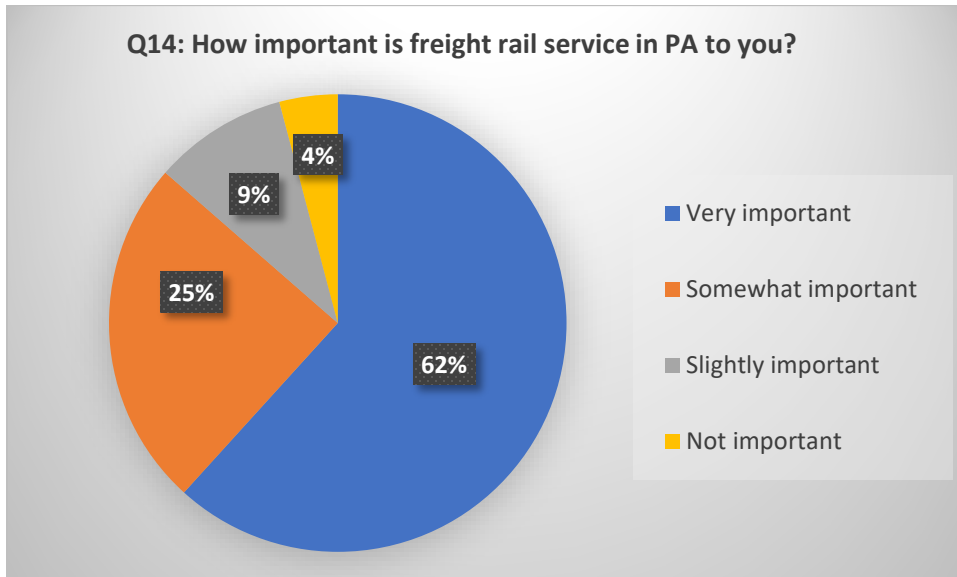
“Other” Responses

Securing dedicated funding for SEPTA.
I do not use SEPTA
Modernization of SEPTA Regional Rail service to best practices seen in European RER/S-Bahn or Japanese commuter systems. This means system-wide high-level platforms, fare parity and free transfers with city transit, frequent service of 15/30 minutes or better, and one-person train operation to the greatest extent possible. Without such improvements, we are forcing the Commonwealth and City of Philadelphia’s investment into the Center City Commuter Tunnel to be largely unrealized with under-capacity service.
More frequent/times service at off peak hours would allow me to use regional rail outside of commute. It’s very easy to commute downtown; not as easy to go to other places, even if there are already stops!
Increase frequency, reduce headways
Modernize operations with level boarding at all stations. Improve frequency of service to every 15 minutes or better. Integrate fares with subway and busses, including fare parity and free transfers. Stop using the word 'commuter' to alienate potential riders and willfully ignore a significant percentage of your client base.
Put bathrooms on your train cars! Some of the trips from Center City are an hour . It's ridiculous that you don't have bathrooms.
Use the excellent thru-city infrastructure that exists to run rapid transit style service every 15 minutes or so to provide real go-anytime transit options to the suburbs. In the style of the S-Bahn in Berlin

<p>Unlike most US metropolitan areas, Philadelphia's commuter rail already has the key infrastructure features (a through running downtown tunnel and electrification) to facilitate high frequency, all day travel, as utilizes most famously by the Paris RER. Not running that service is a tremendous waste.</p>
<p>SEPTA has a fully electrified system and a downtown commuter tunnel. But the agency's operations are based completely on outdated thinking. If you go to Japan or the Europe, you will see that regional rail operates at high frequencies all day, fares are based on location and normalized within the boundaries of the rapid transit system, and through-running that makes it easy to plan trips. SEPTA needs regional rail modernization. Eliminate conductors with high level platforms and proof-of-payment. Retrain those conductors as POP fare checkers or engineers. Run shorter trains much more frequently. We should have 15 minute headways on our regional rail from 6am to 10pm.</p>
<p>Increase frequency and restore through-running.</p>
<p>Modernizing SEPTA Regional Rail using best practices in London Overground/European RER/Japanese commuter rail systems. This means high level platforms at all stations, fare parity and free transfers with city transit services (bus, subway, trolley), frequent service (15/30 minutes or less) all day/7 days a week and modern lightweight single level rolling stock based on existing European designs designed to facilitate reduced dwell times at stations and faster acceleration</p>
<p>SEPTA Regional Rail service needs to be modernized at every level. Not only do trainsets need to be upgraded, they need to be upgraded in ways that match commuter and urban rail services around the world. SEPTA needs support to run more frequent, metro-style services within city limits, but also services based reliably on headway through the suburbs. Planning efforts also need to be extended to efforts to restore SEPTA service to the Allentown-Bethlehem area along routes that were cut in the 1980's. SEPTA also should not be the only agency running commuter rail in the state of PA, PennDot planning efforts should be extended toward developing concrete plans for expanding New Jersey Transit services into the Lehigh Valley and along the Lackawanna Cut-Off, while concrete planning must be done to return main line commuter rail service to the Pittsburgh region.</p>
<p>Increase the frequency and decrease fares to equal subway and bus fares on in-city lines to extend the reach of reliable public transit.</p>
<p>Look at my previous response.</p>
<p>Get rid of conductors and add high platforms everywhere; use savings to increase frequency and/or lower fares.</p>
<p>Expand to have better service integration with N.J. transit. Examples could be interstate one ride journeys on the northeast corridor, or with N.J. expanding out the edges of commuter rail networks (e.g., connecting to new hope/lambertville with N.J. transit and having coordinated schedule transfers.</p>
<p>Expand service to the Lehigh Valley</p>

Q14: How important is freight rail service in Pennsylvania to you? Please select one.

Responses: 243

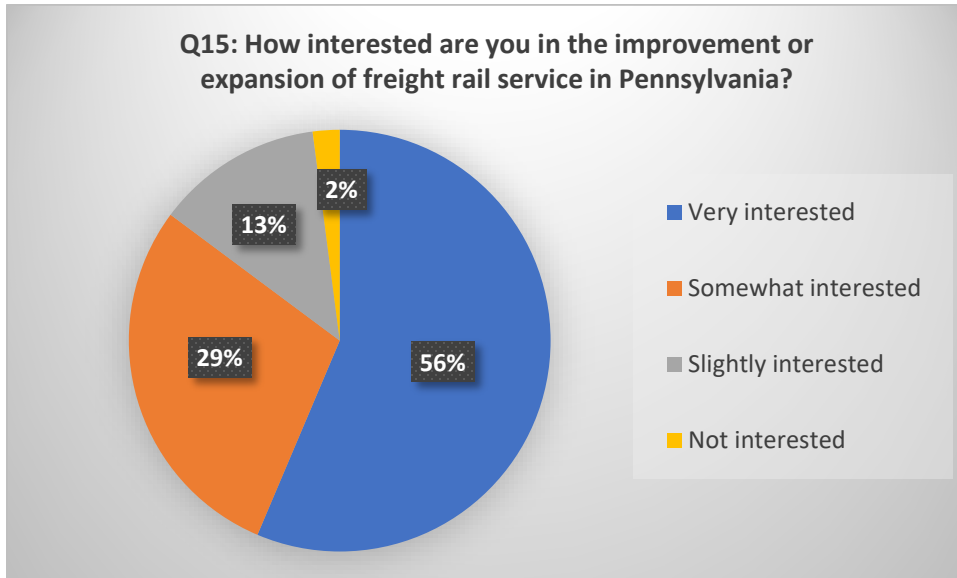


“Why is freight rail service in Pennsylvania not important to you?” Responses

Not a business. Most of the rail traffic us freight anyway
I don't use it
not familiar with it
I can't say it's a topic I think about that frequently. It seems to work well and I've been given no reason to care.
I don't typically consider it to have an impact on my daily life
I view freight rail service as movement of goods and I am not that familiar with how that affects me.
Don't know
Steal tracks from others
I don't know anything about freight.
I'm not familiar with how it affects my life. It may be important but I wouldn't know.

Q15: How interested are you in the improvement or expansion of freight rail service in Pennsylvania? Please select one.

Responses: 243

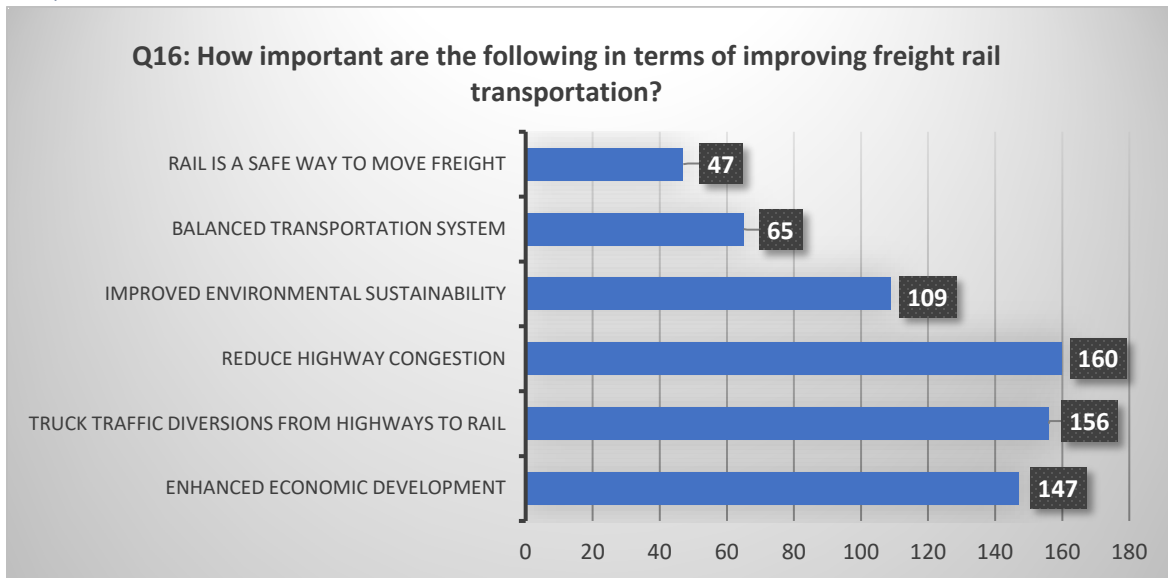


“Why are you not interested in the improvement or expansion of freight rail service in Pennsylvania?” Responses

not aware of its potential
Only interested in passenger travel. Not familiar with freight rail service.
Because
It cannot come at the expense of the public
For lack of information.

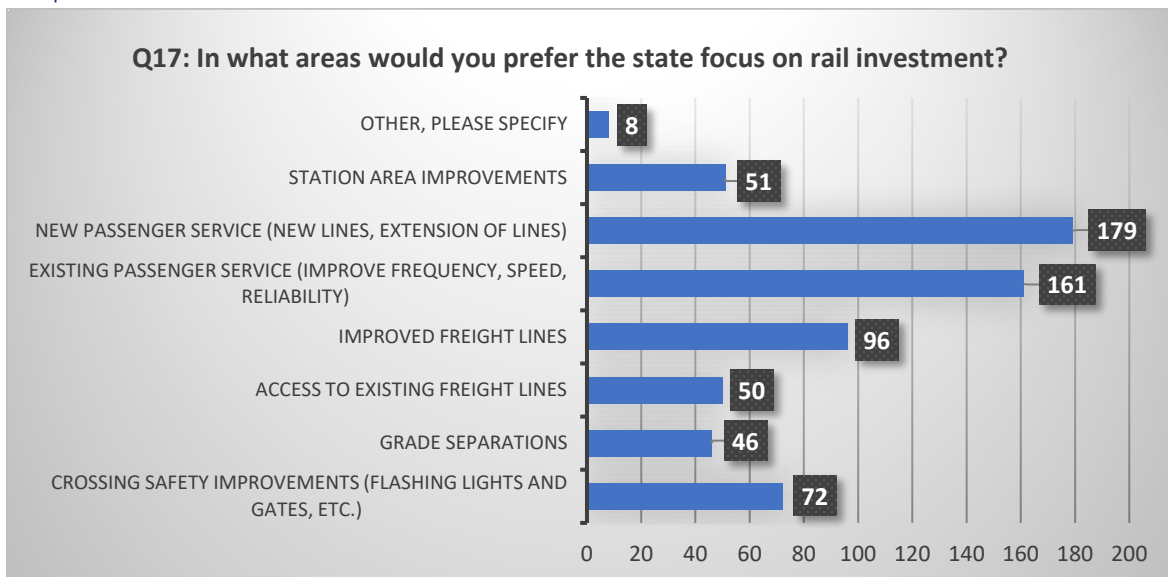
Q16: How important are the following in terms of improving freight rail transportation? Please select your top three most important aspects.

Responses: 684



Q17: In what areas would you prefer the state focus on rail investment? Please select your top three most important areas.

Responses: 663



“Other” Responses

The new state rail plan should fully explain the current status of the rail infrastructure in the state, the current benefits it provides, and the most logical areas for improvement.
Focus on attracting more riders instead of the endless loop of building new roads.
Improve service from the serving Class I railroads.
Fix csx bridge in Philadelphia
Upgrading SEPTA stations to high level platforms for quick boarding to facilitate rapid service. Re-train conductors, who are mostly there to open and close the level boarding doors, as drivers to run more trains.
Not station area improvements necessarily, but prioritized pedestrian access, less parking, and better facilities for folks with limited mobility.
Convert SEPTA's commuter rail system to regional rail.
Modernize SEPTA to follow international-best practices that includes high-level platforms, free transfers within Philadelphia, fares equal to the bus fare, OPTO, and service 15 minutes or better.

Q18: Are there specific rail improvements or projects that you would like to recommend? (for example, line capacity improvements, extensions of rail lines, maximum loaded car weight improvements, quiet zones, grade separations, etc.) Please provide any recommendations.

Responses: 108

The rail stations of Western PA are in poor condition, missing platforms on either side of the track, no parking, some not ADA compliant, not maintained, no restrooms, no connectivity to other existing modes of transportation.
We need a holistic approach to the rail plan: What is the current overall status, what can be done to improve the public benefits of the current passenger and rail networks and some idea of the costs, and what public policies are important to maximize the benefits of the rail infrastructure in the Commonwealth.
Scranton to NYC
passenger/freight separation
PennDOT needs to support the restoration of rail commuter passenger service to Northeast PA and Scranton since no rail passenger is being financially supported by PennDOT north of Interstate 80 in PA.
increased passenger frequency/service between Greensburg and Pittsburgh
1) Increased frequency of Pittsburgh - Harrisburg passenger rail 2) Reinstating the through New York - Philadelphia - Harrisburg - Pittsburgh - Chicago passenger rail service 3) Find a way of allowing Norfolk Southern to increase its train volumes while remaining sensitive to and properly addressing concerns raised by citizens and other stakeholders potentially impacted by such changes.
The Commonwealth of Pennsylvania on a routine basis, provides state funding to major railroads and intra-state short lines to maintain and upgrade their lines and increase viability of the systems for enhanced economic development. While this is money acquired from local residents and businesses (taxes), there is little provided in return, most especially with regards to passenger possibilities, whether contracted use of the freight rail lines by Amtrak and Pennsylvania transit agencies, or shared use of rights-of-way (freight & light rail, etc.) often performed in Western states. In other words, from a taxpayer standpoint, there seems to be 'no return' on Pennsylvania's investment in freight lines from a constituent's perspective. This needs to change - dramatically.

More freight options and/or utilizing the existing rails lines in Rostraver Township, Westmoreland County, Pennsylvania
New station in Derry Pa 15627
Add a stop in Ohiopyle.
being able to take a train to and from the airport ... both Pittsburgh and Latrobe
Yes, I would like to recommend a light rail system to and from New Kensington to Pittsburgh and back stopping at all the towns in the Allegheny Valley. This would reduce congestion on Route 28 and improve economic development in the river towns along the Allegheny.
Bring back service on the former PRR low grade route from Harrisburg to Morrisville.
Cost/benefit analysis of other operators (SEPTA?) in lieu of Amtrak on the Keystone Corridor. Creative thinking on the part of Class I railroads to market and extend freight rail service as opposed to the next quarter, shareholder-driven race to the bottom exemplified by the myopic focus on operating ratio.
Extend, improve, and increase passenger service from Pittsburgh to Freeport and from Pittsburgh to Blairsville/Derry for daily commuters.
Reestablishment of passenger rail service from Northeast PA to NJ/NY
train service from alle kiski valley to Pgh to take traffic off Rt 28
Better passenger service with more frequent trains
Seems like there is quite a bit of commuter rail service in the Philadelphia area and its suburbs. Maybe the Pittsburgh area and its suburbs could use some?
Handicap accessible and also rise platform to reach train
high speed rail to Pittsburgh from suburbs, especially E/NE of the city
As stated previously, improve the Latrobe station. In January when I took the Pennsylvanian from there, the little waiting room was boarded shut. It was cold standing on that platform with no alternative place to get out of the winter wind. Please keep the station open!
Improve capacity and frequency. Especially in/out of Pittsburgh and Airport for commuters, tourism, travel and alleviation of traffic
We need Commuter Rail service from Pittsburgh Airport to downtown Pittsburgh and suburbs North and East of the city.
give Amtrak priority to main schedules on time
Please bring the lite rail systems out of Pittsburgh into the Monroeville, New Kensington and Greensburg areas. It would help with environmental concerns, it would make it easier for people to get into their jobs in Pittsburgh. It would lighten up traffic
Better accessibility for those in wheelchairs and for strollers
We need an additional number of trips from Western Pennsylvania to the East. One trip a day is very poor service and makes rail travel a less attractive option.
Trolley/Tram service in Westmoreland County. Bring it back.
Would like to see passenger train from New Kensington PA to Pittsburgh PA.
Bridge strengthening and track upgrades.
Increase in passenger rail service (number of daily trips) between Pittsburgh and Harrisburg.
Since construction of the Northeast Pa rail passenger commuter project has already started and state and federal funding is being spent on this project it is imperative that PennDOT continue funding for this project.
Relax some of the regulations of the serving railroads. Railroad service is becoming more and more difficult to utilize, as the changing rules and regulations are excluding some previously active rail sidings to be shut down.

Key investments required to keep the extended network connected to the class 1 lines. For example, rail service for all of Snyder County is provided by a single bridge that is on the order of 130 years, and would require massive investment to support increased car loadings. A smaller rehab project would allow this bridge to remain in service as a class one asset and facilitate the development of rail served industrial growth along the 522 corridor following the completion of the CSVT.
Increased frequency for passenger rail Philly-Pittsburgh, establishment of passenger rail northeast PA-NYC area
- Adding Pennsylvanian/Keystone West service between Pittsburgh and Harrisburg (at minimum, 3 trains each way/day) - Complete reconstruction of Pittsburgh's Pennsylvania Station, integration with other adjacent choices (Greyhound station across the street
I recommend working to move the King of Prussia Rail project forward to construction.
Expanded Passenger rail connecting the Interstate 80 corridor
Yes, I would like to recommend the Lackawanna Cut-off Restoration Project. It is a great project that will support Scranton and the Northeastern Pennsylvania region (currently absent of any passenger rail) and just got a new cost analysis.
The Allegheny Valley Railroad currently connects the Arnold/New Kensington area to the Strip District in Pittsburgh. Community members and elected officials in that region of Southwestern Pennsylvania believe a commuter rail service holds considerable opportunity for residents to access the downtown Pittsburgh job market and amenities, reduce congestion on Route 28, and to extend favorable economic conditions along the entirety of the route.
Improve your booking website so it is simple to book a ticket
Greensburg to Pittsburgh Commuter Line is much needed.
I'd love to use the train for a vacation. But there aren't many places to go.
Expanded commuter passenger service within Pittsburgh region, especially from Greensburg to Pittsburgh daily commuter service. Also bicycle walk-on, walk-off.
Local Transportation to downtown from 40 miles away. For work, shopping and tourism way to commute
Affordable daily commuter rail to Pittsburgh.
Pittsburgh has 3 rivers with rails along them. We see other people's stuff moving through our communities and we have no commuter rail. They were once all commuter rail. We can't build a green tomorrow when what was once common good is owned now for private benefit. Freight must share with passenger. Period. Let the frackers pay for it.
Yes. I would like to see rail service from the Alle-Kiski Valley to Pittsburgh
Transforming SEPTA's regional rail into a genuine rapid transit service, like a German S-Bahn, that operates at high frequencies all day and is integrated with the other modes operated by the authority and other transit operators. Allentown and Reading should also have their rail connections to Philadelphia restored.
Lackawanna cutoff
Please aggressively eliminate grade crossings with grade separations on busy rail lines
Passenger services as extensions to reach current services and to improve public transportation opportunities over all.
The Lackawanna Cut-off Restoration and extending Amtrak service up to Scranton, PA.
Lackawanna Cutoff in NEPA passenger service restoration
Lackawanna cutoff--connecting Scranton to NYC
Lackawanna cut off restoration
Philadelphia to Reading passenger rail Lackawanna cutoff restoration for NYC to Scranton rail service Improve Harrisburg to Pittsburgh passenger rail Restore commuter rail to Quakertown and beyond

Lackawanna Cut-off Restoration
Expand line capacity to accommodate increased passenger rail traffic. Commuter rail service in southwestern PA.
Lackawanna Cut-off Restoration, Increased speed on the Trenton Line.
Yes - the project that would resume passenger rail service from Scranton to Hoboken NJ and/or NYC., and thereby gaining rail access to northwestern NJ and the Poconos.
Expand regional rail in Philadelphia region to additional locations - Reading, Quakertown, West Chester Restore NYC to Scranton rail via the Lackawanna Cutoff Restore rail connections between the Lehigh Valley and NYC
Fix CSX bridge in Philadelphia
Overall, I want more frequent intra and interstate passenger service, where there is demand. However, the Septa KOP extension is a massive waste of money for such a small increase in ridership. The state should have studied where there is demand for more frequent service, and should fund these projects. If not five years ago when you were supposed to, then now.
More frequent trains between Philadelphia and Pittsburgh
Full restoration of service from Philadelphia to Allentown via Lansdale/Quakertown must be first priority in the state rail plan passenger rail visions. We are talking about linking the state's largest city with its 3rd-largest (and fastest-growing) city, with a completely abandoned, SEPTA-held right-of-way that has no major freight conflicts to speak of. In any other state, such a project would be instantly popular and vital to the success of its economy and people. We can't let this opportunity go to waste any further. In order for SEPTA Regional Rail to fully utilize its available capacity, the segregations between SEPTA and freight lines should be improved to maintain 2-track service to line termini. Third tracks for freight bypasses should be planned for Norristown/West Trenton stations and the Fox Chase Line. In addition, the installation of a continuous third track between Wayne Junction and Melrose Park would allow for express train overtakes on the heavily congested ex-Reading main line. Lastly, modernizing interlockings by adding flying junctions and restoring track is another must, if only to fully separate SEPTA from Amtrak-created delays on the NEC. This includes PHIL interlocking for the Airport Line, LEHIGH interlocking at North Philadelphia, ZOO interlocking, and 16th Street Junction as the worst chokepoints Building out the Swampoodle Connection would also be vital in the case of disruptions to the NEC. Riders cannot tolerate any more delays on a regular basis caused by downstream Amtrak disruptions.
High platforms at regional rail stations (I live on the CHE line and our station is not handicap accessible, and dwell times at stations are too long). Trains with more doors to board at are way better, more tracks near Wayne Junction to improve bottlenecking
Conversion of SEPTA regional rail to high-frequency transit-style through-running service to high-level platforms with affordable fares. Like Berlin S-Bahn or Paris RER.
Rehab of 25th St. aqueduct in south Philadelphia
Commuter rail to Pittsburgh in the Allegheny Valley. Increase freight rail capacity.
15-minute or better service on Regional Rail lines, at least to close-in suburbs like Glenside, along the Main Line, etc.
Elevated platforms on septa regional rail
-Drastic service realignment on SEPTA regional rail to reach RER standards. They already have the difficult infrastructure in place. The state should provide whatever they need for any signaling/other electronics improvements to make this happen quickly.
I would especially like to see improvements in the frequency or travel times of the Pennsylvanian service.
Need to look at computer rail from Arnold to Pittsburgh. Maybe this should not be a rail project because of the expense. There are other ways to accomplish the same project.

Lackawanna Cut-off to Scranton (or at least East Stroudsburg) Lehigh Valley Service to New York/NJ and to Philadelphia
I would REALLY like to see the revitalization of the former Lackawanna Cutoff that would link Scranton and New York city once again and allow for the many citizens of the towns along the line to get faster methods of travel to the metropolitan area, and relieve some of the traffic on Route 80, and other roads. The importance of this line is significant, and it has since taken a dormant and backseat position as far as projects in NJ and PA. This line is direct, quick, and in a good position to be rebuilt as there is no major damage to structures and infrastructure along this line. The governments of NJ and PA NEED to stop worrying about less important ideas and restore rail service from eastern PA to New Jersey and NYC!
Philadelphia should have rail connections to West Chester, Reading, and the Lehigh Valley.
Extending the BSL down to Navy Yard needs to be done.
WOULD LIKE TO SEE A NEW PASSENGER LINE PUT IN FROM THE ARNOLD/NEW KENSINGTON AREA INTO THE PITTSBURGH METRO AREA.
Swampoodle Connection, Restoration of Lackawanna Cut-off to Scranton, Roosevelt Boulevard subway, restoration of service to Newtown, restoration of service to West Chester, high-level platforms at all SEPTA stations, lowered commuter rail fares, service at least every 15 minutes all day, restoration of service to Ivy Ridge, service extension to Reading, service restoration to Quakertown, extension to Allentown and READING
N/A
The state should invest in areas that have growing populations but are completely unserved by rail transit. The Lehigh Valley is a large population center that is not served by commuter or intercity rail at all; at the same time, its role as a logistics hub are is exacerbating truck congestion on interstates and local roads. However, because it sits just outside SEPTA and NJT's commuter rail service areas, it is often overlooked. To alleviate this issue, PennDOT and/or the legislature should consider creating a state passenger rail authority, similar to what was recently formed in Virginia. I recommend full service restoration to the Lehigh Valley region via unused SEPTA lines (Bethlehem to Philadelphia) and Amtrak/NJT (Bethlehem to Newark/New York). At a minimum, SEPTA should restore service to Quakertown/Shelly and PennDOT should consider a partnership with NJT to extend the Raritan Valley Line to the Lehigh Valley.
SEPTA Regional Rail service needs to be modernized at every level. Not only do trainsets need to be upgraded, they need to be upgraded in ways that match commuter and urban rail services around the world. SEPTA needs support to run more frequent, metro-style services within city limits, but also services based reliably on headway through the suburbs. Planning efforts also need to be extended to efforts to restore SEPTA service to the Allentown-Bethlehem area along routes that were cut in the 1980's. SEPTA also should not be the only agency running commuter rail in the state of PA, PennDOT planning efforts should be extended toward developing concrete plans for expanding New Jersey Transit services into the Lehigh Valley and along the Lackawanna Cut-Off, while concrete planning must be done to return main line commuter rail service to the Pittsburgh region.
restoration of rail service from Scranton/NEPA to NYC and Scranton/NEPA to Philadelphia
Thru passenger service to Chicago without changing trains in Pittsburgh and service from Harrisburg to Washington DC without changing trains in Philadelphia.
NYC / Scranton Passenger Service. Sadly, this has always been thought of as a commuter service and it will be that. In addition, it will provide local merchandise store buyers to travel to NYC on business and on weekends provide citizens with an opportunity to travel to NYC for shopping and entertainment. It can also allow for connections to Amtrak for extended travel destinations.
Frankford Junction curve easement such as pictured here: https://www.google.com/maps/d/viewer?mid=1TJUKvKWDigjbsSu23z6vv8H024&ll=40.00605243372073,-75.08174293978118&z=17 Accessible high platforms at all SEPTA regional rail stations

High level platforms, specifically focus on the two Chestnut Hill lines, Fox Chase, and the Cynwyd Lines. Couple that with at minimum 4 TPH frequency on those lines, and fares equivalent to those of the city transit division with free transfers. Ridership on those lines is the among the lowest in the regional rail system in the mid thousands. What's to lose? If its implemented and works like it does in Europe it's a bunch of ridership shifted from operationally expensive buses and environmentally awful cars to trains. Please try it. Philadelphia has 90% of the infrastructure for a world class S-train/RER style system we deserve the last ten percent and the operational practices to go with it!
Please dramatically increase septa frequency
Lehigh Valley passenger service
All of SEPTA's Regional Rail stations should have high level platforms and vending machines.
New passenger rail service to Scranton would be nice, as would implementing RER levels of service on the SEPTA suburban lines.
My father is originally from Pittsburgh so our family typically travels often from N.J. to Pittsburgh to meet with family. My siblings are now in Pittsburgh and State College so I can't see them from Boston because I don't own a car. Second note is that when I used to live and work in the N.J./PA area near Flemington and Lambertville, I used to have to drive through long commutes to get to Malvern, or even just to Spring House. If expansion was conducted in turn with N.J. Transit it could be possible for N.J. transit to reactivate service from Raritan to Lambertville/New Hope, and the same with PA in the other direction. That would have limited so much traffic both by me and others in the area.
Lehigh Valley passenger rail to NYC Lehigh Valley passenger rail to Philadelphia
Extension of service from Port Jervis and restoration of the Lackawanna Cutoff service to Scranton.
Passenger rail service from the Lehigh Valley to Philadelphia and also to NYC.
Alle-Kiski train service into Pittsburgh. Route 28 need rebuilt but being an older highway there is just no way to bring it to modern standards, Commuter rail along the Allegheny Valley would greatly help relieve traffic on 28 and improve our economic development efforts
Extending a commuter service to outlying areas for easier commute to the city.
I would like to see local train service expanded for residents to utilize for shopping or sightseeing, reducing roadway congestion.
avoid a lot of traffic on 28 to and from Pgh and allow a commuter train from New Ken/Tarentum to downtown Pgh
Yes, I think the Pennsylvania Transportation Department should build a light rail passenger line from Pittsburgh to New Kensington using existing track. Moreover, they should revitalize a light rail terminus in New Kensington.
Expanding rail service in the Pittsburgh area in general. Specifically, providing commuter rail service along the Allegheny Valley Railroad. This would provide service to a large suburban Pittsburgh area while diverting traffic off the quite overloaded stretch of Route 28.
Lackawanna Cut-off Restoration Project - bring trains back to Scranton
A commuter rail system from Arnold, pa to Pittsburgh, PA on existing rail line along the Allegheny River. It would improve economic development in the entire Alle-Kiski Valley
Easy access and convenient times

Q19: The following is the State’s Rail Vision as expressed in the 2015 Pennsylvania State Rail Plan with two proposed changes (in red text) by the team developing the Pennsylvania State Rail Plan 2020. Please provide any comments or proposed changes to the Vision Statement in the text box below.

Project Team's Proposed Vision: "Pennsylvania's integrated rail system will provide safe, convenient, reliable, cost-effective connections for people and goods. As a viable alternative to other modes, it will support economic competitiveness, smart growth, environmental sustainability, and resiliency, thereby strengthening Pennsylvania’s communities.”

Responses: 69

I have no comments with the change or additions, they are fine.
'Pennsylvania's integrated rail system will provide safe, convenient, reliable, cost-effective connections for people and goods. UNLIKE OTHER FORMS OF TRANSPORTATION IN PENNSYLVANIA, IT LARGELY OPERATES ON PRIVATE INFRASTRUCTURE THAT IS NOT THE FINANCIAL RESPONSIBILITY OF THE STATE. As a viable COMPLIMENT AND alternative to other modes, it will support economic competitiveness, smart growth, environmental sustainability, and resiliency, thereby strengthening Pennsylvania's communities.'
None
Project Team's Proposed Vision: 'Pennsylvania's integrated rail system will provide safe, convenient, reliable, cost-effective connections for people and goods. As a viable alternative to other modes, it will support economic competitiveness, smart growth, environmental sustainability, and resiliency, thereby strengthening Pennsylvania's communities and businesses.'
'integrated?' Integration occurs when separate people or things are brought together, like the integration of students from all of the district's elementary schools at the new middle school, or the integration of snowboarding on all ski slopes. Except for some select segments of the Pennsylvania rail system (e.g. Keystone), it doesn't seem like PA currently has a truly existing 'integrated rail system.' More integration is a hope. Instead, most of the rail system is the opposite of integrated which is 'segregated.' If integration is the new aspiration and vision, it seems the word 'integrated' should follow the word 'will' as the vision statement for the Pennsylvania's future. 'Pennsylvania's rail system will be/become integrated, provide safe, convenient, reliable.....'
No change. Glad to see you added 'resiliency'. We have been upgrading bridges, pipes and culverts to protect the railroad and surrounding properties from unprecedented flash floods.
Integrated should include in its definition all regions of the Commonwealth not just Philadelphia Pittsburgh and Harrisburg. The entire northern half of the Commonwealth is bereft of rail passenger service (other than Amtrak in Erie) and is thereby being deprived of this alternative for Pennsylvania citizens.
I would rework the second sentence in this way: As a viable alternative to other modes, the integrated rail system will support environmental sustainability, resilience, smart growth and economic development...
These changes are pretty benign.
No issues with the original statement, or the proposed additions. No further changes or opinions offered at this time.
sounds better
Our community desperately needs it.
Great!
None

ok
Again institute a light rail system from New Kensington to Pittsburgh. Also, improve the freight hauling capacity around and through the state of Pennsylvania.
That's good. I have no exceptions.
Instead of resiliency, how about anti-fragility?
it's way too long
No changes needed. I especially like the idea of smart growth.
Freight trains and passenger trains should have separate, dedicated rails whenever possible
looks great!
Get rid of the environmental sustainability crap. Having it in there does not increase your chances of getting federal grants. Sound like progressive/liberal wrote this vision statement. Add job creation in statement somewhere.
Looks great
The additions of the words integrated and resiliency must support rail passenger commuter projects that are under way since state and federal funds are already being spent on projects like the NEPA to NYC rail passenger commuter project which is under construction.
No changes.
Support the inclusion of resiliency. Rail assets typically follow major waterways and are at particular risk for flood related hazards (water typically has to cross the railroads on its way from steep slopes to the receiving body of water).
Add to first sentence: 'with connections to local and regional transit'
Use something other than 'as a viable alternative.' Makes PA rail sound like a secondary/supportive system, which leads to it being seen that way by policymakers and the public. It should be a de facto integrated component of a truly balanced transportation network. Its priority should be on par with (or above IMO) highways. Add something about equity/affordability. This is particularly true for passenger rail.
rail system should also be 'connected' to all parts of Pennsylvania
It doesn't have to be just an alternative mode of travel. It could be a mode to connect to other modes of transportation as well. With the geographical makeup of PA. I would say this is a more accurate vision considering the overwhelming rural areas.
Not sure there's great value in adding 'integrated' - I'd leave as is, or add 'passenger and freight...' instead. And, the 'As a viable alternative to other modes...' misses the part about the rail network also AUGMENTING other modes... (i.e. Amtrak or SEPTA's regional rail connecting to bus; freight rail connecting to intermodal facilities - where loads shifts to truck...). This is where /integrated/ might fit well - consider changing to: 'Integrated with other modes,....it will...'
I like it. I would say that 'integrated' carries two meanings (and if it shouldn't, then that should be fixed) -- integration into the larger transportation system and integrated together as a system. Both of those are important goals.
It needs to be fast, on time and reliable. We need fast trains.
This change will better position the importance of railroads in PA
First sentence, add 'inter and intra regional' Second sentence, add 'personal mobility'
It's far too long that PA has gone without a rail system to link its major cities (Pittsburgh, Philadelphia, etc.) Younger Pennsylvanians are interested in affordable, sustainable methods of interstate transportation that will provide better methods to get around in our future.
Agree

Sounds like a good plan.
its good. will policy makers do it? bring Norfolk Southern to heel?
It's a great vision if they can make it happen!!
The vision should refer to the quality of rail system planning, particularly that it adopt international best practices, be developed without political interference and seek to optimize present as well as future potential use of resources.
Consider adding 'comprehensive' to convey the statewide reach of rail service
Improvements and additions to rail passenger services need to be accomplished for the present and future needs of Pennsylvania residents and others who have to travel through the state. Environmental concerns as well as traffic volume and congestion has to be dealt with and passenger rail is the one single mode that addresses both concerns.
Ok
Be bolder and add something about growing the system. This vision as written could simply oversee a shrinking system.
I agree with the proposed changes.
This feels more like a mission statement, rather than a vision statement. It does not think big, at something bigger/better than we have today.
Actually doing the things we say we will
N/a
Seems good?
The proposed changes are wonderful
Fine, but people should be clearly above goods. It should be clear that the rail system does not exist as ab money making tool but rather for equity and access to all people.
It sounds fine.
Improve quality of life for Pennsylvania residents. Foster investment in communities served by rail.
The cutoff that would link Scranton and NYC. This line would be the quickest, most efficient, reliable, and cost-effective service that would benefit the people of PA and NJ and make travel more beneficial for those who have to travel far to get to work, and for those who don't need to travel far to get to work.
The proposed vision should include language about Pennsylvania's rail system measuring up to global standards. Currently, the SEPTA region's regional rail looks impressive by American standards, but is one of the worst-performing suburban railroads by global standards. We need to stop automatically assuming that America is ahead of the world, on this issue we are far behind.
NO COMMENTS
Pennsylvania's integrated rail system will provide safe, convenient, reliable, cost-effective connections for people and goods. As a viable alternative to modes that are unsustainable due to the climate crisis, it will support economic competitiveness, smart growth, environmental sustainability, and resiliency, thereby strengthening Pennsylvania's communities.
No comments.
No comment
Include frequent
Should mention high frequency of passenger rail.
It's too vague. Are you going to do a internationally cost-competitive high speed connection to link together the state (Philly to Pittsburgh) and will you connect rapidly growing areas (Lehigh Valley)?

Will local transit options be expanded in accordance with increased density to reduce traffic and more sustainably plan land use
The State Rail Plan's vision should emphasize a focus on BOTH connecting PA communities to each other, and ALSO connecting PA communities to the broader economic region. Pennsylvania has a strong economy, but it doesn't exist in a vacuum. Rather, a significant goal should be improving (and in many cases creating) viable linkages to our surrounding region. The Lehigh Valley, the state's 3rd largest metropolitan area, is entirely unconnected by passenger rail-- there are no meaningful connections with the rest of the state, or with the NYC metropolitan area of which it is a part. While a regional focus might be implied in the vision, stating it outright would clarify that it's PA State Rail's job to form the necessary interstate partnerships to create a meaningful cross-border rail network. Possible modifications to the vision statement include changing 'connections' in the first sentence to 'local and regional connections.' In addition, the word 'interconnectedness' could be added to the laundry list in the second sentence.
Excellent vision plan.
n/a
I would also recommend using pre-existing rails that can be refurbished.
Sounds very wordy and overly-governmental. Needs to focus on actual outcomes for actual people.

Q20: The following are the main eight goals for rail in Pennsylvania as expressed in the 2015 PA State Rail Plan with a proposed change (in red text) by the team developing the PA State Rail Plan 2020. Please provide any comments on these goals in the text box below.

1. Bring the priority rail system to a state of good repair and maintain it
2. Develop an integrated rail system
3. Support the future needs of residents and businesses
4. Enhance the quality of life in Pennsylvania
5. Assure personal safety and infrastructure security
6. Support energy efficiency, environmental sustainability, and resiliency
7. Identify stable and predictable funding
8. Build public support for rail system services and assets

Responses: 73

Despite 7 and 8 being displayed low on the ranking/list, these should have a high priority within the State. We must find dedicated funding to continue improve and grow this rail system.
Need one more: 9. Provide a state regulatory environment that does not favor other modes of transportation over rail.
Expand passenger service to new lines.
Good
The passenger rail system will not achieve resiliency if half of the Commonwealth is deprived of this alternative.
I would reorder this list to make 'Develop an integrated rail system' as #1 goal and I would modify it to say, 'Develop an integrated rail system that recognizes and supports the needs of residents and businesses'.
Add an item 9: Facilitate preservation of Pennsylvania's rail transportation heritage (i.e. preservation of stations and, where technically feasible, preservation of historic bridges and other transportation infrastructure. If not feasible, PennDOT and the railroads should coordinate with the Pennsylvania Historic & Museum Commission to ensure that historic resources facing demolition should be recorded with photographs and other historic documentation).
Change #3 to #2 in priority; Change #4 to #3 in priority; Change #8 to #4 in priority; Change #2 to #5 in priority; move #5-7 and change to #6-8 in priority.
Rail system needs better coordination when traveling thru communities tying up traffic
.
Great!
None
I agree with all of these goals. It is just a matter of selling the ideas to John Q. Public.
anti-fragility
Agree need an improved faster rail service for passengers and commuters
none
I am surprised that the idea of attracting passengers is not included. Building public support sounds more like public relations than getting people to own into the system to the point they want to use it themselves.
This word is meaningless unless we know what we are reacting to. What causes the need for resilience?

looks great!
Support equity and connection to economic opportunity for residents of the Commonwealth.
Again, take out the environmental sustainability BS.
Looks adequate.
good
Resiliency requires all sections of the State to have rail passenger service and since Northeast Pa is the only section of Pa that does not have it our project must be prioritized by PennDOT to provide resiliency!
No changes.
We've found the availability of rail freight to be an important asset to economic development. Is there a way to expand point 3 to more strongly support the connection to economic development?
Add: 'Create major rail passenger routes to which frequent local and regional transit connects.'
This is good but focuses almost exclusively on the operation and maintenance of the network. There should be some mode shift goals in here (more people on trains), stronger connections into communities (facilitate transit-oriented development around passenger stations, coordinate with local transit and intercity bus to create multimodal hubs,...). Funding should also grow.
rail system should also be 'connected' to all parts of Pennsylvania
Create multimodal balance of costs (Trucking is heavily subsidized)
#2 - /integrated/... in general, this term is hard to understand by the general public. #8 - I'd simply say: 'Build public support for rail services'
I would add 'Expand passenger service to support more communities and Pennsylvanians'
Again - high speed is important
Number 4 is the most important to connect us with alternative travel options
Improving rail service is a great idea. It's not used to its full potential.
Sounds good
are these in order of priority? Number 6 should be number 1.
That was five years ago. Has there been any progress on achieving these goals? Looks like public support and funding are needed.
'State of good repair,' should be emphasized, less, because although desirable, it can become an endless money sink that distracts, and can be used as a decoy by political or entrenched interests, from service improvement or expansion, especially those that might disturb the inadequate status quo.
I agree with them all.
Pennsylvania is a crossroads state for freight and people to and from all directions in addition to state residents. Providing safe, environmentally sound, and efficient modes of transportation are vital to the present and future.
Be sure that new services are part of the plan, not merely improvements to existing services
N/A
Again be bold and actually state something like 'obtain commitment / expand freight and passenger rail service by X%'
I agree with the changes. I would also add to it maintain and improve connections to neighboring states (NY, NJ, Delaware, and Maryland)
Why no wording about 'expanding the system'?
Use smart goals. Don't keep passing the buck

N/A
Change 'and resiliency' to 'and resiliency to climate change'
Sure why not
The proposed change is wonderful
Service for people should be priority. Mention of business every time people are mentioned shows the system really doesn't care about providing passenger rail.
Provide service with an aim to attract riders away from car commutes.
7 should be modified to prioritize not just funding but also cost control on how it's spent. The per unit costs of rail investment in the US are absolutely out of control and need to be addressed, ideally by learning from best practices in countries like Spain and Switzerland (NOT the UK or Canada, which are scarcely better, nor Germany/Japan - whose cost performance is mediocre despite national stereotypes). We'll never stabilize funding if we can't stabilize how it's being spent. I want to be clear, I'm no fiscal conservative, and I don't want to see less money spent on rail. But we could build a hell of a lot more stuff, if we could build it at non-inflated prices.
Resiliency is a good topic and worth adding.
3 Implement commuter rail projects. Such as Alle Kiski Valley
Expand accessibility to rail passenger service to more of the state's communities.
Very good plans, there has to be investments, however, in abandoned lines that can bring rail service to everyone and not just those who live near active railroads.
It would be good to see a goal related to *encouraging rail usage*
This is good, but as a general rule, it is meaningless unless there is language about supporting rail as a preferred mode of travel for certain types of trips, instead of roads.
NO COMMENTS
6. Support energy efficiency, lowered greenhouse gas emissions, and resiliency 3. Support the needs of residents and businesses, and future generations
No comments.
#8. Build public support for a passenger rail system in Pennsylvania.
No comment
No point having a good passenger rail network in the Philadelphia region if you only run it with decent frequency a few hours a week.
State of Good Repair is a good goal, but not an aspirational one. If the first priority of the commission was listed as 'Enhance the Quality of Life in Pennsylvania', it might not be afraid to take on more visionary projects.
Too vague. Without a specific plan on things to do it sounds like just sandbagging or studying without action.
Goal 2 should more specifically reference both local and regional integration. Integration is not meaningful if the focus of the effort is confined to the boundaries of the state. No meaningful progress has been made on the passenger rail proposals in the 2015 plan.
Once again a reasonable plan.
n/a
Revitalize industrial communities with rail service along Pennsylvania's rivers.
Resiliency is a fancy buzz word that in real life means nothing... Focus more on outcomes and less on fancy phraseology.

Q21: Are there any additional comments or suggestions you would like to share?

Responses: 61

The State should entertain the idea of potentially acquiring parts of ROW, or single tracks of the Mainline from Norfolk Southern, and potentially expand electric catenary service West from Harrisburg to Lewistown or from Pittsburgh East to Johnstown-Altoona. DMU, EMU, and HMUs should all be researched, and planned for as well.
Looking forward to participating in this effort.
PennDOT should support new rail passenger projects which are already under construction in order to achieve a resiliency in its state rail plan like the current Scranton and Northeast Pa rail restoration project which is under construction.
The distribution list of 'stakeholders' seems overloaded with PennDOT employees, MPO reps and other governmental agencies. There seems to be a great lack of local, passenger rail advocates on the list.
Two issues which have been unresolved for years are lack of sufficient funding to expand passenger rail and the difficulty of getting freight railroads to prioritize passenger rail on lines with heavy freight traffic.
I appreciate the opportunity to comment. Thank you!!!
Our family has roots in Western PA even though we now live in New York. Our teenage boys travel by themselves constantly throughout NYC but have age obstacles to traveling Amtrak to visit their grandmothers. I would love for the age requirements to be revisited for the unmanned stations which are much more convenient for our families than downtown Pittsburgh.
None
I think that residents of small communities would respond well to initiatives to promote more local rail travel. An example would be traveling from Latrobe to Pittsburgh for a day trip or traveling to more rural communities to access outdoor recreation. I believe if more localized travel was enhanced and also promoted, a number of people would take advantage and would prefer it to commuting by car.
in other major cities in this country and around the world that I've traveled to, there has been rail service to and from airports and other transportation hubs. Pittsburgh area is behind in this. you can also travel Direct with limited stops from one city to another - NY or DC. London to Paris ... with many time and date choices
Best of luck and may the Force be with you! Ren
No, thank you.
Use rail as a Transit Oriented Development opportunity with good 'last mile' land use codes and multi-modal options near all stops and with accommodations for on train transport of bicycles, e-cycles, and other evolving modes.
The state rail plan should include more passenger and light rail service outside of the Philadelphia and Pittsburgh areas.
How about high-speed trains like Japan to make rail travel more appealing
Upgrade Latrobe PA station
More inter-modal opportunities need to be explored. Freight yards should have access to trucks and/or boats and passenger rail should have bus transit and hike/bike trail access
amtrak is a safe, convenient, affordable and enjoyable way to travel
Improved passenger rail would do so much for people with limited mobility. I have MS and while right now I can walk and drive it could be a huge relief to know there were more rail options in the near

future. I live a 5-minute walk from the train station but since there's only one departing train each day it's not a practical option for going to Pittsburgh or traveling to other areas.
No
no
None
Passenger rail service makes a range of destinations available to group that would not consider passenger car travel to those same destinations a viable alternative. It simplifies travel, avoids the need for 'last-mile' navigation, parking and other expenses.
Work to the following goal: public transportation by land from and to every county seat and urban area with a population of over 15,000 inhabitants.
Need an increase of maintenance at existing at grade railroad crossings. Trucks hauling freight constantly using these crossings are destroying the crossing making them rough to travel over for other vehicles. Future 2040-2045 Passenger Rail service From West Middle Sex, PA to Vince Lombardi Service area, NJ. An Elevated high-speed passenger train right down the middle and along sections of I-80 /I-95. It would have estimated 14 stops (including the start and end). SEPTA ordered double decker rail cars and engines from a Massachusetts based subsidiary from China. 45 bi-level rail cars and 15 electric locomotives. Why are we sending money outside of the country let alone the state if we have the capability of getting them made in the USA? I understand they may cost more in the USA than China, but this purchase could have helped the economy by keeping the money in the US and that money being used for jobs and investments of US interests. There are only 7 class 1 railroads operating in the U.S. compared to 45 years ago we had 56. (2 of the 7 are Canadian) and we have over 100,000 miles of tracks abandoned in the U.S. Would like to see a shift in cargo being moved by train, if that means offering breaks/subsidies to companies/businesses to use rail freight service and use trucks for beginning and last miles transport to their destinations. I think it would be a better balance, increase jobs, and not be so dependent upon one mode of freight hauling. Why is the commonwealth and SEPTA paying Amtrak millions of dollars in capital contributions for the Harrisburg Line, when Amtrak does not own the Harrisburg line. The U.S. DOT owns the Harrisburg line. How about the Harrisburg line be given to the commonwealth of PA. The common wealth could use federal grant money available from the Federal Railroad Administration and the USDOT to maintain and upgrade the Harrisburg line. Funding that could be used is CRISI, BUILD, INFRA, and FRA state of good repair programs. SEPTA and the Commonwealth could then use money they were giving to Amtrak and let SPETA run the Harrisburg line as well as use that money to invest in our state rail program.
The expansion of service is a critical need in our Commonwealth.
Focus on reducing commuter traffic to urban centers such as Pittsburgh. Unless there is a high-speed option between major metropolitan areas, such a Pittsburgh to New York or Pittsburgh to Washington DC, then I won't be taking a train. If it's faster to drive and more expensive than flying, then rail transportation doesn't make economic sense.
Thanks
Investigate the German model of small, two car diesel or electric commuter cars that go backwards/forwards as options to share freightliners. Small spurs are used to clear way for freightliners.
Commuter train to Pittsburgh.
thank you!
Rail capabilities from the Alle-Kiski Valley to Pittsburgh would be a great enhancement to the economy of the region and also to the quality of life. Let's make it happen!!

Pennsylvania should commit to the arduous, difficult effort of developing a true high-speed rail connection, that is service with a maximum speed greater than 220 miles per hour, between Philadelphia and Pittsburgh, no matter how long it might take to realize.
I hope service to Scranton can begin soon.
Stop limiting rail access in NEPA! Extend the lines to Scranton!
Several areas of Pennsylvania that had regularly scheduled service in the late 1960's have never had it restored. PennDOT's emphasis since then has been adding frequency to routes that already have service or never lost it since the creation of Amtrak
N/A
Lackawanna Cut-off Restoration should be given priority, and passenger rail service should be restored between Scranton, the Poconos, and NJ Transit to Hoboken.
In the Philadelphia area, frequency is far more important than expensive new lines.
N/a
No
Philadelphia's through-running tunnel is unique in America--not even NYC could implement the kind of 'transitized' commuter rail service that is possible with Philly's center city tunnel. With investments in level boarding platforms & new EMUs, Philly could be the first model for S-Bahn style service in America
An integrated system is needed for my family. My aging parents in Tyrone cannot visit my family in Pittsburgh easily. We can visit them in Tyrone only with great effort. We need to Wake up and Uber or Drive down to the Station, or wake our children up very early and take a very long bus ride to the station. We can then spend a weekend in Tyrone. When we travel to Philly and Lancaster, we also take the train as a family. Again the 7:30 train is difficult because there aren't any busses to the station. If we could take the P1 and transfer, and make it to the station by 7:30 that'd be nice, but getting to the P1 as a family that early is difficult. Unfortunately, I don't get to see my parents as much because of the cost and the difficulty of the Rail system. They don't get to visit us as much because of it either "just drive" is a terrible thing to be told. Our systems motto should be "just take the train"
More passenger rail please! No improvements to PA Turnpike should happen without new passenger tracks in parallel
Pennsylvania used to be a leader in railroad technology - large parts of the state are built around the assumption that rail exists and is convenient.
I don't envy you working on this at a time when so many ill-informed and short-sighted people are quick to insist nobody will ever ride a train again. Good luck, thank you for your service to our commonwealth, and stay safe out there.
You've got to invest in bringing rail service to more communities. It's important for mobility and for creating livable sustainable places to live. Current services are limited in reach and utility. It's unacceptable that the state's third largest city has no rail service. Access from the Lehigh Valley to Philadelphia, New Jersey and New York would have tremendous economic impact.
No, not at this time. I hope that NJ and PA can come to an agreement on this Cutoff line that would link NYC and Scranton.
I don't live in Pennsylvania, but i take Amtrak and SEPTA to visit my family. Being able to travel to and within PA without having a car is very important to me and i wouldn't be able to visit as often without.
The 2015 rail plan was great, and in the five years since, literally nothing happened. What is different this time? What is PA and PennDOT going to do to ensure that steps are actually taken to enact the plan recommendations?

Expanding rapid transit within Philadelphia would impact the greatest number of people. Extend the BSL, MFL, and possibly consider new light rail/trolley lines in growing areas.
Share this to all SEPTA riders. It should be easy to find this survey.
Not at this time.
It has been way too long with way too much money wasted to get 26 miles of rail restored. I would like to see it in service in my lifetime (72 years old). Do you follow what is being done in other states, Like the Downeaster in New England?
Thank you for putting together the survey!
n/a
It is my firm believe that communities like New Kensington could be revitalized by the addition of a light rail passenger system from Pittsburgh.
The Pittsburgh metro area needs more commuter rail service. Desperately.
Invest in existing assets and capital expansions by relying on cost/benefit analysis. Use investments to improve economic conditions and reduce congestion. Remember to encourage rail freight as a good neighbor policy with communities. Ensure more timely response, accommodations, and design/construction partnership by Class 1 railroads when completing highway projects that involve them.
Thank you for allowing me to weigh in- Have a great day and be safe

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Pennsylvania State
Rail Plan

Public Meeting

PA Draft State Rail Plan Public Meeting



Better Connectivity = Better Quality.

- Via computer – No action needed. Audio quality will vary depending on your internet connection.



All attendees will be muted upon entry.

- All will be muted for the duration of the presentation.
- Questions will be taken via the Q&A box



Meeting will be recorded.

- Slides / questions and answers will be posted to the Plan the Keystone website following the meeting. By participating, you are providing your approval to be recorded.



Public Meeting Question Guidance

- Q&A will take place following the presentation but you may post questions throughout.
- Please direct questions to “All panelists” when submitted.
- Not all questions will be responded to today but all questions and answers will be posted on the Plan website following the meeting.

Presenters



Jennie A. Granger, AICP
Welcome & Opening Remarks

Deputy Secretary,
Multimodal Transportation
jegranger@pa.gov



Angela Watson, AICP
Agenda & Introduction

Multimodal Special
Projects Manager
angelwatso@pa.gov



Alanna Strohecker, PE
Draft State Rail Plan Highlights

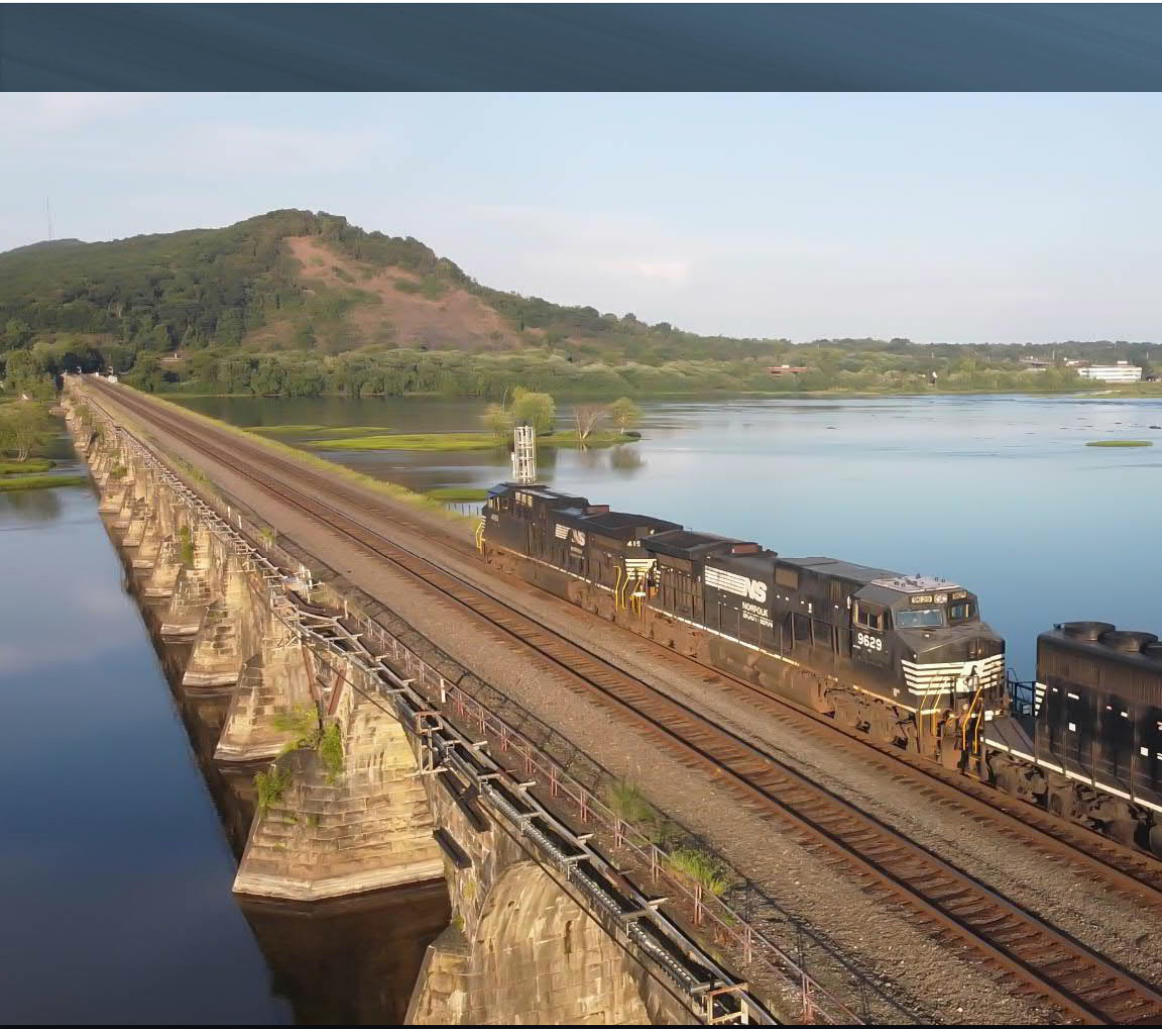
AECOM Project Manager,
Alanna.Strohecker@aecom.com

Welcome & Opening Remarks

Jennie A. Granger
AICP, Deputy Secretary,
Multimodal Transportation



- What is the purpose of a State Rail Plan and Update?
- What does the state hope to accomplish?
- How will the plan be used for PA?



Agenda & Introduction

*Angela Watson, AICP
Multimodal Special
Projects Manager*





The Agenda

- Draft State Rail Plan Purpose and Vision
- Existing Conditions and Challenges
- Outlook / Future Growth
- Key Industry Trends
- Planned Investments
- Next Steps
- Questions and Answers
- How to provide comment?

Why Rail Matters?



**Spur to
Economic
Development**



**Big Link in
Supply Chain**



Jobs



**Congestion
Mitigation**



Mobility



2013 FRA State Rail Plan Guidance on Plan Contents

- Executive Summary
- Chapter 1 - Role of Rail in Statewide Transportation
- Chapter 2 - The State's Existing Rail System: Description/Inventory, Trends and Forecasts, Needs and Opportunities
- Chapter 3 - Proposed Passenger Rail Improvements and Investments
- Chapter 4 – Proposed Freight Rail Improvements and Investments
- Chapter 5 – Pennsylvania Rail Service and Investment Program (RSIP)
- Chapter 6 – Coordination and Review

Where can you find the
Draft State Rail Plan?

www.PlantheKeystone.com

Click on Resources, PA State Rail Plan

Draft State Rail Plan Highlights

*Alanna Strohecker, PE
AECOM Project Manager*



- Vision and Goals
- Passenger & Freight Rail Present and Future
- Economic Outlook
- Rail Service & Investment Program

State Rail Plan Vision

Pennsylvania's integrated rail system will provide safe, convenient, reliable, cost-effective connections for people and goods.

As a viable alternative to other modes, it will support:



Economic competitiveness



Smart growth



Environmental sustainability, and resiliency



thereby strengthening Pennsylvania's communities

State Rail Plan Goals

1

Bring the priority rail system to a state of good repair and maintain it.

2

Develop an integrated rail system.

3

Support the future needs of residents and businesses.

4

Enhance the quality of life in Pennsylvania.

5

Assure personal safety and infrastructure security

6

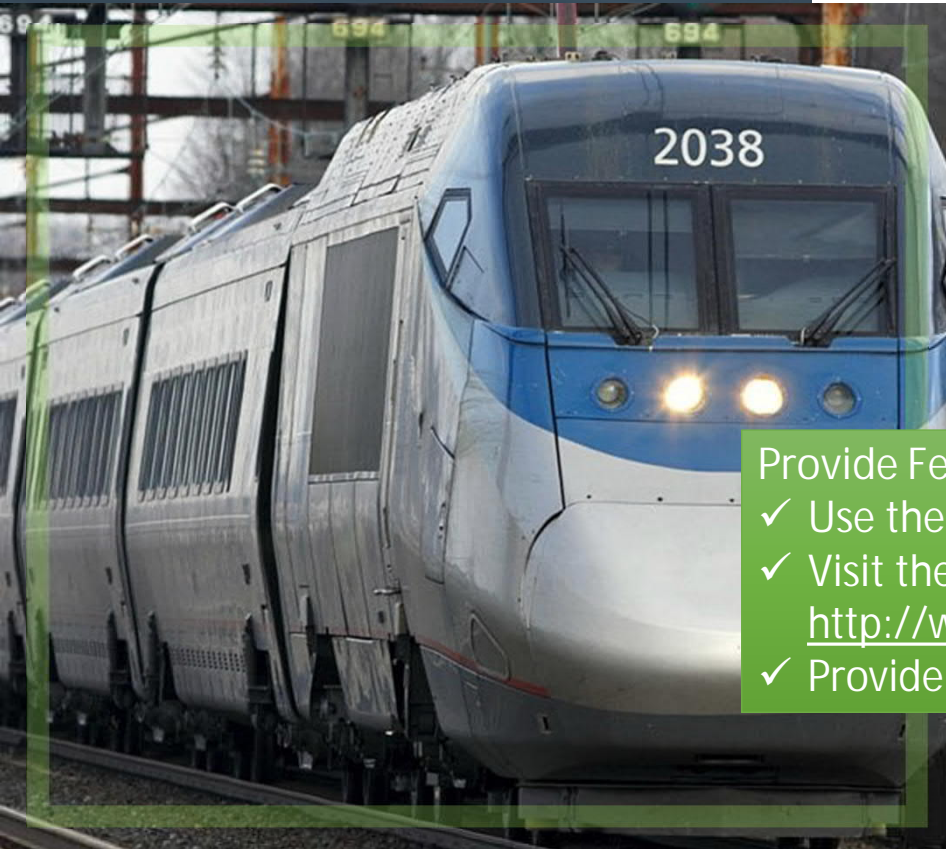
Support energy efficiency, environmental sustainability, and resiliency

7

Identify stable and predictable funding

8

Build public support for rail system services and assets



Stakeholder Involvement

- April 2020 – Major Stakeholder Meeting
- Passenger and Freight Rail Project listings
- We need to hear from you!

Provide Feedback

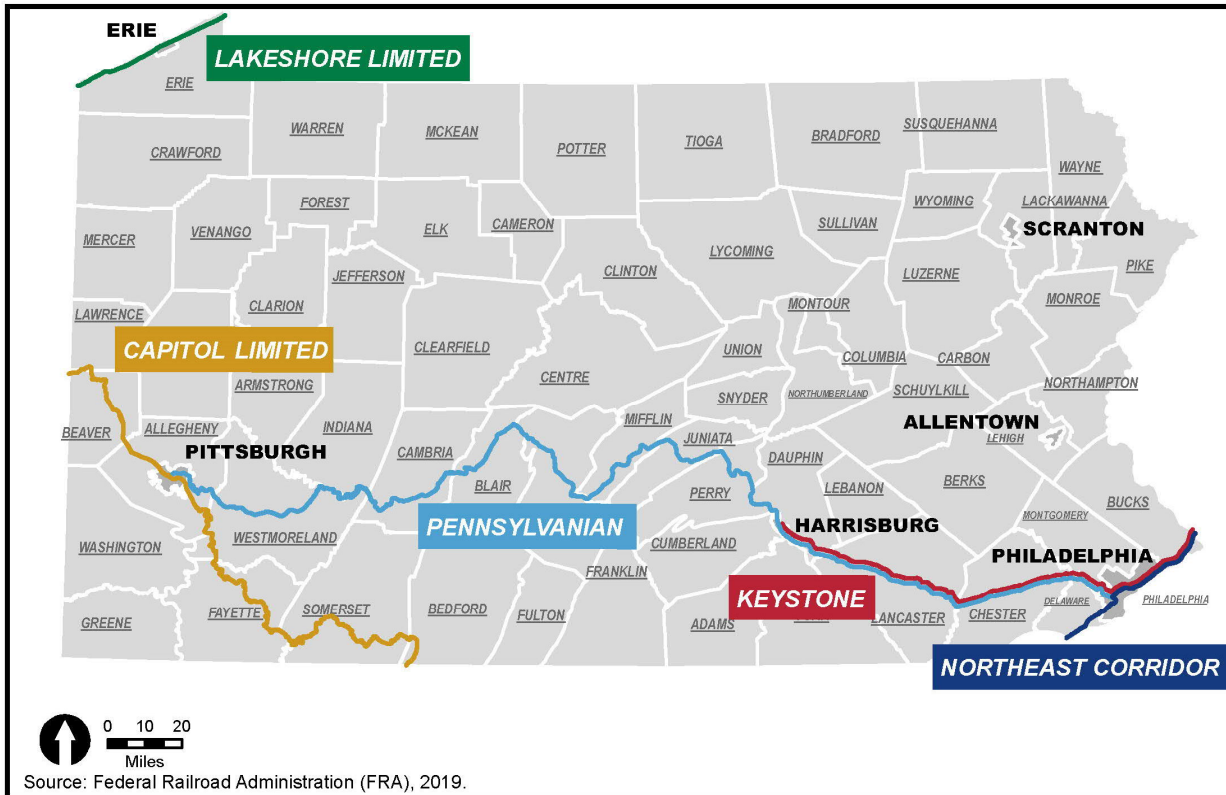
- ✓ Use the Q&A box today
- ✓ Visit the Plan website to view the Draft
<http://www.planthekeystone.com/Pages/PA-State-Rail-Plan.aspx>
- ✓ Provide Comments by December 2, 2020



Pennsylvania State Rail Plan

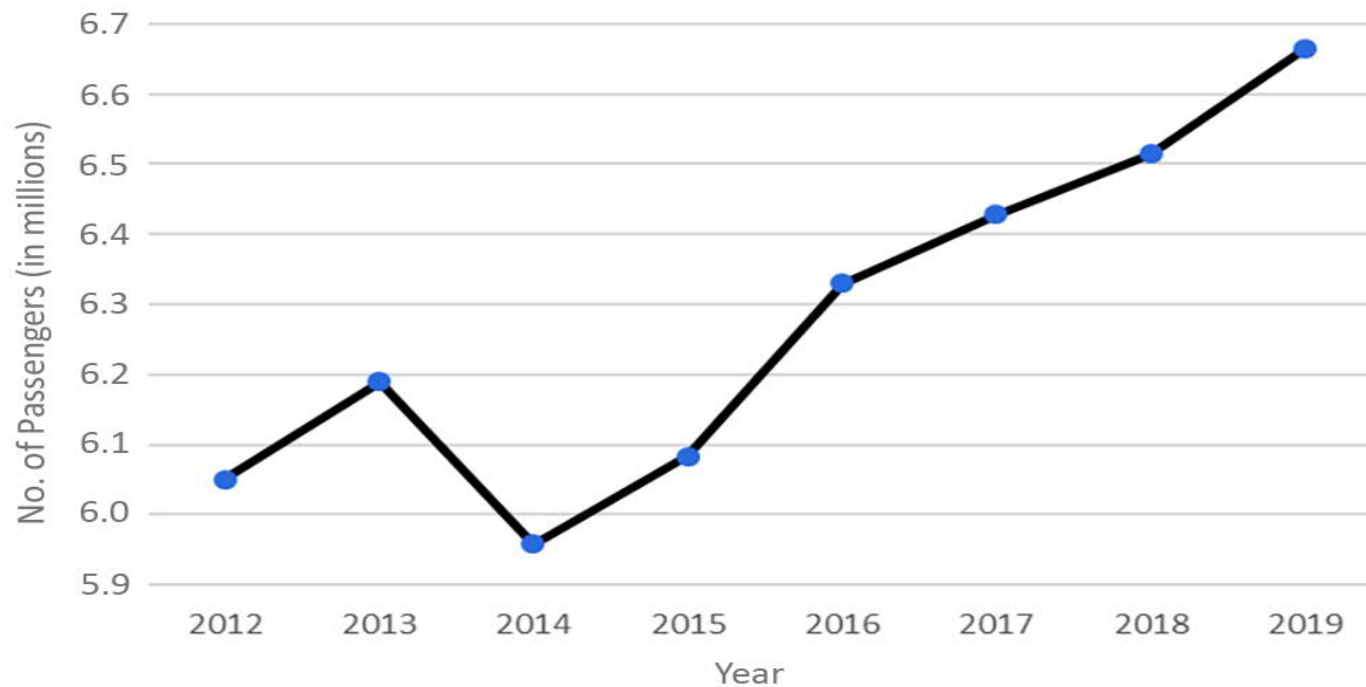
Passenger Rail - Existing Conditions

Amtrak System



- PA served by five routes
- 120 Daily Trains
- 4.5M Amtrak passengers at 30th Street Station in Philadelphia
- Keystone Corridor Improvement Project (PennDOT, Amtrak and SEPTA)

Amtrak Passengers in Pennsylvania, Boarding and Alightings, in thousands



SEPTA System



SEPTA Regional Rail Lines

- 34.2M passengers in FY2019
- 13 rail lines covering 280 route miles
- Top three rail lines are
 - Paoli / Thorndale, Lansdale / Doylestown and West Trenton



Pennsylvania State Rail Plan

Freight Rail - Existing Conditions

1st 

Number of operating railroads

4th 

Total railroad mileage

6th 

Carloads terminating within the state

8th 

Total railroad employment

9th 

Rail wages

10th 

Tons originating in the state

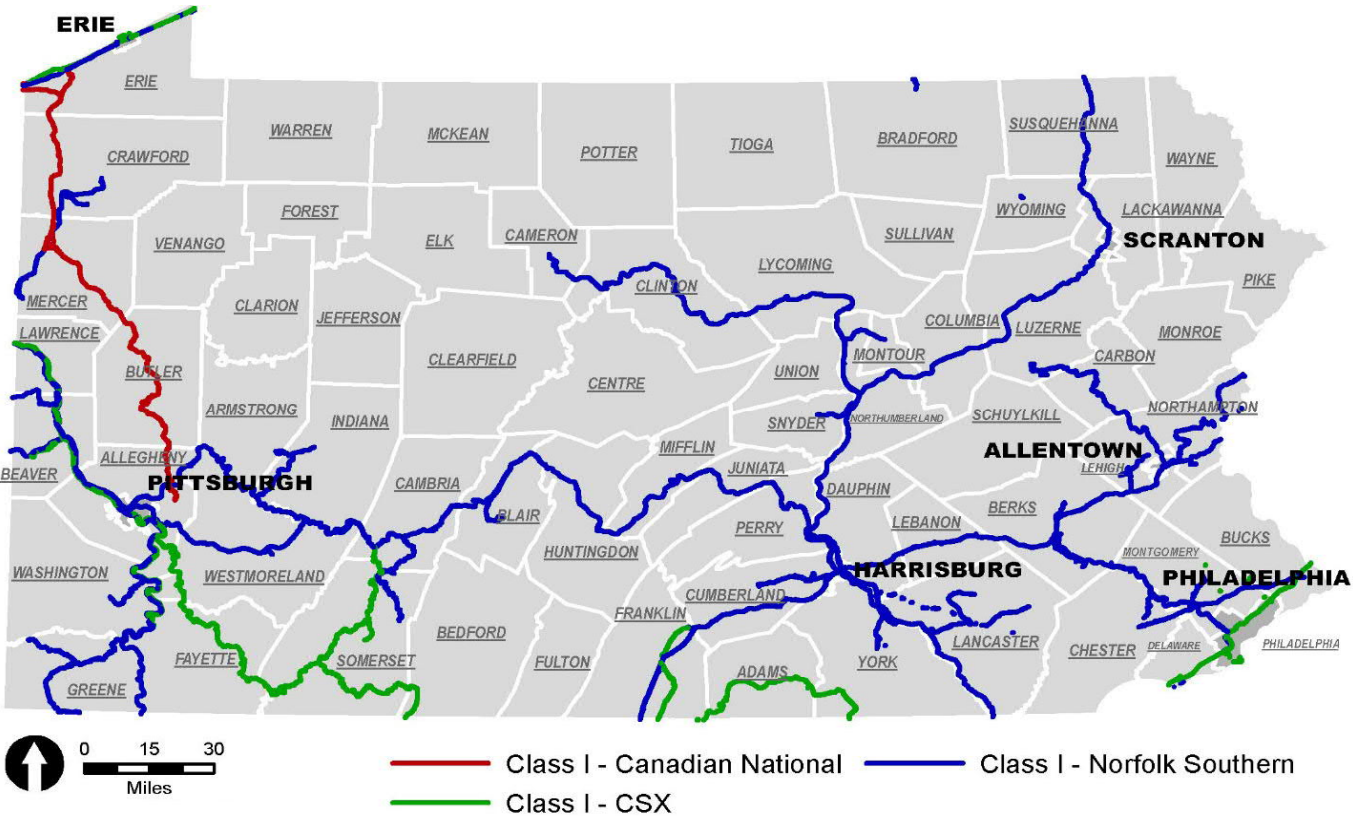
11th 

Tons terminating in the state

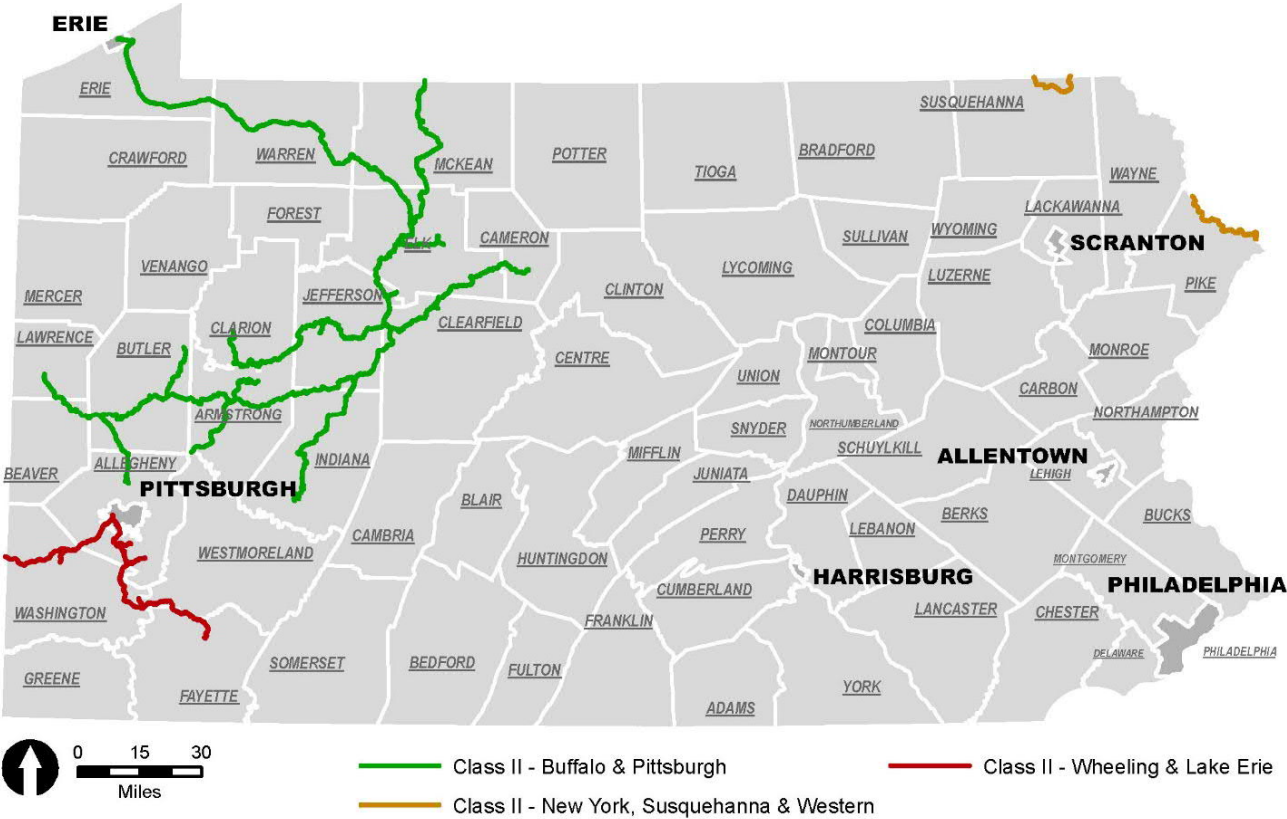
Pennsylvania Rail System in 2017

- Number of freight railroads: 63 (2020)
- Number of freight rail miles owned / operated: 4,815 / 6,715 (2020)
- Tons originated: 47.5 million
- Tons terminated: 57.1 million
- Carloads originated: 1.0 million
- Carloads terminated: 1.2 million
- Tons carried: 190.5 million
- Carloads carried: 4.9 million
- Freight rail employment: 6,150
- Freight rail wages: \$474 million

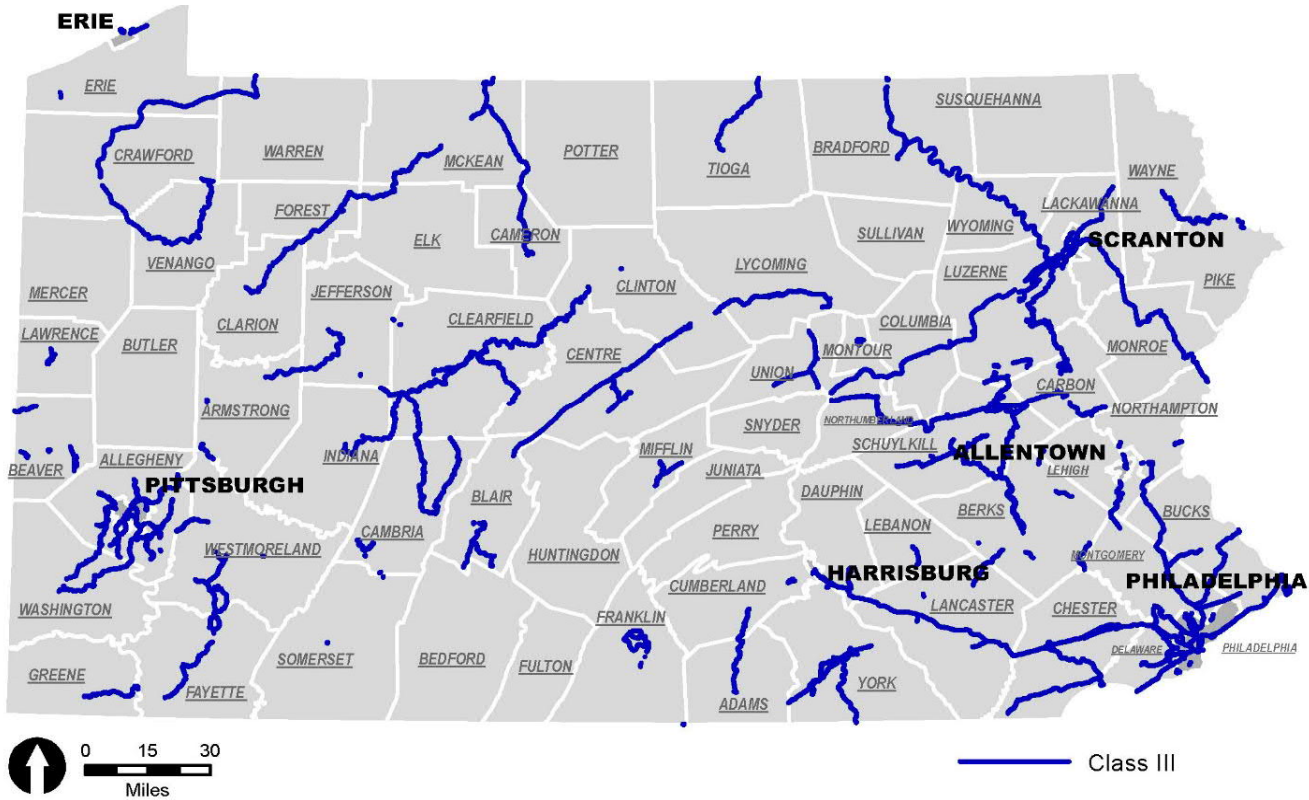
Class I Rail Lines



Class II Rail Lines



Class III Rail Lines



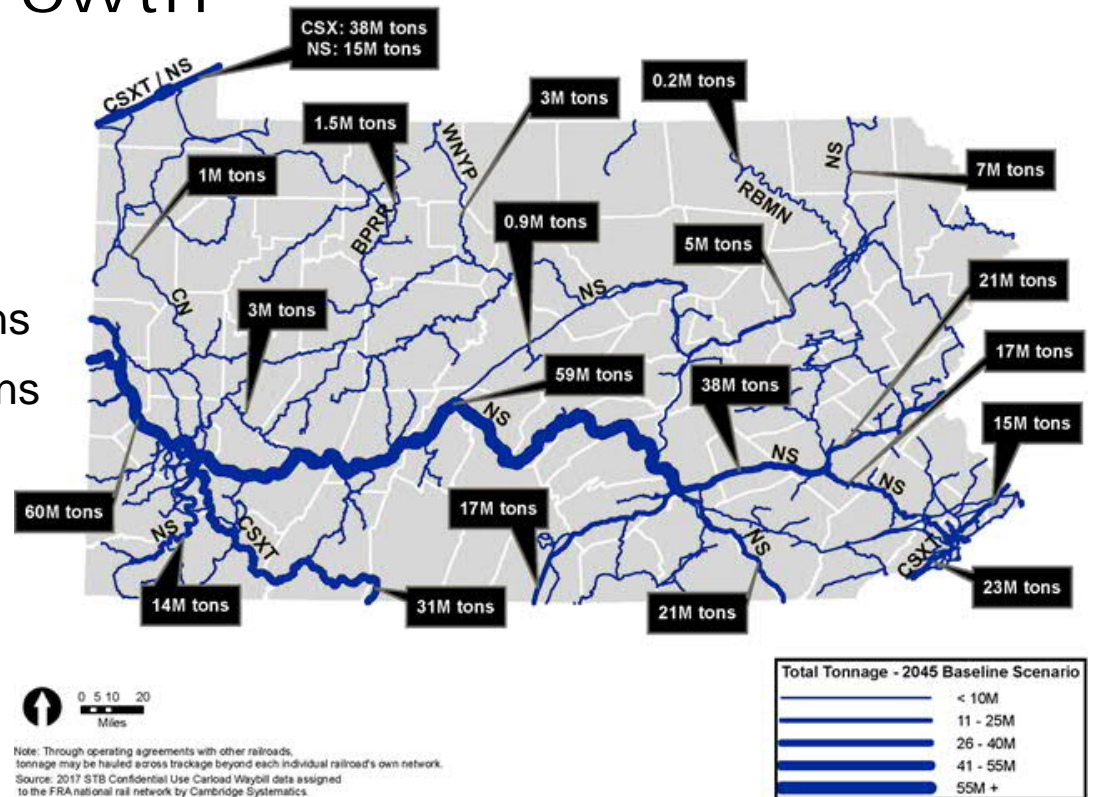


Passenger Rail Future Growth

- Short – term growth affected by COVID-19 pandemic but long-term outlook is positive
- Amtrak
 - Station Ridership in PA is expected to grow by 21% by 2025
- SEPTA
 - 7.3% growth in ridership by 2045 (DVRPC)

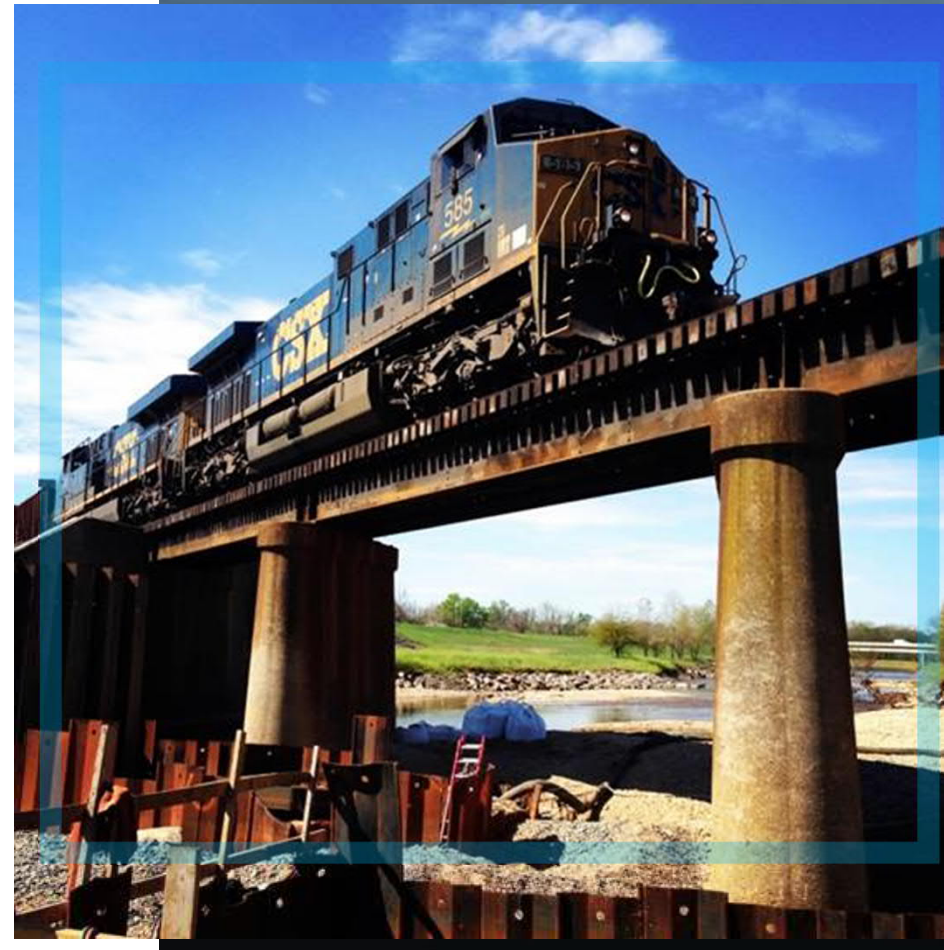
Freight Rail Future Growth

- 2017 Base – 194M Tons of Freight in the commonwealth
- 2045 Baseline Scenario – 182M Tons
- 2045 Low Growth Scenario – 159M Tons
- 2045 High Growth Scenario – 213M Tons



Economic Outlook for PA

- Population expected to increase to 12.9M or 0.8% by 2034
- Unemployment peaked at 16% in April of 2020 and then projected to decrease to 4-5% by 2026
- PA Median household income in 2018 was \$60,902 and is projected to increase thru 2049





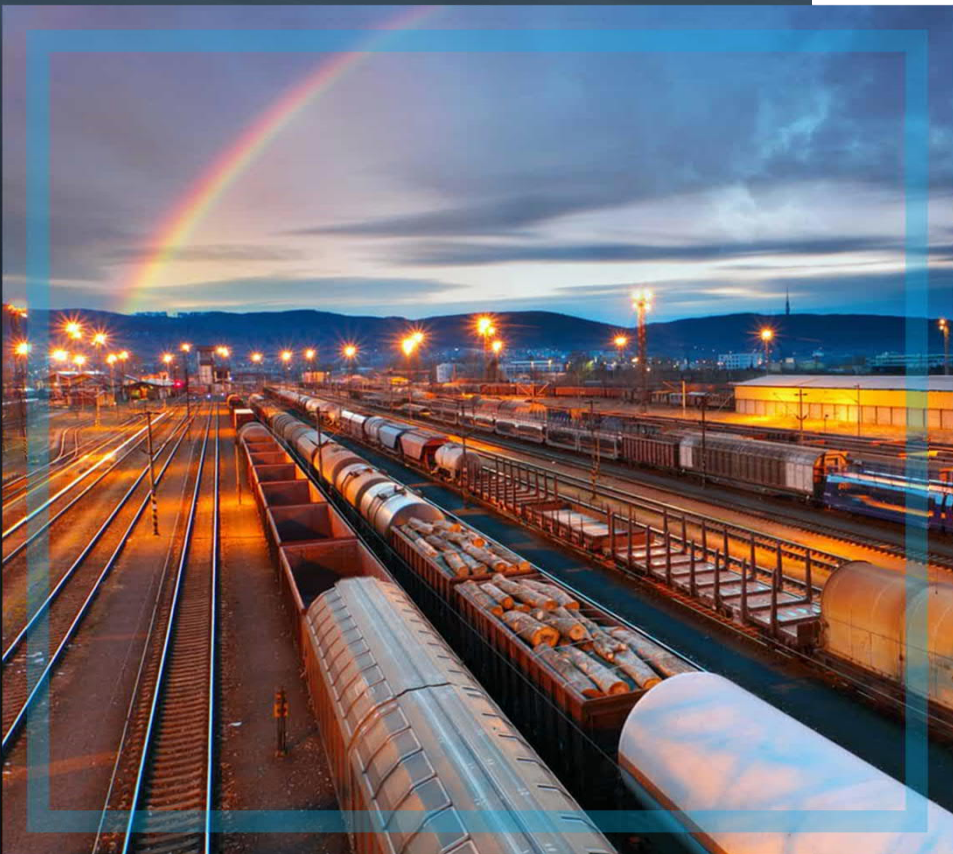
Key Issues / Challenges for Passenger and Freight Rail

- Need for Continuous and Improved Safety
- Land Use Planning / Transportation Planning not always coordinated
- Autonomous Technology



Key Passenger Rail Industry Trends

- Millennial Approach to Travel
- The growth of the Keystone Service
- Encouraging bicycle use
- Changing land use patterns
- Coordination with public transit agencies



Key Freight Rail Industry Trends

- Energy – critical to the state
- PA was 8th largest manufacturing state in 2018
- Multimodal connections in state supports growth of intermodal freight
- Consumer reliance on e-commerce drives I-78 / I-81 corridor development
- International Trade Agreements
- Regulatory Changes / Issues



Passenger and Freight Needs (2021 – 2045)

- 319 Freight Rail Projects
- 127 Passenger Rail Projects
- Data gathered from PA Railroads, SEPTA, Amtrak, RPOs / MPOs, other neighboring states

Rail Service and Investment Program Summary (in Billions of 2020 \$)

Time Range	Passenger		Freight		Total	
	No. of Projects	Cost (\$billion)	No. of Projects	Cost (\$billion)	No. of Projects	Cost (\$billion)
Short-Range (2021-2024)	48	\$3.0	86	\$0.3	134	\$3.3
Short-Range (2025-2045)	45	\$1.5	84	\$0.2	129	\$1.7
Vision(1)	34	\$0.3	149	\$0.7	183	\$1.0
Total	127	\$4.8	319	\$1.2	446	\$6.0

(1) Projects not yet scheduled for construction

Next Steps

*Alanna Strohecker, PE
AECOM Project Manager*



- Presentation, Draft Plan and Comment Form on www.planthekeystone.com
- Read and Comment on the Draft Plan thru 12/2/20
- Team will respond to questions and comments on the website
- Finalize draft plan for FRA review & approval

Next Steps in the Plan



Additional Actions and Resources

- Please complete the comments form for the Draft State Rail Plan thru 12/2/20.
- All comments will be reviewed, responded to and posted to the Plan website.
- www.PlantheKeystone.com



Pennsylvania State
Rail Plan

Questions and Answers?

Use the Q&A box to submit your questions

Questions following this meeting:

- Email questions to RA-PDPASRP@pa.gov
- Visit www.PlantheKeystone.com – Under Resources / State Rail Plan

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[PennsylvaniaDOT](#)

Thank you for your participation!

Remember to submit your comments by December 2nd.

www.PlantheKeystone.com

Pennsylvania State Rail Plan
Virtual Elected Officials Meeting, November 16, 2020

Attendance Count	First Name	Last Name	Organization
1	Benjamin	PA	Pennsylvania House of Representatives
2	Jim	Struzzi	Pennsylvania House of Representatives
3	Karen	Boback	Pennsylvania House of Representatives
4	Nevin	Myers	PennDOT
5	Angela	Watson	PennDOT
6	Sheryl	Delozier	Pennsylvania House of Representatives
7	Sheryl	Delozier	Pennsylvania House of Representatives
8	Beth	Bonini	PennDOT
9	John	Kern	U.S. House of Representatives
10	Steve	Panko	PennDOT
11	Melissa	Shusterman	Pennsylvania House of Representatives
12	Bryan	Cutler	Pennsylvania House of Representatives
13	Cian	Pallasch	Pennsylvania House of Representatives
14	Tiffany	Cross-Luciani	City of Scranton
15	Margaret	Quinn	AECOM
16	Clair	Weigle	Pennsylvania House of Representatives
17	R.	James	Pennsylvania House of Representatives
18	Gueorgui	Tochev	Pennsylvania House of Representatives
19	Louis	Schmitt	Pennsylvania House of Representatives
20	Mick	Dee	Pennsylvania House of Representatives
21	Jennie	Granger	PennDOT
22	Ryan	Spearing	Cambridge Systematics
23	Lori	Mizgorski	Pennsylvania House of Representatives

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Pennsylvania State Rail Plan
Virtual Public Meeting #1, November 16, 2020

Attendance Count	First Name	Last Name	Organization
1	Thomas	Chernisky	Cambria County
2	Dave	Myers	Berks Alliance
3	Emily	Aloiz	Erie County
4	Chris	Allison	Cambria County
5	Chuck	Walsh	North Jersey Rail Commuter Association
6	Maureen	Devaney	General Public
7	Maureen	Devaney	General Public
8	Matt	Szuchyt	Pennsylvania Senate
9	Bert	Lahrman	North Central RPO
10	Rene	Diehl	K&L Gates
11	Peter	Kuntz	Pennsylvania Northeastern Railroad
12	Daniel	Carpenter	Westmoreland County
13	Tinku	Khanwalkar	General Public
14	Melanie	Boyer	New York Susquehanna & Western Railway
15	Keith	Smollin	General Public
16	Dominic	Keating	General Public
17	Amy	Kessler	North Central RPO
18	Ben	Dinkel	York County Planning Commission
19	Michael	Yohn	Tracks Unlimited, LLC
20	Craig	Blizzard	General Public
21	Michael	Rothenheber	Johnson, Mirmiran & Thompson
22	Andrea	Lisowski	R. J. Corman
23	Andrea	Lisowski	R. J. Corman
24	Nolan	Ritchie	Pennsylvania Senate
25	Sara	Joseph	General Public
26	Jim	Hess	AECOM
27	Lucinda	Beattie	Western Pennsylvanians for Passenger Rail
28	Lucinda	Beattie	Western Pennsylvanians for Passenger Rail
29	Matthew	Edmond	Montgomery County
30	Ron	Steffey	Steffey Trail Connections
31	Casey	Bottiger	Michael Baker
32	Casey	Bottiger	Michael Baker
33	Andreas	Aeppli	Cambridge Systematics
34	Courtney	Mahronich Vita	Friends of the Riverfront
35	Michael	Shank	General Public
36	Chris	Swoyer	RK&K
37	William	Downey	R. J. Corman
38	Emily	Kelkis	York County Planning Commission
39	Erin	Dean	High Street Consulting
40	Randy	Davis	General Public
41	Mark	Young	PennDOT
42	Francisco	Ruela	SYSTRA
43	Steve	Herman	SEDA-COG
44	Rudy	Husband	Norfolk Southern
45	Anthony	Johnson	Greater North Penn Area Transportation Management Association
46	Paul	Amone	Wabtec Corporation
47	Eric	Duch	General Public
48	Devon	Wagner	General Public
49	Kenneth	Hanson	HNTB
50	Ann	Ogoreuc	Allegheny County
51	Scott	Harshman	PortPitt
52	gary	mang	Holland Co
53	Ryan	Spearing	Envision Consultants
54	Patrick	Kelly	Johnson, Mirmiran & Thompson
55	Michael	Rimer	PennDOT
56	Stephanie	Spang	PennDOT
57	Stephanie	Spang	PennDOT
58	Elizabeth	Barnhart	Conrail
59	Steve	Magouirk	Conrail
60	Carl	Belke	General Public
61	Jim	Palmquist	General Public
62	Holly	Herman	General Public
63	Fernando	Gonzalez Chana	Moffatt & Nichol

Pennsylvania State Rail Plan
Virtual Public Meeting #1, November 16, 2020

Attendance Count	First Name	Last Name	Organization
64	Fernando	Gonzalez Chana	Moffatt & Nichol
65	Cheryl	Baker	General Public
66	Angela	Watson	PennDOT
67	Jeff	Stover	General Public
68	Daniel	Skok	General Public
69	Daniel	Skok	General Public
70	Bob	Johnston	General Public
71	Chuck	Yorks	Gannett Fleming
72	George	Zimmerman	STV
73	Fred	Guilles	General Public
74	Douglas	Cuttilo	General Public
75	Michele	Parsons	Cumberland County
76	Chuck	Rompala	Port Authority of Allegheny County
77	Matthew	Popek	Montgomery County
78	Nevin	Myers	PennDOT
79	Chris	Caba	York County Planning Commission
80	Chris	Caba	York County Planning Commission
81	Crystal	Gitchell	American Short Line and Regional Railroad Association
82	Travis	Gery	K&L Gates
83	Mike	Logan	Bergmann PC
84	Christine	Fix	Mott MacDonald
85	Ashley	Kertes	Greensburg Community Development Corporation
86	Tracy	Lawless	K&L Gates
87	Fred	Olivari	EA Engineering, Science, and Technology, Inc., PBC
88	Thomas	Bergbauer	Johnson, Mirmiran & Thompson
89	Robert	Shaw	General Public
90	Henry	Horn Pyatt	City of Pittsburgh
91	Harry	Sigley	CMTS LLC
92	Mary	Sandone	Delaware County Transportation Management Association
93	Alexander	Metcalf	Transportation Economics & Management Systems Inc.
94	Jennie	Granger	PennDOT
95	Lindsay	Young	PhilaPort
96	David	Payne	General Public
97	David	Payne	General Public
98	David	Payne	General Public
99	David	Payne	General Public
100	David	Payne	General Public
101	Michael	Alexander	General Public
102	Lauren	Weaver	Tri-County Regional Planning Commission
103	Gary	Prophet	General Public
104	Maryann	Young	General Public
105	Sam	Risjan	General Public
106	Charlie	Monte Verde	Genesee Valley Transportation Co
107	Tom	McClelland	PennDOT
108	April	Niver	Congressman Matt Cartwright
109	Carlton	Williams	Johnson, Mirmiran & Thompson
110	Richard	Bruss	General Public
111	Chris	Reber	Times News Online
112	Ben	Dodson	General Public
113	Scott	Turer	Three Rivers Marine & Rail Terminals
114	Brayton	Palmer	AECOM
115	Margaret	Quinn	AECOM
116	William	Gomes	General Public
117	Nicki	Smith	General Public
118	Nicki	Smith	General Public
119	Carey	Barr	AECOM
120	Will	Maus	General Public
121	Tyler	Burke	General Public
122	Tyler	Burke	General Public
123	Jesse	Coats	Western New York & Pennsylvania Railroad
124	Matt	Wasilewski	Genesee Valley Transportation Co

Pennsylvania State Rail Plan
Virtual Public Meeting #1, November 16, 2020

Attendance Count	First Name	Last Name	Organization
125	Michael	Cuddy	TranSystems
126	Craig	Saylor	General Public
127	Thomas	Ryczek	PennDOT
128	Thomas	Klevan	Southwestern Pennsylvania Commission
129	Will	Maus	OnTrackNorthAmerica
130	Will	Maus	OnTrackNorthAmerica
131	Patrick	Kane	General Public
132	Joe	Duit	General Public
133	Gregory	Bykowski	General Public
134	I	Bragunier	General Public
135	Tracy	Wingenroth	Railroad Solutions
136	Peter	Gleason	K&L Gates
137	David	Wohlwill	Port Authority of Allegheny County
138	Tom	Rowader	Greenman-Pedersen, Inc.
139	John	Weidenhammer	Weidenhammer
140	John	McCReavy	SMS Rail Lines

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Pennsylvania State Rail Plan
Virtual Public Meeting #2, November 17, 2020

Attendance Count	First Name	Last Name	Organization
1	Fred	Guilles	General Public
2	Gene	McDonough	General Public
3	tim	haas	Limerick Township
4	mee	too	General Public
5	Hunter	Sopak	General Public
6	Hunter	Sopak	General Public
7	Greg	Scott	CDM Smith
8	Frederick	Coleman	General Public
9	Andrew	Besold	Montgomery County
10	James	Pedersen	General Public
11	Sujit	(SAM) Dhakal	General Public
12	Richard	Burkert	Johnstown Area Heritage Authority
13	Richard	Burkert	Johnstown Area Heritage Authority
14	Jeff	Barber	Lehigh Financial Group
15	Kenneth	Mannka	Nexxiot
16	Ken	Mannka	Nexxiot
17	Reece	Nations	General Public
18	Eileen	Faust	General Public
19	RICHARD	BRUSS	General Public
20	Mike	Matteo	General Public
21	Jonathan	Salmans	General Public
22	Lucinda	Beattie	Western Pennsylvanians for Passenger Rail
23	Leonard	Lightner	City of Allentown
24	Fran	Durkin	General Public
25	Kristin	Mulkerin	PennDOT
26	Jerry	Vest	Genesee & Wyoming Inc.
27	Jennie	Granger	PennDOT
28	Joseph	Fox	PhilaPort
29	Chloe	Selles	Sierra Club
30	Rob	Sartain	General Public
31	Isaac	Rees	General Public
32	Isaac	Rees	General Public
33	barry	cassidy	Phoenixville Mayor's Task Force
34	Eric	Von Hofen	General Public
35	Tom	Frawley	Thomas E. Frawley Consulting, LLC
36	Dominic	Keating	General Public
37	craig	morgan	AECOM
38	Margaret	Quinn	AECOM
39	Benjamin	She	General Public
40	Enola	Hihi	General Public
41	Sebastian	Leis	General Public
42	Jody	Holton	SEPTA
43	Adam	Wroblewski	RK&K
44	Laura	McWethy	AECOM
45	Tom	Zilla	Centre Region Council of Governments
46	Benjamin	Pozmann	General Public
47	Andreas	Aeppli	Cambridge Systematics
48	John	Roth	General Public
49	John	Roth	General Public
50	Brenda	Kantner	General Public
51	Kim	Harris	Oil Region Alliance

Pennsylvania State Rail Plan
Virtual Public Meeting #2, November 17, 2020

Attendance Count	First Name	Last Name	Organization
52	Kevin	Moore	General Public
53	Angela	Watson	PennDOT
54	Saul	Davis	General Public
55	andi	leech	General Public
56	Sean	McKee	General Public
57	Anrdew	Ludasi	NJDOT
58	Kyle	Gates	General Public
59	Ryan	Spearing	Envision Consultants
60	THOMAS	DONOVAN	Halmar International
61	Craig	Beavers	General Public
62	Tom	Phelan	BHX Engineering & Planning, LLC
63	Thomas	Hickey	General Public
64	Nathaniel	Guest	General Public
65	Mark	Schultz	PennDOT
66	Andrea	Reede	HNTB
67	Jonathan	Senker	General Public
68	Tyler	Kusma	Scranton Rail Restoration Coalition



Draft Plan Comment/Survey Form

Required fields are marked with an asterisk. (*)

The draft 2020 Pennsylvania State Rail Plan seeks to outline a vision and framework for improving the conditions for rail passenger (intercity rail and commuter) and freight rail transportation in Pennsylvania. Please fill out the comment/survey form below if you would like to provide feedback on the draft plan. Required fields are marked with an asterisk. (*)

Q1 Please provide your email address.

Q2 Please confirm your email address. *

Q3 Please provide your name (first, last) _____

Q4 Please enter your Zipcode * _ _ _ _ _

Q5 I offer the following comments on the draft PA State Rail Plan. *

Q6 From what perspective are you completing this form? Please select one. *

- Private sector industry
- Public sector agency/government
- Private citizen
- Private (or non-profit) association/organization
- Other (please specify): _____

Q7 Are you planning to attend, or did you attend one of the virtual public meetings on the draft PA State Rail Plan? Please select one.

Yes
No

Q8 Have you viewed the slide presentation for the virtual public meetings for the draft PA State Rail Plan that is available on the PA State Rail Plan website, <http://www.planthekeystone.com/Pages/PA-State-Rail-Plan.aspx> ? Please select one.

Yes
No

Thank you for taking the time to complete a comment form! Please visit <http://www.planthekeystone.com/Pages/PA-State-Rail-Plan.aspx> to review the draft PA State Rail Plan and for any updates regarding PA State Rail Plan 2020 activities.

SUBMIT



Pennsylvania State Rail Plan – Questions/Comments & Responses

Elected Officials Meeting

November 16, 2020 / 1-2PM

QUESTION/COMMENT

RESPONSE

How do I find the project which relates to the NEPA or Scranton area?

On the Plan the Keystone website (www.planthekeystone.com) there are linked appendices on the State Rail Plan webpage. There you can find the passenger rail appendix that lists all of the passenger rail projects and a second appendix that lists all the rail/freight projects. They are organized by geographic area within the state and by rail carrier.

Are there any new passenger rail projects planned? Passenger rail service between the Lehigh Valley and New York City is always talked about but never gets past the talking stage.

We did identify long term visioning projects in rail, but passenger rail service from Lehigh Valley to New York City was not one of them. This kind of new project is challenging because it requires an upfront significant capital investment and a continued commitment to supplement operational costs to move forward.



Pennsylvania State Rail Plan – Questions/Comments & Responses

Virtual Public Meeting #1

November 16, 2020 / 4-5PM

QUESTION/COMMENT

RESPONSE

There has been discussion of SEPTA taking over Amtrak's Keystone Service as a way to free up resources to expand service on the Pennsylvanian. Is that part of the overall plan?

This potential scenario is not part of the state rail plan update.

Can you please show the keystone plan website for comment again?

<http://www.planthekeystone.com/Pages/PA-State-Rail-Plan.aspx>

What role do you see hyperloop playing in the long-term Pennsylvania rail strategy?

At this time hyperloop is not considered in Pennsylvania's rail strategy; however, this could change as hyperloop technology becomes more developed.

Are there long-term opportunities to use the median strip of interstates...like I80 to put in place freight or passenger rail?

The utilization of PennDOT right-of-way for rail use has not been discussed.

QUESTION/COMMENT

RESPONSE

Is the Plan offering strategies/projects that might enhance or expand opportunities for HOW rail freight in PA may be able to support and financially benefit from the growing ONLINE Consumer demand?

Freight rail strategies or projects presented in the Plan are not specifically aimed at the movement of online consumer goods. However, the Plan's Rail Service and Investment Program promotes a reliable and efficient freight rail network in the commonwealth. A robust freight rail network would provide increased opportunity for all businesses, including those serving online customers, to utilize freight rail for transportation of their products.

When do you foresee the NS study for the Pennsylvanian being finished? From your contacts with NS do you know if NS is favorable toward the second passenger rail service? What about the issue of private/nonprofit owned stations along the corridor, have you been able to secure their cooperation and coordination toward expanded passenger service?

The 2020 Pennsylvania State Rail Plan assumes that a second roundtrip of the Pennsylvanian will be added by 2024. PennDOT and Amtrak coordinated to develop potential timetables and cost information, which was provided to Norfolk Southern. In turn, Norfolk Southern is doing their due diligence to determine what opportunities exist for additional service while minimizing impacts to their operations since they own the rail from Harrisburg to Pittsburgh. PennDOT anticipates receiving this information from NS in early Summer 2021. Please note that Amtrak projected the additional roundtrip in 2024 without consideration of any capital improvements that may need to be completed as a result of additional study and analysis.

QUESTION/COMMENT

Will people be able to see all questions listed and answers?

Can you please provide everyone with an update on the Lackawanna Cutoff rail project to Northeastern Pennsylvania?

RESPONSE

The written questions were not visible to attendees but were stated and answered verbally, as time allowed. In addition, the public will be able to review the question and answer document for each public meeting on the Plan the Keystone website:
<http://www.planthekeystone.com/Pages/PA-State-Rail-Plan.aspx>.

The Lackawanna Cut-off Project is noted as a visionary project in Appendix C: Proposed Passenger Rail Projects. Currently, the New Jersey and Pennsylvania portions are unfunded and there are no implementation timelines. You may find some additional information in Section 2.1.1.4.1. This project is not led by PennDOT.

QUESTION/COMMENT

RESPONSE

Do we have any idea how much rail helps to reduce GHG emissions as it is so much more efficient than trucks and cars?

Yes, environmental impacts, land use, and greenhouse gas (GHG) emissions are included in the Pennsylvania State Rail Plan. New locomotive standards established by the United States Environmental Protection Agency (EPA) once fully implemented could reduce GHG emissions by 90% for particulate matter and by 80% for nitrogen oxide emissions. Rail is about four times more fuel efficient than truck/freight. Please refer to Section 2.1.7.4 of the Plan for further details.

Is there any chance that the Lehigh Valley can receive passenger rail service again?

We did identify long term visioning projects in rail, but passenger rail service in the Lehigh Valley was not one of them. This kind of new project is challenging because it requires an upfront significant capital investment and a continued commitment to supplement operational costs to move forward.

Will rail help alleviate the horrendous truck traffic in the Lehigh Valley due to all the warehouses along I-78?

Freight rail provides an alternative mode for the movement of goods. The availability of rail can result in a reduction of truck traffic and congestion (Section 2.1.7.1). However, at this time no planned freight rail projects in the Lehigh Valley were identified for inclusion in the Plan.

QUESTION/COMMENT

RESPONSE

On behalf of the Schuylkill corridor communities, we urge you to make the Reading, Pottstown, Phoenixville to Philadelphia line a priority for the Commonwealth.

Comment acknowledged.

During this plan has there been discussions with trail groups that are trying to work with rail roads for rail with trail or rail acquisitions? Does the plan address this community need?

Yes, please refer to Sections 2.1.1.7.2 and 2.1.1.7.3 for information regarding recreational trails along rail lines.

The Western portion of the state receives a small portion of the state's investment in passenger rail. Is there a plan to balance the investment and to advertise passenger rail services in western pa?

One assumption of this rail plan is that a second roundtrip of the Pennsylvanian will be added by 2024. PennDOT and Amtrak coordinated to develop potential timetables and cost information, which was provided to Norfolk Southern. In turn, Norfolk Southern is doing their due diligence to determine what opportunities exist for additional service while minimizing impacts to their operations since they own the rail from Harrisburg to Pittsburgh. PennDOT anticipates receiving this information from NS in early Summer 2021. PennDOT continues to look for ways to invest more in the western part of the state, including securing additional FRA funding and capitalizing on existing infrastructure.

QUESTION/COMMENT

My name is Craig Blizzard and I am a member of the West Chester Borough chartered Committee to Re-establish Passenger Rail Service to West Chester. We have been active since 2014 and, as a result of our work and support from regional governments and transportation planning entities, SEPTA has included the possibility of re-establishing passenger rail service from Elwyn/Wawa to West Chester in its 20-year plan as a very positive sign. We would respectfully request that this possibility be included in the State plan. We have significant support documentation which would be happy to share with all appropriate and interested entities. What do we need to do to have this included in your plan?

RESPONSE

In 2018, PennDOT completed a feasibility study on restoring rail service to West Chester that laid out costs and next steps. It is available on the SEPTA website: <http://www.septa.org/notice/pdf/2018-Feasibility-Report-combined.pdf>. While the report found that it is physically feasible to restore service, currently SEPTA has no plans to restore revenue rail service to West Chester due to the limited availability of capital funding and the high cost of this large capital project as compared to SEPTA's funding needs to address the state of good repair backlog and projects with higher ridership and economic development potential. SEPTA continues to work with the West Chester Pike coalition on improving surface transportation operations and services: <https://www.chescoplanning.org/transportation/WestChesterPike.cfm>.

QUESTION/COMMENT

RESPONSE

How do I get a new project listed in the plan?

To have a project considered for addition to the plan, please provide a description of the project, the project type (passenger or freight rail), the cost in the short term, and the completion date of the project (before 2025). Also, please include what types of benefits the project will bring to the public and/or environment. Please submit the information to RA-PDPASRP@pa.gov

Does a project have to be included in the plan in order to be eligible for FRA funding?

Yes, if you want to be eligible for various FRA grants, the project does need to be listed in the Pennsylvania State Rail Plan. If you do not see your project listed in the Plan appendices, please provide us with those details either through email at RA-PDPASRP@pa.gov or comment form on the Plan the Keystone website (<http://www.planthekeystone.com/Pages/PA-State-Rail-Plan.aspx>).

How developed does the project have to be to be eligible for federal funding?

Please refer to the specific grant program requirements for funding eligibility. Federal funding sources are described in Sections 1.4.4 and 2.1.5.2 of the Plan.

QUESTION/COMMENT

There are two passenger rail plans identified in the plan for passenger rail service from Berks County to Philadelphia. How will these two plans intersect with each other? Does one take precedence over the other?

The second Berks County plan has not been made public so how can we get access to that report [PennDOT's report] and comment on it?

What process is underway for the Berks to Philadelphia passenger rail restoration effort. There are some preliminary discussions about creating a joint municipal authority to develop and operate the service. As this plays out how can it be factored into the plan?

RESPONSE

In some ways these plans will be complimentary but may differ in estimated cost and schedule. PennDOT anticipates releasing their study results at the end of the year on PennDOT's plan the keystone webpage for the public to view. Please refer to Section 5.7 of the Plan for more information on current rail studies.

The final report will be posted to www.planthekeystone.com website upon completion.

The State Rail Plan is updated every 4 years and can be modified at any time to include new projects.

QUESTION/COMMENT

Energys is developing battery powered engines. What could the plan do to encourage this development?

RESPONSE

Battery powered engines could be utilized to reduce locomotive emissions once the technology is sufficiently developed and cost competitive. The 2020 Pennsylvania Rail Plan supports various rolling stock improvement projects, which can include locomotive emissions reduction efforts. The Plan also supports EPA's 2008 emission standards. Therefore, the Plan indirectly supports alternative power development; however, there are no specific projects focused on developing battery powered locomotives at this time.

QUESTION/COMMENT

Are there any plans for passengers' rail service to Northeastern PA? As it would open more tourism to the area.

RESPONSE

Restoring passenger rail service to northeastern Pennsylvania is included as a visionary project in the 2020 Pennsylvania State Rail Plan. The Pennsylvania Northeast Regional Railroad Authority is working toward restoring passenger service to this region (Section 2.1.1.4.1). In addition, both New Jersey and New York state transportation agencies noted an existing weakness in Pennsylvania's passenger rail network in northeastern Pennsylvania. Addressing this will require significant capital and ongoing operational funding and commitment from more than just the Commonwealth of Pennsylvania (Section 6.4.7).

Any update on the SEPTA Route 100 extension to the King of Prussia Mall?

This is not an intercity rail project and therefore was not considered as part of the state rail plan update. Visit www.kingofprussiarail.com for the latest information on SEPTA's project.

QUESTION/COMMENT

You did not mention the Harrisburg to Philadelphia trains go to New York & to Vermont.

I had the Cutoff (Hoboken-Scranton) question as well. This seems extra important given that by all indications, remote-working and bedroom communities will take the place of X-thousand sq-ft office rental commitments.

Is environmental justice in any way included in the plan, from an access perspective for employment opportunities?

RESPONSE

Not every Keystone train goes from Philadelphia to New York, but we do have some. None of the Keystone trains go directly to Vermont. From Philadelphia, one can transfer to the Burlington line to go to Vermont.

The Lackawanna Cut-off Project is noted as a visionary project in Appendix C: Proposed Passenger Rail Projects. Currently, the New Jersey and Pennsylvania portions are unfunded and there are no implementation timelines. You may find some additional information in Section 2.1.1.4.1. This project is not led by PennDOT.

The 2020 State Rail Vision and its supporting goals and objectives equally apply to and include environmental justice populations. Each project noted in the appendices that receives state and/or federal funding will include considerations for environmental justice communities during project design and implementation.

QUESTION/COMMENT

RESPONSE

Pennsylvania is an energy rich state, especially recently in regards to natural gas. The plan should support the movement of LNG by rail.

The Plan's Rail Service and Investment Program supports a freight rail system that will be able to accommodate current and future shipping demands of liquid natural gas and other petroleum products. Between 2017 and 2045, rail shipments of natural gas, crude petroleum, and gasoline are projected to increase by 157% in Pennsylvania (Section 2.2.2.2).

Will the PA rail map be updated again as part of this new plan submission?

The rail maps contained within the 2020 Pennsylvania State Rail Plan are updated to reflect current conditions.

PA has one of the best programs in the nation!

Comment acknowledged.

What checks and balances are in place to ensure that Norfolk Southern will not ask for more capital improvements than necessary to add a second Pennsylvania frequency between Harrisburg and Pittsburgh.

There will be many discussions with Norfolk Southern to ensure impacts to their freight transportation business are minimized while still accommodating expanded passenger service. Typically, a legal agreement will be established defining requirements and commitments (i.e. checks and balances) for both parties. PennDOT will be working through this to ensure a fair agreement is reached.

QUESTION/COMMENT

RESPONSE

Has there been given any thought to extending service out to Reading to alleviate congestion along 422?

Yes, PennDOT and Berks County Alliance are engaged in separate studies to analyze the restoration of rail service between Reading and Philadelphia (Section 5.7).

What is the status of PA taking over the Keystone from Amtrak?

Pennsylvania House Resolution 918 was adopted July 8, 2020 in support of the Commonwealth taking ownership of the Keystone Line. The resolution enables Pennsylvania to engage with USDOT to consider the potential transfer of ownership; however, federal legislation would be required to transfer ownership and no actions have been advanced at this time.

Several corridors that were railbanked with the Surface Transportation Board and being used as "Interim Trails" were shown on the schematic map with the different railroads. Are all railbanked corridors in the commonwealth shown or just some?

The 2020 Pennsylvania State Rail Plan presents a fairly complete picture of the railbanked corridors from the U.S. Surface Transportation Board (STB) listing. If there is missing information, we encourage you to email us at RA-PDPASRP@pa.gov.

QUESTION/COMMENT

Cambria County commissioner looking for additional trips from Johnstown to Pittsburgh and Pittsburgh to Johnstown.

How does Pennsylvania compare to other states in terms of the amount of state funding for rail infrastructure projects, both passenger and freight? How much will that funding increase over the next 25 years, and what are possible sources of funding?

RESPONSE

PennDOT recently published the Altoona to Pittsburgh Commuter Rail Study in 2019 (Section 5.7), which evaluates the potential for additional trips including the Johnstown-Pittsburgh trips. The study report is available on the Plan the Keystone website for public review (<http://www.planthekeystone.com/Pages/Altoona-Pittsburgh-Study.aspx>).

From a freight rail perspective, the funding programs that PennDOT has for freight carriers are robust. From a passenger rail perspective, as a state subsidized route, the commonwealth contributes more dollars to that line than any other state. For example, the Mount Joy Station Improvement Project was around \$32-\$33M from start to finish, with no funding contribution from Amtrak. This was a total commonwealth investment. This is not typical in other states. The commonwealth will continue to invest in Pennsylvania's passenger and freight rail network. Please refer to Sections 1.4 and 2.1.5 for a summary of the various available funding sources.

QUESTION/COMMENT

RESPONSE

Is there any vision in the near future to have passenger train service in the central and northern part of the state running east and west as well as north and south?

No.

Does the state have any ideas or plans to entice truck freight to switch to rail transport and thus increasing rail funding? This would also reduce the amount of truck traffic on our aging roads and bridges and reduce congestion.

The 2020 Pennsylvania State Rail Plan discusses the potential benefits of freight movement by rail versus by truck (Section 2.1.7), although specific plans aimed to entice shippers away from trucking to rail have not been discussed by PennDOT. PennDOT is currently developing an update to its Comprehensive Freight Movement Plan in association with the state's Long-Range Transportation Plan. PennDOT will look at freight movement for consideration and discussion along with various policies. Public meetings will also be held in the future as part of this effort.

QUESTION/COMMENT

What kind of Impact is the state looking at on the freight and passenger rail systems from the COVID19 Pandemic?

Intermodal and land management - the Philadelphia area is losing precious sites to non-transportation related uses. Every effort should be made and the plan should support enlarging Philadelphia area sites for water to rail and truck to rail transfers.

Hi. It's inevitable that improved rail traffic will bring increased trucking activity. How do we ensure "good neighbor" policies are observed to minimize neighborhood noise, exhaust, and the impact on paved roads?

RESPONSE

COVID-19 has had a major impact on commonwealth and PennDOT revenues; therefore, PennDOT is constantly evaluating our revenue streams and whether adjustments to our programs will be required in the future. Please refer to the COVID-19 pandemic note in the Executive Summary and Sections 5.5.4, 5.6.2, and 5.8.

Land use is always a consideration. The 2020 Pennsylvania State Rail Plan includes land use planning needs and opportunities (Section 2.3.5). PennDOT continues to work toward integration of multimodal transportation, including rail, with land use development and land use policies that are controlled at the local level.

Local level "neighborhood" policies are generally developed and enforced by the local municipality. Similar to the previous comment response, PennDOT continues to strive for the integration of land use planning/policies and rail transportation needs.

QUESTION/COMMENT

Most of the passenger rail projects are state of good repair efforts or operational improvements. How did you balance these with the need to consider more ambitious efforts?

RESPONSE

With the capital investments that PennDOT provides for passenger rail, PennDOT identifies projects that would bring stations into ADA compliance as priorities. The Mount Joy Station Improvement Project is an example of this. State of good repair projects also tend to take priority; however, PennDOT is always looking at how to improve passenger service as well. The ability to fund expansion projects, from the capital perspective and ongoing operational supplement, is key in the evaluation.

QUESTION/COMMENT

How do you establish the priority that one project has over another?

Thank you for hosting this meeting. Based on all of the comments a majority are revolved around passenger rail. Any chance they state/PennDOT take into consideration all of these needs/questions that may not be shown in studies performed?

RESPONSE

From a freight capacity standpoint, PennDOT compares incoming freight rail project applications to determine if they are consistent with the program and overall freight plan. Those that are consistent are generally given a higher priority. With the capital investments that PennDOT provides for passenger rail, PennDOT identifies projects that would bring stations into ADA compliance as priorities. The Mount Joy Station Improvement Project is an example of this. State of good repair projects also tend to take priority; however, PennDOT is always looking at how to improve passenger service as well.

PennDOT will review all comments provided during the public meetings and regarding the draft plan. These comments will be considered as the Department considers any future study needs.



QUESTION/COMMENT

RESPONSE

Amtrak passing through Philadelphia has two routes to Miami, one to New Orleans, one via Washington DC to Chicago, Newport News, Norfolk, North Carolina & VA plus north to Vermont, Boston, various routes out of New York City.

Comment acknowledged.

Thank you for an excellent presentation especially the answers on passenger and commuter rail service.

Thank you for your comment.



Pennsylvania State Rail Plan - Questions/Comments & Responses

Virtual Public Meeting #2

November 17, 2020 / 6-7PM

QUESTION/COMMENT

Don't see the poll, but I'm general public :-)

As a comment, I strongly support adding additional daily trips on the Pennsylvanian. Any additional perspective on what might affect the likelihood of that happening would be appreciated.

RESPONSE

Comment acknowledged.

The 2020 Pennsylvania State Rail Plan assumes that a second roundtrip of the Pennsylvanian will be added by 2024. PennDOT and Amtrak coordinated to develop potential timetables and cost information, which was provided to Norfolk Southern. In turn, Norfolk Southern is doing their due diligence to determine what opportunities exist for additional service while minimizing impacts to their operations since they own the rail from Harrisburg to Pittsburgh. PennDOT anticipates receiving this information from NS in early Summer 2021. Please note that Amtrak projected the additional roundtrip in 2024 without consideration of any capital improvements that may need to be completed as a result of additional study and analysis.

QUESTION/COMMENT

Amtrak could do a better job coordinating with public transit in Pittsburgh. For example, by adding a connect card machine to the station, and adding way-finding signage.

Why weren't any station improvements, such as raised platforms, considered for stations West of Harrisburg? These would be a worthwhile investment.

Has any consideration been given to daytime rail service to Cleveland from Pittsburgh?

RESPONSE

Comment acknowledged.

From Pittsburgh to Harrisburg, the line is owned by Norfolk Southern and Amtrak operates on it. Some stations are privately owned, while others are owned by a variety of historical societies. Thus, the platforms may or may not be owned by Amtrak. This makes it a challenge and significantly limits available funding as compared to the eastern side of the state from Harrisburg to Philadelphia, which is owned by Amtrak. Those stations are either owned by Amtrak, SEPTA, or PennDOT. Additionally, funding streams differ from Harrisburg to Philadelphia compared to Harrisburg to Pittsburgh.

PennDOT has not proposed daytime service; however, Amtrak would be willing to partner with the Commonwealth of Pennsylvania and/or the State of Ohio should either (or both) entities wish to investigate and ultimately sponsor a new state-supported passenger rail service under PRIIA Section 209.

QUESTION/COMMENT

RESPONSE

How does Amtrak's statutory access rights to freight rail lines come into play with increasing service west of Harrisburg?

It is our interpretation that freight line owners can require improvements or limitations, in order for Amtrak to exercise its rights.

Freight line owner can definitely impose required improvements, typically capacity related, before Amtrak can exercise its rights. Hope that's helpful.

Comment acknowledged.

When you list projects, are they actual infrastructure or are some service - as in expanding passenger rail?

Some projects are service oriented. For example, project number 37 in *Appendix C: Proposed Passenger Rail Projects* involves the Elwyn to Middletown/US Route 1 rail service restoration. Please refer to the appendices for specific project information.

Is Phila to Reading envisioned to be SEPTA service?

The 2020 PennDOT study evaluated SEPTA as a potential operator and acknowledges other service providers could be considered. Recent studies conducted by others evaluated service that could operate by SEPTA and/or Amtrak but is not specific to a particular operator.

QUESTION/COMMENT

Will there be ways to add new projects as they emerge once the plan is adopted? For example, on the Pennsylvanian corridor once we know what Norfolk Southern's review says.

If PennDOT should assume ownership of the Keystone Line as is being discussed, how does that change affect its relationship to managing the Pennsylvanian Corridor?

Is there any chance Pennsylvania might look to what the state of Virginia has done and set up a separate Dept of Rail and Public Transportation and a separate rail authority under state control?

Is there any consideration for converting some SEPTA regional rail line (e.g. Chestnut Hill East/West, Manayunk lines) into the intracity high-frequency transit system?

RESPONSE

Although the Pennsylvania State Rail Plan is required to be updated every four years by the FRA, new projects may be added at any time.

Federal legislation would be required to transfer ownership and no actions have been advanced at this time. The Commonwealth continues to be committed to passenger rail service to Pittsburgh and western Pennsylvania.

Although this particular scenario has not been part of discussions to date, PennDOT continually considers viable options for increased funding and sustainable operations.

No.

QUESTION/COMMENT

I am from Delaware Water Gap, PA. I have seen i-80 clogging. Can't Lackawanna-Cutoff line at least be brought up to Delaware Water Gap, welcome center?

Lackawanna-Cutoff line should be brought at least up to the PA-NJ border at Delaware Water Gap, PA

I think joining President-elect Joe Biden home town Scranton to NYC would be the biggest gift for him and Pennsylvanians. And vice versa.

Would it be possible to review the projects already included in the new plan, and second, to offer any suggestions on this?

RESPONSE

The Lackawanna Cut-off Project is noted as a visionary project in Appendix C: Proposed Passenger Rail Projects. Currently, the New Jersey and Pennsylvania portions are unfunded and there are no implementation timelines. You may find some additional information in Section 2.1.1.4.1. This project is not led by PennDOT.

Comment acknowledged. See comment response above.

Comment acknowledged. See comment response above.

Appendix C lists all of proposed passenger rail projects and *Appendix E* lists all the proposed freight rail projects, which are organized by region. If you have any suggestions, please [email](mailto:RA-PDPASRP@pa.gov) us at RA-PDPASRP@pa.gov.

QUESTION/COMMENT

Could you briefly summarize how the plan focuses on improving rail safety in a cooperative manner between the Commonwealth and the railroads in Pennsylvania?

I rely on passenger rail for transportation. A restoration of the Broadway Limited Route would be of great help. A major problem is the price-gouging by Amtrak on travel to New York City and roomettes for overnight travel. The Pennsylvanian is not adequate.

I don't foresee construction of new rail lines in the state, but adding trackage is vital to moving freight quickly and competing with other transportation.

Amtrak should take over commuter train management from Septa. I would like to see service from Philadelphia to Reading and Allentown, but I don't know if there is the ridership.

RESPONSE

The Rail Service and Investment Program (RSIP) was developed in conjunction with the railroads in Pennsylvania. Implementation of the RSIP will improve safety. Please refer to the project listings in the appendices for specific projects that will have safety benefits.

Comment acknowledged.

Comment acknowledged.

Comment acknowledged.

QUESTION/COMMENT

RESPONSE

We have many from the NYC area purchasing properties in the Scranton & Pocono area. They are finding, in the Covid era, they can work remotely & don't need to be in NYC as often.

Comment acknowledged.

Shouldn't rail service from Scranton to NYC via the Lackawanna cut-off become a priority now, to transport the transplanted New Yorkers to the city? It certainly would help in reducing congested highway travel.

The Lackawanna Cut-off Project is noted as a visionary project in Appendix C: Proposed Passenger Rail Projects. Currently, the New Jersey and Pennsylvania portions are unfunded and there are no implementation timelines. You may find additional information in Section 2.1.1.4.1. This project is not led by PennDOT.

The rail service to the city could also attract business & commerce to PA as an attractive alternative to the NYC metropolitan area.

Comment acknowledged.

Why don't tons originated plus tons terminated equal tons total?

Total tons carried also includes through freight tonnage. Through freight is freight that does not have an origin or a termination location in Pennsylvania but rather travels across the state (Section 1.2.1).

QUESTION/COMMENT

Appendix C includes proposed service between Philadelphia and Reading, which appears to partially overlap the SEPTA map that you presented. Is the proposed Reading service anticipated to be operated by SEPTA (as previously) or by Amtrak?

Has potential restoration of Phila-Allentown passenger rail been studied by PennDOT, and if yes, why hasn't it been included in the list of projects alongside PHL-Reading? The Saucon Rail Trail does not preclude its restoration as it is a lease under SEPTA

RESPONSE

The SEPTA map illustrates existing conditions. The 2020 PennDOT study evaluated SEPTA as a potential operator and acknowledges other service providers could be considered. Recent studies conducted by others evaluated service that could operate by SEPTA and/or Amtrak but is not specific to a particular operator.

No, the restoration of passenger service between Philadelphia and Allentown has not been studied by PennDOT. Please refer to Section 5.7 for descriptions of rail studies and reports that have been completed within the last four years and studies that are anticipated to be initiated in the next four years.

QUESTION/COMMENT

The majority of the 127 Passenger Rail projects are located in the eastern part of the state. Why such little investment west of Harrisburg?

Do you have any plans for additional passenger rail service to Scranton?

There should be ways to allow expanded passenger rail to improve, particularly in western PA, without needing Norfolk Southern to approve it.

RESPONSE

From Pittsburgh to Harrisburg, the line is owned by Norfolk Southern and Amtrak operates on it. Some stations are privately owned, while others are owned by a variety of historical societies. Thus, the platforms may or may not be owned by Amtrak. This makes it a challenge and significantly limits available funding as compared to the eastern side of the state from Harrisburg to Philadelphia, which is owned by Amtrak. The stations are either owned by Amtrak, SEPTA, or PennDOT. Funding streams also differ from Harrisburg to Philadelphia compared to Harrisburg to Pittsburgh.

Additional passenger rail service to Scranton is not under consideration by PennDOT at this time.

Track is shared between Amtrak as the passenger service provider and Norfolk Southern, the owner. The studies that are currently in progress by Norfolk Southern will indicate what capital improvements need to be accomplished in order to minimize impacts to both passenger and freight rail for service.

QUESTION/COMMENT

Much of the right of way on the Pittsburgh Line has room for 4 tracks, yet most of it only has 2 tracks. Additional track should be built to allow expanded passenger traffic without being at the mercy of Norfolk Southern.

Could investment be put into better connecting rail lines to help alleviate traffic on the Pittsburgh line, e.g. trackage rights on other lines/improved capacity? This would allow NS freight to still move while also allowing for better passenger service.

Are there any proposals to move forward with studies to introduce commuter service from Pittsburgh to Arnold via the Allegheny Valley Railroad?

RESPONSE

Norfolk Southern owns the railroad right of way, and as a result, has approval authority for any and all capital improvements within their property.

Norfolk Southern (NS) has the sole discretion how to operate. In addition, any lines that NS would run on would require Positive Train Control (PTC).

We were not made aware of any proposals during the development of the 2020 state rail plan.

QUESTION/COMMENT

RESPONSE

More information about "Monessen Mid-Mon Valley Commuter Rail" would be helpful. Monessen Mid-Mon Valley Commuter Rail, appendix C, project #127.

The City of Monessen identified interest in reestablishing passenger rail service on an existing freight line. This is a long-term vision project without initial evaluation or funding identified as this time.

What role beyond the short-term expansion of Keystone/Pennsylvanian service will Amtrak play? Could we see more routes? More Sleeper routers (like to NYC)?

Please refer to Chapter 3 and Appendix C for information on Amtrak's proposed passenger rail improvements and investments.

Agree with approach to forecast "normal" conditions...but did effects of COVID cause any change in the way freight flow characteristics were considered?

The anticipated short- and long-term impacts of the COVID-19 pandemic were taken into account, where possible, during the preparation of the 2020 Pennsylvania State Rail Plan.

Are station improvements between Pittsburgh and Harrisburg included?

The draft state rail plan does not currently include station improvements between Pittsburgh and Harrisburg; however, required capital improvements associated with additional Pennsylvanian service will be added, as required, after the plan is finalized.

QUESTION/COMMENT

One of the major struggles for SEPTA is its unreliable source of funding. Was there anything in the draft plan that identifies how to change the source of funding to a more reliable, stable, and democratic structure?

Hi! I found the Draft State Plan, but it doesn't seem to include the appendices. Where can I find those/the list of proposed projects? Also, is it possible to recommend a project through the public comment form?

How do we get our rail service on par with Japan, Canada and Europe?

RESPONSE

Please refer to Section 5.5.4.2 for information on SEPTA's capital financing plan and Section 5.5.6.2 for information on SEPTA's operating financing plan.

The appendices are available on the PA State Rail Plan page of the Plan the Keystone website (<http://www.planthekeystone.com/Pages/PA-State-Rail-Plan.aspx>). If you would like to recommend a project, please email us at RA-PDPASRP@pa.gov.

The Pennsylvania State Rail Plan provides the vision, goals, and objectives to address the trends, forecasts, needs, and opportunities that are specific to the commonwealth's freight and passenger rail system with consideration to short- and long-term fiscal constraints. Best practices and technological advances that have been developed in other countries are incorporated into the Pennsylvania State Rail Plan, where applicable.

QUESTION/COMMENT

RESPONSE

How can the general public influence NS to establish a second Pennsylvanian?

The general public can support this initiative by continuing to stay involved and provide feedback during the public comment period.

How does the state of PA support short line railroads in Economic Development? Are there grant programs specifically pointed at rail economic development in PA?

There are grant programs in Pennsylvania specifically aimed at promoting economic development; please refer to Sections 1.3.2.3, 2.1.5.4, and 5.6.2.4. In addition, please refer to Section 6.3.8 for how economic development interests were incorporated into this State Rail Plan.

Has technology improved the State Rail Plan data collection process when compared to previous years paper mailings allowing the Plan to Grow for the needs of the Commonwealth through increased Public Comments?

Yes, advancements in technology have enabled improved data collection workflows. In addition, the COVID-19 pandemic created the unique environment to leverage available technology for public and stakeholder engagement. Please refer to Chapter 6 for how stakeholder, agency, and public involvement was accomplished virtually as well as a summary of the comments received.

PennDOT Pennsylvania State Rail Plan - Plan Comments and Responses

Public Comment Response Period: November 2, 2020 – December 2, 2020

Three hundred seventy-six comments were received during the public comment period for the Draft 2020 Pennsylvania State Rail Plan. All comments were reviewed and then categorized by subject. Many comments were similar in nature; thus, similar comments were grouped together. A single response is provided to address similar comments where appropriate. All comments are numbered, categorized, and provided in full in the attached spreadsheet. In some instances, a comment pertained to multiple categories; therefore, multiple responses apply, as noted below. PennDOT acknowledges all comments received during the public comment period and appreciates all commenters taking the time to review the draft plan and provide feedback.

Passenger Rail Related Comments

Expanded Passenger Service

QUESTION/COMMENT

Reading Service. Comments 1-227; 299; 304; 333 reference an initiative to restore passenger rail service between Reading and Philadelphia utilizing existing Norfolk Southern track. Many commenters note that a recent Berks Alliance study found there is sufficient capacity along the corridor to provide passenger service without interfering with freight and there is sufficient public interest for use of the route. Many commenters also remark on the economic benefits the passenger

AECOM/PENNDOT RESPONSE

At this time, the restoration of passenger service to Reading remains a visionary project. Due to the overwhelming support expressed for this project, a paragraph describing the initiative has been added to Chapter 3 of the 2020 Pennsylvania State Rail Plan.

QUESTION/COMMENT

AECOM/PENNDOT RESPONSE

service would bring to their communities and request that this project be included in the State Rail Plan so that the project may be eligible for federal funding to support the next phase. 228 comments are in support of restoring passenger service to Reading. One comment is in opposition to the project. One comment is a request for more information.

General. Comments 218; 228-247; 306 provide general statements regarding expanded passenger service in Pennsylvania. The comments are broad and/or do not mention a specific location, geographic area, or project. Many commenters express their support and tout the benefits of passenger rail travel.

PennDOT supports passenger rail service opportunities. Potential projects are identified based on needs and feasibility given the constraints specific to each project. Factors such as cost, available funding, infrastructure capacity, and operating plans are included in the feasibility analyses. Only projects that are deemed feasible are advanced.

Western Pennsylvania. Comments 248-267; 299 focus on support and expansion of passenger rail service west of Harrisburg. Requests are to add trips on Amtrak's Pennsylvanian route and for greater connectivity between Pittsburgh and its suburbs, other cities west of Harrisburg, and

The Plan assumes that a second roundtrip of the Pennsylvanian will be added by 2024. Furthermore, the Draft Plan has been revised to acknowledge the continued support for increased passenger rail in Western Pennsylvania. The Plan includes investments for passenger rail as identified by PennDOT, SEPTA, and Amtrak. Additional visionary projects have been identified

QUESTION/COMMENT

AECOM/PENNDOT RESPONSE

regional metropolitan areas outside of Pennsylvania.

by others and are so noted in the Plan. The Rail Service Investment Plan (RSIP) portion of the Plan is developed based on fiscal constraints for the first 4 years (short-term). Investments are focused on the eastern portion of the Keystone Line from Harrisburg to Philadelphia due to the eligibility for available funding from FTA to support commuter rail. Investment in passenger rail west of Harrisburg is challenging due to limited funding opportunities available for intercity passenger rail, ownership of the rail corridor by a freight railroad, and private ownership of passenger stations along the corridor.

Connectivity to Philadelphia. Comments 268-280 reference increased passenger travel opportunities to Philadelphia in a general sense.

PennDOT and SEPTA support passenger rail service opportunities to Philadelphia. Planned passenger projects in the Philadelphia region are listed in Appendix C of the Plan.

Lackawanna Cut-off Project. Comments 281-290; 299 promote restoring passenger service to Scranton and northeast Pennsylvania, also known as the Lackawanna Cut-off Project.

Although the Lackawanna Cut-off Project is a visionary project, information describing this initiative has been added to Chapter 3. Currently, the New Jersey and Pennsylvania portions are unfunded and there are no implementation timelines. This project is not led by PennDOT.

Lehigh Valley. Comments 219-220; 291-299 call for passenger rail connections to the Lehigh Valley both within Pennsylvania and to the

Thank you for your comment and interest in rail in the Lehigh Valley region. Various stakeholders identified short-term and longer-term rail improvements; however, passenger rail service

QUESTION/COMMENT

AECOM/PENNDOT RESPONSE

neighboring states of New York and New Jersey.

connections to Lehigh Valley were not identified. New passenger rail service is challenging because it requires an upfront significant capital investment and a continued commitment to supplement operational costs to move forward.

Phoenixville Extension. Comments 221-225; 300-304 provide support for extending the existing SEPTA Regional Rail line from Norristown to Phoenixville, Royersford, and Pottstown.

At this time, the extension of passenger service to Phoenixville remains a visionary project. This project was evaluated in 2020 and has been added to the visionary project list in Appendix C. A paragraph describing the initiative has also been added to Chapter 3 of the 2020 Pennsylvania State Rail Plan.

SEPTA. Comments 305-306 call for expanded SEPTA Regional Rail service.

Planned SEPTA Regional Rail projects are included in the State Rail Plan.

West Chester Service. Comments 306-307 request the West Chester Rail Service Restoration Project be added into the 2020 PA State Rail Plan. This project involves reestablishing service on SEPTA's Media-Elwyn line to West Chester Borough.

In 2018, PennDOT completed a feasibility study on restoring rail service to West Chester that laid out costs and next steps. It is available on the SEPTA website: <http://www.septa.org/notice/pdf/2018-Feasibility-Report-combined.pdf>. While the report found that it is physically feasible to restore service, currently SEPTA has no plans to restore revenue rail service to West Chester due to the limited availability of capital funding and the high cost of this large capital project as compared to SEPTA's funding needs to address the state of good repair backlog and projects with higher ridership and

QUESTION/COMMENT

AECOM/PENNDOT RESPONSE

economic development potential. SEPTA continues to work with the West Chester Pike coalition on improving surface transportation operations and services: <https://www.chescoplanning.org/transportation/WestChesterPike.cfm>. We have included this project on the list of visionary passenger projects in Appendix C.

Other. Comment 308 suggests an alternate passenger rail route over the Delaware River between Philadelphia and New Jersey.

As part of the Plan development, PennDOT coordinated with New Jersey to determine bi-state rail transportation needs, challenges, and opportunities. The resulting passenger rail projects are listed in Appendix C.

Other. Comment 309 is from the Delaware Valley Association of Rail Passengers and provides recommendations for the future of the Keystone corridor, emerging passenger rail service corridors, and Amtrak's operations in Pennsylvania.

Thank you for your comment and we appreciate your interest in the State Rail Plan. With regard to ownership of the Keystone corridor by PennDOT, Federal legislation would be required to transfer ownership and no actions have been advanced at this time. The Commonwealth continues to be committed to passenger rail service between Philadelphia and Harrisburg along the Keystone corridor. In addition, we have made some of the requested changes in your comments to the Plan.

Passenger Rail

QUESTION/COMMENT

Minor Correction. Comment 310 notes a correction to the name of a line operated by the Port Authority of Allegheny County.

AECOM/PENNDOT RESPONSE

Thank you for your comment. The change has been made in the document.

Freight Rail Related Comments

Freight Rail

QUESTION/COMMENT

Minor Correction. Comment 311 is a request by R. J. Corman to update their proposed projects in Appendix E of the Plan.

AECOM/PENNDOT RESPONSE

Thank you for the additional projects. They have been incorporated into the Plan and analysis.

Other. Comment 312 is from Rail Pollution Protection Pittsburgh.

Thank you for your comment and support of the State Rail Plan.

Both Freight and Passenger Rail Related Comments

Expanded Freight and Passenger Service

QUESTION/COMMENT

General. Comments 313-324 express general calls for expanded rail service without specifying a location, geographic area, or project.

AECOM/PENNDOT RESPONSE

Thank you for your comment and support of the State Rail Plan. PennDOT supports passenger and freight rail service throughout the Commonwealth. Additionally, PennDOT is currently developing an update to its Comprehensive Freight Movement Plan in

QUESTION/COMMENT

AECOM/PENNDOT RESPONSE

Connectivity to Philadelphia. Comments 325-326 also express general calls for expanded rail service to Philadelphia without specifying a project or other end point.

association with the state's Long-Range Transportation Plan update.

Planned passenger and freight projects that support rail service in the Philadelphia region are listed in Appendix C and Appendix E, respectively.

Lehigh Valley. Comments 327-328 call for increased freight and passenger rail connectivity to the Lehigh Valley.

Thank you for your comment and interest in rail in the Lehigh Valley region. Various stakeholders identified short-term and longer-term rail improvements; however, passenger and freight rail service connections to Lehigh Valley were not identified. New passenger rail service is challenging because it requires an upfront significant capital investment and a continued commitment to supplement operational costs to move forward. Additionally, PennDOT supports a robust freight rail network; however, at this time no planned freight rail projects in the Lehigh Valley were identified for inclusion in the Plan.

Other. Comment 329 is from a private citizen and covers a variety of issues.

Thank you for your comments and interest in the State Rail Plan. At this time, the Monessen Mid-Mon Valley Commuter Rail, identified by the Mayor of Monessen, is included in the plan as a visionary project. We appreciate your input regarding passenger rail in western PA and transportation planning in general.

QUESTION/COMMENT

AECOM/PENNDOT RESPONSE

Other. Comment 330 includes suggestions for passenger rail projects to be advanced and suggestions for passenger and freight rail spending policies.

Thank you for your comments on both passenger and freight rail. In regard to passenger rail, the Commonwealth is focused on improving existing passenger rail service such as achieving ADA compliance at passenger stations. We have supported and do support other efforts where we believe the potential for cost-effective, sustainable passenger rail service exists.

Other. Comments 331-332 includes general and specific comments from the Port Authority of Allegheny County.

Thank you for your comments and for taking the time to review the document. Due to limited data, we are unable to make all the changes you requested, but, where possible, we have modified the document.

Other. Comment 333 includes general and specific comments from the Berks County Planning Commission.

Thank you for your comment and support of freight and passenger rail service in the Berks County region.

Expanded Passenger Service; Limited Freight Capacity

QUESTION/COMMENT

AECOM/PENNDOT RESPONSE

General. Comment 334 includes general comments regarding passenger rail in the US and freight rail safety from a private citizen.

Thank you for your comment.

Other Comments

QUESTION/COMMENT

AECOM/PENNDOT RESPONSE

Support. Comments 335-364 convey general support for the 2020 PA State Rail Plan.

Thank you for your comment.

No Comment. Comments 365-369 are blank or no comment submissions.

Thank you for reviewing the Draft 2020 Pennsylvania State Rail Plan.

Miscellaneous. Comments 370-373 are nonspecific comments about the Plan.

Thank you for your comment. The State Rail Plan is updated every four years and can be modified at any time to include new projects.

Information Request. Comments 374-375 are requests to review the Plan and more information.

The Pennsylvania State Rail Plan and more information can be found at www.planthekeystone.com.

Minor Correction. Comment 376 requests the public survey link and notes a correction to the Lancaster MPO name.

The reference to the public online Rail Plan Survey during the comment period was our comment form. We have made the change you requested in the draft plan.

Comment Number	Category	Sub-category	Name	Representing	Comment (Verbatim)
1	Expanded Passenger Service	Reading Service Support	Katie Hetherington Cunfer	Private (or non-profit) association/organization (Greater Reading Chamber Alliance)	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
2	Expanded Passenger Service	Reading Service Support	Sandy McEwen	Other (Penn State Berks)	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
3	Expanded Passenger Service	Reading Service Support	Dan Richards	Private (or non-profit) association/organization	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I personally would be excited to be able to use the service for work and pleasure!
4	Expanded Passenger Service	Reading Service Support	Sarah Phillips	Private (or non-profit) association/organization	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
5	Expanded Passenger Service	Reading Service Support	Lisa McElligott	Private (or non-profit) association/organization	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
6	Expanded Passenger Service	Reading Service Support	Cory Trevena	Private (or non-profit) association/organization	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues.
7	Expanded Passenger Service	Reading Service Support	Catherine Denise Rissell	Private (or non-profit) association/organization	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor.
8	Expanded Passenger Service	Reading Service Support	Kristy Brown	Private (or non-profit) association/organization	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project.

Comment Number	Category	Sub-category	Name	Representing	Comment (Verbatim)
9	Expanded Passenger Service	Reading Service Support	Julia Minotto	Private (or non-profit) association/organization	To whom it may concern, I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. When you improve the quality of life of the people and provide them with a way that can get them to a better job, to a higher education, you sow directly back into your state budget. The investment of tax dollars and of other funding sources will only cause a cyclical source of revenue for all who are seeking it. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration. Julia Minotto
10	Expanded Passenger Service	Reading Service Support	Nancy Boyer	Private (or non-profit) association/organization	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
11	Expanded Passenger Service	Reading Service Support	Chris Kaag	Private (or non-profit) association/organization	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor.
12	Expanded Passenger Service	Reading Service Support	Lisa Unrath	Private (or non-profit) association/organization	We need this for BERKS County. For economic development and for transportation
13	Expanded Passenger Service	Reading Service Support	Michelle Dech	Private (or non-profit) association/organization	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor.
14	Expanded Passenger Service	Reading Service Support	Aaron Gantz	Private (or non-profit) association/organization	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia - in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
15	Expanded Passenger Service	Reading Service Support	Tim Compton	Private (or non-profit) association/organization	Train travel is a great opportunity for the Reading community. I am encouraged to see the creative solutions and the price points seem very reasonable.
16	Expanded Passenger Service	Reading Service Support	Clint Matthews	Private (or non-profit) association/organization	I support the return of rail service to Wyomissing and Reading, especially with the Medical School opening in the summer of 2021 and the significant expansion of Graduate Medical Education with hundreds of medical students, resident physicians, and fellows doing their training at Reading Hospital.
17	Expanded Passenger Service	Reading Service Support	Nathan Brant	Private (or non-profit) association/organization	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.

Comment Number	Category	Sub-category	Name	Representing	Comment (Verbatim)
18	Expanded Passenger Service	Reading Service Support	Dave Myers	Private (or non-profit) association/organization (Greater Reading Chamber Alliance)	I am obviously interested in the efforts to restore passenger train service between Reading and Philadelphia. We are pleased to see mention of our plan which was finalized in June 2020 mentioned in the report and await the release of the PennDOT study next month. Was pleased to hear that the PennDOT report is likely to have some minor differences from our study and we have some sense of what those may be. We continue to move ahead with our planning. We will be having an independent review of the basic assumptions in our report in order to either validate or adjust those assumptions. We believe that the corridor improvements already in place will allow our service to be put into place. The information in the PennDOT plan underscored our assessment that passenger rail service can be implemented along the corridor with adversely affecting freight service. Those estimates suggested that the current level of freight service will at best grow modestly over the next 25 years and may actually decline. (We have heard from some sources that this decline could lead Norfolk-Southern to remove tracks along the proposed corridor, which would create a significant barrier to passenger rail service.) We continue to make progress in terms of implementing our plan. Discussions will likely be starting between Berks, Montgomery and Chester County commissioners about establishing a joint municipal authority to launch and coordinate the service. We have received strong support from several members of Congress and from the local governments along the proposed corridor. We have had promising discussions with SEPTA and AMTRAK, which will continue. And there have been some discussions with organizations that are developing plans for a federal infrastructure development plan that will include substantial investment in rail service. Restoring passenger rail service along this corridor will have a significant economic and environmental impact. The progress that has been made in a short period of time, indicates the support and the importance of this project. While we do not know the contents of the PennDOT report on restoring passenger service along this corridor, we have confidence that it will be generally supportive of the effort. It is therefore critical that this effort be included in the state plan in a meaningful way so that we can pursue federal financial support.
19	Expanded Passenger Service	Reading Service Support	Crystal Seitz	Private citizen	Rail is extremely important to the economic growth of Reading, PA. We are in desperate need of a passenger rail system from Philadelphia to Reading to Harrisburg. This will support business growth, employment and tourism.
20	Expanded Passenger Service	Reading Service Support	Janice	Private citizen	After the past several years of stop and starts, I am thrilled to see that the PA Rail Development project is back to becoming a reality. I consult for several businesses in the Reading area and they all agree that this project would be a tremendous jump start for the entire city. As a community, it something we can all get behind to support.
21	Expanded Passenger Service	Reading Service Support	Barbara Schmeck	Private citizen	I think that it would be a great opportunity for the City of Reading. It would provide more local jobs just having the railway, along with easy transportation for Berks Countians to work in a different region ad live in the area.
22	Expanded Passenger Service	Reading Service Support	Patricia Shermot	Private citizen	Please include the return of rail to Reading, PA in rail plan for the state.
23	Expanded Passenger Service	Reading Service Support	Tim Malloy	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor
24	Expanded Passenger Service	Reading Service Support	Elizabeth Scudder	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor.
25	Expanded Passenger Service	Reading Service Support	Christi Weitzel	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options for our area, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. In addition this would reduce the number of commuters and support a reduction in emissions and air quality
26	Expanded Passenger Service	Reading Service Support	Angie Finney	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor.
27	Expanded Passenger Service	Reading Service Support	Julie Larison	Private citizen	Rail to and from Reading is critical for the future. Rail can bring in people who can fill the jobs that are available in Reading and open up possibilities for young people to stay in Reading as an affordable place with a quality of life. The opportunities that rail brings to economic and social development are huge. Plus, it is an environmentally sustainable practice.
28	Expanded Passenger Service	Reading Service Support	Natashja Szortyka	Private citizen	The rail needs to make a return to reading and the surrounding areas for the state to stay competitive and for the state to make reductions in pollution.
29	Expanded Passenger Service	Reading Service Support	Margo DeRouchie	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor.
30	Expanded Passenger Service	Reading Service Support	Stephanie Steffy	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration

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31	Expanded Passenger Service	Reading Service Support	Leigh Rye	Private citizen	I would certainly use the service. It would provide a much needed boost to Berks businesses, Berks home values, and overall appeal of our community.
32	Expanded Passenger Service	Reading Service Support	Kyra Hoerr	Private citizen	I would appreciate and make use of a train connecting Reading to Philadelphia, New York and Washington DC.
33	Expanded Passenger Service	Reading Service Support	Patricia Mauger	Private citizen	I feel that this would not only benefit the Berks county area but also Montgomery and Philadelphia counties as well. It would help with traffic jams along 422 as well as the schuylkill expressway.
34	Expanded Passenger Service	Reading Service Support	Alexis Weisser	Private citizen	I fully support a plan to open rail transportation between Reading and Philadelphia. I would regularly use rail transport to visit family in Philadelphia and to see shows, have dinner, and visit museums. We love like the accessibility of a rail system and the value it would bring to the areas it serves.
35	Expanded Passenger Service	Reading Service Support	Dominique Caron	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
36	Expanded Passenger Service	Reading Service Support	Michelle Wunder	Private citizen	I believe the addition of passenger rail will be a fantastic asset to Reading and Berks County! It will boost the economy and add to the quality of life. This is an opportunity to improve the job market. It will help the environment; when more people commute via train, less gas emissions occur. It is a way for Reading to be more connected with the rest of the US
37	Expanded Passenger Service	Reading Service Support	Shelly Hennes	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading Philadelphia, New York City and Washington DC. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor.
38	Expanded Passenger Service	Reading Service Support	Linnea McFadden	Private citizen	I am writing in support of restoring the passenger rail service from Reading to Philadelphia. This will help so many people who don't have transportation be able to get employment in Philadelphia. Plus it will be better for the environment with less traffic and cars on the road since people will be able to take the train.
39	Expanded Passenger Service	Reading Service Support	Mary Kolb	Private citizen	The PA State Rail Plan is important for the sagging economy in Berks county, as well as other communities along the corridor. Please take the action needed to secure federal funding for this project.
40	Expanded Passenger Service	Reading Service Support	Anthony M DIGIROLAMO	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
41	Expanded Passenger Service	Reading Service Support	JoAnn Gruber	Private citizen	I am writing in support of the plans to restore rail service between Reading and Philadelphia. Besides providing much needed transportation options for travel between the 2 areas, the economic impact in terms of providing employment, increasing property values and tax revenue, and reducing the amount of vehicle traffic between the two areas is substantial enough to warrant this project!! Please include this project in the State Rail Plan so it is in a position to secure federal funding for the next phase of the project!!
42	Expanded Passenger Service	Reading Service Support	Jason Hornberger	Private citizen	Support of real service to Reading
43	Expanded Passenger Service	Reading Service Support	Kim Justeson	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project.
44	Expanded Passenger Service	Reading Service Support	Mike Shirk	Private citizen	I strongly support the restoration of rail service to Reading, PA
45	Expanded Passenger Service	Reading Service Support	Steve Nester	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor.

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46	Expanded Passenger Service	Reading Service Support	Roeckle, Keith	Private citizen	Please restore rail service between Reading and Philadelphia. I have several family members (mother, father, grandmother) that live in Reading, and I live in Philadelphia. As my family members age, they would love to come to Philadelphia more often without the burden of driving. This would also provide ENORMOUS economic opportunities to Berks County.
47	Expanded Passenger Service	Reading Service Support	Jennifer L Moorehead	Private citizen	I commuted from Downingtown to Philadelphia for two years on the R5. I would WELCOME rail access from Berks County!
48	Expanded Passenger Service	Reading Service Support	Melissa Sarnocinski	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
49	Expanded Passenger Service	Reading Service Support	Lisa Schaeffer	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would significantly increase the transportation options in our region, and would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. As someone who previously worked in the Philadelphia area, I loved my job but hated the daily commute and chose to leave a good position with Comcast in exchange for a lower salary, just to avoid the hectic and unpredictable commute along the 422 and 76 corridor. And now as a recruiter for the company I work for, a rail service opens up the employee pool significantly if rail service becomes available. I urge you to strongly consider a rail system.
50	Expanded Passenger Service	Reading Service Support	Vicki Haller Graff	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. Thank you for your consideration.
51	Expanded Passenger Service	Reading Service Support	Vali Heist	Private citizen	Do it!!! We need this system more than ever. The City of Reading and the environment could benefit hugely!!
52	Expanded Passenger Service	Reading Service Support	Randy Lawrence	Private citizen	I strongly support the plan to expand rail service to Reading. I would use the service, and I believe many people I know would use the service.
53	Expanded Passenger Service	Reading Service Support	Kevin Coots	Private citizen	I would welcome any efforts to enhance passenger service for the Reading area. I know it has been talked about but would like to see some action.
54	Expanded Passenger Service	Reading Service Support	Alison Snyder	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor.
55	Expanded Passenger Service	Reading Service Support	Mary Rickert Lord	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor
56	Expanded Passenger Service	Reading Service Support	Mark S Shearer	Private citizen	having the ability to use the rail from Reading to Philadelphia would decrease the heavy amount of vehicles on Rt. 422, and the potential of accidents.
57	Expanded Passenger Service	Reading Service Support	Lizabeth V Kozloski	Private citizen	I would personally appreciate if rail service returned between Reading and Philadelphia. I have traveled by Amtrak leaving out of Philly, but have always run into complications getting to Philadelphia on my own since there are very few safe places to leave a car near the 30th Street station. I also fly frequently and pick up family at the Philly airport. Rail service from the airport to 30th Street and ultimately Reading, would help me avoid traffic and trips on the Blue Route. In addition, if rail travel could be completed from Reading, I would consider taking it and visiting and staying in Philadelphia rather than just passing through.
58	Expanded Passenger Service	Reading Service Support	Kirk A Wentzel	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
59	Expanded Passenger Service	Reading Service Support	Ann Deiterich	Private citizen	Let's restore rail service. Enable Berks Countians to get elsewhere and for others to get to Berks!
60	Expanded Passenger Service	Reading Service Support	Robin Santilli	Private citizen	I am old enough to have used the railroad as a method to get to work in bad weather. I believe, if available, there would be more use of rail travel from the Berks County area to Phila area. I have also used the railroad to travel the northeast and into Canada. I enjoy rail travel. I would use the railroad for local travel as well as travel on the eastern seaboard. One of my life goals is to travel the US via railroads. From east coast to west coast and back again.

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61	Expanded Passenger Service	Reading Service Support	Krista Prock	Private citizen	I would like to see passenger rail service from Reading to Philadelphia.
62	Expanded Passenger Service	Reading Service Support	Erin Healey	Private citizen	I am writing to state my support of passenger rail service between Reading and Philadelphia. There are many economic and quality of life benefits to doing so and I strongly believe this will be a benefit to the residents, business owners, and local governments in Berks, Montgomery, Chester and Philadelphia counties.
63	Expanded Passenger Service	Reading Service Support	Adam Krick	Private citizen	There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Further, my family and I support these efforts as we welcome the opportunity to travel by rail for fun and business.
64	Expanded Passenger Service	Reading Service Support	Evelina Panayotova	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
65	Expanded Passenger Service	Reading Service Support	Beth A Bowers	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
66	Expanded Passenger Service	Reading Service Support	susan roeckle	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. Reading has become completely isolated from the rest of the commonwealth with no rail, air or reliable bus service. Restoring passenger trains would significantly end this isolation. It would have a huge economic impact along the corridor- bringing increased employment opportunities, increased property values and badly needed tax revenue, increased educational opportunities, access to a wealth of cultural events and institutions, and simpler access to specialized medical treatments. I had the personal experience of seeking very specialized medical treatment in Philadelphia, and had to drive that 422 corridor every day for 2 months. A train ride would have been a blessing. This train would provide easy access to the Philadelphia airport, increasing the chances that our Santander Arena could attract conventions and major entertainers. It would connect us to Amtrack and with that would come easy access to NYC and Washington DC. It is most important to include this project in the State Rail Plan in a way to secure Federal funding to support the next phase of this very special project. Bring back the Train!
67	Expanded Passenger Service	Reading Service Support	Laura HUMPHREY-BUNN	Private citizen	The restoration of passenger rail to Reading was supposed to have happened by 2014. As a private citizen I would use rail to Philadelphia for sports games and to sight see. It cuts down on fuel usage, highway congestion and is very convenient. Conversely, it would impact the Reading economy positively.
68	Expanded Passenger Service	Reading Service Support	David Mattes	Private citizen	I am voicing my support for reinstating rail service between Reading and Philadelphia. The local economy in Berks County is plenty strong enough to support this and it will only make our region stronger economically. It will also add economic benefit to the destination areas as well with increased money being pumped into the local economies. Reading itself will benefit from the rail service by opening its citizens to be able to commute to other areas for jobs. Reading is a very affordable place to live and people would be able to have economical housing yet work in areas like Philadelphia.
69	Expanded Passenger Service	Reading Service Support	Michelle Singleton	Private citizen	Please reinstate the rail line, Reading is so isolated now. The train lowers the cost of highway maintenance, it reduces traffic and it just a better and safer way to travel.
70	Expanded Passenger Service	Reading Service Support	Jason, Bauder	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
71	Expanded Passenger Service	Reading Service Support	Anne Padinske	Private citizen	There is something to be said about the nostalgia of the railroad. The train did run when I was a child and I took it one time to Philadelphia. The people living in the city now younger than 35 have no idea what a train ride is. It's unfortunate that we don't have a bus line either. The train in my opinion will be a more economical way for people to come in and out of the Berks county area. Countries around the world have a transit system. A system like this in our area, in my opinion, would provide numerous job opportunities and growth in the city of Reading and Berks county, because people from other cities can come and go easily. We cannot remain static in these times. We need to be able to find the money somewhere to make our city, and our area, somewhere people want to visit from other places. The train would certainly help. Thank you for asking for our opinions
72	Expanded Passenger Service	Reading Service Support	Vicki Venezia	Private citizen	I am in favor of restoring passenger rail to Reading. This important change in transportation will lead to great opportunities for the citizens of Berks County. Opening a connection of future employees to family sustaining jobs available here and connecting our region to Philadelphia, New York City, Washington, D.C., and many points in between.

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73	Expanded Passenger Service	Reading Service Support	Dorothy Hoerr	Private citizen	Passenger rail to Philadelphia would make it much easier to do day trips and take advantage of all the attractions in and around the city. Living on the eastern side of Reading, I would use this rail for shopping, museums, cultural events, and eating out and sometimes medical appointments in the Philadelphia area. I would be willing to pay the \$16 per ticket for the convenience of not having to drive, find and pay for parking in the city.
74	Expanded Passenger Service	Reading Service Support	Dana Caron	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
75	Expanded Passenger Service	Reading Service Support	Jean Engle	Private citizen	We are fairly new to the Reading area (northern Berks) and would be eager to be able to take a train into Philadelphia to shop, visit museums and the zoo, and partake in big-city ambience. We have taken rail into the city in the past, but having to drive to the Main Line to do so seems counter-productive. Passenger rail is essential to reducing car and fuel use, and would be a great boon to the city of Reading, so often sidelined, it seems, in state planning.
76	Expanded Passenger Service	Reading Service Support	Abby Wargo	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor.
77	Expanded Passenger Service	Reading Service Support	Amanda Acuna	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor.
78	Expanded Passenger Service	Reading Service Support	Scot Case	Private citizen	I would love to be able to take the train from Reading to Philly, DC, or NYC. Traffic is insane. The roads are too crazy, too crowded, and too dangerous. I'd much prefer the ability to take a relaxing train trip, reading a book or getting caught up on work along the way. What do we need to do to make that happen?
79	Expanded Passenger Service	Reading Service Support	Janet Gernshiemr	Private citizen	I fully support the restoration of rail service between Reading and Philadelphia. This restoration would provide economic, environmental, and public service benefits. It would allow commuters to use their time productively on the train, rather than stuck in traffic along Route 422. Reading has seen a drastic reduction in public transit to areas outside our region with the demise of air, bus, and train services over the years. I personally used to use the train to travel to Reading and back to my former home in Bucks County and would certainly use it to travel into Philadelphia if it becomes available in the future. Currently, we often drive to Malvern to take the train into Philadelphia rather than driving into the city. Our country needs to expand and improve public transit to offer more sustainable choices for our residents. Please restore passenger rail service between Philadelphia and Reading. Thank you for your consideration.
80	Expanded Passenger Service	Reading Service Support	M Nadine Racht	Private citizen	Please bring back rail service between Reading and Philadelphia. It will help bring life back to Reading.
81	Expanded Passenger Service	Reading Service Support	Rosario Torres	Private citizen	I support the restoration of passenger rail to Reading.
82	Expanded Passenger Service	Reading Service Support	Cynthia Hanna	Private citizen	We need rail service to Philadelphia and New York City and Washington DC. It will keep people living here in Berks County but able to commute to better jobs with more money.
83	Expanded Passenger Service	Reading Service Support	Mitchell Hanna	Private citizen	Berks County needs affordable mass transportation to Philadelphia, Washington, DC, and New York City.
84	Expanded Passenger Service	Reading Service Support	Amy Pertschi	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
85	Expanded Passenger Service	Reading Service Support	Deborah Frei	Private citizen	I request your consideration of the PA State Rail Plan. Driving to Philadelphia can be quite a challenge, never knowing how long it will take. Rail will allow for more opportunities in the Reading area with people from Philly coming to Reading for events. I look forward to the occasion of taking the train. It is relaxing and enjoyable. Please consider this plan.
86	Expanded Passenger Service	Reading Service Support	Ray Beddall	Private citizen	Please consider establishing passenger rail passage from Reading to Phila again.
87	Expanded Passenger Service	Reading Service Support	Lori Stoudt	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor.

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88	Expanded Passenger Service	Reading Service Support	Amber, Rice-Manella	Private citizen	Restoring the rail transportation in Reading is so important, fighting traffic to Philadelphia is a nightmare, often times I end up driving to the Amtrak in Lancaster when I need to get to New York, which is out of my way! Growing up in Lancaster I am most familiar with using the Amtrak station there to get to New York or Washington DC or Pittsburgh.
89	Expanded Passenger Service	Reading Service Support	Michael Duff	Private citizen	I strongly support plans to restore passenger rail service between Reading and Philadelphia. This project would have a dramatic positive impact on economic development along the corridor and would also increase transportation options for our region. A recent study confirms that there is sufficient capacity along the corridor to serve passenger rail service without disrupting freight service, an also confirms that there is a sufficient number of passengers who would use the trains to travel along the route and continue along the Northeast corridor.
90	Expanded Passenger Service	Reading Service Support	Celina Donmoyer	Private citizen	Returning service to Reading would allow me to purchase Flyers season tickets, shop regularly at the Reading Terminal market, visit the Philadelphia Zoo more frequently, shop at Wegmans and King of Prussia, as well as more trips to South Jersey via Atlantic City. I believe that rail service could be economically symbiotic for Berks County, Montgomery County, Chester County, Philadelphia, and New Jersey.
91	Expanded Passenger Service	Reading Service Support	Steven P Morganti	Private citizen	This would be a wonderful upgrade to the area and should also provide an economic boost to Reading. There should also be an environmental impact by taking cars off the road between Reading and Philadelphia. After traveling to Italy and using their rail system, this possibility is extremely desirable for this area.
92	Expanded Passenger Service	Reading Service Support	Adele Miskie	Private citizen	I have been talking to anyone who would listen about having the rail road return to Reading for 17 years. Before the pandemic I lived and worked in NYC while my elderly parents were still here in Reading. I always had to take the bus. When Bieber Bus went bankrupt I had terrible transportation problems and had to go to Lancaster to get the train. Now I am back in Reading permanently as my industry is gone in NYC (live theatre/Broadway). I believe the return of rail would be such an asset to Reading. The expressway to Philadelphia is congested. With rail there are so many winners: the environment, real estate, accessibility for people to COME to Reading as well as Berks County residents to connect to Phila, NYC and DC. To be in the game we need to make this happen. It's almost embarrassing that it doesn't exist by now. I support all efforts to make this a reality. I hope that the Commonwealth will see that restoring rail to Reading would be a vital contribution to the area and I believe there are federal grants that could help with the fundraising as well. LET'S DO THIS! Thank you.
93	Expanded Passenger Service	Reading Service Support	Austen Ream	Private citizen	I frequently travel from Reading to Philadelphia and would love the option of taking a train. Nothing is worse than sitting in the standstill traffic on 422 or 76. I mostly travel for leisure but this would open up the possibility of having a job in the city and commuting. Having rail access so close would obviously help the surrounding areas as well.
94	Expanded Passenger Service	Reading Service Support	Christopher Ellis	Private citizen	I comment in support of the Reading-Philadelphia line for practical reasons, economic reasons and communal reasons. Reading and Berks County is one of the largest areas of the state without any passenger rail access and actually did have passenger rail up until 1981. Indeed, the Reading Railroad is memorialized in the Monopoly game. Having this region cut off from the rest of the Southeast PA rail system has been bad for the people of Berks as it has limited their travel and forced them to choose a car and sit in traffic for hours to travel to Philadelphia, DC or NY, let alone have another option on how to get to work. Reinstating service will bring a community more opportunity to attract business, attract workers, and attract visitors without requiring on the automobile. Rail demand is expected to rise over the next decade. Without this line, pent-up demand cannot be met.
95	Expanded Passenger Service	Reading Service Support	Mark	Private citizen	I am new to Reading, a professor on a tenure-track. If there were passenger service to Philly, I would sell my car, relieving some small part of the traffic / parking problem. Livability of the city would improve 20% by my estimation. Please consider!
96	Expanded Passenger Service	Reading Service Support	George Fultz	Private citizen	Rail traffic between Reading, and Philadelphia is vital to the growth of The City of Reading, and the 422 corridor. Currently 422 outdated, and seriously over crowded. Rail service is vitally important to us!
97	Expanded Passenger Service	Reading Service Support	Melissa Shiner PharmD BCGP BCPP MHA	Private citizen	I am very excited to read about restoring the rail system between Reading and Philadelphia. I currently commute between Fleetwood and the Philadelphia VAMC in University City. I started in March of 2014 and picked up the Amtrak Keystone line at Lancaster and currently get on Amtrak at the Exton station. I have a 50 minute drive after getting off the train and the option to ride the train all the way to Wyomissing would be a terrific option! I have finished all of my degrees in Philadelphia and have driven the Schuylkill Expressway since August of 1989. The increase in traffic is very daunting and the greener option is the reason I take mass transit. I am writing to express my support and to request PA Commonwealth to support this project. Restarting rail service from Reading to 30th Street Station would help current and future economic development and the people. Thank you for listening.
98	Expanded Passenger Service	Reading Service Support	Christopher Mackay	Private citizen	Reading to Philadelphia service would be of incredible value to the state. There are many people that can't afford to live in municipalities currently served by commuter rail service and are taking on 2 hour commutes each way. It opens up a large region of the state to development and revitalization. Many families in NY and NJ looking for a better quality of life at a cheaper price, we should offer it to them by making the Reading and Pottstown areas attractive to commuters.
99	Expanded Passenger Service	Reading Service Support	Cindy Chmielewski	Private citizen	I look forward to riding the rails again as I did in my youth. The rail system brought commerce to Reading and opened up a new world with opportunities in the big city of Philadelphia. The Schuylkill expressway is way to crowded and dangerous with accidents occurring everyday. I avoid it whenever possible. Train service would help take the pressure off of this road and provide safe reliable passage from Reading to Philly. I hope this can become a reality in the near future.
100	Expanded Passenger Service	Reading Service Support	Gary Lucchese	Private citizen	I support the plan for Passenger rail service from Reading to Philadelphia. It can't happen soon enough. I hope that Norfolk Southern cooperates.
101	Expanded Passenger Service	Reading Service Support	Alfred W Crammer Jr	Private citizen	In favor of bringing back passenger rail service between Reading and Philly
102	Expanded Passenger Service	Reading Service Support	Jane Martin	Private citizen	I live in Berks County. I believe the proposed passenger rail plan connecting Reading to Philadelphia would be a massive win for the greater Reading area and southeastern PA! The ability to easily move through the region would help Berks businesses and make living in the Reading area a much more attractive proposition. I also think the rail service would provide much needed relief for the congested 422 corridor & be more environmentally friendly. Yes, yes, yes - please bring passenger rail service to Reading!
103	Expanded Passenger Service	Reading Service Support	Susan Perkins	Private citizen	I endorse this effort to restore passenger service between Reading and Philadelphia. It will support the herculean efforts of the Reading community to strengthen economic development, improve quality of life and support the health of the environment. Plus riding trains is FUN!
104	Expanded Passenger Service	Reading Service Support	Richard Schwenk	Private citizen	Traveling from Reading to center city Philadelphia by 422 and Schuylkill expressway is scary and dangerous, not to say time consuming.
105	Expanded Passenger Service	Reading Service Support	Jane Palmer	Private citizen	I offer my wholehearted support for passenger rail between Philadelphia and Reading! This will be a game changer for the people of Berks County by offering us safe, reliable, affordable transportation to Philadelphia, more opportunities for good jobs, and an end to our cultural, social and economic isolation. It's also environmentally sound. Good plan, but you must ensure that the jobs that come with this new venture are union-backed, family-sustaining jobs with benefits and that the tickets are affordable to regular people.
106	Expanded Passenger Service	Reading Service Support	Jennifer Focht	Private citizen	This is a big step towards rejuvenating the city of Reading!

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107	Expanded Passenger Service	Reading Service Support	Natalie Parisi	Private citizen	I am 100% in support of the plans to restore passenger rail transportation between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I, for one, would use the train at least 2X/week. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
108	Expanded Passenger Service	Reading Service Support	Kate Fanning	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration. GRCA and the Berks Alliance greatly appreciate you taking a few moments to share your support of this vital project.
109	Expanded Passenger Service	Reading Service Support	Jodi Bukowski	Private citizen	I fully support the return of passenger rail to Berks County. This endeavor would open our region up to jobs and commerce in Philadelphia, New York and Washington DC and would have a mutually beneficial impact to the economies of all involved.
110	Expanded Passenger Service	Reading Service Support	Susanna Fultz	Private citizen	Rail traffic between Philadelphia and Reading is critical for the economic prosperity of Berks County and would reduce the amount of traffic on 422 and the turnpike. It would encourage more people to live in Berks and contribute to the local economy and in turn the ease of travel to Philadelphia would encourage attendance at sporting events and other tourist activities.
111	Expanded Passenger Service	Reading Service Support	Sharon Wert	Private citizen	I would frequent stores, restaurants, and even family in the greater Philadelphia area if there was a way to avoid driving 422 and the Schuylkill Expressway via the option for a passenger train. Even the Philly airport would be easily accessible by train from Reading. I hope this happens sooner than later so we can raise our daughter to learn the rail system for easy transportation. Passenger rail would be worth every penny, in my opinion!
112	Expanded Passenger Service	Reading Service Support	Leah Tipton	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route.
113	Expanded Passenger Service	Reading Service Support	Madeline Bohr	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
114	Expanded Passenger Service	Reading Service Support	Kristie Piacine	Private citizen	I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project.
115	Expanded Passenger Service	Reading Service Support	Dustin Caruso	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.

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116	Expanded Passenger Service	Reading Service Support	Kathleen Stone	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project.
117	Expanded Passenger Service	Reading Service Support	John Ford	Private citizen	I would love to see rail service from Reading return. I would use it instead of driving.
118	Expanded Passenger Service	Reading Service Support	Janis Sebastian	Private citizen	Draft looks exciting and many of us are anxiously awaiting the return of the passenger railway from Reading to anywhere. We need and should have service. Our town will draw opportunities for people to reside here for less, while taking the train to surrounding areas for employment. With the expansion of a college downtown along with an established Drexel medical facility, the rail plan would provide so much growth and opportunities for our town!
119	Expanded Passenger Service	Reading Service Support	Matthew Barbour	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor.
120	Expanded Passenger Service	Reading Service Support	Jonathan Zeigler	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. My wife and I both work in Philadelphia and have considered moving closer to the city. This would make our commute easier and reasons for potentially moving much less. We would love to stay in Berks County. Thank you for your consideration.
121	Expanded Passenger Service	Reading Service Support	Tessa Cohn	Private citizen	I support restoring the passenger rail train service to Reading.
122	Expanded Passenger Service	Reading Service Support	Rachael Romig	Private citizen	This initiative will bring a huge boost to our economy allowing commuters a cheaper place to live (here in Berks) and be able to commute quickly to other cities.
123	Expanded Passenger Service	Reading Service Support	Helen	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor.
124	Expanded Passenger Service	Reading Service Support	Dean Van Sant	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
125	Expanded Passenger Service	Reading Service Support	Heidi Bernardo	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I personally travel for work a few times a month and would use the train to commute to DC. This would be a great service to provide for myself and the many commuting community members. Thank you for your consideration
126	Expanded Passenger Service	Reading Service Support	Mark Rentschler	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor.

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127	Expanded Passenger Service	Reading Service Support	Shannon James	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. I personally would use this line daily to travel to my work office which is located in Radnor, PA. Thank you for your consideration.
128	Expanded Passenger Service	Reading Service Support	Michelle Hnath	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. This would be a very significant improvement for our region!
129	Expanded Passenger Service	Reading Service Support	Joan Zaremski	Private citizen	Passenger rail service between Reading and Philadelphia would significantly increase transportation options in our area. It would impact the region economically providing an increase in employment, property values and tax revenue.
130	Expanded Passenger Service	Reading Service Support	Thomas Lynn	Private citizen	I would like to see passenger rail service restored to Reading, PA. As someone who lives close to Philadelphia but works in Reading, this could prove a real benefit for me by reducing my need to use my car. This in turn would reduce the amount of carbon that my car is emitting and so would reduce my contributions to global warming.
131	Expanded Passenger Service	Reading Service Support	Erin Madison	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. Thank you for your consideration.
132	Expanded Passenger Service	Reading Service Support	Brian Weidner	Private citizen	I support passenger rail between Reading and Philadelphia
133	Expanded Passenger Service	Reading Service Support	Jenny Batista	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. Thank you for your consideration.
134	Expanded Passenger Service	Reading Service Support	Laural Miller	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
135	Expanded Passenger Service	Reading Service Support	Diana Rodriguez	Private citizen	I believe we need to bring back access to rail transportation, due to the limited transportation resources to out of state travel or cities outside Reading, as our population also needs medical care from specialist outside of the Reading Area. A lot of patients need to make special arrangements to be able to travel for their medical care, and this would give them better access to transportation.
136	Expanded Passenger Service	Reading Service Support	Johnathan Savant	Private citizen	The City of Reading is in dire need of adequate public transportation to other major economic centers. Please move Reading/Philly passenger rail project to 'active' status so that it may be eligible for federal funding.
137	Expanded Passenger Service	Reading Service Support	Maureen Hasty	Private citizen	I am very hopeful that in the near future there can be passenger rail service connecting the cities of Reading and Philadelphia. It would be a great economic boost to Berks county and my home of West Reading to have passenger rail service to Philadelphia. It would help reduce driving and carbon emissions.
138	Expanded Passenger Service	Reading Service Support	MARNELL MCCARTHY	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
139	Expanded Passenger Service	Reading Service Support	Zachary Hunter	Private citizen	Working in Reading, PA on community development initiatives this project will provide a number of community benefits to the city of Reading and surrounding areas.

Comment Number	Category	Sub-category	Name	Representing	Comment (Verbatim)
140	Expanded Passenger Service	Reading Service Support	Megan Cofresi	Private citizen	While I live in Lancaster County, I do most of my business in Berks County. I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
141	Expanded Passenger Service	Reading Service Support	Jenn Rivera	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
142	Expanded Passenger Service	Reading Service Support	Elena Asimakopoulos	Private citizen	I work for the largest global professional services firm in the world, Deloitte. Previously, I lived in Princeton, NJ and commuted to NYC by commuter rail. Having the commuter rail was a benefit in countless ways, including ease of commute, access to many different areas to explore, and better employment (not only in access to city, but it allowed companies to open offices in the suburbs and have city dwellers commute to the suburbs for jobs). It also created a local hub for other to come explore our area. I believe that if a commuter rail were re-established, here in Berks County, it would serve us in those same capacities.
143	Expanded Passenger Service	Reading Service Support	Amanda J Hornberger	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
144	Expanded Passenger Service	Reading Service Support	Michelle Goodman	Private citizen	Our area is in desperate need of improvement, and plans to restore passenger rail service between Reading and Philadelphia should be an integral part of the vision. This project would provide dramatic, long term impacts such as increased employment opportunities, increased property values and a boost in tax revenues. As we continue to strive towards revitalizing Reading and Berks County, opening up the rail system should be high on the priority list. Studies have shown there is sufficient interest and capacity to support passenger service without interfering with freight. Let's keep Berks County and Reading moving in the right direction!
145	Expanded Passenger Service	Reading Service Support	Michael Molina	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration. The Rev. Seminarian Michael Angel Molina Seminarian, Christ Church Reading Giovanni Molina, spouse
146	Expanded Passenger Service	Reading Service Support	Kurt Bauder	Private citizen	Rail service from Reading to Philadelphia would be very useful to my family. Sporting events and trips to museums would be so much better with rail service.
147	Expanded Passenger Service	Reading Service Support	Gregg M Lockhart	Private citizen	this is big, more than just memories, this could really help the community and people out in the long run. Create job, transport much cost effective and really bring Reading back on the map. We here in Reading don't have much, I don't understand why this hasn't been done a long time ago. It's time someone helps us.
148	Expanded Passenger Service	Reading Service Support	Karla Zayas	Private citizen	I think that in order for us to bring Berks back to where it needs to be economically, Downtown Reading especially, having passenger rail travel will be integral. Reading was once famous for the railroad and it would be great to have that again which would make travel to and from that community easier, more convenient and would assist the small business in the area with growth.
149	Expanded Passenger Service	Reading Service Support	David Reed	Private citizen	I grew up near Reading, PA and moved to Philadelphia to attend Temple University at 18 years old. I lived in Philadelphia until I was 30 years old. I moved to Boston for work and have been here for the last 5 years. I did not own a car while in Philadelphia for several years, and it was possible because of public transit, but when it came to visiting my parents, family, and friends in Reading, there was never a direct train route, and I had to rent a car, or take a SEPTA regional rail train to Coatesville or Norristown, and then get picked up for what is a 40 minute drive. When you compare the economic development in Reading to the cities like Lancaster in comparison, I would attribute the train connection as a partial factor in its revival. The Reading area sorely needs a train connection to Philadelphia. Being in Boston, I see Worcester as a city that resembles Reading and is connected to Boston by train in about 1 hour. The fact that the Reading Railroad and Reading Terminal Market in Philadelphia are names that are so commonplace in the area, shows proof that this would be widely embraced across the region and the state. Looking forward to seeing these well overdo taxpayer investments finally being made.

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150	Expanded Passenger Service	Reading Service Support	Brad Rockowicz	Private citizen	I am writing in support of the plans to create a passenger rail service between Reading and Philadelphia. It would have a massive economic impact, increase employment opportunities, property values and tax revenues. A study has revealed that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. It would be a boon to both Reading and Philadelphia as both cities would benefit from increased revenue and improved economy.
151	Expanded Passenger Service	Reading Service Support	Yaritza Hernandez	Private citizen	I would like to see Passenger Rail Train service to Greater Reading. This important infrastructure development would lead to great opportunities for the Greater Reading region, connecting future employees to the family-sustaining jobs available and connecting our region to Philadelphia, New York City, Washington, D.C., and many points in between.
152	Expanded Passenger Service	Reading Service Support	George Reppert	Private citizen	Please include stops in downtown Reading.
153	Expanded Passenger Service	Reading Service Support	Sean Hart	Private citizen	Bringing passenger rail to Berks County would ease congestion on our roadways and provide access to jobs in the collar counties.
154	Expanded Passenger Service	Reading Service Support	Jennifer Faust	Private citizen	I drive to Philly and the outer suburbs quite frequently and being able to take the train instead would be a game changer. I feel like it would also help to expand revitalizing Reading because one would be able to work in Philadelphia while living in Reading easily with a lower cost of living.
155	Expanded Passenger Service	Reading Service Support	Juan Bolaños	Private citizen	I strongly feel revitalization of the rail road would open ip opportunities for individuals to seek employment in NY and Philly with access to transportation. Brining money back into Readong.
156	Expanded Passenger Service	Reading Service Support	Jane Viprino	Private citizen	It is a huge undertaking, would be good for Reading but possibly not able to be achieved. It would take a lot of pieces to fall perfectly in place.
157	Expanded Passenger Service	Reading Service Support	Krista Renenger	Private citizen	I am writing to support the return of passenger rail service to Reading, PA. I have attended meetings held by Berks Alliance and fully support the vital economic importance this holds for our region. I travel regularly to Philadelphia for medical appointments and would love to have the option of a consistent travel time rail service would offer. An intercity connection would be amazing. As someone who moved away from Berks County from the early 90s to 2005 I know rail service would be a huge draw to younger workers. This project is critical to the corridor's future growth.
158	Expanded Passenger Service	Reading Service Support	Michael, Fink	Private citizen	My wife and I are both healthcare providers and having access to the train will afford us opportunities either in Philadelphia or Reading to further our career. Driving to work for over an hour for career advancement is not practical. Also, the cost for vehicle maintenance and gas makes it non feasible. Furthermore, we have four children and having access to a train that travels to Philadelphia and Reading will allow us to explore these areas of Pennsylvania and expose our children to these great cities and what they offer.
159	Expanded Passenger Service	Reading Service Support	NULL	Private citizen	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
160	Expanded Passenger Service	Reading Service Support	Cooper Kutz	Private citizen	A PA State Rail provides no negative to the City of Reading. This can provide the economic opportunities that the area so badly needs. Our city has the infrastructure to flourish and this plan would only help make that happen.
161	Expanded Passenger Service	Reading Service Support	Tracy Christmann	Private citizen	It would be beneficial to the Reading area to have access to this proposed rail system. Too many cars on the road, pollution, costs to own and maintain vehicles...we have 2 universities poised to support the downtown area and this could lead to collaboration with others.
162	Expanded Passenger Service	Reading Service Support	Dustin Schopen	Private citizen	I am offering this comment specifically to the Reading - Philadelphia passenger rail plan. After reading up on the plan, it seems like a solid plan at a good price. Though it does not directly impact me, I feel this would be a good addition to the region and provide opportunity for growth all along the rail route. Providing additional connectivity for people is rarely a bad thing.
163	Expanded Passenger Service	Reading Service Support	Diane Zerr	Private citizen	I would love for a passenger rail service to be made available for residents in Berks. Commuting to Philadelphia by train would provided job opportunities, shopping, entertainment and more. And vice versa! Businesses in Reading could benefit from Philadelphia talent, money, and more.
164	Expanded Passenger Service	Reading Service Support	Stacy Helms	Private citizen	Bring the rail train to reading.
165	Expanded Passenger Service	Reading Service Support	Anthony Aikman	Private citizen	Reading needs passenger rail service!
166	Expanded Passenger Service	Reading Service Support	Joshua samolewicz	Private citizen	Providing a rail option for current and potential new commuters in the berks county area would create great opportunities for employment, drive me consumers to the areas, and increase the market value of homes in our area. We have existing rail that cators to large freight carriers. A passenger line would have significant positive impact on the city of reading.
167	Expanded Passenger Service	Reading Service Support	Pamela Shupp Menet	Private citizen	I support passenger rail service and inter-city connectivity to Reading, PA.
168	Expanded Passenger Service	Reading Service Support	David Telstar	Private sector industry	As a business owner in Reading, PA, I have been enthusiastically following the path of the potential rail development from Phila to Reading for quite some time now. Transportation from major hubs like Philadelphia would be a game changer for increased business opportunities in Berks County for businesses like mine. It is encouraging to see that the plan is still on the table and I hope to see it come to fruition.
169	Expanded Passenger Service	Reading Service Support	Karen Weinberger	Private sector industry	It is very encouraging to see that the rail development to Reading is still being considered. I own a commercial property in the downtown area and have been challenged over the years to get the right mix of tenants. Frequently, I have had potential tenant deals fall through because of lack of public transportation access to Philly so the fact that development is on the horizon is a very positive development!
170	Expanded Passenger Service	Reading Service Support	Hickey	Private sector industry	Rail service between reading and Philadelphia would be greatly benficial

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171	Expanded Passenger Service	Reading Service Support	Eric B. White	Private sector industry	I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration. Sincerely, Eric B. White
172	Expanded Passenger Service	Reading Service Support	Tammy Dahms	Private sector industry	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
173	Expanded Passenger Service	Reading Service Support	Terry Folk	Private sector industry	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration
174	Expanded Passenger Service	Reading Service Support	Joseph McCaffrey	Private sector industry	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor
175	Expanded Passenger Service	Reading Service Support	Ira Tauber	Private sector industry	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
176	Expanded Passenger Service	Reading Service Support	Brenda Gaul	Private sector industry	I want to voice my support for creating a passenger rail service in Reading
177	Expanded Passenger Service	Reading Service Support	Joni Naugle	Private sector industry	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. This would be a valuable enhancement to the region.
178	Expanded Passenger Service	Reading Service Support	Scott Carpenter	Private sector industry	Essential for Berks county's economic and work force development
179	Expanded Passenger Service	Reading Service Support	James P Cinelli	Private sector industry	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. I personally travel to New York City and Baltimore for business 2 to 3 times per month, and would greatly prefer to travel by train instead of car or bus. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
180	Expanded Passenger Service	Reading Service Support	Jean S Henshaw	Private sector industry	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor.
181	Expanded Passenger Service	Reading Service Support	William Gage	Private sector industry	Rail service between Reading and Phila. would be great. I remember years past taking the train from Reading to Philly. I think it would benefit the entire region along the corridor increasing property values, employment and tax revenue. This would increase transportation options and reduce to an extent, congestion on 422 East and the Schuylkill Expressway.

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182	Expanded Passenger Service	Reading Service Support	Debra Antol	Private sector industry	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor.
183	Expanded Passenger Service	Reading Service Support	Lori Pupo	Private sector industry	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration
184	Expanded Passenger Service	Reading Service Support	NULL	Private sector industry	I support the passenger rail from Reading to Philadelphia.
185	Expanded Passenger Service	Reading Service Support	Suzanne Cody	Private sector industry	Connecting the Reading area to the rail system will improve our opportunities to strengthen the community's talent pool and job opportunities.
186	Expanded Passenger Service	Reading Service Support	Mike Roberts	Private sector industry	Having this rail line in place would be a boom for the entire 422 corridor! It would dramatically decrease the amount of traffic heading into KOP and Philadelphia and cut the commuting time of thousands of workers. Reading PA has been building teaching schools for the health care industry and this would encourage educated workers to come to Reading for classes, degrees and eventually to settle here. This is needed!
187	Expanded Passenger Service	Reading Service Support	Thomas Bellairs	Private sector industry	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor.
188	Expanded Passenger Service	Reading Service Support	Jack Fry	Private sector industry	I support it strongly. We need better transportation to and from Berks county. We lag behind all of our surrounding county which are all flourishing economically.
189	Expanded Passenger Service	Reading Service Support	Robert Firely	Private sector industry	This project is very important to Berks County. It would be an economic development boom that would bring jobs, money, and increasing home values to the county.
190	Expanded Passenger Service	Reading Service Support	Jeffrey R. Bryan	Private sector industry	Bringing back regular rail service from Berks to Philadelphia will significantly improve downtown Reading real estate prices and the general economy in the greater Reading area.
191	Expanded Passenger Service	Reading Service Support	Ben Owens	Private sector industry	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor.
192	Expanded Passenger Service	Reading Service Support	Chris Williams	Private sector industry	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor.
193	Expanded Passenger Service	Reading Service Support	Lisa Ashcroft	Private sector industry	It's about time! DO IT!! Reading is always overlooked and it's a beautiful place to live and work!!! Let's give Reading the opportunity to grow and prosper. Just make sure you police it so it doesn't turn into a drug train! Thank you!!
194	Expanded Passenger Service	Reading Service Support	Laura Haffner	Private sector industry	I think it would be excellent to have rail service supporting Berks county and other metropolitan areas in the state.
195	Expanded Passenger Service	Reading Service Support	Julia Klein	Private sector industry	Passenger rail service to and from Reading/Philadelphia/suburbs is essential for the growth of our business. Our team commutes from all over the region, and we need faster connections to the metro area and the airport. 422 is too crowded and slow.
196	Expanded Passenger Service	Reading Service Support	Leo Harvey	Private sector industry	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.

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197	Expanded Passenger Service	Reading Service Support	Marian Wolbers	Private sector industry	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. We have needed this for a LONG time, and it would have a significant impact on business, pollution control, stress from having to drive overcrowded and thus dangerous roads, and more. The Reading-Berks area has been crying for better transportation options in our region, and a rail plan like this would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. Thanks to a recent study, we know there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be large numbers of passengers who are already interested in using the trains to travel along the route and continuing along the Northeast corridor.
198	Expanded Passenger Service	Reading Service Support	vijay joshi	Private sector industry	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
199	Expanded Passenger Service	Reading Service Support	Patrick Velekei	Private sector industry	Look forward to rail service coming back to Berks County!
200	Expanded Passenger Service	Reading Service Support	Kim Loudis	Private sector industry	I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project.
201	Expanded Passenger Service	Reading Service Support	Michael J Leifer	Private sector industry	We severely need connectivity to other cities from and to Reading. We barely exist in this area in part due to unavailability of commuter service. Reading/Berks County is like a poor deserted island without hope of rescue. We need help if we are to survive.
202	Expanded Passenger Service	Reading Service Support	Jeremy, Freymoyer	Private sector industry	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project. Thank you for your consideration.
203	Expanded Passenger Service	Reading Service Support	Mike Sadowski	Private sector industry	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. My company's home office is in Philadelphia and we are located here in Reading. This rail would provide our company with the benefit to travel between operations on the rail if desired. It would also help us in recruiting potential candidates from areas closer to Philadelphia to work in our facility. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor.
204	Expanded Passenger Service	Reading Service Support	Linda Moss	Private sector industry	I understand that PennDOT is conducting its own analysis of restoring passenger rail service between Berks County and Philadelphia, but that in a recent public hearing, it was stated that the PennDOT report will have only minor differences from the report produced for the Berks Alliance and GRCA. There is broad public support for this project. Preliminary discussions have been held between the chairs of the Berks, Montgomery and Chester County Commissioners about the possibility of creating a joint municipal authority to support this project. There is also strong interest among political leaders at all levels. It is important for this project to be included in the State Rail Plan in a way that would put this plan in a position to secure federal funding to support the next phase of the project.
205	Expanded Passenger Service	Reading Service Support	Stephen Savage	Private sector industry	I believe that bringing the passenger rail back to reading will have a major economic impact (for the good) on Reading and its surrounding suburbs.
206	Expanded Passenger Service	Reading Service Support	Craig Poole	Private sector industry	We only operate a Hotel in The city of Reading You can see the direct impact of people that want to travel to input to ready to shop it's experience it's history. A railway Will give us the opportunity to expand in the hiring more people in downtown Reading
207	Expanded Passenger Service	Reading Service Support	Brett Bagenstose	Private sector industry	My advertising agency, headquartered in West Reading PA, works with clients in NYC like Viacom (Nickelodeon, MTV, etc), CBS, HBO, Warner Brothers, and more. Before Covid, our team would frequently drive from Reading to Exton to take the train to NYC. Reading's lack of train access makes it very challenging for our clients to visit us, so their perception of this community can never be improved. Additionally, we are at a disadvantage to Lancaster, a city with rail access. Employers in our industry can effortlessly draw talent from outside the region, whereas our community suffers from "brain drain". You can also see a clear contrast in the vibrancy and economic impact by just spending a few hours in downtown Lancaster on a normal weekend.
208	Expanded Passenger Service	Reading Service Support	Omar Dudyk	Private sector industry	Please restart the line as center city Reading attracts new residents and businesses, connectivity will be critical to withstand the initial phases and create a sustainable development plan.
209	Expanded Passenger Service	Reading Service Support	Daniel Ahern	Private sector industry	It is critical that the Rail project continue to a Wyomissing stop and not simply terminate in the City of Reading. The new Medical School being developed by Tower Health and Drexel University will be a driver of economic and community expansion and vibrancy - housing, income attainment, diversity, education acquisition, commerce and spending. Failure to reach Wyomissing and connect the Medical School site with Drexel University campus near 30th Street Station would be a severe loss of the potential of the project benefits by eliminating a key attractive driver of the demand for the travel on the rail.

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210	Expanded Passenger Service	Reading Service Support	Kevin Murphy	Private sector industry (Berks County Community Foundation)	I am writing to support the proposal for passenger rail connecting Reading and Philadelphia. The Greater Reading area is experiencing a burst of economic energy due largely to its connection to the Philadelphia and New York markets. The Route 422 corridor is already strained to the point that it inhibits our growth. Passenger rail is now a viable, and desirable, alternative to cars.
211	Expanded Passenger Service	Reading Service Support	Lisa Weaver	Public sector agency/government	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor.
212	Expanded Passenger Service	Reading Service Support	Philip Wert	Public sector agency/government	Overall, the draft plan provides a very robust road map for where PA needs to go in order to continue growing a world-class rail network. To do that though, expanded passenger rail must be a constituent component of any proposed plan and I see portions of this discussed contained here. Specifically, I'd like to point to a passenger rail proposal currently being floated by our local leaders here in SE PA and that's the restoration of passenger rail between Reading and Philadelphia. It can't be stated enough as to how vital this connection would be toward enhancing the economic vitality of Berks, Chester and Montgomery Counties. Since 1981, the Greater Reading area has been without passenger rail service. A county like Berks, with a population of over 425,000, being devoid of this basic mode of transportation seems like an impossibility to an outsider, yet here we are. There are plans afoot to explore the very real proposition of returning passenger rail to Berks County and it is my sincere belief that the current PA State Rail Plan draft include this project as a top priority. As a justification for it, Greater Reading is about to experience a massive influx of attention with Drexel University's new medical school coming online in less than a year in nearby Wyomissing Borough and Alvernia University's recently announced expansion in the heart of Reading, which will bring hundreds of college students into the city who will be living and learning just steps from existing train lines. I urge the Department's leadership to heavily consider including a passenger rail link in the draft plan, in addition to, following up with the necessary work to make it become a reality sooner rather than later.
213	Expanded Passenger Service	Reading Service Support	Jeremy Zaborowski	Public sector agency/government (Berks County Industrial Development Authority)	Let me voice support for passenger rail to Reading. As an economic developer who consulted in over 20 states, I know the positive impact rail can have on a community. Spending the past decade in Austin, TX and only recently back to PA, I experienced firsthand the terrible impact a lack of diverse transportation options bring as a city matures into a regional multi-city economy (megalopolis). Reading is part of the Philadelphia multi-city economy. Passenger rail will more thoroughly integrate Reading into the region and extend eastern PA's economic vibrancy into the foothills of coal country.
214	Expanded Passenger Service	Reading Service Support	Jill Hackman	Public sector agency/government (Berks County Intermediate Unit)	I am writing in support of the plans to restore passenger rail service between Reading and Philadelphia. This project would not only significantly increase the transportation options in our region, but would have a dramatic economic impact along the corridor, in terms of increased employment, property values and tax revenues. A recent study has indicated that there is sufficient capacity along the corridor to service passenger service without interfering with freight. The study found that there would be sufficient numbers of passengers interested in using the trains to travel along the route and continuing along the Northeast corridor. Thank you for your consideration!
215	Expanded Passenger Service	Reading Service Support	Christina Foehl	Public sector agency/government (Berks County Intermediate Unit)	In the spirit of equity, moving rail into Berks County would be a necessary step. While I acknowledge that Berks County has made significant strides in their workforce and industry development, it is also recognized that there are economic opportunities for individuals that are beyond the public transportation system that currently exists in Berks. A rail system would afford these individuals with access rather than barriers. It is also apparent that a rail system would allow specialized industries in Berks County to avail themselves of talent beyond the borders of the county which would further expand economic development, opportunities, and diversity.
216	Expanded Passenger Service	Reading Service Support	Commissioner Christian Leinbach	Public sector agency/government (Berks County)	I support the proposed passenger rail plan between Berks, Montco, Chester with service to NYC and DC via Philadelphia. I would welcome any opportunity to discuss.
217	Expanded Passenger Service	Reading Service Support	Steven Wolfinger	Public sector agency/government (Muhlenberg Township)	I remember when we had rail connection to Philadelphia. It was a great loss for us when it was shut down. As a commissioner in Muhlenberg Township, I welcomes the rail connection that Reading Northern made to Carbon County. It is well used now bit only as for entertainment.... with a connection to Philly, it could be so much more.
218	Expanded Passenger Service	Reading Service Support, General	Pratt	Private citizen	Expanding rail travel infrastructure throughout PA would be so wonderful! Utilizing existing tracks to reconnect Philadelphia to stations farther afield than Harrisburg, especially to Reading, would create opportunity for jobs and economic expansion. I fully support expanding PA rail systems!
219	Expanded Passenger Service	Reading Service Support, Lehigh Valley	S,K	Private citizen	Passenger rail service is long over due in the Reading/Allentown area to Philly and New York. Europe has rail service that is fast and clean.
220	Expanded Passenger Service	Reading Service Support, Lehigh Valley	Mindy Gehris	Private citizen	Public transportation is needed more than ever..... Our roads are getting crowded and COVID has pushed living out of cities with the need to transport back as needed. Our area In Lehigh & Berks County is a perfect HUB reachable to 1/3 of the USA population. Our PA region needs more of a boost for our economic development that Publish Rail can provide to us.
221	Expanded Passenger Service	Reading Service Support, Phoenixville Extension	Michele Kienle	Private citizen	I would love this service. Especially from Pottstown to Reading! Both communities are being revitalized and growing so it only makes sense to be able to ride on the train to and from them both =-)
222	Expanded Passenger Service	Reading Service Support, Phoenixville Extension	leon zetekoff	Private citizen	Desperately needed. Should go directly to 30th street station. Look at what Florida did when tri-rail was proposed years ago. The state purchased the right of way from seaboard coast line from Miami to West Palm Beach. Amtrsk uses this right of way. Over the years they double tracked the right of way. Norfolk southern is already double tracked most of the way I believe. For brightside they double tracked the FEC right of way from Miami to West palm. Also now Brightside now owned by Virgin Atlantic is running on the FEC tracks and they're extending coverage to Orlando and then Tampa. Passenger or commuter service is needed. US 422 is a parking lot. Once service begins ridership will slowly grow. Expectations need to be set properly. This needs to be fast tracked (no pun intended). This could be the start of service in this area with further expansion to Allentown and even nyc and Harrisburg and lancaster.

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223	Expanded Passenger Service	Reading Service Support, Phoenixville Extension	Tom Weber	Private citizen	A Reading to Philly rail line through Pottstown and Norristown should be re-opened without doubt!!!!
224	Expanded Passenger Service	Reading Service Support, Phoenixville Extension	Frank Cardo	Private citizen	Direct rail service from Philly to previous destinations or growing communities seems like a great investment compared to 422/76 issues that continue to plague the area. A lot of workers along the 422 corridor would use an alternative method of transportation rather than driving on 422.
225	Expanded Passenger Service	Reading Service Support, Phoenixville Extension	David Patti	Private sector industry	i support the restoration of passenger rail service through Reading and Phoenixville to Philadelphia and points beyond.
226	Expanded Passenger Service	Reading Service Opposition	Chris Perillo	Private citizen	It has been widely shown and documented over the past 20 years that rail service running from Reading to Philadelphia is unwanted and would be a waste of our taxpayer funds. Ridership is down across all rails, jobs and companies are moving out of Philadelphia and people prefer their automobiles. Factor in now greater work from home and remote employees and you are wasting our time and money. On top of that Norfolk Southern has already told you that they will not allow you to use their lines. Why do you and other bureaucrats continue to push for unwanted projects, waste time and waste money. This project is dead on arrival and I will do all I can in my community of Phoenixville to see that it is defeated.
227	Expanded Passenger Service	Reading Service Other	Holly Herman	Other (Reading Eagle)	readingeagle.com/news/transportation/what-would-it-take-to-bring-passenger-trains-back-to-reading-a-new-study-tries/article_c02b92b6-d28e-11ea-b535-5f65cb4d1de0.html This is a story we had in the Reading Eagle about the train plan from Berks to Philadelphia. May I please have some details regarding the PennDOT study that is expected to be released by the end of the year. Holly Herman - hherman@readingeagle.com 610-247-8183.
228	Expanded Passenger Service	General	Gabrielina Lopez	Private (or non-profit) association/organization	It would be beneficial because it would be a safe and fast communication route and a means of transportation that would allow a resident here to work in other areas, so quickly and on time. It would also bring visitors to our city.
229	Expanded Passenger Service	General	Bruce Wlazelek	Private citizen	Is there sufficient funding to acquire right-of-way? Many abandoned rail easements have become part of trails program. Current rail is used heavily by industry. Is there sufficient capacity, at critical times of day, to accommodate residential rail usage?
230	Expanded Passenger Service	General	Mayra Morales	Private citizen	I like the train and will like to continue to have for used with the family
231	Expanded Passenger Service	General	Rosa Velez	Private citizen	We are in need of having transportation to places, not everyone likes to drive.
232	Expanded Passenger Service	General	Rob Wolf	Private citizen	Make it happen. I remember when we had passenger trains.
233	Expanded Passenger Service	General	Heidi Ramsbottom	Private citizen	sounds like a great idea for our community and for the environment. I have travelled to Europe and used their rail systems to travel. What a great resource this can be to a community
234	Expanded Passenger Service	General	Michelle Done	Private citizen	It would be very convenient to be able to travel other areas than only by car.
235	Expanded Passenger Service	General	Amy Kreider	Private citizen	2-3 times a month I drive to Philadelphia to get the train into NYC. If we had a rail train that connected into Philadelphia or offered rail service to NYC it would cut down on my car time and I would be on it regularly!
236	Expanded Passenger Service	General	Terri McCormick	Private citizen	Unless there is dedicated track to passenger rail service, this project is a non-starter. As someone who currently lives near the railroad, I witness the number of trains passing hourly. The passenger service that uses freight lines is a setup for failure, as delays and cancellations of passenger trains will be inevitable and people who try to use this service for work will quickly realize these trains are not dependable, and return to using private vehicles for their daily commutes. This will then cause economic failure, further decreasing the number of trains offered. Please accomplish this project the way it should be done. Invest in passenger rails and give this project a chance at success.
237	Expanded Passenger Service	General	Kelly	Private citizen	This is a positive move for the future. This will benefit not only students going to universities or people working by these stops , but will also cut down on traffic on the highways. With the right incentives marketed to the millennials, travel this way it could benefit every aspect. The environment, less insurance to pay, less accidents, no reason to be late for work. Employers could offer assistance to cover ticket cost. I think this is a win win.
238	Expanded Passenger Service	General	Elizabeth Clark	Private citizen	Plz restore passenger service to Major metro hubs to improve our QOL, property values and job opportunities.
239	Expanded Passenger Service	General	Phillip Streby	Private citizen	Providing service on this 'new' passenger rail route should produce economic benefits to this region well beyond the farebox. The Rail Passengers Association has conclusively demonstrated this, as requested by members of Congress, for other passenger rail routes.
240	Expanded Passenger Service	General	Cathlee Phillips	Private citizen	We need greater opportunity for employment, and this will help to provide alternative transportation methods to regional employment.
241	Expanded Passenger Service	General	jeff Rettew	Private citizen	i think as we approach higher gas prices, trains would be a nice alternative to travel. Although I think it should also be subsidized at the onset to make it more attractive to people. It makes no sense to have high prices for tickets (much like the airlines) to make it a viable means for travel

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242	Expanded Passenger Service	General	Behrang Saminejad	Private citizen	Pennsylvania needs high speed trains. Hyper loop is at least 10 to 15 years away if not much more. high speed train is here and used extensively in Europe and eastern Asian countries, I live in Lehigh valley and to use the train one has to drive to landscape then ride on slowest train (septa) to go to center city Philadelphia. if fossil fuel can be subsidized so can high speed rails. it will reduce emissions from all the commuters to Philadelphia and it will open up opportunities for people who live north of Philadelphia as one can work in a lower cost of living area and work in Philadelphia without need to drive also the network can be expanded to NYC and Harrisburg and then to Pittsburgh. I can't believe more than one million dollars was wasted on feasibility of hyper loop, simple answers no it's not feasible. you know what is feasible maglev trains which Japan has been using since 1970 without any accidents.
243	Expanded Passenger Service	General	Robert Evans	Private citizen	Nice as far as it goes, but it's timid and tepid considering the value our surviving rail network could bring to the overall transportation system. If transportation subsidies were not so heavily slanted towards road and air, intercity and long-distance passenger trains at least could be privatized. Amtrak will be 50 on May 1st - and look how little progress it's made. And regional rail - how about bringing passenger trains back to Allentown- Bethlehem and Pottstown, Reading and Pottsville?
244	Expanded Passenger Service	General	Tom Sheehan	Private sector industry	Re-booting passenger rail service would provide a much-needed economic boost to this entire area. Get it done.
245	Expanded Passenger Service	General	Pete Molinaro	Private sector industry	This has been a project that should not be ignored any longer. It is crucial for continued economic and cultural advancement of our state. It is a 'win-win' for the Commonwealth of PA and its residents and allows us to compete in many areas of business and affords our residents the ability to travel efficiently and economically throughout the state and the area of the country.
246	Expanded Passenger Service	General	Karl Kowatch	Private sector industry	I would use this rail service
247	Expanded Passenger Service	General	Yvelisse Gonzalez	Public sector agency/government	Yes this will be a benefit for individuals who are interested in working out of the county, and have transportation issues.
248	Expanded Passenger Service	Western PA	Mike Huhn	Private citizen	As an Amtrak employee, not only will a 2nd Pennsylvanian roundtrip between Pittsburgh & New York be beneficial for the ridership, but will help bring more jobs to Amtrak crew bases in Harrisburg, Philadelphia, and New York. Trains 42 and 43 are immensely popular, and prior to the Covid pandemic, frequently sold out. It is absolutely imperative a 2nd, or even a 3rd or more, trips be added to the Pennsylvanian schedule. It has shown with more frequency, the ridership follows. The Keystone service between Harrisburg and Philadelphia is a fantastic example of that. Support more trains service cross-state!
249	Expanded Passenger Service	Western PA	Alec Italiano	Private (or non-profit) association/organization	It cannot be overstated how much additional rail service is needed in western PA. Pittsburgh is majorly underserved from a regional perspective and there is no viable way to use rail to get into and out of the city on a daily basis. Furthermore, the suburbs who rely on public transportation to get around are grossly underserved, and it is impossible or virtually impossible to use the rail network to get to other regional cities such as Erie, Johnstown, Indiana, State College, New Castle, etc. This is wanted, needed, and overdue. Rail also helps the general region connecting to other major cities such as Cleveland, Columbus, Buffalo, Philadelphia, New York, Baltimore, and D.C. where taking a plane is not practical. There is so much need here in western PA for additional rail service please consider funding these initiatives for the benefit of the economy especially out here in the western part of the Commonwealth. Thank you.
250	Expanded Passenger Service	Western PA	Ben Samson	Private (or non-profit) association/organization	Urban Communities is currently building 100 units of market-rate workforce housing in Downtown Greensburg. We believe many of our residents will be riding public transit (both inter- and intra-city) often and would love to see an increase in daily trains along the Pittsburgh Harrisburg corridor. We believe the addition of passenger rail would spur further housing demand and we would pursue increasing our development in Greensburg accordingly.
251	Expanded Passenger Service	Western PA	Amy Bradley	Private (or non-profit) association/organization (Cambria Regional Chamber)	On behalf of the Cambria Regional Chamber of Commerce, I would like to express our enthusiastic support for the state rail plan and the idea of increased passenger rail service in western Pennsylvania. At the Chamber, we know that highways and rail are two of the most important factors when it comes to supporting initiatives that are crucial to our area including attracting new businesses, remote workers, tourists and those who visit our region for outdoor recreation. Enhanced rail service would greatly benefit our area, opening our community up to new markets and spurring economic development. It would also make travel simpler and more attractive for our residents as well as those we hope to entice to our area for tourism and outdoor recreation. One of our priorities for 2021 is to reach out to remote workers. Between 2005 to 2017 there was a 159% increase in remote work. Global workforce analytics predict that within the next two years, 25 to 30% of the workforce will be working from home at least one or more days a week. Convenient rail service would allow remote workers to travel easily to the office when needed while enjoying life in a community like Johnstown. We look forward to seeing this plan move forward and would be happy to provide additional comments if that would be helpful. Very truly yours, Amy Bradley, President & CEO, Cambria Regional Chamber of Commerce amy@crchamber.com / 814-341-4159
252	Expanded Passenger Service	Western PA	Joseph Freedman	Private citizen	I would like to see additional passenger rail service between Harrisburg and Pittsburgh, particularly. The current schedule for travel between Philadelphia and Pittsburgh is limited to one trip daily, and calls for arrival in Pittsburgh about 8 pm in the evening, so that nothing can really be done except travel. I would like to see state-supported trains increased to 2 or 3 per day between Pittsburgh & Harrisburg to expand travel options. In addition, I would like to see exploration of service between Pittsburgh and Ohio cities, and the possibility of expanded rail service and connections in the Lehigh Valley.
253	Expanded Passenger Service	Western PA	Jonathan Salmans	Private citizen	The plan should identify improvements to rail service for Pittsburgh. Specifically, there should be more daily trains between Pittsburgh and New York. A daytime train to Cleveland should be implemented too. Stations should be provided raised platforms to allow for level boarding.
254	Expanded Passenger Service	Western PA	Michael Matteo	Private citizen	Passenger Rail service West of Harrisburg needs support and expansion. Continue to push for added service between Pittsburgh and Harrisburg. Is there any plan for commuter rail service for the Pittsburgh Area? There should be some type of planning for this region to improve public transportation options, using existing rail infrastructure.
255	Expanded Passenger Service	Western PA	Michele Fetting	Private citizen	Over a two year period I traveled to New York City to participate in a clinical trial for cancer treatment. It was so difficult to arrange to take the train from Pittsburgh because there is only one train per day. There were many times I drove my car across the dangerous Pennsylvania Turnpike to Harrisburg to take the train from there. How troubling that there are more than 13 TRAINS PER DAY from Philadelphia to Harrisburg -- but only one train per day between Harrisburg and Pittsburgh? Why is it that Pittsburgh is ignored by our leaders in Harrisburg? Do you not recognize the importance of my city to economic development for the state? Pittsburgh is a growing city -- but if our leaders in Harrisburg don't increase passenger rail access we will remain geographically isolated and lose some of the economic pathways we are trying to forge. I find it troubling that I have to provide public comment and make a case for increased passenger rail service to Pittsburgh. This city and the other cities and towns west of Harrisburg need more transit options. Passenger rail service should include AT LEAST THREE TRAINS PER DAY IN EACH DIRECTION. There would be a high demand for these trains and it would contribute significantly economic impact to Pittsburgh and the other towns along the route. I urge decision makers in Harrisburg to recognize the significant economic contributions of the City of Pittsburgh and the significant need for increase passenger rail service. Thank you so much for your consideration of this request.

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256	Expanded Passenger Service	Western PA	William Walter	Private citizen	I live in Pittsburgh and am a fervent believer in building a world class rail system in the United States and expanding that system in the Western Pennsylvania region. It's shameful that a city of Pittsburgh's size, importance and strategic location does not have a far more robust rail service. Yes, the mountains in Western Pa increase the cost of improving and expanding the service, but the investment will be repaid many times. And when has that ever stopped us if we had the will to make it so. State legislators must cease being so fearful when it comes to bold moves that will clearly pay off. Sell bonds. Build the system. If we don't other states and regions will take those pieces of the pie. Also, can we stop gathering statistics that indicate growth in an expanded system will only pay x,y and z based on past performance. An expanded, fast rail service in Western Pa. will by its very creation generate more development and tax revenue which will in turn increase ridership much more than the current projections indicate. Growth generates more growth. While Philadelphia and Harrisburg get the lions share of resources for the state (and watch that growth accelerate), the Pittsburgh Metropolitan region is treated as a stepchild. I don't begrudge the Eastern part of the state the resources they receive but do feel that the same level of resources the East receives should be afforded the western part of the state. Not only do we need to increase routes east to Harrisburg and Philadelphia, but to Youngstown, Cleveland, South to Washington DC with new service to Akron, Columbus and Cincinnati. Pittsburgh was once a major commercial rail hub that moved millions of riders. It can be again. Pittsburgh is growing fast and quickly becoming a key advanced technology hub. To attract more of the talent that companies are crying for, requires developing a truly first rate integrated rail system as much as airports and highways require support and subsidies. Spending that money is not a burden, it is an investment. Commercial rail systems can sustainably move millions of people in the region right now and they are central to growing and connecting Western PA to it's rapidly developing businesses, at the same time it offers crucial transportation to the state's rural residents. Let's think big and get it done. Everyone benefits.
257	Expanded Passenger Service	Western PA	Victoria Baur	Private citizen	I know that this was included in the plan as a priority, but I wanted to reiterate the demand to maintain (or potentially increase) passenger service between Pittsburgh and Harrisburg, and more regionally/locally-- Greensburg to Pittsburgh.
258	Expanded Passenger Service	Western PA	Ted Schroeder	Private sector industry	I live in Pittsburgh and regularly travel to Harrisburg for business. I would prefer to take the train, but I drive because the existing train service is not business friendly. The route needs to be not only more frequent, but faster. If the service was more similar to what is offered Harrisburg-Philadelphia, I would use it regularly for business travel and believe other business travelers would as well.
259	Expanded Passenger Service	Western PA	Chris Allison	Public sector agency/government (Cambria County)	I am writing on behalf of the Cambria County Metropolitan Planning Organization, to provide comments for the PA State Rail Plan. During the last few planning cycles, increased passenger rail service, specifically the addition of a second daily Amtrak train on the Keystone West route between Pittsburgh and Harrisburg, has emerged as a significant issue for our region. It has appeared as a high priority goal on the past two updates of the Cambria County Long Range Transportation Plan (2020 and 2016), as well as the Alleghenies Ahead Regional Comprehensive Plan completed in 2018. This initiative is supported by the MPO, as well as Cambria County, the City of Johnstown, and all of the Counties, Municipalities, and communities located along the rail line. The MPO asks that PennDOT continues to consider such a project, in the 2020 PA State Rail Plan and future planning efforts as well. Thank you for the opportunity to provide these comments.
260	Expanded Passenger Service	Western PA	Thomas Chernisky	Public sector agency/government (Cambria County)	The Cambria County Commissioners remain committed to be champions for expanded passenger rail service that will lead to greater economic growth and opportunities to Cambria County and the entire region. Planning by local community and government leaders emphasizes the importance of regional, multi-modal access from our region to the Pittsburgh and Harrisburg markets.
261	Expanded Passenger Service	Western PA	John Dubnansky	Public sector agency/government (City of Johnstown)	Improved passenger rail service between Pittsburgh and Harrisburg is essential to the future growth of the City of Johnstown. Johnstown has moved to positive economic growth over the past 12-18 months for the first time in decades. Our train station and it's ability for people from Pittsburgh and Harrisburg to easily access our town by rail is a high priority of the City. As we are currently updating the City's Comprehensive Plan, improved service through the Johnstown Train Station will be cited as a high priority. We have been able to add a tenant to the train station to help with increasing revenues to help sustain the physical side of the train station. But we must find away to increase the number of train routes and stops in Johnstown. Johnstown has a great opportunity now with the pandemic causing a movement of people from larger cities to small cities like Johnstown. Johnstown offers larges businesses the cost effective opportunity of a branch location in Johnstown at a fraction of the price they would pay in larger cities. Johnstown needs improved rail service in order to grow into the future.
262	Expanded Passenger Service	Western PA	Daniel Carpenter	Public sector agency/government (Westmoreland County)	Increased passenger rail service through central Westmoreland (Latrobe, Greensburg, Jeannette, Irwin) to/from Pittsburgh is needed. Also new passenger rail service in the Alle-Kiski (New Kensington/Arnold) area to/from Pittsburgh is desired. Such services are a priority for Westmoreland and it's communities as identified in the county's comprehensive plan, Reimagining Our Westmoreland.
263	Expanded Passenger Service	Western PA	Lucinda Beattie	Private (or non-profit) association/organization	2020 PA State Rail Plan Comments Lucinda Beattie Vice President, Western Pennsylvanians for Passenger Rail, (formerly) Vice President for Transportation, Pittsburgh Downtown Partnership Western Pennsylvanians for Passenger Rail (WPPR) is a grassroots advocacy organization that has since 2014 promoted additional service on the Pennsylvanian, the portion of the Keystone Service that connects Harrisburg and Pittsburgh. Since 2014 over thirty (30) different political agencies and economic development organizations along this corridor have contacted PennDOT by letter stating their support and desire for additional service to western Pennsylvania. Comment #1: Lack of expressed public input incorporated into Plan. Nowhere in this Plan is any new passenger rail service described, yet it ostensibly represents a 20-year State investment strategy for passenger and freight rail. This Plan ignores the expressed desire of many western Pennsylvanians for more passenger rail service as seen in the over thirty (30) endorsement letters for additional service sent to the PennDOT Secretary over a six-year period. In addition, the Plan ignores the 50% of respondents to the Plan's online survey in spring 2020 who expressed their desire for more service to western Pennsylvania as part of the public outreach for the Plan. Comment #2: Passenger rail investments only for projects in Philadelphia and its suburbs. The Plan envisions no investments in passenger rail outside of Philadelphia and its suburbs for the next twenty (20) years. The assumption the Plan makes is that the only rationale for passenger rail investments is population density and the need to mitigate traffic congestion. And the only part of the state that fits those criteria are Philadelphia and its suburbs! Historically, passenger rail linked people and goods with places - it "connected" them. That rationale for passenger rail remains fully appropriate for the many small cities and towns outside of Philadelphia in the Commonwealth and should not be ignored in the Plan. In addition, there are several other grassroots passenger rail advocacy groups who would like to see new service to their locales, yet the Plan includes no mention of them nor of WPPR. As an aside, the tax dollars to support passenger rail investments in the Philadelphia area will be raised from Pennsylvanians across the state, not just from residents of the southeast. Comment #3: A general statement about the Plan. In my opinion, the Plan has no "vision" for the future. It is basically a project list of freight rail projects. There were no new passenger rail projects identified outside of the Philadelphia region and adding service on the Pennsylvanian corridor was alluded to but not spelled out.

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264	Expanded Passenger Service	Western PA	Lucinda Beattie		<p>I've attached my comments about the State Rail Plan. Others will be sending theirs in as well. I think it's safe to say that those of us from western PA are disappointed at the absence of any significant mention of a second train on the Pennsylvanian corridor and any necessary rail projects to support that service. I've also attached WPPR's Twenty-Year Vision/Plan that we developed last spring as part of our work with the Keystone Transportation Funding Coalition. I hope this document gives you an idea of what we think is reasonably possible over the next twenty years.</p> <p>[From Email Attachment:] 2020 PA State Rail Plan Comments Lucinda Beattie Vice President, Western Pennsylvanians for Passenger Rail, (formerly) Vice President for Transportation, Pittsburgh Downtown Partnership</p> <p>Western Pennsylvanians for Passenger Rail (WPPR) is a grassroots advocacy organization that has since 2014 promoted additional service on the Pennsylvanian, the portion of the Keystone Service that connects Harrisburg and Pittsburgh. Since 2014 over thirty (30) different political agencies and economic development organizations along this corridor have contacted PennDOT by letter stating their support and desire for additional service to western Pennsylvania.</p> <p>Comment #1: Lack of expressed public input incorporated into Plan. Nowhere in this Plan is any new passenger rail service described, yet it ostensibly represents a 20-year State investment strategy for passenger and freight rail. This Plan ignores the expressed desire of many western Pennsylvanians for more passenger rail service as seen in the over thirty (30) endorsement letters for additional service sent to the PennDOT Secretary over a six-year period. In addition, the Plan ignores the 50% of respondents to the Plan's online survey in spring 2020 who expressed their desire for more service to western Pennsylvania as part of the public outreach for the Plan.</p> <p>Comment #2: Passenger rail investments only for projects in Philadelphia and its suburbs. The Plan envisions no investments in passenger rail outside of Philadelphia and its suburbs for the next twenty (20) years. The assumption the Plan makes is that the only rationale for passenger rail investments is population density and the need to mitigate traffic congestion. And the only part of the state that fits those criteria are Philadelphia and its suburbs! Historically, passenger rail linked people and goods with places - it "connected" them. That rationale for passenger rail remains fully appropriate for the many small cities and towns outside of Philadelphia in the Commonwealth and should not be ignored in the Plan. In addition, there are several other grassroots passenger rail advocacy groups who would like to see new service to their locales, yet the Plan includes no mention of them nor of WPPR. As an aside, the tax dollars to support passenger rail investments in the Philadelphia area will be raised from Pennsylvanians across the state, not just from residents of the southeast.</p> <p>Comment #3: A general statement about the Plan. In my opinion, the Plan has no "vision" for the future. It is basically a project list of freight rail projects. There were no new passenger rail projects identified outside of the Philadelphia region and adding service on the Pennsylvanian corridor was alluded to but not spelled out.</p>
265	Expanded Passenger Service	Western PA	William Gomes	Private citizen	<p>Review of Draft 202 Pennsylvania State Rail Plan I have had the opportunity to review at least a portion of the PA State Rail Plan. Although it is comprehensive in its approach it is a disappointment for those of us who advocate for improved passenger rail service, particularly in western PA from Harrisburg to Pittsburgh. The focus of the plan is on freight service and then on passenger service in the eastern portion of the state, particularly SEPTA. Upon a review of Section 2.2.3.1 in Table 2-34, the growth and decline shown from the 2014-2019 timeline to the 2019-2025 illustrated was of interest. I was particularly interested cities and boroughs along the western corridor served by the Pennsylvanian where there was evidence of declines from 2014-2019 from 2% to 23%. I am not familiar with the numbers in all the municipalities along the western corridor, but know that historically up until 2014 the Lewistown station ridership had been increasing. We all realize that with COVID this year all numbers would be screwed, but just find it curious how they dropped so much in this one example. We are in full support of expanded passenger service along the western corridor, but do question the projected ridership numbers presented. If you review the 2019-2025 projections you see a dramatic growth in these municipalities from 7% to 92%. These numbers are tied to the Amtrak Five Year Service Line Plans, which on pages 146-151 showing a growth in ridership along the Pennsylvanian corridor of 220,400 to 377,900. The Amtrak Five-year Service Plans show much of this growth is tied to a second passenger train serving the area, but the report does not disaggregate the numbers as they are presented in Table 2-34 in the PA State Rail Plan. It would be helpful to see how this was done. It is also little hard to believe that the ridership numbers would be able to grow this fast considering the second line would not go into effect until 2024. There is no question that a second trail will significantly enhance ridership of the Pennsylvanian, but this is not to say that significant growth is not possible, but these projections appear to be tied to the second passenger service that is not anticipated to go into service until 2024 and thus these projections should be re-examined. Additionally, a second passenger train is tied to the willingness of Norfolk Southern, which is undergoing a study at this time. It is my understanding that this study will not be completed until the end of the year. It is still not known whether the study will be favorable toward additional passenger service using their tracks. Hopefully, this issue can be expounded upon so that it can be used as a sound basis for expanded service. In Sections 2.3.5.1 and 2, there is some discussion on the train stations including multimodal connections, station modernization and on-site access, which is needed along the route of the Pennsylvanian. Most of this discussion deals with what is occurring in eastern Pennsylvania. In Section 2.3.6.3 there is mention of station area redevelopment and the key that we need to look at is to "create a high-quality network of active, attractive and safe places to welcome residents and visitors into a place of memorable identity and character." The issue of improved train stations is already in place in the eastern portion of the state, but little is said about the importance in western PA to encourage passenger train usage. One of the entangling issues in western Pennsylvania is the ownership of the stations by non- profit organizations and working on better relationships to help the non-profit and the riding public. Aside from providing an alternative to bus, car and air transportation, passenger train service should tie to destinations along the corridor for people to stop to see areas and thus could better interconnect tourism opportunities. This linkage to tourism should also be considered in the study. These are my basis observations toward the study.</p>

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266	Expanded Passenger Service	Western PA	Mark Spada, President of Western Pennsylvanians for Passenger Rail (WPPR)	Private (or non-profit) association/organization (Western Pennsylvanians for Passenger Rail)	The 2020 State Rail Plan identifies virtually no investment, projects or objectives to enhance western PA passenger rail service and facilities. That is shortsighted given the Plan (from Amtrak's latest five-year plan through 2025) shows a significant increase in ridership (64%) in FY2024 from the addition of just one additional daily Pennsylvanian. The Plan also overall ignores connectivity, a primary consideration for expanding western PA passenger service, compared to a goal of congestion mitigation. The Plan presently has a one sentence note about additional Pennsylvanian service currently being evaluated by Norfolk Southern, the owner of the Pittsburgh line. More information should be included. An example would be that PennDOT has commissioned, at PennDOT expense, a study by Norfolk Southern to determine its requirements for increasing passenger service between Pittsburgh and Harrisburg. Norfolk Southern is presently engaged in the completion of the study. The project should also be listed in Section 3 of the Plan, Proposed Passenger Rail Improvements and Investments. Sections 2.2.2.2 and 2.2.5 (Table 2-39) Norfolk Southern is projected to experience only slight to moderate growth through 2045 along the Pittsburgh line. The projected number of freight trains operating then (maximum 68) will be less than the plan's stated practical total capacity of 105 trains. This is very close to the number of trains shown as operating on the Pittsburgh line in the February 2005 Woodside Consulting study conducted for Norfolk Southern and PennDOT. Section 5 states the 2020 State Rail Vision and the proposed goals and objectives for Pennsylvania's rail transportation system. Particularly regarding western PA passenger rail, the Plan does not offer a strategy incorporating those goals and objectives to achieve that vision. This is despite over half of the responses submitted to the major stakeholders' online survey came from southwestern PA (Section 6.4.4). Section 6.3.9 Even though it does not border Pennsylvania, state rail planners from Virginia should have been contacted about passenger rail service. Virginia has made a strong commitment to state-supported passenger service including establishing a separate department dedicated to passenger rail. Input regarding their experience in this area would have been helpful in the development of the PA State Rail Plan.
267	Expanded Passenger Service	Western PA	Geary Kochersperger	Private citizen	Two-a-day service each way should be the minimum acceptable level of passenger service between Harrisburg and Pittsburgh. Three trips in each direction should be the goal; this level of service will allow for use in commuting, day trips, and any other number of users that were previously unable to ride due to the limited stop times. Additionally the State should strongly consider developing a passenger rail spur shuttle from State College, down the Nittany Valley, connecting with the Norfolk Southern Mainline at Spruce Creek, with coordinated connections with the Pennsylvanian at either Tyrone or Huntingdon. This would allow access for the huge number of car-less and transient travelers and visitors to Penn State which is an enormous untapped potential rail market. The State already owns large swaths of property in the valley south of State College which could be developed in conjunction with Penn State Altoona's new Railroad Engineering program. Additionally, this would allow for future potential expansion of this spur north of State College to Bellefonte, Lock Haven, and Williamsport.
268	Expanded Passenger Service	Connectivity to Philadelphia	Brant Portner	Private citizen	I've avoided traveling to Philly and other cities for years while my friends in Philly got together or traveled together elsewhere due to the inconvenience of driving to Philly and dealing with parking. I would most definitely use this rail service and have been excited about it for quite some time. Hopefully Norfolk Southern will make an attempt to benefit Americans directly by allowing the use of their lines.
269	Expanded Passenger Service	Connectivity to Philadelphia	Michael Allard	Private citizen	I would use Amtrak more frequently, if I did not have to drive to Philadelphia. I would also use the train to take advantage of the other Philly attractions. Museums and Philly Pops, Etc... I-76 is a show stopper.
270	Expanded Passenger Service	Connectivity to Philadelphia	Kathy Matheny	Private citizen	This would be utilized daily as my husband works in Philadelphia and would not need to drive. Also, my granddaughter goes to University of the Sciences and could come home more frequently.
271	Expanded Passenger Service	Connectivity to Philadelphia	Ryann McDevitt	Private citizen	Would LOVE travel via train to Philly.
272	Expanded Passenger Service	Connectivity to Philadelphia	Kathleen Nallo	Private citizen	My interest in the new Rail Plan lies in cultural opportunities it would afford to those of us living about an hour away from Philadelphia. Rail service would provide access for those of us wishing to attend shows and concerts, particularly in the city of Philadelphia.
273	Expanded Passenger Service	Connectivity to Philadelphia	Jeff Smith	Private citizen	I think this will provide the biggest economic impact on our community that we may ever see. This will make my trips to Philly a lot more enjoyable. This will spur economic growth in our community and raise the values of our properties. This should be a win all the way around.
274	Expanded Passenger Service	Connectivity to Philadelphia	Jim Bucciaglia	Private citizen	In my opinion this service would be a great asset to access the Philadelphia and beyond areas. If we could embrace the rail system as the European people do, we would be better off.
275	Expanded Passenger Service	Connectivity to Philadelphia	joanne lapic	Private citizen	I miss the old train to Philly! it made it easier for people to visit without worrying about parking or getting lost. for people in my area it was the easiest way to go to museums and other cultural places and events.
276	Expanded Passenger Service	Connectivity to Philadelphia	Holly Altenderfer	Private citizen	My husband and I and a number of our friends have often said we would go to Philadelphia more often if there was train service. The drive to Philadelphia is unpleasant because of traffic congestion and often takes far longer than it should. I believe both cities would benefit economically from a greater flow of visitors.
277	Expanded Passenger Service	Connectivity to Philadelphia	Andrew Kearney	Private citizen	I think it would be exciting to be able to board a train and head toward Philly. I think it is important to reveal WHY the train service ended in the first place. I understand and share the desire to have this service but bringing it back (in my opinion) requires a complete understanding of why it ended in the early 80's. I think the rail service is a great idea but I do not think it is affordable.
278	Expanded Passenger Service	Connectivity to Philadelphia	Elaine Berish	Private citizen	What is your plan to entice people to use public transportation to Phila? People who are key to making this venture work are the commuters and will that schedule fit their needs? People prefer to travel when they want to where they want without having to walk or take additional transportation to their final destination. How convenient will these stops be? The occasional traveler like myself would have to review the schedule and see how close it would get me to my destinations, what scheduled travel times, and then consider if the service as more convenient as me driving in and out of the city? It's hard to say. I know I always went into NYC using the Bieber bus but my trips were too infrequent to be considered a regular.
279	Expanded Passenger Service	Connectivity to Philadelphia	Nina Albrecht	Private citizen	I'm definitely for a passenger rail service. Driving to Philadelphia is frustrating because of the traffic.
280	Expanded Passenger Service, Other	Connectivity to Philadelphia	Ed	Private citizen	Well, I haven't seen it yet. The link in the news story brought me straight here. Train service from Harrisburg to Philadelphia is a good idea. I'd ride the train in to Philly. The PennDOT employee tasked with converting the printed document should learn how to remove the intentionally left blank pages from the PDF though, as leaving them (and other print era artifacts) in makes you folks look like goobers who don't know how to use technology. This is a common problem in state materials. It erodes our confidence in you.
281	Expanded Passenger Service	Lackawanna Cut-off Project	Tyler Kusma	Private (or non-profit) association/organization (Scranton Rail Restoration Coalition)	I would like to applaud and thank PennDOT for listening to the public and including the Lackawanna Cut-off Restoration. The Lackawanna Cut-off Restoration was not included in the 2015 State Rail Plan so its inclusion now is heartening. The last train left Scranton in 1970 and Northeast Pennsylvanians have been trying to get back passenger rail ever since then. Restoring the Cut-off presents the best opportunity for the resumption of services due to the connection to New Jersey and New York City. As the executive director of the Scranton Rail Restoration Coalition, a grassroots group dedicated to restoring passenger rail to NEPA, I can say that this project is desired and supported by the people of Northeastern Pennsylvania. Thank you for giving us hope that this project will come to fruition.

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282	Expanded Passenger Service	Lackawanna Cut-off Project	Marilyn Rousseau	Private citizen	I strongly advocate the restoration of passenger service from Scranton via Stroudsburg to NYC. This service would improve the economy of this area and alleviate congestion along I-80.
283	Expanded Passenger Service	Lackawanna Cut-off Project	Patrick Kane	Private citizen	Hello, My name is Patrick Kane and I am a resident of Scranton, Pennsylvania. I currently work on the Delaware-Lackawanna Railroad here in Scranton. I am here to address the restoration plan for the Lackawanna Cut-Off and passengers train service to Scranton via New Jersey Transit. I am aware that this plan is ongoing and years off, but I want to make it aware to the state that this project could be truly something great for Northeastern Pennsylvania. Currently, there is absolutely no passenger rail service to Scranton, therefore we are restricted to other modes of transportation. This project would open Northeastern Pennsylvania to the whole entire United States via rail. When this vital project is complete, it will provide for a comfortable, smooth, and safer travel for those commuting to work in New York City from the Poconos. Instead of these commuters driving to work, they can simply take the train and perhaps do some work on the way there. This plan would also majorly cut down on car traffic into New York City which would be beneficial to the environment as well. Lastly, this project would also create an economic boom to Northeastern Pennsylvania. This project would certainly put people to work, stretch the New York market by connecting it more with Northeastern Pennsylvania, and would increase tourism to the beautiful Pocono Mountains. Many New Yorkers do not have their own cars, so this would be very beneficial to them as well as far as tourism goes. I hope to see more funding in the future for this project as New Jersey Transit is currently restoring their tracks to Andover.
284	Expanded Passenger Service	Lackawanna Cut-off Project	Craig Beavers	Private citizen	Thank you for including the Lackawanna Cut Off project in your plan. As a resident of Scranton, I think restoring commuter rail to NYC is very important to us who live here. I frequently travel to NYC and wish I could travel by train instead. This project would be an economic boom to the city, provide more means of transportation to and from Scranton, and make our city lively. Please consider providing more funding to this project and making it a priority in the near future.
285	Expanded Passenger Service	Lackawanna Cut-off Project	Randy Davis	Private citizen	Understanding that it is difficult to fund projects without clear revenue estimates, how can a case be made to connect Scranton with NYC? Has an economic impact study been performed to estimate the positive economic impacts to Pennsylvania by adding this new passenger rail service?
286	Expanded Passenger Service	Lackawanna Cut-off Project	Nimish	Private citizen	Rail line from Scranton, pa to newyork city should be built... this will stimulate good economic growth for this region.
287	Expanded Passenger Service	Lackawanna Cut-off Project	Timothy Nawrocki	Private citizen	I want to offer my support for investment in the Lackawanna Cutoff Project connecting Hoboken to Scranton. As a native of NEPA and someone who currently lives in New York City, this would be a useful and well travelled line. The three hour trip is comparable to any automobile trip at this point given the congestion of the George Washington Bridge and Lincoln Tunnel. The overwhelming support of this line for New Yorkers with ties to NEPA is evident in the number of people I regularly travel to Port Jervis with. Many people use the Port Jervis terminus as a pickup point for car travel to Scranton as the rail option gives many a way to get out of New York in a reasonable time. Rail investment greatly improves private development, transit oriented development and a more sustainable future, even post covid. Thanks again and I hope to see the Lackawanna Cutoff operational again in the future!
288	Expanded Passenger Service	Lackawanna Cut-off Project	Michael Follo	Private citizen	The restoration of the Lackawanna Cutoff is needed & I hope that it is considered when the final report is released. This service between Hoboken, NJ & Scranton would reduce traffic congestion on both I-380 & I-80, it would attract new riders especially with the population of both Monroe & Pike counties increasing every year & MARTZ trailways can't handle the new & existing riders between New York City & Monroe County. This restoration would also give riders access to new markets in NJ especially in Newark, Hoboken & the Jersey City Waterfront as well as Scranton, PA & other destinations along NJ Transit Montclair/Boonton Line & Morristown & Gladstone Lines & as well as making connections with NJ Transit rail in Secaucus, it's Hudson-Bergen light rail & PATH trains in Hoboken & the LIRR at NY Penn Station. Thank you, Michael Follo
289	Expanded Passenger Service	Lackawanna Cut-off Project	Larry Malski	Public sector agency/government (Pennsylvania Northeast Regional Railroad Authority)	I participated in your 2020 State Rail Plan Virtual Public Meeting #1 at 4:00 PM yesterday but was unable to submit comments at that time. Please accept the following comments into the record of that meeting: "With Scranton, Pennsylvania and Lackawanna and Monroe Counties becoming a very strategic rail passenger origin/destination region for Commuter Rail Service and for Amtrak Feeder Line Rail Service, as per Amtrak's Corridor Expansion 25 Billion Plan, we collectively request PennDOT's full support and assistance in the vital Lackawanna CutOff/NEPA Rail Passenger Service Restoration Project for Northeast Pennsylvania."
290	Expanded Passenger Service	Lackawanna Cut-off Project	Charlene Doyle	Public sector agency/government (Pennsylvania Northeast Regional Railroad Authority)	The Lackawanna CutOff/NEPA Rail Passenger Service Restoration Project Corridor has already received over \$12.5 million in State Funding. This project is also already in the First Phase of construction with the almost \$70 million construction of the first 7 miles of the Lackawanna CutOff between Port Morris and Andover, NJ. The Second Phase has already had preliminary engineering completed and will complete the 21 miles from Andover to Monroe County, PA estimated at \$288 million. This rail restoration project is distinguished from the other PA rail restoration projects since it is already under construction and not just a visionary project. We respectfully request PennDOT's full support in order to continue the progress on this crucial project for northeastern Pennsylvania.
291	Expanded Passenger Service	Lehigh Valley	Carl Gershenson	Private citizen	I write to strongly encourage linking Philadelphia to Allentown. Encouraging commerce and reducing congestion between the 1st and 3rd largest metro areas in our state would be a boon to both economies. As a knowledge worker, I see a special benefit from linking Philadelphia-area universities to the Lehigh Valley's many educational institutions.
292	Expanded Passenger Service	Lehigh Valley	Jim Palmquist	Private citizen	We need intercity high speed light rail service from the Lehigh Valley to NYC, Phila, Harrisburg and Pittsburgh and beyond those destinations. It will reduce congestion in our largest cities, make regional travel easier and cheaper and attract industry and residents to the Lehigh Valley.
293	Expanded Passenger Service	Lehigh Valley	Robert Dandi	Private citizen	The Lehigh Valley would benefit greatly from a light rail system connecting it with SEPTA and NJT. Given the influx of people from the Philadelphia and New York area such connections would improve the lives of the population here, reduce road congestion and improve the environment.
294	Expanded Passenger Service	Lehigh Valley	Ellen Herrenkohl	Private citizen	The addition of rail service between the Lehigh Valley and both Philadelphia and New York City would be a wonderful benefit. It would provide safer and more convenient transportation. In addition, the reduction of auto emissions would be a crucial contribution to the state's effort to control climate change.
295	Expanded Passenger Service	Lehigh Valley	Jean Barry	Private citizen	The Lehigh Valley desperately needs passenger rail options. Connecting the Lehigh Valley to Philadelphia would provide options for working in and visiting the city while reducing traffic on the overwhelmed northeast extension. I lived in NJ for years, and was able to take NJ Transit throughout the state and while commuting to NYC. The lack of this option in PA is keenly felt.
296	Expanded Passenger Service	Lehigh Valley	Gary Strobl	Private citizen	It would be in the best interest for a Green environment if there was rail transportation from the Lehigh Valley between Allentown and the cities of New York and Philadelphia. There are many commuters driving personal vehicles and taking bus or other means of transportation.
297	Expanded Passenger Service	Lehigh Valley	Anita Rutt-Guerriere	Private citizen	I would like to see included in the 2025-2045 PA State Rail Plan the re-opening of the rail line between Bethlehem (Lehigh Valley) and Philadelphia for several reasons. The Lehigh Valley has become a thriving commuter and tourist destination with regards to Philadelphia greater metro area. Rail service would significantly decrease traffic and accidents on roadways between Lehigh Valley and Philadelphia. It would also strengthen the economy by increasing tourism between Lehigh Valley and Philadelphia. I strongly urge you to consider and take the necessary action to include the highly needed rail service between Lehigh Valley and Philadelphia in 2025-2045 PA State Rail Plan. Thank you

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298	Expanded Passenger Service	Lehigh Valley	David Bloys	Private citizen	The state should invest in areas that have growing populations but are completely unserved by rail transit. The Lehigh Valley is a large population center that is not served by commuter or intercity rail at all; at the same time, its role as a logistics hub are exacerbating truck congestion on interstates and local roads. However, because it sits just outside SEPTA and NJT's commuter rail service areas, it is often overlooked. To alleviate this issue, PennDOT and/or the legislature should consider creating a state passenger rail authority, similar to what was recently formed in Virginia. I recommend full service restoration to the Lehigh Valley region via unused SEPTA lines (Bethlehem to Philadelphia) and Amtrak/NJT (Bethlehem to Newark/New York). At a minimum, SEPTA should restore service to Quakertown/Shelly and PennDOT should consider a partnership with NJT and/or Amtrak to extend the Raritan Valley Line to the Lehigh Valley. The recent announcement that Amtrak was considering supporting service restoration to Scranton gives all the more reason for PA to push for service restoration to the Lehigh Valley, a much larger and growing population hub. These projects, while farther off in the future, should at least be included as visionary goals in the PA State Rail Plan alongside plans that are already included, like restoration of service to Reading.
299	Expanded Passenger Service	Lehigh Valley, Western PA, Lackawanna Cut-off Project, Reading Service Support	Benjamin She	Private (or non-profit) association/organization	The 2020 PA State Rail Plan presents a small but significant step forward for advancing long-sought passenger rail projects throughout the Commonwealth. At a time when peer states like Massachusetts and Virginia are actively planning and building out extensive statewide rail networks, PA and PennDOT need to also get on board and create a formal statewide passenger rail network and vision that lays out the priorities for decades to come. With an incoming Biden administration that could unlock billions of dollars in dedicated Federal passenger rail grants and funding through the INVEST Act, PA needs to be ahead of the curve and not miss out. The Commonwealth has the opportunity to create a true statewide passenger rail network that could be among the best in the country, but PennDOT needs to show an increased commitment to getting there. To that extent, we are also asking for the inclusion and acceleration of several passenger rail projects in Appendix C, as follows. 1. Restored passenger rail service from Philadelphia to Allentown via Lansdale and the Reading Railroad's Bethlehem Branch. Times have changed drastically since its closure in 1981, and both the Delaware Valley and Lehigh Valley are strongly resurging and growing again. Connecting the state's largest city and its 3rd largest (and fastest growing) city would be trivially obvious in any other state, and must be done here. The Delaware Valley Regional Planning Commission analyzed the license plates of cars parked at SEPTA's Regional Rail stations for home origins, and found that Lansdale station attracted riders all along the North Penn corridor to Quakertown and even Allentown/Bethlehem proper. It is one of the largest park-and-ride draws on Regional Rail, signifying an immense untapped market for intercity rail service. How big is this potential market? A LEHD origin-destination analysis found that around 4,300 people commuted from Lehigh County to Philadelphia for work in 2017. This is twice the number that commute from Lehigh to New York City (2,100), a corridor that has also seen calls for potential rail service. And to wit, the Turnpike Commission is currently rebuilding I-476 with six continuous lanes from Conshohocken all the way to Lehigh Valley, not only in anticipation of increased local traffic but also increased Lehigh Valley-PHL intercity traffic. As we know, the right-of-way of the Bethlehem Branch north of Quakertown is abandoned north of Quakertown, and is currently being converted into a rail trail. However, even this is far more amenable to the situation found on the PHL-Reading corridor, where Norfolk Southern has full control over the extent of restored there. There is no reason for Reading service to be in the plan, while at the same time Allentown service is omitted. Planners in PennDOT should not be deterred that the momentum is currently shifted towards a rail trail, because SEPTA still owns the entire corridor and has right of first refusal to revert back to rail use. These are the statutory facts. A scenario clearly exists where both modes could be facilitated as a rail-with-trail as well 2. Increased Pennsylvanian service PHL-Pittsburgh to a second train needs to be accelerated to a sooner goal than 2024. Additionally, talks should be opened on potentially adding a third daily train as an overnight sleeper service. Even the service's current travel time of over 9 hours, this would provide a very convenient for travelers; for instance one could leave Pittsburgh at 11:00 PM and get to Philadelphia at 6 AM/New York at 8 AM for a full day of work. Again, potential federal intercity rail grants could be coming much sooner than later, and PennDOT must have plans ready in advance. 3. We commend the inclusion of both NYC-Scranton service on the Lackawanna Cut-off and PHL-Reading service on the state rail plan, and expect both corridors to be well-used. Both projects, and PHL-Allentown, are critical segments that will advance the creation of a statewide passenger rail network that goes beyond the Keystone Corridor and Keystone West.
300	Expanded Passenger Service	Phoenixville Extension	Barry Cassidy	Other (Phoenixville Mayor's Task Force for resumption of rail service)	The following study is being completed by the Delaware Valley Regional Planning Commission and should be listed as a separate project in the State Rail Plan. The Project Plan has been amended and calls for connecting King of Prussia, Phoenixville, Royersford and Pottstown as an extension of the Norristown line. This is an FTA eligible project. The following is a description. The Phoenixville's Mayors Task Force wants to ensure that this project is reflected in the State Rail Plan. Here is the DVRPC work description.: PROJECT: Phoenixville Passenger Rail Ridership Forecasts Responsible Agency: Program Coordinator: Matthew Gates Project Manager: Amy Bernknopf, Kwan Hui Goals: Enhance regional mobility, economic growth, and sustainability by exploring the transit ridership potential of a SEPTA Regional Rail extension from Norristown to Phoenixville in Pennsylvania. Description: A grassroots effort led by local developer, the DeMutis Group seeks to restore passenger commuter rail service to the Borough of Phoenixville. The DeMutis group is working with Phoenixville Borough's Mayor's Task Force for the Restoration of Rail Service to Phoenixville, and their vision is to restore this service as an extension of the Manayunk/Norristown line and sharing the Norfolk Southern freight corridor to the Borough of Phoenixville. The group is currently working on the development of a value capture plan of soon to be developed properties in conjunction with federal grants and loans to finance this service extension, and will not be seeking FTA New Starts funding. The group has met with each of the impacted municipalities and counties and has received conceptual support for the extension and has also coordinated with SEPTA and the Norfolk Southern Corporation regarding costs and other requirements necessary to move this project forward. The potential ridership figures for this project have been developed by modifying the forecast that was developed for the Schuylkill Valley Metro project, now nearly 20 years old. This would provide updated ridership forecast given the current concept of three new station sites (Phoenixville, Schuylkill Township, and King of Prussia) and a service schedule of 60 round trips per week to be operated by SEPTA, as outlined in the group's current working study. Tasks: 1. Assemble steering committee comprised of SEPTA, Chester County, Montgomery County, TMAs, and PennDOT. 2 Review previous planning work, including forecasts. 3. Review and agree on planning assumptions, including station locations, service schedule, running times, park and ride size and locations, fare structure, and demographics. It is anticipated that this task will rely heavily on the previous study and use many of the same service assumptions. 4. Assemble data for model calibration, including recent ridership and park and ride counts; flow data from the on-board survey, household travel survey, and CTPP; 21-63-007 Delaware Valley Regional Planning Commission PA Transit Support Program 317 demographic data; and travel times. 5. Calibrate TIM 2.3 model to a suitable degree for a systems planning exercise. 6. Prepare anticipated opening year and horizon ridership forecasts. 7. Document study findings. Products: 1. Ridership forecasts 2. Technical memorandum Beneficiaries: Chester County, Montgomery County, SEPTA, and the DVRPC region. Project Cost and Funding:
301	Expanded Passenger Service	Phoenixville Extension	Corey Reagan	Private citizen	As someone that doesn't drive and works in the city this line would be a godsend. I could catch it right in Royersford.
302	Expanded Passenger Service	Phoenixville Extension	Jennifer, Kramer	Private citizen	I would use this train service at least 3 times a month if not more getting on in Pottstown. This would be a huge convenience to travel to New York City.
303	Expanded Passenger Service	Phoenixville Extension	Todd Stricker	Private citizen	I travel to Philadelphia almost weekly and it would benefit not having to drive to norristown to catch the train

Comment Number	Category	Sub-category	Name	Representing	Comment (Verbatim)
304	Expanded Passenger Service	Phoenixville Extension, Reading Service Support	Daniel Kucz	Private citizen	Please consider advancing the studies and implementation of the extension of SEPTA regional rail to the Phoenixville, Royersford, Pottstown, and possibly Reading areas utilizing Norfolk Southern Rail lines. The infrastructure is already there. This extension would provide economic benefits not only to these areas, but also relief from traffic congestion along the 422 corridor. Additionally, commuters (post covid) would be essentially paying toll (via transit ridership) to make this trip rather than not paying toll (other than gas tax, which is a drop in the bucket due to increased fuel efficiencies). Knowing the opposition to roadway tolling, providing mass transit option (which is essentially trip tolling) on infrastructure that is already in place (this is key!) is simply a smart move. It's not like Norfolk Southern trains are flying by on this route at a rate of 10 trains per hours. It's more like 10 trains per day, give or take. Certainly some commuter trains can be worked in between. So, let's maximize what we have, collectively, as humans, to become what we can be, as a society.
305	Expanded Passenger Service	SEPTA	Bill Delaney	Private citizen	SEPTA takes dollars from all taxpayers of the state, yet has almost no accountability from Harrisburg for it's reckless spending, lack of paper tickets, and lack of coverage on the eastern segment of the Harrisburg line consisting of stations between Thorndale and Harrisburg. Lack of job access, and ability to travel on this line due to SEPTA stopping at Thorndale is massively inconvenient for the hundreds of thousands that need travel further, as well as those that must travel to the City or are currently unserved by SEPTA rail, such as Lancaster, to connect to Bensalem. This task of extending SEPTA service could be accomplished easily and for far less in taxpayer dollars than the absurd total paid to operate the line under Amtrak (a federal service) each year. Amtrak, a poorly run agency interested in extorting dollars wherever possible, is not only cost prohibitive, but timings are inconvenient and tickets are unreasonably high - higher than SEPTA would charge for local and express service. PA has the resource already in SEPTA to operate this service. This R5 extension could be duplicated in extending R2 service into Maryland, as well as extending R6 service via Norfolk Southern by purchasing Dual Mode Locomotives. For the case of the R5 line, all that would be needed, is to discuss turning over the trackage from the federal DOT to PennDOT, who in turn would turn that over to SEPTA, with the option of bringing Amtrak on board, and charging Amtrak trackage fees. SEPTA would then be eligible for grants to purchase and rebuild push-pull cars from other agencies such as MTA Maryland, or purchase new American-Made equipment from reputable American-aligned manufacturers that have done business in the USA for at least 10 years, and have no ties to Communist China, such as Bombardier, Kawasaki, or Stadler.
306	Expanded Passenger Service	SEPTA, West Chester Service, General	Nate Lichtenstein	Private citizen	Extensions of the SEPTA Commuter rail service from Wawa to West Chester PA should be included as well as the SEPTA King of Prussia line expansion and expanding the SEPTA Trolley network. Their should also be more proposals and studies conducted on building a potential high speed rail corridor capable of speeds of 186mph between Philadelphia-Harrisburg-Altoona-Pittsburg and another from Pittsburg to Erie.
307	Expanded Passenger Service	West Chester Service	Jo Ann P Kelton	Public sector agency/government (Committee to Reestablish Rail Service to West Chester)	Committee To Reestablish Rail Service To West Chester 401 E. Gay Street West Chester, PA 19380 TO:PA State Rail Plan Update DATE: November 25, 2020 SUBJECT: Committee Requests Inclusion of West Chester Rail Service Restoration Project into the PA State Rail Plan and Upcoming Capital Budgets The Committee To Reestablish Rail Service To West Chester (the Committee), an ad hoc committee formed by West Chester Borough, requests inclusion of the project to reestablish service on the Media-Elwyn line from Wawa to the Borough of West Chester into the PA State Rail Plan. The Committee believes restoring service to corridors where SEPTA owns the right-of-way represents a low risk/high reward approach to expanding mobility in the region and would build on existing momentum in the region. Our Committee has partnered with SEPTA since prior to PENNDOT'S 2018 Feasibility Study that proved the project was a worthy goal. We have been working diligently as a Committee since 2014 to restore rail service to the only suburban county seat without rail service in the Philadelphia region, which would provide a one-seat ride between the suburbs and Center City Philadelphia. We understand the pandemic is placing severe constraints on the budgetary environment both for SEPTA and for state and local governments, but as we look beyond this challenging time, the Committee sees many reasons for optimism and the need to plan ahead. The Borough of West Chester has a significant slate of commercial and residential developments on the horizon that will further densify and activate the area immediately surrounding the proposed West Chester station at the terminus of the Project. To capture potential additional riders from these developments, the Chester County Planning Commission has asked the Delaware Valley Regional Planning Commission to update the Project's ridership study, which is now ten years old. With the possibility of significant federal stimulus for both infrastructure and state and local governments coming in 2021, the Committee is requesting that the addition of the Project to the 2020 PA State Rail Plan, including environmental clearance (NEPA) and Preliminary Engineering (PE) plan development for the project in SEPTA's Fiscal Year 2022 (July 2021-June 2022) budget. This project is currently unfunded as are other projects on the existing Rail Plan (see Appendix C, page 8, Proposed Passenger Rail Projects). The estimated cost of the project should not preclude inclusion in the list of projects so that future eligibility can be maintained. Completing PE/NEPA would make the project shovel ready if funding opportunities become available in the next couple years. Sincerely, Jo Ann P. Kelton, Chair, Committee To Reestablish Rail Service To West Chester cc: Pasquale T. Deon, Sr., SEPTA Board Chair: Marion Moskowitz, Chester County Commissioner Chair Chester County Planning Commission Delaware County Planning Commission
308	Expanded Passenger Service	Other	Rob Kettell	Private citizen	The primary rail connection between Philadelphia and southern New Jersey goes over the Ben Franklin Bridge - an alternative route is needed in case the bridge is disabled. How about extending the Broad Street line through the Navy Yard, under the river and into New Jersey?

Comment Number	Category	Sub-category	Name	Representing	Comment (Verbatim)
309	Expanded Passenger Service	Other	Matthew Mitchell	Private (or non-profit) association/organization (Delaware Valley Association of Rail Passengers)	The Delaware Valley Association of Rail Passengers commends PennDOT for its thorough work in compiling the 2020 update of the State Rail Plan. It is important for all parties in the planning process to have a clear understanding of current conditions for both passenger and freight rail in Pennsylvania. DVARP also commends PennDOT for its ongoing efforts to maintain and improve the Keystone Corridor. Commonwealth investment has put the corridor infrastructure to a good state of repair, increased service speeds, improved stations, and increased service frequency between Philadelphia and Harrisburg. We are seeing the results of this investment in sustained ridership growth. We agree that rail planners should prioritize projects that maintain current passenger rail infrastructure in a state of good repair and comply with federal mandates. Both PennDOT and SEPTA have made significant progress in this area over the past two decades, to the point where we can now consider discretionary projects that will enhance service or expand the passenger rail network. We believe that Keystone riders and the citizens of Pennsylvania will be better served if ownership and management of the corridor is transferred from Amtrak to PennDOT. Therefore DVARP has endorsed federal legislation (HR 8389) to direct that Amtrak effect that transfer. We are confident that PennDOT will provide better and more responsive stewardship of this public asset. PennDOT ownership will also reduce administrative overhead and increased cost transparency. PennDOT control of the Keystone Corridor will open up promising opportunities to coordinate and improve services on the Harrisburg Line. For example, dispatching of the entire Harrisburg Line can be transferred to SEPTA, improving the reliability of the SEPTA service that carries the majority of passengers in the corridor. Fare integration of the Keystone and SEPTA service would make Keystone travel more convenient; and a coordinated service plan could increase the cost-efficiency of off-peak service to stations between Paoli and Thorndale. Regarding specific Keystone projects, we recommend addition of one or two additional stations in Lancaster County. We think the interlocking projects at Villa and Nova should be expedited: to improve the operating efficiency of SEPTA's Paoli/Thorndale service and to replace the increasingly unreliable interlocking at Bryn Mawr. DVARP continues to believe that the most important thing that can be done to make the Keystone Corridor a more attractive travel option is to restore direct service to Center City Philadelphia. Giving PennDOT ownership and control of the Keystone Corridor would be a logical next step in development of the corridor. Establishing an office within PennDOT for ownership and management of inter-regional passenger rail service would also be a logical next step for development of additional passenger rail services in Pennsylvania. DVARP believes that the most promising opportunities at present include services between Philadelphia and Reading, Philadelphia and the Lehigh Valley, and from the Lehigh Valley to the New York metropolitan area. Each of these corridors has its own strengths and weaknesses, but like the Keystone Corridor, they are focuses of economic growth and development. Each parallels an important inter-regional highway and can provide an important travel alternative during future reconstruction projects. Additionally, there is grassroots support for restoring passenger rail in each of these corridors. Therefore it makes sense to invest in passenger rail now: to help shape that development and promote a variety of transportation options. There are two factors that we believe are overlooked in the draft State Rail Plan, which will contribute to increased demand for passenger rail service in emerging corridors. First is the continued aging of Pennsylvania's population. Trains give our older neighbors more mobility and the availability of service close to home will encourage them to stay in Pennsylvania rather than moving out of state. Second, the pandemic has caused employers to rethink how work gets done, and we anticipate a permanent increase in remote work. That along with pandemic-related concerns about more dense living patterns may lead to increased migration from urban areas to outlying counties, including the counties in the corridors mentioned above (Chester, Lancaster, Berks, Lehigh, and Northampton). Progress in returning passenger trains to these corridors should be made sooner and not later. Finally, we agree with the points made in the draft report that much can be done to make Amtrak service on the Northeast Corridor more convenient and to broaden and diversify the NEC passenger base. We urge PennDOT to work with the other state transportation agencies to demand better from Amtrak. Pennsylvania in particular has been ill-served under Amtrak's current NEC management strategy, much of which is driven by the goal of maximizing revenue from high-dollar business travelers. In particular, PennDOT should seek increased service levels at Cornwells Heights and study a possible station at Baldwin (near the intersection of I-476 and I-95). While Amtrak provides all-day service to suburban stations in New Jersey, Maryland, and other NEC states, such service in Pennsylvania is minimal. Amtrak fares and services also treat Pennsylvania poorly. Amtrak uses a yield management system for pricing its services: that system favors longer trips over shorter trips, and discourages shorter trips by pricing them proportionally higher. Additionally, the system sometimes limits reservations for passengers boarding trains at Philadelphia in order to leave seats available for Washington and New York passengers. Finally, the requirement for advance reservations for all NEC travel discourages discretionary travel. DVARP is intrigued by the proposal from AmeriStar Rail to replace Amtrak as operator of NEC trains. While some aspects of the plan need more complete development, the company has a knowledgeable team and a plan that would provide much better service to intercity rail passengers, especially those of us in Pennsylvania. We urge Pennsylvania and neighboring states to commence discussions with ASR, evaluate the technical and financial feasibility of their plan, and if it is found satisfactory, initiate a competitive bidding process for NEC operations.
310	Passenger Rail	Minor Correction	David Huffaker	Public sector agency/government (Port Authority of Allegheny County)	Very small update, but on page 2-16 of the state rail plan, the document describes three lines operated on the T by Port Authority of Allegheny County. In March of 2020, we changed the name of the Blue Line - Library to the Silver Line. We now have the Red Line, the Blue Line and the Silver Line.
311	Freight Rail	Minor Correction	Andrea Lisowski	Private sector agency (R. J. Corman Railroad Company)	It was a pleasure participating in the informative PA State Rail Plan meeting. Upon review of Appendix E: Draft Proposed Freight Rail Projects, we are requesting a few corrections/changes to R. J. Corman Proposed projects. Below, items in red may be removed and we would greatly appreciate the addition/replacement of items in green. North Central Region <ul style="list-style-type: none"> •RJCP Class III Improve Track Rebuild Former C&M Junction Railroad Connection \$54.47 TBD Clearfield •RJCP Class III Accelerated Maintenance Tie & Rail Upgrade \$6.2 Clearfield Northern Tier Region <ul style="list-style-type: none"> •LRWY Class III Accelerated Maintenance Ties & Surfacing \$1.76 TBD Bradford North East Region <ul style="list-style-type: none"> •LS Class III Improve Terminal New tracks for Avoca propane terminal expansion \$2.53 TBD Luzerne •LS Class III Accelerated Maintenance Tie & Rail Upgrade \$4.7 TBD Luzerne Southwest Region <ul style="list-style-type: none"> •RJCP Class III Accelerated Maintenance Ties & Surfacing I \$2.02 2022-2025 Clearfield (Indiana) Southern Alleghenies Region <ul style="list-style-type: none"> •RJCP Class III Accelerated Maintenance Rail & Tie Upgrade [\$0.85] \$5.85 2021-2024 Cambria <p>Please let me know if you have any questions additional questions</p>

2020 Pennsylvania State Rail Plan Public Comments

Comment Number	Category	Sub-category	Name	Representing	Comment (Verbatim)
312	Freight Rail	Other	Glenn Olcerst	Private (or non-profit) association/organization (Rail Pollution Protection Pittsburgh)	The undersigned individuals and organizations believe that there is a need to address rail proliferation where it conflicts with urban health, sustainability, and personal well-being. As you know, the State Transportation Commission approved \$20 million in taxpayer funding for Norfolk Southern to increase its rail traffic through a twenty-mile segment of Pittsburgh's most densely populated neighborhoods. Within the proposed modified route, there are 176,000 residents living within the black carbon diesel high risk fallout and derailment blast zones— 74% of whom live in Environmental Justice Areas. These areas are to receive extra consideration in policy decisions to ensure that they do not disproportionately shoulder the burden of environmental hazards. Those primarily black and brown residents are already breathing some of the worst air in the country. University of Pittsburgh, School of Public Health, Center for Environments and Communities analysts have conservatively determined that the increased train traffic is the equivalent of over 5,500 diesel buses passing those residents' doorstep every day. Carnegie Mellon University analysts have determined that every ten trains results in six pollution related deaths/year. They have further determined that for every hour of train idling, there will be one pollution related death per year. We have evidence that Norfolk Southern has idled trains for four days and four nights in Allegheny Commons. Instances of idling of lower priority rail traffic will only increase after rail traffic increases. These facts are particularly concerning given the findings of a recent Harvard School of Public Health study, which appears to be the best available evidence regarding an association between air pollution and mortality from COVID-19. The very latest study, published in Environment International, found that fine particles (emitted by locomotives) may also alter the size of a child's developing brain, which may ultimately increase the risk for cognitive and emotional problems later in adolescence. The quality of our air, water and our health are impacted by the Group 1 carcinogenic black carbon diesel 2.5 pm particulates emitted by Norfolk Southern's locomotives. In addition, the integrity of Norfolk Southern's rail and bridge infrastructure through the city and Allegheny County is crucial to our safety and well-being. Our elected representatives have asked for more information about what other cities and states have accomplished and what options might be considered in Pennsylvania and in Pittsburgh. First, California, New York, New Jersey, Minnesota, Washington, and Oregon all have laws expressly permitted by the Federal Oil Pollution Control Act of 1990 (OPA) that: •Impose strict liability—in the event of a derailment involving an oil spill or explosion, for all property damage, health costs, lives lost, require the restoration of natural resources, and permit punitive damages. •OPA also allows states to impose fees on oil landed or transferred into the state once it comes off a rail car. (This was never even challenged by the railroads in California.) •In terms of oil spill response planning, it covers more than just the plan, it allows requiring training equipment, communication systems, and qualified officials to coordinate with the first responders. It also requires cleanup. States are also allowed to ensure that a railroad is financially responsible either through insurance or the posting of bonds. Federal laws relating to oil spills are just the floor and the state can require more. Moreover, states can regulate where the government has not done so. It is beyond question that with respect to non-rail offloading facilities and refineries, municipalities maintain police powers, land-use authority, public health and emergency regulation powers. Finally, both Chicago and Atlanta have worked out voluntary global settlements with Norfolk Southern and the options listed below are based on those models. In light of the foregoing, the undersigned individuals and organizations write to ask that our city, county, state and federal representatives consider doing the following: •request that additional rail safety inspection oversight be performed by both the Pennsylvania Utility Commission and the Federal Rail Administration for the reasons and examples previously cited here. [RP3 provided safety alerts in September and October 2020 entitled, respectively, "Deadly Crossings" and "How Norfolk Southern's Greed and Regulatory Failure Puts the Public at Risk". Between October 20, 2020 and December 2, 2020, Norfolk Southern has had eight significant derailments within its system, two of which resulted from collapsed bridges -- in Roanoke Virginia and Clymer Pennsylvania]. •request copies of all detailed rail bridge inspection reports (subject to a confidentiality agreement) within the County over the past 2 years, as well as ongoing inspection reports; •request Norfolk Southern post a bond in the event of a derailment where damages exceed the limits of its current insurance policy (something RP3 has been suggesting for over two years); •request that Norfolk Southern sign an agreement to complete Positive Train Control (with a backup system when the main control is off line for maintenance) throughout the county simultaneous with the completion of the PVCP- with financial penalties for non-compliance (something RP3 has been suggesting for over two years); •request enhanced oil spill protections, —including the creation of emergency response plans as outlined above; •request a quarterly report of idling duration and location subject to a confidentiality agreement; •request that our state agencies perform a Health Impact Assessment of the PVCP as previously requested by 95 physicians and medical professionals after reviewing the rail related scientific literature; •communicate an offer to help Norfolk Southern obtain diesel emissions reduction funding sources which include, on the federal level, the Congestion Mitigation Air Quality Fund and the Diesel Emissions Reduction Act and our state portion of the Volkswagen Environmental Mitigation Trust Fund. We are proposing that Norfolk Southern use these funds to equip its older locomotives with available particulate matter scrubbers, build cleaner switching engines and to manufacture much cleaner Tier 4 locomotives. Since the switch yard engines and Tier 4 locomotives and scrubbers can be manufactured in Norfolk Southern's Altoona, PA facility (which experienced significant layoffs in both 2019- one of its most profitable years, and 2020), our solution is a proverbial "win/win" since it creates manufacturing jobs in Pennsylvania and results in cleaner air for the rest of us. It is also a key to getting Norfolk Southern to agree to other types of mitigation as outlined above for residents, parks and neighborhoods adversely impacted by its PVCP. More in-depth consideration of options outlined above are especially important since highly explosive liquid natural gas (LNG) under pressure will soon be carried on our rail lines. That fact—combined with rail carrier refusal to utilize more effective electronically-controlled pneumatic brakes and to accept limits on rail wear -- make educating our representatives in advance necessary and prudent. We want our representatives to take action to protect lives and property. Ultimately, the solution to volatile oil/gas trains is switching our infrastructure to clean energy. We deserve power without pollution and energy without injustice. We appreciate your efforts to keep us all safe and healthy. Very Truly Yours, Glenn Olcerst Barbara Talerico Co-founders Rail Pollution Protection Pittsburgh 1200 Resaca Place Pittsburgh PA 15212 info@railpollutionprotectionpittsburgh.org Matthew Mehalik, Ph.D. Executive Director Breathe Project Energy Innovation Center 1435 Bedford Ave. Suite 140 Pittsburgh, PA 15219 412-514-5008 mmehalik@breatheproject.org breatheproject.org Rachel Filippini Executive Director Group Against Smog and Pollution 1133 S. 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Venetia, PA 15367 ned@psrpa.org Physicians for Social Responsibility - Pennsylvania 1501 Cherry Street Philadelphia, PA 19102 info@psrpa.org Angelo Taranto Allegheny County Clean Air Now c/o Community Presyterian Church of Ben Avon 7501 Church Avenue Pittsburgh, PA 15202 ataranto39@gmail.com Brook Lenker Executive Director FracTracker Alliance 112 E Sherman St. Pittsburgh, PA 15209 Christine Graziano Plant Five for Life 5918 Elwood St. Pittsburgh PA 15232 christine@plantfiveforlife.org Katie Modic Communitopia 223 Carnegie Place Pittsburgh PA 15208 Barb Pace Allegheny County Clean Air Now c/o Community Presyterian Church of Ben Avon 7501 Church Avenue Pittsburgh, PA 15202 Howard M Rieger East End Neighbors Against Air Pollution 6315 Forbes Ave, #902 Pittsburgh PA 15217 Ana Hoffman CREATE Lab 4720 Forbes Ave Pittsburgh, PA 15213 Marcia Lehman Beaver County Marcellus Awareness Community (BCMAC) PO Box 31 Ambridge PA 15003 bcmac.awareness@gmail.com Michelle Naccarati-Chapkis Women for a Healthy Environment 5877 Commerce Street, Suite 114 Pittsburgh, PA 15206 412.404.2872 Gillian Graber Executive Director Protect PT 3344 Route 130, Suite D Harrison City, Pa 15636 gillian@protectpt.org Gail Murray, Communications Director Communities First Sewickley Valley 1435 Bedford Avenue Pittsburgh PA 15219 communities1sewickley@gmail.com Deborah Gentile, MD Community Partners in Asthma Care 127 Lampliter Lane McMurray PA 15317 Steve Hvozdoch Pennsylvania Campaigns Director Clean Water Action 100 5th Ave, Ste 1108 Pittsburgh, PA 15222 412-765-3053 x 410 shvozdoch@cleanwater.org Karen Grzywinski ACCAN Allegheny County Clean Air Now c/o Community Presbyterian Church of Ben Avon 7501 Church Avenue Ben Avon, PA 15202 www.ACCAN.org
313	Expanded Freight and Passenger Service	General	Derek Harris	Private (or non-profit) association/organization	From an economic development perspective, the addition of rail service in under-served areas will not only help increase the business possibilities, it will help increase home values in depressed cities.
314	Expanded Freight and Passenger Service	General	Hugh Harris	Private citizen	I think it's evident that too many rail lines were taken out of service when everyone thought trucking was the answer. I would hope that we could install new rail lines perhaps reclaiming some of the abandoned lines which still exist. I would even go so far as to reclaiming rail to trail lines that have been converted to trails and put them back to railroad service.
315	Expanded Freight and Passenger Service	General	Felix Rivera	Private citizen	Rail service needs to be restored in the area some how
316	Expanded Freight and Passenger Service	General	Amy johnson	Private citizen	please being back the rail connection. This would have a huge impact on our economy.
317	Expanded Freight and Passenger Service	General	Karen Moreadith	Private citizen	I am in favor of restoring the rail train in our area! In my opinion, it would provide greater opportunity for citizens and business owners alike. During this pandemic, I believe it would be a true asset to have that as an option for many uses! Thank you for your consideration!
318	Expanded Freight and Passenger Service	General	Vance Grozier	Private citizen	Please consider rail service to NY City
319	Expanded Freight and Passenger Service	General	Jared Millard	Private citizen	I would love to see the expansion of the rail system. Both for work and play it would offer expanded opportunities.
320	Expanded Freight and Passenger Service	General	Rosemary Mengel	Private citizen	I think it is a great idea to expand the railways! When I was in college I used Amtrak to travel between Philadelphia to Lancaster frequently!
321	Expanded Freight and Passenger Service	General	rebecca williams	Private citizen	This would be a great idea helping people get to areas safer and quicker. Less pollution and cars on the highways.
322	Expanded Freight and Passenger Service	General	Andrea Ditsky	Private citizen	This would be great for our economy, it would increase housing prices and make it so nice to get to Philly and NYC
323	Expanded Freight and Passenger Service	General	Gladys Cordero	Private citizen	wow !! This would be great for our community. There will be a lot of job opportunities and many alternatives to go on vacation
324	Expanded Freight and Passenger Service	General	Teresa Van Wagner	Private sector industry	We need a connecting rail system between major metropolitan areas to invest in convenience, the environment, and economic infrastructure.
325	Expanded Freight and Passenger Service	Connectivity to Philadelphia	Jo Cohn	Private citizen	I am ready to support the connection to Philadelphia!

Comment Number	Category	Sub-category	Name	Representing	Comment (Verbatim)
326	Expanded Freight and Passenger Service	Connectivity to Philadelphia	Heather Kowatch	Private sector industry	I would support rail service to Phila
327	Expanded Freight and Passenger Service	Lehigh Valley	Marilyn Egner	Private citizen	This is the first time that I have looked at the PA State Rail Plan. I am impressed with all of the studies and the work that goes into the plan. I do see a need to better connect to Philadelphia for passenger and for freight. Living in Emmaus, we are seeing a lot of freight going through on a daiy basis. I understand the need for access by train from Harrisburg to Philadelphia, but could there be an actual connection with Amtrak to the Allentown, Bethlehem, Easton area? And, a connection then from New York directly to the Lehigh Valley instead of having to use a bus part way? Throughout the ABE area, prior to the pandemic, people were using buses to travel to NY on a daily basis for work or for pleasure. Could this corridor be the next in line for study? I think it is a shame that many rails have been abandoned or even dug up (I do enjoy utilizing walking trails on old rails beds). But, having to travel to Philadelphia for hospital services, several times a year, it would be more convenient to travel by rail than to fight the traffic and do deal with the parking situations. Thank-you for all the work that has been put into the plan and I look forward to seeing a better connected PA. Marilyn Egner
328	Expanded Freight and Passenger Service	Lehigh Valley	Alex Battisti	Private sector industry	I would love to see rail added to PA. It would change the culture and economy of the Lehigh Valley for the better.
329	Expanded Freight and Passenger Service	Other	Michael Alexander	Private citizen	1. p. ES-2: The report implies that Amtrak owns the route of the Keystone Service, speaking of 'Amtrak's Keystone Corridor,' in the same way that it refers to 'CSX's Chicago Line' and 'Norfolk Southern's (NS's) Fort Wayne Line.' I believe that this is correct. However, given that it has recently been emphatically stated that Amtrak does not own the infrastructure connected with Keystone Service, on the basis of a strange claim about a mortgage issued in the 1970's by U.S. DOT to Amtrak (as if a mortgage conveyed ownership), it would be beneficial to ascertain and state who owns the line. I believe that Amtrak ownership can be conclusively documented. You can get more information from Western Pennsylvanians for Passenger Rail (wpprrail@gmail.com). 2.P. C-8: Under 'Proposed Passenger Rail Projects,' Appendix C (#127) lists 'Monessen Mid-Mon Valley Commuter Rail.' It indicates that this project would involve the rehabilitation of existing assets. Commuter service in the Mon Valley would be an effective and cost-efficient way to help revitalize Mon Valley communities. 3.It was stated by Deputy Secretary Granger at the Nov. 16 public meeting that bringing stations up to ADA standards is like fixing a leaking roof. I think this is a good analogy. I suggest that station projects that relate to the efficiency of operation, particularly on the line to Pittsburgh west of Harrisburg, be considered; these would be analogous to providing a house with modern electrical wiring. In particular, I am thinking of improving stations between Harrisburg and Pittsburgh so that two platforms can be used, one for eastbound traffic and the other for westbound traffic, with access to both platforms from the station. In Virginia some stations associated with new service do use two platforms, but without creating expensive overpasses or underpasses. Currently, passenger trains sometimes have to move onto the 'wrong' (that is, facing oncoming traffic) track in order to allow passengers to move between the station and the train. I hope that NS in its forthcoming report will deal with this issue. 4.In answer to a question about the interchange of freight between truck and rail, Deputy Secretary Granger mentioned that a separate study is considering that issue in the context of freight movement in general. I suggest that the Commonwealth, in an analogous way, consider the interchange between intercity bus and passenger rail, in terms of the movement of passengers in general. I believe that PennDOT should articulate a multi-modal vision for intercity passenger transportation that would consider all modes of passenger transportation in a coordinated way. My own vision is within twenty years to connect all urban areas (say, with a population of more than 15,000) within the Commonwealth by coordinated bus and rail service, with passenger rail lines for the routes with higher demand, and connecting bus routes operating in lower-demand corridors. 5.My point #4 brings up an overarching issue that I think transportation planning should confront. One criterion for choosing transportation projects is to bring resources to areas where the transportation infrastructure is currently strained because of expanding business and population. This is a logical and obvious criterion. However, I believe that another criterion should be to select projects that promise to revitalize areas that are stagnant or in decline in terms of the economy and population. This second criterion would provide a justification for investment in many areas in the western, central, and northern parts of the state. I realize that bringing resources to serve an expanding area is more obvious than bringing resources to prevent contraction, but I urge PennDOT and transportation planners to consider what the Commonwealth will look like in twenty or thirty years if nothing is done to reverse the stagnation that exists in most (by area) regions of the state.
330	Expanded Freight and Passenger Service	Other	Ken Joseph	Private citizen	My comments mainly concern passenger rail. Generally, I think that it is important for the Commonwealth to emulate states like Virginia and North Carolina and have the Department of Transportation actively support the planning and development of increased intercity passenger rail service where the demand for such service justifies the capital and operating costs involved. The primary corridor that deserves such support is Pittsburgh - New York, where pre-covid demand and studies clearly show the corridor could justify at least three trains a day each way. Other corridors where are worthy of PennDOT's support in study and development are Scranton - New York and Reading - Philadelphia. On the other hand, efforts are being made to develop service that is highly unlikely to attract enough passengers to justify the costs. Examples are Altoona - Pittsburgh and Mon Valley Commuter Rail. The upside potential of such projects should get a realistic appraisal before much time, effort and money is dissipated on them. I am aware of the support that PennDOT has provided Class II and Class III railroads. These are usually important parts of the communities they serve. Public funds should be used to support these railroads if such funds can be reasonably expected to generate a good economic return for those communities and the Commonwealth. As for the Class I railroads, as the draft report says, they generally have the financial resources to fund their capital spending. However, over the years, Pennsylvania had provided them with significant financial support for specific projects which arguably benefit the Commonwealth such as providing clearances for double stack trains. One would hope that such financial support would be repaid b the good faith in any negotiations with the Class I railroads regarding additional increasing passenger service over their rights of way.

Comment Number	Category	Sub-category	Name	Representing	Comment (Verbatim)
331	Expanded Freight and Passenger Service	Other	David Wohlwill	Public sector agency/government (Port Authority of Allegheny County)	<p>GENERAL: The Plan’s Vision Page ES1 states the Plan’s vision: Pennsylvania’s integrated rail system will provide safe, convenient, reliable, cost-effective connections for people and goods. As a viable alternative to other modes, it will support economic competitiveness, smart growth, environmental sustainability, and resiliency, thereby strengthening Pennsylvania’s communities. However, this Plan does not advance a strategy for achieving this vision, particularly in the western part of the state. The Plan would be more useful if Chapter 5, which proposed the vision, goals, and objectives for the Commonwealth’s rail transportation system, served as the basis on which the plan was organized. Limited Consideration of Western Pennsylvania Discussion of passenger rail and transit is focused on Southeastern Pennsylvania to the near exclusion of the rest of the Commonwealth, including its second largest metropolitan area, the Pittsburgh region. Although the vast majority of passenger rail infrastructure and service is the Southeastern part of the state between Harrisburg and Philadelphia and the Philadelphia region, there is enough passenger rail service and infrastructure in Western Pennsylvania to warrant more than the minimal consideration provided in the report. For example, Section 2.3.4.6 could have highlighted Port Authority’s ConnectCard which was introduced in 2013. The Plan should acknowledge Port Authority’s current ongoing long-range transportation plan, NEXTransit, because the plan is evaluating the potential of new rail transit investments. Additionally, the Plan should consider Penn Station of the Martin Luther King, Jr. East Busway which is adjacent to the Amtrak station. Through the Port Authority’s Transit Oriented Communities Station Area Planning process, Penn Station improvements could be considered which will strengthen multimodal (transit, pedestrian and automobile) connections to the Amtrak station. SPECIFIC Table 2-15 on Bicycle Access The top right cell of Table 2-15 should be relabeled to bicycle access as non-motorized transportation access also covers pedestrian access. The Pittsburgh row for this table should also include regional transit access. In addition to the Port Authority services serving Penn Station, several regional transit systems which serve Downtown Pittsburgh, have trips beginning and ending at this location. The parking information should note that there are 991 spaces of paid parking available in the Grant Street Transportation Center located just across Liberty Avenue from the Amtrak Station. Freight Train Volume Data Table 2-39 presents data on number of daily trains on selected railroad lines with current (2016) and projected future volumes. Such data is critical in understanding the feasibility of utilizing railroad corridors for transit purposes such as new busway and light rail lines and commuter rail systems. However, Norfolk Southern’s Main Line splits into three separate lines in Allegheny County, the Conemaugh Line, Pittsburgh Line and Mon Line. Can existing and projected daily train volumes be provided for each of these three lines? The report only shows annual tonnage for the major Class 1 railroad lines. However, citizens, stakeholder organizations and elected officials in the Pittsburgh region have expressed interest in utilizing secondary railroad corridors such as the Allegheny Valley Railroad and Wheeling & Lake Erie Railway. Accordingly, it would also be helpful to have train volume data for these railroad lines, too. Norfolk Southern’s Plan Double Stack Train Rerouting Through Pittsburgh The Plan’s omission of Norfolk Southern’s plan to reroute its double stack trains through Pittsburgh’s North Side and East End neighborhoods is surprising. Not only is the project being funded by PennDOT, but its implementation may have implications for the transportation network which passes over and is adjacent to the railroad line. For example, the segment of Norfolk Southern’s Pittsburgh Line between Pittsburgh and Swissvale is adjacent to the East Busway. Not only is this busway a major regional transit facility, but several of its stations are focal points for recent and potential Transit-Oriented Development (TOD). The project could affect the East Busway and transit services operated on the East Busway as well negatively impact prospects for new TOD at the stations. Although Port Authority does not expect PennDOT to resolve such issues in the Plan, the project should be described and projections on future train volumes should be included in the description.</p>
332	Expanded Freight and Passenger Service	Other	David Wohlwill	Public sector agency/government (Port Authority of Allegheny County)	<p>COMMENTS ON THE DRAFT 2020 PENNSYLVANIA STATE RAIL PLAN submitted by David E. Wohlwill, AICP Program Manager, Long-Range Planning Port Authority of Allegheny County 345 Sixth Avenue, Third Floor Pittsburgh, PA 15222 GENERAL: The Plan’s Vision Page ES1 states the Plan’s vision: Pennsylvania’s integrated rail system will provide safe, convenient, reliable, cost-effective connections for people and goods. As a viable alternative to other modes, it will support economic competitiveness, smart growth, environmental sustainability, and resiliency, thereby strengthening Pennsylvania’s communities. However, this Plan does not advance a strategy for achieving this vision, particularly in the western part of the state. The Plan would be more useful if Chapter 5, which proposed the vision, goals, and objectives for the Commonwealth’s rail transportation system, served as the basis on which the plan was organized. Limited Consideration of Western Pennsylvania Discussion of passenger rail and transit is focused on Southeastern Pennsylvania to the near exclusion of the rest of the Commonwealth, including its second largest metropolitan area, the Pittsburgh region. Although the vast majority of passenger rail infrastructure and service is the Southeastern part of the state between Harrisburg and Philadelphia and the Philadelphia region, there is enough passenger rail service and infrastructure in Western Pennsylvania to warrant more than the minimal consideration provided in the report. For example, Section 2.3.4.6 could have highlighted Port Authority’s ConnectCard which was introduced in 2013. The Plan should acknowledge Port Authority’s current ongoing long-range transportation plan, NEXTransit, because the plan is evaluating the potential of new rail transit investments. Additionally, the Plan should consider Penn Station of the Martin Luther King, Jr. East Busway which is adjacent to the Amtrak station. Through the Port Authority’s Transit Oriented Communities Station Area Planning process, Penn Station improvements could be considered which will strengthen multimodal (transit, pedestrian and automobile) connections to the Amtrak station. SPECIFIC: Table 2-15 on Bicycle Access The top right cell of Table 2-15 should be relabeled to bicycle access as non-motorized transportation access also covers pedestrian access. The Pittsburgh row for this table should also include regional transit access. In addition to the Port Authority services serving Penn Station, several regional transit systems which serve Downtown Pittsburgh, have trips beginning and ending at this location. The parking information should note that there are 991 spaces of paid parking available in the Grant Street Transportation Center located just across Liberty Avenue from the Amtrak Station. Freight Train Volume Data Table 2-39 presents data on number of daily trains on selected railroad lines with current (2016) and projected future volumes. Such data is critical in understanding the feasibility of utilizing railroad corridors for transit purposes such as new busway and light rail lines and commuter rail systems. However, Norfolk Southern’s Main Line splits into three separate lines in Allegheny County, the Conemaugh Line, Pittsburgh Line and Mon Line. Can existing and projected daily train volumes be provided for each of these three lines? The report only shows annual tonnage for the major Class 1 railroad lines. However, citizens, stakeholder organizations and elected officials in the Pittsburgh region have expressed interest in utilizing secondary railroad corridors such as the Allegheny Valley Railroad and Wheeling & Lake Erie Railway. Accordingly, it would also be helpful to have train volume data for these railroad lines, too. Norfolk Southern’s Plan Double Stack Train Rerouting Through Pittsburgh The Plan’s omission of Norfolk Southern’s plan to reroute its double stack trains through Pittsburgh’s North Side and East End neighborhoods is surprising. Not only is the project being funded by PennDOT, but its implementation may have implications for the transportation network which passes over and is adjacent to the railroad line. For example, the segment of Norfolk Southern’s Pittsburgh Line between Pittsburgh and Swissvale is adjacent to the East Busway. Not only is this busway a major regional transit facility, but several of its stations are focal points for recent and potential Transit-Oriented Development (TOD). The project could affect the East Busway and transit services operated on the East Busway as well negatively impact prospects for new TOD at the stations. Although Port Authority does not expect PennDOT to resolve such issues in the Plan, the project should be described and projections on future train volumes should be included in the description.</p>

Comment Number	Category	Sub-category	Name	Representing	Comment (Verbatim)
333	Expanded Freight and Passenger Service	Other, Reading Service Support	David N. Hunter	Public sector agency/government (Berks County Planning Commission)	<p>The Berks County Planning Commission is pleased to submit the following comments in response to the Draft 2020 Pennsylvania State Rail Plan. We have found the plan to be thorough in its analysis of the existing and proposed rail systems of the Commonwealth. The plan mirrors our own Berks County Comprehensive Plan and the Reading MPO's Long Range Transportation Plan in supporting the maintenance and improvement of the rail system to strengthen economic development, provide mobility options, reduce congestion on highways, improve safety and enhance environmentally sustainable travel modes.</p> <p>As such, we endorse the inclusion of further investigation of Passenger rail Service between Reading and Philadelphia (Project Number 126). We offer to work cooperatively with the Pennsylvania Department of Transportation, Norfolk Southern Railroad, and local and regional partners to evaluate options along this corridor that will lead to the resumption of service.</p> <p>We also endorse the inclusion of projects that improve the safety and functionality of freight rail services in Berks County and their connections to the regional and national markets. These include:</p> <ul style="list-style-type: none"> At-Grade Crossing Improvements Reading NS Railroad Corridor Freight Rail Projects <ul style="list-style-type: none"> Norfolk Southern - Improve access to serve potential industrial site Allentown Auburn Railroad - Maintain and upgrade tracks Eastern Berks Gateway Railroad - Addressing bridge, track, and transload capacity issues <p>Thank you the for the opportunity to review this document and provide comments. If you would like to follow-up on specific issues related to Berks County, please feel free to contact our senior Transportation Planner Alan Piper at (610) 478-6300, Ext. 6313 or via email at apiper@countyofberks.com.</p>
334	Expanded Passenger Service; Limited Freight Capacity	General	barbara lee pace	Private citizen	It is mind boggling as we look at the world wide map just how deficient the USA is a rail travel for folks. I'm approaching 80 and most of my friends should not even be driving their cars anymore. Rail traveling to visit our children, friends or just to vacation would be safer and definitely less pollution in the air for us all to benefit from. Not sure why we even left this mode of traveling and choose the automobile which had the need of building major highways when we had extensive railroads already in place. We have benefitted a bit by making convenient walking and bike trails through the spaces cleared for the rail road cars decades ago. My only concern at this point is we do not increase the size of the tankers that will need bridges raised/lowered and encourage larger volumes of damaging contents to be transported through highly populated regions. It's always folks at the lower end of the economical scale, rarely the rich - white people who suffer from advancements. Economic justice needs to be valued for all! Health needs to be protected.
335	Other	Support	Michael J. Nally	Private (or non-profit) association/organization	I'd love to see the rail plan succeed and come to fruition. I believe it would be a boon for our local economy.
336	Other	Support	Lauren Ziegler	Private (or non-profit) association/organization	I think its a great idea
337	Other	Support	Matt Henne	Private citizen	i would like to see it happen
338	Other	Support	Steven Yarmush	Private citizen	i am in favor
339	Other	Support	terri lampe	Private citizen	This has been YEARS in the making. Studies, budgets, discussions, etc. Let's just do it.
340	Other	Support	Pamela Leister	Private citizen	I support this proposal
341	Other	Support	Denise Lee	Private citizen	It is very much needed.
342	Other	Support	Gay Truehart-Yurkiewicz	Private citizen	Looking forward to this finally happening
343	Other	Support	C Malcolm Smith III	Private citizen	It would be good for our city and county
344	Other	Support	cristian	Private citizen	Tha't is Very good and gorgeous great and Necessary action Thanks My good Very Good plans for Everyone.. tha't is Very Nice.
345	Other	Support	NULL	Private citizen	would like to see this completed
346	Other	Support	William Sauerteig	Private citizen	The best alternative to easing our crowded streets and highways.
347	Other	Support	Gretchen Kaag	Private citizen	I think it's a great idea! We have so much infrastructure available already, and it would be a great benefit to the area!
348	Other	Support	William Griffis	Private citizen	I believe this would open our region to more opportunities for business and travel.
349	Other	Support	Danielle Mock	Private citizen	Please bring it back! Long overdue!
350	Other	Support	Melissa Edwards	Private citizen	Would be outstanding for our community and well traveled!
351	Other	Support	Ellen Wert	Private citizen	This is long-overdue and will be an asset to the regions it will connect.
352	Other	Support	James Stanton	Private citizen	The Plan is instrumental to keep Pennsylvanians moving well into the future. The proposed projects are great investments to both the passenger and freight rail systems of Pennsylvania. The Plan also outlines the funding needs and resources required to make the noted improvements.
353	Other	Support	Cody reehl	Private citizen	Yes
354	Other	Support	Tina Shenk	Private citizen	We need the Railroad system in our community so we can grow
355	Other	Support	Brett Mazzerle	Private citizen	This will lead to a great deal of economic opportunity and expansion for the area.
356	Other	Support	Yajaira Cepeda	Private citizen	The city is in need of expansion; the train could promote growth and unlock potential
357	Other	Support	Emily Kuhns	Private citizen	This would be wonderful! Please do this!
358	Other	Support	Daniel Graf	Private citizen	I am in full support of this idea
359	Other	Support	Leticia Marshall	Private citizen	Please do it!

Comment Number	Category	Sub-category	Name	Representing	Comment (Verbatim)
360	Other	Support	Carolyn Weaver	Private citizen	I am in favor!
361	Other	Support	Liz, Boyer	Private citizen	Fantastic idea!!!
362	Other	Support	Brennan, Reichenbach	Private sector industry	What a thoughtful and immensely impactful plan to establish a rail system to serve PA. This would make a huge impact to businesses throughout Eastern PA and beyond.
363	Other	Support	Dan Becker	Private sector industry	Great project, let's get it done!
364	Other	Support	Chip Bilger	Public sector agency/government (Western Berks Water Authority)	I'm in support of the initiative
365	Other	No Comment	Matt Unger	Private citizen	-
366	Other	No Comment	Sharryn Kasmir	Private citizen	NA
367	Other	No Comment	Olga Castillo	Private citizen	N/A
368	Other	No Comment	Dave Howell	Private citizen	None
369	Other	No Comment	NULL	Private citizen	N/a
370	Other	Miscellaneous	Richard Jordan	Private citizen	I feel the PA State Rail Plan should move forward to improve transportation options in the 21st Century.
371	Other	Miscellaneous	Samar AlSaad	Private citizen	Please restore troll activity
372	Other	Miscellaneous	LeRoi Armstead	Private citizen	It seems ambitious under present circumstances. Yet, it's important that this study proceed because we need to prepare for the future that is not dominated by automobile travel.
373	Other	Miscellaneous	Carmen Brown	Private citizen	To maintain it as a living breathing document
374	Other	Information Request	Stephen Bonina	Private sector industry	I would like to review the plan.
375	Other	Information Request	Nathan Pompey	Private sector industry	Hi, I'm just looking for info about this.
376	Other	Minor Correction	Kristina Barr	Public sector agency/government (Lancaster County Planning Department)	The Executive Summary notes that "a public online Rail Plan Survey will also be conducted during the comment period" (ES-7). I don't see a survey link on the website. Am I missing it? Also, we request that you please change "Lancaster County Transportation Study" to "Lancaster MPO" on page 1-11. The former is incorrect.

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