



PENNSYLVANIA State Rail Plan

APPENDICES
DECEMBER 2025

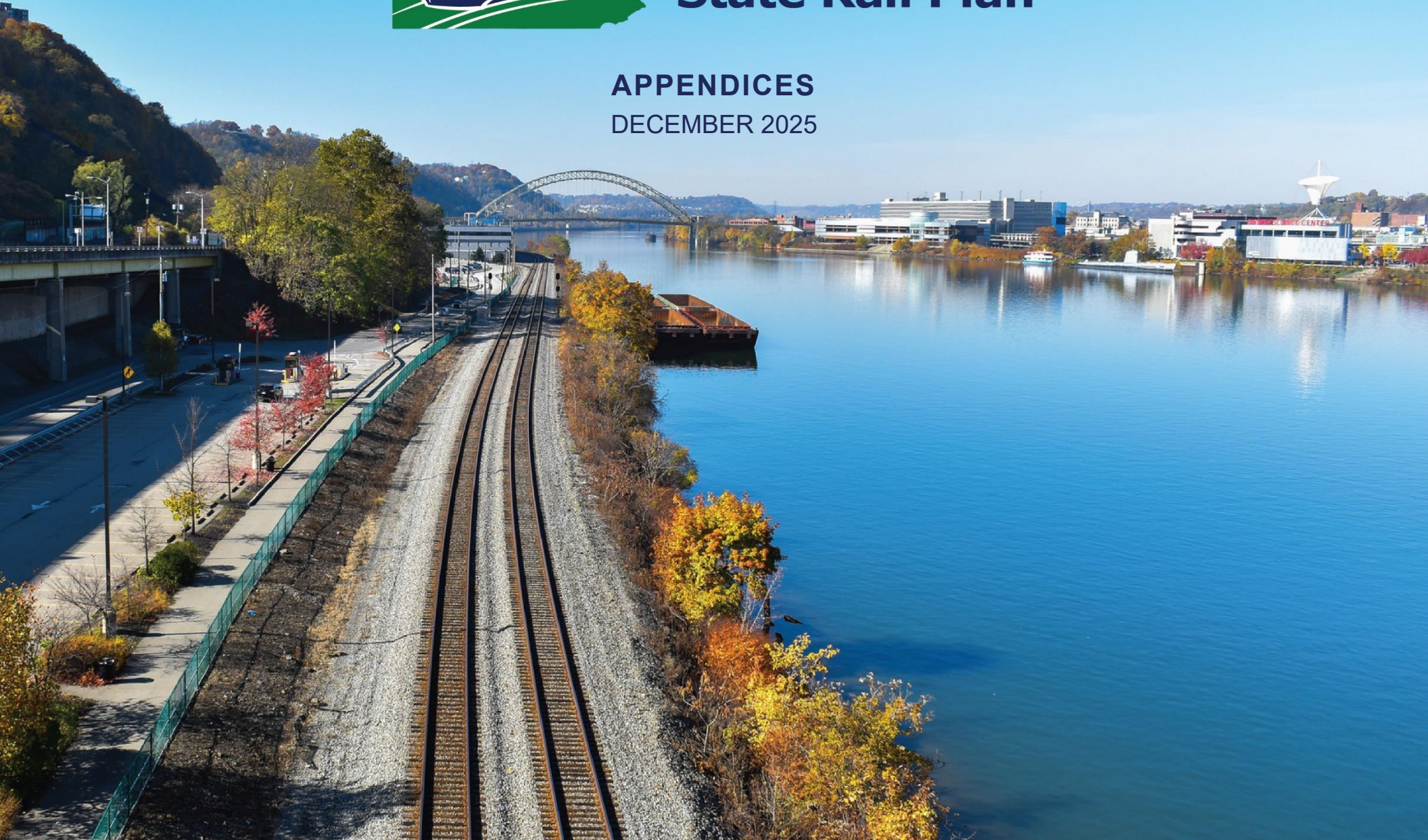


Table of Contents

APPENDIX A. Class I Subdivisions in Pennsylvania	A-1
APPENDIX B. Short Line and Regional Railroads in Pennsylvania	B-1
APPENDIX C. Multimodal Freight Facilities	C-1
APPENDIX D. Passenger Rail Station Descriptions	D-1
APPENDIX E. Passenger Rail Projects	E-1
APPENDIX F. Section 130 Projects	F-1
APPENDIX G. Freight Rail Projects	G-1
APPENDIX H. Outreach Materials	H-1

List of Tables

Table A-1: Class I Railroads Norfolk Southern.....	A-1
Table A-2: Class I Railroads - CSX.....	A-4
Table A-3: Class I Railroads - Canadian National.....	A-4
Table B-1: Shortline Railroads.....	B-1
Table C-1: CSX Intermodal Terminals.....	C-1
Table C-2: Norfolk Southern Intermodal Terminals.....	C-2
Table C-3: Class I Railroad Transload Facilities.....	C-3
Table C-4: Class III Railroad Transload Facilities.....	C-4
Table C-5: Port of Philadelphia.....	C-10
Table C-6: Port of Pittsburgh.....	C-11
Table C-7: Port of Erie.....	C-13
Table D-1: Amtrak Stations in PA.....	D-1
Table D-2: SEPTA Rail Stations in PA.....	D-3
Table E-1: Proposed Passenger Rail Projects – Rail Infrastructure Projects on the Keystone East Corridor.....	E-1
Table E-2: Proposed Passenger Rail Projects – Station Projects on the Keystone East Corridor.....	E-3
Table E-3: Proposed Passenger Rail Projects – Bridge Overpass Projects over the Keystone East Corridor.....	E-6
Table E-4: Proposed Passenger Rail Projects – Rail Infrastructure Projects on the Keystone West Corridor.....	E-8
Table E-5: Proposed Passenger Rail Projects – Station Projects on the Keystone West Corridor.....	E-9
Table E-6: Proposed Passenger Rail Projects – Rail Infrastructure Projects on the Northeast Corridor Main Line.....	E-10
Table E-7: Proposed Passenger Rail Projects – Station Projects on the Northeast Corridor Main Line.....	E-11
Table E-8: Proposed Passenger Rail Projects – Bridge Overpass Projects over the Northeast Corridor Main Line.....	E-12
Table E-9: Proposed Passenger Rail Projects – Northeast Corridor Rolling Stock Projects.....	E-13
Table E-10: Proposed Passenger Rail Projects – Rail Infrastructure Projects on SEPTA Regional Rail Corridors outside the Keystone East or the Northeast Corridor Main Line.....	E-13
Table E-11: SEPTA Corridor: Current Pennsylvania Proposed Passenger Rail Station Projects, Sorted by Project Sponsor, and Implementation Year (Project Open Year).....	E-20
Table E-12: Proposed Passenger Rail Projects – Bridge Overpass Projects on SEPTA Regional Rail Corridors outside the Keystone East or the Northeast Corridor Main Line.....	E-22

Table E-13: SEPTA Rolling Stock Projects	E-23
Table F-1: Programmed Projects under the Federal Rail-Highway Grade Crossing Program (Section 130).....	F-1
Table G-1: Proposed Freight Rail Projects – State of Good Repair	G-1
Table G-2: Proposed Freight Rail Projects - Capacity.....	G-14
Table G-3: Proposed Freight Rail Projects – Customer Access.....	G-19
Table G-4: Proposed Freight Rail Projects – Multimodal	G-22
Table G-5: Proposed Freight Rail Projects – Grade Crossing	G-24
Table G-6: Proposed Freight Rail Projects – Rolling Stock.....	G-26
Table H-1: Responses to Comments Received During the October 16, 2025 Public Hearing	H-230
Table H-2: Responses to Public Comments.....	H-232

APPENDIX A. Class I Subdivisions in Pennsylvania

Table A-1: Class I Railroads Norfolk Southern

NAME	MILEAGE	FRA TRACK CLASS	NUMBER OF TRACKS	MAXIMUM ALLOWED WEIGHT (LBS.)	SIGNAL TYPE	HEIGHT RESTRICTION	MAJOR YARDS
Buffalo Line	172.4	4	1	286,000	Wayside	Plate F	
Cleveland Line	14.6	3	2	315,000	Wayside	20'2" ATR	
Conemaugh Line	77.9	3	1	286,000	Wayside	17'9"ATR	
Fort Wayne Line	48.8	4	2	315,000	Wayside	20'2" ATR	Conway
Harrisburg Line	107.7	4	2	286,000	Wayside	20'2" ATR	Abrams, Harrisburg, Rutherford
Lake Erie District	44.0	4	1	286,000	Wayside	20'2" ATR	
Lehigh Line	53.9	4	2	286,000	Wayside	20'2" ATR	Allentown
Meadville Line	38.9	2	1	273,000	Wayside	Plate F	
Mon Line	85.7	3	2	315,000	Wayside	20'2" ATR	Shire Oaks
Morrisville Line	25.3	4	1	286,000	Wayside	20'2" ATR	Morrisville
Pittsburgh Line	248.5	4	2	315,000	Wayside	20'2" ATR	Altoona, Pitcairn
Reading Line	41.9	4	2	286,000	Wayside	20'2" ATR	Reading
Sunbury Line	127.2	3	1	286,000	Wayside	20'2" ATR	Taylor

NAME	MILEAGE	FRA TRACK CLASS	NUMBER OF TRACKS	MAXIMUM ALLOWED WEIGHT (LBS.)	SIGNAL TYPE	HEIGHT RESTRICTION	MAJOR YARDS
Youngstown Line	31.0	3	2	286,000	Wayside	20'2" ATR	
Ashmore Secondary	10.8	1	1	286,000	None	Plate F	
C&F Secondary	11.6	2	1	286,000	None	Plate F	
Cement Secondary	22.6	2	1	286,000	None	Plate F	
Columbia Secondary	11.2	3	1	286,000	None	Plate F	Lancaster
Cove Secondary	8.0	1	1	286,000	None	Plate F	
Dale Secondary	16.0	2	1	263,000	Wayside	20'2" ATR	
Ellsworth Secondary	19.4	1	1	286,000	None	Plate F	
Hagerstown Secondary	28.2	4	1	286,000	Wayside	20'2" ATR	
Koppel Secondary	6.4	1	1	286,000	None	Plate F	
Lehigh Secondary	1.6	2	1	286,000	None	Plate F	
New Holland Secondary	13.0	3	1	286,000	None	Plate F	
Portland Secondary	15.1	3	1	286,000	None	Plate F	
Shippensburg Secondary	20.5	1	1	263,000	None	20'2" ATR	
South Fork Secondary	34.6	2	1	286,000	None	Plate F	
Stroudsburg Secondary	2.0	1	1	286,000	None	Plate F	

NAME	MILEAGE	FRA TRACK CLASS	NUMBER OF TRACKS	MAXIMUM ALLOWED WEIGHT (LBS.)	SIGNAL TYPE	HEIGHT RESTRICTION	MAJOR YARDS
Watsonstown Secondary	14.2	2	1	286,000	None	Plate F	
York Secondary	10.1	3	1	286,000	None	Plate F	
Keystone Branch	15.8	2	1	286,000	None	Plate F	
Lurgan Branch	42.4	4	2	286,000	Wayside	20'2" ATR	
Manor Branch	15.4	2	1	315,000	Wayside	20'2" ATR	
Port Perry Branch	2.9	2	1	315,000	Wayside	20'2" ATR	
Port Road Branch	67.8	4	2	286,000	Wayside	Plate F	Enola
Pottsville Branch	2.6	3	2	286,000	Wayside	20'2" ATR	Reading
Royalton Branch	21.5	4	1	286,000	Wayside	Plate F	
Waynesburg Southern Branch	22.3	2	1	315,000	None	Plate F	

Source: NS Employee Timetables

Table A-2: Class I Railroads – CSX

NAME	MILEAGE	FRA TRACK CLASS	NUMBER OF TRACKS	TRACK WEIGHT	SIGNAL TYPE	HEIGHT RESTRICTION	MAJOR YARDS
Erie West Subdivision	44	4	2	286,000	Wayside	20'2" ATR	
Hanover Subdivision	54.3	2	1	286,000	None	Plate F	
Keystone Subdivision	84.2	4	2	286,000	Wayside	20'2" ATR	
Lurgan Subdivision	20.6	2	1	286,000	None	20'2" ATR	Chambersburg
Mon Subdivision	36.9	2	2	286,000	None	Plate F	
New Castle Subdivision	13.3	4	2	286,000	Wayside	20'2" ATR	
P&W Subdivision	9.1	3	1	286,000	Wayside	19'1" ATR	
Philadelphia Subdivision	31.3	4	2	286,000	Wayside	20'2" ATR	Eastside
Pittsburgh Subdivision	105.1	4	2	286,000	Wayside	20'2" ATR	Demmler
S&C Subdivision	43.3	2	1	286,000	None	Plate B	
Trenton Subdivision	24.7	4	1	286,000	Wayside	20'2" ATR	South Philadelphia

Source: CSX Employee Timetables

Table A-3: Class I Railroads – Canadian National

NAME	MILEAGE	FRA TRACK CLASS	NUMBER OF TRACKS	TRACK WEIGHT	SIGNAL TYPE	HEIGHT RESTRICTION	MAJOR YARDS
Bessemer Subdivision	139.5	3	1	286,000	Wayside	20'2" ATR	Bessemer, Butler Works
Erie Subdivision	8.8	3	1	286,000	None	Plate F	

Source: CN Employee Timetables

APPENDIX B. Short Line and Regional Railroads in Pennsylvania

Table B-1: Shortline Railroads

NAME	REPORTING MARKS	MILEAGE	FRA TRACK CLASS	TRACK WEIGHT	SIGNALLED?	HEIGHT RESTRICTION
Aliquippa & Ohio River Railroad (Genesee & Wyoming)	AOR	5	1	286,000	No	Plate F
Allegheny Valley Railroad Company (Carload Express)	AVR	97	1, 2	286,000	No	Plate F
Allentown & Auburn Railroad	ALLN	4.12	1	Not reported	No	Not reported
Belvidere & Delaware River Railway Company	BDRV	1	1	286,000	No	Plate F
Buffalo & Pittsburgh Railroad, Inc. (Genesee & Wyoming)	BPRR	452.3	1, 2, 3	6 bridges <286,000	Yes	Plate E
Central New York Railroad Corporation/New York, Susquehanna & Western Railway	NYSW	123.1	3	286,000	Yes	Plate F
Chestnut Ridge Railway Company	CHR	5	1	286,000	No	Plate F
Cleveland-Cliffs Railways, Inc.- Brandywine Valley Railway Company - Coatesville, PA	BRVY	4	1	286,000	No	Plate F
Cleveland-Cliffs Railways, Inc.- Steelton & Highspire Railroad Company	SH	5	1	286,000	No	Plate F

NAME	REPORTING MARKS	MILEAGE	FRA TRACK CLASS	TRACK WEIGHT	SIGNALLED?	HEIGHT RESTRICTION
Cleveland-Cliffs Railways, Inc.- Upper Merion & Plymouth Railroad Company	UMP	5	1	286,000	No	Plate F
Columbia & Reading Railway	CORY	3	1	286,000	No	None
Conrail Shared Assets	CSAO	65	1,2	286,000	Yes	Plate F (Morrisville Line – 20'2" ATR)
Cumberland Mine Railroad	CM	17	1	286,000	No	Plate F
Delaware, Lackawaxen & Stourbridge Railroad Company	DLS	25	1	286,000	No	None
Delaware-Lackawanna Railroad Company (Genesee Valley Transportation)	DL	90	1, 2	1 bridge <286,000	No	Plate F
East Broad Top Connecting Railroad, LLC/Mount Union Connecting Railroad	EBT	4	1	286,000	No	Plate F
East Erie Commercial Railroad	EEC	10.4	1	286,000	No	None
East Penn Railroad LLC	ESPN	84	1	286,000	No	Plate F
Eastern Berks Gateway Railroad Company/Colebrookdale Railroad	EBG	8.6	1	286,000	No	Plate F
Elizabethtown Industrial Railroad, LLC	EZR	1	1	286,000	No	Plate F
Everett Railroad Company	EV	27	1, 2	1 bridge <286,000	No	Plate F
Gettysburg & Northern Railroad Company (Patriot Rail)	GET	26.8	1	286,000	No	Plate F

NAME	REPORTING MARKS	MILEAGE	FRA TRACK CLASS	TRACK WEIGHT	SIGNALLED?	HEIGHT RESTRICTION
Ithaca Central Railroad, LLC	ITHR	0.25	1	286,000	No	Plate F
Juniata Valley Railroad Company (North Shore)	JVRR	13.36	, 1	286,000	No	Plate F
Kasgro Rail Lines	KRL	4	1	286,000	No	Plate F
Landisville Railroad, LLC	LVR	2	1	286,000	No	Plate F
Lehigh Valley Rail Management	LVRM	72	1	286,000	No	15'6" Johnstown Sub None Bethlehem Sub
Lycoming Valley Railroad Company (North Shore)	LVRR	34.67	1, 2	286,000	No	Plate F
Maryland Midland Railway, Inc. (Genesee & Wyoming)	MMID	0.5	2	286,000	No	Plate F
McKees Rocks Industrial Railroad	PAM	3.4	1	286,000	No	Plate F
Middletown & Hummelstown Railroad Company	MIDH	11	1	286,000	No	Plate F
N.D.C. Railroad Company	NDCR	1	1	286,000	No	Plate F
New Castle Industrial Railroad	NCIR	16	1	286,000	No	Plate C
New Hope Railroad/Bucks County Railroad Preservation & Restoration Corp.	NHRR	17	1	286,000	No	Plate C
Nittany & Bald Eagle Railroad Company (North Shore)	NBER	72.44	1, 2, 3	286,000	No	Plate F
North Shore Railroad Company (North Shore)	NSHR	51.57	1, 2	1 bridge <286,000	No	Plate F
Oil Creek & Titusville Lines, Inc.	OCTL	13.5	1	286,000	No	Plate F
Pennsylvania & Southern Railway, LLC	PSCC	30	2	286,000	No	Plate F

NAME	REPORTING MARKS	MILEAGE	FRA TRACK CLASS	TRACK WEIGHT	SIGNALLED?	HEIGHT RESTRICTION
Pennsylvania Northeastern Railroad, LLC	PN	110	1	286,000	No	Plate F
Pennsylvania Southwestern Railroad, Inc. (Watco)	PSWR	14	1	286,000	No	Plate F
Philadelphia Belt Line Railroad - Overlaps with Conrail Shared Assets	PBL	4	1	286,000	No	Plate F
Pittsburgh & Ohio Central Railroad Company (Genesee & Wyoming)	POHC	38	1	286,000	No	Plate F
R. J. Corman Railroad Company- Pennsylvania Lines (RJCP)	RJCP	288.7	1, 2	286,000	No	Plate F
R.J. Corman Railroad Company- Allentown Lines, Inc.	RJCN	1.8	1	286,000	No	Plate F
R.J. Corman Railroad Company- Lehigh Railway, Inc.	LRWY	56	1	286,000	No	Plate F
R.J. Corman Railroad Company- Luzerne & Susquehanna Railway Company	LS	26	1	286,000	No	Plate F
Reading Blue Mountain & Northern Railroad Company	RBMN	400	1, 2, 3	286,000	Yes	Various
Shamokin Valley Railroad Company (North Shore)	SVRR	28.04	1	286,000	No	Plate F
SMS Rail Service, Inc. (SLRS)	SLRS	4.5	1	286,000	No	Plate F
Southwest Pennsylvania Railroad Company (Carload Express)	SWP	66	1, 2	286,000	No	Plate F
Strasburg Rail Road Company	SRC	4	1	286,000	No	Plate F

NAME	REPORTING MARKS	MILEAGE	FRA TRACK CLASS	TRACK WEIGHT	SIGNALLED?	HEIGHT RESTRICTION
Tyburn Railroad, LLC (Regional Rail)	TYBR	1.5	1	286,000	No	None
Union County Industrial Railroad (North Shore)	UCIR	17.7	1	286,000	No	Plate F
Union Railroad Company	URR	124.97	1, 2	286,000	Yes	Plate F
Wellsboro & Corning Railroad (Genesee & Wyoming)	WCOR	26	1, 2	286,000	No	Plate F
Western New York & Pennsylvania Railroad Company	WNYP	159	2	286,000	No	Plate F
Wheeling & Lake Erie Railway Company	WE	94.12	1, 2	286,000	Yes	Plate F
York Railway Company (Genesee & Wyoming)	YRC	31.4	1, 2	<286,000	No	Plate F
Youngstown & Southeastern Railroad Company	YSRR	5	1	286,000	No	Plate F

Source: Survey of short line and regional railroads, short line and regional railroad websites

APPENDIX C. Multimodal Freight Facilities

Table C-1: CSX Intermodal Terminals

NAME	ADDRESS	ORIGINS SERVED	DESTINATIONS SERVED
Chambersburg Yard	700 Kriner Road Chambersburg, PA 17202	Chicago, Calgary, Cleveland, Los Angeles, Dallas, Denver, St. Louis, Houston, Las Vegas, Minneapolis, Oakland, Portland	Chicago, Calgary, Cleveland, Los Angeles, Dallas, Denver, St. Louis, Houston, Las Vegas, Minneapolis, Oakland, Portland
Philadelphia Greenwich Yard	3400 S Christopher Columbus Blvd Philadelphia, PA 19148	Chicago, Dallas, Denver, Houston, Los Angeles, Las Vegas, Minneapolis, Oakland, Portland	Chicago, Dallas, Denver, Houston, Los Angeles, Las Vegas, Minneapolis, Oakland, Portland
Pittsburgh Intermodal Terminal	1000 Intermodal Way McKees Rocks, PA 15136	CLOSED SINCE 2020	

Source: CSX Intermodal website

Table C-2: Norfolk Southern Intermodal Terminals

NAME	ADDRESS	ORIGINS SERVED	DESTINATIONS SERVED
Bethlehem Yard	2400 Commerce Center Blvd Bethlehem, PA 18015	Chicago, Kansas City, New Jersey, Los Angeles, St. Louis	Chicago, Kansas City, New Jersey, Los Angeles, St. Louis
Greencastle Intermodal Yard	612 Antrim Commons Drive Greencastle, PA 17225	CURRENTLY CLOSED	
Harrisburg Intermodal Yard	3500 Industrial Road Harrisburg, PA 17111	Chicago, Kansas City, Los Angeles, New Jersey, Norfolk, San Bernardino, St. Louis	Chicago, Kansas City, Los Angeles, New Jersey, Norfolk, San Bernardino, St. Louis
Morrisville Yard	98 Cabot Blvd East Langhorne, PA 19047	Atlanta, Chicago, Dallas, Jacksonville, Kansas City, Los Angeles, Memphis, Miami	Atlanta, Chicago, Dallas, Jacksonville, Kansas City, Los Angeles, Memphis, Miami
Rutherford Yard	5050 Paxton Street Harrisburg, PA 17111	Atlanta, Jacksonville, Kansas City, Rossville, St. Louis	Atlanta, Jacksonville, Kansas City, Rossville, St. Louis
Pitcairn Yard	701 Wall Road Wall, PA 15148	Chicago, Elizabeth, Kansas City	Chicago, Elizabeth, Kansas City
Taylor Yard	1 Depot Street Taylor, PA 18517	Chicago	Chicago

Source: NS website

Table C-3: Class I Railroad Transload Facilities

FACILITY NAME	ADDRESS	RAILROAD	COMMODITIES
Butler Transflo Facility	137 Center Avenue Butler, PA 16001	CSX	Chemicals, food-grade materials, plastics, industrial commodities
Chester Transflo Facility	111 E 13th Street Chester, PA 19013	CSX	Dry bulk, food grade, liquid commodities, hazardous material
Philadelphia Transflo Facility	3600 Moore Street Philadelphia, PA 19145	CSX	Chemicals, plastics, ethanol, food-grade products
Pittsburgh Transflo Facility	5131 Blair Street Pittsburgh, PA 15207	CSX	Chemicals, food-grade materials, plastics, industrial commodities
Pittsburgh Thoroughbred Bulk Transfer Terminal	2000 Napor Boulevard Pittsburgh, PA 15205	NS	Chemicals, food-grade materials, plastics, industrial commodities
Pottstown Thoroughbred Bulk Transfer Terminal	291 S Keim Street Pottstown, PA 19464	NS	Aggregates, dimensional loads, dry bulk, dry bulk food grade, ethanol, liquid bulk food grade
Taylor Thoroughbred Bulk Transfer Terminal	3 Depot Street Taylor, PA 18517	NS	Aggregates, dimensional loads

Source: CSX and NS websites

Table C-4: Class III Railroad Transload Facilities

FACILITY NAME	ADDRESS	COUNTY	RAILROAD	COMMODITIES
Aliquippa Transload Facilities	100 Woodlawn Road Aliquippa, PA 15001	Beaver	AOR	General Transload
Archbald Transload	Archbald, PA	Lackawanna	DL	General Transload
Arnold River Terminal	Arnold, PA	Westmoreland	AVRR	General Transload
Avondale Transload	66 Baltimore Pike Avondale, PA 19311	Chester	ESPN	General Transload
Bida Yard	Freas Avenue Berwick, PA 18603	Columbia	NSHR	General Transload
BIDS Terminal	Butler, PA	Butler County	BPRR	General Transload
Bullskin Team Track	Connellsville, PA	Fayette	SWP	Coal
Carbondale Transload	120 Enterprise Drive Carbondale, PA 18407	Lackawanna	DL	General Transload
Claysburg Transload Facility	135 Ash Drive Claysburg, PA 16625	Blair	EV	General Transload
Corning Transload	Wellsboro, PA	Tioga	WCOR	General Transload
Corry Transload Facility	Corry, PA	Erie	WNYP	General Transload
Cressona Transload	58 S Sillyman Street Cressona, PA 17929	Schuylkill	RBMN	Lumber, general transload
Cronimet Terminals	300 Woodlawn Road Aliquippa, PA 15001	Beaver	AOR	Dry bulk
Delta Place Team Track	Route 15 Lewisburg, PA 17837	Union	UCIR	Agricultural products, shale-related commodities

FACILITY NAME	ADDRESS	COUNTY	RAILROAD	COMMODITIES
Denver Transload	6 West Main Street Reinholds, PA 17569	Lancaster	ESPN	Refrigerated
Eatson Siding	South Warren Street Berwick, PA 18603	Columbia	NSHR	General Transload
Emporium Transload Facility	Emporium, PA	Cameron	WNYP	Fracking sand
Fairchance Team Track	Smithfield, PA	Fayette	SWP	General Transload
Farhinger Dock	South Warren Street Berwick, PA 18603	Columbia	NSHR	General Transload
Faxon Street Transload Facility	Commerce Park Drive Williamsport, PA 17701	Lycoming	LVRP	General Transload
Finleyville Team Track	Finleyville, PA	Washington	AVRR	General Transload
Fores Transload Facility	149 Nichol Avenue #2 McKees Rocks, PA 15136	Allegheny	PAM	Aggregates, rock, sand
Fort Worth Pipe Services	641 Rail Terminal Road DuBois, PA 15801	Clearfield	BPRR	Pipe
Glenwood Transload	Pittsburgh, PA	Allegheny	AVRR	Pipe, coil, long bar, I-beams, waste containers
Halls Station	Lycoming Mall Drive Muncy, PA 17756	Lycoming	LVRP	General Transload
Happy Valley Blended Produces	660 Axemann Road Bellefonte, PA 16823	Centre	NBER	Bulk dry commodities
Hollidaysburg Transload Facility	244 Pullman Drive Hollidaysburg, PA 16648	Blair	EV	General Transload
Kinard Trucking	310 N Zarfoss Drive York, PA 17404	York	YRC	General Transload

FACILITY NAME	ADDRESS	COUNTY	RAILROAD	COMMODITIES
Kish Creek Team Track	North Derry Avenue Burnham, PA 17099	Juniata	NSRR	General Transload
Lackawaxen Transload	Scenic Drive Lackawaxen, PA 18435	Pike	NYSW	Aggregate
Lafarge	West Mifflin	Allegheny	POHC	Cement
Lemont Furnace Transload	Lemont Furnace, PA	Fayette	SWP	Bulk Commodities
Lewistown Yard	Roundhouse Road Lewistown, PA 17044	Juniata	JVRR	General Transload
Lezzer Lumber	645 Industrial Road Clearfield, PA 16830	Clearfield	RJCP	Palletized commodities, lumber
LVRR Oil and Gas Transload	2993 Trenton Avenue Williamsport, PA 17701	Lycoming	LVRR	Oil and gas products
Martinsburg Facility	W. Penn and Railroad Streets Martinsburg, PA 16662	Blair	EV	General Transload
McKees Rocks Industrial Enterprises	149 Nichol Avenue #2 McKees Rocks, PA 15136	Allegheny	POHC	General Transload
Meadville Bulk Transload Facility	Meadville, PA	Crawford	WNYP	Dry bulk, aggregates, sand, grain, fertilizer
Monteverdes	2 Rutgers Road Pittsburgh, PA 15205	Allegheny	POHC	Refrigerated
Mount Pleasant Transload	Mount Pleasant, PA	Westmoreland	SWP	Bulk Commodities
New Kensington Team Track	New Kensington, PA	Westmoreland	AVRR	General Transload
Newberry Sand Terminal	2920 Reach Road Williamsport, PA 17701	Lycoming	LVRR	Sand

FACILITY NAME	ADDRESS	COUNTY	RAILROAD	COMMODITIES
Nicholas Enterprise	220 Rail Terminal Road DuBois, PA 15801	Clearfield	BPRR	Reload
NuWeld Inc.'s Port City Steel	2600 Reach Road Williamsport, PA 17701	Lycoming	LVRR	Steel
Oxford Transload	Oxford, PA	Chester	ESPN	General Transload
Pennsburg Transload	Pennsburg, PA	Montgomery	ESPN	General Transload
Penobscot Transload	Gracedale Avenue Mountain Top, PA 18707	Luzerne	RBMN	General Transload
Port Allegany Transload Facility	Port Allegany, PA	McKean	WNYP	Fracking sand
Pyramid, LLC	2760 Neville Road Pittsburgh, PA 15225	Allegheny	POHC	General Transload
Quakertown Transload	Quakertown, PA	Bucks	ESPN	Refrigerated, general transload
Quality Warehouse	187 St Leo Avenue Ridgway, PA 15853	Elk	BPRR	General Transload
Ransom Transload	State Route 3005 Clarks Summit, PA 18411	Lackawanna	RBMN	Lumber, paper
Rehobeth Spur		Fayette	WLE	General Transload
RJCN Terminal	333 West Linden Street Allentown, PA 18101	Lehigh	RJCN	General Transload
RJCP Terminal	650 Corman Way Clearfield, PA 16830	Clearfield	RJCP	Sand, clay, carbon, plastics, lumber
Rook Yard	207 Hawthorne Street #299 Carnegie, PA 15106	Allegheny	WLE	General Transload

FACILITY NAME	ADDRESS	COUNTY	RAILROAD	COMMODITIES
RSI Logistics	641 Rail Terminal Road DuBois, PA 15801	Clearfield	BPRR	Reload
Russell Stone	210 Rail Terminal Road DuBois, PA 15801	Clearfield	BPRR	General Transload
Saegers Siding	Brick Church Road Muncy, PA 17552	Lycoming	LVRR	General Transload
Scranton Transload	Scranton, PA	Lackawanna	DL	General Transload
Shamokin Valley Transload Facility	Quarry Road Shamokin, PA 17866	Northumberland	SVRR	Aggregates, coal, drill cuttings, wood chips
Smithfield Transload	Smithfield, PA	Fayette	SWP	Bulk Commodities
South Avis Realty	70 Maryland Avenue Jersey Shore, PA 17740	Clinton	LVRR	Aggregates, coal
Three Rivers Marine & Rail Terminals	107 Pennsylvania Avenue Dunlevy, PA 15432	Westmoreland	WLE	Construction materials, energy equipment
Tunkhannock Transload	109 Route 92 Tunkhannock, PA	Wyoming	RBMN	General Transload
Turtlepoint Transload	Turtlepoint, PA	McKean	WNYP	General Transload
Tuscarora Grain Co., LLC	7400 Old Berwick Road Bloomsburg, PA 17815	Columbia	NSHR	Bulk grain/agricultural products
Tyburn Transload Facility	1535 South Pennsylvania Ave Morrisville, PA 19067	Bucks	TYBR	Liquid and dry bulk commodities
Tyrone Team Track	North end of Burley Avenue Tyrone, PA 16686	Blair	NBER	General Transload
Uniontown Team Track	Uniontown, PA	Fayette	SWP	General Transload

FACILITY NAME	ADDRESS	COUNTY	RAILROAD	COMMODITIES
Updegraffe Trucking	215 Reading Avenue Williamsport, PA 17701	Lycoming	LVRR	General Transload
Verona Team Track	Verona, PA	Allegheny	AVRR	General Transload
Warminster Transload Facility	Warminster, PA	Bucks	NHRR	General Transload (Chemicals)
Washington Team Track	Washington, PA	Washington	AVRR	General Transload
West Hazleton Transload	White Birch Road Hazleton, PA 18201	Luzerne	RBMN	General Transload
Winfield Storage and Transload	Route 15 Winfield, PA 17889	Union	UCIR	Aggregate, agricultural products, boxcars, dimensional loads
Wyalusing Transload	43138 US 6 Wyalusing, PA 18853	Bradford	LRWY	Frac sand, bulk dry products, general transload
Yards 11	Route 11 Northumberland, PA 17857	Northumberland	NSHR	Aggregates, coal, pipe
York Rail Logistics	2790 West Market Street York, PA 17404	York	YRC	General Transload
York Transfer	221 North Duke Street York, PA 17404	York	YRC	General Transload
York Transload	York, PA	York	ESPN	General Transload
Youngwood Transload Facility	Youngwood, PA	Westmoreland	SWP	General Transload

Source: Survey of short line and regional railroads, short line and regional railroad websites

Table C-5: Port of Philadelphia

NAME	ADDRESS	SERVING RAILROAD	COMMODITIES
3200 Tioga	3200 Tioga Street, Philadelphia	None	Scrap
Packer Avenue Marine Terminal	3301 S. Columbus Blvd, Philadelphia	CSX, NS	Containers, steel products, frozen meat, fruit, heavy lift, paper
Philadelphia Forest Products Center	2147 S. Columbus Blvd, Philadelphia	CSX, NS	Newsprint, coated paper, wood pulp, forest products, break-bulk and semi-bulk products
Philadelphia Wholesale Produce Market	6700 Essington Ave, Philadelphia	None	Perishable Distributions
Pier 122	3501 S. Columbus Blvd, Philadelphia	CSX, NS	Automobiles
Pier 124	3601 S. Columbus Blvd, Philadelphia	None	Liquid Bulk
Pier 82	2201 S. Columbus Blvd, Philadelphia	CSX, NS	Fruits and vegetables, breakbulk, paper
Pier 84	2401 S. Columbus Blvd, Philadelphia	CSX, NS	Cocoa beans and cocoa products
Pier 98 Annex/Auto Facility	6 E. Oregon Ave, Philadelphia	CSX, NS	Automobiles, Trucks, Heavy Equipment
Southport Auto Terminal	3501 S. Columbus Blvd, Philadelphia	CSX, NS	Automobiles, Heavy and Light Machines
Tioga Liquid Bulk Terminal	3301 N. Delaware Ave, Philadelphia	None	Bulk Liquids
Tioga Marine Terminal	3801 N. Delaware Ave, Philadelphia	CSX, NS	Forest products, containers, steel, over-dimensional, palletized, breakbulk

Source: PhilaPort website, U.S. Army Corps of Engineers

Table C-6: Port of Pittsburgh

NAME	ADDRESS	SERVING RAILROAD	COMMODITIES
Allegheny River Terminals, Inc	1 5th Street, New Kensington, PA 15068	None	LCL, coal, corn, sugar, wheat, metal, break bulk, lumber
Armstrong Terminal	1 South Railroad St, Freeport, PA 15682	NS	LCL, coal, corn, sugar, wheat, metal, pet coke, coal, sand, pig iron, stone, break bulk
Colona Transfer, L.P.	1755 Pennsylvania Ave, Monaca, PA 15061	CSX	LCL, coal, corn, sugar, wheat, metal, sand, pig iron, stone, fertilizer, lumber, metal coil, sheet metal, petroleum, gasoline, LNG
Cronimet Terminals	100 Woodlawn Rd, Aliquippa, PA 15001	CSX	Breakbulk, dry bulk, coal, salt, aggregates, palletized goods, super sacks, ores, minerals
Donora River Terminal	2000 Meldon Ave, Donora, PA 15033	None	Pet coke, coal
Dravosburg Marine Terminal	702 Washington Ave, Dravosburg, PA 15034	NS	Liquid bulk, petroleum, gasoline, LNG, feedstocks, other metal
Freeport Terminals	7000 Riverside Drive, Freeport, PA 15682	NS	Pallet, petroleum, bulk liquid, coal, sugar, metal, petcoke, break bulk
Gordon Terminal Services	1000 Agnes Street, McKees Rocks, PA 15136	CSX	Oil, lubricants
Industry Marine Terminal	107 Canton St, Industry, PA 15052	NS	LCL, sugar, wheat, flour, metal, other bulk goods, truck and trailer, break bulk
Industry Terminal and Salvage Company	107 Canton St, Industry, PA 15052	NS	Coal, corn, wheat, metal, petcoke, sand, stone, lumber
Josh Steel	46 6th Street, Braddock, PA 150104	NS	Scrap metals

NAME	ADDRESS	SERVING RAILROAD	COMMODITIES
Kinder Morgan	2701 Route 68, Industry, PA 15052	NS	Pallet, metal, sand, pig iron, stone, sheet metal
Kinder Morgan Dravosburg Terminal	705 Washington Ave, Dravosburg, PA 15034	NS	Bulk liquid, petroleum
McGrew Welding	Donora Industrial Park, Donora, PA 15033	NS	Coal, dry bulk, steel
McKees Rocks Industrial Enterprises	149 Nichol Av, Bldg 149, McKees Rocks, PA 15136	CSX	Aggregates, break bulk, coal, dry bulk, ferro alloys, ores & minerals, salt, steel, super sacks, palletized goods, wood pulp, chemicals, pulp
Mol-Doc Company, Inc.	P.O. Box 1451 Buncher Industrial Park, Ave C, Clearfield, PA 15168	CSX, NS	Aggregates, coal, dry bulk, ferro alloys, general commodities, ores & minerals, salt
Pittsburgh Intermodal Terminals	90 Century Drive, Ambridge, PA 15003	NS	Dry bulk, heavy lifts, lumber, steel, palletized goods
Port of BeeMac	35 Riverport Drive, Leesport, PA 15056	NS	Lumber, super sacks, steel pipe, steel coils, long bar, steel ingots, steel slabs, project cargo
River Materials, Inc	275 Center St, McKeesport, PA 15132	CSX	Aggregates, coal, coke, ferro alloys, general commodities, heavy lifts, lime, lumber, ores & materials, palletized goods, scrap, steel, steel pipe, super sacks
RiverLift Industries	State Hwy 837, P.O. Box 532, West Elizabeth, PA 15236	NS	Aggregates, break bulk, coal, ferro alloys, heavy lifts, lumber, ores & minerals, salt, scrap, steel, super sacks, lime, palletized goods, coke
Three River Marine & Rail Terminals (Gibsonton Terminal)	108 Pennsylvania Ave. P.O. Box 100, Dunlevy, PA 15432	CSX, WLE	Aggregates, breakbulk, coal, dry bulk, general commodities, salt, scrap, steel

NAME	ADDRESS	SERVING RAILROAD	COMMODITIES
Transtar/Union Railroad	1200 Penn Ave, Ste. 300, Pittsburgh, PA 15222-4219	CSX, NS	Coal, dry bulk, general commodities, heavy lifts, palletized goods
West Penn Aggregates	1321 Main St, Crescent, PA 1504a6	None	Aggregates, coal, salt

Source: Port of Pittsburgh website, U.S. Army Corps of Engineers

Table C-7: Port of Erie

NAME	ADDRESS	SERVING RAILROAD	COMMODITIES
Carmeuse Terminal	2 East Bay Drive, P.O. Box 179, Erie, PA 16512	CSX	Aggregates
Donjohn Shipbuilding and Repair	200 E. Bayfront Pkwy, Erie, PA 16507	CSX	Shipbuilding, steel fabrication and assembly

Source: Port of Erie website, U.S. Army Corps of Engineers

APPENDIX D. Passenger Rail Station Descriptions

Table D-1: Amtrak Stations in PA

STATION	OWNER	ADDRESS	SHELTER	ROUTES	2024 WEEKDAY FREQUENCY	LOCAL TRANSIT CONNECTIONS	PARKING
Altoona	City of Altoona (Parking lot owned by Parking Authority of City of Altoona; Platform and Track owned by Norfolk Southern Railway)	1231 11th Avenue Altoona, PA 16601	Station building (with waiting room)	Pennsylvanian	2	Greyhound buses	83
Ardmore	Amtrak (Parking lot owned by Amerishop Suburban, L.P.)	39 Station Avenue Ardmore, PA 19003	Station building (with waiting room)	Keystone Service	11	SEPTA regional rail	88
Coatesville	Amtrak	Third Avenue and Fleetwood Street Coatesville, PA 19320	Platform shelter	Keystone Service	15	SEPTA buses, Transportation Management Association of Chester County (TMACC) ChescoBus – Coatesville Link	0
Connellsville	Amtrak (Track owned by CSX Transportation)	North Water Street & West Peach Street Connellsville, PA 15425	Station building (with waiting room)	Capitol Limited / Floridian	2		20
Cornwells Heights	Amtrak (Parking lot owned by Amtrak/PennDOT)	700 Station Avenue Station Avenue and Railroad Avenue Cornwells Heights, PA 19020	Platform shelter	Keystone Service	4	SEPTA regional rail	106
Downingtown	Amtrak	159 Viaduct Avenue Downingtown, PA 19335	Platform shelter	Keystone Service	18	SEPTA regional rail, SEPTA buses	226
Elizabethtown	Amtrak	50 South Wilson Avenue Elizabethtown, PA 17022	Station building (with waiting room)	Keystone Service Pennsylvanian	21	Red Rose Transit Authority buses	127
Erie	Logistics Plus (LPUSA, LTD) (Platform & and track owned by CSX Transportation)	125 West 14th Street Erie, PA 16501	Station building (with waiting room)	Lake Shore Limited	9		
Exton	Amtrak	445 Walkertown Road Exton, PA 19341	Station building (with waiting room)	Keystone Service Pennsylvanian	20	SEPTA regional rail, SEPTA buses, West Chester University shuttle buses	300
Greensburg	StoneKim Properties, LLC (Track owned by Norfolk Southern Railway)	Harrison Avenue and Seton Hill Drive Greensburg, PA 15601	Platform shelter	Pennsylvanian	2		125
Harrisburg	Amtrak	4th and Chestnut Streets Harrisburg, PA 17101	Station building (with waiting room)	Keystone Service Pennsylvanian	23	Greyhound and Fullington Trailways buses, Capitol Area Transit (CAT)/rabbittransit buses	Short Term: 10 Adjacent Garage/Lots: 1,888
Huntingdon	Amtrak (Parking lot, platform, and track owned by Norfolk Southern Railway)	Fourth and Allegheny Streets Huntingdon, PA 16652	Station building (with waiting room)	Pennsylvanian	2		45
Johnstown	Johnstown Area Heritage Association, Norfolk Southern Railway	47 Walnut Street Johnstown, PA 15901	Station building (with waiting room)	Pennsylvanian	2		6
Lancaster	Amtrak	53 McGovern Avenue Lancaster, PA 17602	Station building (with waiting room)	Keystone Service Pennsylvanian	20	Red Rose Transit Authority buses	220
Latrobe	Amtrak, Guy and Rita DiSalvo, Norfolk Southern Railway	329 McKinley Avenue Latrobe, PA 15650	None	Pennsylvanian	2		15
Lewistown	Pennsylvania Railroad Technical and Historical Society, Norfolk Southern Railway	150 Helen Street Lewistown, PA 17044	Station building (with waiting room)	Pennsylvanian	2		20
Middletown	PennDOT, Amtrak	270 West Emaus Street Middletown, PA 17057	Platform shelter	Keystone Service	17	CAT/rabbittransit buses	70
Mount Joy	PennDOT, Amtrak	25 South Market Street Mount Joy, PA 17552	Platform shelter	Keystone Service	15	Red Rose Transit Authority buses	52

STATION	OWNER	ADDRESS	SHELTER	ROUTES	2024 WEEKDAY FREQUENCY	LOCAL TRANSIT CONNECTIONS	PARKING
North Philadelphia	North Station District LLC, Amtrak	2900 North Broad Street Philadelphia, PA 19132-2400	Station building (with waiting room)	Keystone Service	3	SEPTA regional rail, SEPTA rapid transit	250
Paoli	Amtrak, Southeastern Pennsylvania Transportation Authority (SEPTA)	13 Lancaster Avenue Paoli, PA 19301	Station building (with waiting room)	Keystone Service Pennsylvanian	19	SEPTA regional rail	19
Parkesburg	Amtrak	501 Maple Street Parkesburg, PA 19365	Platform shelter	Keystone Service	16	TMACC ChescoBus – Coatesville Link	40
Philadelphia 30th Street	Amtrak, Pennsylvania Economic Development Financing Authority (PEDFA)	2955 Market Street Philadelphia, PA 19104	Station building (with waiting room)	Acela Cardinal Carolinian Crescent Keystone Service Northeast Regional Palmetto Pennsylvanian Silver Meteor Silver Star Vermontter	20	NJ TRANSIT commuter rail, SEPTA regional rail, SEPTA rapid transit, SEPTA subway-surface trolley lines	15
Pittsburgh	Amtrak (Platforms owned by both Amtrak and Norfolk Southern Railway)	1100 Liberty Avenue Pittsburgh, PA 15222	Station building (with waiting room)	Capitol Limited Pennsylvanian	2	West Busway Pittsburgh Light Rail (defunct)	45
Tyrone	Amtrak, Borough of Tyrone, Norfolk Southern Railway	Pennsylvania Avenue and West 10th Street Tyrone, PA 16686	Platform shelter	Pennsylvanian	2		20

Sources: Amtrak, Great American Stations

Table D-2: SEPTA Rail Stations in PA

LINE	LINE NAME	STATION	OWNER	ADDRESS	2024 WEEKDAY FREQUENCY (TRAINS PER DAY)	LOCAL TRANSIT CONNECTIONS	PARKING	ADA ACCESSIBILITY	BIKE PARKING	TICKET OFFICE	SHELTER/WAITING AREA
AIR	Airport	Airport Terminal E & F	SEPTA	Philadelphia International Airport, Philadelphia, PA 19153	78	SEPTA bus routes 37, 108, 115	0	Yes	No	No	Canopy; connected to airport terminals
AIR	Airport	Airport Terminal C & D	SEPTA	Philadelphia International Airport, Philadelphia, PA 19153	78	SEPTA bus routes 37, 108, 115	0	Yes	Yes	No	Canopy; connected to airport terminals
AIR	Airport	Airport Terminal B	SEPTA	Philadelphia International Airport, Philadelphia, PA 19153	78	SEPTA bus routes 37, 108, 115	0	Yes	No	No	Canopy; connected to airport terminals
AIR	Airport	Airport Terminal A	SEPTA	Philadelphia International Airport, Philadelphia, PA 19153	78	SEPTA bus routes 37, 108, 115	0	Yes	No	No	Canopy; connected to airport terminals
AIR	Airport	Eastwick	SEPTA	8511 Bartram Avenue, Philadelphia, PA 19153	78	SEPTA bus routes 37, 68, 108, 115	0	Yes	Yes	No	Shelter
AIR/CHE/ CHW/CYN/ FOX/LAN/ MED/NOR/ PAO/TRE/ WAR/WIL/ WTR		William H. Gray III 30th St	Amtrak	30th Street at Market Street, Philadelphia, PA 19104	619	SEPTA Market-Frankford Line, SEPTA Subway-Surface Trolleys, Amtrak, NJ TRANSIT Atlantic City Line, LUCY, SEPTA bus routes 9, 30, 31, 44, 49, 62, 78, 124, 125, other SEPTA Regional Rail routes	0	Yes	Yes	Yes	Waiting room
AIR/CHE/ CHW/CYN/ FOX/LAN/ MED/NOR/ PAO/TRE/ WAR/WIL/ WTR		Suburban Station	SEPTA	16th Street at JFK Boulevard, Philadelphia, PA 19102	619	SEPTA Market-Frankford Line, SEPTA Broad Street Line, SEPTA Subway-Surface Trolleys, SEPTA bus routes 2, 4, 16, 17, 27, 31, 32, 33, 38, 44, 48, 62, 78, 124, 125, other SEPTA Regional Rail routes	0	Yes	Yes	Yes	Waiting room
AIR/CHE/ CHW/FOX/ LAN/MED/ NOR/PAO/ TRE/WAR/ WIL/WTR		Temple University	SEPTA	927 W. Berks Street, Philadelphia, PA 19122	606	Other SEPTA Regional Rail routes	0	Yes	Yes	Yes	Canopy

LINE	LINE NAME	STATION	OWNER	ADDRESS	2024 WEEKDAY FREQUENCY (TRAINS PER DAY)	LOCAL TRANSIT CONNECTIONS	PARKING	ADA ACCESSIBILITY	BIKE PARKING	TICKET OFFICE	SHELTER/WAITING AREA
AIR/CHE/ FOX/LAN/ WAR		Wayne Junction	SEPTA	2129 Windram Avenue, Philadelphia, PA 19144	249	SEPTA bus routes 2, 75, other SEPTA Regional Rail routes	0	Yes	Yes	Yes	Canopy
AIR/CHW/ CHW/FOX/ LAN/MED/ NOR/PAO/ TRE/WAR/ WIL/WTR		Jefferson Station	SEPTA	Market Street between 10th and 12th Streets, Philadelphia, PA 19107	605	SEPTA Market-Frankford Line, SEPTA Broad-Ridge Spur, NJ TRANSIT buses, SEPTA bus routes 17, 23, 33, 38, 44, 45, 47, 47M, 48, 61, 62, 78, other SEPTA Regional Rail routes	0	Yes	Yes	Yes	Waiting room
AIR/LAN/ WAR		Glenside	SEPTA	49 W. Glenside Avenue, Glenside, PA 19038	103	SEPTA bus routes 22, 77, other SEPTA Regional Rail routes	318	No	Yes	Yes	Waiting room
AIR/LAN/ WAR/WTR		Fern Rock Transit Center	SEPTA, City of Philadelph ia	11th Street at Nedro Avenue, Philadelphia, PA 19141	137	Broad Street Line, SEPTA bus routes 28, 57, 70, BSO, and other SEPTA Regional Rail routes	720	Yes	Yes	No	Canopy
AIR/LAN/ WAR/WTR		Jenkintown - Wyncole	SEPTA	50 Greenwood Avenue, Wyncote, PA 19095	183	SEPTA bus route 77, other SEPTA Regional Rail routes	591	No	Yes	Yes	Waiting area
AIR/MED/ NOR/WAR/WIL/ TR		Penn Medicine Station	SEPTA	3149 Convention Boulevard, Philadelphia, PA 19104	174	SEPTA bus route 40, LUCY	0	Yes	Yes	Yes	Canopy
AIR/WAR/ WTR		Melrose Park	SEPTA	880 Valley Road, Elkins Park, PA 19027	124	Other SEPTA Regional Rail routes	204	Yes	Yes	No	Waiting area
AIR/WAR/ WTR		Elkins Park	SEPTA	7879 Spring Avenue, Elkins Park, PA 19027	124	Other SEPTA Regional Rail routes	126	No	Yes	No	Waiting area
CHE	Chestnut Hill East	Chestnut Hill East	SEPTA	100 E. Chestnut Hill Avenue, Philadelphia, PA 19118	40	SEPTA local buses 94, L	127	No	Yes	No	Waiting area
CHE	Chestnut Hill East	Gravers	SEPTA	300 E Gravers Lane, Philadelphia, PA 19118	40	SEPTA local bus L	13	No	Yes	No	Canopy
CHE	Chestnut Hill East	Wyndmoor	SEPTA	246 Wyndmoor Street, Philadelphia, PA 19118	40	SEPTA local bus 77	150	No	Yes	No	Waiting area
CHE	Chestnut Hill East	Mount Airy	SEPTA	149 E. Gowen Avenue, Philadelphia, PA 19119	40	SEPTA local buses	20	No	Yes	No	Waiting area
CHE	Chestnut Hill East	Sedgwick	SEPTA	7139 Devon Street, Philadelphia, PA 19119	40	SEPTA local bus H	69	No	Yes	No	Shelters

LINE	LINE NAME	STATION	OWNER	ADDRESS	2024 WEEKDAY FREQUENCY (TRAINS PER DAY)	LOCAL TRANSIT CONNECTIONS	PARKING	ADA ACCESSIBILITY	BIKE PARKING	TICKET OFFICE	SHELTER/WAITING AREA
CHE	Chestnut Hill East	Stenton	SEPTA	6797 Blakemore Street, Philadelphia, PA 19119	40	SEPTA local bus 18	48	No	Yes	Yes	Waiting area
CHE	Chestnut Hill East	Washington Lane	SEPTA	823 E. Washington Lane, Philadelphia, PA 19138	40	SEPTA local buses X H	52	No	Yes	No	Canopy
CHE	Chestnut Hill East	Germantown	SEPTA	150 E. Cheltenham Avenue, Philadelphia, PA 19144	40	SEPTA local buses 36, K, J	42	No	Yes	No	Canopy
CHE	Chestnut Hill East	Wister	SEPTA	5230 Belfield Avenue at Armstrong Lane, Philadelphia, PA 19144	40	SEPTA local bus J	0	No	Yes	No	Canopy
CHW	Chestnut Hill West	Chestnut Hill West	SEPTA	8606 Germantown Avenue, Philadelphia, PA 19118	39	SEPTA local buses 23, 77, 94, 97, L	159	Yes	Yes	Yes	Waiting area
CHW	Chestnut Hill West	Highland	SEPTA	8452 St. Martins Lane, Philadelphia, PA 19118	39		0	No	Yes	No	Shelter
CHW	Chestnut Hill West	St. Martins	SEPTA	31 West Springfield Avenue, Philadelphia, PA 19118	39		79	No	Yes	No	Waiting area
CHW	Chestnut Hill West	Richard Allen Lane	SEPTA	7210 Cresheim Road, Philadelphia, PA 19119	39		6	Yes	Yes	No	Canopy
CHW	Chestnut Hill West	Carpenter	SEPTA	310 Carpenter Lane, Philadelphia, PA 19119	39		97	No	Yes	No	Waiting area
CHW	Chestnut Hill West	Upsal	SEPTA	6505 Greene Street, Philadelphia, PA 19119	39	SEPTA local bus H	12	No	Yes	No	Canopy
CHW	Chestnut Hill West	Tulpehocken	SEPTA	333 W. Tulpehocken Street, Philadelphia, PA 19144	39	SEPTA local buses 53, 65	37	No	Yes	No	Shelter, Canopy
CHW	Chestnut Hill West	Cheltenham Avenue	SEPTA	359 Cheltenham Avenue, Philadelphia, PA 19144	39	SEPTA local buses 26, J	24	No	Yes	No	Canopy
CHW	Chestnut Hill West	Queen Lane	SEPTA	551 W Queen Lane, Philadelphia, PA 19144	39	SEPTA local bus K	51	Yes	Yes	No	Waiting area
CHW/TRE		North Philadelphia	Amtrak	2700 North Broad Street, Philadelphia, PA 19132	89	SEPTA Broad Street Line and local SEPTA buses 4, 16, 54	100	Yes	Yes	No	Canopy
CYN	Cynwyd	Cynwyd	SEPTA	1 E. Montgomery Avenue, Bala Cynwyd, PA 19004	12	SEPTA local buses 44, 52	27	Yes	Yes	No	Canopy
CYN	Cynwyd	Bala	SEPTA	1 Bala Avenue, Bala Cynwyd, PA 19004	12	SEPTA local buses 1, 44, 52, 65	83	Yes	Yes	No	Shelter

LINE	LINE NAME	STATION	OWNER	ADDRESS	2024 WEEKDAY FREQUENCY (TRAINS PER DAY)	LOCAL TRANSIT CONNECTIONS	PARKING	ADA ACCESSIBILITY	BIKE PARKING	TICKET OFFICE	SHELTER/WAITING AREA
CYN	Cynwyd	Wynnefield Avenue	SEPTA	5024 Wynnefield Avenue, Philadelphia, PA 19131	12	SEPTA local bus 40	20	Yes	No	No	Shelter
FOX	Fox Chase	Fox Chase	SEPTA	440 Rhawn Street, Philadelphia, PA 19111		SEPTA local buses 18,24, 28	313	Yes	Yes	No	Waiting area
FOX	Fox Chase	Ryers	SEPTA	701 Cottman Avenue, Philadelphia, PA 19111		SEPTA local buses 70, 77	62	Yes	Yes	No	Canopy
FOX	Fox Chase	Cheltenham	SEPTA	589 Hasbrook Avenue, Cheltenham, PA 19111		SEPTA local buses	25	Yes	Yes	No	Waiting area
FOX	Fox Chase	Lawndale	SEPTA	105 Devereaux Avenue, Philadelphia, PA 19012		SEPTA local buses	0	Yes	No	No	Shelter
FOX	Fox Chase	Olney	SEPTA	5411 N. Mascher Street, Philadelphia, PA 19120		SEPTA local buses 8	66	Yes	Yes	No	Shelter
LAN	Lansdale/ Doylestown	Doylestown	SEPTA	130 S. Clinton Street, Doylestown, PA 18901	41	SEPTA local bus 55	157	Yes	Yes	Yes	Canopy
LAN	Lansdale/ Doylestown	Delaware Valley University	SEPTA	700 East Butler Avenue, Doylestown, PA 18901	41	SEPTA local buses	30	Yes	Yes	No	Shelter
LAN	Lansdale/ Doylestown	New Britain	SEPTA	98 S Tamenend Ave, Doylestown, PA 18901	41	SEPTA local buses	41	Yes	Yes	No	Shelter
LAN	Lansdale/ Doylestown	Chalfont	SEPTA	13 Sunset Avenue, Chalfont, PA 18914	41	SEPTA local buses	54	Yes	Yes	No	Shelter
LAN	Lansdale/ Doylestown	Link Belt	SEPTA	3367 E. Walnut Street, Chalfont, PA 18915	41	SEPTA local buses	0	Yes	No	No	Shelter
LAN	Lansdale/ Doylestown	Colmar	SEPTA	2891 Walnut St, Colmar, PA 18915	41	SEPTA local buses	388	Yes	Yes	No	Shelter
LAN	Lansdale/ Doylestown	Fortuna	SEPTA	101 Cowpath Road, Lansdale, PA 19446	41	SEPTA local bus 132	21	Yes	Yes	No	Shelter
LAN	Lansdale/ Doylestown	9th St	SEPTA	141 West 9th Street, Lansdale, PA 19446	41	SEPTA local buses	74	Yes	Yes	No	Shelter
LAN	Lansdale/ Doylestown	Lansdale	SEPTA	80 W. Main Street, Lansdale, PA 19446	55	SEPTA local buses 96, 132	868	Yes	Yes	Yes	Canopy
LAN	Lansdale/ Doylestown	Pennbrook	SEPTA	1114 Church Road, Lansdale, PA 19446	55	SEPTA local bus 94	87	Yes	Yes	No	Canopy

LINE	LINE NAME	STATION	OWNER	ADDRESS	2024 WEEKDAY FREQUENCY (TRAINS PER DAY)	LOCAL TRANSIT CONNECTIONS	PARKING	ADA ACCESSIBILITY	BIKE PARKING	TICKET OFFICE	SHELTER/WAITING AREA
LAN	Lansdale/ Doylestown	North Wales	SEPTA	605 Beaver Street at Wissahickon Avenue, North Wales, PA 19454	55	SEPTA local bus 96	537	Yes	Yes	No	Waiting area
LAN	Lansdale/ Doylestown	Gwynedd Valley	SEPTA	521 Plymouth Road, Ambler, PA 19437	54	SEPTA local buses	119	No	Yes	No	Shelter
LAN	Lansdale/ Doylestown	Penllyn	SEPTA	908 Pershing Road, Blue Bell, PA 19422	54	SEPTA local bus 94	54	No	Yes	No	Waiting area
LAN	Lansdale/ Doylestown	Ambler	SEPTA	35 W. Butler Avenue, Ambler, PA 19002	55	SEPTA local buses 94, 95	580	Yes	Yes	Yes	Canopy
LAN	Lansdale/ Doylestown	Fort Washington	SEPTA	7299 Station Avenue, Fort Washington, PA 19034	55	SEPTA local buses 94, 95, 201	585	Yes	Yes	No	Waiting area
LAN	Lansdale/ Doylestown	Oreland	SEPTA	1502 Bruce Road, Oreland, PA 19075	50	SEPTA local buses	128	No	Yes	No	Waiting area
LAN	Lansdale/ Doylestown	Glenside	SEPTA	49 W. Glenside Avenue, Glenside, PA 19038	50	SEPTA local buses 22, 77	318	No	Yes	No	Waiting area
LAN	Lansdale/ Doylestown	Jenkintown- Wyncote	SEPTA	50 Greenwood Avenue, Wyncote, PA 19095	50	SEPTA local bus 77	591	No	Yes	Yes	Canopy
LAN	Lansdale/ Doylestown	North Hills	SEPTA	85 Station Avenue, Glenside, PA 19038	50	SEPTA local buses	120	No	Yes	No	Waiting area
LAN/NOR		North Broad	City of Philadelph ia	2693 N. Broad Street, Philadelphia, PA 19132	86	SEPTA Broad Street Line and local buses 4, 16, 54	0	Yes	Yes	No	Shelter
MED	Media/ Wawa	Wawa	SEPTA	1490 W. Baltimore Pike, Media, PA 19063	43	SEPTA local buses 111, 114	574	Yes	Yes	No	Waiting area
MED	Media/ Wawa	Elwyn	SEPTA	149 Elwyn Road, Media, PA 19063	43	SEPTA local bus 117	317	Yes	No	No	Canopy, shelter
MED	Media/ Wawa	Media	SEPTA	309 Media Station Road, Media, PA 19063	52		234	Yes	Yes	Yes	None
MED	Media/ Wawa	Moylan-Rose Valley	SEPTA	4 Manchester Road, Media, PA 19063	52		148	No	Yes	No	Canopy
MED	Media/ Wawa	Wallingford	SEPTA	141 E. Possum Hollow Road, Wallingford, PA 19086	52		115	No	Yes	No	Waiting area

LINE	LINE NAME	STATION	OWNER	ADDRESS	2024 WEEKDAY FREQUENCY (TRAINS PER DAY)	LOCAL TRANSIT CONNECTIONS	PARKING	ADA ACCESSIBILITY	BIKE PARKING	TICKET OFFICE	SHELTER/WAITING AREA
MED	Media/ Wawa	Swarthmore	SEPTA	2 S. Chester Road, Swarthmore, PA 19081	52	SEPTA local bus 109	250	Yes	Yes	No	Waiting area
MED	Media/ Wawa	Morton	SEPTA	2 S. Morton Avenue, Morton, PA 19070	52	SEPTA local bus 107	276	Yes	Yes	No	Waiting area
MED	Media/ Wawa	Secane	SEPTA	1297 Providence Road, Clifton Heights, PA 19018	52		87	Yes	Yes	No	Waiting area
MED	Media/ Wawa	Primos	SEPTA	446 S. Oak Lane, Clifton Heights, PA 19018	52	SEPTA local bus 107	164	Yes	Yes	No	Waiting area
MED	Media/ Wawa	Clifton-Aldan	SEPTA	Maryland Avenue at Springfield Avenue, Clifton Heights, PA 19018	49	SEPTA's Media-Sharon Hill Line Route 2	140	No	Yes	No	Shelter
MED	Media/ Wawa	Gladstone	SEPTA	198 Walsh Road, Lansdowne, PA 19050	49		115	No	No	No	Shelter
MED	Media/ Wawa	Lansdowne	SEPTA	80 W. Main Street, Lansdale, PA 19446	49	SEPTA local buses 109, 113, 115	868	No	Yes	No	Waiting area
MED	Media/ Wawa	Fernwood- Yeadon	SEPTA	413 S. Church Lane, Lansdowne, PA 19050	48	SEPTA local buses 68, 108	0	No	No	No	Shelter
MED	Media/ Wawa	Angora	SEPTA	1099 S. 58th Street, Philadelphia, PA 19143	48	SEPTA Subway-Surface Trolley T2 Route 34, and Local buses 46, G	0	No	No	No	None
MED	Media/ Wawa	49th St	SEPTA	49th Street at Chester Avenue, Philadelphia, PA 19143	48	SEPTA Subway-Surface Trolley T3 Route 13, and Local bus 64	0	Yes	No	No	None
NOR	Manayunk/ Norristown	Norristown - Elm St	SEPTA	793 Markley Street, Norristown, PA 19401	42		195	Yes	Yes	No	Shelter
NOR	Manayunk/ Norristown	Main St	SEPTA	305 W. Main Street, Norristown, PA 19401	42	SEPTA local buses 90, 93, 131	92	No	No	No	Platform shelter
NOR	Manayunk/ Norristown	Norristown Transit Center	SEPTA	Lafayette Street at Swede Street, Norristown, PA 19401	50	SEPTA's Norristown High-Speed Line and local buses 90, 93, 96, 97, 98, 99, 131	694	Yes	Yes	Yes	Canopy
NOR	Manayunk/ Norristown	Conshohocken	SEPTA	10 Washington Street, Conshohocken, PA 19428	50	SEPTA local buses 95, 97	101	Yes	Yes	No	Waiting area
NOR	Manayunk/ Norristown	Spring Mill	SEPTA	98 Station Avenue Conshohocken, PA 19428	50		104	Yes	Yes	No	Shelter

LINE	LINE NAME	STATION	OWNER	ADDRESS	2024 WEEKDAY FREQUENCY (TRAINS PER DAY)	LOCAL TRANSIT CONNECTIONS	PARKING	ADA ACCESSIBILITY	BIKE PARKING	TICKET OFFICE	SHELTER/WAITING AREA
NOR	Manayunk/ Norristown	Miquon	SEPTA	1096 River Road, Miquon, PA 19428	52		58	No	Yes	No	Shelter
NOR	Manayunk/ Norristown	Ivy Ridge	SEPTA	4910 Umbria Street, Philadelphia, PA 19127	52	SEPTA local buses 61, 62	295	No	Yes	No	Shelter
NOR	Manayunk/ Norristown	Manayunk	SEPTA	117 Carson Street, Philadelphia, PA 19127	52	SEPTA local buses 35, 61, 62	50	No	Yes	No	Waiting area
NOR	Manayunk/ Norristown	Wissahickon	SEPTA	5100 Rochelle Avenue, Philadelphia, PA 19128	50	SEPTA local buses 9, 27, 61, 62, 65	177	No	Yes	No	Canopy
NOR	Manayunk/ Norristown	East Falls	SEPTA	3610 Midvale Avenue, Philadelphia, PA 19129	50	SEPTA local bus K	40	No	Yes	No	Waiting area
NOR	Manayunk/ Norristown	Allegheny	SEPTA	3235 N. 22nd Street, Philadelphia, PA 19140	46	SEPTA local buses 33, 60	0	No	No	No	Canopy
PAO	Paoli/ Thorndale	Thorndale	SEPTA	201 S. Bailey Road, Coatesville, PA 19335	26	SEPTA local bus 135	457	Yes	Yes	No	Canopy
PAO	Paoli/ Thorndale	Downingtown	Amtrak	159 Viaduct Avenue, Downingtown, PA 19335	26	SEPTA local bus 135	445	No	Yes	No	Shelter
PAO	Paoli/ Thorndale	Whitford	SEPTA	401 Spackmans Lane, Exton, PA 19335	26		233	No	Yes	No	None
PAO	Paoli/ Thorndale	Exton	Amtrak	445 Walkertown Road, Exton, PA 19341	26	SEPTA local bus 135, West Chester University Exton Station Shuttle	725	Yes	Yes	No	Waiting area
PAO	Paoli/ Thorndale	Malvern	Amtrak	15 N. Warren Avenue, Malvern, PA 19355	59	SEPTA local bus 92	334	Yes	Yes	Yes	Canopy
PAO	Paoli/ Thorndale	Paoli	Amtrak	13 N. Valley Road, Paoli, PA 19301	59	SEPTA local buses 92, 106, 204, 206	486	Yes	Yes	Yes	Canopy
PAO	Paoli/ Thorndale	Daylesford	Amtrak	1301 Lancaster Avenue, Berwyn, PA 19312	58	SEPTA local bus 106	147	No	Yes	No	Shelter
PAO	Paoli/ Thorndale	Berwyn	Amtrak	654 E. Lancaster Avenue, Berwyn, PA 19312	58	SEPTA local bus 106	124	Yes	Yes	Yes	Canopy
PAO	Paoli/ Thorndale	Devon	Amtrak	1 N. Devon Boulevard, Devon, PA 19333	58	SEPTA local bus 106	269	No	Yes	Yes	Canopy
PAO	Paoli/ Thorndale	Strafford	Amtrak	97 Old Eagle School Road, Wayne, PA 19087	58		223	Yes	Yes	Yes	Canopy

LINE	LINE NAME	STATION	OWNER	ADDRESS	2024 WEEKDAY FREQUENCY (TRAINS PER DAY)	LOCAL TRANSIT CONNECTIONS	PARKING	ADA ACCESSIBILITY	BIKE PARKING	TICKET OFFICE	SHELTER/WAITING AREA
PAO	Paoli/ Thorndale	Wayne	Amtrak	145 N. Wayne Avenue, Wayne, PA 19087	60	SEPTA local bus 106	178	Yes	Yes	Yes	Canopy
PAO	Paoli/ Thorndale	St. Davids	Amtrak	53 Chamounix Road, Wayne, PA 19087	57		57	No	Yes	No	Canopy
PAO	Paoli/ Thorndale	Radnor	Amtrak	Station Drive at King of Prussia Road, Wayne, PA 19085	57	SEPTA local bus 106	19	No	Yes	No	Canopy
PAO	Paoli/ Thorndale	Villanova	Amtrak	308 N. Spring Mill Road, Villanova, PA 19085	57	SEPTA Norristown High Speed Line, Villanova University Campus Shuttle	179	No	No	No	Canopy
PAO	Paoli/ Thorndale	Rosemont	Amtrak	43 Airdale Road, Bryn Mawr, PA 19010	57	SEPTA local buses 105, 106	113	No	Yes	Yes	Canopy
PAO	Paoli/ Thorndale	Bryn Mawr	Amtrak	54 N. Bryn Mawr Avenue, Bryn Mawr, PA 19010	60	SEPTA local buses 105, 106	179	No	Yes	Yes	Canopy
PAO	Paoli/ Thorndale	Haverford	Amtrak	43 Haverford Station Road, Haverford, PA 19041	54	SEPTA local buses 105, 106	185	No	Yes	Yes	Canopy
PAO	Paoli/ Thorndale	Ardmore	Amtrak	39 Station Avenue, Ardmore, PA 19003	54	SEPTA local buses 44, 103, 105, 106	226 (91 SEPTA & 135 Non- SEPTA)	No	Yes	Yes	Canopy
PAO	Paoli/ Thorndale	Wynnewood	Amtrak	67 E. Wynnewood Road, Wynnewood, PA 19096	54	SEPTA local bus 105	247	No	Yes	Yes	Canopy
PAO	Paoli/ Thorndale	Narberth	Amtrak	211 Elmwood Avenue, Narberth, PA 19072	54	SEPTA local bus 44	121	No	Yes	Yes	Shelter
PAO	Paoli/ Thorndale	Merion	Amtrak	293 Idris Road, Merion, PA 19066	54		85	No	Yes	Yes	Canopy
PAO	Paoli/ Thorndale	Overbrook	Amtrak	2195 N. 63rd Street, Philadelphia, PA 19131	54	SEPTA local buses 65, G	179	Yes	Yes	Yes	Canopy
TRE	Trenton	Trenton Transit Center	NJ TRANSIT	83 S. Clinton Avenue, Trenton, NJ 08609	50	SEPTA bus 127, Amtrak, NJ TRANSIT Northeast Corridor Line, River Line, NJ TRANSIT bus routes	1756	Yes	Yes	No	Waiting room
TRE	Trenton	Levittown	SEPTA	8301 Bristol Pike, Bristol, PA 19007	50	SEPTA bus routes 127, 128	452	Yes	Yes	Yes	Canopy, shelter
TRE	Trenton	Bristol	SEPTA	790 Washington Street, Bristol, PA 19007	49	SEPTA bus route 129	294	No	Yes	No	Canopy

LINE	LINE NAME	STATION	OWNER	ADDRESS	2024 WEEKDAY FREQUENCY (TRAINS PER DAY)	LOCAL TRANSIT CONNECTIONS	PARKING	ADA ACCESSIBILITY	BIKE PARKING	TICKET OFFICE	SHELTER/WAITING AREA
TRE	Trenton	Croydon	SEPTA	751 Bristol Pike, Croydon, PA 19021	49	SEPTA bus route 128	204	Yes	Yes	No	Shelter
TRE	Trenton	Eddington	SEPTA	1099 Street Road, Bensalem, PA 19020	28	SEPTA bus route 133	0	No	No	No	Shelter
TRE	Trenton	Cornwells Heights	Amtrak	799 Station Avenue, Bensalem, PA 19020	50	SEPTA bus routes 78, 133	1861	Yes	Yes	Yes	Shelter
TRE	Trenton	Torresdale	SEPTA	9648 James Street, Philadelphia, PA 19114	50	SEPTA bus routes 19, 84	331	No	Yes	Yes	Canopy
TRE	Trenton	Holmesburg Junction	SEPTA	7931 Tulip Street, Philadelphia, PA 19136	49	SEPTA bus routes 28, 84	154	No	Yes	Yes	Shelter
TRE	Trenton	Tacony	SEPTA	4938 Disston Street, Philadelphia, PA 19135	48		0	No	Yes	No	Shelter
TRE	Trenton	Bridesburg	SEPTA	2202 Bridge Street, Philadelphia, PA 19137	48	SEPTA bus routes 73, 84	0	No	No	No	Shelter
WAR	Warminster	Warminster	SEPTA	100 Station Drive, Warminster, PA 18974	42	SEPTA local bus 22	837	Yes	Yes	Yes	Canopy
WAR	Warminster	Hatboro	SEPTA	40 S. Penn Street, Hatboro, PA 19040	42	SEPTA local buses	178	No	Yes	No	Waiting area
WAR	Warminster	Willow Grove	SEPTA	215 Davisville Road, Willow Grove, PA 19090	42	SEPTA local buses 22, 55, 310, 311	149	No	Yes	No	Waiting area
WAR	Warminster	Crestmont	SEPTA	2198 Rubicam Avenue, Abington, PA 19046	42	SEPTA local buses	20	Yes	Yes	No	Shelter
WAR	Warminster	Roslyn	SEPTA	1095 Easton Road, Abington, PA 19001	42	SEPTA local bus 22	94	Yes	No	No	Waiting area
WAR	Warminster	Ardley	SEPTA	2620 Jenkintown Road, Glenside, PA 19038	42	SEPTA local buses	129	Yes	Yes	No	Shelter
WIL	Wilmington/ Newark	Newark	DART First State	100 Station Way, Newark, DE 19713	17	DART First States routes 10, 33, 46, Cecil Transit 4, DART Connect-Newark	256	Yes	Yes	No	Canopy
WIL	Wilmington/ Newark	Churchman's Crossing	DART First State	1 Fairplay Boulevard, Newark, DE 19713	17	DART First State Routes 54, 64	230	Yes	Yes	No	Shelter

































LINE	LINE NAME	STATION	OWNER	ADDRESS	2024 WEEKDAY FREQUENCY (TRAINS PER DAY)	LOCAL TRANSIT CONNECTIONS	PARKING	ADA ACCESSIBILITY	BIKE PARKING	TICKET OFFICE	SHELTER/WAITING AREA
WIL	Wilmington/ Newark	Wilmington	Amtrak	100 S. French Street, Wilmington, DE 19801	32	DART First States Routes 2, 5, 6, 10, 11, 13, 14, 18, 20, 28, 33, 35, 40, 301, Amtrak	0	Yes	Yes	Yes	Shelter
WIL	Wilmington/ Newark	Claymont Transportation Center	DART First State	191 Transit Center Drive, Claymont, DE 19703	32	SEPTA bus route 113, DART First State routes 13, 61	497	Yes	Yes	No	Canopy
WIL	Wilmington/ Newark	Marcus Hook	SEPTA	20 W. 12th Street, Marcus Hook, PA 19061	42	SEPTA bus route 119	240	No	Yes	Yes	Canopy
WIL	Wilmington/ Newark	Highland Avenue	SEPTA	450 Highland Avenue, Chester, PA 19013	42	SEPTA bus route 113	14	No	Yes	No	Shelter
WIL	Wilmington/ Newark	Chester Transit Center	SEPTA	595 Avenue Of The States, Chester, PA 19013	41	SEPTA bus routes 37, 109, 113, 114, 117, 118, 119	0	Yes	Yes	Yes	Canopy
WIL	Wilmington/ Newark	Eddystone	SEPTA	650 Saville Avenue, Crum Lynne, PA 19013	24	SEPTA bus route 37	12	No	No	No	Shelter
WIL	Wilmington/ Newark	Crum Lynne	SEPTA	350 W. Ridley Avenue, Ridley Park, PA 19078	38	SEPTA bus route 114	26	No	No	No	Shelter
WIL	Wilmington/ Newark	Ridley Park	SEPTA	201 E. Hinckley Avenue, Ridley Park, PA 19078	42		61	No	Yes	Yes	Canopy
WIL	Wilmington/ Newark	Prospect Park	SEPTA	749 Maryland Avenue, Prospect Park, PA 19076	42		50	No	Yes	Yes	Canopy
WIL	Wilmington/ Newark	Norwood	SEPTA	498 Welcome Avenue, Norwood, PA 19074	41		112	No	No	Yes	Shelter
WIL	Wilmington/ Newark	Glenolden	SEPTA	83 E. Glenolden Avenue, Glenolden, PA 19036	38		73	No	No	Yes	Shelter
WIL	Wilmington/ Newark	Folcroft	SEPTA	1555 Baltimore Avenue, Folcroft, PA 19032	38	SEPTA bus route 115	42	No	Yes	Yes	Shelter
WIL	Wilmington/ Newark	Sharon Hill	SEPTA	1402 Chester Pike, Sharon Hill, PA 19079	40	SEPTA bus routes 114, 115	0	No	No	No	Shelter
WIL	Wilmington/ Newark	Curtis Park	SEPTA	400 Oak Avenue, Sharon Hill, PA 19079	40	SEPTA bus route 115	24	No	No	No	Canopy
WIL	Wilmington/ Newark	Darby	SEPTA	399 S. 4th Street, Darby, PA 19023	40		22	No	No	No	Shelter























LINE	LINE NAME	STATION	OWNER	ADDRESS	2024 WEEKDAY FREQUENCY (TRAINS PER DAY)	LOCAL TRANSIT CONNECTIONS	PARKING	ADA ACCESSIBILITY	BIKE PARKING	TICKET OFFICE	SHELTER/WAITING AREA
WTR	West Trenton	West Trenton	SEPTA	3 Railroad Avenue, Trenton, NJ 08628	40	SEPTA local buses, NJ Transit	142	No	Yes	No	Canopy
WTR	West Trenton	Yardley	SEPTA	13 Reading Avenue, Morrisville, PA 19067	40	SEPTA local buses	275	Yes	Yes	No	Shelter
WTR	West Trenton	Woodbourne	SEPTA	903 Woodbourne Road, Langhorne, PA 19047	40	SEPTA local buses	493	No	Yes	No	Shelter
WTR	West Trenton	Langhorne	SEPTA	137 Comly Avenue, Langhorne, PA 19047	40	SEPTA local buses 14, 130	339	No	Yes	No	Waiting area
WTR	West Trenton	Neshaminy Falls	SEPTA	4255 E. Bristol Road, Feasterville Trevose, PA 19053	42	SEPTA local buses	188	Yes	Yes	No	Shelter
WTR	West Trenton	Trevose	SEPTA	1100 Boundbrook Avenue, Trevose, PA 19053	42	SEPTA local buses	216	Yes	Yes	No	Shelter
WTR	West Trenton	Somerton	SEPTA	13623 Philmont Avenue, Philadelphia, PA 19116	42	SEPTA local buses 58, 84	208	Yes	Yes	No	Waiting area
WTR	West Trenton	Forest Hills	SEPTA	299 Byberry Road, Philadelphia, PA 19116	42	SEPTA local bus 84	163	Yes	Yes	No	Shelter
WTR	West Trenton	Philmont	SEPTA	106 Tomlinson Road, Huntingdon Valley, PA 19006	42	SEPTA local buses	408	Yes	Yes	No	Waiting area
WTR	West Trenton	Bethayres	SEPTA	500 Station Avenue, Huntingdon Valley, PA 19006	42	SEPTA local buses 24, 88	417	Yes	No	No	Waiting area
WTR	West Trenton	Meadowbrook	SEPTA	1430 Old Valley Road, Jenkintown, PA 19046	41	SEPTA local buses	72	No	Yes	No	Shelter
WTR	West Trenton	Rydal	SEPTA	1470 Susquehanna Road, Jenkintown, PA 19046	41	SEPTA local buses	45	No	Yes	No	Waiting area
WTR	West Trenton	Noble	SEPTA	801 Old York Road, Jenkintown, PA 19046	41	SEPTA local bus 55	92	No	No	No	Canopy

Source: SEPTA

APPENDIX E. Passenger Rail Projects






























Table E-1: Proposed Passenger Rail Projects – Rail Infrastructure Projects on the Keystone East Corridor






























GOAL AREA	SERVICE TYPE	CORRIDOR	PROJECT	SOURCE	COST (\$M)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION	LONG/SHORT TERM
Amtrak	Intercity, Commuter	Keystone East	Paoli-Zoo Transmission Line/ET Pole Replacement	Keystone Master Plan	\$860						2026 – 2033	Short
Amtrak, PennDOT	Intercity	Keystone East	Cork – State Track Renewal	Keystone Master Plan	Unknown						2025 – 2035	Short
Amtrak, PennDOT	Intercity, Commuter	Keystone East	562 Upgrade Thorndale to Paoli	Keystone Master Plan	\$27.5						2025 – 2035	Short
SEPTA	Intercity	Keystone East	Park Interlocking Turnback	Keystone Master Plan	\$87						2025 – 2031	Short
–Amtrak, PennDOT, SEPTA	Intercity, Commuter	Keystone East	Potts Interlocking	Keystone Master Plan	\$125						2024 – 2029	Short
SEPTA	Intercity, Commuter	Keystone East	Glen-Thorn Track 2	Keystone Master Plan	\$34						2025 – 2026	Short
SEPTA	Intercity, Commuter	Keystone East	562 Signals: Paoli to Overbrook	Keystone Master Plan	\$44						2025 – 2028	Short
Amtrak, PennDOT, SEPTA	Intercity	Keystone East	Zoo Interlocking Phase 1	Keystone Master Plan	\$48						Currently under construction, 2025 – 2027	Short
Amtrak, PennDOT	Intercity	Keystone East	Harrisburg/State Interlocking Upgrade	Keystone Master Plan	\$300						2025 – 2035	Short
Amtrak, PennDOT	Intercity	Keystone East	Harrisburg to Exton Increase MAS to 125 MPH	Keystone Master Plan	Unknown						2030 – 2035	Long
Amtrak, PennDOT	Intercity	Keystone East	Roy Interlocking Upgrade	Keystone Master Plan	\$40						2040 – 2045	Long
Amtrak, PennDOT	Intercity	Keystone East	Conestoga Interlocking Upgrade	Keystone Master Plan	\$60						2040 – 2045	Long
Amtrak, PennDOT	Intercity	Keystone East	Leaman Interlocking Upgrade	Keystone Master Plan	\$40						2040 – 2045	Long
Amtrak, PennDOT, SEPTA	Intercity, Commuter	Keystone East	Zoo Interlocking Final Improvements	Keystone Master Plan	\$100						2030 – 2039	Long
Amtrak, PennDOT, SEPTA	Intercity, Commuter	Keystone East	562 Upgrade Overbrook to 30th Street	Keystone Master Plan	\$95						2035 – 2039	Long






















GOAL AREA	SERVICE TYPE	CORRIDOR	PROJECT	SOURCE	COST (\$M)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION	LONG/SHORT TERM
Amtrak, PennDOT, SEPTA	Intercity, Commuter	Keystone East	Wynnefield Interlocking Replaces Overbrook Interlocking	Keystone Master Plan	\$185						2030 – 2039	Long
Amtrak, PennDOT, SEPTA	Intercity, Commuter	Keystone East	Villa & Bryn Mawr Interlockings	Keystone Master Plan	\$150						2030 – 2039	Long
Amtrak, PennDOT, SEPTA	Intercity, Commuter	Keystone East	Glen – Paoli 3rd Track	Keystone Master Plan	\$90						2040 +	Long
Amtrak, PennDOT,	Intercity, Commuter	Keystone East	Thorn Interlocking Rationalization	Keystone Master Plan	\$30						2030 – 2039	Long
Amtrak, PennDOT, SEPTA	Intercity, Commuter	Keystone East	Paoli Interlocking Improvements Phase 1	Keystone Master Plan	\$60						2040 +	Long
–SEPTA	Commuter	Keystone East	Harrisburg Line Capacity Improvements: Bidirectional Signaling–Paoli to Overbrook	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$22						2037	Long
–Amtrak	Intercity	Keystone East	Exton to Zoo Interlocking 100 MPH Maximum Authorized Speed Improvement	Keystone Master Plan	\$7						2030 – 2039	Long
Amtrak, PennDOT, SEPTA	Intercity	Keystone East	Stiles / Paxon / Valley Interlocking Improvements	Keystone Master Plan	\$35						2030 – 2039	Long
Amtrak, PennDOT	Intercity	Keystone East	Park Interlocking Upgrade	Keystone Master Plan	\$60						2040 +	Long
Amtrak	Intercity, Commuter	Keystone East	Zoo Interlocking to 30th St 60 MPH Maximum Authorized Speed Improvement	Keystone Master Plan	\$3						2030 – 2039	Long
SEPTA	Commuter	Keystone East	Overbrook Yard Flyover	SEPTA	\$300						2046 – 2050	Long

Sources: Keystone Master Plan, SEPTA, SEPTA Capital Plan

Table E-2: Proposed Passenger Rail Projects – Station Projects on the Keystone East Corridor

PROJECT SPONSOR	SERVICE TYPE	CORRIDOR	PROJECT	SOURCE	COST (\$M)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION	LONG/ SHORT TERM
SEPTA	Commuter	Keystone East	Wynnewood Station High-Level Platforms	Keystone Master Plan	Unknown						Beyond 2037	Long
SEPTA	Commuter	Keystone East	Ardmore Station (Phase 1 ADA Improvements)	Keystone Master Plan, SEPTA FY 2025 Capital Budget & FY 2025-36 Capital Program	\$12						2009 – 2025	Short
SEPTA	Commuter	Keystone East	Devon Station High-Level Platforms	Keystone Master Plan	Unknown						Beyond 2037	Long
PennDOT	Intercity	Keystone East	Parkesburg Station High-Level Platforms	Keystone Master Plan	Unknown						2024 – 2034	Short
Amtrak, PennDOT	Intercity	Keystone West	Harrisburg Station – Cooling Tower	PennDOT	\$1M						2026 – 2031	Short
PennDOT	Intercity	Keystone East	Parkesburg Station ADA Improvements	PennDOT	Unknown \$6M						2024 – 2029	Short
PennDOT	Intercity	Keystone East	Lancaster Station: Parking Lot and Pedestrian Bridge	Keystone Master Plan	\$22						Currently under construction	Short
Amtrak, PennDOT	Intercity	Keystone East	Lancaster Station: Platforms	Keystone Master Plan	Unknown						Currently under construction	Short
PennDOT	Intercity	Keystone East	Downingtown Station, including Downs Interlocking Retirement and Downingtown Track Swings	PennDOT	\$200						Currently under construction, 2025 – 2029	Short
SEPTA	Commuter	Keystone East	Villanova Station on the Paoli/Thorndale Regional Rail Line,	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$42.5						2006 – 2030	Short








PROJECT SPONSOR	SERVICE TYPE	CORRIDOR	PROJECT	SOURCE	COST (\$M)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION	LONG/ SHORT TERM
			Phase 2 ADA Improvements									
SEPTA	Commuter	Keystone East	Malven Station on the Paoli/Thorndale Line	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$51.6						–Beyond 2037	Long
Amtrak, PennDOT	Intercity	Keystone East	Coatesville Station	PennDOT	\$2250						2025 – 2026	Short
Amtrak, SEPTA	Intercity, Commuter	Keystone East	Ardmore Station Parking Improvements (Phase 2)	2020 Plan, SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	Unknown						Unknown	Long
PennDOT	Intercity	Keystone East	Thorndale Station Westbound High-Level Platforms	Keystone Master Plan	Unknown						2040 +	Long
SEPTA	Commuter	Keystone East	Overbrook Station High-Level Platforms	Keystone Master Plan	\$18						Beyond 2037	Long
SEPTA	Commuter	Keystone East	Merion Station High-Level Platforms	Keystone Master Plan	\$28						Beyond 2037	Long
SEPTA	Commuter	Keystone East	Narberth Station High-Level Platforms	Keystone Master Plan	\$28						Beyond 2037	Long
SEPTA	Commuter	Keystone East	Haverford Station High-Level Platforms	Keystone Master Plan	Unknown						2035 – 2045	Long
SEPTA	Commuter	Keystone East	Bryn Mawr Station High-Level Platforms	Keystone Master Plan	Unknown						2035 – 2045	Long
SEPTA	Commuter	Keystone East	Rosemont Station High-Level Platforms	Keystone Master Plan	Unknown						2035 – 2045	Long

PROJECT SPONSOR	SERVICE TYPE	CORRIDOR	PROJECT	SOURCE	COST (\$M)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION	LONG/ SHORT TERM
SEPTA	Commuter	Keystone East	Radnor Station Relocation & High-Level Platforms	Keystone Master Plan	Unknown						2040 +	Long
SEPTA	Commuter	Keystone East	St. Davids Station High-Level Platforms	Keystone Master Plan	Unknown						2040 +	Long
SEPTA	Commuter	Keystone East	Strafford Station High-Level Platforms	Keystone Master Plan	Unknown						2040 +	Long
SEPTA	Commuter	Keystone East	Berwyn Station High-Level Platforms	Keystone Master Plan	Unknown						2040 +	Long
SEPTA	Commuter	Keystone East	Daylesford Station High-Level Platforms	Keystone Master Plan	Unknown						2040 +	Long
SEPTA	Commuter	Keystone East	Whitford Station High-Level Platforms	Keystone Master Plan	Unknown						2040 +	Long
Amtrak, PennDOT, SEPTA	Intercity, Commuter	Keystone East	Paoli Transportation Center - Station and Intermodal Improvements (Phase2)	Keystone Master Plan	\$51.2						Beyond 2037	Long
SEPTA	Commuter	Keystone East	Villanova Turnback and Church Interlocking	Keystone Master Plan	\$80						2040 +	Long

Sources: Keystone Master Plan, SEPTA Capital Plans, PennDOT

Table E-3: Proposed Passenger Rail Projects – Bridge Overpass Projects over the Keystone East Corridor

PROJECT SPONSOR	SERVICE TYPE	CORRIDOR	PROJECT	SOURCE	COST (\$M)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION	LONG/ SHORT TERM
Local Municipality	Overpass	Keystone East	Spring Garden St Roadway Bridge over Amtrak	Keystone Master Plan ; Delaware Valley Regional Planning Commission FY 2025 – 2028 Transportation Improvement Program	\$57.3						2029 – 2036	Short
Local Municipality	Overpass	Keystone East	W. Bridge Street over Amtrak	Keystone Master Plan ; Delaware Valley Regional Planning Commission FY 2021 – 2024 Transportation Improvement Program	\$6						2024 – 2034	Short
Local Municipality	Overpass	Keystone East	59th St Roadway Bridge over Amtrak	Keystone Master Plan ; Delaware Valley Regional Planning Commission FY 2025 – 2028 Transportation Improvement Program	\$50						2025 – 2030	Short
Local Municipality	Overpass	Keystone East	Narberth Ave Roadway Bridge over Amtrak	Keystone Master Plan ; Delaware Valley Regional Planning Commission FY 2025 – 2028 Transportation Improvement Program	\$15.9						2025 – 2029	Short
PennDOT	Overpass	Keystone East	Pitney Road over Amtrak	Keystone Master Plan ; Lancaster County Highway Bridge Transportation Improvement Program	\$4.1						2024 – 2029	Short
PennDOT	Overpass	Keystone East	Horseshoe Road over Amtrak	Keystone Master Plan ; Lancaster County Highway Bridge Transportation Improvement Program	\$1.7						2024 – 2029	Short
Local Municipality	Overpass	Keystone East	E. Bridge Street over Amtrak	Keystone Master Plan ; Chester County Transportation Improvement Inventory 2023	\$2.8							Short
PennDOT	Overpass	Keystone East	Boot Road Over Amtrak	Keystone Master Plan ; PennDOT District 6 Projects Website	\$13.3						Currently under construction	Short

PROJECT SPONSOR	SERVICE TYPE	CORRIDOR	PROJECT	SOURCE	COST (\$M)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION	LONG/SHORT TERM
PennDOT	Overpass	Keystone East	N. Valley Road Over Amtrak	Keystone Master Plan ; Delaware Valley Regional Planning Commission Transportation Improvement Program	\$8						Currently under construction	Short
PennDOT	Overpass	Keystone East	I-83 Section B-79C	Keystone Master Plan							Currently under construction	Short
PennDOT	Overpass	Keystone East	Maytown Road over Amtrak	Lancaster County Highway Bridge Transportation Improvement Program	\$0.2							Long
PennDOT	Overpass	Keystone East	Georgetown Road over Amtrak	Lancaster County Highway Bridge Transportation Improvement Program	\$0.7							Long
PennDOT	Overpass	Keystone East	Colebrook Road over Amtrak	Lancaster County Highway Bridge Transportation Improvement Program	\$2.4							Long
PennDOT	Overpass	Keystone East	State Street Roadway Bridge	Keystone Master Plan	Unknown							Long
PennDOT	Overpass	Keystone East	70th, 71st, 72nd Streets over Amtrak	DVRPC TIP FY 2025	\$61.9							Long

Sources: Keystone Master Plan, MPO and other regional planning documents, PennDOT.

Table E-4: Proposed Passenger Rail Projects – Rail Infrastructure Projects on the Keystone West Corridor

PROJECT SPONSOR	SERVICE TYPE	CORRIDOR	PROJECT	SOURCE	COST (\$M)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION	LONG/ SHORT TERM
Amtrak, PennDOT	Intercity	Keystone West	Pittsburgh CP HOME Wye	PennDOT	\$212*						2026 – 2031	Short
Amtrak, PennDOT	Intercity	Keystone West	Johnstown CP C	PennDOT							2026 – 2031	Short
Amtrak, PennDOT	Intercity	Keystone West	Altoona Third Main	PennDOT							2026 – 2031	Short
Amtrak, PennDOT	Intercity	Keystone West	Mifflin Crossover	PennDOT							2026 – 2031	Short
Amtrak, PennDOT	Intercity	Keystone West	Hawstone Crossover	PennDOT							2026 – 2031	Short
Amtrak, PennDOT	Intercity	Keystone West	Harrisburg Third Main	PennDOT							2026 – 2031	Short
Amtrak, PennDOT	Intercity	Keystone West	Pittsburgh Station Bypass Track	PennDOT							2026 – 2031	Short
Amtrak, PennDOT	Intercity	Keystone West	Rockville Bridge Study	PennDOT							2026 – 2031	Short
Amtrak, PennDOT	Intercity	Keystone West	Johnstown West Crossovers	PennDOT							Currently under construction, 2025	Short
Amtrak, PennDOT	Intercity	Keystone West	Enola Third Main	PennDOT							2026	Short
Amtrak, PennDOT	Intercity	Keystone West	Lemoyne & Camp Hill Connections	PennDOT							2026	Short

Source: PennDOT,

*This program of projects supports the additional Pennsylvanian roundtrip service. The cost represents the 2022 program estimate to support the second frequency of the Pennsylvanian train.

Table E-5: Proposed Passenger Rail Projects – Station Projects on the Keystone West Corridor

PROJECT SPONSOR	SERVICE TYPE	CORRIDOR	PROJECT	SOURCE	COST (\$M)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION	LONG/ SHORT TERM
PennDOT, Amtrak	Intercity	Keystone West	2 nd Pennsylvanian – Station Improvements	PennDOT	\$8.7						2026 – 2031	Short
Amtrak	Intercity	Keystone West	Pittsburgh Station ADASP	Amtrak	\$12.88						2026 – 2031	Short
Amtrak	Intercity	Keystone West	Lewistown Station ADASP	Amtrak	\$2.91						2025 – 2027	Short
Amtrak	Intercity	Keystone West	Altoona Station ADASP	Amtrak	\$6.41						2026 – 2031	Short
Amtrak	Intercity	Keystone West	Greensburg Station ADASP	Amtrak	\$9.02						2026 – 2031	Short
Amtrak	Intercity	Keystone West	Latrobe Station ADASP	Amtrak	\$5.85						2025 – 2027	Short
Amtrak	Intercity	Keystone West	Johnstown Station ADASP	Amtrak	\$12.22						2026 – 2031	Short
Amtrak	Intercity	Keystone West	Huntingdon Station ADASP	Amtrak	\$3.14						2025 – 2027	Short

Source: PennDOT

Table E-6: Proposed Passenger Rail Projects – Rail Infrastructure Projects on the Northeast Corridor Main Line

PROJECT SPONSOR	SERVICE TYPE	CORRIDOR	PROJECT	SOURCE	COST (\$M)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION	LONG/SHORT TERM
Amtrak	Intercity, Commuter	NEC	Cornwells Heights Capacity and SEPTA Turnback	Northeast Corridor Commission Connect 2035								Long
Amtrak	Commuter	NEC	Hook Interlocking Improvements	Northeast Corridor Commission Capital Investment Plan FY 2023 – 2027	\$46						2025 – 2035	Short
Amtrak, SEPTA	Intercity	NEC, Keystone East	Zoo Interlocking Final Improvements	Keystone Master Plan	\$100						2030 – 2039	Long
SEPTA	Commuter	NEC	Mantua Quadruple Track	SEPTA	\$50						2046 – 2050	Long
Amtrak	Intercity, Commuter	NEC	Brill to Landlith OCS Replacement	Northeast Corridor Commission Capital Investment Plan FY 2025 – 2029	\$1,600						2026 – 2037	Short
Amtrak	Intercity	NEC	Next Gen. High Speed Fleet Infra.: Safety Mitigation	Amtrak Media Center	\$90						2026	Short
Amtrak	Intercity, Commuter	NEC	Trenton-Philadelphia OCS SAP Assembly Project	Northeast Corridor Commission Capital Investment Plan FY 2022 – 2026	\$8.8						2023	Short
Amtrak, SEPTA	Intercity, Commuter	NEC	Southwest Connection Improvement Project - 30th - Phil Signals, Catenary & ROW Improvements	Northeast Corridor Commission Capital Investment Plan FY 2022 – 2026	\$0						2025 – 2026	Short
SEPTA	Commuter	NEC	North Philadelphia Infrastructure	NEC	\$7						Beyond 2037	Long
SEPTA	Commuter	NEC	Grundy Interlocking Upgrades	SEPTA	\$50						2046 – 2050	Long
Amtrak	Intercity, Commuter	NEC	Trenton-Philadelphia-Wilmington 562 Signal Upgrade	2020 Plan								Short
SEPTA	Commuter	NEC	Wilmington/Newark Yard	SEPTA	\$50						2045 – 2050	Long

PROJECT SPONSOR	SERVICE TYPE	CORRIDOR	PROJECT	SOURCE	COST (\$M)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION	LONG/SHORT TERM
SEPTA	Commuter	NEC	Trenton Yard	SEPTA	\$50						2045 – 2050	Long
SEPTA	Commuter	NEC	Wilmington Third Track	SEPTA	\$720						2040 – 2045	Long










Sources: PennDOT, 2020 PA State Rail Plan, SEPTA, NEC Commission, Amtrak website, Keystone Master Plan

Table E-7: Proposed Passenger Rail Projects – Station Projects on the Northeast Corridor Main Line

PROJECT SPONSOR	SERVICE TYPE	CORRIDOR	PROJECT	SOURCE	COST (\$M)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION	LONG/SHORT TERM
Amtrak, SEPTA, NJ Transit	Intercity, Commuter	NEC	Philadelphia 30th St. Station District Plan Implementation	Keystone Master Plan; Northeast Corridor Commission Connect 35	\$517						2025 – 2040 +	Short
SEPTA, PennDOT, Amtrak	Commuter	NEC, SEPTA Other	Wilmington/Newark Line Stations and ROW Rehabilitation	Northeast Corridor Commission Connect 35, SEPTA	\$252						2037 – 2045	Long
SEPTA	Commuter	NEC	Cornwells Heights Station Reconfiguration, Trenton Line	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$60						2032 – 2035	Long
SEPTA	Commuter	NEC, SEPTA Other	Trenton Line Stations and ROW Rehabilitation	SEPTA	\$126						2046 – 2050	Long
SEPTA	Commuter	SEPTA Other	North Philadelphia Station	SEPTA	\$1,000						2046 – 2050	Long
SEPTA	Commuter	NEC	Chester City Transp. Center; Multi-modal and ADA Improvements	NEC	\$5						2025 – 2027	Short
SEPTA	Commuter	NEC	Bristol Station on the Trenton Line	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$46						2022 – 2030	Short
SEPTA	Commuter	NEC	Marcus Hook Station on the Wilmington Line	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$41						Beyond 2037	Long

Sources: SEPTA, NEC Commission, SEPTA Capital Plans, Keystone Master Plan

Table E-8: Proposed Passenger Rail Projects – Bridge Overpass Projects over the Northeast Corridor Main Line

PROJECT SPONSOR	SERVICE TYPE	CORRIDOR	PROJECT	SOURCE	COST (\$M)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION	LONG/ SHORT TERM
PennDOT	Overpass	NEC	Chestnut Street Over Amtrak/CONR	Delaware Valley Regional Planning Commission Transportation Improvement Program FY 2023	\$7.6						2025	Short
PennDOT	Overpass	NEC	Ridge Ave. Over Amtrak	Delaware Valley Regional Planning Commission Transportation Improvement Program FY 2025	\$0.8						Currently being designed	Short
PennDOT	Overpass	NEC	Sellers Ave. over Amtrak	Delaware Valley Regional Planning Commission Transportation Improvement Program FY 2023	\$10.8						Currently under construction	Short
PennDOT	Overpass	NEC	Market Street over Amtrak	Delaware Valley Regional Planning Commission Transportation Improvement Program FY 2023	\$19.6						Currently under construction	Short
PennDOT	Overpass	NEC	Folcroft over Amtrak	Delaware Valley Regional Planning Commission Transportation Improvement Program FY 2024	\$1.8						Currently under construction	Short
PennDOT	Overpass	NEC	i-95 CPR: Magee to Unruh	2020 Plan								Short
PennDOT	Overpass	NEC	Lloyd Street over Amtrak	Delaware Valley Regional Planning Commission Transportation Improvement Program FY 2025	\$4.8							Short
PennDOT	Overpass	NEC	Margie Street over Amtrak	Delaware Valley Regional Planning Commission Transportation Improvement Program FY 2025	\$19.5						2025 – 2036	Short
PennDOT	Overpass	NEC	Randall Ave over Amtrak	Delaware Valley Regional Planning Commission Transportation Improvement Program FY 2025	\$1.4						2026	Short

PROJECT SPONSOR	SERVICE TYPE	CORRIDOR	PROJECT	SOURCE	COST (\$M)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION	LONG/ SHORT TERM
PennDOT	Overpass	NEC	Spring Garden over Amtrak	Delaware Valley Regional Planning Commission Transportation Improvement Program FY 2025	\$57.2						2029 – 2036	Short

Sources: DVRPC, 2020 PA State Rail Plan


















Table E-9: Proposed Passenger Rail Projects – Northeast Corridor Rolling Stock Projects




















PROJECT SPONSOR	SERVICE TYPE	CORRIDOR	PROJECT	SOURCE	COST (\$M)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION	LONG/ SHORT TERM
Amtrak	Intercity	NEC, Keystone East	Rail Car Procurement	2020 Plan	Unknown						2030	Long
Amtrak	Intercity	NEC	Next Gen. High Speed Fleet Infra.: Ride Quality Investment	Amtrak Media Center	\$67						2025	Short


















Sources: Amtrak website, 2020 PA State Rail Plan















Table E-10: Proposed Passenger Rail Projects – Rail Infrastructure Projects on SEPTA Regional Rail Corridors outside the Keystone East or the Northeast Corridor Main Line





















PROJECT SPONSOR	SERVICE TYPE	CORRIDOR	PROJECT	SOURCE	COST (\$M)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION	LONG/ SHORT TERM
SEPTA, Amtrak	Commuter	SEPTA Other	30th Street to Kay Interlocking	Keystone Master Plan	\$165						2025 – 2035	Short
SEPTA	Commuter	SEPTA Other	Regional Railroad Signal Improvement Program	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$60.8						2030 – 2036	Long
SEPTA	Intercity, Commuter	SEPTA Other	Regional Rail Master Plan Implementation	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$3						2025 – 2032	Short
SEPTA	Intercity, Commuter	SEPTA Other	Regional Rail Master Plan Implementation (Trenton and Wilmington/Newark lines)	FRA FY 2024 Federal-State Partnership (FSP) Award	\$4						2025 – 2027	Short

PROJECT SPONSOR	SERVICE TYPE	CORRIDOR	PROJECT	SOURCE	COST (\$M)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION	LONG/ SHORT TERM
SEPTA	Commuter	SEPTA Other	Regional Rail VHF Radio Upgrade	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$57						2025 – 2032	Short
SEPTA	Commuter	SEPTA Other	Glenside ADA Station Improvements	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	Unknown						Beyond 2037	Long
SEPTA	Commuter	SEPTA Other	New Glenside/Lansdale Yard & Maintenance Facility	SEPTA	\$150						Beyond 2037	Long
SEPTA	Commuter	SEPTA Other	Roberts Yard and Powelton Yard Reconstruction for Future Fleet Needs	SEPTA	\$200						Beyond 2037	Long
SEPTA	Commuter	SEPTA Other	Villanova Turnback and Church Interlocking	SEPTA	\$80						2037 – 2045	Long
SEPTA	Commuter	SEPTA Other	Railroad Interlocking Improvement Program – 16th Street, 20th Street, Beth, York, Broad, Hunt, and Wayne Interlockings	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$150						2026 – 2037	Short
SEPTA	Commuter	SEPTA Other	Positive Train Control (Continuing Integration with Partner Railroads)	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$10						2026 – 2028	Short
SEPTA	Commuter	SEPTA Other	Real-Time Information / Audio Visual Public Address (AVPA) System	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$10						2026 – 2028	Short
SEPTA	Commuter	SEPTA Other	Positive Train Control Enhancement & Technology Refresh	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$25						2026 – 2031	Short
SEPTA	Commuter	SEPTA Other	Operational Technology Network Hardening	SEPTA FY 2026 Capital Budget & FY	\$58						2026 – 2034	Short

PROJECT SPONSOR	SERVICE TYPE	CORRIDOR	PROJECT	SOURCE	COST (\$M)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION	LONG/ SHORT TERM
				2026-37 Capital Program								
SEPTA	Commuter	SEPTA Other	Transit Asset Management System	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$4						2026 – 2027	Short
SEPTA	Commuter	SEPTA Other	Video Systems Refreshment Program	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$51						2026 – 2035	Short
SEPTA	Commuter	SEPTA Other	Infrastructure Safety Renewal Program (ISRP)	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$866						2026 – 2037	Short
SEPTA	Commuter	SEPTA Other	Boiler Replacement Program	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$10						2026 – 2030	Short
SEPTA	Commuter	SEPTA Other	Environmental Clean Up and Protection	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$15						2026 – 2037	Short
SEPTA	Commuter	SEPTA Other	Facilities Critical Infrastructure Program	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$23						2026 – 2031	Short
SEPTA	Commuter	SEPTA Other	Frazer Rail Shop and Yard Expansion	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$8						2026 – 2027	Short
SEPTA	Commuter	SEPTA Other	Frazer Transportation Building	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$39						2026 – 2030	Short
SEPTA	Commuter	SEPTA Other	Maintenance & Training Facilities Improvement Program	SEPTA FY 2026 Capital Budget & FY	\$5						2026 – 2027	Short

PROJECT SPONSOR	SERVICE TYPE	CORRIDOR	PROJECT	SOURCE	COST (\$M)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION	LONG/ SHORT TERM
				2026-37 Capital Program								
SEPTA	Commuter	SEPTA Other	Vehicle Engineering & Maintenance Shop Equipment Program	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$27						2026 – 2037	Short
SEPTA	Commuter	SEPTA Other	Steel Wheel Lift Program (Phase 2 and 3)	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$14						2026 – 2039	Short
SEPTA	Commuter	SEPTA Other	Vehicle Washer Program	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$21						2026 – 2032	Short
SEPTA	Commuter	SEPTA Other	Wheel Truing Program (Phase 2)	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$6						2026 – 2029	Short
SEPTA	Commuter	SEPTA Other	Maintenance, Stations, and Substations Roof Program	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$20						2026 – 2034	Short
SEPTA	Commuter	SEPTA Other	Climate Adaptation and Mitigation Program (Study)	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$2						2026	Short
SEPTA	Commuter	SEPTA Other	On-Site Power for Major Facilities	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$5						2034 – 2037	Long
SEPTA	Commuter	SEPTA Other	Tropical Storm Ida Response & Recovery	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$34						2026 – 2029	Short
SEPTA	Commuter	SEPTA Other	Escalator/Elevator Improvement Program	SEPTA FY 2026 Capital Budget & FY	\$65						2026 – 2037	Short

PROJECT SPONSOR	SERVICE TYPE	CORRIDOR	PROJECT	SOURCE	COST (\$M)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION	LONG/ SHORT TERM
				2026-37 Capital Program								
SEPTA	Commuter	SEPTA Other	Grade Crossing Enhancement Program	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$32						2026 – 2035	Short
SEPTA	Commuter	SEPTA Other	Regional Rail Grade Crossing	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$21						2026 – 2030	Short
SEPTA	Commuter	SEPTA Other	Safety and Security Infrastructure Hardening Program	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$14						2026 – 2037	Short
SEPTA	Commuter	SEPTA Other	Safety and Security Shop, Yard, & Office Hardening	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$8						2026 – 2028 and 2034	Short
SEPTA	Commuter	SEPTA Other	Jefferson Station Escalators	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$3						2026	Short
SEPTA	Commuter	SEPTA Other	5th Street Grade Crossing in Lansdale	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$2						2027	Short
SEPTA	Commuter	SEPTA Other	SEPTA Key Program	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$245						2026 – 2035	Short
SEPTA	Commuter	SEPTA Other	30th Street West Catenary Replacement	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$165						2026 – 2035	Short
SEPTA	Commuter	SEPTA Other	Regional Rail Automated Wire Scan Demonstration	SEPTA FY 2026 Capital Budget & FY	\$0.3						2026	Short































PROJECT SPONSOR	SERVICE TYPE	CORRIDOR	PROJECT	SOURCE	COST (\$M)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION	LONG/ SHORT TERM
				2026-37 Capital Program								
SEPTA	Commuter	SEPTA Other	18th Street Switching Station	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$13						2028 – 2030	Short
SEPTA	Commuter	SEPTA Other	Regional and Transit Rail Substation Program	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$41						2034 and beyond	Long
SEPTA	Commuter	SEPTA Other	Substation Design and Equipment Purchase	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$11						2026 – 2029	Short
SEPTA	Commuter	SEPTA Other	Wayne Junction Static Frequency Converters (SFC) #1-4	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$44						2026 – 2029	Short
SEPTA	Commuter	SEPTA Other	Woodbourne Substation	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$38						2026 – 2029	Short
SEPTA	Commuter	SEPTA Other	Brill Substation	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$13						2034 – 2036	Long
SEPTA	Commuter	SEPTA Other	Supervisory Control and Data Acquisition (SCADA) System and Network Upgrade	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$33						2026 – 2031	Short
SEPTA	Commuter	SEPTA Other	Cresheim Valley Substation	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$33						2026 – 2036	Short
SEPTA	Commuter	SEPTA Other	Airport Double Track and Airport Tail Track	SEPTA	\$50						2037 – 2045	Long

PROJECT SPONSOR	SERVICE TYPE	CORRIDOR	PROJECT	SOURCE	COST (\$M)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION	LONG/ SHORT TERM
SEPTA	Commuter	SEPTA Other	Trunk Line Infrastructure, Fern Rock Layover, and Stations (Melrose and Elkins Park)	SEPTA	\$306						2046 – 2050	Long
SEPTA	Commuter	SEPTA Other	SEPTA Airport Line Separation Project	Northeast Corridor Commission Connect 35							2040 – 2045	Long
SEPTA	Commuter	SEPTA Other	North Philadelphia Flyover	SEPTA	\$320						2046 – 2050	Long
SEPTA	Commuter	SEPTA Other	PHIL Flyover	SEPTA	\$300						Beyond 2037	Long
SEPTA	Commuter	SEPTA Other	Wawa Double Track	SEPTA	\$75						2046 – 2050	Long
SEPTA	Commuter	SEPTA Other	Major Grade Crossings Along the Media Wawa Line	SEPTA	\$100						2046 – 2050	Long
SEPTA	Commuter	SEPTA Other	Doylestown Line Double	SEPTA	\$145						Beyond 2037	Long
SEPTA	Commuter	SEPTA Other	Warminster Line Double Track	SEPTA	\$50						2046 – 2050	Long
SEPTA	Commuter	SEPTA Other	Wayne Junction Flyover	SEPTA	\$1,000						2050 – 2055	Long
Borough of West Chester	Commuter	SEPTA Other	West Chester Metro	Borough of West Chester	\$40						Unknown	Long

Sources: SEPTA, SEPTA capital plans, NEC Commission, Keystone Master Plan









Table E-11: SEPTA Corridor: Current Pennsylvania Proposed Passenger Rail Station Projects, Sorted by Project Sponsor, and Implementation Year (Project Open Year)

PROJECT SPONSOR	SERVICE TYPE	CORRIDOR	PROJECT	SOURCE	COST (\$M)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION	LONG/ SHORT TERM
SEPTA	Commuter	SEPTA Other	Norristown Station Freight Bypass	SEPTA	\$171						Beyond 2037	Long
SEPTA	Commuter	SEPTA Other	Airport Freight Separation & Eastwick Intermodal Station, Phase 1	SEPTA	\$150						Beyond 2037	Long
SEPTA	Commuter	SEPTA Other	Regional Rail Station Parking Improvements	SEPTA	\$245						2037 – 2050	Long
SEPTA	Commuter	SEPTA Other	Warminster Line Stations and Right-of-Way Rehabilitation	SEPTA	\$50						2046 – 2050	Long
SEPTA	Commuter	SEPTA Other	West Trenton Line Stations and Right-of-Way Rehabilitation	SEPTA	\$664						2037 – 2045	Long
SEPTA	Commuter	SEPTA Other	Exton Station Parking	SEPTA	\$40						Beyond 2037	Long
SEPTA	Commuter	SEPTA Other	Highland Avenue Station Relocation	SEPTA	\$36						2037 – 2050	Long
SEPTA	Commuter	SEPTA Other	New Frazer Station on the Keystone Corridor between Malvern and Exton	SEPTA	\$154						Beyond 2037	Long
SEPTA	Commuter	SEPTA Other	East Falls ADA Station Improvements	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	Unknown						Beyond 2037	Long
SEPTA	Commuter	SEPTA Other	Ivy Ridge ADA Station Improvements	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	Unknown						Beyond 2037	Long
SEPTA	Commuter	SEPTA Other	Wissahickon ADA Station Improvements	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$11						2017 – 2025	Short
SEPTA	Commuter	SEPTA Other	Roslyn Station ADA Improvements	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$13						Beyond 2037	Long
SEPTA	Commuter	SEPTA Other	Conshohocken Station Parking	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$39						2026 – 2028	Short

PROJECT SPONSOR	SERVICE TYPE	CORRIDOR	PROJECT	SOURCE	COST (\$M)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION	LONG/ SHORT TERM
SEPTA	Commuter	SEPTA Other	Jenkintown-Wyncote Station on the Regional Rail Mainline	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$55						2027 – 2032	Short
SEPTA	Commuter	SEPTA Other	Regional Rail Station Roof Program	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$17						2026 – 2035	Short
SEPTA	Commuter	SEPTA Other	Swarthmore Station on the Media/Wawa Regional Rail Line	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$11						2026 – 2027	Short
SEPTA	Commuter	SEPTA Other	Willow Grove Station ADA Improvements	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$49						Beyond 2037	Long
SEPTA	Commuter	SEPTA Other	Noble Station ADA Improvements	SEPTA FY 2024 Capital Program	\$31.7						Beyond 2037	Long
SEPTA	Commuter	SEPTA Other	Chestnut Hill East Station ADA Improvements	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$15.3						2026 – 2027	Short
SEPTA	Commuter	SEPTA Other	Lawndale Station Grade Separation & High-Level Platform	SEPTA	\$24						Beyond 2037	Long
SEPTA	Commuter	SEPTA Other	Media/Wawa Line Station and ROW Rehabilitation	SEPTA	\$484						2046 – 2050	Long
SEPTA	Commuter	SEPTA Other	Lansdale Doylestown Line Station and ROW Rehabilitation	SEPTA	\$599						2046 – 2050	Long
SEPTA	Commuter	SEPTA Other	Lansdale Station: Track reconfiguration & platform accessibility	SEPTA	\$60						2046 – 2050	Long
SEPTA	Commuter	SEPTA Other	Cynwyd Line Stations and ROW Rehabilitation	SEPTA	\$79						Beyond 2037	Short












Sources: SEPTA, SEPTA capital plans

Table E-12: Proposed Passenger Rail Projects – Bridge Overpass Projects on SEPTA Regional Rail Corridors outside the Keystone East or the Northeast Corridor Main Line

PROJECT SPONSOR	SERVICE TYPE	CORRIDOR	PROJECT	SOURCE	COST (\$M)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION	LONG/ SHORT TERM
PennDOT	Overpass	SEPTA Other	Ardmore Avenue over SEPTA	2020 Plan	\$12.9							Short
PennDOT	Overpass	SEPTA Other	College Ave over SEPTA P&W	2020 Plan	\$9.4							Short
SEPTA	Commuter	SEPTA Other	Chestnut Hill East Line Bridge Rehabilitation Program	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$34.8						2024 – 2026	Short
SEPTA	Commuter	SEPTA Other	Chestnut Hill West Line Bridge Rehabilitation Program	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$45.8						2024 – 2028	Short
SEPTA	Commuter	SEPTA Other	Critical Bridge Program	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$163.3						2018 – 2037	Short
SEPTA	Commuter	SEPTA Other	Mainline–Schuylkill Bridges, Interlockings, and Ductbank (30th Street Station to Suburban Station)	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$432						2026 – 2037	Short
SEPTA	Commuter	SEPTA Other	Stone Arch Bridge Program (Phase 2)	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$8.2						2026 – 2027	Short

Sources: SEPTA, SEPTA Capital Plans, 2020 PA State Rail Plan

Table E-13: SEPTA Rolling Stock Projects

PROJECT SPONSOR	SERVICE TYPE	CORRIDOR	PROJECT	SOURCE	COST (\$M)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION	LONG/ SHORT TERM
SEPTA	Commuter	SEPTA Other	Vehicle Overhaul Program (VOH)	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$1,183						2026 – 2037	Short
SEPTA	Commuter	SEPTA Other	Regional Silverliner IV Replacement and Infrastructure	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$730.7*						2026 – 2036	Short
SEPTA	Commuter	SEPTA Other	Regional Silverliner IV Railcars Infrastructure	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$128						2026 – 2037	Short
SEPTA	Commuter	SEPTA Other	Regional Silverliner IV Railcars Infrastructure – Long Term	SEPTA FY 2026 Capital Budget & FY 2026-37 Capital Program	\$970						2030 – 2037	Long

*Note that the Silverliner IV Replacement and Infrastructure project estimated total is \$1.8 B and currently remains underfunded by \$970.02 M.

Source: SEPTA 2026 Capital Budget

APPENDIX F. Section 130 Projects

Table F-1: Programmed Projects under the Federal Rail-Highway Grade Crossing Program (Section 130)

DISTRICT	PROJECT	PROJECT	IMPROVEMENT TYPE	COUNTY	REGION	CARRIER	RR CLASS	SOURCE	SCHEDULE	ESTIMATED COST (\$M)	2025 TOTAL	2026 TOTAL	2027 TOTAL	2028 TOTAL	2029 TOTAL	2030 TOTAL	2031 TOTAL	2032 TOTAL	2033-36 TOTAL	
1	106162	Mt Pleasant Rd RR Crossing	Warning Devices	Crawford	Northwest	NS	Class I	PennDOT/FHWA Section 130	2028	\$0.32	0	0	0	318,500	0	0	0	0	0	0
1	113216	Shaw's Landing RR Crossing	Warning Devices	Crawford	Northwest	WNYP	Class III	PennDOT/FHWA Section 130	2027	\$0.38	0	0	375,000	0	0	0	0	0	0	0
1	111147	Huntley Road RR Crossing	Warning Devices	Erie	Erie	CN	Class I	PennDOT/FHWA Section 130	2025-2026	\$0.13	60,000	68,210	0	0	0	0	0	0	0	0
1	113215	Bayfront Parkway RR Crossing	Warning Devices	Erie	Erie	CSX	Class I	PennDOT/FHWA Section 130	2028	\$0.50	0	0	0	500,000	0	0	0	0	0	0
1	114480	Norfolk Southern Erie County Circuitry Upgrade	Warning Devices	Erie	Erie	NS	Class I	PennDOT/FHWA Section 130	2031	\$4.00	474,930	68,210	245,993	2,454,007	756,860	0	0	0	0	0
1	106281	Bessemer & Lake Erie RR Corridor	Warning Devices	Mercer	SVTS	CN	Class I	PennDOT/FHWA Section 130	2029-2030	\$1.00	0	0	0	0	400,000	600,000	0	0	0	0
1	118221	Oil City Corridor WNYPA	Warning Devices	Venango	Northwest	WNYP	Class III	PennDOT/FHWA Section 130	2025-2027	\$1.90	500,000	800,000	600,000	0	0	0	0	0	0	0
2	121373	West Maple Street Crossing	Warning Devices	Centre	Centre	R.J. Corman	Class III	PennDOT/FHWA Section 130	2026-2027	\$0.50	0	400,000	100,000	0	0	0	0	0	0	0
2	121370	Lemont - Bellefont Corridor	Warning Devices	Centre	Centre	NSHR	Class III	PennDOT/FHWA Section 130	2031-2032	\$3.33	0	0	0	0	0	0	1,000,000	2,333,489	0	0
2	75870	Golden Rod Crossing	Warning Devices	Clearfield	North Central	R.J. Corman	Class III	PennDOT/FHWA Section 130	2026	\$0.35	0	350,000	0	0	0	0	0	0	0	0
2	121215	St Marys Crossings	Warning Devices	Elk	North Central	BPRR	Class II	PennDOT/FHWA Section 130	2027-2028	\$0.80	0	0	400,000	400,000	0	0	0	0	0	0
3	111352	SVRR RR Crossing Northumberland County	Warning Devices	Northumberland	SEDA-COG	SVRR	Class III	PennDOT/FHWA Section 130	2025-2026	\$1.35	675,000	675,000	0	0	0	0	0	0	0	0
3	119246	Snyder County RR Crossing Improvements	Warning Devices	Snyder	SEDA-COG	NSHR	Class III	PennDOT/FHWA Section 130	2025-2027	\$2.40	800,000	800,000	800,000	0	0	0	0	0	0	0
4	106131	SR 3014 Dalton Street Railroad Lights /Gates	Warning Devices	Lackawanna	Scranton/W-B	RBMN	Class III	PennDOT/FHWA Section 130	2033-2036	\$0.06	0	0	0	0	0	0	0	0	0	64,688
4	106134	SR 3017 Main Street Railroad Lights /Gates	Warning Devices	Lackawanna	Scranton/W-B	RBMN	Class III	PennDOT/FHWA Section 130	2033-2036	\$0.05	0	0	0	0	0	0	0	0	0	51,750

DISTRICT	PROJECT	PROJECT	IMPROVEMENT TYPE	COUNTY	REGION	CARRIER	RR CLASS	SOURCE	SCHEDULE	ESTIMATED COST (\$M)	2025 TOTAL	2026 TOTAL	2027 TOTAL	2028 TOTAL	2029 TOTAL	2030 TOTAL	2031 TOTAL	2032 TOTAL	2033-36 TOTAL	
4	118217	City of Scranton Corridor Crossing	Warning Devices	Lackawanna	Scranton/W-B	DL	Class III	PennDOT/FHWA Section 130	2027-2028	\$0.68	0	0	475,000	200,000	0	0	0	0	0	0
4	103196	CP Pittston / Dupont Corridor	Warning Devices	Luzerne	Scranton/W-B	NS	Class I	PennDOT/FHWA Section 130	2029-2030	\$1.40	0	0	0	0	400,000	1,000,000	0	0	0	0
4	106127	SR 2027 McAlpine Street over Mill Creek	Warning Devices	Luzerne	Scranton/W-B	LS	Class III	PennDOT/FHWA Section 130	2033-2036	\$0.09	0	0	0	0	0	0	0	0	0	86,250
4	111134	C and H Corridor	Warning Devices	Luzerne	Scranton/W-B	RBMN	Class III	PennDOT/FHWA Section 130	2028	\$0.52	0	0	0	517,500	0	0	0	0	0	0
4	118219	Jaycee Drive RR Crossing	Warning Devices	Luzerne	Scranton/W-B	RBMN	Class III	PennDOT/FHWA Section 130	2028	\$0.07	0	0	0	67,500	0	0	0	0	0	0
4	118283	LCRA Corridor 2	Warning Devices	Luzerne	Scranton/W-B	LS	Class III	PennDOT/FHWA Section 130	2030	\$0.10	0	0	0	0	0	100,000	0	0	0	0
4	118218	Susq County NYSW Corridor Crossing	Warning Devices	Susquehanna	Northern Tier	NYSW	Class II	PennDOT/FHWA Section 130	2028	\$0.36	0	0	0	360,000	0	0	0	0	0	0
5	117973	Walnuttown Road Crossing	Warning Devices	Berks	Reading	NS	Class I	PennDOT/FHWA Section 130	2027	\$0.45	0	0	454,000	0	0	0	0	0	0	0
5	117975	Manatawny Drive Crossing	Warning Devices	Berks	Reading	EBG	Class III	PennDOT/FHWA Section 130	2029	\$0.38	0	0	0	0	380,000	0	0	0	0	0
5	102868	Ruppssville Road	Warning Devices	Lehigh	Lehigh Valley	NS	Class I	PennDOT/FHWA Section 130	2028	\$0.27	0	0	0	270,200	0	0	0	0	0	0
5	102870	Penn Ave Albutis RR Crossing	Warning Devices	Lehigh	Lehigh Valley	NS	Class I	PennDOT/FHWA Section 130	2026	\$0.28	0	282,000	0	0	0	0	0	0	0	0
5	102979	Albert Street Allentown RRX	Warning Devices	Lehigh	Lehigh Valley	NS	Class I	PennDOT/FHWA Section 130	2026	\$0.35	0	350,000	0	0	0	0	0	0	0	0
5	102864	Bethlehem Corr. Safety	Warning Devices	Northampton	Lehigh Valley	NS	Class I	PennDOT/FHWA Section 130	2027-2029	\$1.16	0	0	500,000	500,000	160,000	0	0	0	0	0
5	102869	SR 512 (Beth Bath Pike) NS RR Crossing	Warning Devices	Northampton	Lehigh Valley	NS	Class I	PennDOT/FHWA Section 130	2027	\$0.28	0	0	284,109	0	0	0	0	0	0	0
6	118190	Fairview Rd RR Crossing	Warning Devices	Bucks	DVRPC	ESPN	Class II	PennDOT/FHWA Section 130	2033-2036	\$0.33	0	0	0	0	0	0	0	0	0	325,000
6	118184	Lake Road East RR Crossing	Warning Devices	Chester	DVRPC	ESPN	Class II	PennDOT/FHWA Section 130	2025	\$0.30	0	300,000	0	0	0	0	0	0	0	0
6	118185	Woodland Ave. Crossing	Warning Devices	Chester	DVRPC	ESPN	Class II	PennDOT/FHWA Section 130	2031	\$0.30	0	0	0	0	0	0	300,000	0	0	0
6	118186	Kimble Road Crossing	Warning Devices	Chester	DVRPC	ESPN	Class II	PennDOT/FHWA Section 130	2030	\$0.31	0	0	0	0	0	305,000	0	0	0	0
6	118188	Mt. Pleasant Rd Crossing	Warning Devices	Chester	DVRPC	ESPN	Class II	PennDOT/FHWA Section 130	2030	\$0.32	0	0	0	0	0	315,000	0	0	0	0

DISTRICT	PROJECT	PROJECT	IMPROVEMENT TYPE	COUNTY	REGION	CARRIER	RR CLASS	SOURCE	SCHEDULE	ESTIMATED COST (\$M)	2025 TOTAL	2026 TOTAL	2027 TOTAL	2028 TOTAL	2029 TOTAL	2030 TOTAL	2031 TOTAL	2032 TOTAL	2033-36 TOTAL	
6	103217	Main St, 6th St & CSX Crossing Improvement	Warning Devices	Delaware	DVRPC	CSX	Class I	PennDOT/FHWA Section 130	2029	\$0.37	0	0	0	0	369,000	0	0	0	0	0
9	106320	Church Street Railroad Grade Crossing	Warning Devices	Blair	Altoona	EV	Class III	PennDOT/FHWA Section 130	2025-2028	\$1.80	350,000	500,000	600,000	350,000	0	0	0	0	0	0
9	121388	Blair County EVRR Corridor	Warning Devices	Blair	Altoona	EV	Class III	PennDOT/FHWA Section 130	2031-2032	\$4.00	0	0	0	0	0	0	2,000,000	2,000,000	0	0
9	121386	PA 453 14th Street Corridor - NBE	Warning Devices	Blair	Altoona	NBER	Class III	PennDOT/FHWA Section 130	2029-2031	\$3.08	0	0	0	0	800,000	1,200,000	1,076,209	0	0	0
9	121384	SR 271 Clinton Street Crossing	Warning Devices	Cambria	Johnstown	CSX	Class I	PennDOT/FHWA Section 130	2027-2028	\$0.50	0	0	200,000	300,000	0	0	0	0	0	0
9	103035	CSX Grade Crossing Improvement	Warning Devices	Somerset	S. Alleghenies	CSX	Class I	PennDOT/FHWA Section 130	2033-2036	\$1.80	0	0	0	0	0	0	0	0	0	1,800,000
9	106261	Windber Borough 15th St Grade Crossing	Warning Devices	Somerset	S. Alleghenies	NS	Class III	PennDOT/FHWA Section 130	2033-2036	\$0.20	0	0	0	0	0	0	0	0	0	200,000
9	106262	Somerset Ave Grade Crossing	Warning Devices	Somerset	S. Alleghenies	NS	Class III	PennDOT/FHWA Section 130	2033-2036	\$0.25	0	0	0	0	0	0	0	0	0	250,000
9	106263	Mount Davis Road Grade Crossing	Warning Devices	Somerset	S. Alleghenies	CSX	Class I	PennDOT/FHWA Section 130	2033-2036	\$2.76	0	0	0	0	0	0	0	0	0	2,760,000
10	105574	Zelienople Railroad Corridor	Warning Devices	Butler	SPC	BPRR	Class II	PennDOT/FHWA Section 130	2025-2026	\$0.79	0	0	400,000	385,000	0	0	0	0	0	0
10	109385	Slippery Rock Group Crossings	Warning Devices	Butler	SPC	BPRR	Class II	PennDOT/FHWA Section 130	2032	\$0.55	0	0	0	0	0	0	0	0	550,000	0
10	110766	Maple Avenue Crossing	Warning Devices	Butler	SPC	BPRR	Class II	PennDOT/FHWA Section 130	2029	\$0.20	0	0	0	0	200,000	0	0	0	0	0
10	110768	Evans City Corridor Crossings	Warning Devices	Butler	SPC	BPRR	Class II	PennDOT/FHWA Section 130	2030	\$0.50	0	0	0	0	0	500,000	0	0	0	0
10	105582	Olson Road Crossing	Warning Devices	Indiana	SPC	BPRR	Class II	PennDOT/FHWA Section 130	2027	\$0.30	0	0	300,000	0	0	0	0	0	0	0
10	105576	Rikers Road Crossing	Warning Devices	Jefferson	North Central	BPRR	Class II	PennDOT/FHWA Section 130	2029	\$0.23	0	0	0	0	225,000	0	0	0	0	0
10	105583	Big Run Railroad Corridor	Warning Devices	Jefferson	North Central	BPRR	Class II	PennDOT/FHWA Section 130	2028	\$0.50	0	0	0	500,000	0	0	0	0	0	0
10	109387	South Park Street Crossing	Warning Devices	Jefferson	North Central	BPRR	Class II	PennDOT/FHWA Section 130	2029	\$0.20	0	0	0	0	200,000	0	0	0	0	0
10	110767	Mitchell Avenue Crossing	Warning Devices	Jefferson	North Central	BPRR	Class II	PennDOT/FHWA Section 130	2029	\$0.20	0	0	0	0	200,000	0	0	0	0	0

DISTRICT	PROJECT	PROJECT	IMPROVEMENT TYPE	COUNTY	REGION	CARRIER	RR CLASS	SOURCE	SCHEDULE	ESTIMATED COST (\$M)	2025 TOTAL	2026 TOTAL	2027 TOTAL	2028 TOTAL	2029 TOTAL	2030 TOTAL	2031 TOTAL	2032 TOTAL	2033-36 TOTAL	
11	121377	POHC LED Upgrades	LED Upgrades	Allegheny	SPC	POHC	Class III	PennDOT/FHWA Section 130	2027	\$0.10	0	0	95,000	0	0	0	0	0	0	0
11	121378	W&LE Corridor	Warning Devices	Allegheny	SPC	WLE	Class II	PennDOT/FHWA Section 130	2032	\$0.83	0	0	0	0	0	0	0	0	825,390	0
11	121379	Penn Ave Ext Crossing	Warning Devices	Allegheny	SPC	URR	Class III	PennDOT/FHWA Section 130	2030	\$0.16	0	0	0	0	0	161,500	0	0	0	0
11	121380	BPRR Corridor	Warning Devices	Allegheny	SPC	BPRR	Class II	PennDOT/FHWA Section 130	2033-2036	\$2.75	0	0	0	0	0	0	0	0	0	2,750,000
11	106078	NS RR Crossings in Darlington and Big Beaver	Warning Devices	Beaver	SPC	NS	Class I	PennDOT/FHWA Section 130	2032	\$0.50	0	0	0	0	0	0	0	0	500,000	0
11	121091	YSRR - Constitution Blvd	Warning Devices	Beaver	SPC	YSRR	Class III	PennDOT/FHWA Section 130	2026	\$0.20	0	195,000	0	0	0	0	0	0	0	0
12	103187	Besco St. Grade Crossing	Warning Devices	Washington	SPC	NS	Class I	PennDOT/FHWA Section 130	2029	\$0.25	0	0	0	0	250,000	0	0	0	0	0
12	106063	Elco Corridor	Warning Devices	Washington	SPC	NS	Class I	PennDOT/FHWA Section 130	2029	\$0.50	0	0	0	0	500,000	0	0	0	0	0
12	114584	Charleoi Corridor RR Crossing	Warning Devices	Washington	SPC	NS	Class I	PennDOT/FHWA Section 130	2030	\$0.80	0	0	0	0	0	800,000	0	0	0	0
12	118280	West Brownsville RR Crossing Corridor	Warning Devices	Washington	SPC	NS	Class I	PennDOT/FHWA Section 130	2030	\$1.00	0	0	0	0	0	1,000,000	0	0	0	0
12	103190	Vine Street Grade Crossing	Warning Devices	Westmoreland	SPC	CSX	Class I	PennDOT/FHWA Section 130	2029	\$0.25	0	0	0	0	250,000	0	0	0	0	0
99	114537	Norfolk Southern Statewide LED Upgrades	Warning Devices	Central Office	STWD Items	NS	Class I	PennDOT/FHWA Section 130	2028-2031	\$ 3.20	22,756	384,790	400,161	292,293	1,127,415	1,000,000	0	0	0	0
99	114543	Norfolk Southern Statewide Circuitry Upgrade	Warning Devices	Central Office	STWD Items	NS	Class I	PennDOT/FHWA Section 130	2028-2029	\$1.66	0	0	0	0	0	0	1,660,754	0	0	0
12	113267	New Kensington Corridor	Warning Devices	Westmoreland	SPC	AVR	Class III	PennDOT/FHWA Section 130	2025-2029	\$6.35	1,000,000	1,500,000	1,500,000	1,500,000	854,007	0	0	0	0	0
99	98255	RRX Reserve	Warning Devices	Central Office	STWD Items			PennDOT/FHWA Section 130	2025-2036	\$84.36	7,030,000	7,030,000	7,030,000	7,030,000	7,030,000	7,030,000	7,030,000	7,030,000	7,030,000	28,120,000
































Source: PennDOT
































APPENDIX G. Freight Rail Projects



































Project information for Appendix G was collected from a variety of sources. Some are projects that were listed in the 2020 Rail Plan that have not been funded to date, are still needed, and are being carried forward to the 2025 Rail Plan. These have been marked with an (R) in the Project column to indicate a repeat submission. The remainder are projects that were recently developed for the 2025 Rail Plan. For all projects, identified schedules and costs are subject to change. These project lists are not fiscally constrained.








Table G-1: Proposed Freight Rail Projects – State of Good Repair











RAILROAD(S)	PROJECT	PLAN WHERE FIRST IDENTIFIED	ESTIMATED COST (\$M)	COUNTY(IES)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION PERIOD	SHORT TERM/ LONG TERM
AAR	Upgrade track	2020	\$0.80	Berks						TBD	TBD
AOR	Improve track infrastructure – renew ties, rail, turnouts, ballast and track surfacing	2025	\$2.00	Beaver						2025-2027	Short Term
AVR	Replace 100-year-old worn rail at Highland Park	2025	\$2.40	Allegheny						2025-2026	Short Term
AVR	Replace 100-year-old worn rail at Pittsburgh	2025	\$3.40	Allegheny						2026-2027	Short Term
AVR	W&P rail to replace worn rail at Hayes	2025	\$1.40	Allegheny						2026-2027	Short Term
AVR	Replace ties and surface track Gibsonia to Bakerstown	2025	\$1.30	Allegheny						2026-2027	Short Term
AVR	Replace worn rail in Brady Tunnel	2025	\$0.55	Clarion						2026-2027	Short Term
AVR	Relay rail through 2 tunnels on W&P Subdivision	2020	\$1.50	Washington						TBD	TBD
BLE (CN)	Bessemer Allegheny River Bridge MP 3.67. Painting for large river bridge	2025	TBD	Allegheny						TBD	TBD
BLE (CN)	Bessemer Bridge MP 20.54 over Dinnerbell Road Arch with local concerns over concrete scaling and inferior vertical clearance	2025	TBD	Butler						TBD	TBD
BLE (CN)	Bessemer Bridge MP 56.5 over Route 8 undergrade: steel structure with minor inferior vertical clearance and concrete scaling at abutment faces	2025	TBD	Butler						TBD	TBD







RAILROAD(S)	PROJECT	PLAN WHERE FIRST IDENTIFIED	ESTIMATED COST (\$M)	COUNTY(IES)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION PERIOD	SHORT TERM/ LONG TERM
BLE (CN)	Replace Bessemer Bridge MP 72.01 over Route 62: arch with State concerns due to concrete scaling and inferior vertical clearance.	2025	TBD	Mercer						TBD	TBD
BPRR	Upgrade bridge – mainline MP 255.85, maximum stress at 286,000 pounds	2025	TBD	Armstrong						TBD	TBD
BPRR	Upgrade bridge – mainline MP 302.87, maximum stress at 286,000 pounds	2025	TBD	Butler						TBD	TBD
BPRR	Turnout Replacements-DuBois Yard	2025	\$0.75	Clearfield						2027-2030	Short Term
BPRR	Upgrade bridge – Wharton Branch MP 44.35, maximum stress at 286,000 pounds	2025	TBD	Clearfield						TBD	TBD
BPRR	Upgrade bridge – Wharton Branch MP 44.85, maximum stress at 286,000 pounds	2025	TBD	Clearfield						TBD	TBD
BPRR	Upgrade rail and tie conditions between Bradford and Bingham – 7 track miles	2025	\$5.00	McKean						2030-2035	Long Term
BPRR	Replace 5 timber bridge decks	2020	\$0.40	McKean						TBD	TBD
BPRR	Vegetation mitigation between Bradford and Rasellas – canopy and heavy tree removal	2025	\$1.00	McKean, Elk						2027-2028	Short Term
BPRR	Track rehabilitation of BPRR mainline and branches – systemwide renewal of ties, turnouts, rail, ballast, surfacing, remediation of fouled ballast, improvement of crossing surfaces	2025	\$20.00	Multiple						2027-2028	Short Term
BPRR	Upgrade bridge – Northern Branch MP 45.8, maximum stress at 286,000 pounds	2025	TBD	Warren						TBD	TBD
BPRR	Upgrade bridge – Northern Branch MP 52.56, maximum stress at 286,000 pounds	2025	TBD	Warren						TBD	TBD
BVRY	Rebuild track and switches at the Melt Shop	2025	\$0.75	Chester						2025-2026	Short Term
BVRY	Repair one or two of five bridges each year to maintain safe bridges and continue operations	2025	\$5.00	Chester						2025-2030	Short Term

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BVRY	Melt Shop – repair or rebuild storm water runoff system to facilitate runoff of water and prevent flooding	2025	\$0.50	Chester						2025-2026	Short Term
CNYK	Rail changeout	2025	\$21.00	Pike						2027-2030	Short Term
CNYK	Rail and tie changeout	2025	\$20.00	Pike						2027-2030	Short Term
CNYK	Rail changeout	2025	\$23.00	Susquehanna						2027-2030	Short Term
CNYK	Rail and tie changeout	2025	\$32.00	Susquehanna						2027-2030	Short Term
CSAO	Willits Road viaduct clearance project	2020	\$4.44	Philadelphia						TBD	TBD
DL	Repair/upgrade bridge on Vine Industrial Lead track, MP 0.9 – currently 256,000 pounds capacity	2025	TBD	Lackawanna						TBD	TBD
DL	Change out worn rail on Pocono and Carbondale mains	2020	\$0.42	Lackawanna						TBD	TBD
DL	New ties – Pocono, Carbondale mains	2020	\$0.88	Lackawanna						TBD	TBD
DL	Rail change-outs – Pocono, Carbondale mains	2020	\$0.42	Lackawanna						TBD	TBD
EBT	Complete tie replacement and surfacing MP 1.0-3.0	2025	\$2.00	Huntingdon						TBD	TBD
ESPN	Tie replacement – Lancaster Northern Line	2025	\$4.00	Berks, Lancaster						2026-2028	Short Term
ESPN	Tie & rail replacement – Wilmington Northern Line	2025	\$8.00	Chester						2025-2026	Short Term
ESPN	Tie replacement – Octoraro Line	2025	\$5.00	Chester						2025-2026	Short Term
ESPN	Tie replacement – Perkiomen Line, (a portion of this project occurs in Lehigh County in the Lehigh Valley PREP region)	2025	\$4.00	Montgomery, Reading, Lehigh						2026-2028	Short Term
































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ESPN	Bridge strengthening – all lines	2025	\$5.00	Chester, Berks, York						2028-2030	Short Term
EV	Bridge deck replacement – Bridge 8.97 – Hollidaysburg	2025	\$0.30	Blair						2027-2030	Short Term
EV	Bridge Deck Replacement – Bridge 14.97 – McKee	2025	\$0.20	Blair						2027-2030	Short Term
EV	Replace rail and ties – Claysburg Branch MP 14-19	2025	\$1.00	Blair						2030+	Long Term
EV	Replace rail and ties – Cove main – various locations	2025	\$1.00	Blair						2028-2030	Short Term
EV	Upgrade bridge at MP 10.06 from 263,000 to 286,000 pounds	2025	TBD	Blair						TBD	TBD
EV	Track upgrade to 286K (remaining segment)	2020	\$15.00	Blair						TBD	TBD
GET	GET bridge upgrades	2020	\$0.35	Cumberland, Adams						TBD	TBD
JVRR	Lewistown – replace running track – Chestnut and Water Street	2025	\$2.10	Mifflin						2027-2030	Short Term
JVRR	Maitland Industrial Park – rail replacement	2020	\$3.00	Mifflin						2030+	Long Term
LRWY	Ties & surfacing Rummerfield	2025	\$0.97	Bradford						2025	Short Term
LRWY	Ties and surfacing – Wyalusing	2025	\$0.75	Bradford						2025	Short Term
LRWY	Ties and Surfacing-MP 269-235	2025	\$3.00	Bradford, Wyoming						2027-2030	Short Term
LS	Ties & surfacing – MP WB2 0.0-3.0	2025	\$0.45	Luzerne						2025-2026	Short Term
LS	Ties & surfacing – MP WB2 3.0-6.0	2025	\$0.45	Luzerne						2026-2027	Short Term
LS	Ties & surfacing – MP WB2 9.4-12.4	2025	\$0.50	Luzerne						2028-2029	Short Term












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LVRM	Johnstown Class 1 Upgrade	2025	\$3.20	Cambria						TBD	TBD
LVRM	Interchange & Storage Track Upgrade	2025	\$1.00	Cambria						TBD	TBD
LVRM	Bridge Upgrade & Maintenance	2025	\$3.00	Cambria						TBD	TBD
LVRM	Bridge Upgrade & Maintenance	2025	\$5.00	Northampton						TBD	TBD
LVRM	Yard and Turnout Maintenance, Upgrade	2025	\$5.00	Northampton						TBD	TBD
LVRR	Newberry Yard turnout replacements (R)	2025	\$3.90	Lycoming						2030-2035	Long Term
LVRR	LVRR Bridge Bundle – repairs to bridges at 7 locations (R)	2025	\$4.75	Lycoming						2028-2030	Short Term
LVRR	Rail replacement on Avis Branch	2020	\$3.65	Lycoming						TBD	TBD
LVRR	Repairs to Antlers Industrial Track Bridge No. 242.86	2020	\$0.30	Lycoming						2025+	Short Term
LVRR	Repairs to Avis Industrial Track Bridge No. 1.78 over Pine Creek	2020	\$0.20	Lycoming						2025+	Short Term
LVRR	Repairs to Avis Industrial Track Bridge No. 1.98 over Highway # 2	2020	\$0.25	Lycoming						TBD	TBD
LVRR	Repairs to Avis Industrial Track Bridge No. 168.67 over Lawshe Run	2020	\$0.06	Lycoming						TBD	TBD
LVRR	Repairs to Avis Industrial Track Bridge No. 170.65	2020	\$0.08	Lycoming						2025+	Short Term
LVRR	Repairs to Avis Industrial Track Bridge No. 171.30 over S. R. 220	2020	\$0.60	Lycoming						TBD	TBD
LVRR	Repairs to Avis Industrial Track Bridge No. 177.20	2020	\$0.18	Lycoming						TBD	TBD
LVRR	Repairs to LVRR Industrial Track Bridge No. 189.66 over Carpenters Run	2020	\$0.04	Lycoming						2025+	Short Term







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LVRR	Repairs to LVRR Industrial Track Bridge No. 193.42	2020	\$0.08	Lycoming						2025+	Short Term
LVRR	Repairs to LVRR Industrial Track Bridge No. 198.15 over McClures Run	2020	\$0.20	Lycoming						2025+	Short Term
LVRR	Repairs to Antlers Industrial Track Bridge No. 179.44	2020	\$1.20	Lycoming						TBD	TBD
MSU	West Yard rehabilitation	2020	\$0.70	Chester						2025-2026	Short Term
MSU	Bridge maintenance & repair	2020	\$0.50	Chester						2027-2030	Short Term
MSU	Main running tracks – tie replacement & surfacing	2020	\$1.00	Chester						2031-2035	Long Term
MSU	Mold prep turnout replacement (7)	2020	\$0.60	Chester						2036-2038	Long Term
MSUB	Ritchey Yard rehabilitation & turnouts	2020	\$2.00	Chester						2030-2033	Long Term
MSUB	Back tracks rehabilitation & turnouts	2020	\$0.55	Chester						2038-2040	Long Term
MSUB	Bridge maintenance & repair	2020	\$0.45	Chester						2041-2042	Long Term
MSUB	Bridge materials	2020	\$0.50	Chester						TBD	TBD
MSUB	Main line tie replacement & surfacing	2020	\$0.75	Chester						2026-2028	Short Term
MSUB	Track materials rebuild	2020	\$1.60	Chester						TBD	TBD
MSUU	Bridge maintenance and repair	2020	\$1.20	Montgomery						2025	Short Term
MSUU	Main line tie replacement and surfacing	2020	\$0.35	Montgomery						2025-2030	Short Term
Multiple	Preservation of terminal/switching lines	2020	TBD	Multiple						TBD	TBD
NBER	Tyrone – Wilson Yard – replace track and turnouts	2025	\$0.80	Blair						TBD	TBD



































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NBER	Track replacement – Bellefonte Branch curves	2025	\$1.20	Centre						TBD	TBD
NBER	Hilex and 84 Lumber turnout replacements	2020	\$0.44	Centre						TBD	TBD
NBER	NBER Bridge Bundle – repairs to bridges at 7 locations (R)	2025	\$2.25	TBD						TBD	TBD
NHRR	Surface 10 miles of track	2025	\$0.75	Bucks						2027-2030	Short Term
NHRR	Replace 20,000 ties between Wycombe and Bristol Road	2025	\$4.00	Bucks						2027-2030	Short Term
NHRR	Bridge painting	2020	\$1.35	Bucks						TBD	TBD
NHRR	Embankment erosion control	2020	\$0.79	Bucks						TBD	TBD
NHRR	Improvements to the New Hope Branch, Johnsonville-New Hope	2020	\$6.80	Bucks						TBD	TBD
NHRR	Redeck multiple bridges	2025	TBD	Bucks						2027-2030	Short Term
NHRR	Ivyland track improvements	2020	\$0.65	Bucks						TBD	TBD
NHRR	Production surfacing	2020	\$1.52	Bucks						TBD	TBD
NHRR	Rail replacement	2020	\$9.00	Bucks						TBD	TBD
NHRR	Reeder Cut culvert repair	2020	\$0.38	Bucks						TBD	TBD
NHRR	Spot ditching	2020	\$0.16	Bucks						TBD	TBD
NHRR	Tie installation	2020	\$3.63	Bucks						TBD	TBD
NS	Midland track stabilization	2020	\$45.00	Beaver						TBD	TBD

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NS	Update Bridge MP 143.2 on Meadville-Sharon Line from 263,000 to industry standard 286,000 pounds.	2025	\$29.00	Mercer						TBD	TBD
NS	D&H improvements	2020	\$50.00	Multiple						TBD	TBD
NS	D&H improvements	2020	\$50.00	Multiple						TBD	TBD
NSHR	Bloomsburg to Lime Ridge drainage improvements	2020	\$0.75	Columbia						TBD	TBD
NSHR	Rail replacement	2020	\$2.96	Columbia						TBD	TBD
NSHR	Repairs to Bridge No. 207.66	2020	\$0.50	Columbia						TBD	TBD
NSHR	Repairs to Bridge No. 180.55	2020	\$0.06	Columbia						TBD	TBD
NSHR	Repairs to Bridge No. 191.52	2020	\$0.38	Columbia						TBD	TBD
NSHR	Repairs to Bridge No. 192.01	2020	\$0.06	Columbia						TBD	TBD
NSHR	Repairs to Bridge No. 186.18	2020	\$0.06	Columbia						TBD	TBD
NSHR	Repairs to Bridge No. 195.88 (Bear Camp)	2020	\$0.38	Columbia						TBD	TBD
NSHR	Bridge repairs at 10 locations (R)	2025	\$4.95	Northumberland, Montour, Columbia						2027-2030	Short Term
NSHR	Bridge repairs at SIT MP 0.9, 0.40, and 0.90	2025	\$2.10	TBD						2027-2030	Short Term
NSHR	Embankment repairs at MP 0.80	2025	\$0.25	TBD						2027-2030	Short Term
NSHR	Replace 6 miles of rail and turnouts	2025	\$5.10	TBD						2027-2030	Short Term
NSHR	Culvert replacement mainline at MP 186.63, 185.10, and 186.318	2025	\$2.80	TBD						2027-2030	Short Term

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NSHR	Upgrade or replace bridge at MP 0.09 – current load limit 274,000 pounds	2025	TBD	TBD						TBD	TBD
PBL	PBL North Line – rehabilitate track	2025	\$3.00	Philadelphia						2025-2027	Short Term
PBL	Improve height clearance at Broad Street underpass on Conrail Port Richmond Branch	2025	\$25.00	Philadelphia						2025-2027	Short Term
PN	Improvements to the New Hope Branch, Lansdale-Souderton	2020	TBD	Bucks						2025+	Short Term
PN	Replace 4,000 ties and surface track between MP 30.5 and MP 28.0	2025	\$0.65	Bucks, Montgomery						2025-2027	Short Term
PN	Surface 10 miles of track	2025	\$0.55	Bucks, Montgomery						2027-2029	Short Term
PN	Culvert repairs – systemwide	2025	\$0.40	Bucks, Montgomery						2027-2030	Short Term
PN	Replace turnouts in yards	2025	\$0.50	Bucks, Montgomery						2025-2026	Short Term
PN	Upgrade yard tracks – Lansdale Yard	2025	\$0.60	Montgomery						2027-2029	Short Term
PN	Embankment erosion control	2020	\$0.42	Montgomery						TBD	TBD
PN	Improvements on the Stoney Creek Branch between Lansdale and Norristown	2020	TBD	Montgomery						2025+	Short Term
PN	Production surfacing	2020	\$0.86	Montgomery						TBD	TBD
PN	Spot ditching	2020	\$0.13	Montgomery						TBD	TBD
PN	Tie installation	2020	\$2.61	Montgomery						TBD	TBD
POHC	Replace 53,000 feet of worn 100 and 130 PS rail with new 115RE rail on Arden Line	2025	\$6.00	Allegheny, Washington						2030-2035	Long Term
POHC	Systemwide track upgrade with ties and surfacing	2025	\$5.00	Allegheny, Washington						2027-2030	Short Term

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POHC	Arden Line – remove unused former industrial line spur bridges along Chartiers Creek to reduce risk of flooding	2025	\$3.00	Allegheny, Washington						2028-2030	Short Term
POHC	Colonial siding rehabilitation – Canonsburg	2025	\$0.85	Washington						2027-2030	Short Term
RJCN	Ties & surfacing MP 0.0-1.8	2025	\$0.25	Lehigh						2025-2026	Short Term
RJCP	Cresson Interchange track rehabilitation	2020	\$1.58	Cambria						TBD	TBD
RJCP	Rail & tie upgrade	2020	\$5.00	Indiana						TBD	TBD
RJCP	Ties & surfacing I	2020	\$2.02	Indiana						TBD	TBD
RJCP	Ties & surfacing II	2020	\$1.35	Indiana						TBD	TBD
RJCP	Replace 47,000 feet of rail – Cherry Tree Subdivision	2025	\$4.20	Indiana, Cambria						2025-2026	Short Term
RJCP	Replace 16,000 ties Cresson Subdivision	2025	\$4.30	Indiana, Cambria						2027-2030	Short Term
RJCP	Replace 16,000 ties WBV Subdivision	2025	\$4.30	Indiana, Cambria						2027-2030	Short Term
SHRR	Construct 5,500 feet of additional track and purchase welding equipment to accommodate rail welding	2025	\$3.00	Dauphin						2030-2035	Long Term
SHRR	Install overhead crane and rail welding equipment to produce rail welding trains	2025	\$4.00	Dauphin						2030-2035	Long Term
SHRR	Steelton – repair or replace bridge – currently out of service due to failed inspection	2025	\$4.00	Dauphin						2025-2028	Short Term
SHRR	Track & structure improvements near Arcelor Mittal Steel Plant property (Phase 3)	2020	\$2.85	Dauphin						TBD	TBD
SLRS	1,500 feet of rail relay – TAVO Lead	2020	\$0.18	Bucks						2025-2030	Short Term
SLRS	1,500 new crossties	2020	\$0.14	Bucks						2025-2030	Short Term


































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SLRS	2,200 feet of rail relay – Wonder Lead	2020	\$0.26	Bucks						2025-2030	Short Term
SLRS	700 feet of rail relay on the main at KTC Curve	2020	\$0.06	Bucks						2025-2030	Short Term
SLRS	750 feet of rail relay on the main at Shea Lumber curve	2020	\$0.09	Bucks						2025-2030	Short Term
SLRS	800 feet of rail relay Geoffrey Road to Newbold Road	2020	\$0.10	Bucks						2025-2030	Short Term
SLRS	850 feet of rail relay on Blue Ridge Lead	2020	\$0.10	Bucks						2025-2030	Short Term
SRS	Install 1,500 track feet of relay rail on TAVO Lead (R)	2025	\$0.25	Bucks						2027-2030	Short Term
SRS	Install 1,500 new cross ties – running track (R)	2025	\$0.20	Bucks						2027-2030	Short Term
SRS	Install 2,200 track feet of relay rail – Wonder Lead (R)	2025	\$0.35	Bucks						2027-2030	Short Term
SRS	Install 700 track feet of relay rail – Shea Lumber curve (R)	2025	\$0.13	Bucks						2025-2026	Short Term
SRS	Install 800 track feet of relay rail – Geoffrey running track	2025	\$0.15	Bucks						2025-2026	Short Term
SVRR	SVRR Bridge Bundle-repairs to 5 bridges (R)	2025	\$1.95	Northumberland						2027-2030	Short Term
SVRR	Restoration of Shamokin Yard tracks	2020	\$1.50	Northumberland						2030+	Long Term
SVRR	Carbon Run Branch rehab and bridge work	2020	\$1.32	Northumberland						TBD	TBD
SVRR	Drainage improvements	2020	\$0.15	Northumberland						TBD	TBD
SVRR	Reconstruct curves on SVRR main (up to 8 miles)	2020	\$3.50	Northumberland						2030+	Long Term
SVRR	Repairs to Bridge No. 152.95	2020	\$0.10	Northumberland						TBD	TBD





































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SVRR	Repairs to Bridge No. 154.84	2020	\$0.75	Northumberland						TBD	TBD
SVRR	Repairs to Bridge No. 155.22	2020	\$0.38	Northumberland						TBD	TBD
SVRR	Repairs to Bridge No. 17.39	2020	\$0.20	Northumberland						TBD	TBD
SWP	Replace ties and surface track Dunbar to Lemont Furnace	2025	\$1.70	Fayette						2027-2030	Short Term
SWP	Oliver siding upgrades	2020	\$3.90	Fayette						2025-2026	Short Term
SWP	Replace 100-year-old worn out jointed rail with new CWR – Radebaugh Subdivision MP 6.3-8.8	2025	\$2.70	Westmoreland						2025-2026	Short Term
SWP	Replace 100-year-old worn out jointed rail with new CWR – Radebaugh Subdivision MP 3.4-6.3	2025	\$2.70	Westmoreland						2025-2026	Short Term
SWP	Replace 60-year-old rail on the Mt. Pleasant Subdivision MP 0.0-4.0	2025	\$4.00	Westmoreland						2027-2030	Short Term
SWP	Replace Bridge 0.54 – Mt. Pleasant	2025	\$0.75	Westmoreland						2027-2030	Short Term
SWP	Rebuild Yukon Branch	2025	\$4.50	Westmoreland						2027-2030	Short Term
SWP	Yukon Branch track & bridge upgrades	2020	\$5.47	Westmoreland						2025-2026	Short Term
UCIR	Bridge repairs for entire line	2025	\$3.60	Union						2027-2030	Short Term
URR	Low Grade bridge deck replacement	2025	\$4.65	Allegheny						2030-2033	Long Term
URR	High bridge deck & 109 crossover replacement	2025	\$2.00	Allegheny						2030-2033	Long Term
URR	Bull Run bridge improvements	2025	\$1.25	Allegheny						2028-2030	Short Term
URR	Wabash Bridge improvements	2025	\$2.55	Allegheny						2028-2030	Short Term
URR	Port Perry Yard Bridge tie replacement	2025	\$2.00	Allegheny						2028-2030	Short Term




































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URR	North Munhall Bridge deck replacement	2025	\$1.80	Allegheny						2028-2030	Short Term
URR	Cinder Bridge redecking project	2025	\$1.75	Allegheny						2028-2030	Short Term
WCOR	Ties, ballast & surfacing, MP 88.5-106 including joint tightening program – state line to Wellsboro	2025	\$4.00	Tioga						2027-2030	Short Term
WE	Large bridge projects (R)	2025	\$40.00	Allegheny						2025-2035	Short Term
WNYP	Ditching, culverts, and drainage improvements	2020	\$0.19	Cameron						TBD	TBD
WNYP	Track replacement with continuously welded rail	2020	\$2.00	Cameron						TBD	TBD
WNYP	Replace 5 timber bridge decks	2020	\$0.40	Cameron						TBD	TBD
WNYP	Retaining wall repairs	2020	\$1.50	Cameron						TBD	TBD
WNYP	Crosstie and track replacement	2020	\$1.12	McKean						TBD	TBD
WNYP	Ditching, culverts, and drainage improvements	2020	\$0.05	McKean						TBD	TBD
WNYP	Ditching, culverts, and drainage improvements	2020	\$0.03	Potter						TBD	TBD
WNYP	Track replacement with continuously welded rail	2020	\$0.40	Potter						TBD	TBD
WNYP	Replace crossties and surface track	2020	\$0.62	Potter						TBD	TBD
YRC	Improve condition of track infrastructure – system wide renewal of ties, rail, turnouts, ballast and track surfacing	2025	\$5.00	York						2026-2028	Short Term
YRC	Upgrade bridge on East Branch Subdivision at MP 15.6 – maximum stress at 286,000 pounds	2025	TBD	York						TBD	TBD




































Sources: 2020 PA State Rail Plan, Survey of short line and regional railroads, NS, CN















Table G-2: Proposed Freight Rail Projects – Capacity

RAILROAD(S)	PROJECT	PLAN WHERE FIRST IDENTIFIED	ESTIMATED COST (\$M)	COUNTY(IES)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION PERIOD	SHORT TERM/ LONG TERM
AOR	Built Storage-in-Transit yard – Aliquippa	2025	\$12.00	Beaver						2030	Long Term
AVR	Glenwood Yard track and capacity improvements	2020	\$3.00	Allegheny						2025	Short Term
BLE (CN)	Scully Yard expansion/Duffs Junction interchange tracks reconfiguration	2020	\$5.44	Allegheny						TBD	TBD
BPRR	Butler Yard – additional tracks for operational efficiency	2025	\$0.75	Butler						2027-2030	Short Term
BPRR	Upgrade A&E Subdivision in Corry – remove WYNP diamond, install DTMF switches, combine BPRR and WYNP main tracks, retire crossings on WYNP, rehabilitate all BPRR crossings	2025	\$3.50	Erie						2030-2035	Long Term
CSAO	Stoney Creek Yard run-around track	2020	\$1.26	Delaware						TBD	TBD
CSAO	Septa Airport line bypass – Chester Secondary Track	2020	\$4.52	Philadelphia						TBD	TBD
CSX	Terminal/yard track improvements	2020	TBD	Bucks						TBD	TBD
DL	Power switch installation at Scranton Yard	2020	\$0.35	Lackawanna						TBD	TBD
DL	Crossover at Bridge 60	2020	\$0.28	Lackawanna						TBD	TBD
DL	Double track on Cedar Street Bridge	2020	\$0.27	Lackawanna						TBD	TBD
DL	Build/expand yard to increase capacity on the Pocono and Carbondale lines	2025	\$2	Lackawanna							Short Term
DL	Install power switches at Bridge 60. Allows crews to operate train	2025	\$1	Lackawanna							Long Term
DL	Siding construction on Pocono Summit	2020	\$1.00	Monroe						TBD	TBD
EBT	Construct additional storage/interchange siding, 2,500 feet long	2025	\$0.40	Huntingdon						TBD	TBD

RAILROAD(S)	PROJECT	PLAN WHERE FIRST IDENTIFIED	ESTIMATED COST (\$M)	COUNTY(IES)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION PERIOD	SHORT TERM/ LONG TERM
EBG	Rehab of track and bridges to 286K, the upgrade or elimination of at-grade crossings, the expansion of transload facilities, and the extension of the rail line	2025	\$50	Berks						TBD	Long Term
ESPN	Cossart storage track	2020	\$1.24	Chester						TBD	TBD
ESPN	Increase yard and storage track	2025	\$8.00	Chester, Berks, York						2030-2035	Long Term
ESPN	Embreeville storage track	2020	\$1.61	Chester						TBD	TBD
EV	Truck weigh station	2020	\$0.15	Blair						TBD	TBD
GET	Gettysburg – work with CSX to potentially expand interchange access on their line	2025	TBD	Adams						TBD	TBD
GET	Additional siding	2020	\$1.27	Adams						TBD	TBD
JVRR	Burnham Yard additional tracks (North Yards Development)	2020	\$3.13	Mifflin						TBD	TBD
LVRM	10 Acre Yard Rebuild	2025	\$2.50	Cambria						TBD	TBD
LVRM	Johnstown SIT Yard	2025	\$26.00	Cambria						TBD	TBD
LVRM	Yard Tower	2025	\$1.20	Northampton						TBD	TBD
LVRR	Upgrade turnouts at Newberry Yard	2020	\$3.77	Lycoming						2025-2028	Short Term
MSUB	Rail scale replacement	2020	\$0.40	Chester						2025	Short Term
MSUU	New track construction	2020	\$0.50	Montgomery						2030-2033	Long Term
NBER	Build track scale in Bellefonte	2020	\$0.30	Centre						2030+	Long Term
NBER	Wilson Yard – turnout & track improvements	2020	\$0.47	Centre						TBD	TBD














































RAILROAD(S)	PROJECT	PLAN WHERE FIRST IDENTIFIED	ESTIMATED COST (\$M)	COUNTY(IES)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION PERIOD	SHORT TERM/ LONG TERM
NBER	Castanea runaround on Mill Hall industrial track	2020	\$1.61	Clinton						TBD	TBD
NHRR	Siding installation	2020	\$2.09	Bucks						TBD	TBD
NS	Improve Keystone Corridor bridges – Chester City	2020	TBD	Chester						TBD	TBD
NS	Enola Yard improvements	2020	\$34.50	Cumberland						TBD	TBD
NS	Lemoyne Connection construction	2020	\$20.00	Cumberland						TBD	TBD
NS	Replace Keystone Corridor bridges – Dauphin City	2020	TBD	Dauphin						TBD	TBD
NS	Taylor Yard improvements	2020	\$20.00	Lackawanna						TBD	TBD
NS	Replace Keystone Corridor bridges – Lancaster City	2020	TBD	Lancaster						TBD	TBD
NS	Construction of parallel NS line and switches	2020	\$2.20	Lancaster						TBD	TBD
NS	Selinsgrove-Susquehanna River bridge	2020	\$91.27	Northumberland						TBD	TBD
NS	Navy Yard terminal expansion	2020	\$10.00	Philadelphia						TBD	TBD
NS	Septa Airport line expansion	2020	\$30.00	Philadelphia						TBD	TBD
NS	Selinsgrove railroad bridge	2020	\$8.00	Snyder						TBD	TBD
NSHR	Berwick Yard improvements	2020	\$0.50	Columbia						TBD	TBD
PBL	Realign “s” curve approaching East Allegheny & North Delaware Avenue intersection grade crossing on Conrail Port Richmond Branch	2025	\$1.00	Philadelphia						2025-2027	Short Term
PN	Relocation of CSXT/PN freight interchange	2020	TBD	Bucks						2025+	Short Term

























































RAILROAD(S)	PROJECT	PLAN WHERE FIRST IDENTIFIED	ESTIMATED COST (\$M)	COUNTY(IES)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION PERIOD	SHORT TERM/ LONG TERM
PN	Reactivate the SEPTA Jenkintown Wye	2020	TBD	Montgomery						2025+	Short Term
PN	Siding installation	2020	\$2.09	Montgomery						TBD	TBD
PN	Dedicated freight and passenger tracks on the Bethlehem Branch	2020	TBD	Montgomery						2025+	Short Term
PN	Feasibility of two short-line railroads (ESPN/PN) operating on the Lansdale-Quakertown portion of the branch	2020	TBD	Montgomery, Bucks						2025+	Short Term
PN	Feasibility of current Lansdale freight yard arrangement	2020	TBD	Montgomery						2025+	Short Term
PN	Explore new interchange points with CSXT/SEPTA and expand PN trackage rights	2020	TBD	Montgomery						TBD	TBD
POHC	Air conditioning upgrade & upgrade wiring – McKees Rocks Yard Office	2025	\$0.03	Allegheny						2030+	Long Term
POHC	Build 2-mile connecting track between POHC and WLE in Bridgeville to create new interchange and add a potential new route for Amtrak trains	2025	\$75.00	Allegheny, Washington						2030-2035	Long Term
SLRS	Installation of 1,400-foot run-around	2020	\$0.41	Bucks						2025-2030	Short Term
SRC	Track capacity upgrade on SRC mainline	2020	\$5.00	Lancaster						2025-2030	Short Term
SRS	Construct 1,400 feet of run-around track on Wonder Lead to improve terminal efficiency	2025	\$0.65	Bucks						2032-2035	Long Term
SVRR	Duke Oil runaround track completion	2020	\$0.25	Northumberland						2030+	Long Term
SWP	Expand yard capacity	2020	TBD	Fayette, Westmoreland						2025	Short Term
SWP	Rebuild & expand Youngwood Yard	2025	\$6.00	Westmoreland						2030-2035	Long Term
SWP	New Greensburg interchange tracks	2020	\$5.01	Westmoreland						TBD	TBD

RAILROAD(S)	PROJECT	PLAN WHERE FIRST IDENTIFIED	ESTIMATED COST (\$M)	COUNTY(IES)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION PERIOD	SHORT TERM/ LONG TERM
SWP	Radebaugh interchange expansion with NS	2020	\$5.32	Westmoreland						TBD	TBD
SWP	Mt. Pleasant siding	2020	\$3.50	Westmoreland						2025-26	Short Term
UCIR	West Milton Yard expansion	2020	\$2.18	Union						TBD	TBD
WE	Replace Penn-Lincoln Highway rail bridge: I-376, US-22, US-30	2020	TBD	Allegheny						TBD	TBD
WE	Bruceston siding extension	2020	\$3.12	Allegheny						TBD	TBD
YRC	Increase track capacity – York Logistics	2025	\$5.00	York						2025-2026	Short Term
YRC	Increase track capacity in Poorhouse Yard – York	2025	\$4.00	York						2026-2027	Short Term

Sources: 2020 PA State Rail Plan, Short line and regional railroad survey, CN

Table G-3: Proposed Freight Rail Projects – Customer Access

















































RAILROAD(S)	PROJECT	PLAN WHERE FIRST IDENTIFIED	ESTIMATED COST (\$M)	COUNTY(IES)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION PERIOD	SHORT TERM/ LONG TERM
BPRR	Build 3.87 mile rail line from existing spur at Crenshaw Glass Plant to Superior Greentree Landfill on the former Erie-Lackawanna Railroad Toby Branch	2025	TBD	Elk, Jefferson						TBD	Long Term
BPRR	Additional rail infrastructure at American Refining Group	2020	TBD	McKean						TBD	TBD
CSAO/PBL	Proposed AdvanSix rail service redesign	2020	\$15.50	Philadelphia						TBD	TBD
DL	Rail access – East Stroudsburg industrial plant site	2020	\$0.52	Monroe						TBD	TBD
EBG	Bridge, track and transload capacity issues	2020	\$32.10	Berks, Montgomery						TBD	TBD
EV	Penn Mag access track	2020	\$8.23	Blair						TBD	TBD
GET	Gettysburg Industrial Park track	2020	\$0.86	Adams						TBD	TBD
GET	Future rail spur at Corporate Campus Business Park	2020	TBD	Adams						TBD	TBD
GET	Increase siding capacity to accommodate growth and scenic operations along the GET, possibly leveraging the Knouse property or other available parcels along the GET	2025	TBD	Adams, Cumberland						TBD	TBD
JVRR	New siding into West Park/Mifflin Industrial Park	2025	\$1.50	Mifflin						2030-2035	Long Term
JVRR	Rail extension in Burnham Yard – adjacent to Standard Steel	2025	\$1.30	Mifflin						2030-2035	Long Term
JVRR	Rail access – Mifflin County Industrial Development Center	2020	\$0.77	Mifflin						TBD	TBD
LRWY	New rail access to former Wysox Sand & Gravel site	2020	\$5.78	Bradford						TBD	TBD
LVRR	New siding into Marcellus Energy Park – MP 198.5	2025	\$1.80	Lycoming						2028-2030	Short Term
NBER	New rail spur to Coca Cola Waters Bottling Plant	2020	\$2.95	Centre						TBD	TBD

RAILROAD(S)	PROJECT	PLAN WHERE FIRST IDENTIFIED	ESTIMATED COST (\$M)	COUNTY(IES)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION PERIOD	SHORT TERM/ LONG TERM
NBER	Rail spur to Pighetti site	2020	\$2.10	Centre						TBD	TBD
NS	New track to serve a potential industrial site	2020	TBD	Berks						TBD	TBD
NS	New capacity at DeGol Industrial Park	2020	\$10	Blair						2022-2030	Short Term
NS	Reconstruct rail spur to serve existing warehouse & manufacturing buildings	2020	TBD	Huntingdon						TBD	TBD
NS	Increased rail capacity at World Kitchens plant	2020	\$1.33	Washington						TBD	TBD
NS	Track and switch improvements at Mon River Industrial Park	2020	TBD	Washington						TBD	TBD
NSHR	Increased capacity at J. M. Smucker's plant	2020	\$0.37	Columbia						TBD	TBD
POHC	Reconfigure & upgrade Neville Island customer tracks for Samuel Steel, Waste Management and Metalico to reduce 23-degree curvature and derailment exposure	2025	\$4.50	Allegheny						2025	Short Term
SHRR	Replace 1,200 feet of customer track, improve drainage, provide statutory clearances for safety	2025	\$0.80	Dauphin						2023-2035	Short Term
SHRR	Rail rehabilitation – Arcelor Mittal Steel Plant	2020	\$10.00	Dauphin						2025-2026	Short Term
SHRR	Arcelor Mittal Steel Mill track improvements (Phase 4)	2020	\$2.80	Dauphin						TBD	TBD
SLRS	Siding installation (450 feet)	2020	\$0.13	Bucks						2025-2030	Short Term
SLRS	Siding installation (545 feet)	2020	\$0.15	Bucks						2025-2030	Short Term
SLRS	Siding installation (750 Feet)	2020	\$0.19	Bucks						2025-2030	Short Term
SLRS	500-foot extension to Rite Aid Lead	2020	\$0.14	Bucks						2025-2030	Short Term
SRS	Construct 1,700 feet of new sidings to reach various industries	2025	\$0.50	Bucks						2030-2035	Long Term

RAILROAD(S)	PROJECT	PLAN WHERE FIRST IDENTIFIED	ESTIMATED COST (\$M)	COUNTY(IES)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION PERIOD	SHORT TERM/ LONG TERM
SRS	Construct 500 feet extension of Rite Aid Lead	2025	\$0.15	Bucks						2030-2035	Long Term
SVRR	SEEDCO Industrial Park rail extension	2020	\$7.50	Northumberland						TBD	TBD
SWP	Rail extension to Dunbar Business Park	2020	TBD	Fayette						TBD	TBD
SWP	Smithfield-Gans extension	2020	\$18.25	Fayette						TBD	TBD
SWP	Lamont Furnace – tracks for unloading facility	2020	\$3.95	Fayette						TBD	TBD
SWP	Westmoreland County Industrial Park extension	2020	TBD	Westmoreland						TBD	TBD
UCIR	Extend rail service into Great Stream Commons Industrial Park	2020	\$3.50	Union						TBD	TBD
WCOR	Replace bridge and track serving former Osram Sylvania plant	2020	TBD	Tioga						TBD	TBD
YRC	New loading track for BAE Systems at Bair's	2025	\$2.00	York						2025-2026	Short Term
YRC	BAE Systems siding reconfiguration – new spur track	2020	TBD	York						TBD	TBD

Sources: 2020 PA State Rail Plan, Survey of short line and regional railroads

































Table G-4: Proposed Freight Rail Projects – Multimodal
















RAILROAD(S)	PROJECT	PLAN WHERE FIRST IDENTIFIED	ESTIMATED COST (\$M)	COUNTY(IES)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION PERIOD	SHORT TERM/ LONG TERM
AOR	Build access to Ohio River Dock – Aliquippa	2025	\$5.00	Beaver						2030	Long Term
AVR	Construct Verona Yard Transload Facility	2025	\$3.60	Allegheny						2030-2032	Long Term
AVR	Arnold River – rail terminal	2020	\$6.69	Westmoreland						TBD	TBD
BLE (CN)	Cheswick Industrial/Transload	2020	TBD	Allegheny						TBD	TBD
BLE (CN)	Branchton Industrial/Transload	2020	TBD	Butler						TBD	TBD
BLE (CN)	Butler Industrial/Transload	2020	TBD	Butler						TBD	TBD
BLE (CN)	Saxonburg Industrial/Transload	2020	TBD	Butler						TBD	TBD
CSAO	South Philadelphia Intermodal Rail Terminal Master Plan	2020	\$1.85	Philadelphia						TBD	TBD
EBT	Mount Union – construct bulk transfer facility	2025	\$5.00	Huntingdon						TBD	TBD
ESPN	New & expanded transload facilities – all lines (portions of this proposed project are in other PREP regions)	2025	\$8.00	Multiple						2030-2035	Long Term
GET	Green Mountain Road – address roadway infrastructure to provide truck access and facilitate a transload site	2025	TBD	Cumberland						TBD	TBD
NHRR	Warminster transload site improvements	2020	\$0.28	Bucks						TBD	TBD
NS	Construction and improvements for river docks	2020	\$7.00	Armstrong						2025-2032	Short Term
NS	Serve new transload facility	2020	TBD	Greene						TBD	TBD
NS	New track – proposed new Milford Shale rail transload site	2020	\$15.76	Susquehanna						TBD	TBD
NS	New tracks – potential Kingsley transload site	2020	TBD	Susquehanna						TBD	TBD

RAILROAD(S)	PROJECT	PLAN WHERE FIRST IDENTIFIED	ESTIMATED COST (\$M)	COUNTY(IES)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION PERIOD	SHORT TERM/ LONG TERM
NSHR	Construct SIT Transload Facility in Penn Township located off Route 522	2025	\$1.30	Snyder						2027-2028	Short Term
PBL	PhilaPort Tioga Marine Terminal – upgrade all tracks	2025	\$10.00	Philadelphia						2025-2027	Short Term
RBMN	Rail access to proposed Mahanoy City Inland Port development	2020	\$6.42	Schuylkill						TBD	TBD
RBMN	Reconstruct track and rail docks – Hydro Extrusions	2020	\$1.17	Schuylkill						TBD	TBD
SHRR	Construct 4,500 feet of additional track to accommodate transloading operation	2025	\$4.25	Dauphin						2030-2035	Long Term
URR	South Duquesne transload tracks	2025	\$1.25	Allegheny						2030-2035	Long Term
URR	Duquesne Wharf reconfiguration	2020	\$4.75	Allegheny						TBD	TBD
URR	Port Perry Yard extension	2020	\$1.30	Allegheny						TBD	TBD
WCOR	Wellsboro – construction of additional dedicated transload tracks	2025	\$2.00	Tioga						2028-2030	Short Term
YRC	Potential intermodal terminal – West York	2025	\$10.00	York						2028-2030	Short Term
YRC	Replace boiler for transload facility – York Logistics	2025	\$1.00	York						2025-2027	Short Term

Sources: 2020 PA State Rail Plan, Survey of short line and regional railroads

Table G-5: Proposed Freight Rail Projects – Grade Crossing

RAILROAD(S)	PROJECT	PLAN WHERE FIRST IDENTIFIED	ESTIMATED COST (\$M)	COUNTY(IES)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION PERIOD	SHORT TERM/ LONG TERM
DL	Highway crossing surface replacement	2020	\$0.36	Lackawanna						TBD	TBD
MSUB	Grade crossing improvements	2020	\$0.50	Chester						2034-2037	Long Term
MSUU	Grade crossing improvement	2020	\$0.15	Montgomery						2034-2035	Long Term
NHRR	Crossing signal replacement	2020	\$3.00	Bucks						TBD	TBD
NHRR	Replace at-grade signal system – Aquetong Road in Solebury Township	2020	TBD	Bucks						2025	Short Term
NHRR	Replace at-grade signal system – Bridge Street in New Hope	2020	TBD	Bucks						2025	Short Term
NHRR	Replace at-grade signal system – Ferry Street in New Hope	2020	TBD	Bucks						2025	Short Term
NHRR	Replace at-grade signal system – Lower Mountain Road in Solebury Township	2020	TBD	Bucks						2025	Short Term
NHRR	Replace at-grade signal system – Reeder Road in Solebury Township	2020	TBD	Bucks						2025	Short Term
NHRR	Replace at-grade signal system – Route 413 in Buckingham Township	2020	TBD	Bucks						2025	Short Term
NHRR	Replace at-grade signal system – Street Road in Buckingham Township	2020	TBD	Bucks						2025	Short Term
NHRR	Replace at-grade signal system – Sungan Road in New Hope	2020	TBD	Bucks						2025	Short Term
NHRR	Replace at-grade signal system – West Mechanic Street in New Hope	2020	TBD	Bucks						2025	Short Term
NHRR	Replace at-grade signal system – Wilson Avenue in Ivyland	2020	TBD	Bucks						2025	Short Term
PN	Grade crossing signal replacement	2020	\$1.20	Montgomery						TBD	TBD
PN	Replace at-grade signal system – Bergey Road in Hatfield Township	2020	TBD	Montgomery						TBD	TBD

RAILROAD(S)	PROJECT	PLAN WHERE FIRST IDENTIFIED	ESTIMATED COST (\$M)	COUNTY(IES)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION PERIOD	SHORT TERM/ LONG TERM
PN	Replace at-grade signal system – Cannon Avenue in Lansdale	2020	TBD	Montgomery						TBD	TBD
PN	Replace at-grade signal system – Central Avenue in Souderton	2020	TBD	Montgomery						TBD	TBD
PN	Replace at-grade signal system – Hancock Street in Lansdale	2020	TBD	Montgomery						TBD	TBD
PN	Replace at-grade signal system – Orvilla Road in Hatfield Township	2020	TBD	Montgomery						TBD	TBD
PN	Replace at-grade signal system – Schwab Road in Hatfield Township	2020	TBD	Montgomery						TBD	TBD
PN	Replace at-grade signal system – Union Road in Hatfield	2020	TBD	Montgomery						TBD	TBD
PN	Replace signal system – Vine Street in Hatfield	2020	TBD	Montgomery						TBD	TBD
PN	Grade crossing improvements	2020	\$0.87	Montgomery						TBD	TBD

Source: 2020 PA State Rail Plan

Table G-6: Proposed Freight Rail Projects – Rolling Stock

RAILROAD(S)	PROJECT	PLAN WHERE FIRST IDENTIFIED	ESTIMATED COST (\$M)	COUNTY(IES)	GOAL AREA: SAFETY AND SECURITY	GOAL AREA: STATE OF GOOD REPAIR	GOAL AREA: CONNECTIVITY	GOAL AREA: QUALITY OF LIFE	GOAL AREA: SUSTAINABILITY	PLANNED IMPLEMENTATION PERIOD	SHORT TERM/ LONG TERM
AOR	Upgrade locomotive fleet to reduce emissions and increase reliability – captive fleet, good test location	2025	\$2.50	Beaver						2027-2030	Short Term
BPRR	Upgrade current aggregate car fleet to remote dump capability in Punxsutawney	2025	\$4.00	Jefferson						2030-2035	Long Term
BVRY	Coatesville – construct all-weather building for car and locomotive inspection and repair including pit, drainage, utilities including track and switches	2025	\$1.20	Chester						2029-2030	Short Term
DL	Purchase and installation of auxiliary power units on locomotives	2020	\$0.22	Lackawanna						TBD	TBD
DL	Building to help maintain equipment located in Scranton	2025	\$1	Lackawanna							Long Term
EBT	Construct commercial railroad repair facility	2025	\$5.00	Huntingdon						TBD	TBD
LVRM	Locomotive Shop Repairs	2025	\$0.90	Cambria						TBD	TBD
NHRR	Construct new engine houses at New Hope, Almshouse, and Buckingham	2025	\$4.00	Bucks						2025-2030	Short Term
NHRR	Locomotive and freight car repair facility with large machinery	2020	\$14.80	Bucks						TBD	TBD
PN	Construct new locomotive/rolling stock maintenance facility and tracks	2025	\$0.80	Montgomery						2027-2029	Short Term
PN	Improvements to car repair facility	2020	\$14.80	Montgomery						TBD	TBD
PN	Maintenance of way machinery, rolling stock	2020	\$2.80	Montgomery						TBD	TBD
PN	PTC improvements to 5 locomotives	2020	\$1.38	Montgomery						TBD	TBD
POHC	McKees Rocks – upgrade the new locomotive shop with electricity, insulation, and heat	2025	\$0.25	Allegheny						2030+	Long Term
YRC	New locomotive maintenance facility – Lincoln Yard	2025	\$4.00	York						2025-2027	Short Term

Source: 2020 PA State Rail Plan, Survey of short line and regional railroad

APPENDIX H. Outreach Materials

APPENDIX H-1:	Advancing PA Rail Website, November 2024	H-2
APPENDIX H-2:	Virtual Public Meeting #1 Press Release.....	H-7
APPENDIX H-3:	Virtual Public Meeting #1 Presentation.....	H-9
APPENDIX H-4:	Virtual Public Meeting #1 Q&A Report.....	H-44
APPENDIX H-5:	Stakeholder Workshops – PollEverywhere Summary	H-54
APPENDIX H-6:	Online Public Survey Summary	H-75
APPENDIX H-7:	Class II and Class III Railroad Survey Form.....	H-165
APPENDIX H-8:	MPO/RPO Roundtable Agenda	H-178
APPENDIX H-9:	MPO/RPO Roundtable Survey Form.....	H-181
APPENDIX H-10:	Railroad Authority Roundtable Agenda.....	H-185
APPENDIX H-11:	Port Authority Roundtable Agenda	H-187
APPENDIX H-12:	Advancing PA Rail Website, September 2025	H-189
APPENDIX H-13:	Virtual Public Meeting #2/Draft State Rail Plan Availability Press Release.....	H-192
APPENDIX H-14:	Virtual Public Meeting #2 Presentation.....	H-194
APPENDIX H-15:	Virtual Public Meeting #2/Draft State Rail Plan Comments and Responses	H-229

Appendix H-1: Advancing PA Rail Website, November 2024

ABOUT

PURPOSE



Advancing PA Rail evolved from Plan the Keystone, an initiative launched in 2009 to share improvements for rail passengers at the 12 Keystone Corridor train stations from Harrisburg to Philadelphia. The goals are to meet Americans with Disabilities Act (ADA) requirements, by constructing upgrades to outdated stations along the rail corridor and ensuring that improvements complement local revitalization efforts.

When the initiative was originally launched, planning outreach was conducted in each of the 12 Keystone East station communities, with the public and local leaders closely involved. Today, many of those envisioned improvements have been completed, and numerous projects continue to advance from planning through design to construction, as described on this site. The Advancing PA Rail website is expanded to include the entire rail corridor, from Philadelphia to Pittsburgh.

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PURPOSE



The 2025 State Rail Plan, currently in development, will serve as a guide for the advancement of the Pennsylvania freight and passenger rail system. The plan will replace the [2020 State Rail Plan](#) and provide updates on rail development activity and information to support further investment in the rail system. The 2025 update will provide a current assessment of the state's rail needs along with recommendations for policies, programs, processes, and projects to improve rail safety and service, and serve as a practical roadmap for future rail investment and policies.

The 2025 State Rail Plan is anticipated for completion in spring/summer 2025 and multiple opportunities will be available for stakeholder and public input throughout the planning process. Bookmark this site to check periodically for status updates and announcements.

Email us at RA-PDPASRP@pa.gov if you would like to be notified of upcoming public input opportunities.

STATE RAIL PLAN VIRTUAL PUBLIC MEETING



PENNSYLVANIA State Rail Plan

The Pennsylvania Department of Transportation (PennDOT) hosted a virtual public meeting on December 10, 2024. An introduction of the Pennsylvania State Rail Plan update process and background on freight and passenger rail was presented during the first half of the meeting, followed by an interactive question and answer session between the project team and members of the public.

PennDOT opened the meeting by welcoming attendees and introduced the project team. Presenters explained that PennDOT is currently in the process of developing the 2025 Pennsylvania State Rail Plan, which was last updated in 2020. A key component of the State Rail Plan is gathering input from the public and stakeholders on safety, passenger and freight rail, funding, policy, the environment, and economic development. Presenters indicated the meeting PowerPoint presentation, questions and answers, and the online survey would be available on the State Rail Plan website after the meeting. A QR code was also presented to direct meeting attendees to complete a public survey.

There were 161 people in attendance at the virtual public meeting representing a variety of organizations. Attendees represented freight and passenger rail entities including Amtrak, New Jersey Transit, Reading Blue Mountain & Northern Railroad, Schuylkill River Passenger Rail Authority, Transtar, as well as local and county officials, state representatives, school districts, economic development organizations, port authorities, news organizations, and the general public.

During the second half of the public meeting PennDOT's project team responded to 23 questions that attendees posted to the virtual meeting chat. Approximately 15 additional questions were answered through the detailed Q&A document, which will be included in the final State Rail Plan document and is also available by request.

Questions generally fell into the following four categories:

1. Expanded Passenger Rail Service (16 questions): Commentors expressed support for expanded passenger service throughout the state and included a request to work with adjacent states to expand service.
2. Physical Infrastructure Upgrades (5 questions): Generally, commentors expressed support for upgrades to stations and connectors to Amtrak.
3. Funding (4 questions): Questions focused on how projects received state or federal funding, and if adjacent rail freight facilities are eligible for funding. Adjacent facilities using or needing rail freight access may be eligible for PennDOT funding to facilitate use of rail. While a project is not required to be in the SRP to receive a state grant, it is strongly recommended.
4. Safety/Environmental Concerns/Hazardous Materials (8 questions): Discussion focused on measures to reduce the risk of derailments and accidents, and during truck/facility transfers, which may result in hazardous spills. Questions also included at-grade crossings, safety around tracks, and reducing air emissions at rail yards.

Other Questions (13 questions):

These questions focused on general transportation needs, traffic impacts, and multimodal walking/biking trails adjacent to active tracks.

PennDOT closed the virtual Public Meeting and stated that attendees could direct additional questions or comments to the PennDOT resource account at RA-PDPASRP@pa.gov.

View the [Virtual Public Meeting](#) held on December 10, 2024 to learn more about the State Rail Plan update.

2025 PENNSYLVANIA STATE RAIL PLAN STAKEHOLDER PRESENTATION

PennDOT held three meetings with various stakeholders, including railroads and elected officials throughout September 2024. Click the button below to view the presentation from these meetings.

[View the Stakeholder Presentation Here](#)

CONTACT US

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PO Box 3151
Harrisburg, PA 17105-3151
RA-PDPASSENGERRAIL@pa.gov

CONNECT

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-  Instagram
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Appendix H-2: Virtual Public Meeting #1 Press Release

Agencies > Department of Transportation > News & Media > Newsroom > Statewide >
Public Invited to Join PennDOT Virtual Public Meeting on Dec. 10 to Discuss State Rail Plan Updates

Public Invited to Join PennDOT Virtual Public Meeting on December 10 to Discuss State Rail Plan Updates

November 26, 2024

Keep up with PennDOT on social media



Harrisburg, PA – The Pennsylvania Department of Transportation (PennDOT) announced today that it will host a virtual public informational meeting to discuss the update to the Pennsylvania State Rail Plan on Tuesday, December 10 from 4:00 PM –5:30 PM. The public can offer input through an online survey through December 19.

PennDOT is currently in the process of developing the 2025 Pennsylvania State Rail Plan, which was last updated in 2020. PennDOT works with the Federal Railroad Administration (FRA) on the update. Gathering input from the public and stakeholders on safety, passenger and freight rail, funding, policy, the environment, and economic development is key to developing the State Rail Plan. The plan will also evaluate and document passenger and freight rail needs over the next 20 years to guide investments.

“Pennsylvania’s rail freight network supports family-sustaining jobs and connect Pennsylvania communities to the global economy while bolstering local economic development,” said **PennDOT Secretary Mike Carroll**. “This plan is critical to a successful rail freight network in the state, and we encourage folks to join the virtual meeting.”

An introduction of the Pennsylvania State Rail Plan update process and background on freight and passenger rail will be presented during the first half of the meeting, followed by an interactive question and answer session between the project team and members of the public. Project staff look forward to gaining input on the opportunities, priorities, and investment needs for the Pennsylvania rail system.

Participants should visit the [Zoom meeting link](#) prior to the meeting start time. The public is encouraged share the meeting link with interested personal and professional contacts.

The virtual public informational meeting presentation materials and an online survey will be available on the State Rail Plan website at advancingparail.com. The meeting materials and an online survey will be available on the State Rail Plan website through December 19.

Questions or comments can be directed to RA-PDPASRP@pa.gov.

Find PennDOT news on [X](#), [Facebook](#), and [Instagram](#).

MEDIA CONTACT: Alexis Campbell, alecampbel@pa.gov or 717-783-8800

###

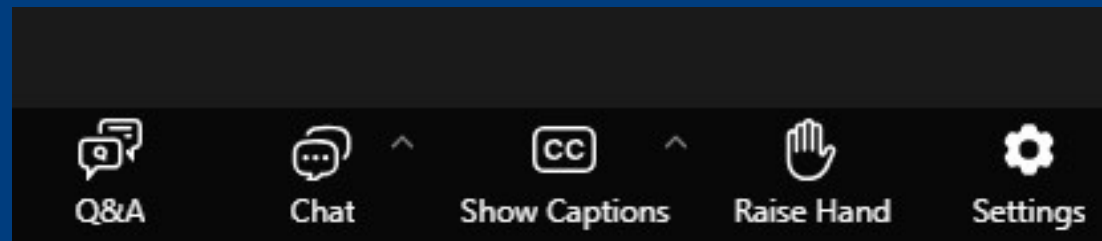
Appendix H-3: Virtual Public Meeting #1 Presentation

PENNSYLVANIA STATE RAIL PLAN PUBLIC MEETING

DECEMBER 10, 2024

Housekeeping Items

- This meeting is being **recorded**.
- All participants are **muted**.
- Select the CC button on your control panel should you wish to view the meeting with **closed captions**.
- Post your questions or comments in the **Q&A Window**, and we will provide answers at the end of the formal presentation. There will also be the opportunity to **raise your hand** and be unmuted to speak your question or comment verbally.
- Please direct comments and questions to **Harrison Warren, Transportation Planning Specialist @ hwarren@pa.gov, or RA-PDPASRP@pa.gov**.
- Presentation materials will be available on <https://advancingparail.com/>



INTRODUCTIONS

Meet Your Speakers

-  **Meredith Biggica, Deputy Secretary for Multimodal Transportation, PennDOT**
-  **Angela Watson, Director of Rail, Freight, Ports and Waterways, PennDOT**
-  **Stephen Panko, Transportation Planning Manager, PennDOT**
-  **Harrison Warren, Transportation Planning Specialist, PennDOT**
-  **Kyle Daugherty, Public Transportation Analyst Trainee, PennDOT**
-  **Alex King, Vice President, WSP**

AGENDA



Rail Plan
Background



Question and
Answer



Wrap Up



MEETING PURPOSE

- Share information about the rail plan
- Respond to questions and comments about the rail plan
- Provide instructions for further feedback



GOALS FROM THE 2020 RAIL PLAN

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

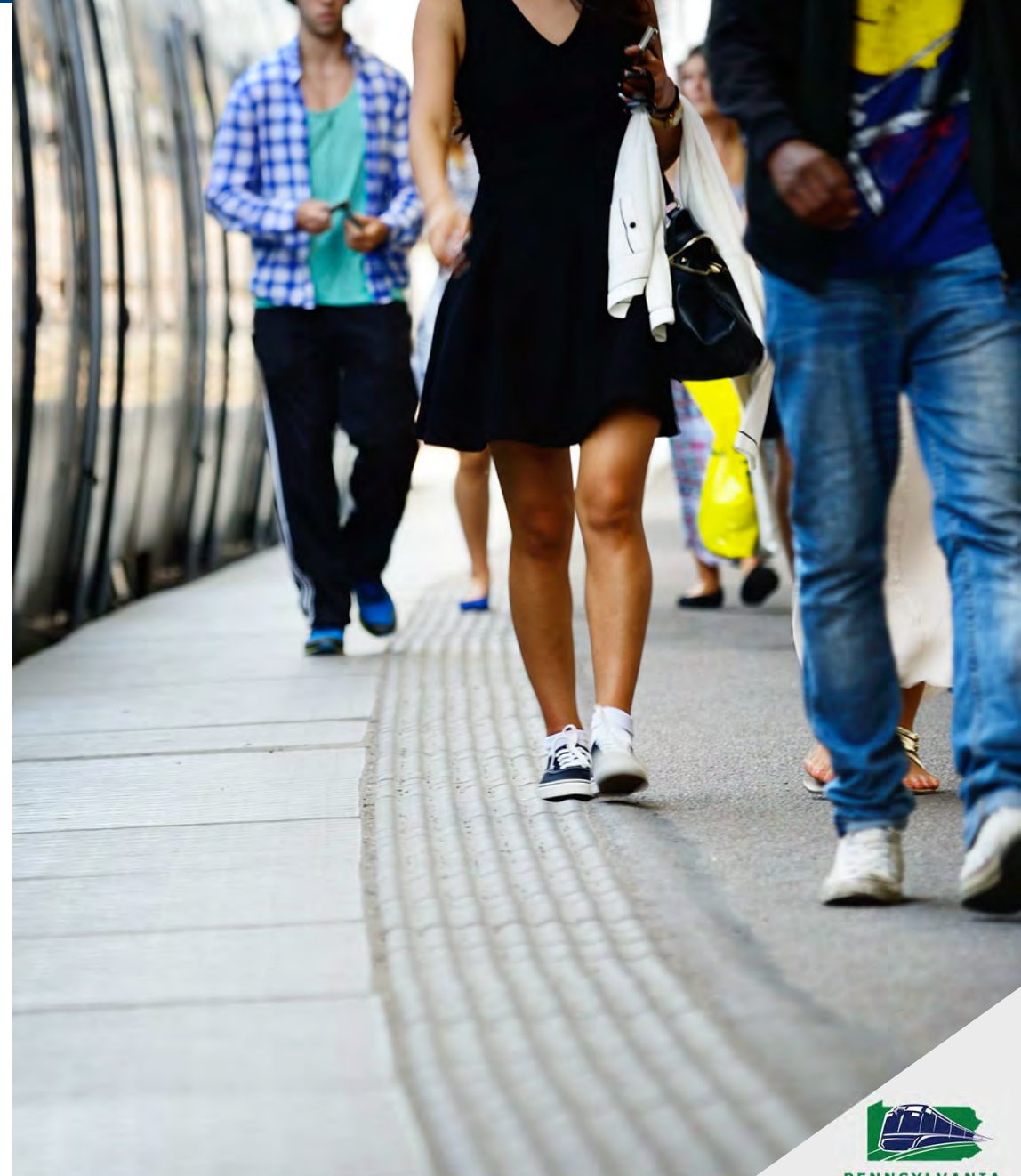


Each goal has a series of objectives to accomplish that goal, which have been simplified for the purposes of this meeting

BACKGROUND

WHY A RAIL PLAN?

- Comply with federal regulation
- Present a vision for freight and passenger rail in Pennsylvania
- Provide a comprehensive picture of Pennsylvania rail network
- Engage stakeholders and the public – expand public awareness
- Identify and address key issues facing rail transportation in Pennsylvania
- Develop a program of needs and proposed investments
- Support for federal grants



MODES COVERED BY A RAIL PLAN

Freight Rail



By Nyttend - Own work, Public Domain,
<https://commons.wikimedia.org/w/index.php?curid=41201836>

Commuter Rail

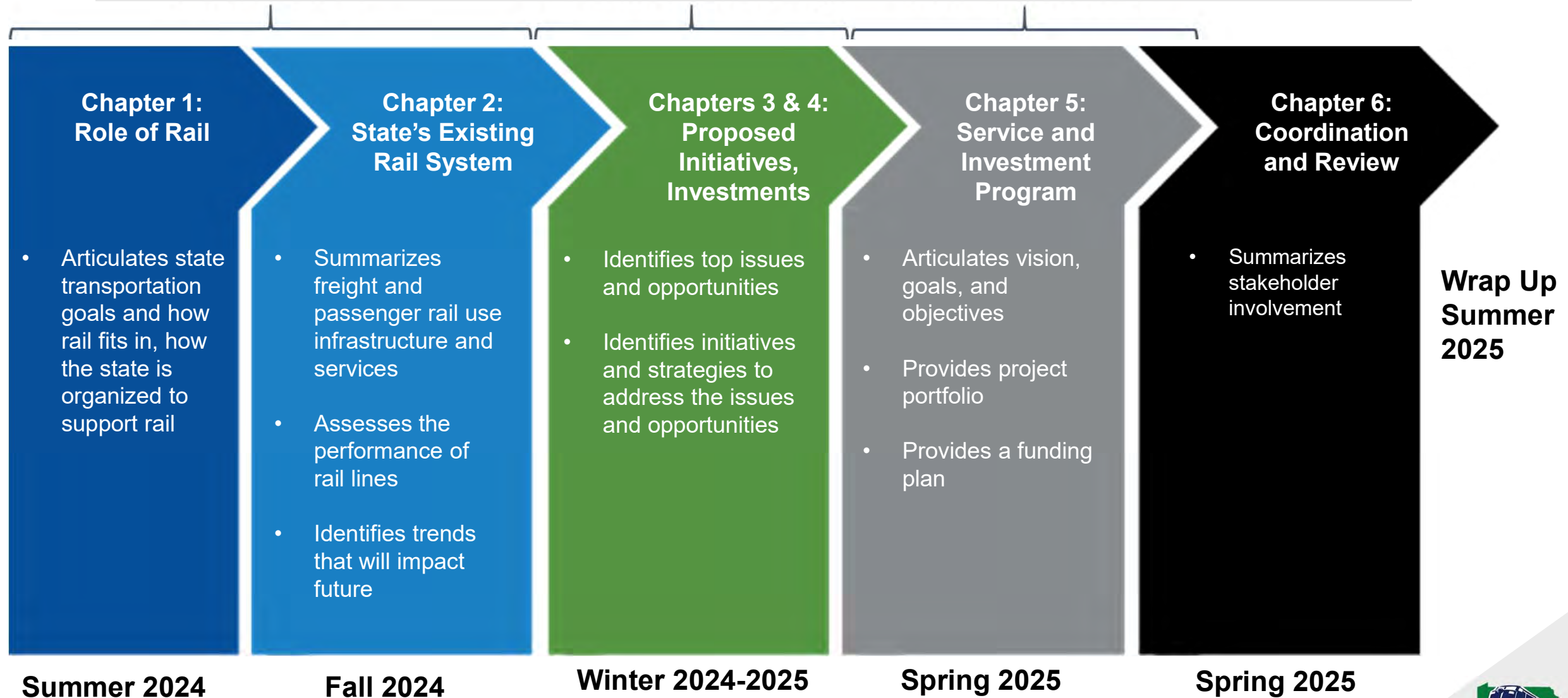


Intercity Passenger Rail



RAIL PLAN STEPS AND SCHEDULE

WHERE WE ARE → WHERE WE'RE GOING → HOW TO GET THERE



PUBLIC OUTREACH ACTIVITIES

	2024						2025						
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul
One-on-One Interviews				★	★	★							
Online Survey					★	★							
Public Meetings						★						★	



RAIL IN PENNSYLVANIA

Chapter 2

State's Existing Rail System

- Freight Rail
- Intercity Passenger Rail
- Commuter Rail



Philadelphia 30th Street Station is Amtrak's **3rd busiest station in the nation**, handling over 4 million passengers in Federal Fiscal Year 2023

SEPTA is **the nation's 6th busiest commuter rail service**, handling as many as 132,000 riders per day before COVID

Pennsylvania Has one of the Most Extensive Freight Rail Networks in the U.S.

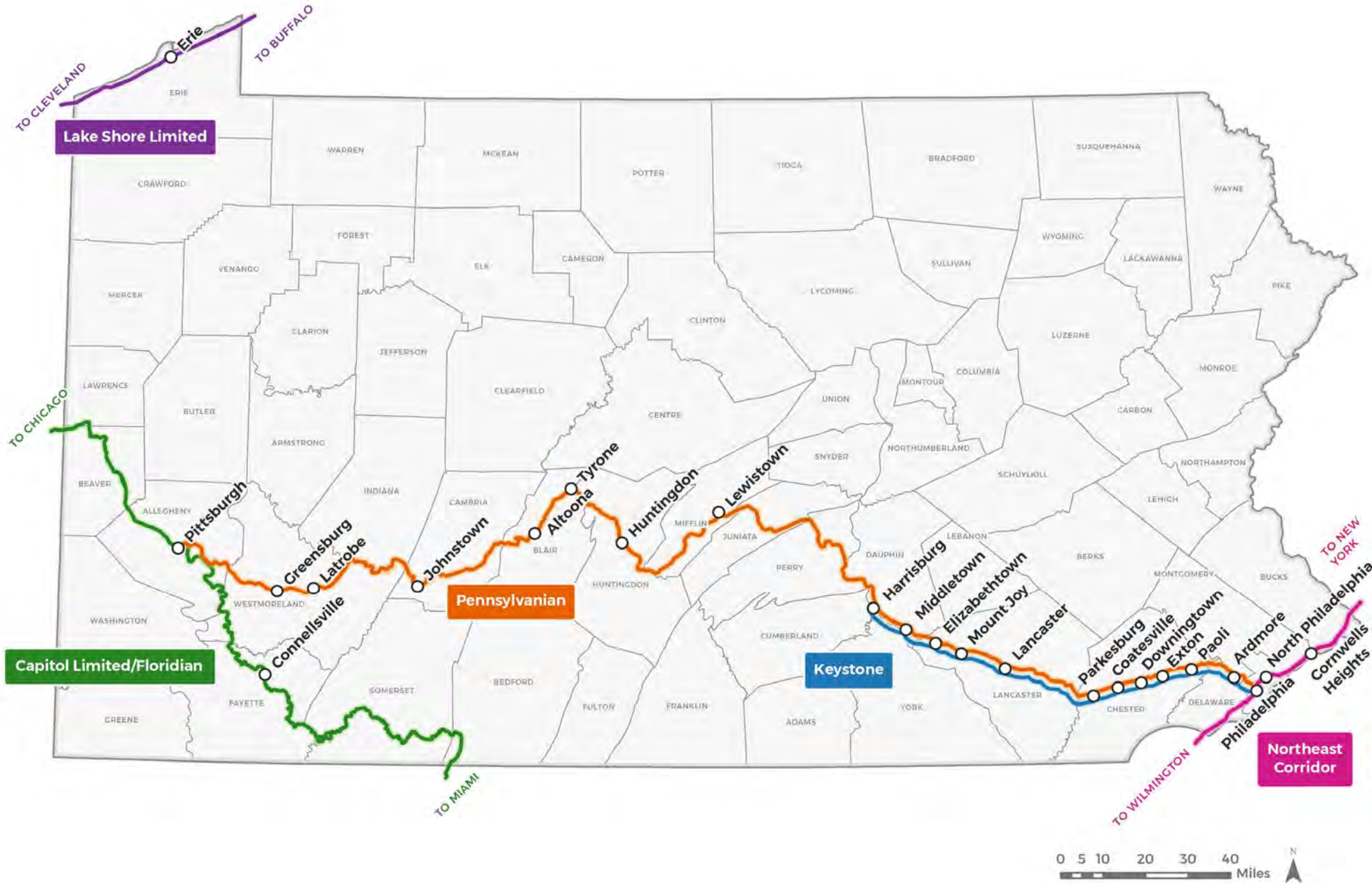


Source: Association of American Railroads 2021



INTERCITY PASSENGER RAIL IN PENNSYLVANIA

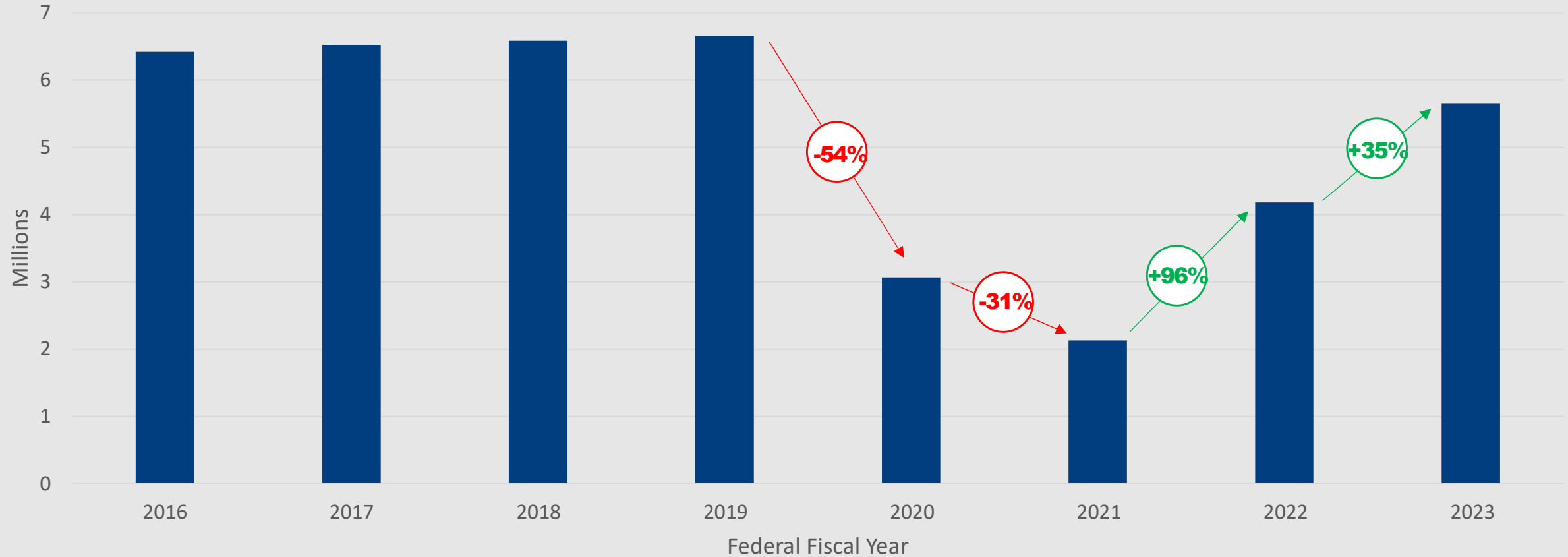
Chapter 2 State's Existing Rail System



Type of Route	Routes in Pennsylvania	Where do the routes go?	Who pays operating costs not covered by ticket revenues?	Who owns the track?	How frequent is the service?
Northeast Corridor (NEC)	Northeast Regional, Acela, other	Boston and Washington, DC	Amtrak/USDOT	Amtrak	Frequent
Long Distance Routes	Floridian (Capitol Limited), Lake Shore Limited	Between Washington, Boston, New York and Chicago	Amtrak/USDOT	Freight railroads (off NEC)	1 train per day, each direction
Keystone	Keystone (Philadelphia – Harrisburg)	Philadelphia and Harrisburg	PennDOT	Amtrak	12 trains per day, each direction
Pennsylvanian	Pennsylvanian	Philadelphia and Pittsburgh	PennDOT	Amtrak (Philadelphia – Harrisburg, freight railroad Harrisburg – Pittsburgh)	1 train per day, each direction



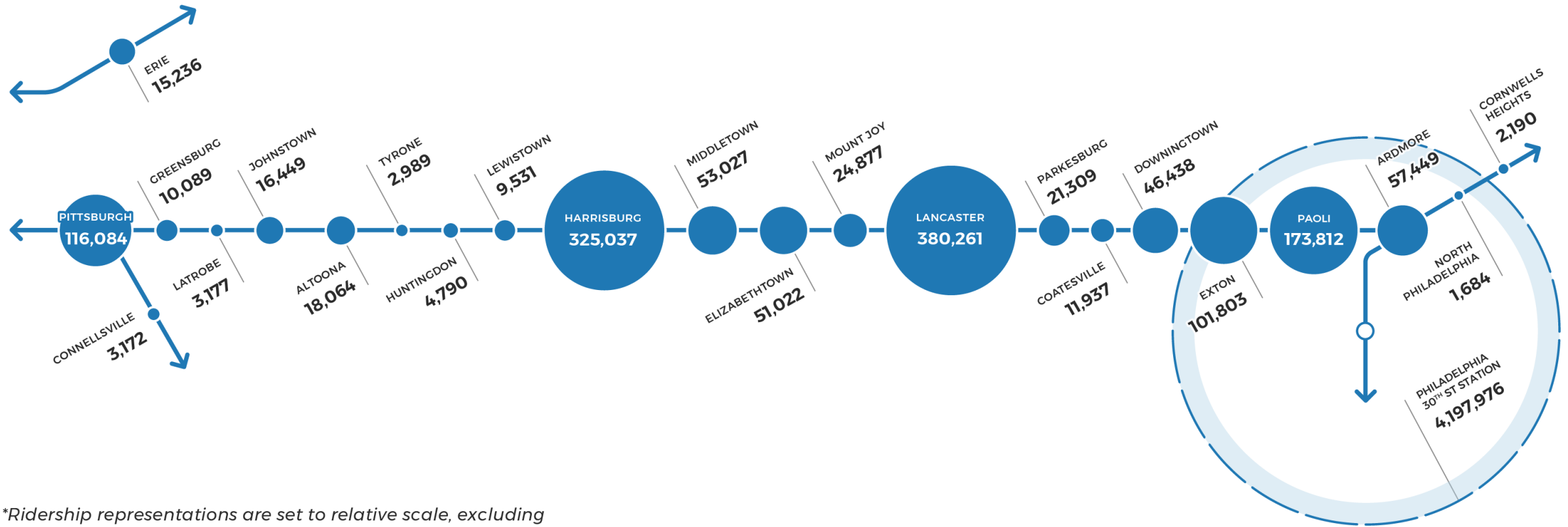
Passengers Boarding and Detraining in Pennsylvania



Source: Amtrak Pennsylvania Fact Sheets



Fiscal Year 2023 Ridership

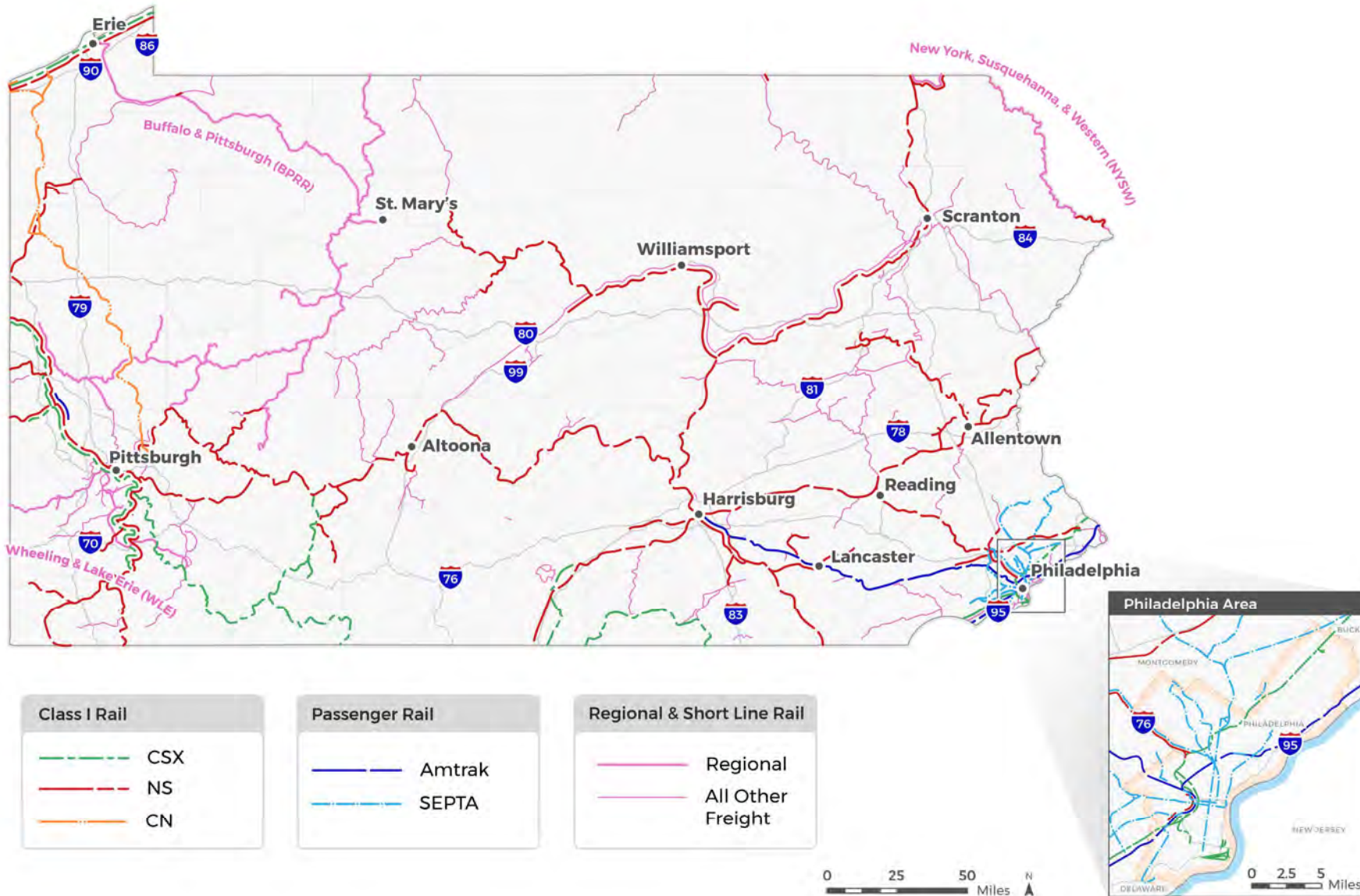


*Ridership representations are set to relative scale, excluding Philadelphia 30th St Station. Geographic elements not to scale.

Source: Amtrak Pennsylvania Fact Sheets



FREIGHT RAILROAD OPERATIONS



CLASS I

Pennsylvania's three **Class I** railroads have revenues over **\$1B** and carry freight to other parts of North America

CLASS II

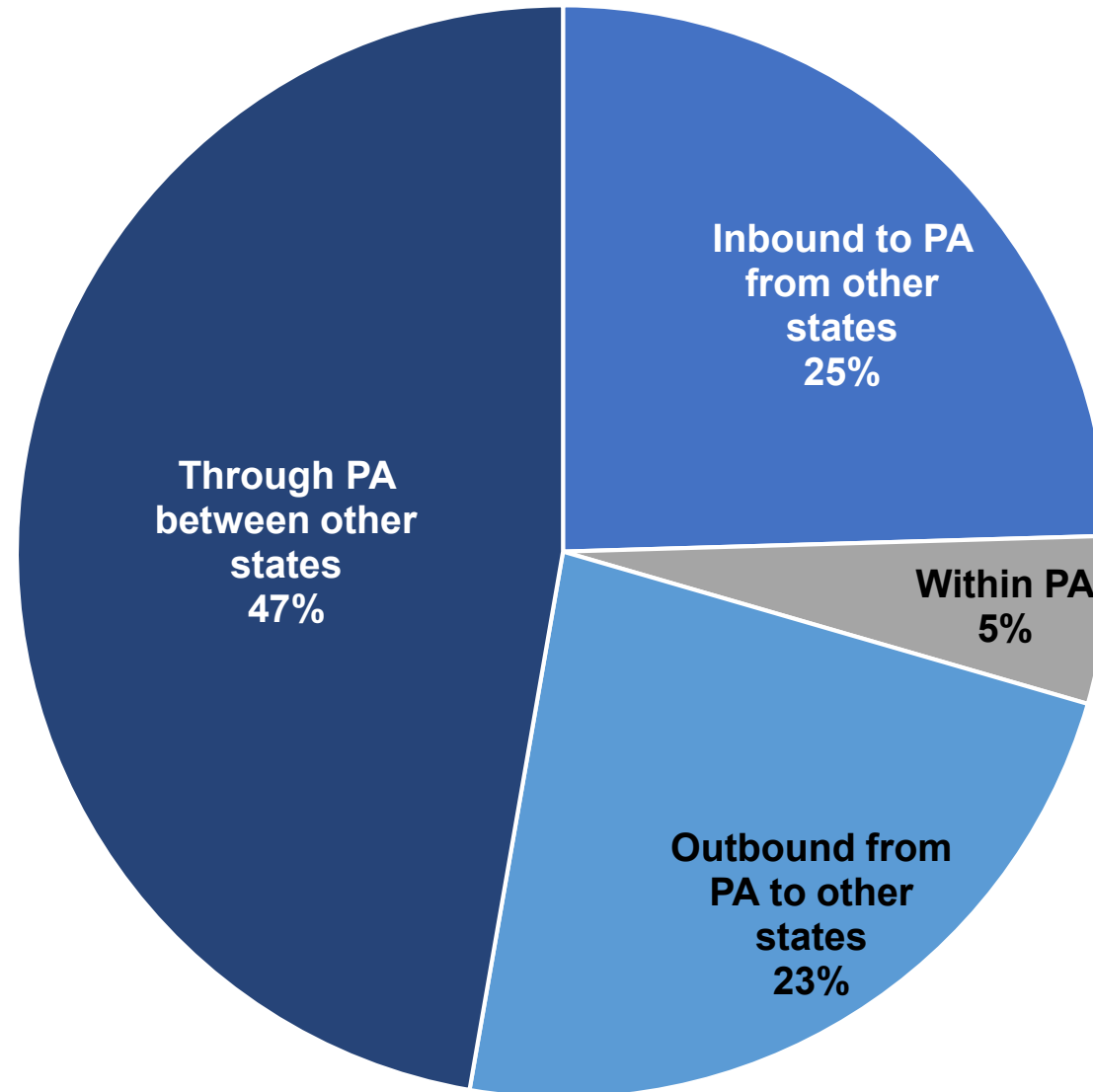
Pennsylvania's three **Class II** or "regional" railroads have revenues between **\$1B** and **\$47M** and carry freight within Pennsylvania or with nearby states

CLASS III

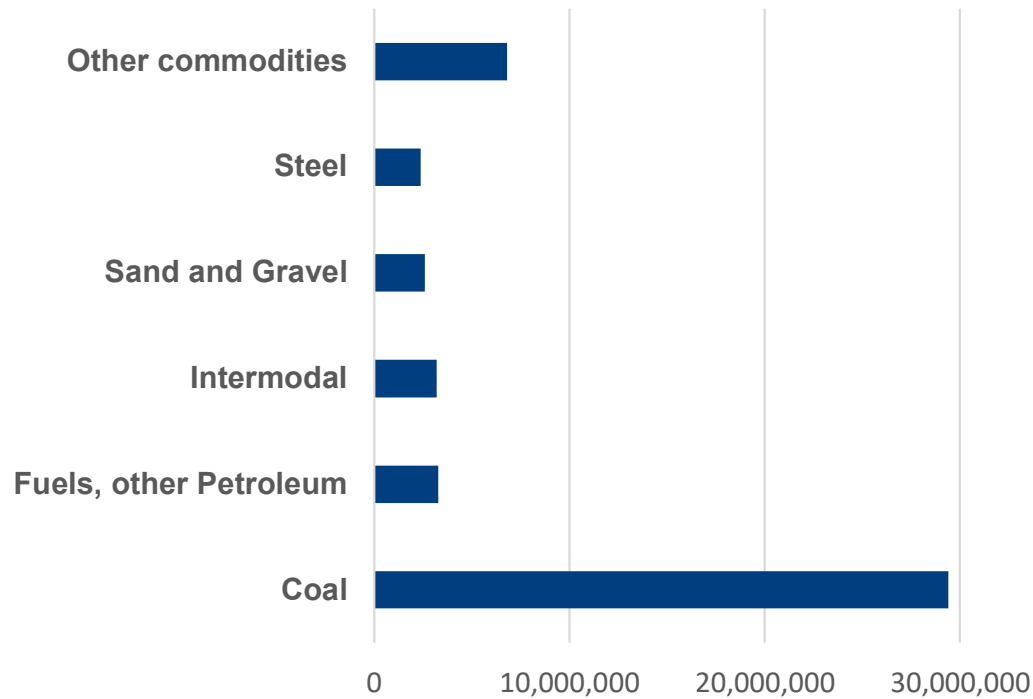
Pennsylvania's 53 **Class III** railroads have revenues less than **\$47M** provide "last mile" service to customers



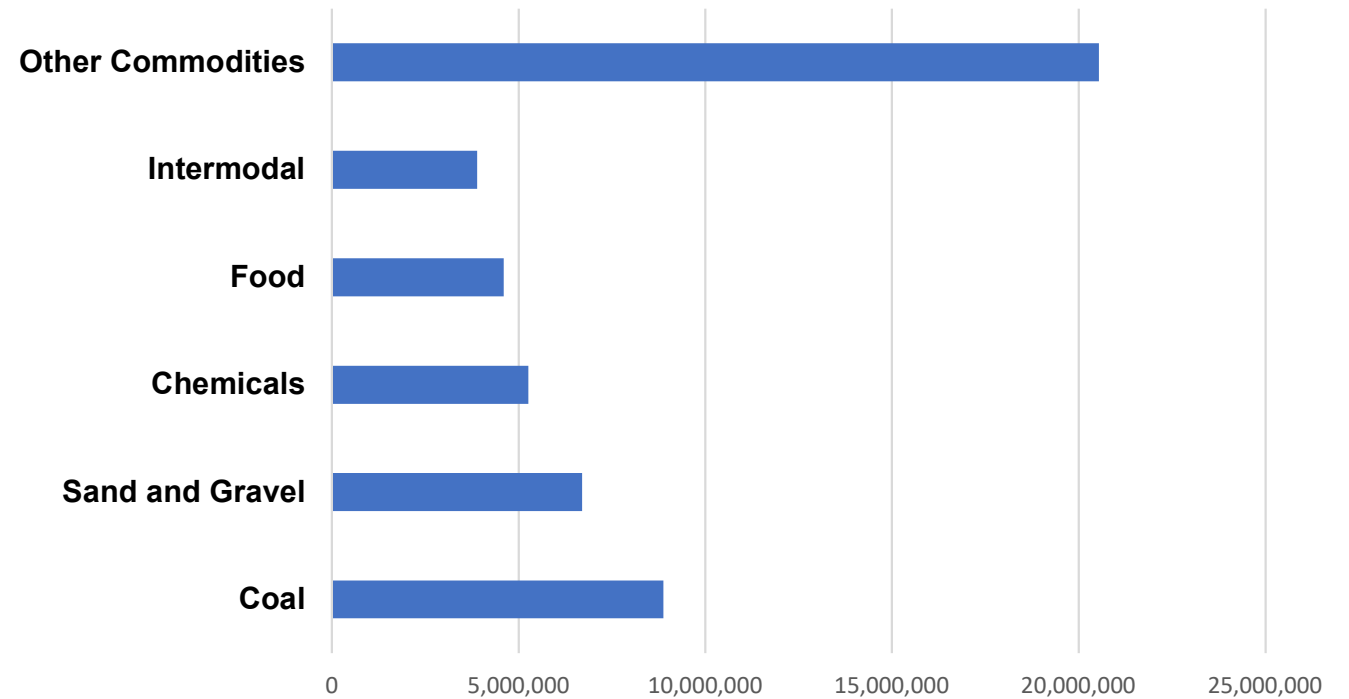
2022 Rail Tons by Direction



2022 Originating Rail Tons by Commodity
















2022 Terminating Rail Tons by Commodity



FUNDING OF THE PENNSYLVANIA RAIL SYSTEM

Chapter 2 State's Existing Rail System

	Infrastructure Investments	Routine Maintenance of Infrastructure	Operating Costs (Train crews, fuel, etc.)
Freight Rail	 		
Intercity and Commuter Passenger Rail		  	 
Highway/rail grade crossing safety improvements		 	N/A



Public Sector



Ticket Revenues



Freight Railroads

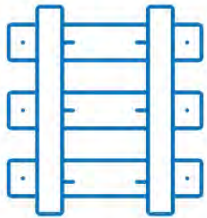


- **Rail Freight Assistance Program (RFAP)**
 - Preserve essential rail freight service where economically feasible
 - Preserve or stimulate economic development through generation of new or expanded rail freight service
 - 70% of total project costs
- **Rail Freight Transportation Assistance Program (RTAP)**
 - Must have line item(s) in *Capital Budget Act*
 - Contact state representative / senator to obtain line item
 - 70% of total project costs, not to exceed line item amount

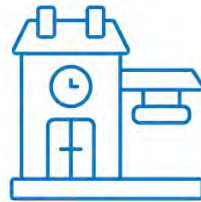


In a typical year,
PennDOT funds
between **25 and 30**
projects, spending
\$25 to \$40 million.

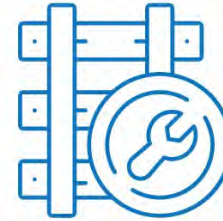
Projects Selected for RFAP and RTAP (2019 – 2023)



Rehabilitate over **300 miles of track** on short line and regional railroads



Construct or improve at least **12 loading/unloading facilities**



Construct over **5.5 miles** of new track, mostly to provide access to freight shippers



Rehabilitate or replace at least **32 bridges**



Rehabilitate at least **31 highway-rail grade crossings**



Install at least **37 turnouts**



Replace **76,765 ties**, including only those projects that focus specifically on tie replacement rather than rail line rehabilitation



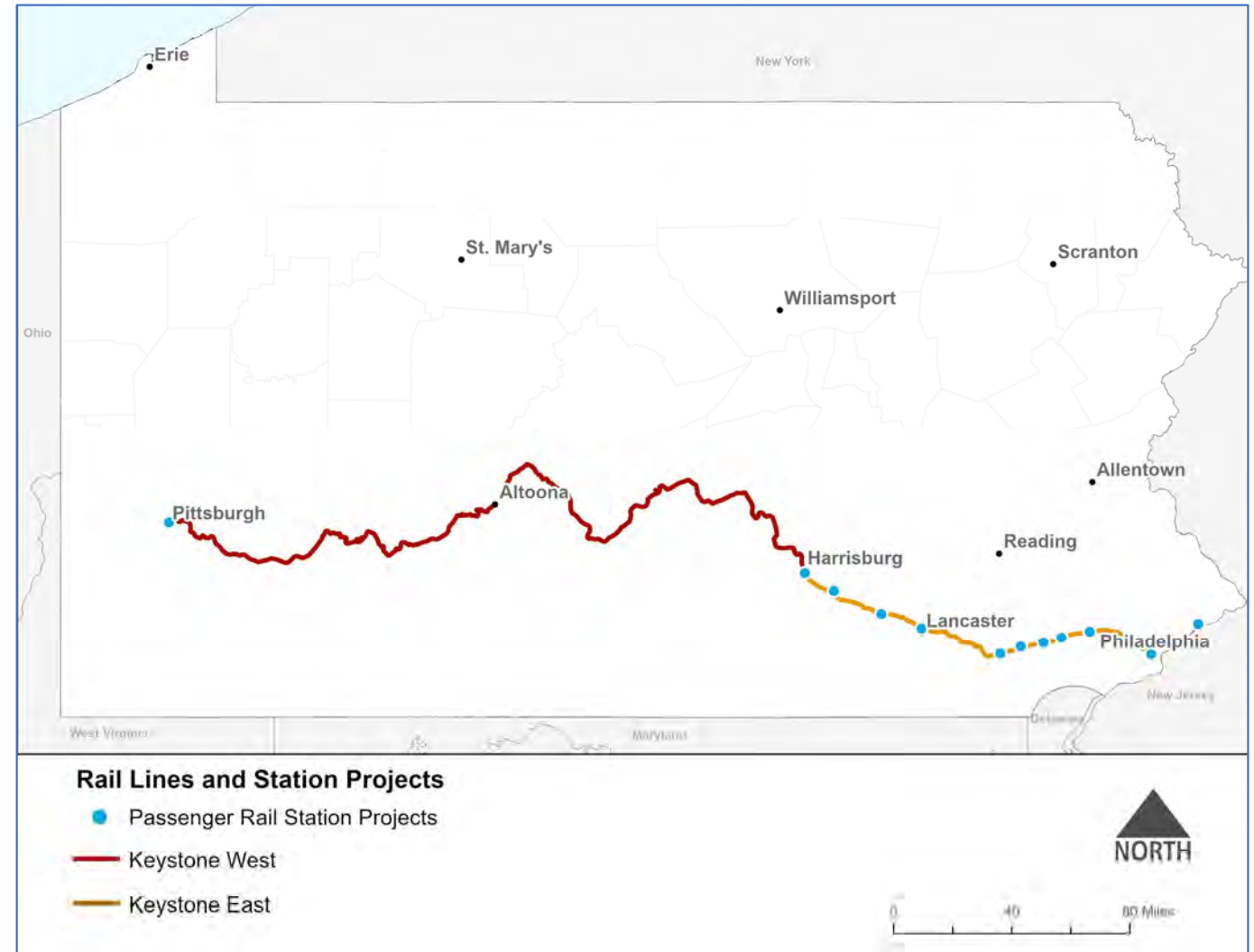
- Amtrak operating subsidies - Funded through State Transportation Funding (\$15 - \$18 million per year)
- Capital investments (Stations) – Funded through Federal Transit Administration (FTA) and Federal Railroad Administration (FRA) funds
- SEPTA – FTA funds, State Public Transportation Funding, Local Funds

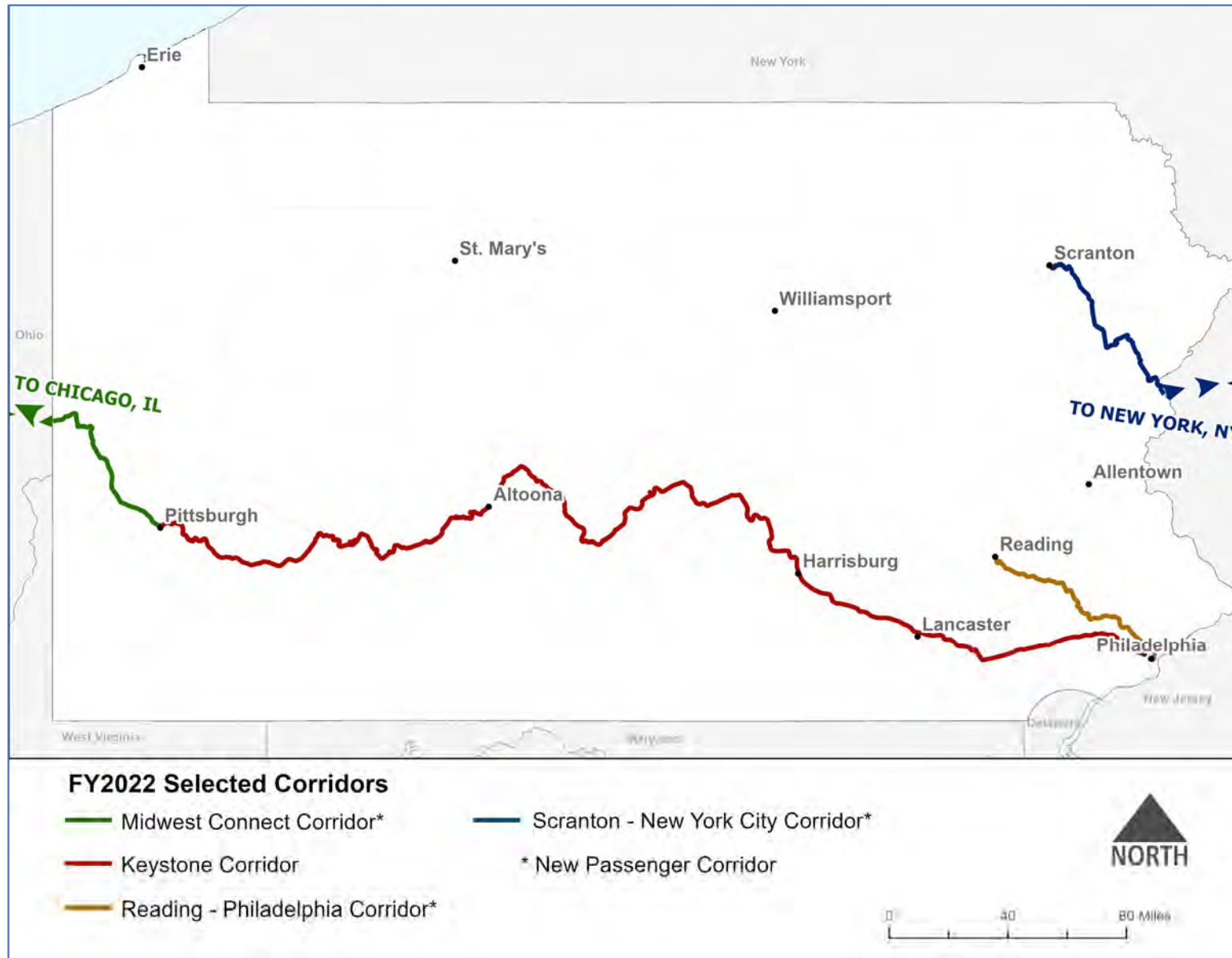
Chapter 3 & 4
*Proposed Initiatives,
Investments*

- Chapter 3 – Passenger Rail Issues, Opportunities, Proposed Improvements and Investments
- Chapter 4 – Freight Rail Issues, Opportunities, Proposed Improvements and Investments



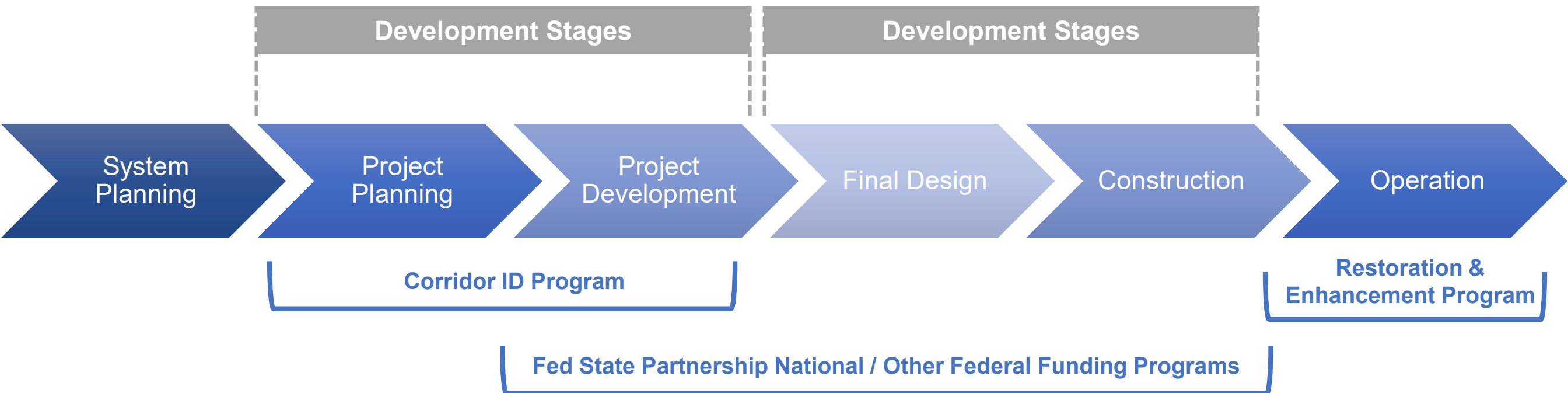
- Keystone Corridor
 - New Regional Trainsets / Locomotives
 - Station Improvements
 - **Completed:** Exton, Middletown, Harrisburg, Mount Joy
 - **Ongoing:** Ardmore, Coatesville, Lancaster, Parkesburg, Paoli, Downingtown
- Keystone West – Second Pennsylvanian
 - \$143M Grant FRA FSP-National
 - \$200M + projects
 - Collaboration with Host Railroad





CORRIDOR ID WITHIN FRA'S PROJECT DEVELOPMENT PROCESS

Chapter 3 & 4
*Proposed Initiatives,
Investments*



- Northeast Corridor
 - NEW** Acela Trainsets
 - NEW** Regional Locomotives
 - NEW** Airo Coaches
- 30th Street Station
 - South Concourse
 - South Office Tower
- State of Good Repair Projects



- FRA, PennDOT provided funding for RailPulse
- 10 railcar owners to established partnership to improve railcar visibility



- Shipment and Railcar Visibility
- Enhanced Safety
- Simplified Shipping Experience
- Unified Technology Standards
- Accelerated Adoption
- Lower Operational Costs

<https://www.railpulse.com/>

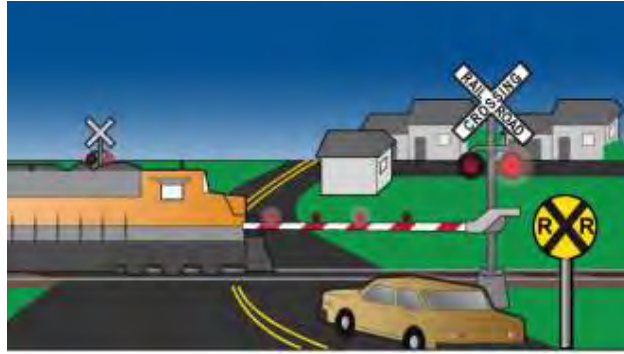
HIGHWAY/RAIL SAFETY INITIATIVES

Chapter 3 & 4
Proposed Initiatives,
Investments

BEFORE IMPROVEMENTS

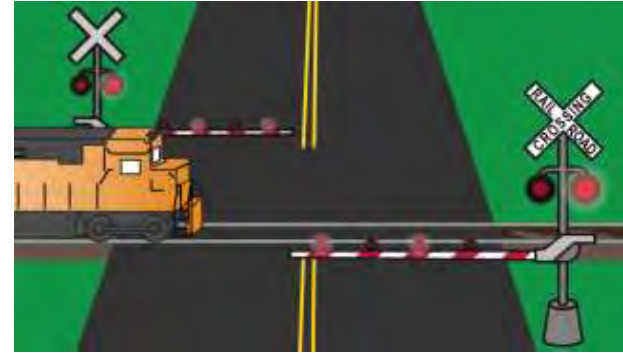


AFTER IMPROVEMENTS

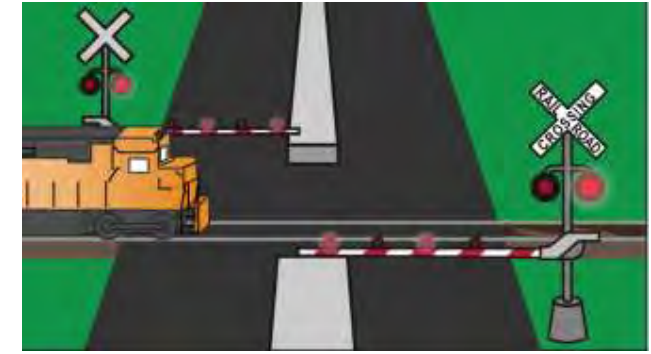


Active Equipment Installations/Upgrades

BEFORE IMPROVEMENTS



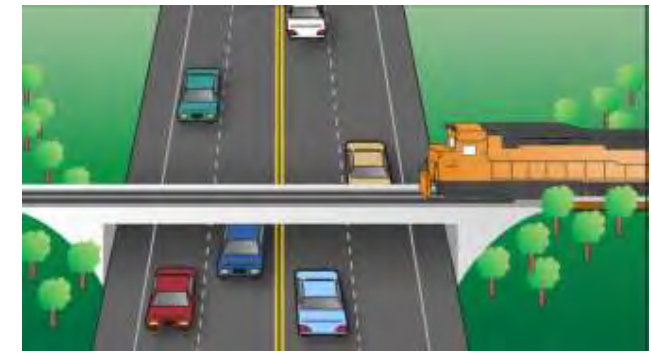
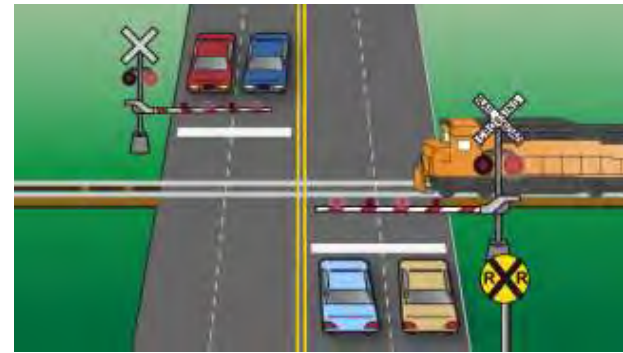
AFTER IMPROVEMENTS



Approach Improvements



Visibility Improvements



Eliminations

Source of graphics: U.S. General Accounting Office

PennDOT's highway/rail crossing program is funded at \$7 million per year from FHWA

The Pennsylvania Public Utilities Commission helps to enforce compliance to federal regulations relating to track, motive power and equipment, hazardous materials, operating practices, and grade crossings

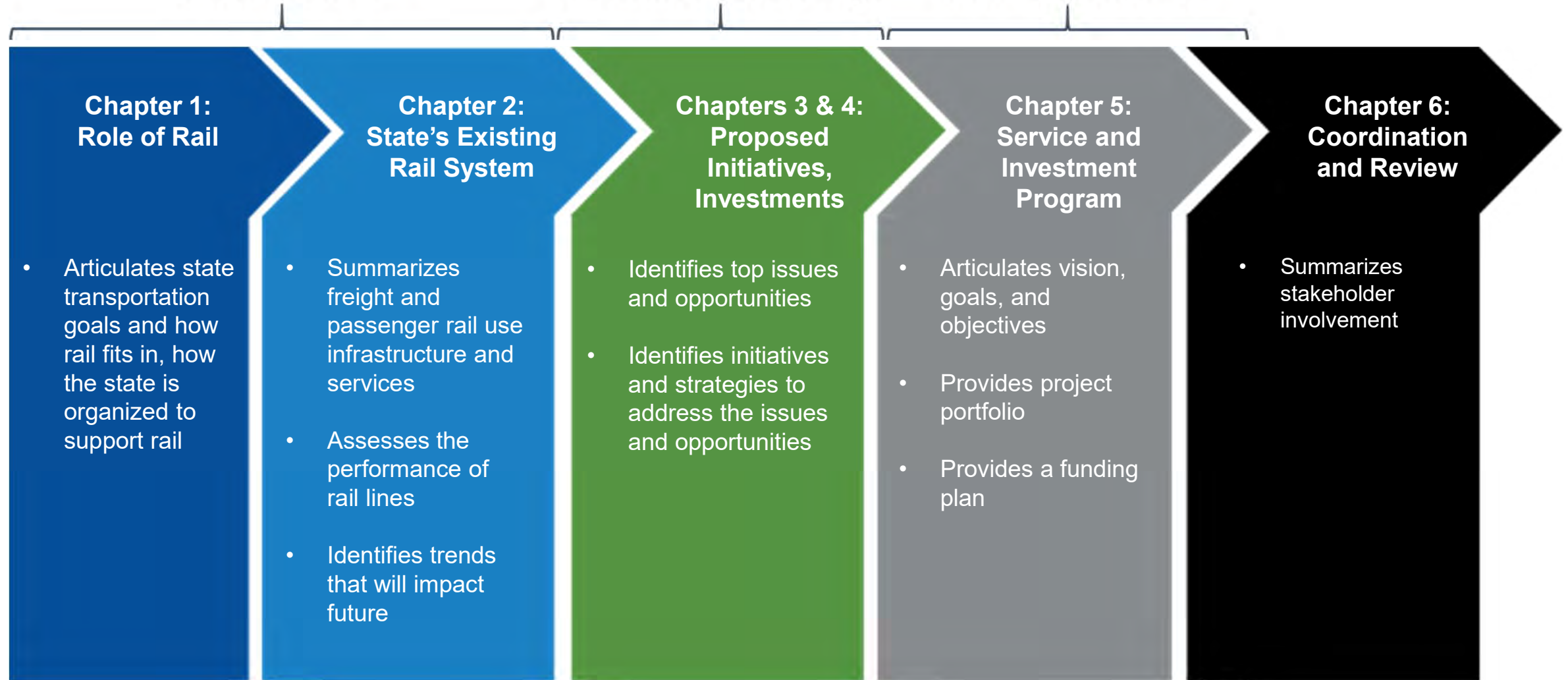


Operation Lifesaver provides public education and awareness of hazardous at highway/rail crossings and on rail rights-of-way



YOUR FEEDBACK AND THE RAIL PLAN

WHERE WE ARE → WHERE WE'RE GOING → HOW TO GET THERE



Issues, Opportunities, Strategies

Projects, Priorities

HOW TO PROVIDE INPUT TO THE PLAN

✉ RA-PDPASRP@pa.gov

🌐 <https://advancingparail.com/>

? Survey: <https://metroquestsurvey.com/01ta>



QUESTION AND ANSWERS

Appendix H-4: Virtual Public Meeting #1 Q&A Report

Question Details	
-------------------------	--

#	Question Category	Question	Answer
1	Other/Public Meeting	Will you be sharing the slides?	Yes, we will post the slideshow on www.advancingparail.com
2	Physical Infrastructure Upgrades	The Pittsburgh Amtrak station is a key link when traveling east to west yet the basement waiting room & connector trains schedules are less than ideal. What work is being done to upgrade the "station" & connector Amtrak train times.	West of Harrisburg there is different funding available to PennDOT to support the service and the ownership of the rail is not Amtrak, it is Norfolk-Southern. Amtrak is the owner of the Pittsburgh station they have done some improvements of stations. There is different ownership of the train stations throughout the corridor west of Harrisburg. So it has a different impact on investments but Amtrak recently did some upgrades and investments to the Pittsburgh station. They were looking at moving forward with ADA improvements for compliance. There will be some additional investment as well.
3	Other/Survey	Will the survey results be available to the public?	A summary of the results will be included in the final 2025 State Rail Plan. And the 2025 SRP will be posted to www.advancingparail.com
4	Other	What does "# of railroads" refer to? Different unique rail lines?	Yes, different unique rail lines (and ownership).
5	Other/Multimodal	What has/can be accomplished & who/what agency will accomplish greater Amtrak usage & multimodal walking/biking trails adjacent to active track?	With passenger rail being Amtrak, PennDOT supports state supported services of the Keystone and Pennsylvanian lines. PennDOT has an operating agreement every year with Amtrak that there is a marketing allocation and PennDOT works closely with Amtrak in marketing the Keystone and Pennsylvanian to accomplish greater ridership. As far as multi-modal walking/biking trails along adjacent active track, there is a lot of interest from the pedestrian and bicycle community for more rail trails, and one of those types of trails is along active railroads. PennDOT does not have direct control over that. Railroads are owned by private ownership, rail companies and a lot of railroads have concern with liability. And it makes a difference with the volume and frequency of rail that comes into play when they consider the potential for active rail trail activities.
6	Expanded Passenger Service	I find it very hard to travel west from Greensburg... one train a day... and note what time of day. What does Pittsburgh have to do to have a SEPTA?	In the presentation we mentioned a second frequency of the Pennsylvanian train to travel to Pittsburgh. PennDOT received a federal state partnership grant from the FRA and we are currently working with those funds and the host railroad Norfolk-Southern to make infrastructure improvements on the line and those improvements will help accommodate not only doubling the Pennsylvanian frequency but also accommodating that potential increase in freight rail traffic so both modes can be on the line at the same time. That is going to assist with doubling the traffic, two round trips per day, to and from Greensburg. The schedule is projected to have that second service in Fall of 2026/late 2026. We are working with Amtrak and Norfolk-Southern in getting the schedules and equipment lined up for that service to begin at that time.

Pennsylvania State Rail Plan - Virtual Public Meeting - December 10, 2024			48 Total Questions
Question Details			
#	Question Category	Question	Answer
7	Other/Light Rail	Why is Pittsburgh light rail system not included in the state rail plan?	The SRP is a requirement of the FRA and therefore the SRP contains the rail lines that the FRA has oversight and jurisdiction over. Light rail is regulated by FTA, not FRA. Light rail is not a commuter rail.
8	Other/Ridership	In Kyle's presentation he showed passenger numbers I believe for 2023. It showed the number for Lewistown was 2989 and Huntingdon are 9531. I was curious in these numbers since the last number I saw for Lewistown was much higher in other documents I have seen. Can you please reconfirm this?	Thank you for your comment. This graphic did not label the ridership numbers correctly. We have adjusted the slide on the project website. The accurate ridership numbers are: Lewistown should be 9531, Huntingdon should be 4790, and Tyrone should be 2989.
9	Other/Planning	Long range plan I thought done with Norfolk Southern. It showed Lewistown has been growing.	
10	Expanded Passenger Service	How can we best advocate for the promotion/expansion/express our support for PA passenger rail? I wasn't previously aware this was a viable transportation option and would largely prefer passenger rail over driving forever/in traffic.	
11	Expanded Passenger Service	Any thoughts of a Carlisle-Mechanicsburg-Harrisburg commuter corridor to get traffic off of busy I-81?	
12	Expanded Passenger Service	I would like to see SEPTA extended from Lansdale to Allentown and maybe a line from Allentown to Scranton via Wilkes-Barre.	Comment noted.
13	Expanded Passenger Service	Great info-thank you! Can you provide us with an update as to which phase each of the Corridor ID projects are in (e.g., planning, design, construction)?	The Corridor ID process involves 3 phases/steps in which the FRA through grants provides support. In Pennsylvania there is the Scranton to NY Corridor ID. We are about to enter into Step 2 and hopeful to have that grant in place by the end of the calendar year. Another project is the Reading to Philadelphia to New York Corridor ID. They are finalizing Step 1. We are not as involved in that Corridor ID. The Schuylkill River Passenger Rail Authority is guiding that effort and they are close behind the Scranton to NY Corridor ID. PennDOT is involved in one that is a little different than the majority of Corridor ID projects are new or reinstating passenger rail service. We have a Corridor ID for the Keystone service, both Keystone East and Keystone West from Philadelphia through to Pittsburgh and that is existing service. But we did qualify for Corridor ID and that process is moving a little differently because that is an existing service.
14	Physical Infrastructure Upgrades	What construction project is happening at the Harrisburg Train station right now?	We just wrapped up the completion of a new roof replacement at the Harrisburg Train station, and wrapped up the renovations state of good repair to the observation room at the Harrisburg Train station. Amtrak is currently working on the state of good repair project of the train shed which is the large canopy over the train tracks.

Pennsylvania State Rail Plan - Virtual Public Meeting - December 10, 2024			48 Total Questions
Question Details			
#	Question Category	Question	Answer
15	Funding	Does inclusion in the SRP enable a project to access state or federal funding for which a project might otherwise not be eligible?	The guidance is that it is strongly encouraged to be in the SRP. Depending on the future of what grants are offered, that guidance could change. It's not hard fast that it must be contained in the SRP for several grants, but we strongly encourage that people provide us their information to have it in the SRP because certain grants absolutely require it. The grant process from FRA definitely gives you a foot in the door.
16	Expanded Passenger Service	When you update the passenger portion of the plan, please don't forget Erie, PA. Work with Ohio and New York on the CLE-ERI-BUF Corridor ID designation (if the program survives the upcoming administration). ERI-PGH should be on the passenger rail map too.	Thank you for your comment.
17	Expanded Passenger Service	Was there a reference to the Capital Limited/Floridian Amtrak service between Chicago and Florida via Pittsburgh?	Yes. This corridor was identified on the Intercity Passenger Rail map during the presentation
18	Other/Economic Impacts	Are there estimates for road traffic impacts—decreased passenger and truck traffic?	The SRP includes an economic analysis of rail. We have it drafted and have a calculation that says if you didn't have rail in PA what would be the incremental impact on the roads. It's a draft and subject to change.
19	Expanded Passenger Service	does PennDOT have any interest in studying or proposing new passenger rail routes itself, or is that up to local agencies/organizations?	It depends. PennDOT has studied various corridors in the past to provide technical assistance to local organizations. Currently, there are no plans to study additional rail routes/corridors since PennDOT is focused on implementation of active Corridor ID projects within the commonwealth
20	Other/State Rail Plan	Marketing, will this report include anything on Amtrak services/stations, targeted hard copy ad campaign beside social media?	Amtrak's marketing isn't part of the SRP itself. If you are looking at how Amtrak is going to market their services and how does PennDOT work with Amtrak on marketing their services for the Keystone and Pennsylvanian, we do partner together. And one of the most economically feasible and beneficial marketing tactics that we have found is through social media and electronic advertisements and not as much for the physical ad campaigns.
21	Other/Other Modes	Will this plan includes recommendations for transportation needs that are complementary to rail (e.g., first-last mile connection needs)?	The SRP very well might. Is this in regard to freight? Could be either. In regard to freight, if you have a rail-served industrial site and you need to have good truck access to it. Or you have a multi-modal facility where material is being transferred between truck and rail an you need to have good truck access to it as well. It could be included in the rail plan.
22	Funding	Is there any community outreach requirements for the RTAP money?	Are there requirements for the PennDOT RTAP grant applicant to do community outreach? I wouldn't say there is a requirement but we strongly encourage communication and coordination with your local planning partners such as your MPO/RPO, or your local municipality and state officials to make sure what you're planning is done appropriately. What type of rail traffic are you generating? Are you reducing/increasing vehicular traffic? Are you bringing in truck traffic? What types of materials/commodities are you bringing through?

Pennsylvania State Rail Plan - Virtual Public Meeting - December 10, 2024			48 Total Questions
Question Details			
#	Question Category	Question	Answer
23	Expanded Passenger Service	When is the 2nd Pennsylvanian train starting?	We are targeting Fall of 2026. We are working closely with Norfolk-Southern on the improvements previously mentioned, and also with Amtrak in providing equipment and scheduling and initiating the service.
24	Funding	Any danger of funding being cut from the federal level for these projects	With the change in administration, regarding the danger of funding cuts on the federal level, a change in leadership on the congressional level, it's something that we always monitor. There is nothing that we are aware of at this time but we will continue to monitor it.
25	Other	(Little used NS line already exists for most of the above route.)	Comment noted.
26	Expanded Passenger Service	Can you please say more about the Scranton to NYC line? What is the anticipated next step in this project? What is the timeline like to completion and what are the roadblocks?	For the Scranton to NY Corridor we currently finishing up Step 1 and entering Step 2 and what that means is we are working on an actual service development plan. That involves taking a look at what is the corridor itself, the location, identifying the actual route itself, the infrastructure that's needed currently and into the future, the equipment that would be used, the operator, the project sponsor, potential costs, the development of an actual business plan. There is a lot of information that is needed to obtain and analyze in order to create the Service Development Plan, which is a requirement of the FRA. This step has a lot of factors so it's hard to say how long it will take. Estimated probably in the neighborhood of 2-4 years to complete that process.
27	Expanded Passenger Service	My name is Dave Sutor. I'm a reporter with the Tribune-Democrat in Johnstown, Cambria County. Could any of the panelists talk a little bit about plans for development of the second train in western PA, how it's going, what the impact could be, etc.? Thanks.	All inquiries from the press are directed to the PennDOT Communications Office.
28	Expanded Passenger Service	Why is there never any consideration for commuter rail in the Pittsburgh Region?	There was a PennDOT study done a few years back that looked at Altoona to Pittsburgh and what the potential for ridership numbers would be from a commuting standpoint. Assume Greensburg to Pittsburgh would have the greatest potential but the cost associated would be pretty hefty. That study was done pre-2020 so the data is available if anyone is interested. But the data is not as fresh as we'd want it to be, because rail and transit took a hit with COVID in 2020.
29	Expanded Passenger Service	What conversations are being had regarding central, rural PA regarding the expansion of passenger options? This is crucial for tourism and economic advancement due to our lack of public transportation. At one time, a train ran from NYC directly to Renovo, PA.	
30	Expanded Passenger Service	You can increase passenger rail usage on the Pennsylvanian if you provide a rail spur or help Penn State students get access to this line. Penn State University Park enrollment is projected to increase over the next 4 years	Comment noted.

Pennsylvania State Rail Plan - Virtual Public Meeting - December 10, 2024			48 Total Questions
Question Details			
#	Question Category	Question	Answer
31	Expanded Passenger Service	Will PennDOT include the Lehigh Valley Planning Commission's identified potential passenger rail corridors (Allentown-Philadelphia, Allentown-New York, Allentown-Reading)?	We will be reaching out to our various planning partners including the Lehigh Valley Planning Commission and asking them if there are projects they'd like to submit to the SRP update. If they provide us with those investments we will put that into the SRP.
32	Environmental/ Hazardous Materials	what is PENNDOT/PUC position on LNG transport by rail?	
33	Environmental/ Hazardous Materials	We know that the East Palestine Vinyl Chloride train was destined for Conway Rail Yard in Beaver County, then to Pittsburgh on its way across the Commonwealth. What steps can our PA Rail Plan take to reduce risk of hazmat derailments & accidents? For instance, can it address freight rail bridges, length of trains/# of cars, speed of hazmats when traveling through communities? From the "Typical Freight Commodity Movements" slide, can you give more detail on hazmats/chemicals?	The Federal Railroad Administration and the Pennsylvania Public Utility Commission are in charge of safety enforcement, oversight, and regulation on railroads within Pennsylvania. PennDOT can provide recommendations within the SRP and funding towards infrastructure improvements within the Commonwealth, however, it cannot enforce railroad regulation.
34	Other/Public Meeting	When will the transcript be available	The transcript will be used as part of the planning process to inform the State Rail Plan update. If you have specific questions not answered in this Q&A, please reach out to us at RA-PDPASRP@pa.gov.
35	Safety	We have freight trains coming through our town and are very concerned about safety. What is being carried is of concern. But more importantly we do not have crossing arms on our tracks which creates a variety of concerns. What do you have planned from the safety side? How can our community be on the list for upgrades?	The SRP will have a section on addressing safety, needs, concerns, projects, programs. The SRP will identify safety related projects. The RailPulse slide example that project helps to create greater visibility to help understand what's being transported, where, speed, and some health rail car telematics. They will be relayed in real time back to the rail car owner and operators that will help increase that visibility and safety element. The rail plan will help identify the projects for hazmat and different types of movements and facilitation of safe movements of freight. The Rail Plan will cover initiatives happening in PA and nationally and could discuss best practices for safety issues.
36	Physical Infrastructure Upgrades	Can you please reconfirm when Lewistown station upgrade will begin?	
37	Environmental/ Hazardous Materials	Given the chemical disaster in East Palestine, what precautions is Penn DOT putting in place to prevent this from repeating? Will LNG transport be increased with the new administration?	At this time, LNG transport by rail is currently suspended until June 30, 2025 in accordance with an amended Hazardous Material Regulation by the FRA and PHMSA. With the change of administration, we will monitor whether or not the suspension will be extended or expire.
38	Environmental	Are emission impacts included in the plan?	Maybe a broader question is what kind of environmental impacts are included in the plan. The SRP will discuss greenhouse gas emissions impacts of rail. Not sure if the SRP will discuss the Clean Air Act criteria and carbon monoxide and things like that.

Question Details	
-------------------------	--

#	Question Category	Question	Answer
39	Funding	Are there any incentives for warehouse developers to build facilities with rail freight access?	Through our PennDOT Bureau's funding programs it's eligible for those who are served by rail freight access. So if a developer were to have a facility located next to or had rail freight access, our program could be used at 70% to offset the costs for building facilitating the use of rail. So that could be the track that goes up to the building itself, or the loading or unloading equipment use directly for the rail freight operations.
40	Other/Light Rail	Is any improvement to light rail in and around Pittsburgh in the hands of Norfolk Southern? I'm new to PA and trying to understand.	No that would not be Norfolk-Southern. Light rail would be the regional transit service which is Pittsburgh Regional Transit (PRT). They are the regional transit agency for the Pittsburgh area and would be the entity to reach out to or visit their website which should have good information on their services.
41	Physical Infrastructure Upgrades	How many of the Norfolk Southern bridges repaired were increased in height?	
42	Environmental/Hazardous Materials	Nurdles (preproduction plastics) are constantly spilled during rail to truck/facility transfers. How will you monitor these issues and hold those responsible accountable for solid waste regulation infractions?	
43	Physical Infrastructure Upgrades/Other Modes	Speaking of the Lewistown Station, will the updates of the station allow for Thruway Bus Service? There is a strong interest in the State College area for expanded Thruway service and having bus service that connects closer to the Lewistown train station would be well welcomed.	As far as improvements to the Lewistown station there is the ADA, which is making improvements for access to the station itself--the platform area. The design plans are being completed by Amtrak. The 100% design was distributed to stakeholders in July. There are PennDOT and stormwater design approvals that have been secured as part of the process. But there are some historical society comments that are outstanding that need to be addressed. Hoping to move into construction in Fiscal Year 2025 sometime after October 2025.
44	Expanded Passenger Service	Better access to commuter rail is critical for development in and around the Pittsburgh Region. It is an equity issue for those that do not have cars and would be the best tool in decreasing car emissions. Also coordination with trail development activities in communities would be vital to community development.	Comment noted.
45		Thank you!	Thank you for your comment.
46		Thank you for your time & holding this-best of luck, we look forward to your next updates!	Thank you for your comment.
47	Environmental/Hazardous Materials	I'd like for the PA State Rail Plan to address HazMats via: bridge repair, limiting train length, reducing hazmat speeds, require modernized tanker cars for hazmats (no DOT-111).	Comment noted.
48	Environmental	Let's make Rail Yards Zero Emissions.	Comment noted.

Appendix H-5: Stakeholder Workshops – PollEverywhere Summary

Stakeholder Workshop 9/4/2024

PollEverywhere Summary

11

Activities

36

Participants

35

Average responses

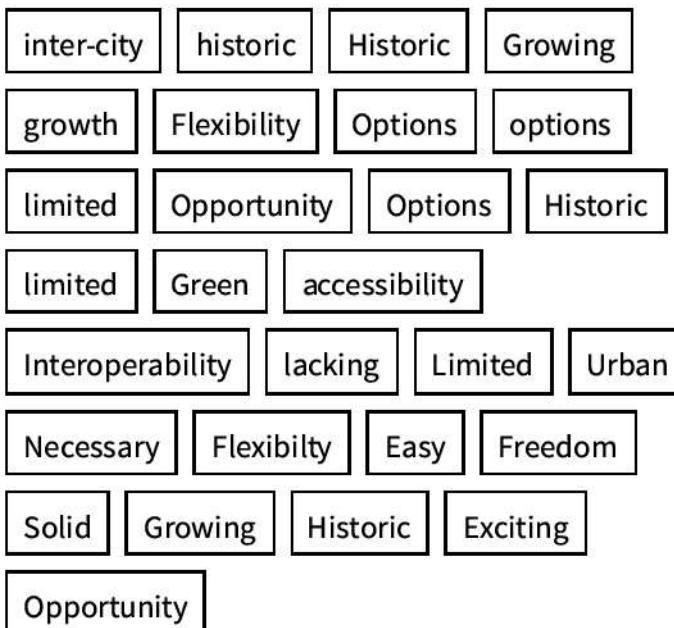


Average engagement

One word that describes an opportunity for passenger rail in Pennsylvania

exciting
easy
necessa
limi
histo
optic

Responses



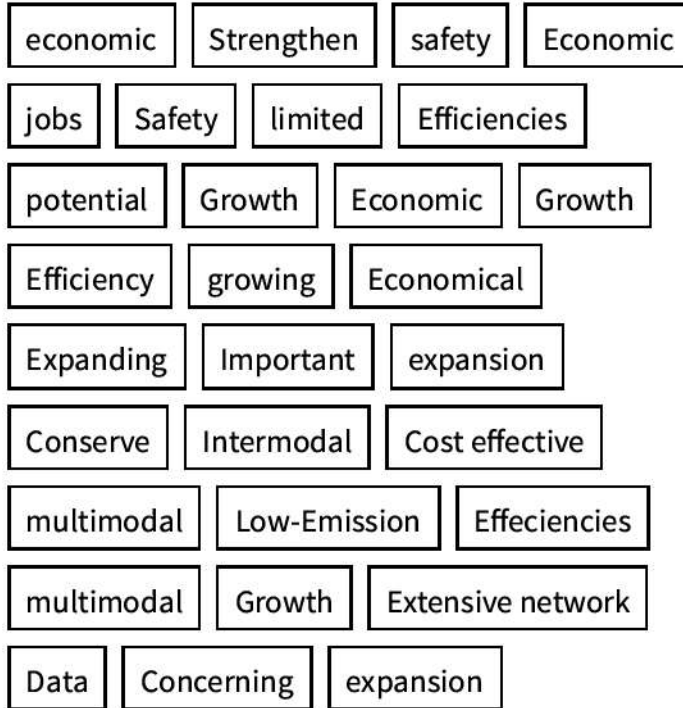
Engagement

28

Responses

One word that describes an opportunity for freight rail in Pennsylvania

Responses



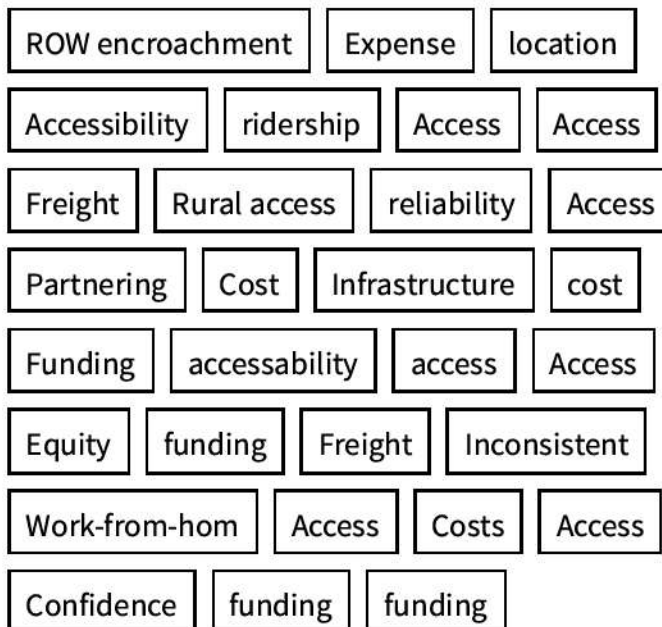
Engagement

30

Responses

One word that describes a challenge for passenger rail in Pennsylvania

Responses



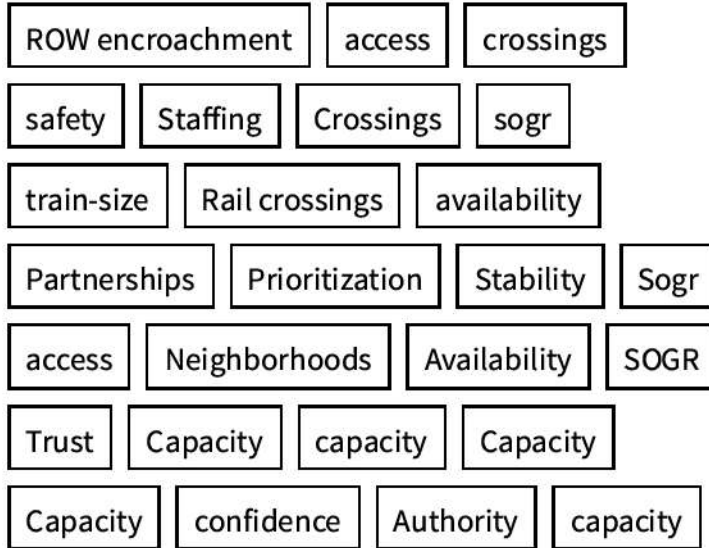
Engagement

30

Responses

One word that describes a challenge for freight rail in Pennsylvania

Responses



Engagement

26

Responses

What should be the highest priority for the Pennsylvania rail network? (please rank)

Response options	Rank
Upgrading rail infrastructure and equipment to current standards	1st
Ensure that rail infrastructure is maintained in a state of good repair	2nd
Investing in rail infrastructure to bring to a state of good repair	3rd
Preserving threatened rail corridors for future use	4th



Engagement

25

Responses

Please choose the top 3 priorities to help the Pennsylvania rail network better integrate with other modes and the national rail network.

Response options	Count	Percentage
Coordination between freight and passenger on mixed use corridors	16	18%
Freight rail multimodal connections	18	21%
Passenger rail multimodal connections	14	16%
Passenger rail linkages between the Commonwealth's population centers	16	18%
Routing/more options to North American freight markets and gateways	10	11%
Connections to intercity passenger rail services in the Northeast and beyond	13	15%



Engagement

87

Responses

How can rail best enhance the quality of life in Pennsylvania? (Please choose the top 2)

Response options	Count	Percentage
Reduce highway use and associated congestion	17	28%
Influence land use, so that rail is a component of smart growth initiatives	10	17%
Help economic development by supporting freight rail shippers and attracting freight rail dependent businesses	18	30%
Help economic development by connecting workers with employment and work opportunities	15	25%



Engagement

60

Responses

As Pennsylvania builds for future rail needs, what should be the top priorities? (please rank)

Response options	Rank
Ensure that passenger and freight rail operations can both grow, without limiting the other	1st
Provide sufficient capacity for future freight and passenger rail traffic	2nd
Improve rail access to Pennsylvania's ports and waterways	3rd
Improve rail access to Pennsylvania's airports	4th



Engagement

25

Responses

What are the rail safety concerns in your community? (please rank)

Response options	Rank
Safety at highway-rail grade crossings	1st
Ability of emergency vehicles to cross occupied highway/rail crossings	2nd
Blocked public crossings for extended periods of time	3rd
Movement of hazardous materials through the community	4th
Security of passengers at stations and on trains	5th
Trespassing on rail property	6th



Engagement

28

Responses

When considering energy efficiency, environmental sustainability, and resiliency, what should be the priorities? (please rank)

Response options	Rank
Modal shift to rail as a more energy efficient transportation mode	1st
Improving the energy efficiency of rail services	2nd
Transit-oriented and adjacent development to encourage pedestrian-passenger rail travel (minimize SOV)	3rd
Investigating and responding to climate-related risks to the rail system, bolstering the resiliency of the rail system accordingly	4th



Engagement

26

Responses

What else should be considered in addressing future rail needs?

Responses

Invest in infrastructure to ensure network reliability and safety. Partner with private railways to expand services

rail to trail development along abandoned beds

Maintain service levels - reduce/eliminate missed switches for industry

Increase available state funding sources for shortline and regional railroads

How the addition of passenger rail to an area currently not serviced impacts the community through redevelopment and economic development. Potentially opening job opportunities that may not otherwise be available to someone who lacks a vehicle.

Dedicated funding consistent with highway modes.

ROW encroachment, state funding mechanisms

high speed passenger trains

Rail to trail opportunities, as well as safety for the communities that cargo is being transported through (preventing another Norfolk Southern-type event).

Connecting services to passenger rail (bus, bike, trails etc)

Openness to working with local governments to provide access to natural features (rivers, water bodies, streams, etc)

Potential rural area access

How can we best connect population centers via rail

Rail as economic development support



Engagement

23

Responses

Responses

Increase Rural PA access for freight transportation.
Rural defined as counties with populations less than 10,000

Utilize the Median Strip of Interstate 80 for potential passenger rail

Better transparency for shippers and receivers

Grade crossing elimination and safety of crossings

Attracting and promoting industrial development for industries that move rail-oriented commodities.

Potential for leveraging economic development

access in rural areas

Talks of Scranton Amtrak in 2028

Data governance and interoperability

Stakeholder Workshop 9/12/2024

PollEverywhere Summary

11

Activities

14

Participants

14

Average responses

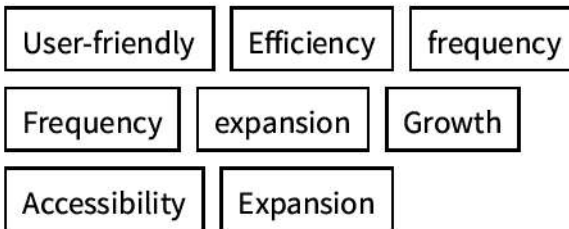


Average engagement

One word that describes an opportunity for passenger rail in Pennsylvania



Responses



Engagement

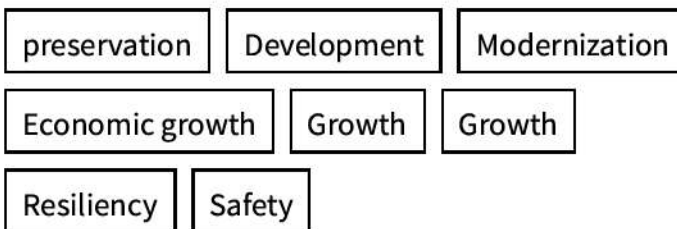
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Responses

One word that describes an opportunity for freight rail in Pennsylvania



Responses

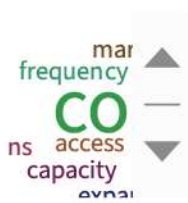


Engagement

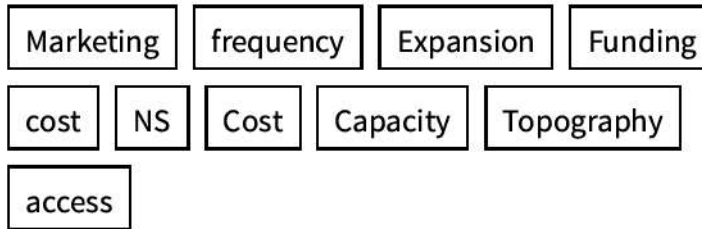
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Responses

One word that describes a challenge for passenger rail in Pennsylvania.



Responses



Engagement

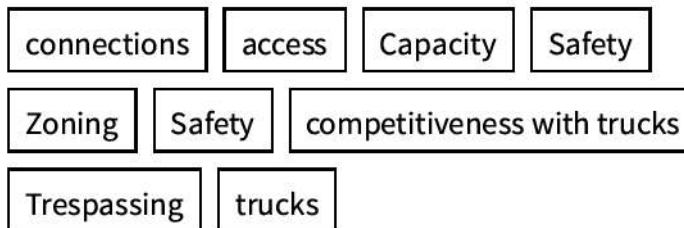
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Responses

One word that describes a challenge for freight rail in Pennsylvania



Responses

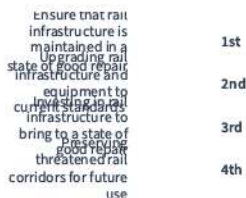


Engagement

9

Responses

What should be the highest priority for the Pennsylvania rail network? (please rank)



1st
2nd
3rd
4th

Response options

Ensure that rail infrastructure is maintained in a state of good repair

Upgrading rail infrastructure and equipment to current standards

Investing in rail infrastructure to bring to a state of good repair

Preserving threatened rail corridors for future use

Rank

1st

2nd

3rd

4th



Engagement

12

Responses

Please choose the top 3 priorities to help the Pennsylvania rail network better integrate with other modes and the national rail network.

Coordination between freight a...	22%
Freight rail multimodal	24%
Passenger rail multimodal	11%
Passenger rail linkages between	19%
Routing/more options to North	16%
Connections to North	8%
intercity passeng...	8%

Response options	Count	Percentage
Coordination between freight and passenger on mixed use corridors	8	22%
Freight rail multimodal connections	9	24%
Passenger rail multimodal connections	4	11%
Passenger rail linkages between the Commonwealth's population centers	7	19%
Routing/more options to North American freight markets and gateways	6	16%
Connections to intercity passenger rail services in the Northeast and beyond	3	8%



Engagement

37

Responses

How can rail best enhance the quality of life in Pennsylvania? (Please choose the top 2)

Reduce highway use and associated	38%
Influence land use so that rail is a	19%
component of smart growth	19%
development by supporting freight	35%
Help economic development by	8%
connecting workers with employment	8%

Response options	Count	Percentage
Reduce highway use and associated congestion	10	38%
Influence land use, so that rail is a component of smart growth initiatives	5	19%
Help economic development by supporting freight rail shippers and attracting freight rail dependent businesses	9	35%
Help economic development by connecting workers with employment and work opportunities	2	8%



Engagement

26

Responses

As Pennsylvania builds for future rail needs, what should be the top priorities? (please rank)

Ensure that passenger and freight rail operations can both grow without limiting the other
 Provide sufficient capacity for future freight and passenger rail traffic
 Improve rail access to Pennsylvania's ports and waterways
 Improve rail access to Pennsylvania's airports

Rank	Response options	Rank
1st	Ensure that passenger and freight rail operations can both grow, without limiting the other	1st
2nd	Provide sufficient capacity for future freight and passenger rail traffic	2nd
3rd	Improve rail access to Pennsylvania's ports and waterways	3rd
4th	Improve rail access to Pennsylvania's airports	4th



Engagement

12

Responses

What are the rail safety concerns in your community? (please rank)

Safety at highway-rail grade crossings
 Movement of hazardous materials through the community
 Trespassing on rail property
 Security of passengers at stations and on trains
 Ability of emergency vehicles to cross occupied highway/rail crossings
 Blocked public crossings for extended periods of time

Rank	Response options	Rank
1st	Safety at highway-rail grade crossings	1st
2nd	Movement of hazardous materials through the community	2nd
3rd	Trespassing on rail property	3rd
4th	Security of passengers at stations and on trains	4th
5th	Ability of emergency vehicles to cross occupied highway/rail crossings	5th
6th	Blocked public crossings for extended periods of time	6th



Engagement

12

Responses

When considering energy efficiency, environmental sustainability, and resiliency, what should be the priorities? (please rank)

Modal shift to rail as a more energy efficient transportation mode responding to climate-related risks to the rail system, bolstering the resiliency of the rail system accordingly

Rank	Response options	Rank
1st	Response options	
2nd	Modal shift to rail as a more energy efficient transportation mode	1st
3rd	Investigating and responding to climate-related risks to the rail system, bolstering the resiliency of the rail system accordingly	2nd
4th	Transit-oriented and adjacent development to encourage pedestrian-passenger rail travel (minimize SOV)	3rd
	Improving the energy efficiency of rail services	4th



Engagement

13

Responses

What else should be considered in addressing future rail needs?

Better Class 1 cooperation on timing of approvals for projects/permits and reasonable



Responses

Better Class 1 cooperation on timing of approvals for projects/permits and reasonable fees.

To make the feedback comprehensive, constituents living in areas of that state not near train tracks or stations may not share many of the prioritized points listed in the questions. They may feel that freight funding should be applied with other transportation modes. Just thinking "out of the box".

Addressing freight and passenger rail service separation (Septa - NS-CSX on Norristown / Airport line) to provide growth for both sectors

Weight and height restrictions for freight rail

Higher speed passenger rail between the state and other major metros

Recent state Supreme Court ruling lessened the importance of railroads...that's concerning

Support of law enforcement



Engagement

7

Responses

Stakeholder Workshop 9/17/2024

PollEverywhere Summary

11

Activities

9

Participants

9

Average responses



Average engagement

One word that describes an opportunity for passenger rail in Pennsylvania

jobs
expand
connectivity
enormous
legendary
network
unsure

Responses



Engagement

8

Responses

One word that describes an opportunity for freight rail in Pennsylvania

strong booming
opportunity
limited

Responses

Limited Opportunity Opportunity Booming! Strong



Engagement

5

Responses

One word that describes a challenge for passenger rail in Pennsylvania.

education
location
disconnected
speed

Responses

Location Education Speed Location Disconnected
Education Location



Engagement

7

Responses

One word that describes a challenge for freight rail in Pennsylvania

Responses



Engagement

4

Responses

What should be the highest priority for the Pennsylvania rail network? (please rank)

Response options	Rank
Upgrading rail infrastructure and equipment to current standards	1st
Ensure that rail infrastructure is maintained in a state of good repair	2nd
Investing in rail infrastructure to bring to a state of good repair	3rd
Preserving threatened rail corridors for future use	4th



Engagement

7

Responses

Please choose the top 3 priorities to help the Pennsylvania rail network better integrate with other modes and the national rail network.

Response options	Count	Percentage
Coordination between freight and passenger on mixed use corridors	6	29%
Freight rail multimodal connections	2	10%
Passenger rail multimodal connections	4	19%
Passenger rail linkages between the Commonwealth's population centers	7	33%
Routing/more options to North American freight markets and gateways	0	0%
Connections to intercity passenger rail services in the Northeast and beyond	2	10%



21
Responses

How can rail best enhance the quality of life in Pennsylvania? (Please choose the top 2)

Response options	Count	Percentage
Reduce highway use and associated congestion	6	38%
Influence land use, so that rail is a component of smart growth initiatives	3	19%
Help economic development by supporting freight rail shippers and attracting freight rail dependent businesses	1	6%
Help economic development by connecting workers with employment and work opportunities	6	38%



16
Responses

As Pennsylvania builds for future rail needs, what should be the top priorities? (please rank)

Response options	Rank
Ensure that passenger and freight rail operations can both grow, without limiting the other	1st
Provide sufficient capacity for future freight and passenger rail traffic	2nd
Improve rail access to Pennsylvania's airports	3rd
Improve rail access to Pennsylvania's ports and waterways	4th



Engagement

8

Responses

What are the rail safety concerns in your community? (please rank)

Response options	Rank
Safety at highway-rail grade crossings	1st
Trespassing on rail property	2nd
Movement of hazardous materials through the community	3rd
Security of passengers at stations and on trains	4th
Ability of emergency vehicles to cross occupied highway/rail crossings	5th
Blocked public crossings for extended periods of time	5th



Engagement

8

Responses

**When considering energy efficiency, environmental sustainability, and resiliency, what should be the priorities?
(please rank)**

Response options	Rank
Modal shift to rail as a more energy efficient transportation mode	1st
Transit-oriented and adjacent development to encourage pedestrian-passenger rail travel (minimize SOV)	2nd
Improving the energy efficiency of rail services	3rd
Investigating and responding to climate-related risks to the rail system, bolstering the resiliency of the rail system accordingly	4th



Engagement

7

Responses

What else should be considered in addressing future rail needs?

Responses

Impacts on local communities

Looking at the big picture. Don't look just at Pennsylvania as an island. Connectivity to other states is essential, especially for the Erie region. Toronto is just a few hours away, for example.

Prioritization of passenger rail to connect communities within Pennsylvania and across the country.

The demand for passenger rail service as an option

Population changes throughout the different communities across the Commonwealth. With an active rail within could make or break a community.

Freight and passenger rail collaboration to maximize efficiencies and minimize conflicts

Connecting passenger rail to the northern part of the state.

Dedicated passenger rail to increase speed and efficiency



Engagement

8

Responses

Appendix H-6: Online Public Survey Summary

Pennsylvania State Rail Plan Survey – Welcome

Pennsylvania State Rail Plan Survey

More at <https://advancingparail.com/pennsylvania-state-rail-plan/>

1 **Welcome!**
Learn a bit about this initiative before you begin.

WELCOME

Pennsylvania State Rail Plan
The 2025 State Rail Plan will serve as a guide for the advancement of the Pennsylvania freight and passenger rail system. The plan will replace the 2020 State Rail Plan and provide updates on rail development activity and information to support further investment in the rail system.

Next

We want to hear from you! Your input to the Pennsylvania State Rail Plan will help us establish priorities for rail improvements, and characterize the role of rail within the Commonwealth's transportation system. The Pennsylvania State Rail Plan update will be finalized by summer 2025.

Image credit: Amtrak

PENNSYLVANIA State Rail Plan

2 PASSENGER RAIL USE
3 RATING RAIL IMPACTS
4 RECOMMEND RAIL IMPROVEMENTS
5 WRAP UP

Passenger Rail Use Screens

Pennsylvania State Rail Plan Survey More at: <https://advancingparail.com/pennsylvania-state-rail-plan/>

2 Tell us about your experience

Please answer the questions about your rail use.

WELCOME

PASSENGER RAIL USE

Amtrak Passenger Rail 1

○○○○○

Amtrak Passenger Rail 2

○○

SEPTA Commuter Rail

○○○

3 RATING RAIL IMPACTS

4 RECOMMEND RAIL IMPROVEMENTS

5 WRAP UP

Tell us about your use of Amtrak Passenger Rail

> Have you ridden on an Amtrak train over the last year and how often?

> How long do you need to travel to the nearest Amtrak station from your home?

> Which service did you use? (Check all that apply)

<input type="checkbox"/> Keystone service	<input type="checkbox"/> Pennsylvanian
<input type="checkbox"/> Acela	<input type="checkbox"/> Northeast Regional
<input type="checkbox"/> Other	

> Which of the following reasons describes why you used Amtrak? (check all that apply)

<input type="checkbox"/> It was cheaper than alternatives	<input type="checkbox"/> The schedule was appropriate to my needs
<input type="checkbox"/> More enjoyable than alternatives	<input type="checkbox"/> It was convenient
<input type="checkbox"/> It was environmentally friendly	<input type="checkbox"/> The door-to-door travel time was faster than alternatives
<input type="checkbox"/> Other	

> If "Other", please specify...

Passenger Rail Use Screens

Pennsylvania State Rail Plan Survey More at: <https://advancingparail.com/pennsylvania-state-rail-plan/>

2 Tell us about your experience
Please answer the questions about your rail use.

WELCOME PASSENGER RAIL USE RATING RAIL IMPACTS RECOMMEND RAIL IMPROVEMENTS WRAP UP

Amtrak Passenger Rail 1

Amtrak Passenger Rail 2

SEPTA Commuter Rail

Tell us what you'd like to see improve

> What improvements would encourage you to use Amtrak more often?

- Services closer to where I live
- Services to other destinations where I want to travel
- Faster travel times
- Availability of better transit connections at stations
- Scheduled arrivals and departure times that are convenient
- Frequency of service so I can travel when I want to
- Lower fares
- Better on-time performance
- Better stations
- Other

> If "Other", please specify...

 0/50

↓

Passenger Rail Use Screens

Pennsylvania State Rail Plan Survey More at: <https://advancingparail.com/pennsylvania-state-rail-plan/>

2 Tell us about your experience
Please answer the questions about your rail use.

WELCOME PASSENGER RAIL USE RATING RAIL IMPACTS RECOMMEND RAIL IMPROVEMENTS WRAP UP

Amtrak Passenger Rail 1

Amtrak Passenger Rail 2

SEPTA Commuter Rail

Tell us about your use of SEPTA Commuter Rail

> Have you used SEPTA commuter rail service in the past year and how often?
Select...

> What improvements would encourage you to use SEPTA more often?

- More frequent service
- Schedules that align better to when I want to travel
- Better on-time performance
- More comfortable trains
- More "last mile" connections such as transit to/from stations
- Lower fares
- Other

> If "Other", please specify...
Type... 0/250

0/250

Passenger Rail Use Screens

Question 1: Have you ridden on an Amtrak train over the last year and how often?

Have you ridden on an Amtrak train over the last year and how often?



Answer Choices	Responses	
Didn't use Amtrak	37%	343
1-5 trips	45%	396
6 or more trips	18%	158
Total Responses: 877		

Passenger Rail Use Screens

Question 2: How long do you need to travel to the nearest Amtrak station from your home?

How long do you need to travel to the nearest Amtrak station from your home?



Answer Choices	Responses	
Less than 30 minutes	61%	517
30-60 minutes	25%	208
60-120 minutes	10%	81
Over 2 hours	4%	36
Total Responses: 842		

Passenger Rail Use Screens

Question 3: Which service did you use? (Check all that apply)

Which service did you use? (Check all that apply)

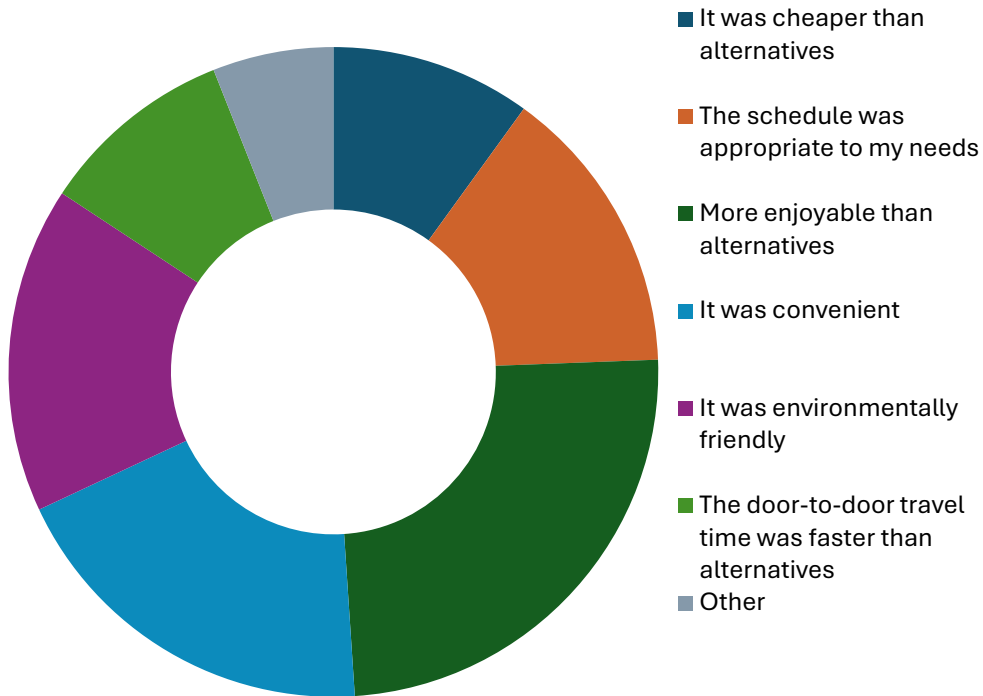


Answer Choices	Responses	
Keystone service	34%	399
Pennsylvanian	25%	301
Acela	9%	111
Northeast Regional	21%	250
Other	11%	126
Total Responses: 1,187		

Passenger Rail Use Screens

Question 4: Which of the following reasons describes why you used Amtrak? (Check all that apply)

**Which of the following reasons describes why you used Amtrak?
(check all that apply)**



Answer Choices	Responses	
It was cheaper than alternatives	10%	199
The schedule was appropriate to my needs	14%	288
More enjoyable than alternatives	25%	490
It was convenient	19%	381
It was environmentally friendly	16%	324
The door-to-door travel time was faster than alternatives	10%	194
Other	6%	120
Total Responses: 1,996		

Passenger Rail Use Screens

Question 4: Which of the following reasons describes why you used Amtrak? If “Other,” please specify:

A total of 120 responses were recorded. Of those, 26 responded they do not use Amtrak.

(Note: these comments reflect reasons why survey participants **used** Amtrak)

#	Responses
1	Preferable to driving to NYC
2	Able to relax eat & read while traveling
3	When I lived in Harrisburg it was more convenient
4	I prefer rail travel over driving long distances
5	I can work while traveling
6	Lake Shore Limited- Erie is part of PA
7	Don't like flying
8	More convenient than driving to major city
9	The pricing is always a variable...
10	Can take my bike on it
11	no need to drive
12	Didn't have to pay for parking at the airport
13	It had the best views
14	If the timing works it's logistically simpler
15	private rail travel business
16	Avoid traffic in cities
17	I can't drive. Only transit option.

Passenger Rail Use Screens

Question 4: Which of the following reasons describes why you used Amtrak? If “Other,” please specify:

(Note: these comments reflect reasons why survey participants **used** Amtrak)

#	Responses
18	It’s safer then a dui after sporting event in phl
19	Growing too old to drive
20	Only option for that travel without a car or bus
21	Train enthusiast
22	No car
23	Easier to take transit than drive and park
24	Better than driving to Philly
25	My husband and I love train travel.
26	I can work while in transit
27	I enjoy the relaxation when traveling by train
28	Regional seasonal (Holiday train)
29	wanted to try
30	To help my disabled mother get around
31	Didn’t have to worry about parking
32	Ear issues on planes make trains desirable
33	Fun b-day trip for my 8-year-old who loves trains
34	Just wanted to try it.
35	A lot less stressful
36	Don't need to worry about car

Passenger Rail Use Screens

Question 4: Which of the following reasons describes why you used Amtrak? If “Other,” please specify:

(Note: these comments reflect reasons why survey participants **used** Amtrak)

#	Responses
37	Price
38	It's near my house
39	Want to support public transportation
40	I can do other things, and no parking at airport
41	Auto Train
42	could work while traveling: wifi & electric outlets
43	Novelty
44	I enjoy taking the train
45	I do not own a car, by choice.
46	Preference over car
47	Don't want to drive to NYC or DC
48	Do not own car
49	I do not have a car and rail is critical for me
50	it's the most accessible choice for wheelchairs
51	Prefer not to drive
52	The only option
53	No airport security!!!!
54	I don't own a personal vehicle & rentals are pricy
55	I could accomplish work on the way

Passenger Rail Use Screens

Question 4: Which of the following reasons describes why you used Amtrak? If “Other,” please specify:

(Note: these comments reflect reasons why survey participants **used** Amtrak)

#	Responses
56	easier to use to get into the city of Philadelphia
57	Taking the train is based.
58	Novelty
59	It was the only alternative
60	I didn't have to deal with TSA
61	There are no alternatives from my town.
62	company paid
63	Lakeshore Limited
64	It is a relaxing trip when it operates on schedule
65	I don't like to fly.
66	Generous checked baggage policy
67	Traveling by bike.
68	Auto Train
69	Was able to travel with my bike without a car
70	More economical
71	not needing to drive long distances on 95
72	It is safer than driving
73	I don't like driving in the city.
74	Auto train

Passenger Rail Use Screens

Question 4: Which of the following reasons describes why you used Amtrak? If “Other,” please specify:

(Note: these comments reflect reasons why survey participants **used** Amtrak)

#	Responses
75	Institutionally paid for
76	Autotrain
77	I just love riding the train!
78	Partner does not like taking buses
79	It is easier for my husband's mobility issues
80	Took Amtrak out of NJ over a year ago

Passenger Rail Use Screens

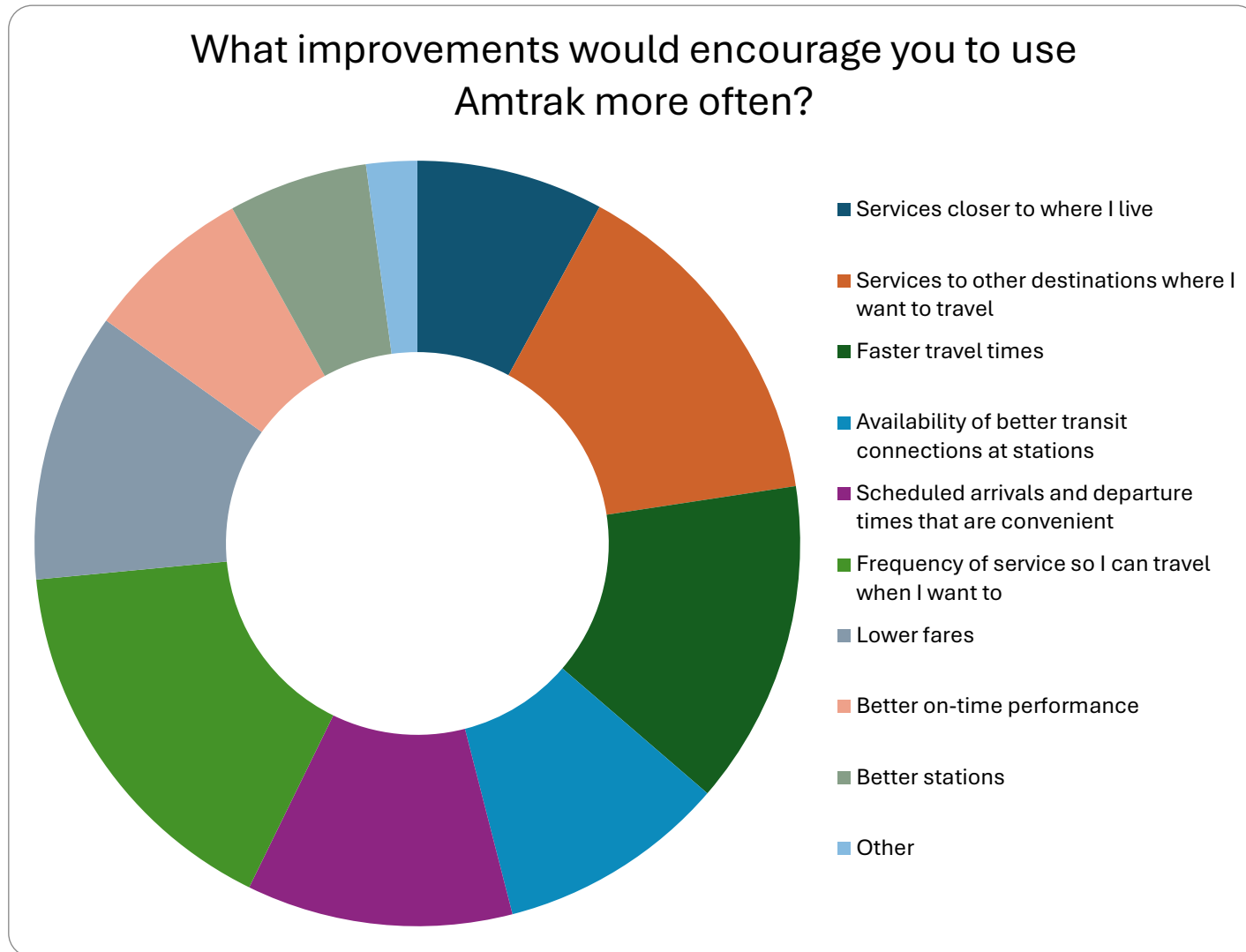
Some survey participants used the “other” prompt in Question 4 to describe the reasons they *do not* use Amtrak.

(Note: these comments reflect reasons why survey participants **do not use** Amtrak)

#	Responses
1	No easy access to Amtrak from Lebanon
2	Too far away to use
3	Waste of money
4	Septa
5	I only wish I had the option
6	Didn't use, too long of trip, too expensive
7	Reason why I didn't use Amtrak: the schedule
8	State College/PSU has no Amtrak
9	I do not have Amtrak in close proximity
10	Scheduling is too limited
11	Did not ride the train due to unsafe track conditions
12	I don't use Amtrak because the trips are too long

Passenger Rail Use Screens

Question 5: What improvements would encourage you to use Amtrak more often?



Passenger Rail Use Screens

Question 5: What improvements would encourage you to use Amtrak more often? (cont.)

Answer Choices	Responses	
Services closer to where I live	8%	239
Services to other destinations where I want to travel	15%	445
Faster travel times	14%	415
Availability of better transit connections at stations	10%	293
Scheduled arrivals and departure times that are convenient	11%	340
Frequency of service so I can travel when I want to	16%	492
Lower fares	11%	345
Better on-time performance	7%	214
Better stations	6%	178
Other (see comments on next page)	2%	65
Total Answers: 3,026		

Passenger Rail Use Screens

Question 5: What improvements would encourage you to use Amtrak more often? If “Other,” please specify:

(Survey participants were given the option to add their own reason):

#	Responses
1	Better access to WiFi
2	Consistent wifi service through Pennsylvania
3	Wash those windows more often
4	Safety of freight trains, especially hazmat
5	Considering the connection from State College
6	Car r better
7	Better parking options at the Lancaster Station
8	TOD could happen in Greensburg if commuter service
9	Europe rail travel so much easier. Used DC to NYC.
10	Rail service not bus to State College
11	More service to cities like Reading
12	Improving trip-planning / ticket buying
13	More comfortable environment
14	Easier on/off for bicycles
15	Electrify to Pittsburgh and publicly own lines
16	Later trains to/from Harrisburg to Philadelphia
17	Usable Wifi on train; unable to work on train!
18	Free or subsidized parking by the train station.
19	Better signage on Quiet Cars.
20	Great service as is. The 2nd Pennsylvanian is good

Passenger Rail Use Screens

Question 5: What improvements would encourage you to use Amtrak more often? If “Other,” please specify:

#	Responses
21	No service anywhere near me, THATS why I am here!
22	Light rail from NY Baltimore, DC, Philly, Pitt, etc
23	keep the train bathrooms and windows clean
24	Rail from York to NYC, Philly, Baltimore, and DC
25	Better accessibility
26	Improvement of Pgh station
27	Build and connect station to HIA
28	Frequent service between Pittsburgh & Westmoreland
29	No complaints with current service
30	better parking
31	Septa safety
32	Better amenities on board.
33	North South route to Pittsburgh
34	train station at Harrisburg Airport
35	Better parking
36	Add an Amtrak stop at the Harrisburg Airport!!
37	Any and all expansions to service area.
38	More parking and free/easier to pay for parking
39	Parking at stations inadequate now.
40	Better group costs vs. carpooling

Passenger Rail Use Screens

Question 5: What improvements would encourage you to use Amtrak more often? If “Other,” please specify:

#	Responses
41	Electrification to Pittsburgh, expanded service.
42	Amtrak fares have been getting more expensive
43	Saver tracks
44	Sleeper train service to Philadelphia and New York
45	Better onboard food and drink
46	Better in car experiences
47	There needs to be a station at Harrisburg Airport
48	Greater coverage within PA
49	A route from Erie to Pittsburgh
50	All of the above but faster service is #1 by a lot
51	Additional stations
52	Electrified rail
53	I want train service like Europe.
54	Make it easier and cheaper to bring bike
55	The trains - even Acela are tired.
56	Charging infrastructure in parking areas
57	ATK run from Scranton to NYC would be convenient
58	I wish it were possible to bring my dog with me.
59	Better Amtrak Thruway and other bus connections
60	Upgraded cars; wifi doesn't work, some smell bad

Passenger Rail Use Screens

Question 5: What improvements would encourage you to use Amtrak more often? If “Other,” please specify:

#	Responses
61	long term parking
62	Day trip possible from Altoona/Johnstown to Pgh
63	More destinations served
64	Amtrak control of track instead of freight
65	train service to Bangor ME
66	Trains to philly suburbs for commuters

Passenger Rail Use Screens

Question 6: Have you used SEPTA commuter rail service in the past year and how often?

Have you used SEPTA commuter rail service in the past year and how often?

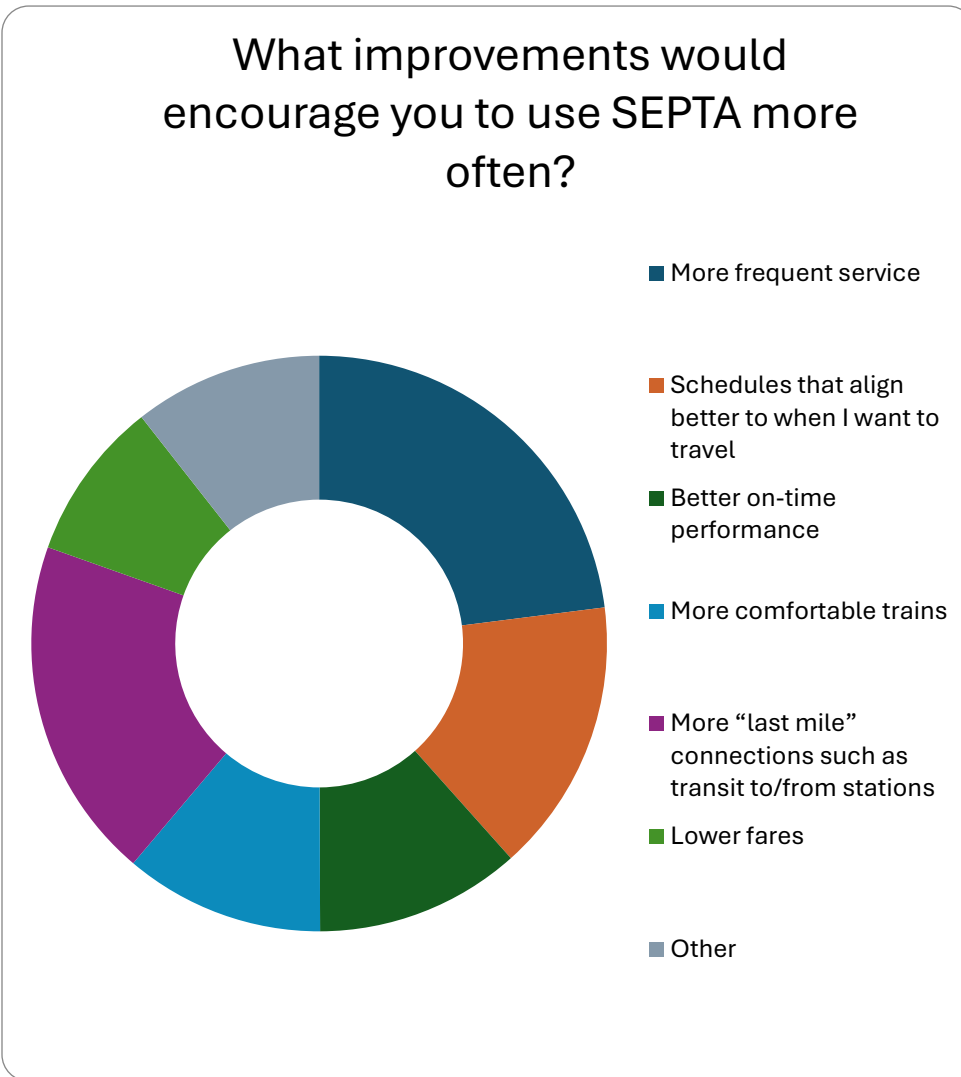


Answer Choices	Responses	
Didn't use SEPTA	59%	440
1-10 times	28%	206
11 or more times	13%	97
Total Responses: 743		

Passenger Rail Use Screens

Question 7: What improvements would encourage you to use SEPTA more often?

What improvements would encourage you to use SEPTA more often?



Answer Choices	Responses	
	Percentage	Count
More frequent service	23%	215
Schedules that align better to when I want to travel	15%	144
Better on-time performance	12%	108
More comfortable trains	11%	105
More "last mile" connections such as transit to/from stations	19%	180
Lower fares	9%	84
Other	11%	99
Total Responses: 935		

Passenger Rail Use Screens

Question 7: What improvements would encourage you to use SEPTA more often? If “Other,” please specify:

(Survey participants were given the option to add their own reason):

#	Responses
1	I haven't needed the service often and am intimidated to try using it the first time
2	didn't use
3	I don't use SEPTA
4	Get board members who have more of a stake in transit service
5	Safer train maintenance and emergency response plans, especially hazmat. Workers and community protection
6	Prohibiting people from smoking, drinking, and injecting drugs
7	I live outside SEPTA service area
8	24 hrs
9	Provide service near Quakertown
10	No SEPTA where I live, semi-rural Clinton County, PA
11	24/7 service to and from the suburbs
12	Not sure about SEPTA but used rail when lived on Long Island in NYC.
13	Please consider expanding trolley services around W philadelphia. I believe that some of the issue related to reliability of the 10 is because there are not other supplemental trolleys to take on the passenger load during peak hours.
14	Reason why I didn't use SEPTA: it's not offered where I live.
15	Service Expansions to new destinations
16	If I lived in Philly but I don't . I live in State College
17	The nearest SEPTA station is like 6 hours away
18	Clearer instructions for transferring from Amtrak service
19	Cleaner stations in Philadelphia

Passenger Rail Use Screens

Question 7: What improvements would encourage you to use SEPTA more often? If “Other,” please specify:

#	Responses
20	more destinations
21	Safer and cleaner conditions
22	Better signage to trains and connection areas
23	Station in Lancaster
24	Cleaner trains
25	Better quality policing and control of disgruntled riders
26	Extend services to Parkesburg and at glen and eventually to Kennett square and Oxford
27	More frequent "express" routes.
28	Additional stops in my end destinations (e.g., West Chester)
29	Connection to Lancaster
30	Trains going to the Philly airport need more and better storage space for luggage.
31	The airport train needs to be more frequent, especially on the weekends
32	Toilets on board are necessary
33	leave it in the cities, I don't want it anywhere near me and I don't want to pay for it to be here or in the cities!
34	More frequency to/from PHL and frequency that aligns better with PA Amtrak service and transfer times
35	Better York, Harrisburg, Philly options
36	Be on time
37	I used septa to get into Philadelphia in the past. It would be nice if it came out to Lancaster
38	I occasionally will use SEPTA when I visit Philadelphia PA
39	environment

Passenger Rail Use Screens

Question 7: What improvements would encourage you to use SEPTA more often? If “Other,” please specify:

#	Responses
40	No issues. Only use when visiting Philly
41	I don't live near SEPTA territory
42	Safer & cleaner trains
43	I don't live near Philly
44	Closer to Lancaster County
45	I use SEPTA infrequent these days! Because I am now retired; Do not visit that area as I once had too!
46	closer to where i live and safer locations
47	No problem with Septa. Amtrack needs to step up their service.
48	train station closer to Allentown. If it were closer i would use more often
49	Noise reduction. Quiet zone planning.
50	SEPTA rail station closer to me. Current options are Paoli or Norristown
51	Cleaner, safer trains
52	Any and all expansions to service area.
53	Add more cars to popular lines
54	More SEPTA police presence
55	restore coverage to allentown, reading, and beyond to make a convenient travel option across south east PA (generously Harrisburg-Allentown-Philly area)
56	Cramming everyone into a few cars unnecessarily forces ppl w disabilities to stand!!! Open available cars! CHE line from Jefferson Station is ALWAYS late.
57	New lines/line extensions
58	Trains closer to where I live
59	If Septa reached out to the Lancaster area, I would use it frequently

Passenger Rail Use Screens

Question 7: What improvements would encourage you to use SEPTA more often? If “Other,” please specify:

#	Responses
60	Rebuild more stations with high level platforms for better accessibility and faster boarding. Better frequencies, with trains every 10-15 minutes. Expanded services are possible too. at peak times and every 20-30 minutes off-peak should be pursued.
61	Restore services that were lost in the 70s and 80s, Replacing the 50-year-old trains used, frequencies improvements (every 10-15 minutes at peak, 20-30 minutes off peak), high level platforms at all stations for accessibility and faster dwell times.
62	cleanliness; connections between SEPTA and Regional Rail very confusing
63	SEPTA TO TAKE OVER THE HARRISBURG LINE...SEPTA FAR SUPERIOR TO AMTRAK IN ALL ASPECTS
64	SEPTA is not in my area
65	SEPTA needs to institute Reimagining Regional Rail and remake regional rail as a more metro style service with shorter headways and fares closer to SEPTA Metro routes. PennDOT should support them with addition planning help to move projects along
66	More destinations
67	Better stations
68	SAFER, cleaner, — take a train in London a few times and go back to your job and evaluate.
69	Better schedule integration with busses that serve SEPTA stations
70	Connect SEPTA to the Lehigh Valley
71	Integrated fare with subway/bus/trolley
72	Need more morning trains TO Trenton
73	Nothing else took me near my destination
74	Access to more of the Greater Philadelphia area (further west)
75	no need
76	Improved Safety / Feeling Safer while riding SEPTA

Passenger Rail Use Screens

Question 7: What improvements would encourage you to use SEPTA more often? If “Other,” please specify:

#	Responses
77	more service! its ridiculous that manyaunk trains are two hours apart on weekends.
78	Don't use Septa
79	Stations with doors that aren't LOCKED CONSTANTLY
80	Closest station is 60 minutes drive away
81	Easier access for first-time users for ticket purchase
82	I have not visited southeastern PA in the past year
83	Better nighttime/early morning service
84	Stable State Funding for operations
85	Too far from home to use
86	live nowhere near Philly
87	Don't live in Eastern PA
88	Faster speeds
89	I have no idea what septa is..I live in Washington county
90	More frequent PHL airport service
91	More bicycle storage facilities in rail cars.
92	Maximize electrification
93	More service where people are going and less service where they aren't
94	Service near ne
95	3 seats per side is too tight.

Passenger Rail Use Screens

Question 7: What improvements would encourage you to use SEPTA more often? If “Other,” please specify:

#	Responses
96	Improve W. Trenton, NJ station (reopen & redo waiting room; improve visual characteristics (area is worn out industrial area); make more parking available. For service on the line, add hourly service outbound from Philly between 10 PM & Midnight
97	Only used it when visiting Philly just to ride their transit, so my suggestions for improvement here are limited
98	long term parking
99	Service not very close to us.
100	Available in my area
101	Less reliance on state funding; can't it support itself?
102	I would use SEPTA commuter rail more often if I were in the Philly Metro area more often.
103	better connections to other lines
104	Never used it
105	Have never used it
106	Safety is most important. Don't feel safe, especially in the evening
107	I reside in NEPA Septa and Amtrak not part of my world
108	more express trains
109	I don't live in the SEPTA area
110	Only 1 time - very good experience
111	More connections to smaller towns and cities
112	West Chester Metro
113	Cleaner stations and enforcement of no smoking on trains
114	Expansion of subways

Passenger Rail Use Screens

Question 7: What improvements would encourage you to use SEPTA more often? If “Other,” please specify:

#	Responses
115	Closer service
116	We were using septa to explore Philadelphia one day.
117	Late night service

Passenger Rail Use Screens

Respondents were given the option to leave general comments on the passenger rail screen. General comments from the passenger rail screen are as follows:

#	Responses
1	There is a reason people live in the country; they don't like what a city has to offer. SO PLEASE leave the public transit in the cities. We don't want the area to be more accessible, that's why we are here. Listen to the people, the residents, the homeowners, and stop listening to the handful of developers and business organizations that just want to profit off our land.
2	I used Amtrak to travel Erie-New-Haven-Boston-Erie, pre-pandemic. I'd considered using the new Pittsburgh-Miami service, but the fares seemed high; will answer these with the pre-pandemic trip in mind. (I have never lived in Philadelphia, so SEPTA service isn't on my radar. Sorry.)
3	The ability to take a train from Pittsburgh anywhere is so limited. Expansion of service would encourage more people to take the train as opposed to cars. This would also help with emission mitigation and help get cars off the roads. Maybe the state should invest more in alternative transportation instead of endlessly investing in roads. It is also worth mentioning that the city and small communities cannot handle more cars and parking.

Rating Rail Screens – Quality of Life

Pennsylvania State Rail Plan Survey More at: <https://advancingparail.com/pennsylvania-state-rail-plan/>

1 WELCOME 2 PASSENGER RAIL USE 3 **Rate These Statements About Rail** 4 RECOMMEND RAIL IMPROVEMENTS 5 WRAP UP

Please give your input on the following statements.

Quality of Life ○○○○	Quality of Life Please rate ways that rail can enhance quality of life in Pennsylvania. <i>(Higher rating = higher impact on quality of life, lower rating = lower impact on quality of life)</i>
Future Needs ○○○○	Reduce highway use and associated congestion ★★★★★
Safety Concerns ○○○○○	Support land development patterns that are less dependent on highway transportation ★★★★★
Energy Efficiency ○○○○	Help economic development by supporting freight rail shippers and attracting freight rail dependent businesses ★★★★★
Other Concerns ○○○○	Help economic development by connecting workers with employment and work opportunities ★★★★★

Rating Rail Screens – Future Needs

Pennsylvania State Rail Plan Survey More at: <https://advancingparail.com/pennsylvania-state-rail-plan/>

2 PASSENGER RAIL USE 3 Rate These Statements About Rail 4 5

Please give your input on the following statements.

Quality of Life ○○○○	Future Needs Please rate the ways that Pennsylvania can build for future rail needs. <i>(Higher rating = higher benefit for future rail needs, lower rating = lower benefit for future rail needs)</i>
Future Needs ○○○○	Provide sufficient capacity for future freight and passenger rail traffic ★★★★★
Safety Concerns ○○○○○	Ensure that passenger and freight rail operations can both grow, without limiting the other ★★★★★
Energy Efficiency ○○○○	Improve rail access to Pennsylvania's ports and waterways ★★★★★
Other Concerns ○○○○	Improve rail access to Pennsylvania's airports ★★★★★

RECOMMEND RAIL IMPROVEMENTS WRAP UP

Rating Rail Screens – Safety Concerns

Pennsylvania State Rail Plan Survey More at: <https://advancingparail.com/pennsylvania-state-rail-plan/>

2 PASSENGER RAIL USE

3 **Rate These Statements About Rail**
Please give your input on the following statements.

4 RECOMMEND RAIL IMPROVEMENTS

5 WRAP UP

Quality of Life	Safety Concerns Please rate the rail safety concerns in your community? <i>(Higher rating = more concern, lower rating = less concern)</i>
Future Needs	Safety at roadway and rail line crossings (highway-rail grade crossings) ★★★★★
Safety Concerns	Trespassing on rail property ★★★★★
Energy Efficiency	Movement of hazardous materials through the community ★★★★★
Other Concerns	Security of passengers at stations and on trains ★★★★★
	Ability of emergency vehicles to cross occupied highway-rail grade crossings ★★★★★

Rating Rail Screens – Energy Efficiency

Pennsylvania State Rail Plan Survey More at: <https://advancingparail.com/pennsylvania-state-rail-plan/>

3 **Rate These Statements About Rail** i | | >>
Please give your input on the following statements.

2 **WELCOME**
PASSENGER RAIL USE

3 **RATING RAIL IMPACTS**

Quality of Life ○○○○	Energy Efficiency Please rate the ways that Pennsylvania can support energy efficiency and environmental sustainability in the rail system. <i>(High rating = high impact, low rating = low impact)</i>
Future Needs ○○○○	Transporting more people and goods by rail, which consumes less energy compared to highway transportation ★★★★★
Safety Concerns ○○○○○	Improving the energy efficiency of rail services ★★★★★
Energy Efficiency ○○○○	Investigating and responding to climate-related risks to the rail system, bolstering the resiliency of the rail system accordingly ★★★★★
Other Concerns ○○○○	Encourage property development near train stations, so that people take trains, walk/bicycle instead of driving alone in automobiles. ★★★★★

4 **RECOMMEND RAIL IMPROVEMENTS**
5 **WRAP UP**

Rating Rail Screens – Other Concerns

Pennsylvania State Rail Plan Survey More at: <https://advancingparail.com/pennsylvania-state-rail-plan/>

2 PASSENGER RAIL USE 3 Rate These Statements About Rail 4 5

WELCOME RATING RAIL IMPACTS RECOMMEND RAIL IMPROVEMENTS WRAP UP

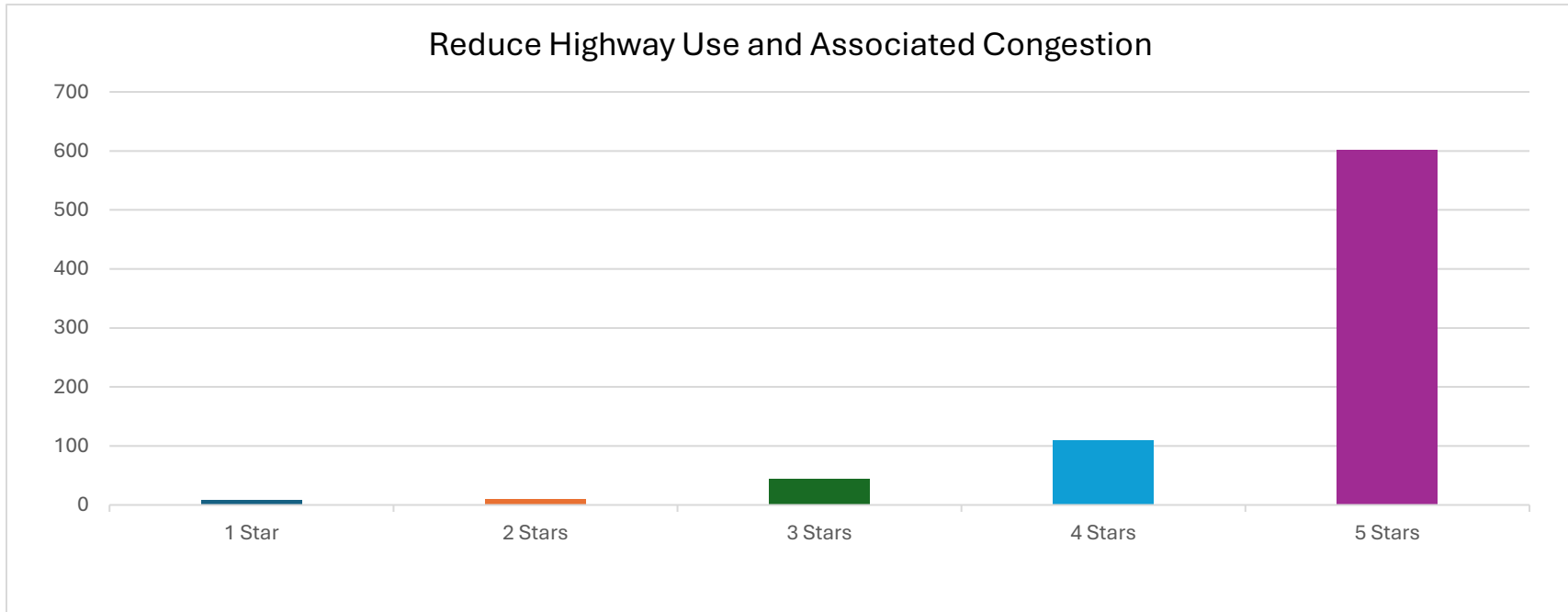
Please give your input on the following statements.

Quality of Life ○○○○	Other Concerns Please rate other concerns in your community. <i>(High rating = most concerning, low rating = least concerning)</i>
Future Needs ○○○○	Blocked public crossings for extended periods of time ★ ★ ★ ★ ★
Safety Concerns ○○○○○	Low rail overpasses or rail overpasses in poor condition ★ ★ ★ ★ ★
Energy Efficiency ○○○○	Train noise ★ ★ ★ ★ ★
Other Concerns ○○○○	Train noise and/or emissions disproportionately impact low income communities ★ ★ ★ ★ ★

➔

Rating Rail Screens – Quality of Life

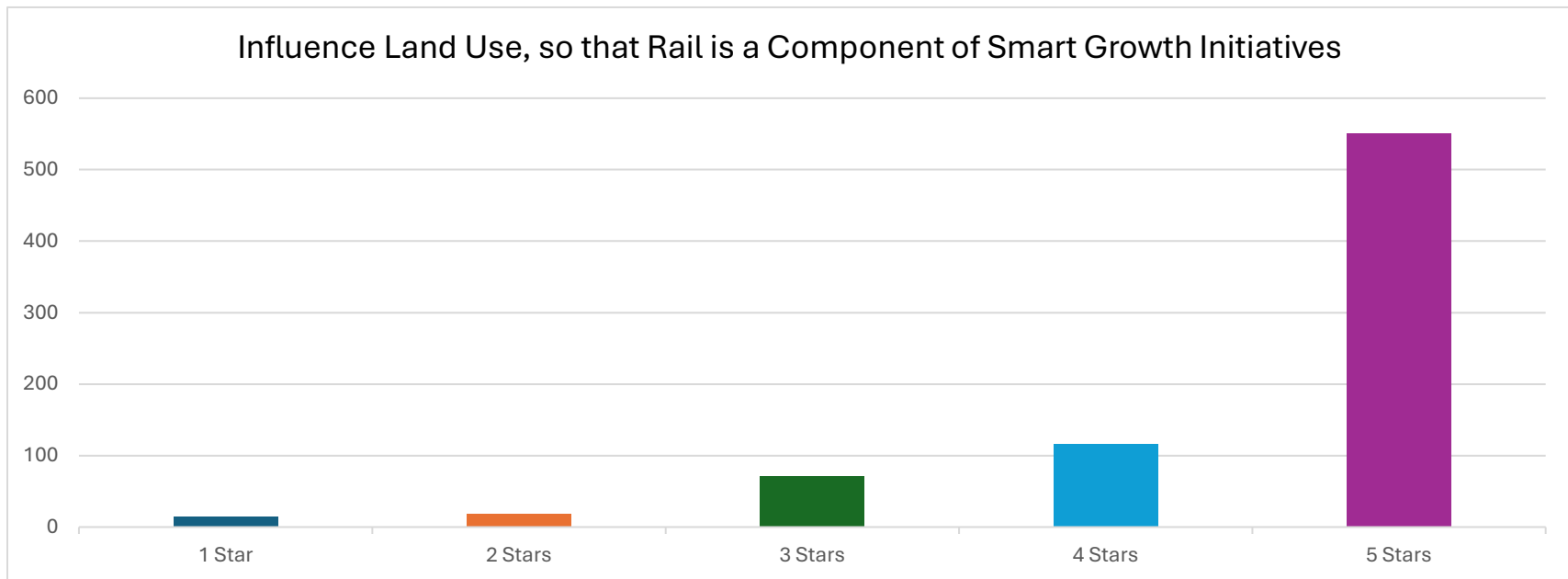
Rating Rail Screen 1: Please rate ways that rail can enhance quality of life in Pennsylvania. (Higher rating = higher impact, lower rating = lower impact on quality of life)



Rating Choices	Responses	
1 Star ★☆☆☆☆	1%	8
2 Stars ★★☆☆☆	1%	10
3 Stars ★★★☆☆	6%	45
4 Stars ★★★★☆	14%	110
5 Stars ★★★★★	78%	602
Total Responses: 775		

Rating Rail Screens – Quality of Life

Rating Rail Screen 1: Please rate ways that rail can enhance quality of life in Pennsylvania. (Higher rating = higher impact, lower rating = lower impact on quality of life)



Rating Choices	Responses	
1 Star ★☆☆☆☆	2%	15
2 Stars ★★☆☆☆	3%	19
3 Stars ★★★☆☆	9%	71
4 Stars ★★★★☆	15%	116
5 Stars ★★★★★	71%	551
Total Responses: 772		

Rating Rail Screens – Quality of Life

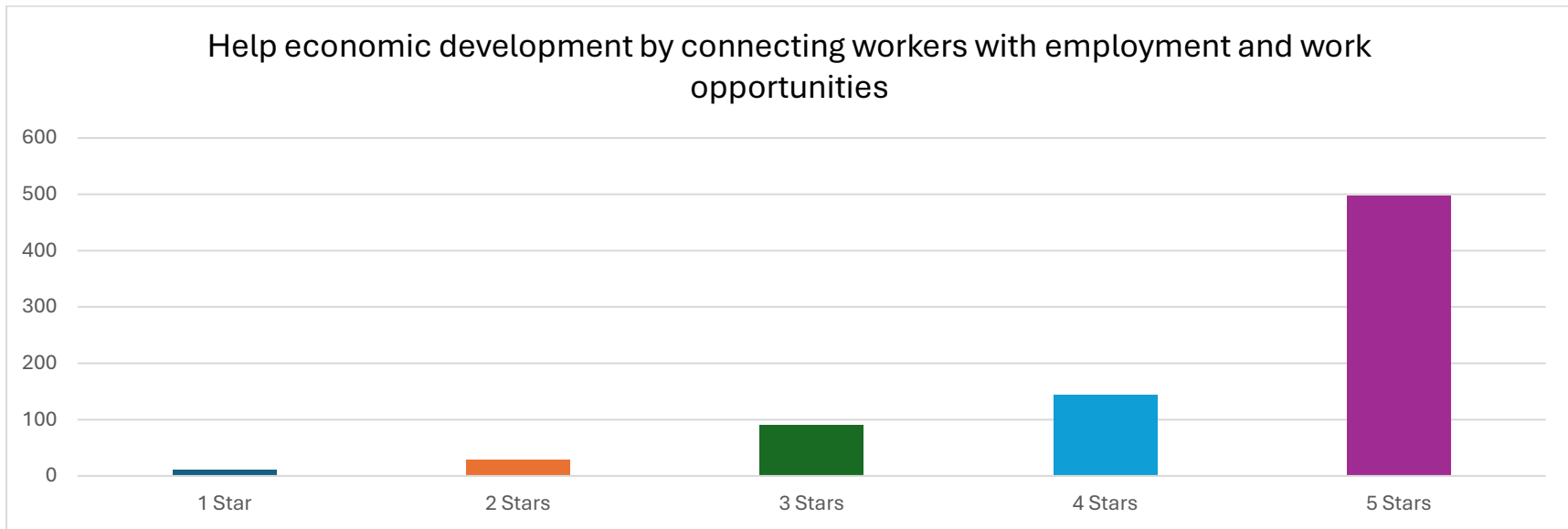
Rating Rail Screen 1: Please rate ways that rail can enhance quality of life in Pennsylvania (Higher rating = higher impact, lower rating = lower impact on quality of life)



Rating Choices	Responses	
1 Star ★☆☆☆☆	5%	39
2 Stars ★★☆☆☆	8%	64
3 Stars ★★★☆☆	22%	165
4 Stars ★★★★☆	20%	155
5 Stars ★★★★★	45%	344
Total Responses: 767		

Rating Rail Screens – Quality of Life

Rating Rail Screen 1: Please rate ways that rail can enhance quality of life in Pennsylvania (Higher rating = higher impact, lower rating = lower impact on quality of life)



Rating Choices	Responses	
1 Star ★☆☆☆☆	1%	10
2 Stars ★★☆☆☆	4%	28
3 Stars ★★★☆☆	11%	90
4 Stars ★★★★☆	19%	143
5 Stars ★★★★★	65%	498
Total Responses: 769		

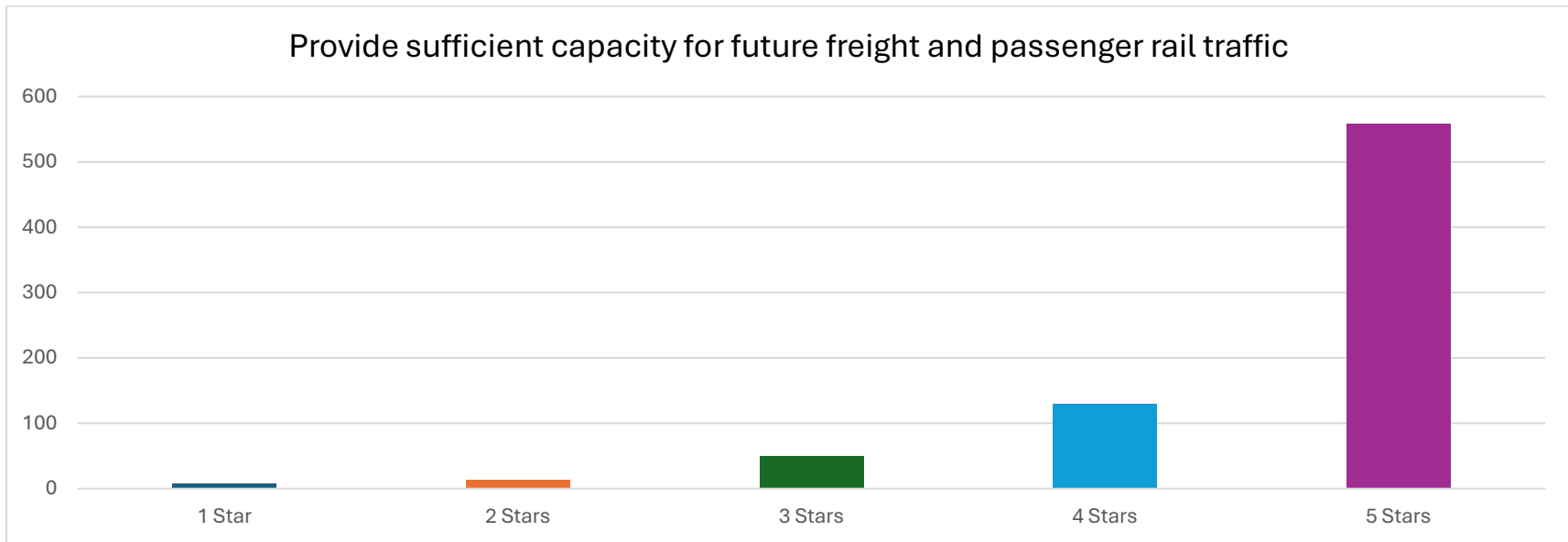
Rating Rail Screens – Quality of Life

Comments regarding Rating Rail Screen 1: Please rate ways that rail can enhance quality of life in Pennsylvania.

#	Responses
1	The quality of life for people served by the passenger rail service is hugely negative. it will bring in more people to an area that currently doesn't want them and has no infrastructure to care for them. It will force the current residents to have to move and negatively impact the majority of the current residents. You may bring in new people that love it, but at the expense of all the existing people.
2	Connect employees to jobs
3	How is "Provide a reliable and comfortable mode of transportation" not a Quality of Life option for passenger rail? It is literally the entire purpose of passenger rail (and is the main way it impacts my own life, as I do not have a car). It makes me wonder how many folks involved in this planning effort are actually regular rail users. And how does "Future Needs" not include anything about improving frequency, or improving regional access between cities?
4	Increase access to intercity transportation for people with limited or no access to personal vehicles

Rating Rail Screens – Future Needs

Rating Rail Screen 2: Please rate the ways that Pennsylvania can build for future rail needs. (Higher rating = higher benefit for future rail needs, lower rating = lower benefit for future rail needs)



Rating Choices	Responses	
1 Star ★☆☆☆☆	1%	8
2 Stars ★★☆☆☆	2%	14
3 Stars ★★★☆☆	6%	50
4 Stars ★★★★☆	17%	129
5 Stars ★★★★★	74%	558
Total Responses: 759		

Rating Rail Screens – Future Needs

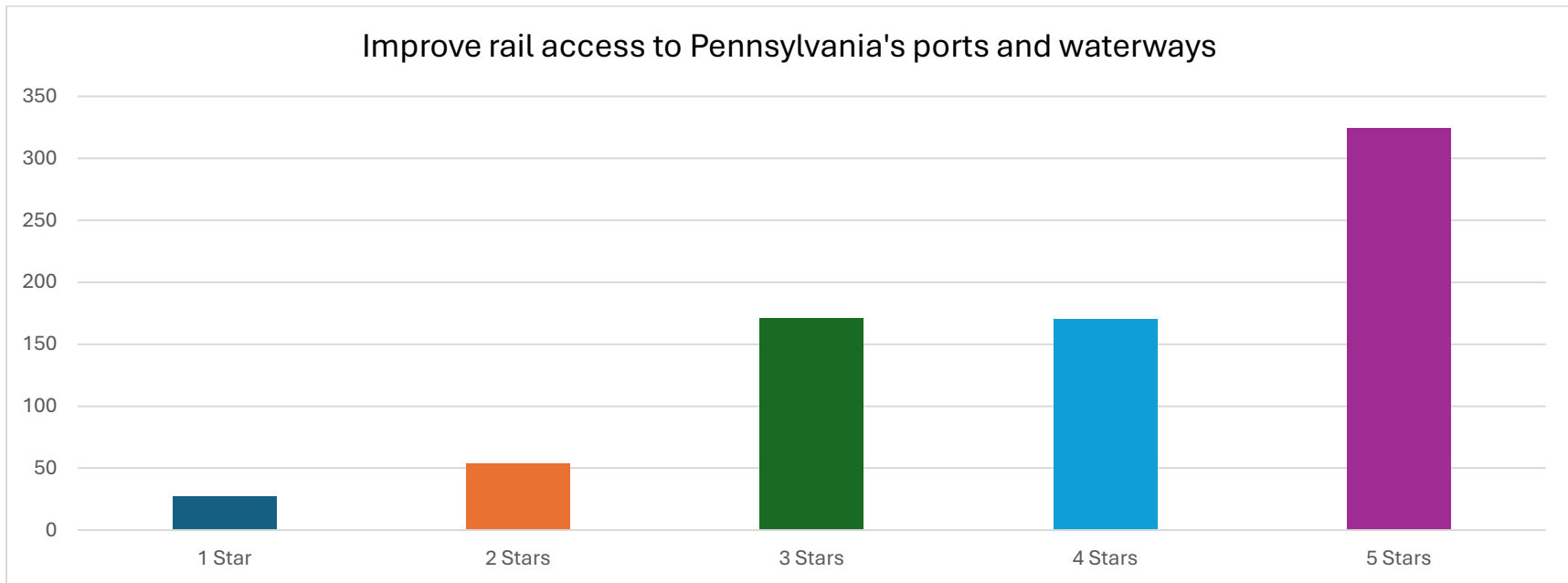
Rating Rail Screen 2: Please rate the ways that Pennsylvania can build for future rail needs. (Higher rating = higher benefit for future rail needs, lower rating = lower benefit for future rail needs)



Rating Choices	Responses	
1 Star ★☆☆☆☆	1%	10
2 Stars ★★☆☆☆	3%	19
3 Stars ★★★☆☆	6%	46
4 Stars ★★★★☆	19%	143
5 Stars ★★★★★	71%	537
Total Responses: 755		

Rating Rail Screens – Future Needs

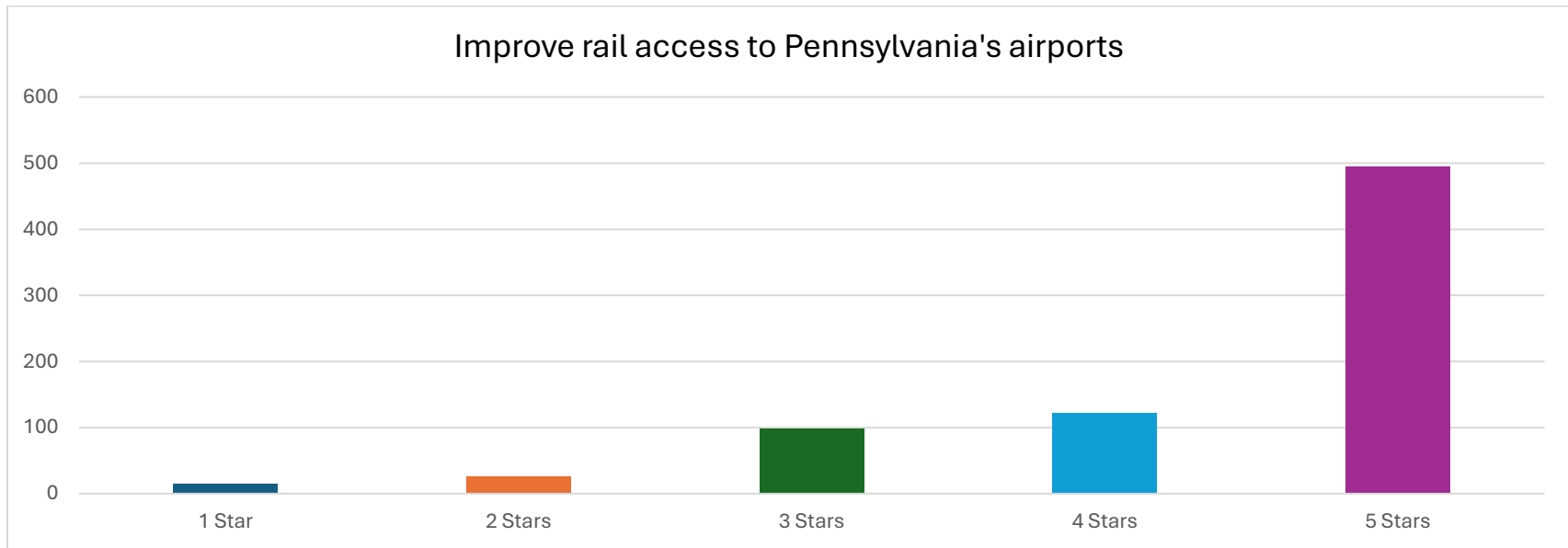
Rating Rail Screen 2: Please rate the ways that Pennsylvania can build for future rail needs. (Higher rating = higher benefit for future rail needs, lower rating = lower benefit for future rail needs)



Rating Choices	Responses	
1 Star ★☆☆☆☆	4%	27
2 Stars ★★☆☆☆	7%	54
3 Stars ★★★☆☆	23%	171
4 Stars ★★★★☆	23%	170
5 Stars ★★★★★	43%	324
Total Responses: 746		

Rating Rail Screens – Future Needs

Rating Rail Screen 2: Please rate the ways that Pennsylvania can build for future rail needs. (Higher rating = higher benefit for future rail needs, lower rating = lower benefit for future rail needs)



Rating Choices	Responses	
1 Star ★☆☆☆☆	2%	14
2 Stars ★★☆☆☆	3%	26
3 Stars ★★★☆☆	13%	98
4 Stars ★★★★☆	16%	121
5 Stars ★★★★★	66%	494
Total Responses: 753		

Rating Rail Screens – Future Needs

Comments regarding Rating Rail Screen 2: Please rate the ways that Pennsylvania can build for future rail needs.

#	Responses
1	Please enact safety standards that require freight rail shippers to follow enhanced safety protocols. What happened in E Palestine Ohio could easily have been Downtown Pittsburgh.
2	Increased electrification of rail could help with emissions; use a hybrid system of overhead wires for power for clear stretches and just use on-board batteries for low clearance areas like tunnels, underpasses/bridges
3	A real no-brainer: make a stop along the existing rail at Harrisburg airport. The train literally passes feet from airport but there's no way to get off or on. Don't even need a fancy station, just a platform to exit/enter the train.
4	One huge way to help with rail trespassing is trails. A lot of people trespass on the corridors because of late of access or they are using them for their relatively flat and scenic routes. Encouraging more rail with trail would drastically help with the trespassing issues as well as providing people a safe way to navigate the corridors that is not on the tracks. rail service would allow for more land to be developed as revenue generating and create jobs, not parking.
5	As a retired railroader I know more than the average person about how efficient a train is. I've ridden passenger trains many times and seen how that service has been in decline. It's past time for improvement and I hope that happens before I die.

Rating Rail Screens – Safety Concerns

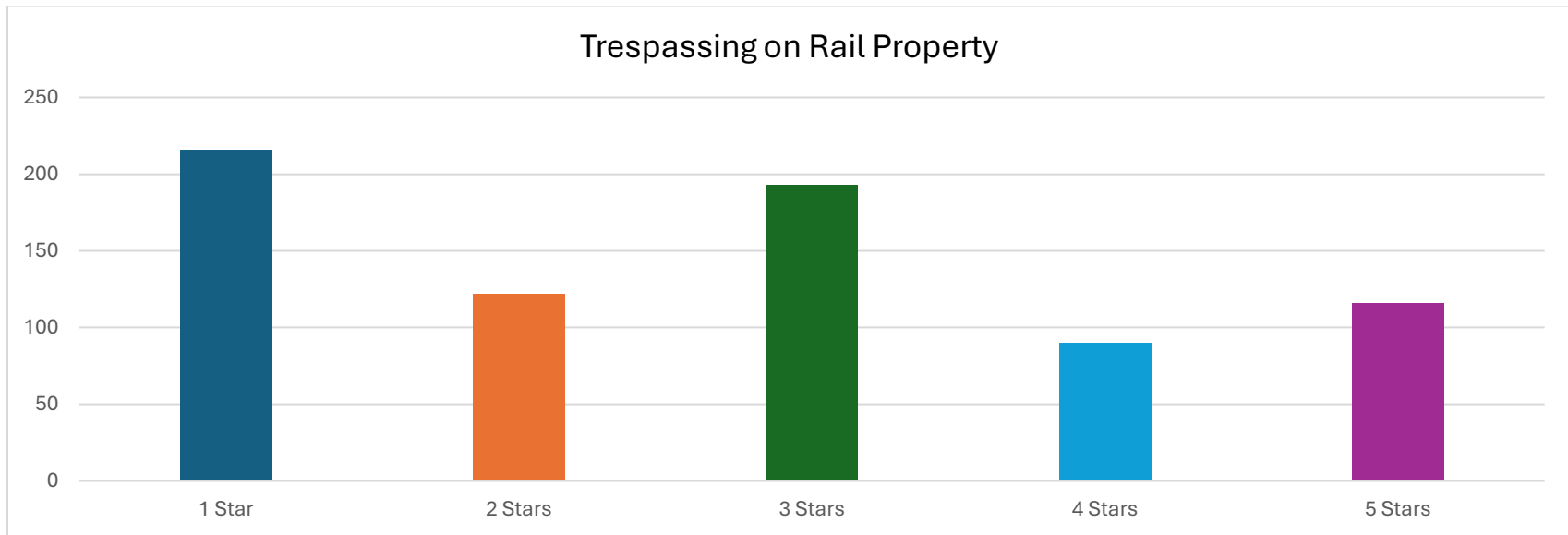
Rating Rail Screen 3: Please rate the rail safety concerns in your community. (Higher rating = more concern, lower rating = less concern)



Rating Choices	Responses	
1 Star ★☆☆☆☆	13%	95
2 Stars ★★☆☆☆	12%	86
3 Stars ★★★☆☆	22%	166
4 Stars ★★★★☆	17%	130
5 Stars ★★★★★	36%	272
Total Responses: 749		

Rating Rail Screens – Safety Concerns

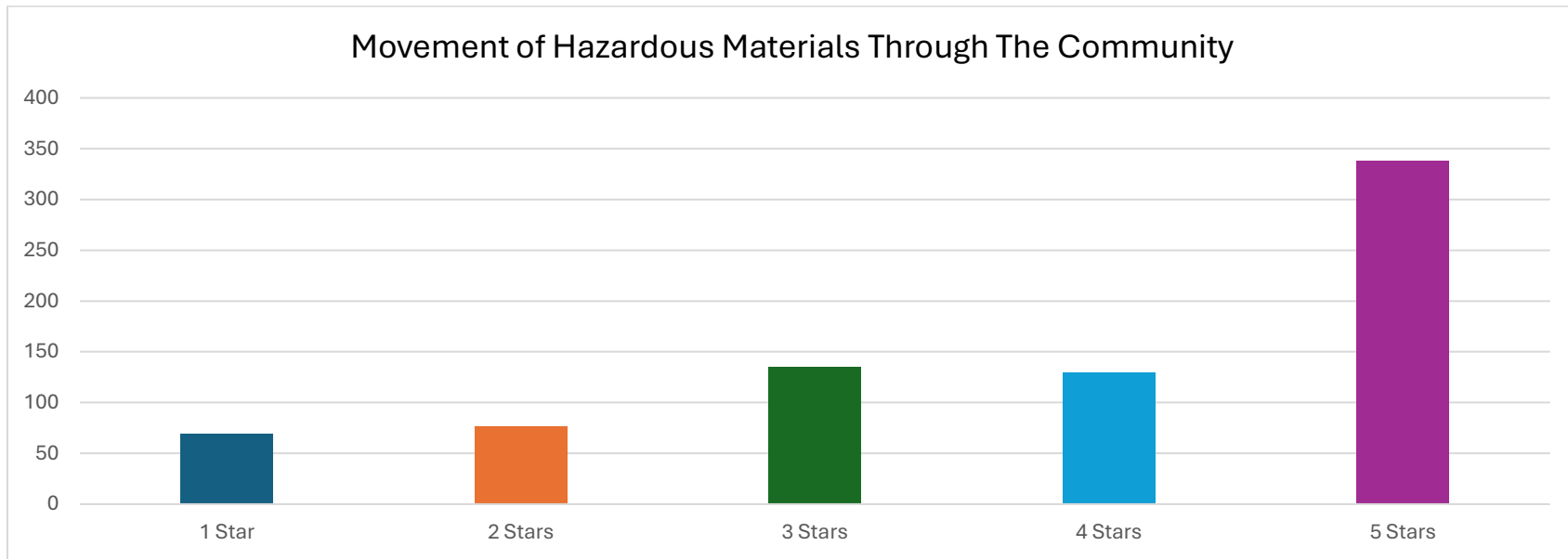
Rating Rail Screen 3: Please rate the rail safety concerns in your community. (Higher rating = more concern, lower rating = less concern)



Rating Choices	Responses	
1 Star ★☆☆☆☆	29%	216
2 Stars ★★☆☆☆	17%	122
3 Stars ★★★☆☆	26%	193
4 Stars ★★★★☆	12%	90
5 Stars ★★★★★	16%	116
Total Responses: 737		

Rating Rail Screens – Safety Concerns

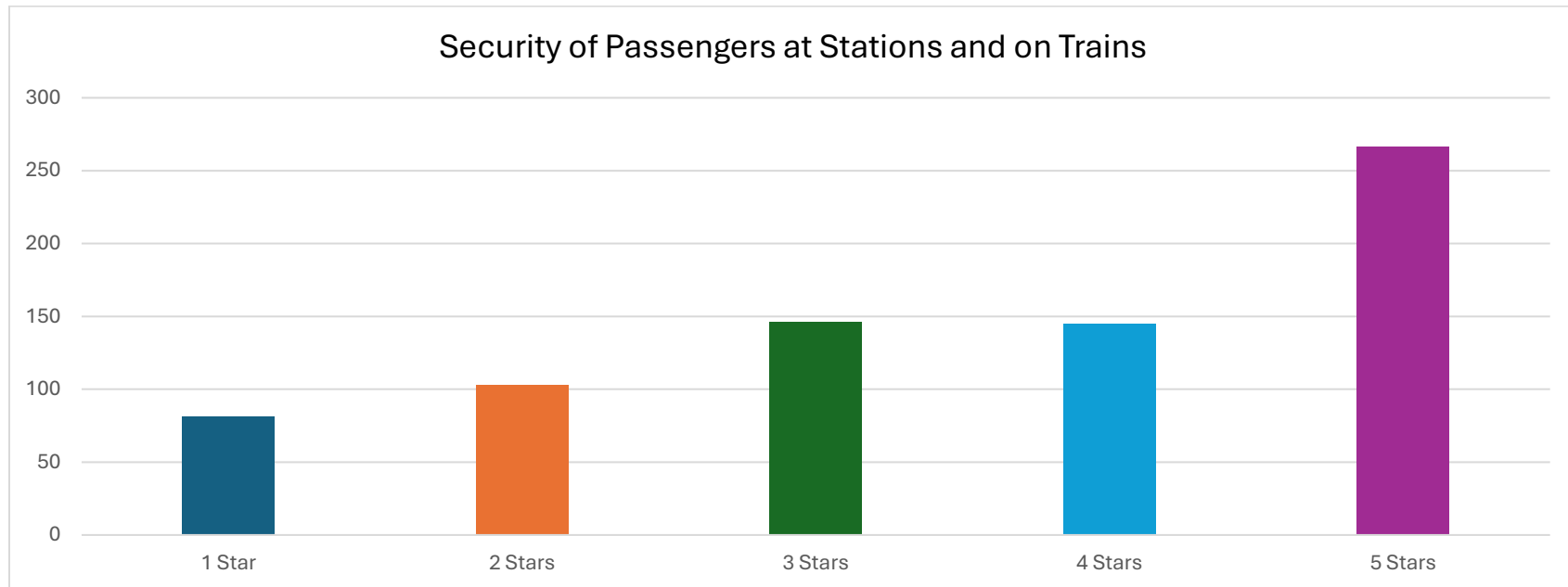
Rating Rail Screen 3: Please rate the rail safety concerns in your community. (Higher rating = more concern, lower rating = less concern)



Rating Choices	Responses	
1 Star ★☆☆☆☆	9%	69
2 Stars ★★☆☆☆	10%	76
3 Stars ★★★☆☆	18%	135
4 Stars ★★★★☆	17%	129
5 Stars ★★★★★	46%	338
Total Responses: 747		

Rating Rail Screens – Safety Concerns

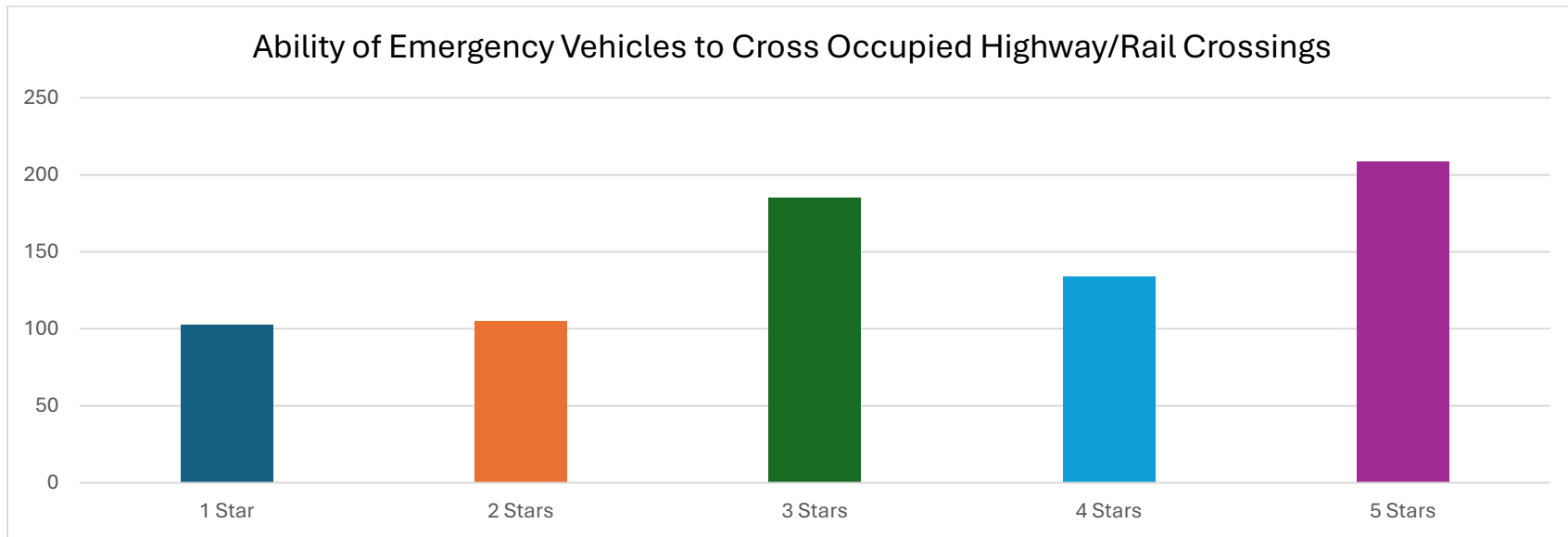
Rating Rail Screen 3: Please rate the rail safety concerns in your community. (Higher rating = more concern, lower rating = less concern)



Rating Choices	Responses	
1 Star ★☆☆☆☆	11%	81
2 Stars ★★☆☆☆	14%	103
3 Stars ★★★☆☆	20%	146
4 Stars ★★★★☆	19%	145
5 Stars ★★★★★	36%	266
Total Responses: 741		

Rating Rail Screens – Safety Concerns

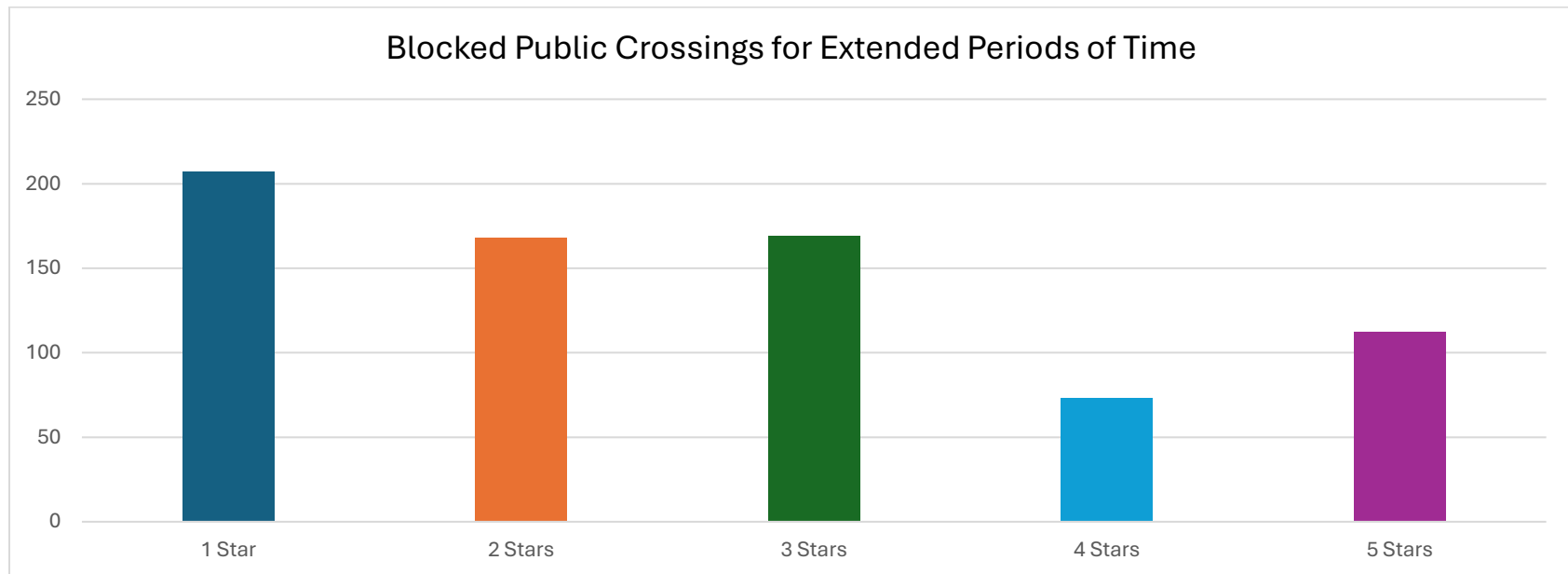
Rating Rail Screen 3: Please rate the rail safety concerns in your community. (Higher rating = more concern, lower rating = less concern)



Rating Choices	Responses	
1 Star ★☆☆☆☆	14%	103
2 Stars ★★☆☆☆	14%	105
3 Stars ★★★☆☆	25%	185
4 Stars ★★★★☆	18%	134
5 Stars ★★★★★	29%	209
Total Responses: 736		

Rating Rail Screens – Safety Concerns

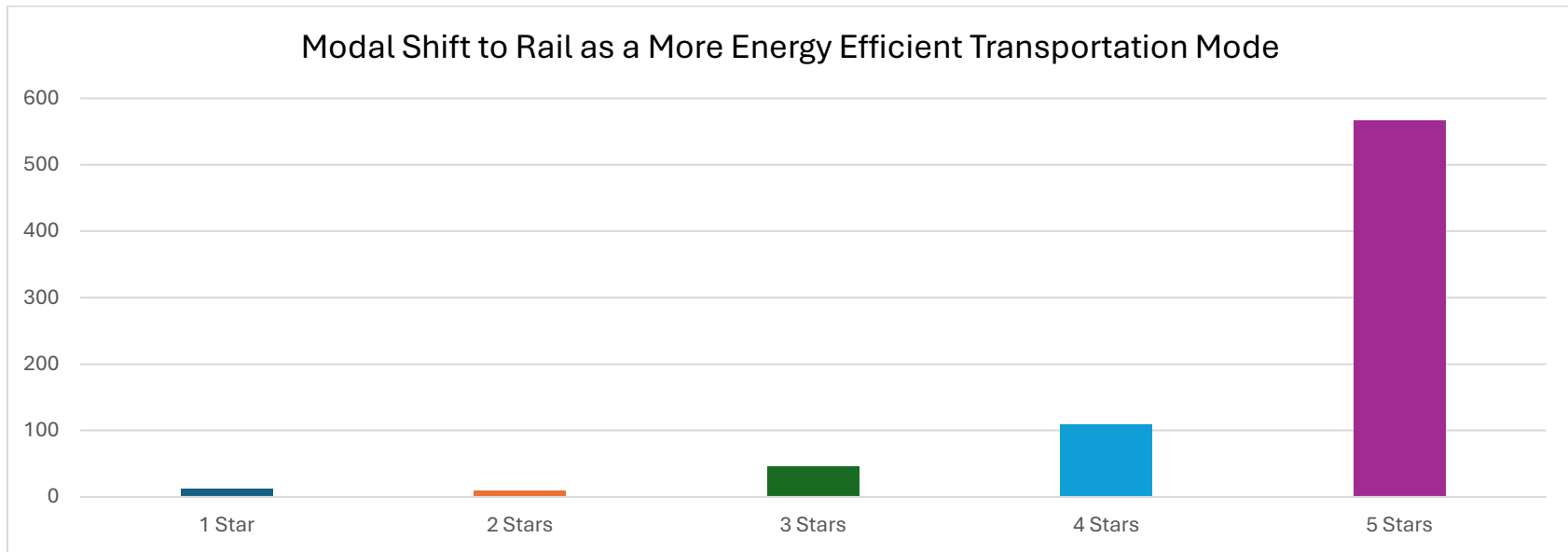
Rating Rail Screen 3: Please rate the rail safety concerns in your community. (Higher rating = more concern, lower rating = less concern)



Rating Choices	Responses	
1 Star ★☆☆☆☆	29%	207
2 Stars ★★☆☆☆	23%	168
3 Stars ★★★☆☆	23%	169
4 Stars ★★★★☆	10%	73
5 Stars ★★★★★	15%	112
Total Responses: 729		

Rating Rail Screens – Energy Efficiency

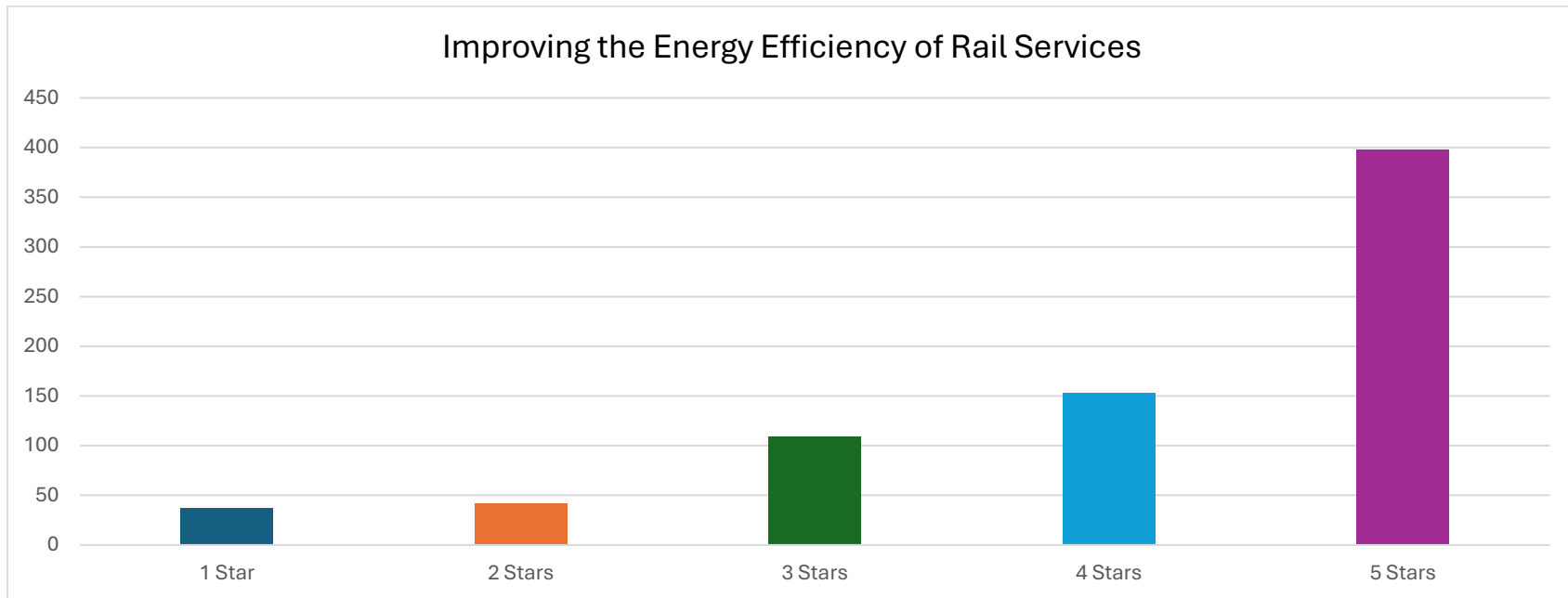
Rating Rail Screen 4: Please rate the ways that Pennsylvania can support energy efficiency and environmental sustainability in the rail system. (High rating = high impact, low rating = low impact)



Rating Choices	Responses	
1 Star ★☆☆☆☆	2%	12
2 Stars ★★☆☆☆	1%	9
3 Stars ★★★☆☆	6%	46
4 Stars ★★★★☆	15%	109
5 Stars ★★★★★	76%	567
Total Responses: 743		

Rating Rail Screens – Energy Efficiency

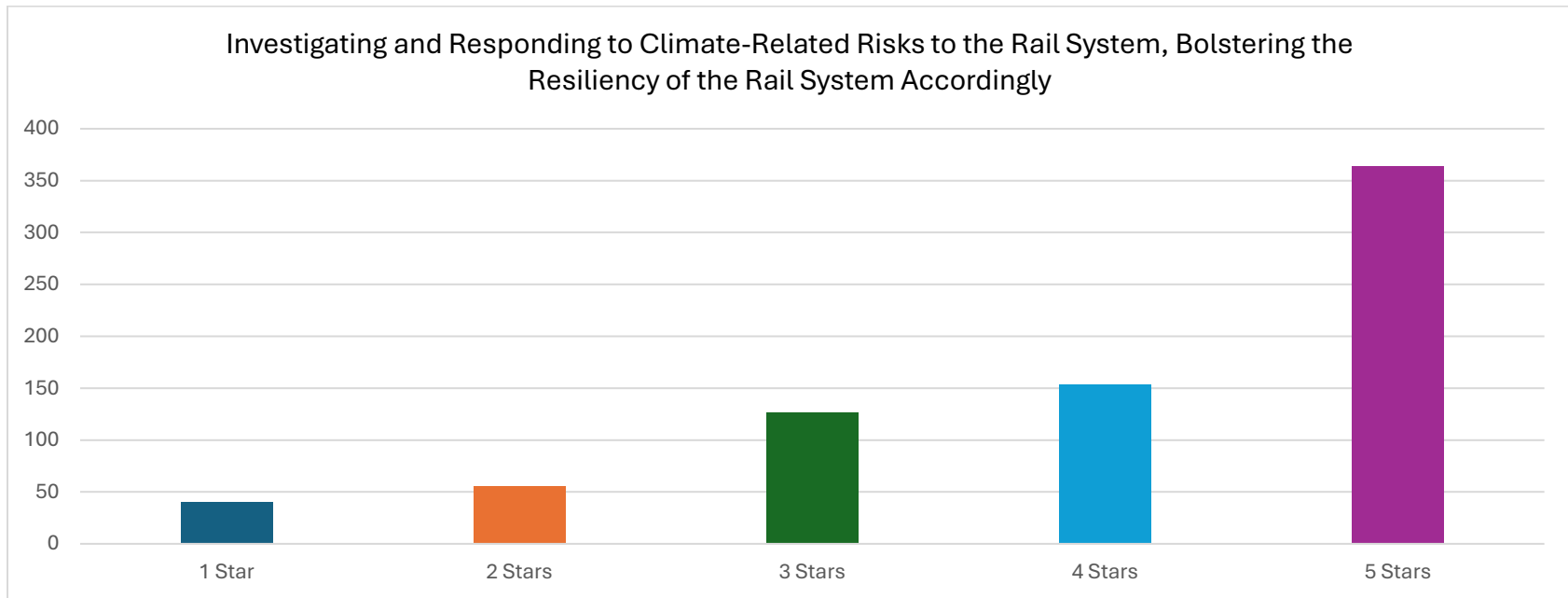
Rating Rail Screen 4: Please rate the ways that Pennsylvania can support energy efficiency and environmental sustainability in the rail system. (High rating = high impact, low rating = low impact)



Rating Choices	Responses	
1 Star ★☆☆☆☆	5%	37
2 Stars ★★☆☆☆	5%	42
3 Stars ★★★☆☆	15%	109
4 Stars ★★★★☆	21%	153
5 Stars ★★★★★	54%	398
Total Responses: 739		

Rating Rail Screens – Energy Efficiency

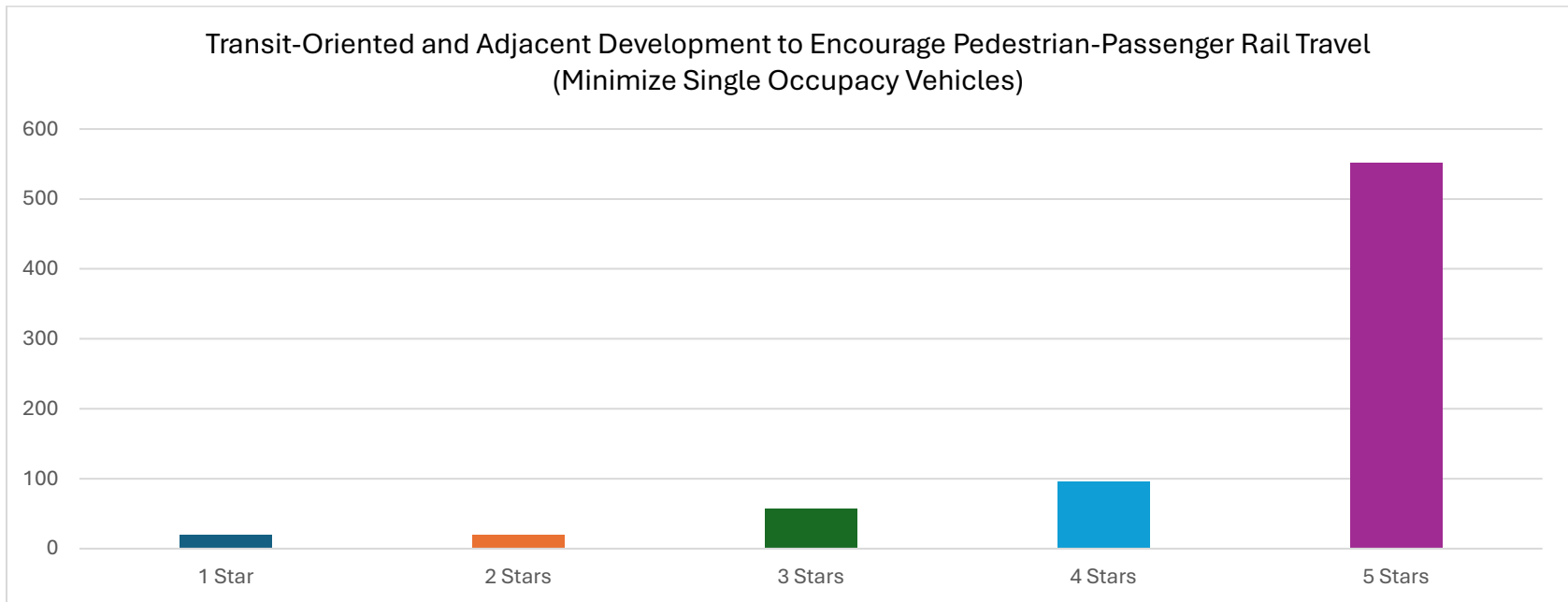
Rating Rail Screen 4: Please rate the ways that Pennsylvania can support energy efficiency and environmental sustainability in the rail system. (High rating = high impact, low rating = low impact)



Rating Choices	Responses	
1 Star ★☆☆☆☆	5%	40
2 Stars ★★☆☆☆	8%	55
3 Stars ★★★☆☆	17%	126
4 Stars ★★★★☆	21%	153
5 Stars ★★★★★	49%	364
Total Responses: 738		

Rating Rail Screens – Energy Efficiency

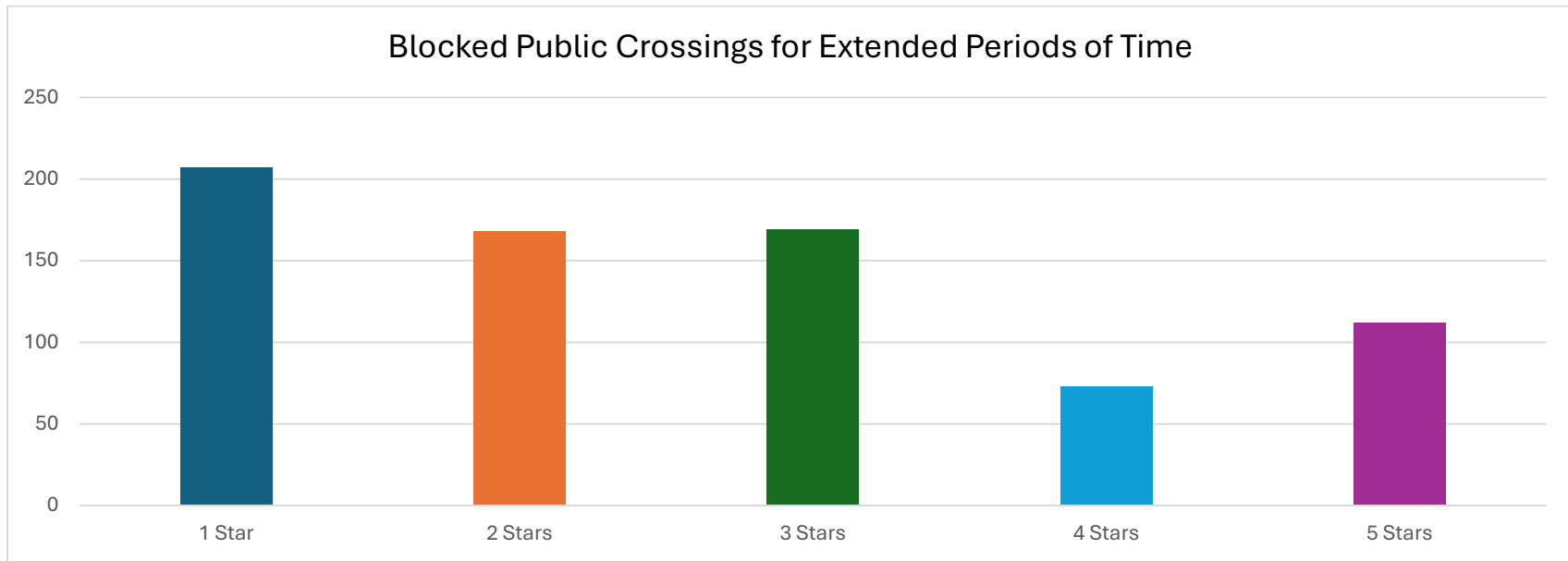
Rating Rail Screen 4: Please rate the ways that Pennsylvania can support energy efficiency and environmental sustainability in the rail system. (High rating = high impact, low rating = low impact)



Rating Choices	Responses	
1 Star ★☆☆☆☆	3%	20
2 Stars ★★☆☆☆	3%	19
3 Stars ★★★☆☆	7%	57
4 Stars ★★★★☆	13%	95
5 Stars ★★★★★	74%	551
Total Responses: 742		

Rating Rail Screens – Other Concerns

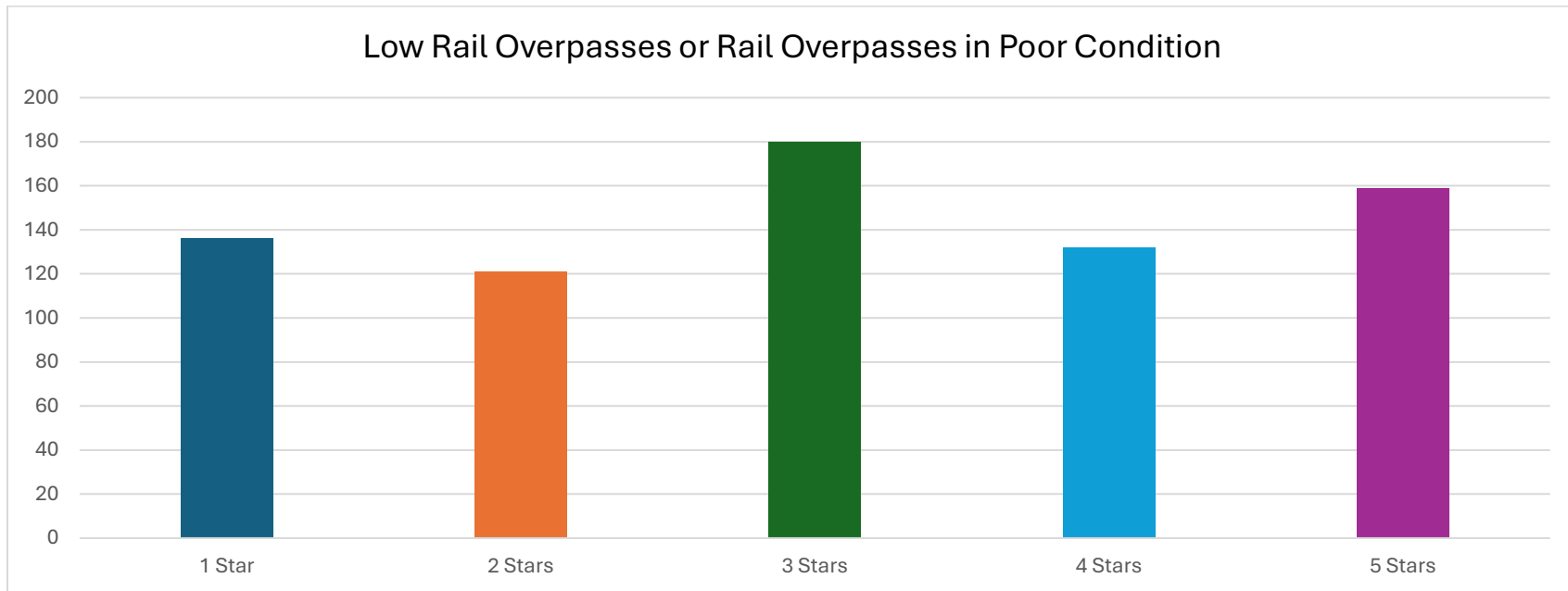
Please rate the concern of blocked public crossings for extended periods of time in your community. (Higher rating = bigger concern, lower rating = lower concern)



Rating Choices	Responses	
1 Star ★☆☆☆☆	29%	207
2 Stars ★★☆☆☆	23%	168
3 Stars ★★★☆☆	23%	169
4 Stars ★★★★☆	10%	73
5 Stars ★★★★★	15%	112
Total Responses: 729		

Rating Rail Screens – Other Concerns

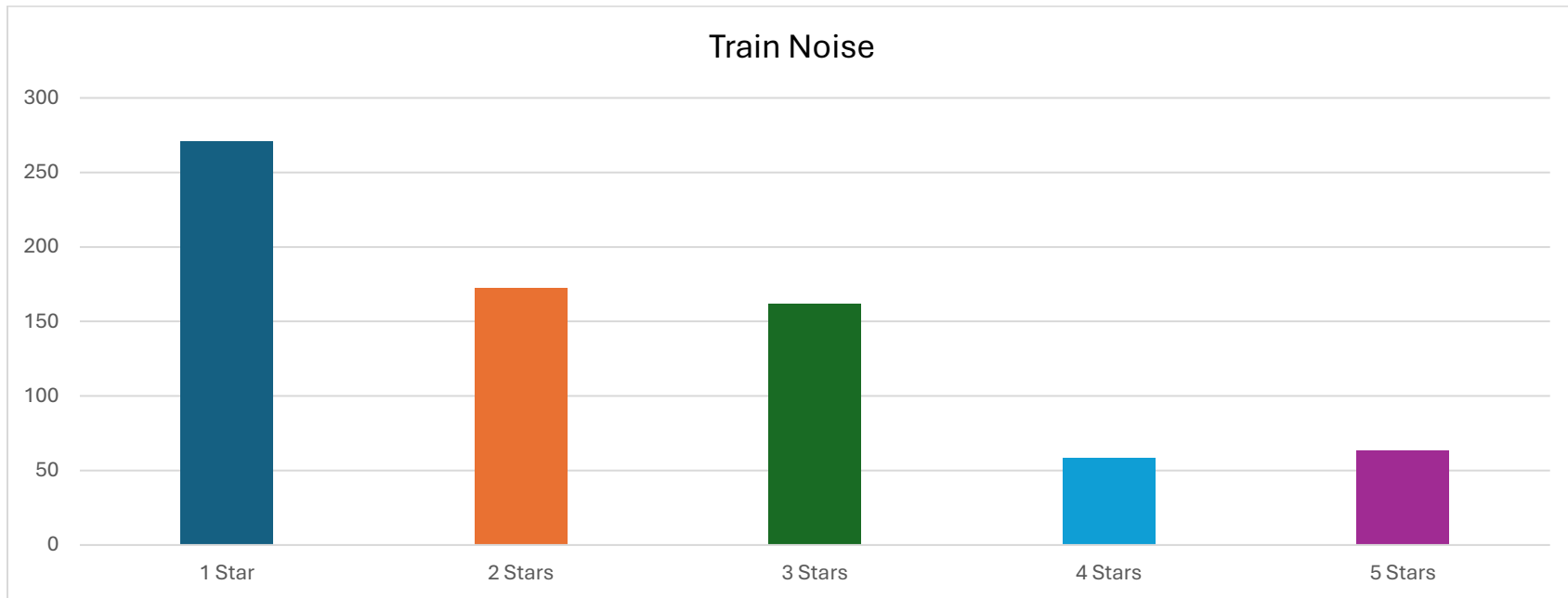
Please rate the concern of low rail overpasses or rail overpasses in poor condition in your community.
 (Higher rating = bigger concern, lower rating = lower concern)



Rating Choices	Responses	
1 Star ★☆☆☆☆	19%	136
2 Stars ★★☆☆☆	17%	121
3 Stars ★★★☆☆	24%	180
4 Stars ★★★★☆	18%	132
5 Stars ★★★★★	22%	159
Total Responses: 728		

Rating Rail Screens – Other Concerns

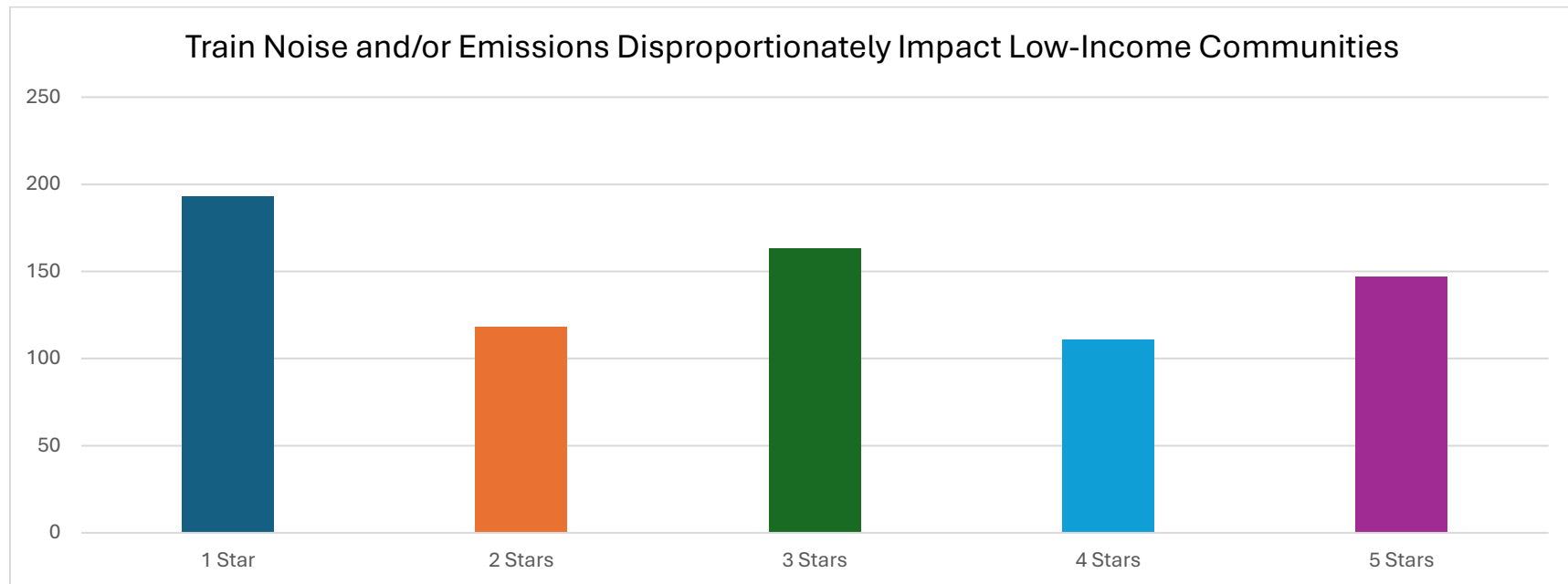
Please rate the concern of train noise in your community. (Higher rating = bigger concern, lower rating = lower concern)



Rating Choices	Responses	
1 Star ★☆☆☆☆	37%	271
2 Stars ★★☆☆☆	24%	172
3 Stars ★★★☆☆	22%	162
4 Stars ★★★★☆	8%	58
5 Stars ★★★★★	9%	63
Total Responses: 726		

Rating Rail Screens – Other Concerns

Please rate the concern of train noise and/or emissions disproportionately impacting low-income communities. (Higher rating = bigger concern, lower rating = lower concern)



Rating Choices	Responses	
1 Star ★☆☆☆☆	26%	193
2 Stars ★★☆☆☆	16%	118
3 Stars ★★★☆☆	22%	163
4 Stars ★★★★☆	15%	111
5 Stars ★★★★★	21%	147
Total Responses: 732		

Identify Rail Improvements You Want to See







Pennsylvania State Rail Plan Survey More at: <https://advancingparail.com/pennsylvania-state-rail-plan/>


2 3 4 5

WELCOME PASSENGER RAIL USE RATING RAIL IMPACTS **RECOMMEND RAIL IMPROVEMENTS** WRAP UP

Identify Rail Improvements You Want to See i 🗨 »

Please zoom in and drag and drop map markers to opportunities or areas of concern

-  Safety Improvement
-  Passenger Rail Service
-  Rail Infrastructure Improvement
-  Multimodal Improvement
-  Industrial Rail Access Improvement
-  Other



Map Satellite

Legend

Keyboard shortcuts Map data ©2025 Google Terms Report a map error

Identify Rail Improvements You Want to See

Survey participants were provided with an interactive map to identify the rail improvements they want to see. Respondents were able to zoom into the map, then drag and drop map markers to opportunities or areas of concern. There was a total of **five map markers** to choose from:



In addition to the five map markers, survey participants were able to zoom into the map, then drag and drop in comments, labeled “Other,” to opportunities or areas of concern.

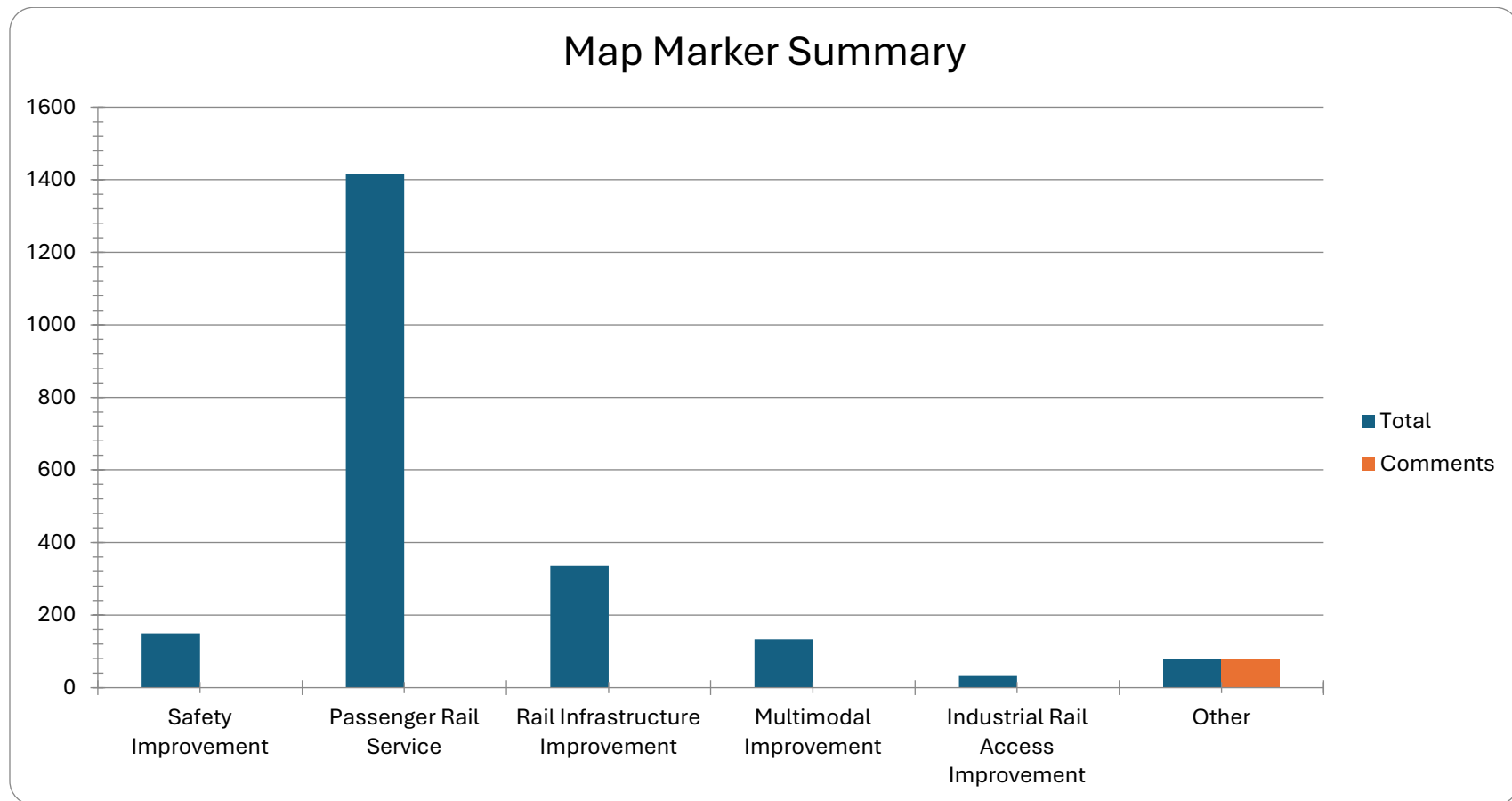


Once “Other” marker is dragged and dropped onto map, this text box appears for participants to provide the type of improvement they want to see.

A screenshot of a web form titled 'Other' with a close button (X). The form contains a text input field with the placeholder text 'Type...' and a character count '0/500'. Below the input field are two buttons: a trash icon and a 'Submit' button.

Identify Rail Improvements You Want to See

For each exercise, participants can provide comments. The types of markers are: (1) Safety improvement, (2) New passenger rail service, (3) Rail infrastructure improvement, (4) Multimodal Improvement, (5) Industrial rail access improvement, or (6) Other.

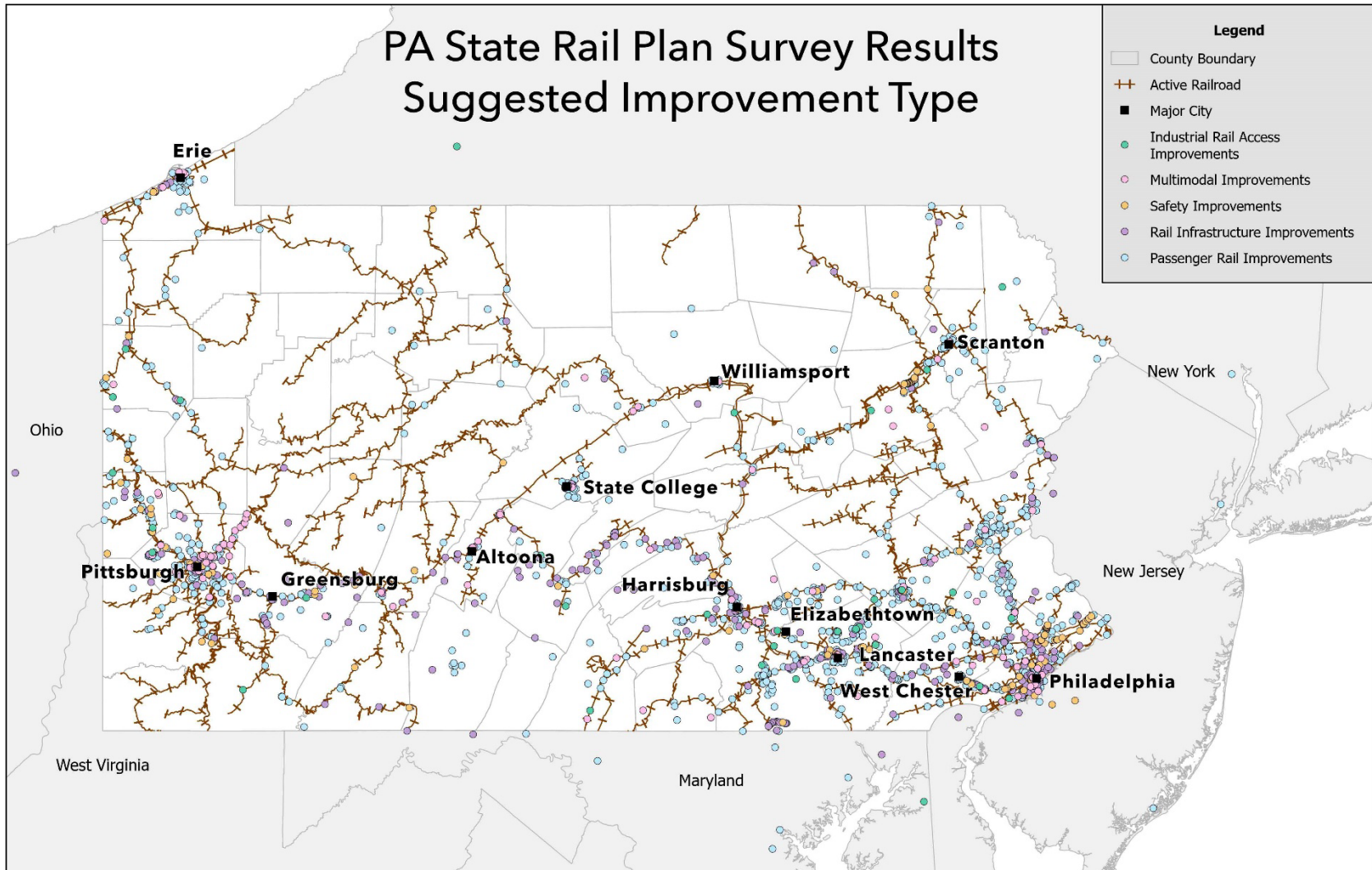


Identify Rail Improvements You Want to See

Answer Choices	Responses	
Safety Improvement	7%	150
Passenger Rail Service	66%	1417
Rail Infrastructure Improvement	16%	336
Multimodal Improvement	6%	133
Industrial Rail Access Improvement	2%	34
Other (see comments below)	3%	79
Total Responses: 2,149		

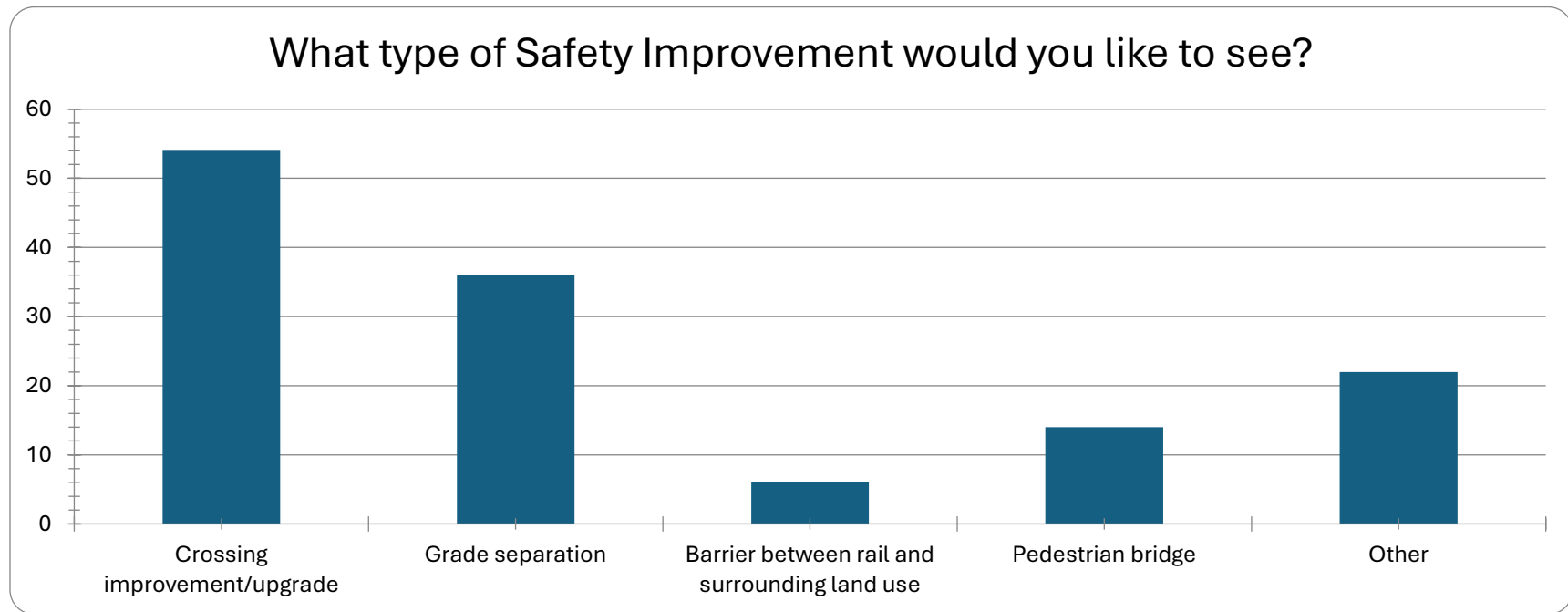
	Responses
Comments	78
Total Comments: 78	

Identify Rail Improvements You Want to See – Map It Results



Identify Rail Improvements You Want to See – Safety Improvement

For the Safety Improvement marker, participants were asked to indicate what type of improvement they would like to see.



Answer Choices	Responses
Crossing improvement/upgrade	54
Grade separation	36
Barrier between rail and surrounding land use	6
Pedestrian bridge	14
Other (see responses below)	22
Total Responses: 132	

Identify Rail Improvements You Want to See – Safety Improvement

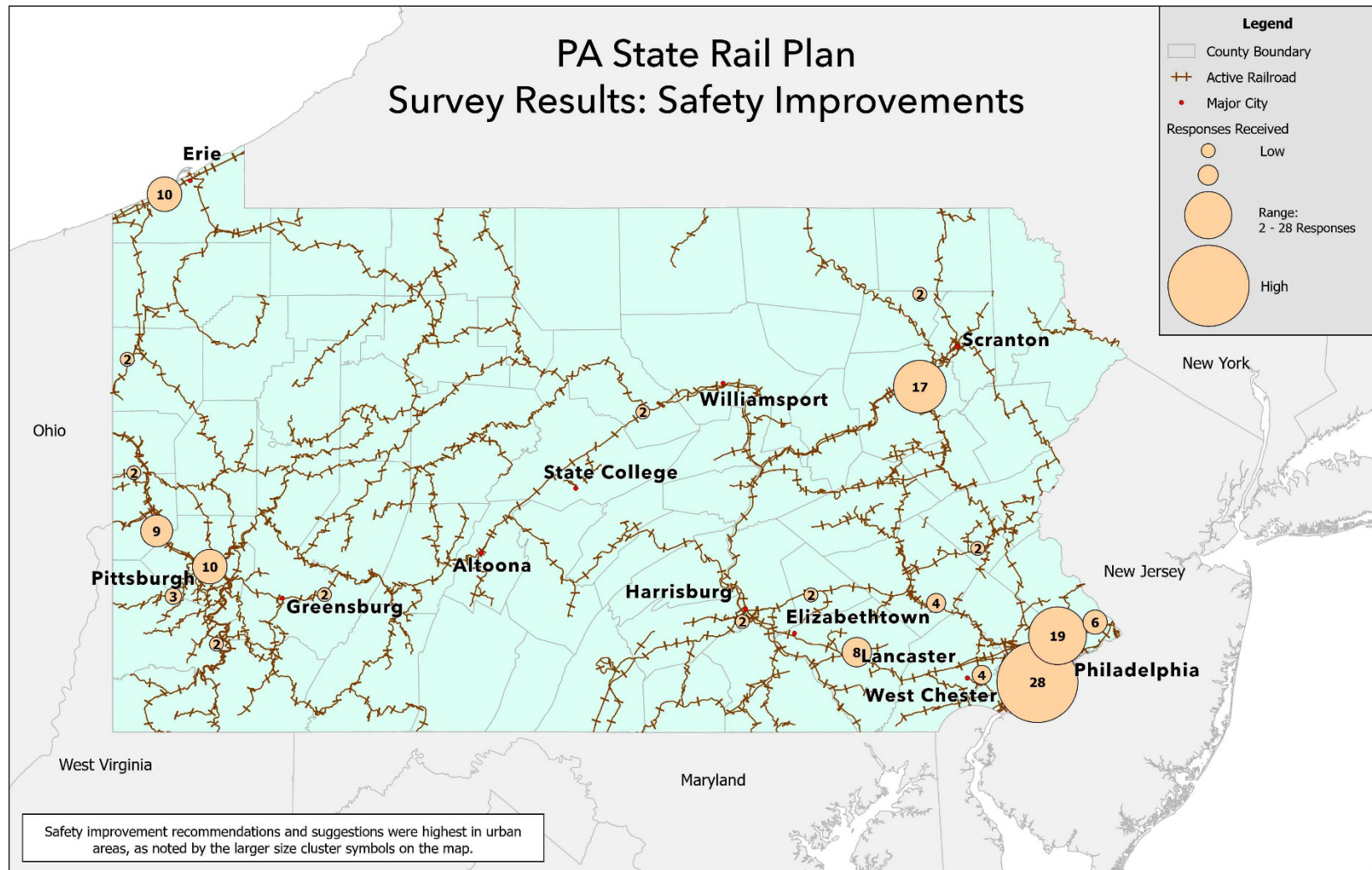
For Safety Improvement marker, survey participants were given the option to select “Other” and provide a comment, if they choose. Below are the comments left by respondents:

#	Responses
1	Safer hazmat protocols, emergency response plans
2	Health impacts of unnecessary burns & derailments
3	All NTSB etc safety recommendations implemented
4	Hogan Blvd is dangerous to walkers & bicyclist.
5	Mill Hall to Lock Haven dangerous to walkers/bikes
6	We need improved emergency procedures.
7	PennDOT can't repair AA bridge b/c RRs won't allow
8	Reduce Crime
9	General safety concerns of major stations in Phi.
10	Screen passengers without tickets before boarding
11	Address flooding at RR underpass
12	increased safety on septa
13	SEPTA is terrifying and full of homeless
14	Improve Stormwater

*Note: These comments were dragged and dropped into a specific location on the interactive mapping.

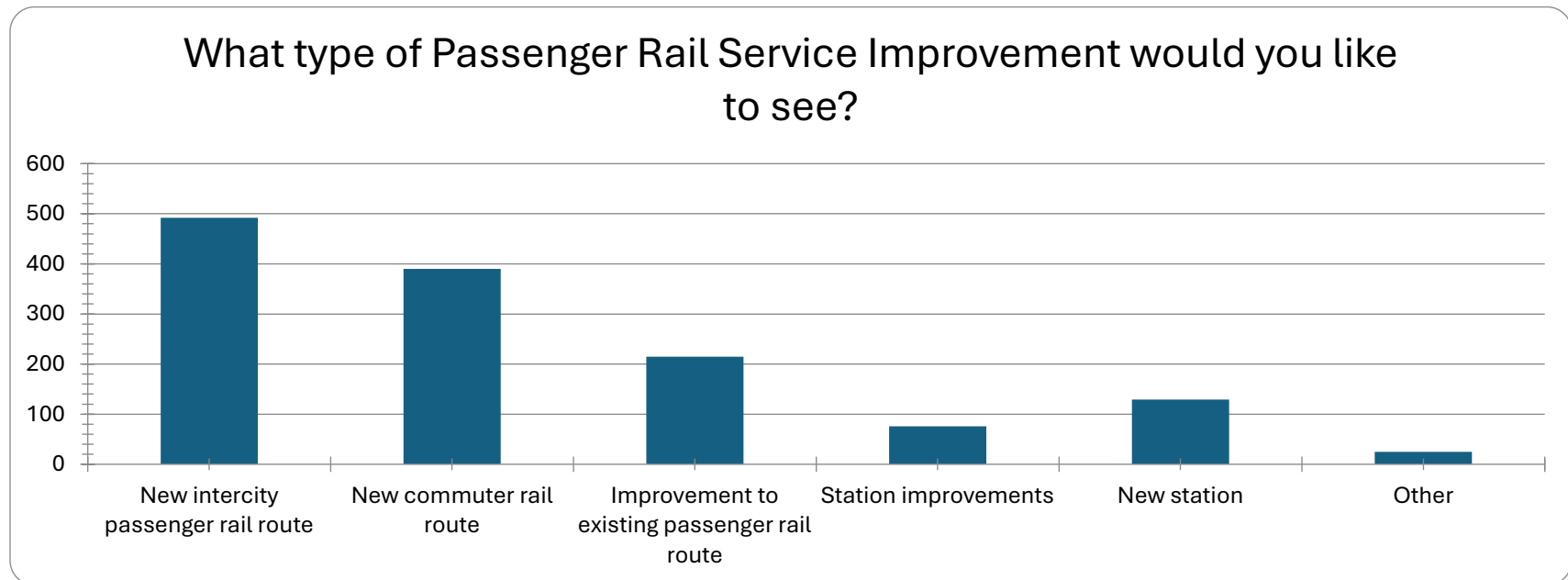
Safety Improvements – Map It Results

The map represents areas in which participants would like to see safety improvements. Improvements were most prevalent in urban settings, as opposed to areas where rail service is least utilized.



Identify Rail Improvements You Want to See – Passenger Rail Service

For the Passenger Rail Service Improvement marker, participants were asked to indicate what type of improvement they would like to see.



Answer Choices	Responses
New intercity passenger rail route	492
New commuter rail route	390
Improvement to existing passenger rail route	215
Station improvements	76
New station	129
Other	25
Total Responses: 1,327	

Identify Rail Improvements You Want to See – Passenger Rail Service

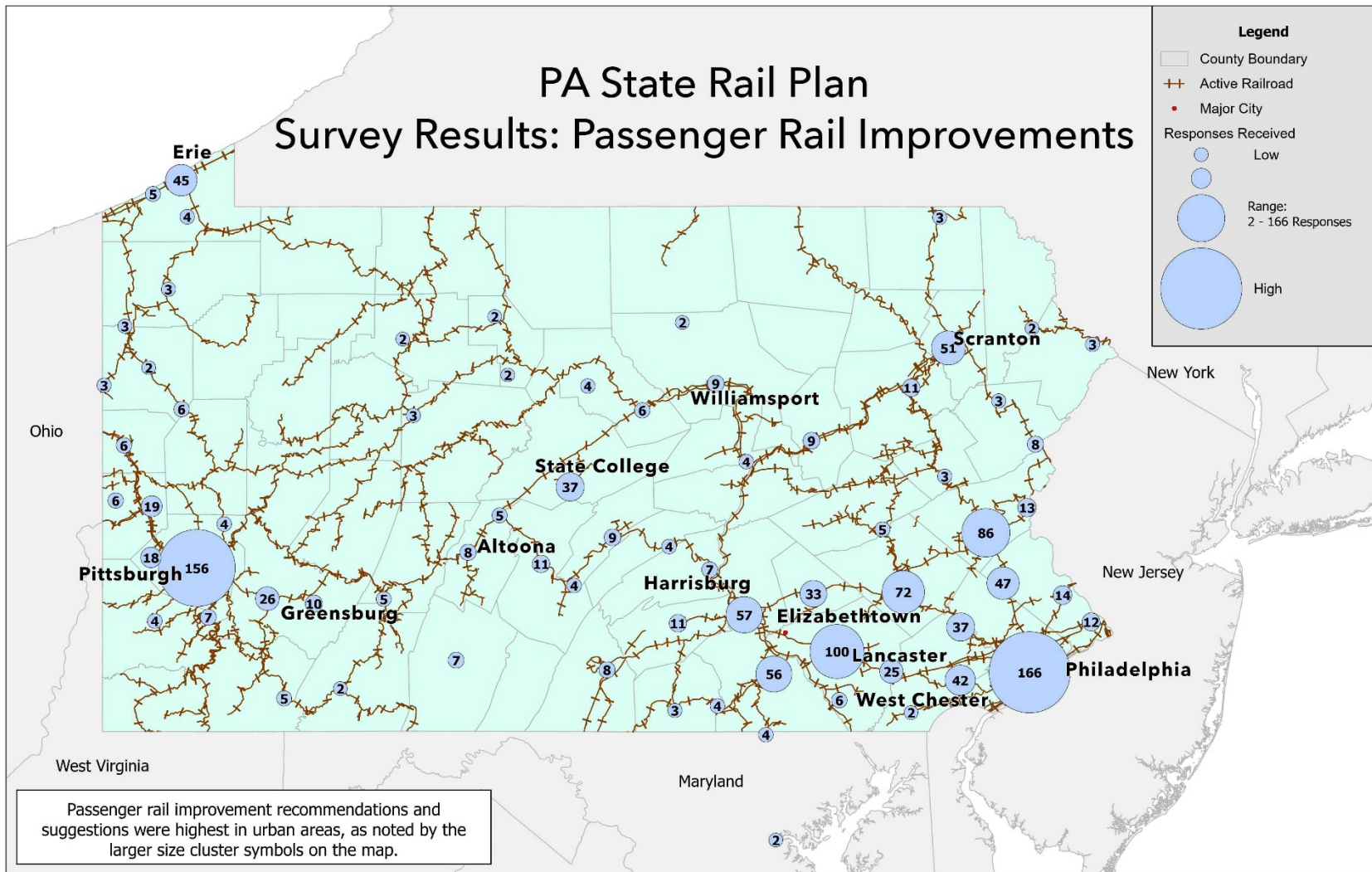
For the Passenger Rail Service marker, survey participants were given the option to select “Other” and provide a comment, if they choose. Below are the comments respondents left:

#	Responses
1	More timely connection to Chicago
2	No service on mainline from Allentown to York
3	2 East/West daily service
4	Amtrak Service!!! Not a bus
5	Faster travel to Philadelphia - I can drive faster
6	Passenger service from Lancaster to BWI
7	More trips to Philadelphia and to Harrisburg
8	Have busses to York, timed with Lancaster Amtrak
9	Roosevelt Boulevard Subway
10	Airport trains to Allentown and Scranton
11	PGH needs better city & regional transit like PHL
12	10min headways from Norristown to center city
13	5hr trip from Pitt to Philly running every hour
14	20min headways to all SEPTA RR terminals
15	Use in general whether for freight or passenger
16	New route from Erie to Pittsburgh
17	State & visitors bureaus work to promote 2nd train
18	Direct route to Pittsburgh; close to turnpike

*Note: These comments were dragged and dropped into a specific location on the interactive mapping.

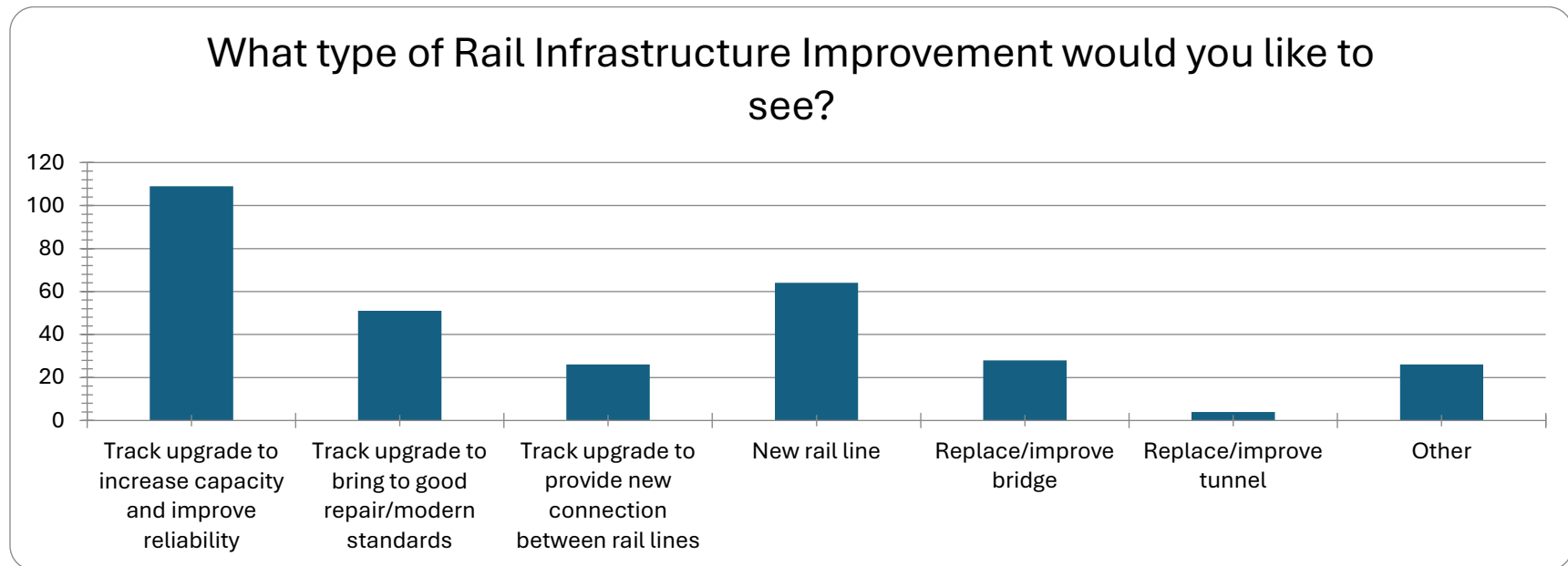
Passenger Rail Improvements – Map It Results

The map represents areas in which participants would like to see passenger rail improvements. Improvements were most prevalent in urban settings, as opposed to areas where rail service is least utilized.



Identify Rail Improvements You Want to See – Rail Infrastructure Improvement

For the Rail Infrastructure Improvement marker, participants were asked to indicate what type of improvement they would like to see.



Answer Choices	Responses
New intercity passenger rail route	492
New commuter rail route	390
Improvement to existing passenger rail route	215
Station improvements	76
New station	129
Other	25
Total Responses: 1,327	

Identify Rail Improvements You Want to See – Rail Infrastructure Improvement

For the Rail Infrastructure Improvement marker, survey participants were given the option to select “Other” and provide a comment, if they choose. Below are the comments respondents left:

#	Responses
1	Electrify at least the lines w/ passenger traffic.
2	No double stacked trains on this line
3	Remove at grade crossing with PA501
4	NS crossing at Centerville Rd needs improvement
5	Improve crossing
6	Parking that is both plentiful and well-managed.
7	add crossing points for creek access for fishing
8	Electrification from Harrisburg to Pittsburgh
9	Electrification of the Harrisburg Line to Reading.
10	unsafe crossing at a park!

*Note: These comments were dragged and dropped into a specific location on the interactive mapping.

Identify Rail Improvements You Want to See – Rail Infrastructure Improvement

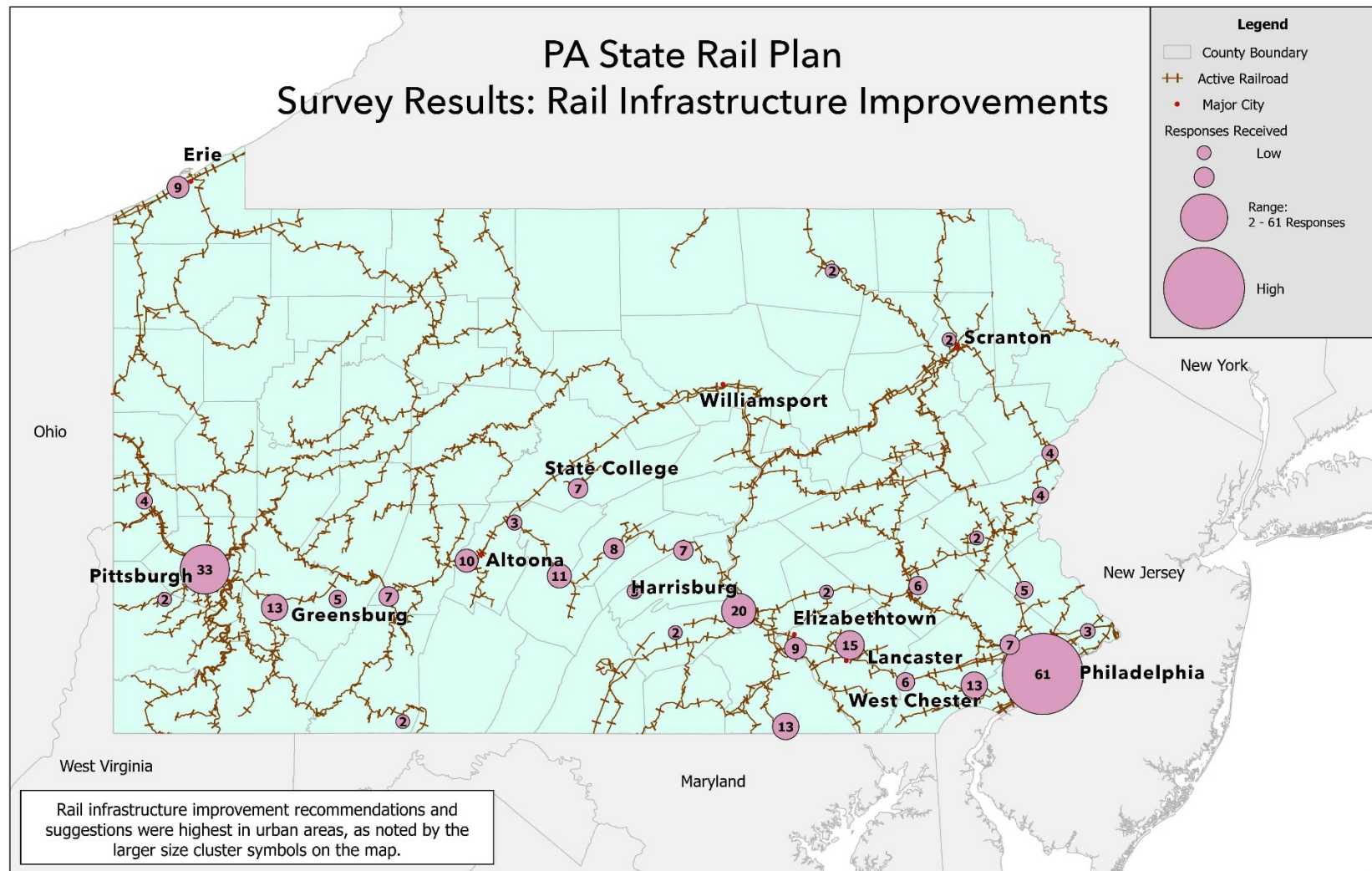
For the Rail Infrastructure Improvement marker, survey participants were given the option to select “Other” and provide a comment, if they choose. Below are the comments respondents left:

#	Responses
11	Remove freight rail from low-use tracks on Del Ave
12	Electrify route out to Reading
13	Stormwater Improvements
14	need crossing arms near a high school new drivers
15	Rail trail crossing
16	Leaman Place connection betw. Amtrak+Strasburg RR
17	low/no emission switchers needed
18	Electrify Keystone West
19	Start planning electrification of Pgh-Har
20	Plan electrification of Norristown-Reading line Build new highway bridge over 322

*Note: These comments were dragged and dropped into a specific location on the interactive mapping.

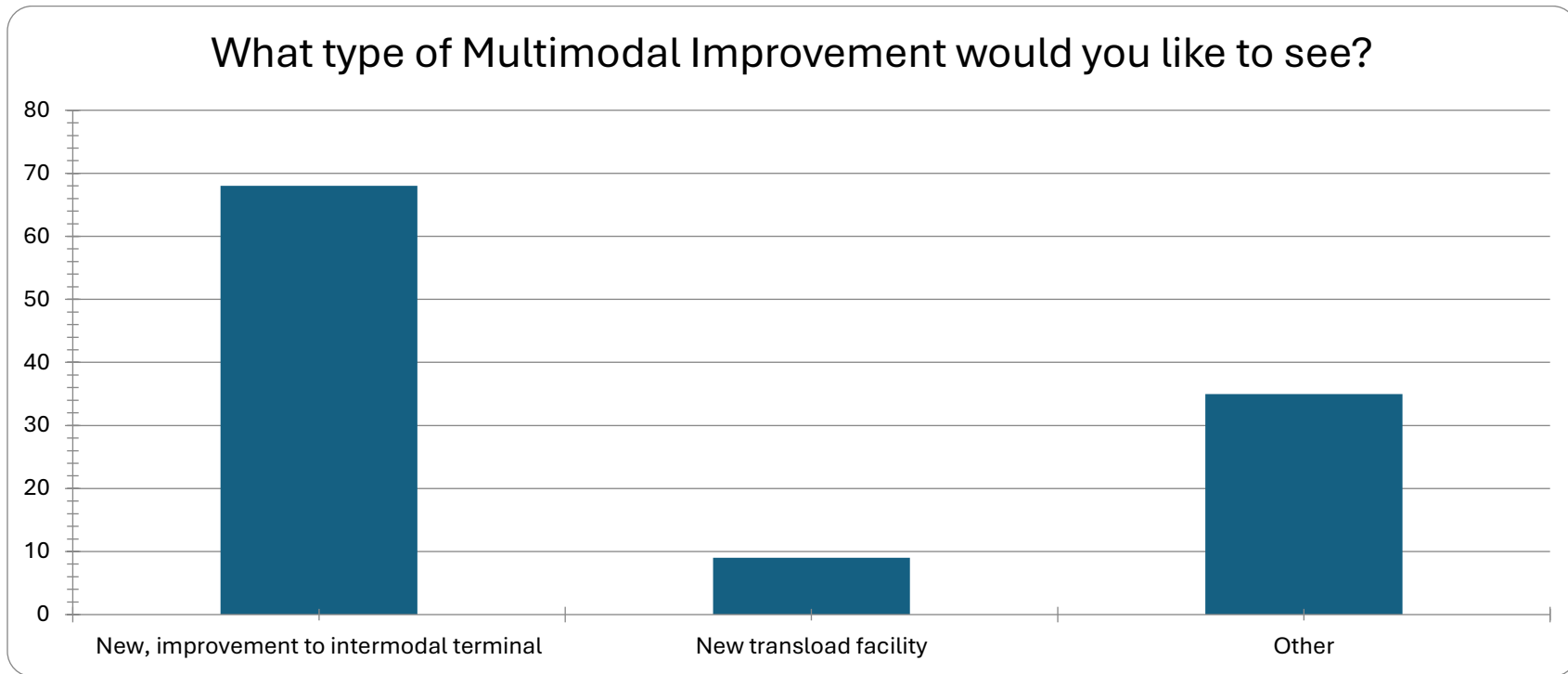
Rail Infrastructure Improvements – Map It Results

The map represents areas in which participants would like to see rail infrastructure improvements. Improvements were most prevalent in urban settings, as opposed to areas where rail service is least utilized.



Identify Rail Improvements You Want to See – Multimodal Improvements

For the Multimodal Improvement marker, participants were asked to indicate what type of improvement they would like to see.



Answer Choices	Responses
New, improvement to intermodal terminal	68
New transload facility	9
Other	35
Total Responses: 112	

Identify Rail Improvements You Want to See – Multimodal Improvements

For the Multimodal Improvement marker, survey participants were given the option to select “Other” and provide a comment, if they choose. Below are the comments left by respondents:

#	Responses
1	Safe bike/walking lane linking Mill Hall to L.H.
2	Rail service to the PIT airport is very important
3	There really needs to be connector service to PSU
4	Please restore passenger connections along the Slopes
5	Extend to New York
6	Reactivating transload facility
7	Better connections to Septa from circuit trails
8	Safer pedestrian access to BSL.
9	bike/ped access
10	Safe separation so bike trail can go through here

*Note: These comments were dragged and dropped into a specific location on the interactive mapping.

Identify Rail Improvements You Want to See – Multimodal Improvements

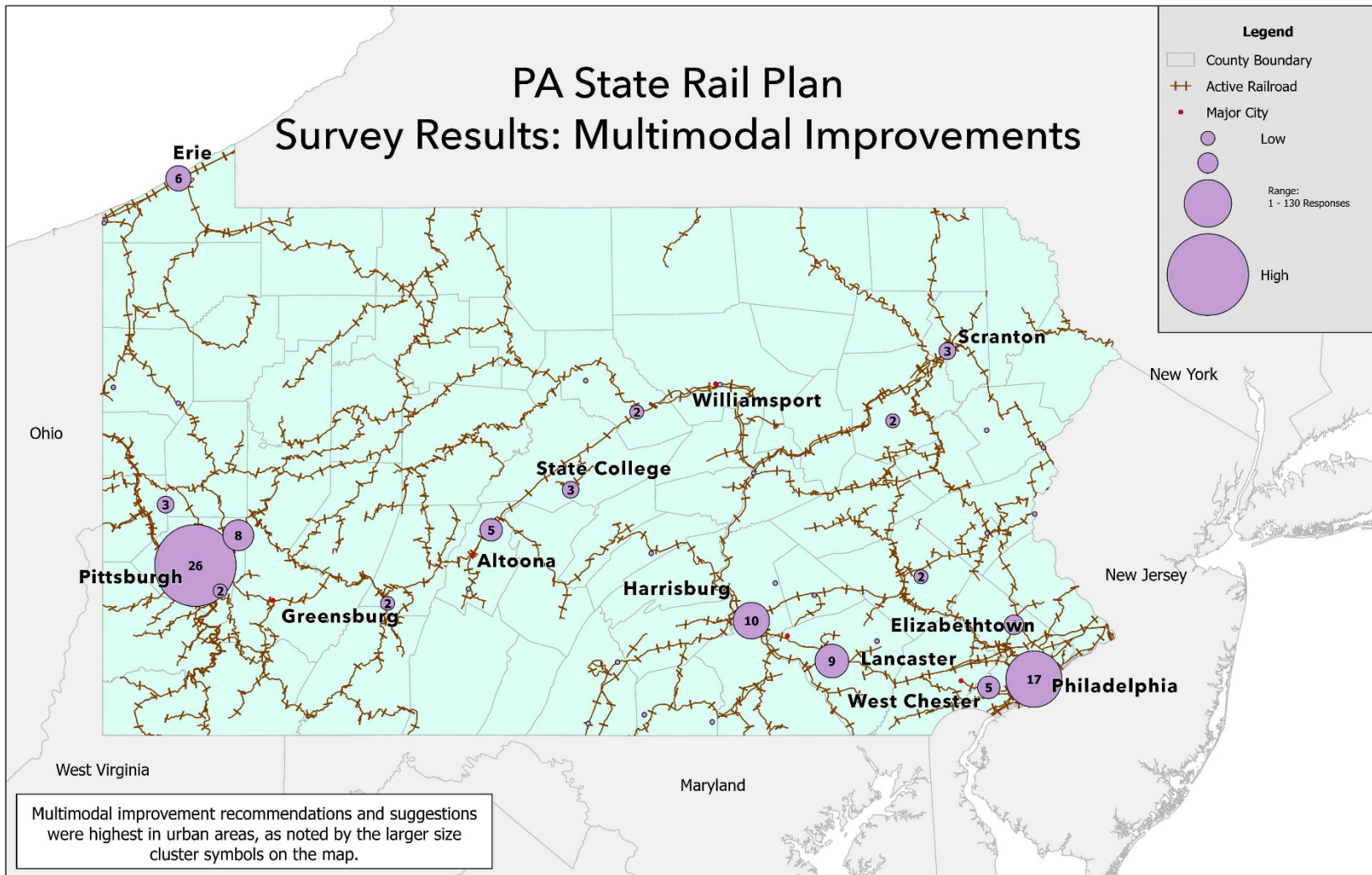
For the Multimodal Improvement marker, survey participants were given the option to select “Other” and provide a comment, if they choose. Below are the comments left by respondents:

#	Responses
11	Explore airport long term parking at SEPTA garages
12	Bike/ped improvements needed connecting to station
13	Bus access to Lebanon from Amtrak station
14	If passenger service were added add'l Ped overpass
15	Restore Scranton transload
16	Progress: National Zero-Emission Freight Corridor
17	Make it easier/cheaper to take bicycles on trains
18	Consistent PRT service at Penn Station for Amtrak

*Note: These comments were dragged and dropped into a specific location on the interactive mapping.

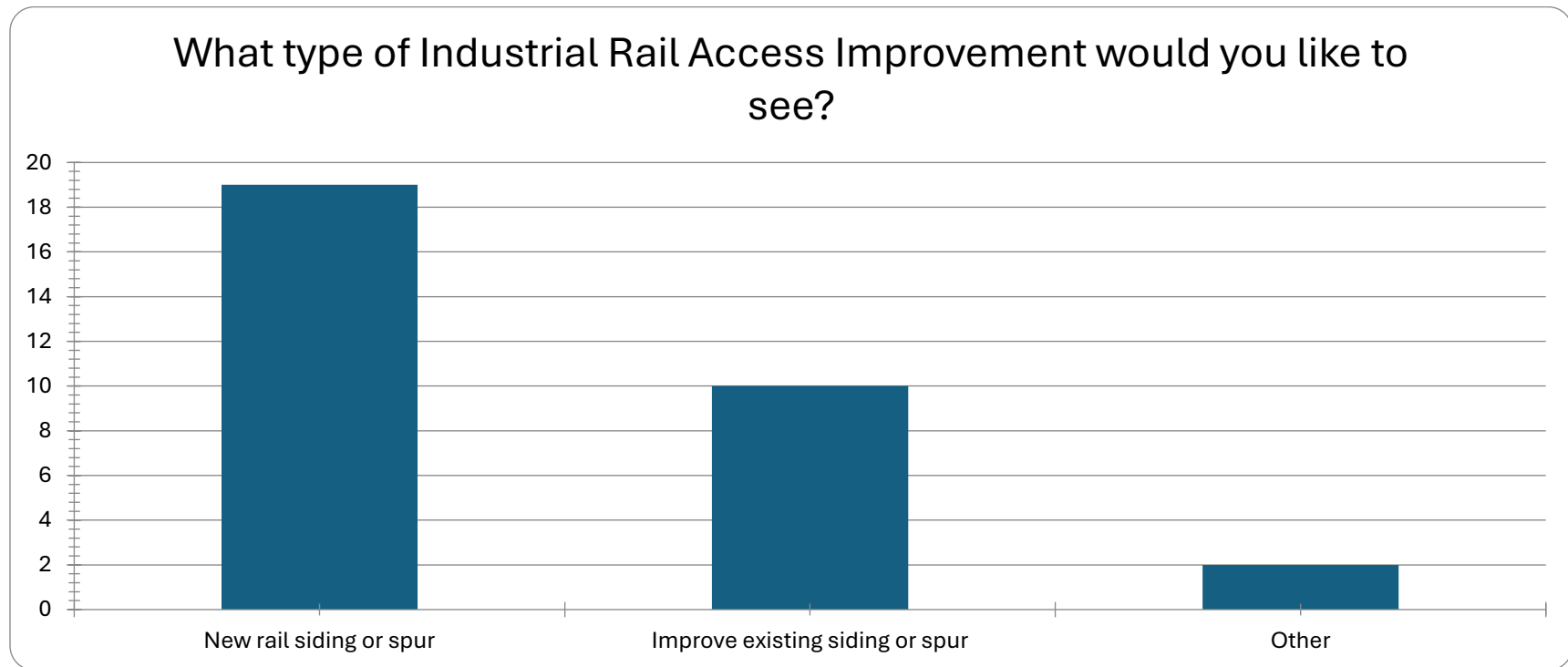
Multimodal Improvements – Map It Results

The map represents areas in which participants would like to see multimodal improvements. Improvements were most prevalent in urban settings, as opposed to areas where rail service is least utilized.



Identify Rail Improvements You Want to See – Industrial Rail Access Improvement

For the Industrial Rail Access Improvement marker, participants will be able to indicate what type of improvement.



Answer Choices	Responses
New rail siding or spur	19
Improve existing siding or spur	10
Other	2
Total Responses: 31	

Identify Rail Improvements You Want to See – Industrial Rail Access Improvement

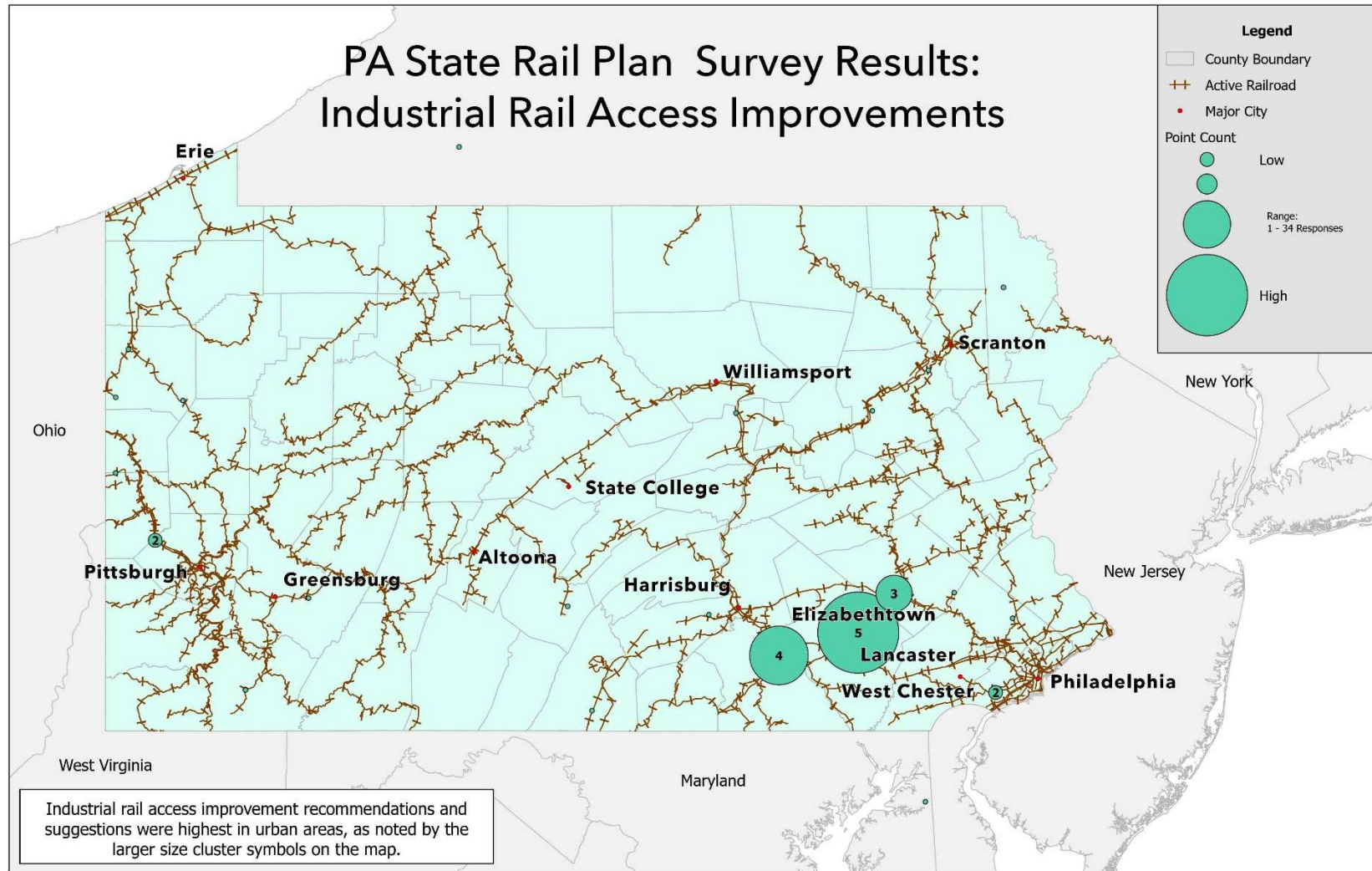
For the Industrial Rail Access Improvement marker, survey participants were given the option to select “Other” and provide a comment, if they choose. Below are the comments left by respondents:

#	Responses
1	Move more goods on trains less with trucks

*Note: These comments were dragged and dropped into a specific location on the interactive mapping.

Industrial Rail Access Improvement – Map It Results

The map represents areas in which participants would like to see industrial rail access improvements. Improvements were most prevalent in urban settings, as opposed to areas where rail service is least utilized.



Identify Rail Improvements You Want to See – Comments

Survey participants were given the option to leave general comments on the Map Marker Summary.


Pennsylvania State Rail Plan Survey More at: <https://advancingparail.com/pennsylvania-state-rail-plan/>

12345


WELCOMEPASSENGER RAIL USERATING RAIL IMPACTSRECOMMEND RAIL IMPROVEMENTSWRAP UP

Identify Rail Improvements You Want to See


Please zoom in and drag and drop map markers to opportunities or areas of concern




Safety Improvement




Passenger Rail Service




Rail Infrastructure



Multimodal Improvement



Industrial Rail Access



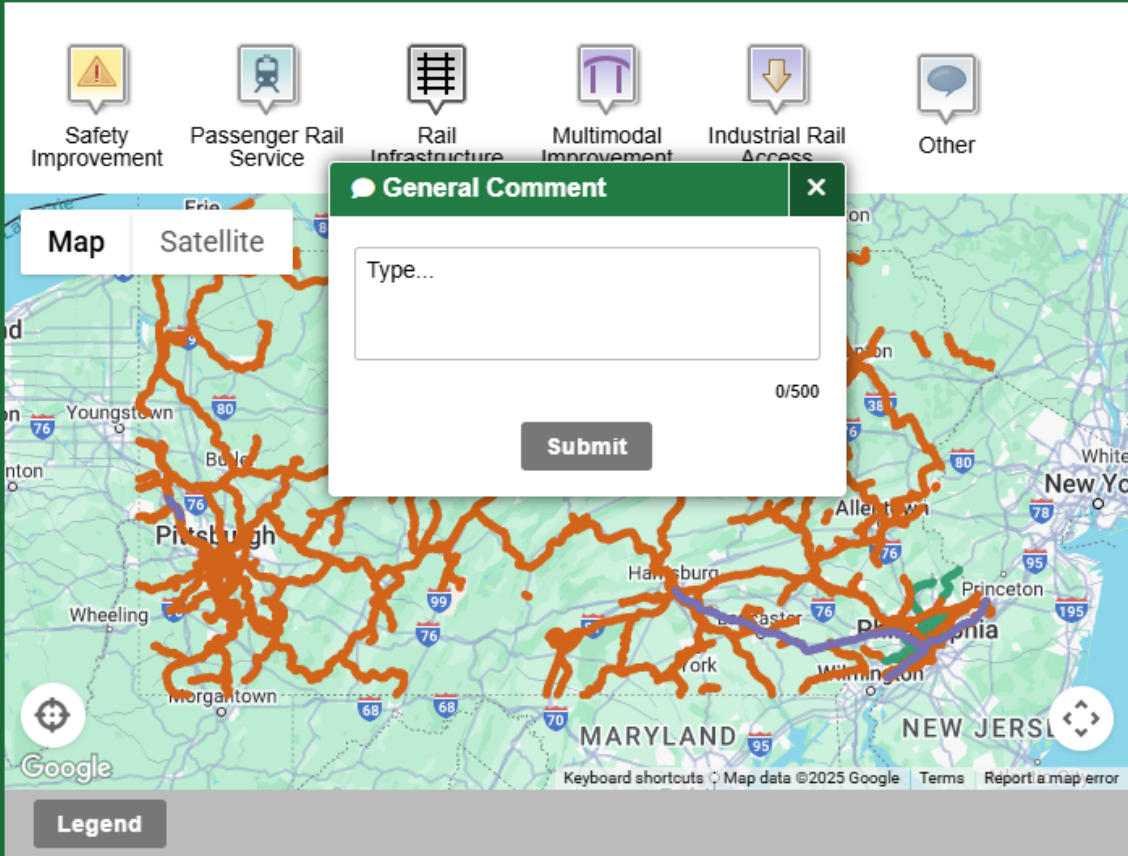
Other

General Comment X

Type...

0/500

Submit



Map | Satellite

Legend

Google | Keyboard shortcuts | Map data ©2025 Google | Terms | Report a map error

Identify Rail Improvements You Want to See – Comments

Survey participants were given the option to leave general comments on the Map Marker Summary. Below are the general comments provided by survey participants:

#	Responses
1	Rural PA deserves to have the ability to utilize the rail for passengers. Renovo, PA and north.
2	Extend passenger rail to more areas as in Europe and stop favoring airlines with subsidies. Do not privatize passenger rail, recognize it as a public good and subsidize accordingly.
3	NO Passenger rail additions which would extend Amtrak or septa, please! However incentivizing business to use rail would be nice. The waste caused by truck traffic is huge and terrible. To go back to using rail needs to occur, and that only happens when it's price competitive with trucking. Rail freight priced itself out of the market decades ago and now all the areas which SHOULD be serviced by rail are now located scattered around major (and way to many less than major) roads.
4	The length of trips and timing of departure & arrivals between Philadelphia and Pittsburgh aren't great and more people would use the service if it was even just 1 hour shorter and if there were more departures per day.
5	Increased and frequent passenger service between Westmoreland and Pittsburgh could reduce congestion on Routes 30 & 22 and revitalize downtowns, improve connections for pedestrians, and concentrate infrastructure spending
6	Please consider a station stop at the Harrisburg Airport. I can stick my hand out the window of the Keystone line and touch the place. As it stands, it is a complicated process to get there.
7	I know several people in the Erie area would love to see a direct route from Erie to Pittsburgh instead of having to go to Cleveland first and then to Pittsburgh. Especially since I use Amtrak a lot to go visit my parents in South Carolina it would be more beneficial just to have a route directly from Erie to Pittsburgh so that I didn't have to drive two hours down to Pittsburgh in order to shorten my overall time on the train.
8	Reestablishment of passenger rail is needed for the areas of the state with freight lines/rail, but no passenger options
9	Crossing safety needs reviewed in general.
10	I live in Coraopolis and Kinda Fret about the possibility of toxic or otherwise homewrecking safety failures.

Identify Rail Improvements You Want to See – Comments

Survey participants were given the option to leave general comments on the Map Marker Summary. Below are the general comments provided by survey participants:

#	Responses
11	The Allegheny Valley is hugely disconnected to the city. A passage commuter line would allow us to better connect with the Amtrak Station in Town. A connection from the city to the airport would also be huge. This would allow more people to move around the county to transit. It would save people money on parking and gas. It would help with emission reduction. We also need to encourage more rail with trail development. Most of the highways cut access for communities.
12	Statewide: more double track and improved signaling on congested corridors, evaluate trails and abandoned corridors for service restoration, coordinate economic and land use strategies with freight rail plans, short line assistance programs, invest in critical assets before failure, maintain rights of way (debris removal, inspections, tree pruning). Other things too, but that's a good start.
13	Need more cooperation of railroads with trail organizations
14	West Chester to Wawa rail service restoration was included in the 2020 SRP and should be maintained for the 2025 SRP. The current concept is to run a battery-powered shuttle train to a new platform just west of Wawa Station and construct a Bailey Bridge over Route 1 for bikes and pedestrians. This trail will interconnect with an extended Chester Creek Trail and SEPTA's Wawa Station.

Wrap Up Screen

Pennsylvania State Rail Plan Survey More at: <https://advancingparail.com/pennsylvania-state-rail-plan/>

Thank You!
Tell us a bit about yourself. Please click finish when you are done.

Navigation: 1 WELCOME, 2 PASSENGER RAIL USE, 3 RATING RAIL IMPACTS, 4 RECOMMEND RAIL IMPROVEMENTS, 5 WRAP UP

Final Questions

> How would you describe your perspective completing this survey?

- Private sector business
- Public sector organization
- Private citizen

> What is the zip code where you live?

12345

> Please share your email if you'd like to get updates

Type... 0/50

Please click finish to complete and submit the survey.

Finish

Thank You!

Thank you for your input! Visit the project site to learn more.

[Project Site](#)

Please share this with your social networks and help us get everyone involved!

[f](#) [X](#) [in](#)

Wrap Up Screen

How would you describe your perspective completing this survey?

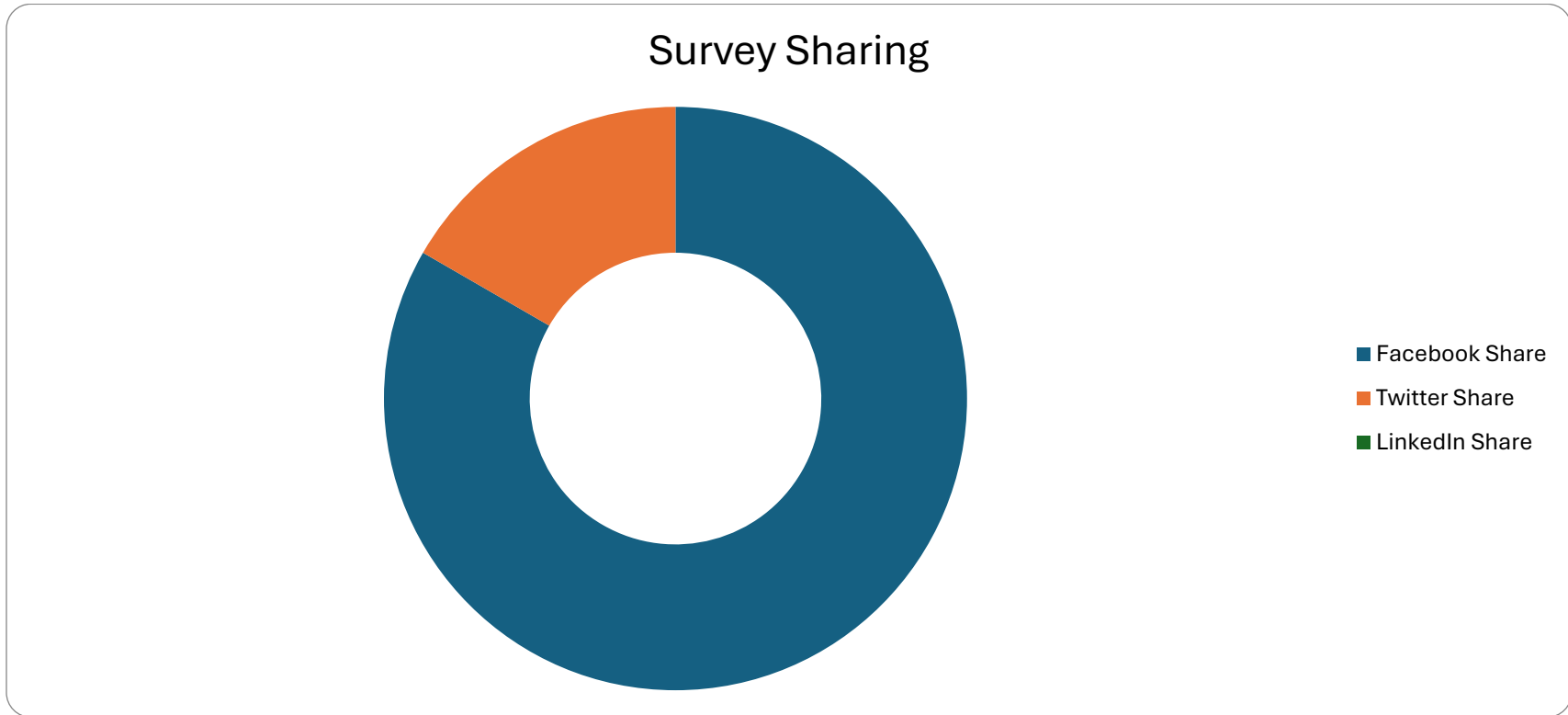
How would you describe your perspective completing this survey?



Answer Choices	Responses	
Private Sector Business	5%	35
Public Sector Organization	6%	43
Private Citizen	89%	610
Total Responses: 688		

Wrap Up Screen

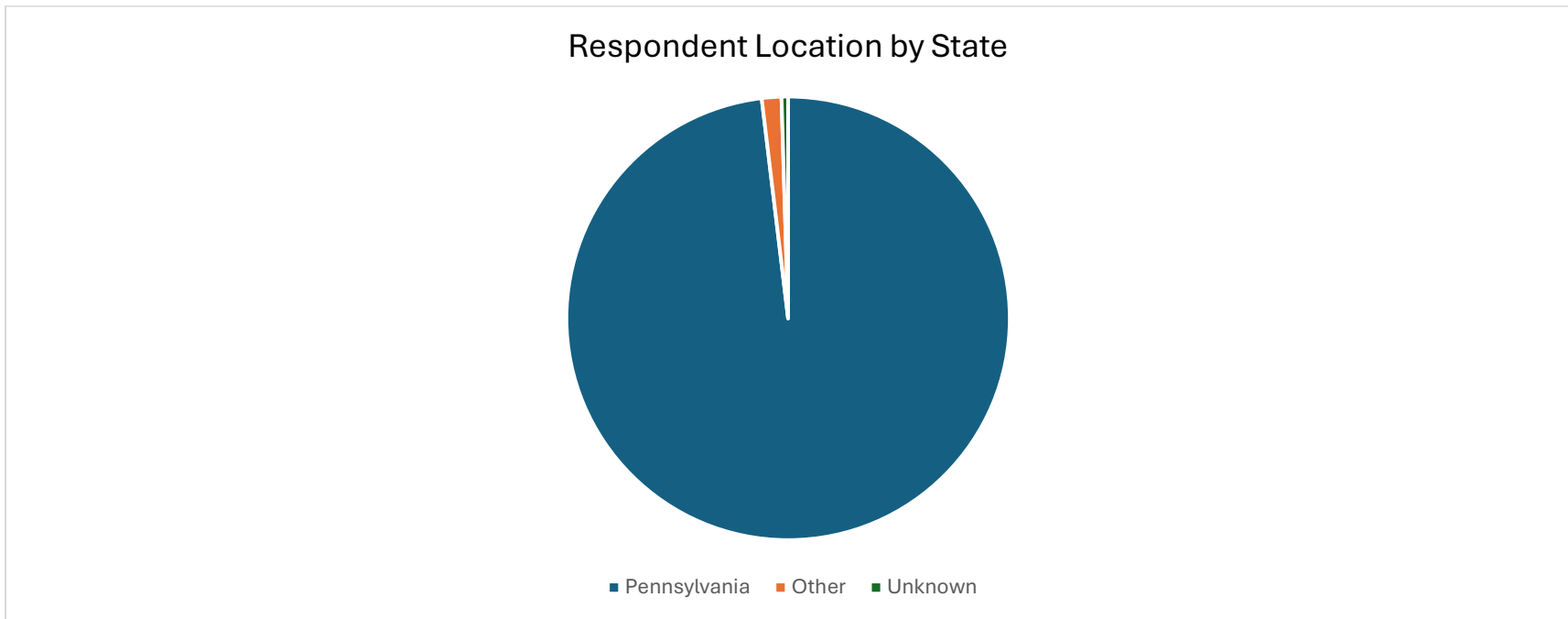
Number of survey shares by respondents:



Answer Choices	Responses	
Facebook	83%	5
Twitter	17%	1
LinkedIn	0%	0
Total Responses: 6		

Wrap Up Screen

Respondents were asked to provide the zip code in which they reside. Calculated below, using the zip codes provided, are the respondents place of residence by state.

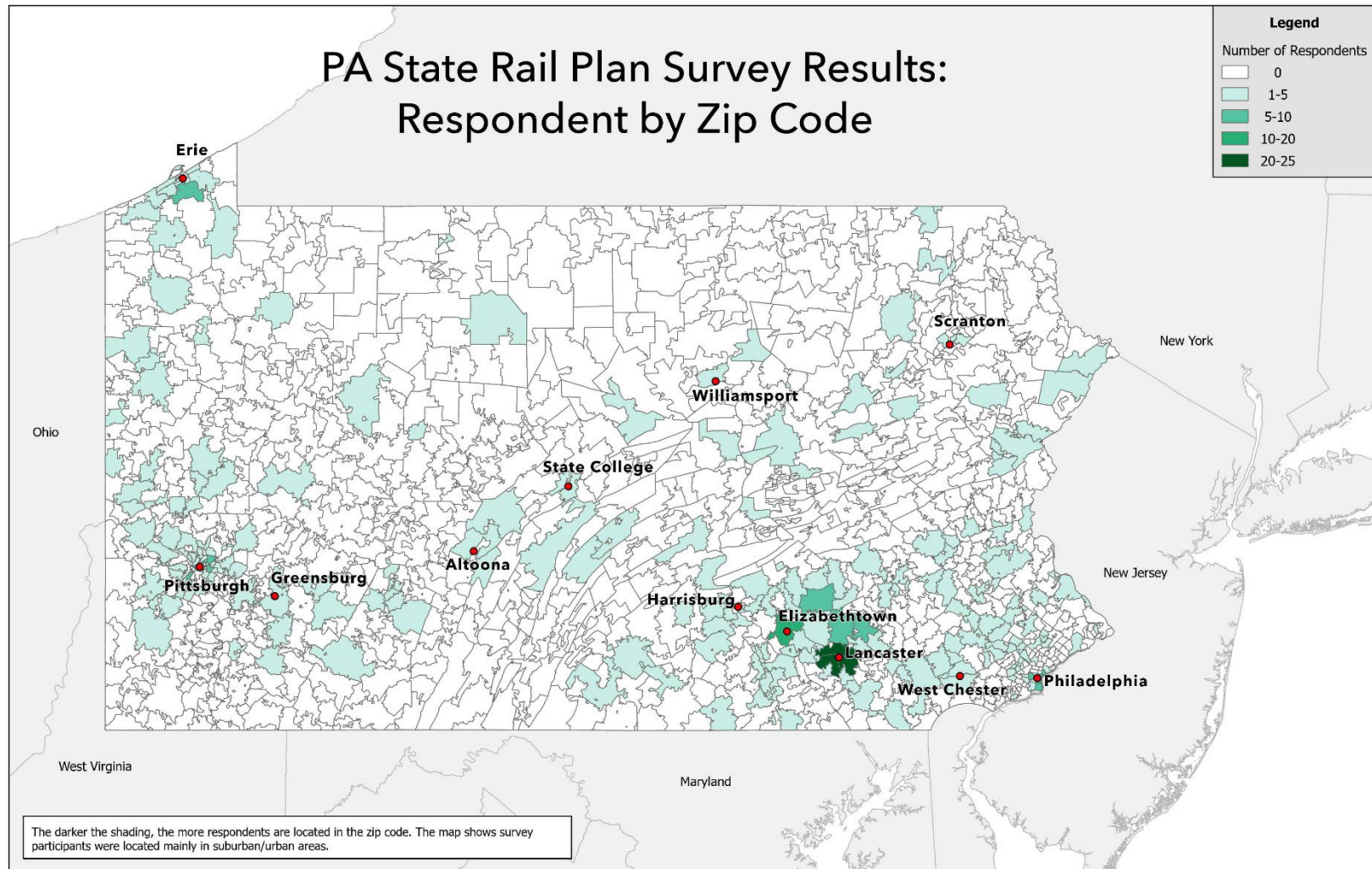


Location	No. of Respondents	
Pennsylvania	98%	618
Other State	1%	9
Unknown	1%	3
Total Responses: 630		

*Note: “Unknown” location category refers to provided zip codes that are invalid and/or not currently assigned to a geographical area by the USPS.

Wrap Up Screen

Participants provided the zip codes in which they reside. Zip code results were grouped by associated Pennsylvania County.



Appendix H-7: Class II and Class III Railroad Survey Form



PENNSYLVANIA
State Rail Plan

Pennsylvania State Rail Plan

Short Line Railroad Survey for

Railroad

*Contact
name*

Contact title

*Contact
phone*

*Contact
email*

*Parent
company(if
applicable)*

Views on short lines in Pennsylvania

What potential opportunities do you foresee for your railroad? Do you see your railroad's traffic growing? What is driving the growth?

What do you consider to be the most important challenge affecting your railroad?



PENNSYLVANIA State Rail Plan

What are the biggest needs of your railroad?

What changes to rail policies and programs in Pennsylvania can be made to better meet your needs?

Assets

The purpose of this section of the survey is to obtain - information on your assets and their condition as required by FRA state rail planning guidance.

Infrastructure

Track mileage (owned or leased)

	Miles of Track Operated in Pennsylvania	Locations of Trackage Rights, Haulage Rights, Leased, or Out-of-Service Lines
<i>Owned</i>		Not Applicable
<i>Leased</i>		
<i>Leased to other</i>		
<i>Trackage rights</i>		
<i>Haulage rights</i>		
<i>Out of service</i>		



**PENNSYLVANIA
State Rail Plan**

Mileage by FRA class of track

Track Class	Miles	Subdivision or Mileposts
<i>Excepted track</i>		
<i>Class 1</i>		
<i>Class 2</i>		
<i>Class 3 and above</i>		

Track unable to accommodate 286K railcars

Subdivision	Milepost Range	Track Class

Bridges

	Less than 286,000 pounds	286,000 pounds	315,000 pounds
<i>Number of bridges (owned or leased)</i>			

Please use attached sheet to identify individual bridges less than 286,000 pounds capable.



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State Rail Plan**

Clearance restrictions-locations less than Plate F

Please add lines if necessary.

Subdivision	Milepost	Limiting Height

Major classification and car storage yards

Subdivision	Facility Name	Facility Location

Transload, ports, team tracks, or other multimodal facilities

Subdivision	Facility Name	Facility Location

Railroad Operations

This section of the survey addresses the railroad's operations and traffic base.



**PENNSYLVANIA
State Rail Plan**

Train operations (e.g., 2 trips per day, 5 days per week)

Subdivision	Train Operations	Typical Operating Speed



**PENNSYLVANIA
State Rail Plan**

Number of Pennsylvania loaded cars transported (2021-2023)

Year	Outbound	Inbound	Local	Overhead	Total
2021					
2022					
2023					

Top inbound and outbound commodities (2023)

	Inbound		Outbound	
	Commodity	Number of Carloads	Commodity	Number of Carloads
1				
2				
3				
4				
5				

Total Number of Customers

Direct Economic impact of Short Line

The following is related to the importance of the railroad to the economy.

Railroad employment in Pennsylvania

Full-time employees	
Part-time employees	

Annual expenditures

	Dollar Amount
In-state operating purchases	
In-state capital expenditures	



**PENNSYLVANIA
State Rail Plan**

Rail Freight Issues

Rate from 1 to 5 the importance of the following issues to Pennsylvania's short line railroads:

*5 = Extremely important 3 = Moderately important 1 = Unimportant

	Issue	Importance*
A	Supply of railcars	
B	Trespassers	
C	Track conditions	
D	Bridge conditions	
E	Equipment and support facilities condition	
F	Funding to properly maintain rail lines	
G	Funding for emergency repairs	
H	Ability to handle 286,000-pound or higher weight railcars	
I	Rail/highway crossings:	
	• Crossing consolidation	
	• Surface conditions	
	• Unprotected or under-protected crossings	
	• Sight obstructions (e.g., trees, bushes outside railroad right-of-way)	
	• Funding to maintain crossings	
J	Funding for state/federal-funded programs for construction or rail line rehabilitation	
K	Adequacy of service from interchange carriers	
L	Customers holding cars	
M	Existing traffic levels	
N	New business opportunities	
O	Liability of transporting hazardous materials	
P	Other issues-please explain	



PENNSYLVANIA
State Rail Plan

Which crossing locations have you identified as needing improvement? Identify the type of improvement and location.

	Improvement	Location
1		
2		
3		
4		
5		



**PENNSYLVANIA
State Rail Plan**

Rail Projects

The Federal Railroad Administration requires that state rail plans identify projects that address rail needs. Please provide the following

- Priority 1 = Unsafe condition or could fail at any time
- 2 = Required to maintain minimal railroad operation
- 3 = Affects ability to properly serve customers
- 4 = Needed to support future growth and attract new business

- Timing I = Immediate/Near-term
- M= Medium-term
- L = Long-term

Infrastructure

Description of Need	Project Description & Location	Estimated Cost	Priority	Timing	Planning to Apply for Federal Funding (Y/N)	Planning to Apply for State Funding (Y/N)



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State Rail Plan**

Facilities

Description of Need	Project Description & Location	Estimated Cost	Priority	Timing	Planning to Apply for Federal Funding (Y/N)



PENNSYLVANIA
State Rail Plan

When you complete this survey form, please email it to emanraja@eclimited.com

Save this file!

Appendix H-8: MPO/RPO Roundtable Agenda

Pennsylvania State Rail Plan

Agenda

MPO / RPO Roundtable Meeting

November 20, 2024

- A. Introductions
- B. State Rail Plan Background – Why Need for Update?
- C. State Rail Plan Update 2025 Objectives
- D. Freight and Passenger Rail Related Needs, Issues and Opportunities - Open Discussion
- E. Crossings and other Community Related Issues – Open Discussion
- F. Next Steps

Possible discussion points:

- Is your MPO/RPO currently working with a freight railroad to solve an issue in your area?
- Are there any economic development opportunities in your region involving freight or passenger rail?
- Are there multimodal opportunities in your region, involving either passenger rail stations or freight rail multimodal facilities?
- Are there any opportunities where two or more MPOs/RPOs would benefit from a joint freight or passenger rail project that would benefit the adjoining territory and might involve support from PennDOT?
- Are there opportunities to address community-related issues such as blocked crossings, quiet zones, low overpasses.
- Are there overall freight planning efforts for your region, and if so, what rail freight goals/objectives are in those plans?

- Are there freight/passenger goals and objectives in your long-range transportation plan, and if so, what are they?

H. Next Steps

-survey will be sent out with additional questions

-Deadline – Friday, December 6, 2024

-Offer for follow up one-on-one (ask to put in the chat if interested in follow-up interview)

-Let them know that we will be sending a link for the December 10 (4pm-5:30pm) virtual public meeting and request that they help spread the word. Information will be available on the AdvancingPARail website.

Appendix H-9: MPO/RPO Roundtable Survey Form



PENNSYLVANIA State Rail Plan

Pennsylvania State Rail Plan

PennDOT MPO/RPO Roundtable Survey

Hello,

Please take a few minutes to answer the following questions for the Pennsylvania State Rail Plan survey specifically for MPO/RPOs. Your responses will help PennDOT better understand freight and passenger rail issues and opportunities in your area. Thank you!

1. Contact Information

Organization

Your Name

Your Title

Email Address

Phone Number

2. Is your MPO/RPO currently working with a freight railroad to solve an issue in your area? What issue? How is it going?

No

Yes

If you answered YES, please explain this issue and how the process is going to resolve it.

3. Are there any economic development opportunities in your region involving freight or passenger rail? If so, what are they?

No

Yes

If you answered YES, please list the economic development opportunities

4. Are there multimodal opportunities in your region, involving either passenger rail stations or freight rail multimodal facilities?

No

Yes

If you answered YES, please list the multimodal opportunities in your region.

5. Are there opportunities to address community-related issues such as blocked crossings, quiet zones, low overpasses

No

Yes

If you answered YES, please share the opportunities to address the community-related issues.

6. Are there overall freight rail planning efforts for your region?

No

Yes

If you answered YES, please explain the rail freight goals/objectives in the plans.

7. Are there passenger rail initiatives or updates to ongoing passenger rail initiatives in your region that PennDOT may not be aware?

No

Yes

If you answered YES, please describe the passenger rail initiatives that PennDOT may not be aware of

8. What else should be included in the Pennsylvania State Rail Plan for your region?

9. Would you like us to contact you for further discussion?

Yes

No

Done

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See how easy it is to [create surveys and forms](#).

[Privacy & Cookie Notice](#)

Appendix H-10: Railroad Authority Roundtable Agenda

Agenda

2025 Pennsylvania State Rail Plan Railroad Authority Roundtable Meeting October 30, 2024

- A. Introductions
- B. State Rail Plan Background – Why need for update? Status and timeline of the update, how stakeholder feedback is used in the plan.
- C. 2020 State Rail Plan Objectives
- D. Freight and passenger rail issues, needs, opportunities, and trends
 - 1. SEDA COG Joint Rail Authority
 - 2. PA NE Regional Railroad Authority
 - 3. Schuylkill River Passenger Rail Authority
- E. Status of 2020 Pennsylvania State Rail Plan projects
- F. Other Issues
- G. Next Steps

Appendix H-11: Port Authority Roundtable Agenda

Agenda

2025 Pennsylvania State Rail Plan

Port Authority Roundtable Meeting

October 28, 2024

- A. Introductions
- B. State Rail Plan Background – Why need for update? Status and timeline of the update, how stakeholder feedback is used in the plan.
- C. 2020 State Rail Plan Objectives
- D. Rail-related needs, opportunities, and trends
 - 1. Erie Port Authority
 - 2. Pittsburgh Port Authority
 - 3. Philadelphia Port Authority
- E. Status of initiatives and needs identified for 2020 Pennsylvania State Rail Plan
- F. Other Issues
- G. Next Steps

Appendix H-12: Advancing PA Rail Website, September 2025

THE DRAFT 2025 PENNSYLVANIA STATE RAIL PLAN PUBLIC COMMENT PERIOD IS NOW OPEN

Share your questions and comments about the draft plan through Friday, October 24.

LEARN MORE

PENNSYLVANIA STATE RAIL PLAN

PURPOSE

Pennsylvania's Rank in Rail Activity in the United States



1st

Number of Freight Railroads



3rd

Total Rail Miles



8th

Carloads Originated



6th

Carloads Terminated



9th

Originated Rail Tons



12th

Terminated Rail Tons



9th

Freight Rail Employment



4th

Railroad Retirement Beneficiaries and Payments

The 2025 State Rail Plan will serve as a guide for the advancement of the Pennsylvania freight and passenger rail system. The document will replace the 2020 State Rail Plan and provide updates on rail development activity and information to support further investment in the rail system. The 2025 update will provide a current assessment of the state's rail needs along with recommendations for policies, programs, processes, and projects to improve rail safety and service, and serve as a practical roadmap for future rail investment and policies.

DRAFT 2025 PENNSYLVANIA STATE RAIL PLAN PUBLIC COMMENT PERIOD

The Draft 2025 Pennsylvania State Rail Plan is available for public review and comment between now and October 24.

A virtual public meeting took place on **Thursday, October 16** from 3:30 to 5:00 p.m. This meeting highlighted key information, answered any questions, and welcomed public feedback.

Click below to view the public presentation slideshow.

Public Presentation

Click below to view the draft 2025 Pennsylvania State Rail Plan.

Draft Plan

Appendices

Comments can be submitted by email.

DRAFT 2025 PENNSYLVANIA STATE RAIL PLAN PUBLIC COMMENT PERIOD

The Pennsylvania Department of Transportation (PennDOT) hosted a second virtual public meeting on October 16, 2025. The meeting provided an overview of the Draft 2025 State Rail Plan that was completed in September of 2025, and was followed by an interactive question and answer session between the project team and meeting attendees.

In addition to the nine members of the project team, 42 people attended the second virtual public meeting. They represented freight and passenger rail entities including All Aboard Lehigh Valley, Schuylkill River Passenger Rail Authority, and Transtar, as well as county and state officials, elected officials, community organizations, railroad industry supporters, media organizations, and the general public.

The project team presented the contents of the Draft 2025 State Rail Plan that includes: the Role of Rail, Pennsylvania's Existing Rail System, Initiatives and Investments, Service and Investment Program, and Coordination and Review. The outreach activities conducted for the 2025 State Rail Plan were outlined, and included three virtual Stakeholder Workshops in 2024, the first virtual public meeting held on December 10, 2024, and a second virtual public meeting held on October 16, 2025, a public survey, and 12 focus group meetings with economic development organizations, trade associations, and shippers.

During the second half of the virtual public meeting, attendees posted 14 questions to the virtual meeting question and answer session. PennDOT responded to all questions during the meeting, however, four of those questions required additional research before PennDOT could fully respond. Eleven of the 14 questions involved Passenger Rail. One question was raised about state grant applications considerations, another asked about the physical upgrade of historic train station buildings, and one asked about Light Rail.

PennDOT will respond to over 90 additional questions/comments that were received during the public comment period that ran from October 16-24, 2025. All questions/comments and PennDOT responses will be included in Appendix H of the Final 2025 State Rail Plan document.

Click below to view the public presentation slideshow.

[**Public Presentation**](#)

Appendix H-13: Virtual Public Meeting #2/Draft State Rail Plan Availability Press Release

Help Shape the Future of Rail in Pennsylvania: State Rail Plan Available for Review and Comment until October 24

September 23, 2025

Keep up with PennDOT on social media



The State Rail Plan focuses on improving the Commonwealth's rail passenger and freight rail systems, and identifies areas for growth

A virtual meeting to be held on October 16 for public comment

Harrisburg, PA – The Pennsylvania Department of Transportation (PennDOT) announced today that the [2025 Pennsylvania State Rail Plan](#) is available for public review and comment between now and October 24. A virtual public meeting to discuss the plan will be held on October 16.

The State Rail Plan is updated every four years, in collaboration with the Federal Railroad Administration (FRA), as well as [stakeholders and the public](#). The plan focuses on safety, passenger and freight rail, funding, policy, the environment, and economic development. The plan also evaluates and documents opportunities for improvement and growth in passenger and freight rail over the next 25 years to guide investments.

“With more operating railroads than any other state in the country, rail is a critical part of Pennsylvania’s transportation landscape,” said **PennDOT Secretary Mike Carroll**. “Through this comment period, Pennsylvanians can share their visions for passenger and freight rail across the commonwealth, and we look forward to their feedback.”

To view the draft State Rail Plan and provide comments, visit the [Advancing PA Rail website](#). Comments can be submitted through the Plan website or by email to RA-PDPASRP@pa.gov. A virtual meeting will be held on Thursday, October 16 from 3:30 PM to 5:00 PM to highlight key information and answer questions.

Pursuant to Title VI of the Civil Rights Act of 1964, PennDOT does not discriminate on the basis of race, color, national origin, gender, age, or disability. If you feel that you have been denied the benefits of, or participation in a PennDOT program or activity, you may contact the Pennsylvania Department of Transportation, Bureau of Equal Opportunity, DBE/Title VI Division at 717-787-5891 or 800-468-4201.

To learn more about how the Shapiro Administration is supporting transportation across all modes, visit [PennDOT's website](#).

Find PennDOT news on [X](#), [Facebook](#), and [Instagram](#).

MEDIA CONTACT: Alexis Campbell, alecampbel@pa.gov or 717-783-8800

###

Was this page helpful?

Yes No

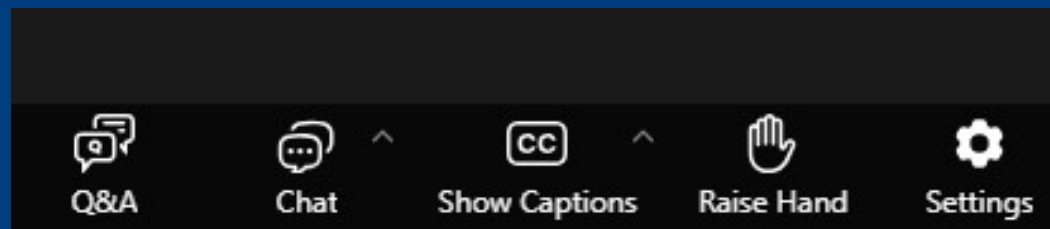
Appendix H-14: Virtual Public Meeting #2 Presentation

PENNSYLVANIA 2025 STATE RAIL PLAN PUBLIC MEETING

OCTOBER 16, 2025

Housekeeping Items

- This meeting is being **recorded**.
- All participants are **muted**.
- Select the CC button on your control panel should you wish to view the meeting with ***closed captions***.
- Post your questions or comments in the **Q&A Window**, and we will provide answers at the end of the formal presentation. If you are unable to submit a comment in the Q&A Window, please send us an email and we will respond after the meeting.
- Presentation materials will be available on <https://advancingparail.com/>



WELCOME

INTRODUCTIONS

Meet Your Speakers

-  **Meredith Biggica, Deputy Secretary for Multimodal Transportation, PennDOT**
-  **Angela Watson, Director of Rail, Freight, Ports, and Waterways, PennDOT**
-  **Stephen Panko, Transportation Planning Manager, PennDOT**
-  **Kyle Daugherty, Public Transportation Analyst, PennDOT**
-  **Barbara Moreno, Corridor ID Program Manager, FRA**
-  **Elizabeth Hynes, Vice President, WSP**

AGENDA



Present the Draft
PA State Rail Plan



Question and
Answer



Further Feedback
Opportunities



WHY DO WE NEED A STATE RAIL PLAN?

- **Comply with federal regulation**
- **Provide a comprehensive picture of Pennsylvania rail network (where we are today)**
- **Present a vision for freight and passenger rail in Pennsylvania (where we want to be in the future)**
 - Identify and address key issues facing rail transportation in Pennsylvania
 - Develop a program of needs and proposed investments
- **Engage stakeholders and the public – expand public awareness**
- **Support for federal investment**



MODES COVERED BY A RAIL PLAN

Freight Rail



By Nyttend - Own work, Public Domain,
<https://commons.wikimedia.org/w/index.php?curid=41201836>

Commuter Rail



Intercity Passenger Rail



THE STATE RAIL PLAN STRUCTURE

WHERE ARE WE?

1

Role of Rail

Articulates state transportation goals and how rail fits in, and how the state is organized to support rail.

2

State's Existing Rail System

- ▶ Summarizes freight and passenger rail use, infrastructure, and services.
- ▶ Assesses the performance of rail lines.
- ▶ Identifies trends that will impact the future.

WHERE ARE WE GOING?

3&4

Initiatives & Investments

- ▶ Identifies top issues and opportunities.
- ▶ Identifies initiatives and strategies to address the issues and opportunities.

HOW DO WE GET THERE?

5

Service & Investment Program

- ▶ Articulates vision, goals, and objectives.
- ▶ Provides project portfolio.
- ▶ Provides a funding plan.

6

Coordination & Review

- ▶ Summarizes stakeholder involvement.



IMPORTANCE OF PA RAIL SYSTEM

Pennsylvania's Rank in Rail Activity in the United States

1st

Number of Freight Railroads

3rd

Total Rail Miles

8th

Carloads Originated

6th

Carloads Terminated

9th

Originated Rail Tons

12th

Terminated Rail Tons

9th

Freight Rail Employment

4th

Railroad Retirement Beneficiaries and Payments

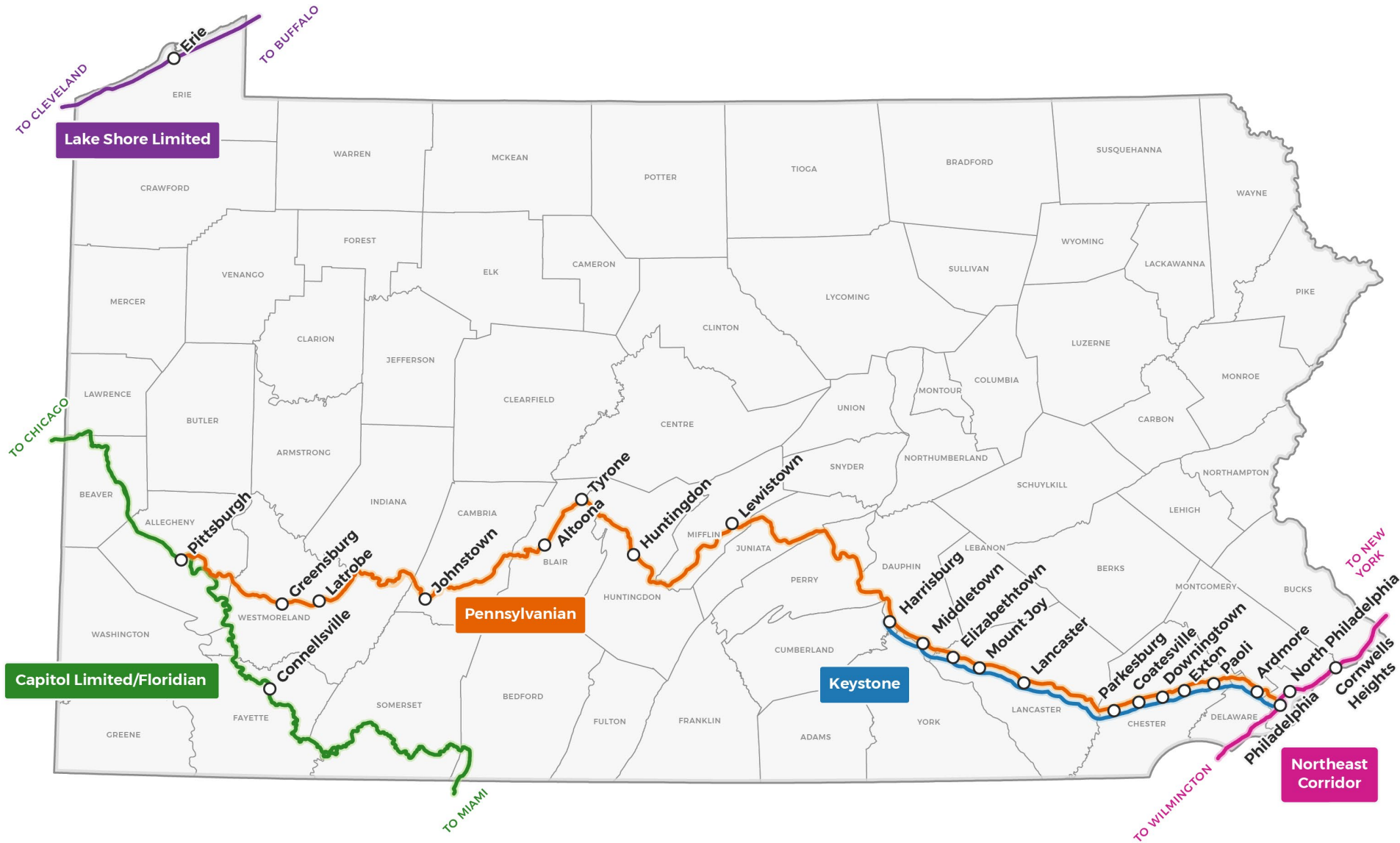
Philadelphia 30th Street Station is Amtrak's **3rd busiest station in the nation**, handling over 4 million passengers in Federal Fiscal Year 2023.

SEPTA is the nation's **6th busiest commuter rail service**, handling as many as 132,000 riders per day before COVID.

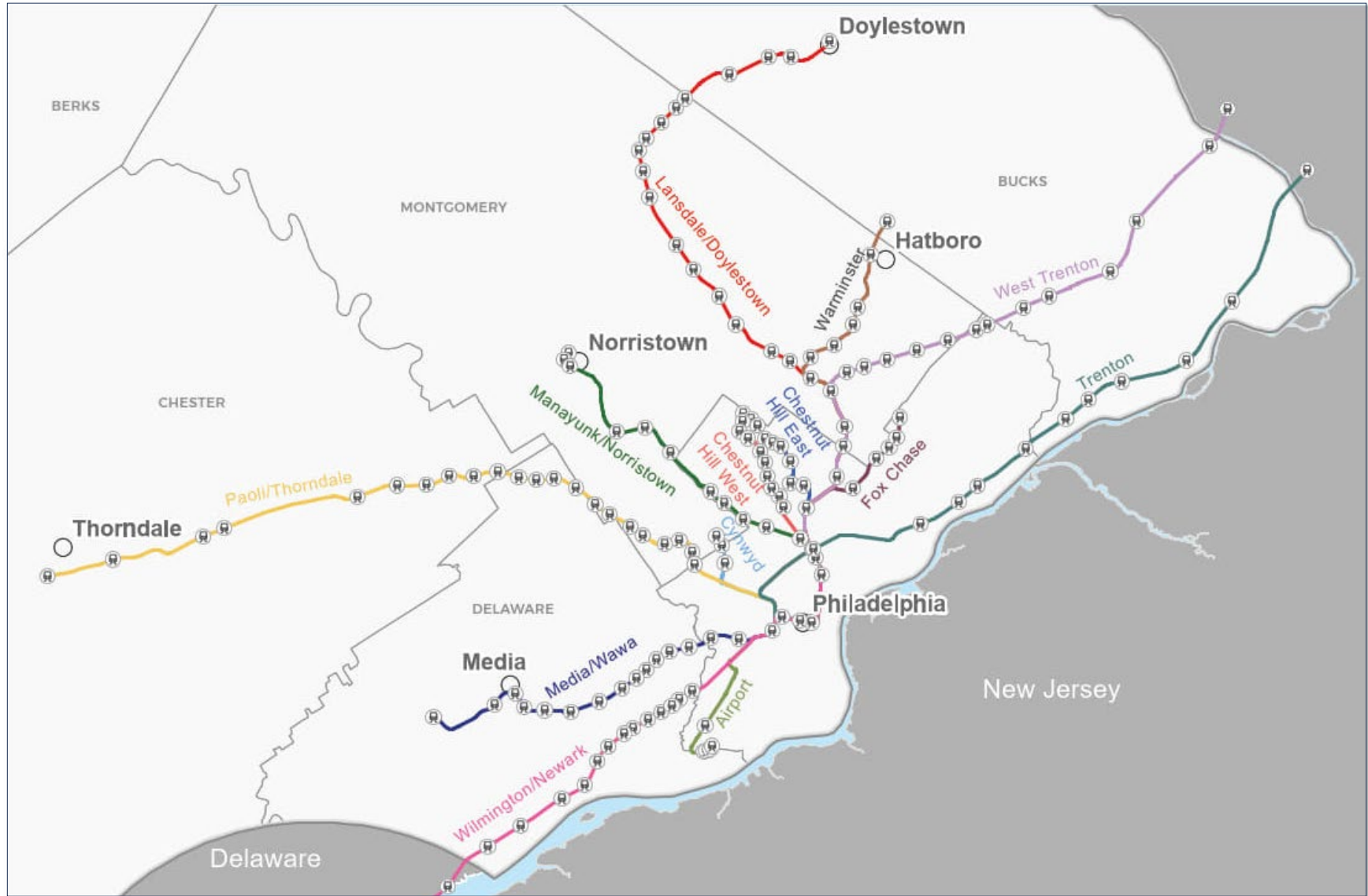
Source: Association of American Railroads 2021 State Rankings



INTERCITY PASSENGER RAIL IN PA



REGIONAL RAIL IN SOUTHEAST PA



0 1.5 3 6 9 12 Miles



FREIGHT RAIL NETWORK



Class I Rail		Passenger Rail		Regional & Short Line Rail	
	CSX		Amtrak		Regional
	NS		SEPTA		All Other Freight
	CN				



CLASS I

Pennsylvania's **three Class I** railroads have revenues over **\$1B** and carry freight to other parts of North America.

CLASS II

Pennsylvania's **three Class II**, or "regional," railroads have revenues between **\$1B and \$47M** and carry freight within Pennsylvania or to and from nearby states.

CLASS III

Pennsylvania's **53 Class III** railroads have revenues less than **\$47M** and provide "last mile" service to customers.



PUBLIC OUTREACH ACTIVITIES TO DATE

In preparing the State Rail Plan, PennDOT engaged with numerous rail stakeholders and members of the public.

Public meeting:

161
ATTENDING

Online public survey:

884
RESPONSES

3 Stakeholder
workshops

Collectively
attended by **73**

12 MEETINGS

with economic
development
organizations,
trade associations,
and shippers

A number of themes became apparent through outreach and data analysis for the State Rail Plan.



SAFETY AND SECURITY



STATE OF GOOD REPAIR



ENERGY EFFICIENCY, SUSTAINABILITY, RESILIENCY



CONNECTIVITY



QUALITY OF LIFE



PUBLIC OUTREACH ACTIVITIES TO DATE

Pennsylvania State Rail Plan Survey

Over 800 participants!

The 2025 State Rail Plan will serve as a guide for the advancement of the Pennsylvania freight and passenger rail system.

Top public concerns and interests

Safety

- Bicycle and pedestrian crossings
- Hazardous materials
- Crossing improvements
- Crime

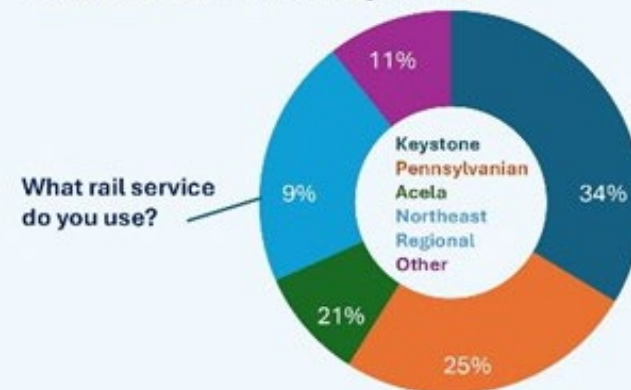
Accessibility

- Build and connect stations
- Airport stops
- Bus and train connections
- Affordable pricing
- Parking
- Scheduling

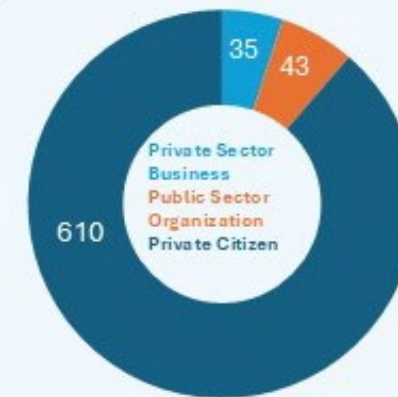
Upgrades

- Electrified rail
- Faster travel times
- Train car updates

About Our Participants



Responses



2025 STATE RAIL PLAN GOALS

1

Enhance safety and security of Pennsylvania's rail system while minimizing risks to communities in which railroads operate

2

Bring the rail system to a state of good repair (SOGR) and ensure continued maintenance

3

Enhance the connectivity and coordination within the rail network and between rail and other modes of transportation

4

Enhance the quality of life in Pennsylvania

5

Support energy efficiency, environmental sustainability, and resiliency

6

Identify stable and predictable funding alternatives



Each goal has a series of objectives to accomplish that goal.



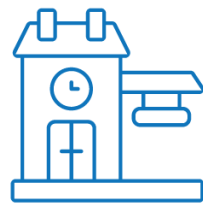
PASSENGER RAIL

PASSENGER RAIL NEEDS

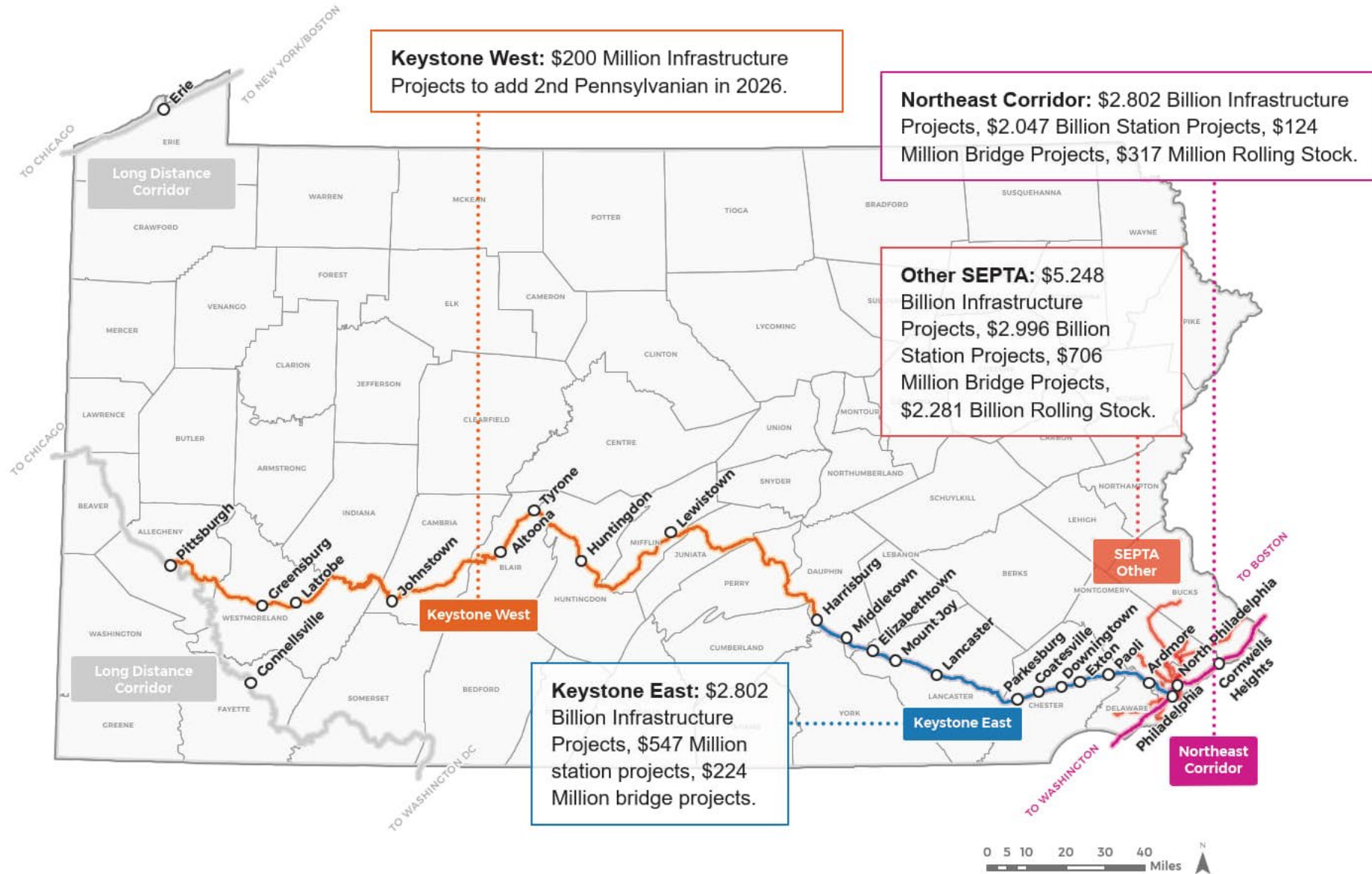


Passenger Rail Needs

In preparing the 2025 State Rail Plan, \$20 billion in passenger rail needs were identified on the corridors between Philadelphia and Harrisburg (Keystone East), Harrisburg and Pittsburgh (Keystone West), the Northeast Corridor Mainline (Delaware and New Jersey state lines), and SEPTA rail lines beyond the Keystone East and Northeast Corridor Mainline. Projects were classified as infrastructure, station, bridge, or rolling stock.



PASSENGER RAIL NEEDS

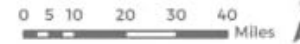


NEW PASSENGER RAIL CORRIDORS



CID Program New Corridors

- Midwest Connect Corridor*
- Reading - Philadelphia Corridor*
- Scranton - New York City Corridor*
- ★ New Passenger Corridor



Chicago, Fort Wayne, Columbus and Pittsburgh

Sponsored by the City of Fort Wayne, IN, the project would reinstate service on an existing rail alignment, providing connection from Chicago, IL, to Pittsburgh, PA, through Fort Wayne, IN, and Columbus, OH.

Scranton – New York City

PennDOT and co-applicants Pennsylvania Northeast Regional Railroad Authority (PNRRA) and NJ TRANSIT propose restoring rail service between Scranton, PA, and New York, NY. The 140-mile corridor spans 60 miles across Pennsylvania, owned by the PNRRA and 80 miles in New Jersey, owned and operated by NJ TRANSIT. The remaining 20 miles of missing track is property of New Jersey Department of Transportation.

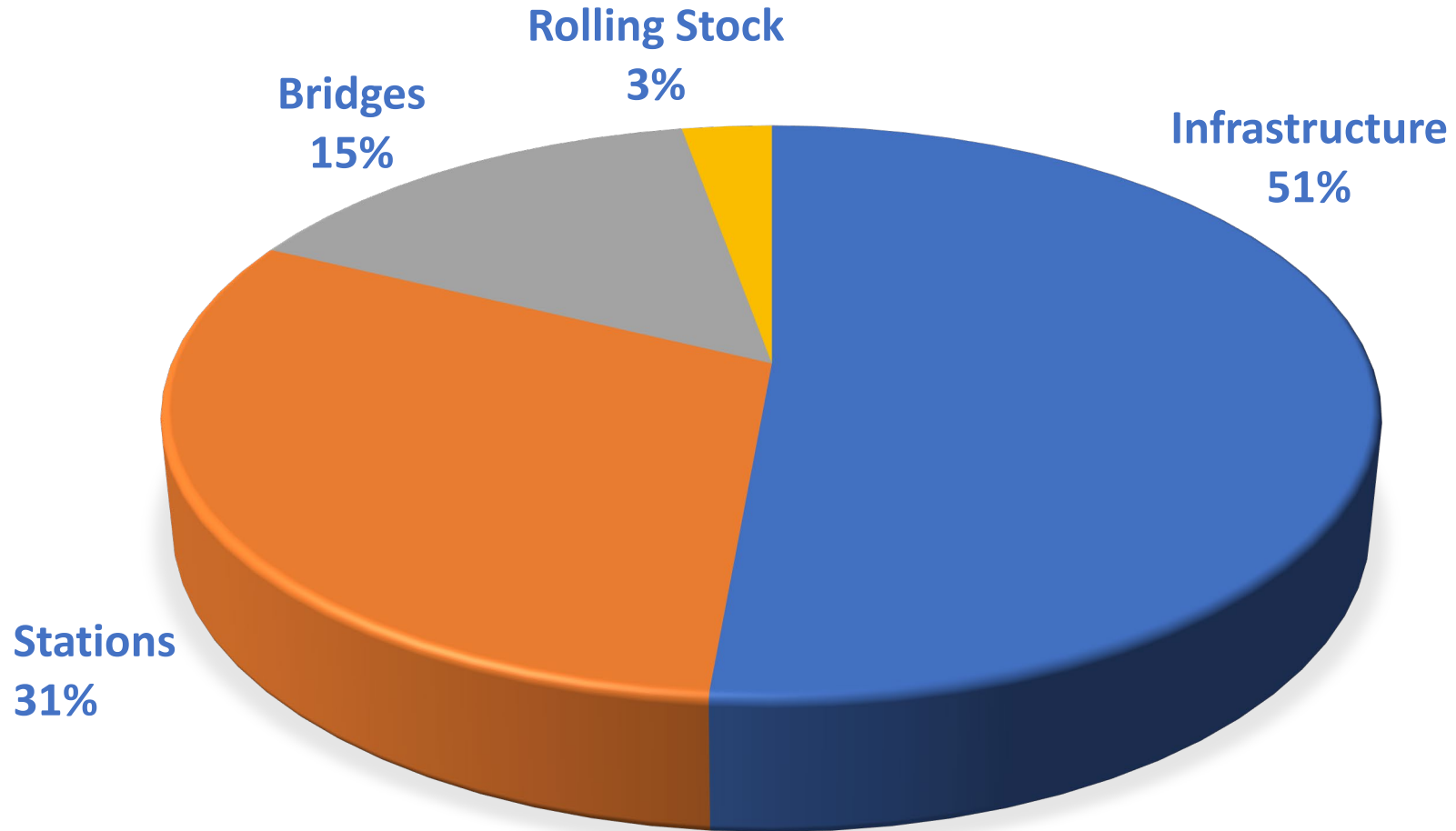
Reading to Philadelphia

Sponsored by the Schuylkill River Passenger Rail Authority (SRPRA), the project would restore passenger train service along the corridor, utilizing the existing rail alignment to provide connection from Reading to Philadelphia with new intermediate stops at Pottstown, Phoenixville, and potentially Norristown, PA.

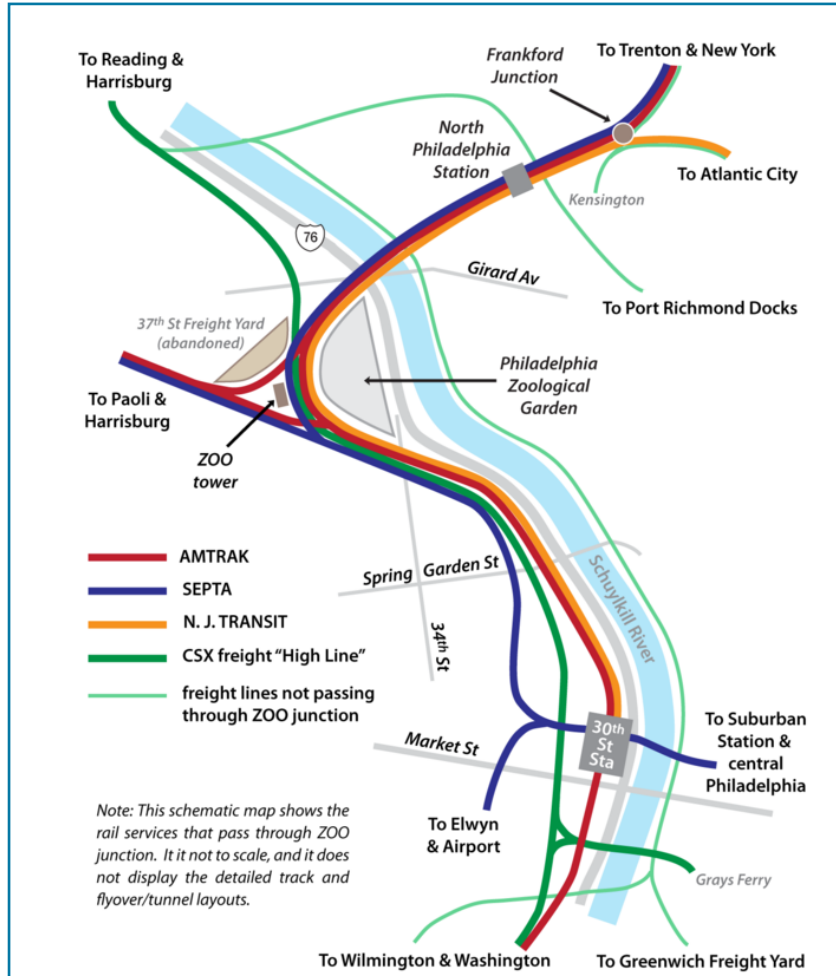


PROJECT PORTFOLIO – PASSENGER RAIL

Summary of Statewide Passenger Rail Investment Program by Project Count



KEY PROJECTS – KEYSTONE EAST



Zoo Interlocking Improvements



New Downingtown Passenger Rail Station



Lancaster Station Improvements



KEY PROJECT – KEYSTONE WEST



Second Daily Pennsylvanian



KEY PROJECT – NEC/SEPTA



30th Street Station Improvements



STATION IMPROVEMENTS

PennDOT Station Improvement

The map displays 10 numbered locations along the rail corridor from Harrisburg to Philadelphia. The locations are: 1. Harrisburg, 2. Middletown, 3. Elizabethtown, 4. Mount Joy, 5. Lancaster, 6. Coatesville, 7. Exton, 8. Paoli, 9. Ardmore, and 10. Philadelphia (30th St). Major highways (I-76, I-83, I-95, I-476, I-276, PA-222) and geographical features (French Creek, D&R State Park) are also shown.

Number	Project Name
1	Harrisburg Transportation Center
2	Middletown's new ADA accessibility
3	Elizabethtown Station rehabilitation
4	Mount Joy Station ADA accessibility
5	Keller Ave Lot & Pedestrian Bridge
6	3rd Avenue construction Project
7	Exton Station, ADA accessibility
8	Paoli High-Level Platforms Project
9	Ardmore's Station ADA accessibility
10	Philadelphia Wayfinding Project

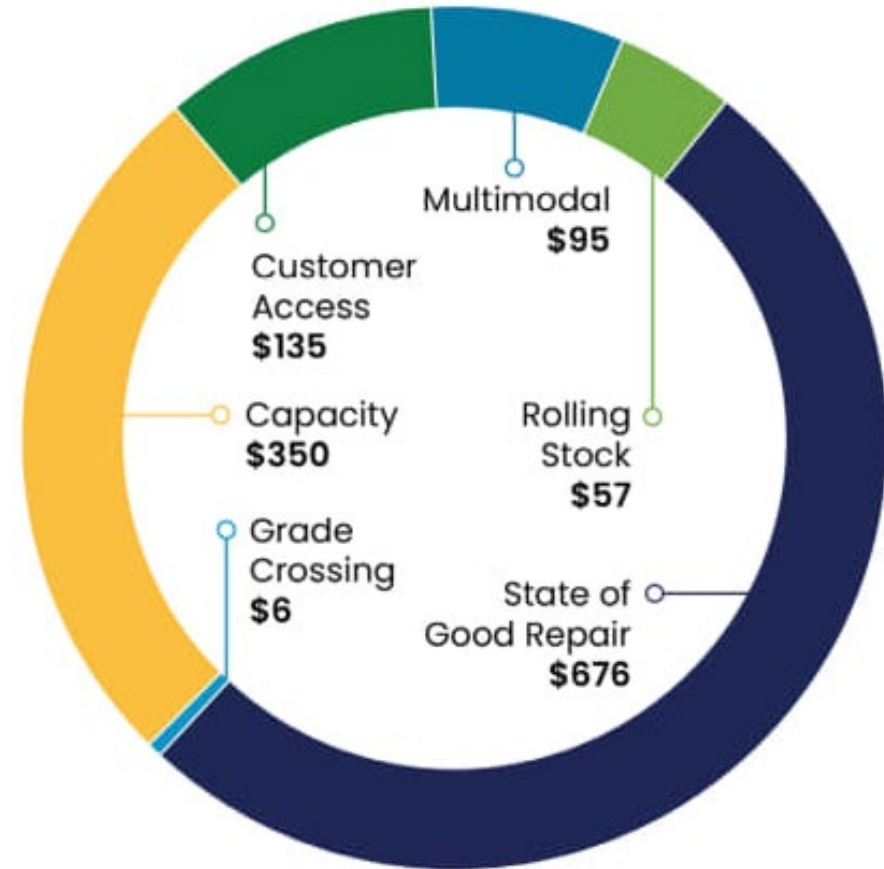


FREIGHT RAIL

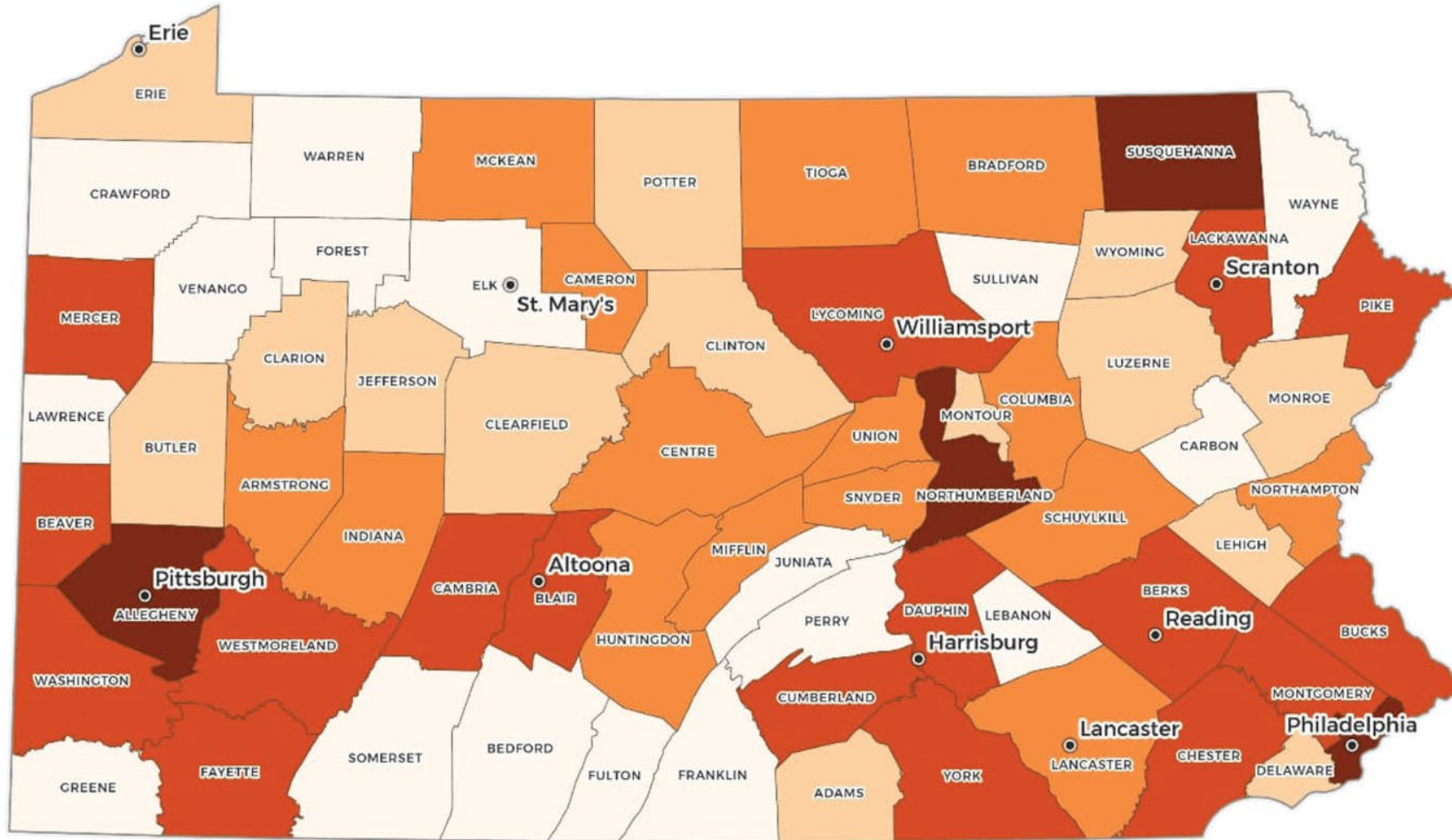
FREIGHT RAIL NEEDS



Potential Project Cost (Millions)



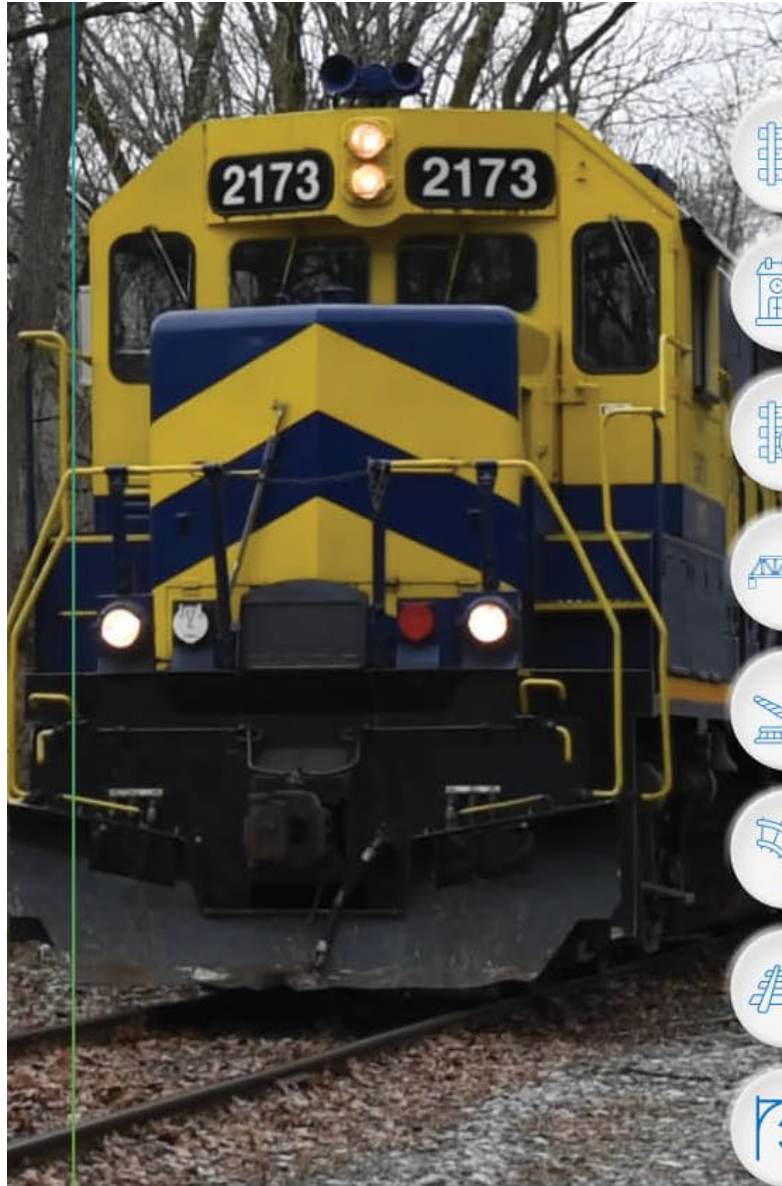
FREIGHT RAIL NEEDS



Freight Project Value in Million Dollars by County



RFAP AND RTAP PROJECTS



Projects Selected for RFAP and RTAP (2019 – 2023)



Rehabilitate over **300 miles of track** on short line and regional railroads



Construct or improve at least **12 loading/unloading facilities**



Construct over **5.5 miles** of new track, mostly to provide access to freight shippers



Rehabilitate or replace at least **32 bridges**



Rehabilitate at least **31 highway-rail grade crossings**



Install at least **37 turnouts**



Replace **76,765 ties**, including only those projects that focus specifically on tie replacement rather than rail line rehabilitation

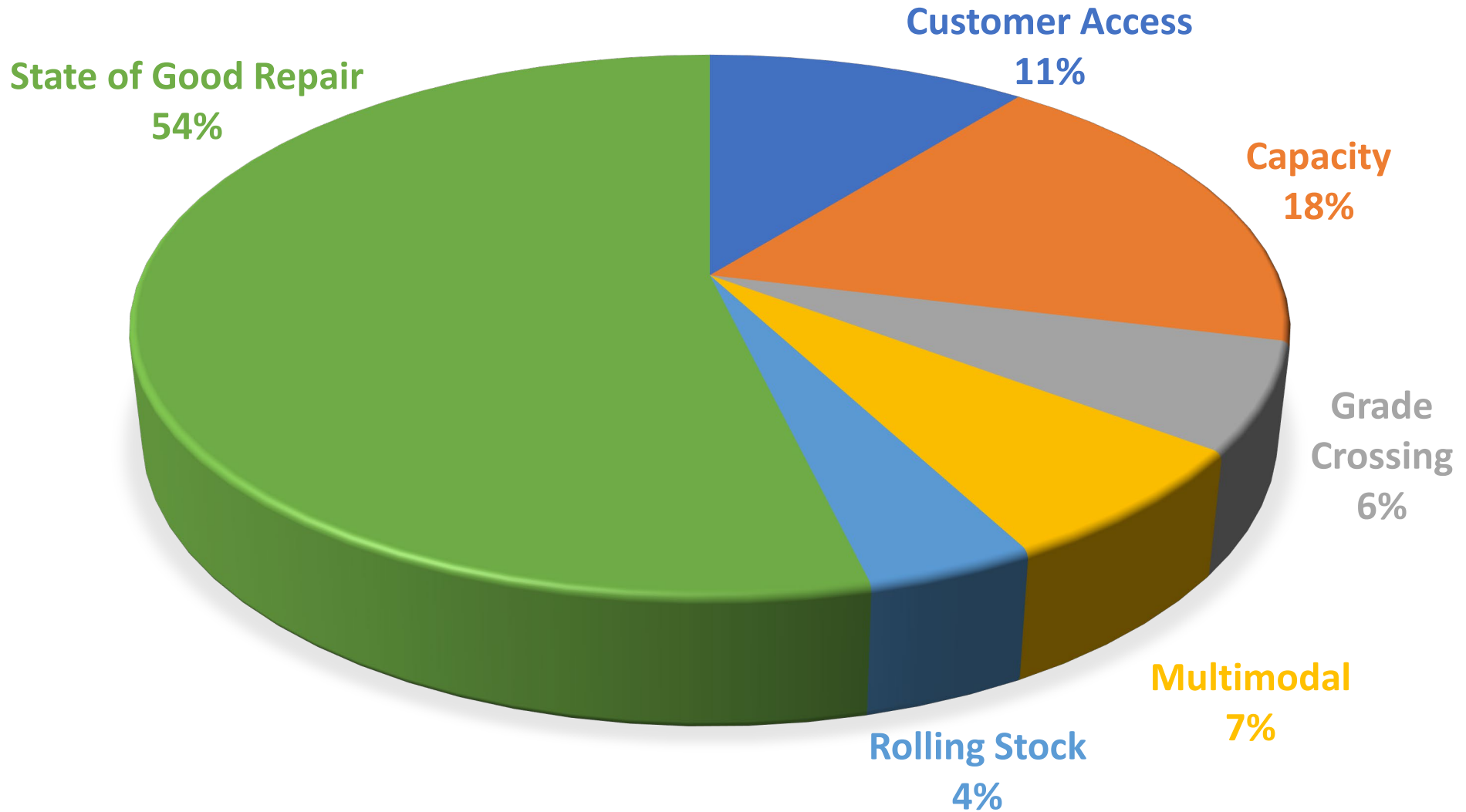


Improved clearance to allow more efficient intermodal container operations for Philadelphia and Pittsburgh.

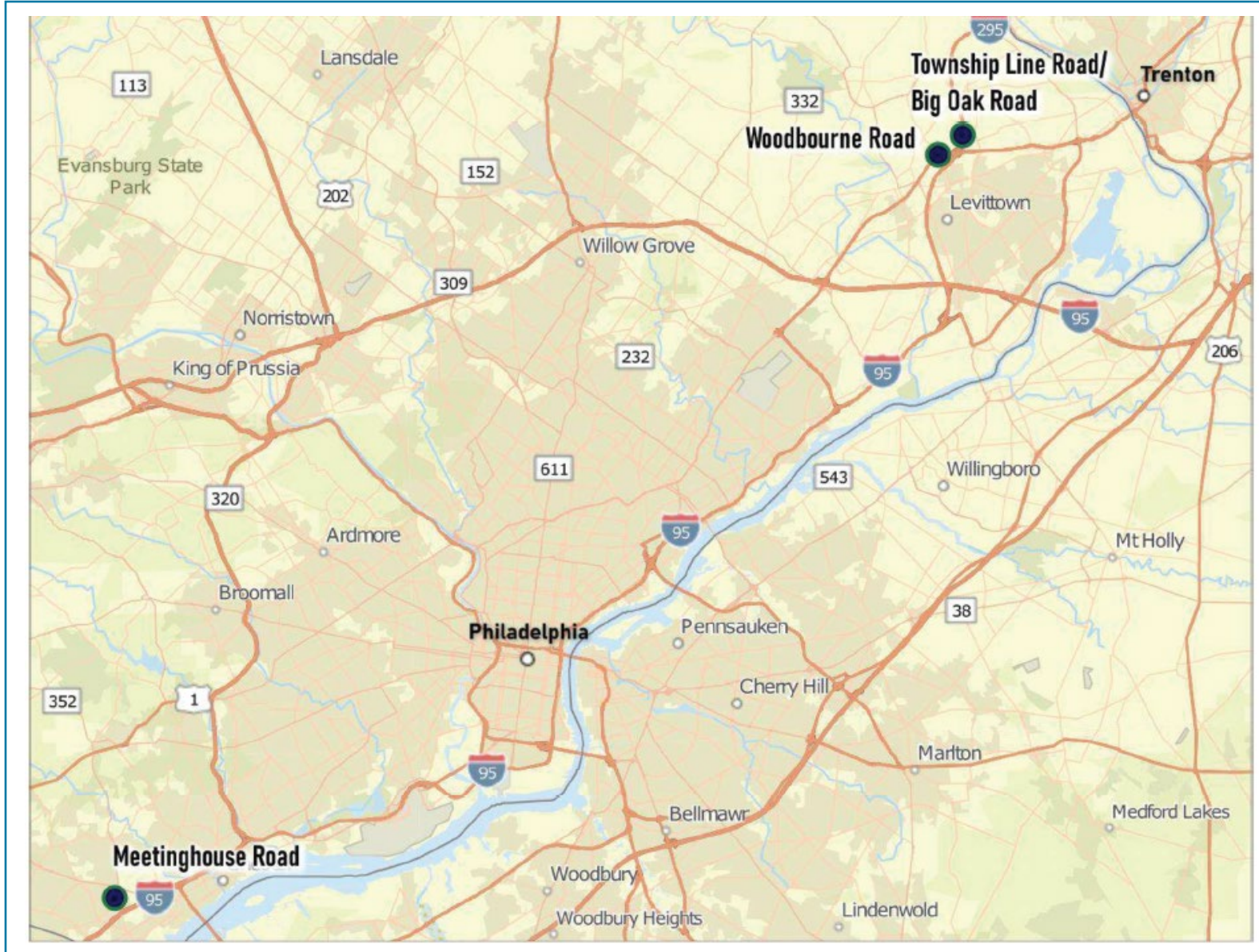


PROJECT PORTFOLIO – FREIGHT

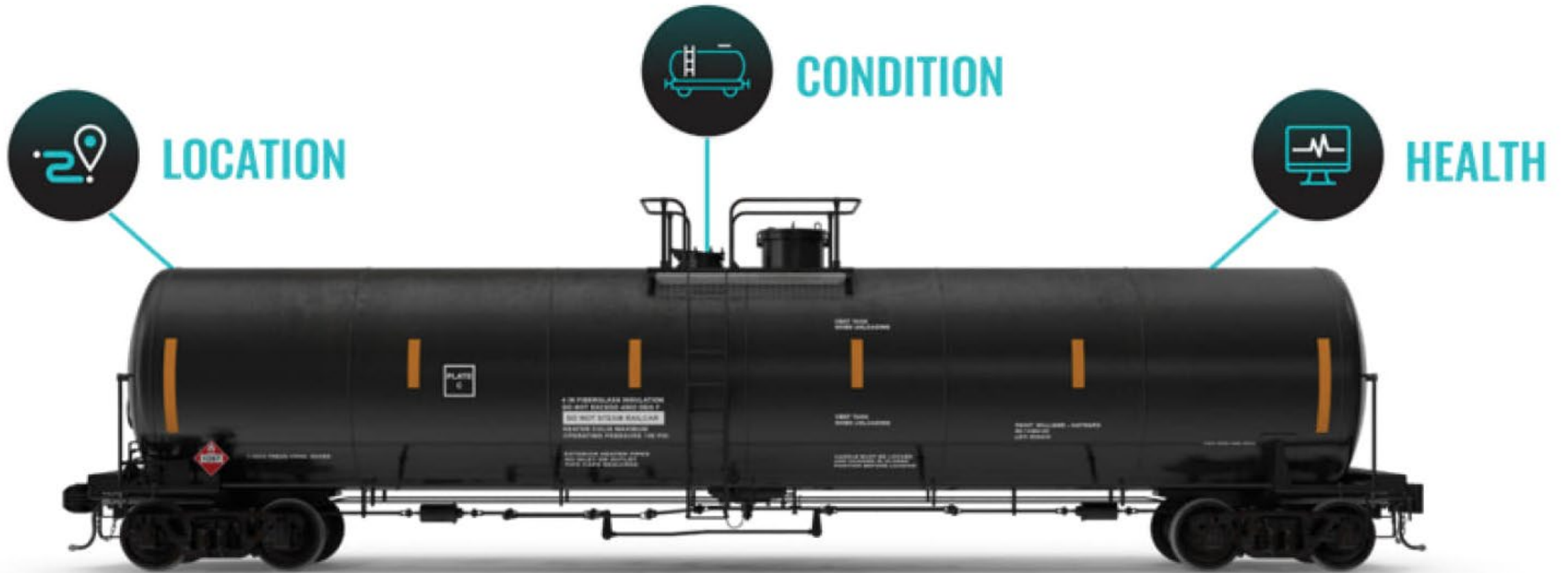
Summary of Freight and Safety Projects by Project Count



KEY PROJECT – GRADE CROSSING ELIMINATION STUDY



KEY PROJECT – RAILPULSE



Source: <https://www.railpulse.com/>



SUMMARY

In general, rail projects:

SUPPORT ECONOMIC DEVELOPMENT AND SAVE MONEY

- ▶ Freight and passenger rail can be more affordable than alternative modes for users, attracting people and businesses to the state.
- ▶ Freight rail hubs and passenger stations can provide concentrations of economic activity.

ENHANCE MOBILITY

- ▶ Rail projects provide modal choices to users. This is particularly important to passengers unable to drive or shippers with products that would be uneconomical to ship over the road.

IMPROVE SAFETY

- ▶ Freight rail experiences 1/8th the fatalities and 1/16th of the injuries as truck on a per ton-mile basis.
- ▶ Riding a train is 17 times safer than driving a car.

REDUCE FUEL CONSUMPTION AND EMISSIONS

- ▶ Freight rail is 4X more fuel efficient than trucking, and passenger rail in Pennsylvania is over 85% more fuel efficient than driving.

REDUCE ROADWAY CONGESTION, MAINTENANCE, AND CONSTRUCTION

- ▶ A single freight train can haul the equivalent of 300 trucks, and the average Amtrak train carries about 290 people.

Transporting Freight

TRUCKS

107 ton-miles per gallon of fuel

VS

RAILROADS

494 ton-miles per gallon of fuel

4X FUEL EFFICIENT



QUESTIONS AND ANSWERS

<https://advancingparail.com/pennsylvania-state-rail-plan/>

Submit comments to RA-PDPASRP@pa.gov through October 24, 2025

Appendix H-15: Virtual Public Meeting #2/Draft State Rail Plan Comments and Responses

Table H-1: Responses to Comments Received During the October 16, 2025 Public Hearing

COMMENT #	NAME/ORGANIZATION	COMMENT	RESPONSE
PASSENGER RAIL			
1	Pennsylvania Resident	<p>Hello! In regard to Pittsburgh, I am just wondering if there has been any research done into working with the Allegheny Valley Railroad to utilize their tracks for commuter services. Particularly, their tracks that run from Pittsburgh north towards New Kensington and also the tracks to Etna.</p> <p>Commuter service on their railway I believe would reduce traffic on route 28 and be able to service Lawrenceville, Verona, Oakmont, New Kensington, and Etna among others.</p>	<p>So, I do know that there was a study back in 2009, which is probably may be a little bit outdated at this point. It was not done by PennDOT, but PennDOT did a study in 2019, looking at potential passenger rail service from Altoona to Pittsburgh. As part of the research on that effort looked at previous studies, one of which was the one regarding Allegheny Valley Railroad. So, there is some information regarding that study, in the 2019 Altoona to Pittsburgh Commuter Rail Study. That document can be found on the Advancing PA rail website, under Resources, and then Related Documents.</p>
2	Schuylkill River Passenger Rail Authority	<p>There appear to be passenger rolling stock expenditures identified for the NEC but not for Keystone East. Is the cost of new rolling stock for Keystone East included in the NEC number?</p>	<p>That it is not included in the Keystone East number because PennDOT is not paying for the Airo equipment. That is being paid for by the Federal Railroad Administration to Amtrak. Also, Amtrak will be the owner of the equipment.</p>
4	Pennsylvania Resident	<p>What's the timeline on the second Pennsylvanian becoming a reality? I know earlier one slide said 2026. Is that accurate?</p>	<p>We are currently working towards late 2026. To go live, there's a lot of coordination with Amtrak as well as Norfolk Southern to move projects forward and to get agreements in place. There's also federal money PennDOT was awarded through the Federal Railroad Administration for a large portion of the projects in which we're working closely with FRA on funding for those projects that we'll be continuing to work on beyond 2026.</p>
5	Pennsylvania Resident	<p>Do we have a timeline on the new Airo trainsets?</p>	<p>I'm hoping to get some additional information soon from Amtrak. The latest I had heard is that we're hoping to have a delivery in late 2029, but that is still subject to change, as that's still a few years away. But as of now, it's scheduled for 2029.</p>
6	All Aboard Lehigh Valley	<p>Brett Webber, President of All Aboard Lehigh Valley - we are advocating for a Corridor ID for Allentown-NYC - we would like the population growth and demand to be accommodated in your demand mapping which it does not currently include.</p>	<p>We can look closer into that and see if that's a possibility. I don't think I could answer that right off the cuff, but we'll take a closer look.</p> <p>Post-meeting follow-up response: We reviewed the population tables and maps in Section 2.2 and feel that they are the appropriate level of detail for a state rail plan. We were, however, able to update ridership numbers for existing passenger rail services with FY2024 data, which tells a compelling story of how demand for passenger rail has rebounded, now exceeding pre-pandemic levels.</p>
9	Pennsylvania Resident	<p>Could 2024 numbers be referenced in this study to reflect Amtrak's update which reflects about 1 million more through Philadelphia - this seems to be a compelling area of growth. Additionally, it would be helpful to INCLUDE the passenger rail data in the graphic on overall Rail Activity shown on Page 5 of the draft to include passenger rail track mileage. Additionally, if my sources are correct, the FY 2024 passenger numbers for the Commonwealth are up to 6.8 million passer boarding & alighting</p>	<p>We use the data set that we purchased that was available at the time probably up through late last year, early this year. I think we'll look into whatever data we can update. This has been about an 18-month process to get to the draft plan, certainly some of the data sets to look a little bit old by the time you get to the end of it, but some of the data sets will remain the same, like Angela said, because they were proprietary data that we purchased for the plan to be able to provide the best information possible. But for some of that publicly available data, like ridership information, we can certainly look to provide as updated as possible. We'll take a look at that, see what we can add into the plan.</p> <p>Post-meeting follow-up response: Amtrak ridership numbers have been updated to include FY2024 data throughout the State Rail Plan.</p>
10	Pennsylvania Resident	<p>I jumped on late. Was Philadelphia to Reading passenger service discussed as a possibility?</p>	<p>We did show it earlier on the corridor ID slide of presentation. The plan does speak to the ongoing effort as part of the corridor ID effort.</p>
11	Pennsylvania Resident	<p>How have the recent fires on SEPTA's Silverliner IV fleet changed the timeline for replacement?</p>	<p>As a result of the recent NTSB report and FRA order, SEPTA is reviewing options for financing to move up the replacement of the Silverliner fleet. They're in the process now of evaluating each car to determine what that need is. So, yes, that is all under review right now.</p>

COMMENT #	NAME/ORGANIZATION	COMMENT	RESPONSE
12	Pennsylvania Resident	Have you talked to Reading and Northern about their passenger expansions, is there room for collaboration?	I know we reached out to all the railroads in the state of Pennsylvania, so I'm sure we spoke to them about any freight or passenger initiatives. I don't recall this in particular, but I know we did have an outreach session with each of the railroads. We'll look back and see if that was identified as part of our discussions with them. <i>Post-meeting follow-up response: While we have spoken with Reading and Northern about their passenger operations in separate conversations, we did not have an explicit conversation with them directly during our work on the 2025 State Rail Plan.</i>
13	All Aboard Lehigh Valley	As CID initiatives advance outside this current update, could you speak to how the State Rail Plan may be amended to reflect new initiatives as they are added like the Lehigh Valley - NYC route?	This is a living plan, so we do have the opportunity to update the plan beyond this initial submission to the FRA, so if that does come to fruition, we could certainly reflect that and make any changes to the plan as needed.
14	Pennsylvania Resident	Looking at service expansion west of Pittsburgh it's hard to tell if there's going to be more frequency into Chicago. Will Pennsylvanian's wishing to travel cross country through Pittsburgh be able to connect to Chicago sooner than the current schedule of the Floridian? The Buffalo/Fort Wayne, IN plan appears to terminate short of Chicago.	This Corridor ID effort is not led by PennDOT, but we are a stakeholder. That's something we can talk to the study sponsor as the corridor study progresses.
GRANTS/FUNDING			
3	Schuylkill River Passenger Rail Authority	Is there any consideration given to inclusion in the SRP when evaluating state grant applications, similar to the process with regional planning documents?	The simple answer is yes. We do evaluate [inclusion in State Rail Plan] as a part of our evaluation process for the rail freight program under the RTAP and RFAP funding sources.
PHYSICAL INFRASTRUCTURE UPGRADES			
7	Pennsylvania Resident	What are the plans for historic station buildings like Coatesville Train Station once the new station is constructed? Will they be preserved and reused?	I think this question in particular is asking what will become of the existing, previous station building at Coatesville. That building is not under PennDOT ownership or control. It is either Amtrak or the City who has ownership. My understanding is that they've been in discussions on potential reuse opportunities. It does need some improvements to bring it up to a state of good repair, but I know the community is interested in potential reuse in the future. Likewise, when we do make investments in stations and work with Amtrak on the Keystone Corridor, we are mindful of what will become of any existing station buildings. Downingtown is another example. It is owned by Amtrak and we encourage the local municipality to engage with Amtrak for future reuse, and we are helping to facilitate that discussion with Amtrak.
LIGHT RAIL			
8	Pennsylvania Resident	Will there be more passenger rail investment in Western PA outside the framework of Amtrak? For example expansion of Pittsburgh's Light rail system.	We'll probably have to get back to you on that and our written responses, since that's not an area that our team works with as far as the light rail system, so we'll look into that and provide a response as part of the overall written response. Because the light rail system is not part of the state rail plan, so we did not look into that as part of this effort. <i>Post-meeting follow-up response: Planning and decisions about passenger-rail investment (not including Amtrak intercity rail) in the Pittsburgh region such as expansion of Pittsburgh's light rail — are made by the local operating authority, Pittsburgh Regional Transit (PRT). Based on recent conversations with PRT, there are no funded or active plans to expand the light-rail network in the near term. PRT's immediate capital and planning priorities are focused on maintaining and rehabilitating existing infrastructure and preserving service in the face of a fiscal shortfall.</i>
OTHER			
15	All Aboard Lehigh Valley	Thank you all for providing this public resource!	Thank you.

Table H-2: Responses to Public Comments Received During the September 23–October 24, 2025 Public Comment Period

NAME/ORGANIZATION	COMMENT	RESPONSE
GENERAL SUPPORT FOR PASSENGER RAIL		
Pennsylvania Resident	<p>To begin, I am supportive of efforts by the state of Pennsylvania to expand passenger rail, not just in terms of service provided but also feasibility of use. It is an underappreciated transportation method on the whole, and I feel is underinvested in many areas. It is a way for workers to commute without the inconvenience of having to sit in traffic; it's a way for tourists to visit various cities; it's a way to connect smaller cities and boroughs to larger population centers; it helps enable lower-income residents to still be able to work or visit places outside of their immediate town; and it does all of this with minimal pollution compared with automotive transit. As well, many highways in urban areas have limited means to expand capacity for commuters and travelers alike without demolishing homes and businesses (thereby removing reasons to live in or visit said urban area), whereas a single train can be expanded lengthwise to support additional passengers to a much greater capacity. I am happy with many of the plans and recommendations provided in this rail plan. That said, as both a frequent rail passenger on Amtrak and SEPTA and also an MPO planning department employee, below are some wishes for Pennsylvania to pursue in the short and long terms. As noted by the plan, Amtrak and tourist trains are seeing some of their highest ridership of the past fifty years, indicating a desire among the general public for rail travel options. <i>[comment continued under other topic areas]</i></p>	<p>Thank you for your comment. We appreciate your interest in rail in Pennsylvania.</p>
Pennsylvania Resident	<p>Dear Penn Dot, I greatly support the expansion of passenger rail Service in Pennsylvania. Having spent a lot of time in Europe over my 67 years of life, I see a lost opportunity for the USA in connecting our large cities in a more efficient way. One thing that I do not see mentioned is the issue of travel time. Our rail lines needs to be improved so that the trains can go faster. Your article does not mention what the travel time would be between larger cities, such as Pittsburgh to Philly or to New York and Chicago. We need to increase our options for travel, creating more economical ways to travel rather than always having to physically drive vehicles. Currently, most people would prefer to drive since it takes far too long to travel by train. An efficient passenger rail system would have a great impact on our environment, travel time, and well-being. Thank you for reviewing my thoughts and concerns.</p>	
Pennsylvania Resident	<p>Hi, YES, please. More trains in Pennsylvania. We just travelled by train to NYC two weeks ago. It was SO smooth and easy. Passengers were pleasant and engaged in conversation. Beautiful scenery. All of the staff was happy and oh, so helpful. Food was plentiful in the cafe and we arrived rested and right smack dab in Mid-town NYC. No 2 hours in traffic coming into town from the airport. Prices are civilized They do it in Europe...US and PA CAN do it well here too No long waits thru TSA No mean TSA staff. No grumpy airline attendants. No stale airplane cabin air. Bring on more trains, PLEASE. Our new Grandbaby is due soon in NYC</p>	
Pennsylvania Resident	<p>We just visited Chicago for the first time and their rail system known as the L was one of the nicest transit systems we have ridden on. We have done some extensive traveling including Europe and Chicago was the best.</p> <ol style="list-style-type: none"> 1. Affordable 2. Clean 3. Color coded and easy to navigate 4. Updated and very well lit. 5. Every Major City in Pennsylvania should be linked together. As well as each city having an extensive system to ease traffic congestion. 6. It was a game changer to be able to use the L directly from the Airport to get to downtown Chicago. 7. I believe that an Airport link to each Major city should be a top priority. 8. Engineers from PennDOT that are assigned to this project should have to take a 3-4 day work trip to Chicago from Saturday through Tuesday to assess the L on weekend and weekday commuter traffic for work. 9. We have ridden on the Tube in London and the subway in New York city and Chicago is far superior. 	
Pennsylvania Resident	<p>Hello, I write to express my enthusiasm for expanded rail service in Pennsylvania, especially for Pittsburgh, where I have lived for over thirty years. I am eager both for increased long-distance passenger services, such as the proposed doubling of the frequency of the Pennsylvania train, and for new commuter rail options in Pittsburgh. As train service expands, it becomes a more attractive alternative to cars. I also support freight trains and infrastructure improvements. For what it's worth, I would be happy to pay more taxes if they were designated for trains and train infrastructure. Thank you.</p>	

NAME/ORGANIZATION	COMMENT	RESPONSE
Pennsylvania Resident	<p>I'm writing in to advocate my full support for the expansion of all rail services in the new PA state plan. I believe that our country has fallen far behind the rest of the world in regards to providing efficient public transportation, and the overreliance on personal automobiles has led to a steeper cost of living for all Pennsylvanians on top of extreme traffic congestion. Any and all expansions proposed have my support, as well as future developments not yet discussed such as an expansion of the T line in Pittsburgh and regional rail services built around the hubs of major Amtrak stops like Harrisburg, Reading, and Pittsburgh.</p> <p>Investments in high speed and regional rail will foster growth in more remote areas by allowing people to commute to urban areas without a personal vehicle, simultaneously relieving stress on highly congested roadways such as I-376 through the Squirrel hill tunnel and I-76 from King of Prussia into Central Philadelphia. This would be especially beneficial to residents of Reading and the surrounding communities, hopefully being the first step towards developing Reading into a regional rail hub that connects smaller communities such as Fleetwood, Kutztown, and others.</p>	<p>Thank you for your comment. We appreciate your interest in rail in Pennsylvania.</p>
Pennsylvania Resident	<p>I just was talking to folks on the PAT bus: telling or mentioning that I would like to see less traffic therefore less cars on the road: and here you are talking of having more trains: well, I do like that idea, as I do not have a car or a license and have to depend on other means of travel. With that being said, I also had mentioned that I miss some of the old ways of travel: like bringing back some trolley cars and/or trams: but, I know that probably will never happen while I am still here on earth!</p> <p>However, making it easier for folks like myself to travel definitely would be a good thing!</p> <p>Traveling was once a fun thing to do: but with a lot of it being cut and the process now of traveling being a lot more difficult: or it is just me getting older; it isn't as much fun as it used to be: at least not to me! However, I am always for having more transportation and less congestion to too many cars on the roads, esp in major cities!</p>	
Pennsylvania Resident	<p>The rail system is a great thing. You can get where you want to go with no worries. It would be a pleasant trip. Don't have to put up with traffic.</p>	
Pennsylvania Resident	<p>Hello, I wanted to express my concern for expanding access to passenger trains in Pennsylvania. I think it is vital to offer more passenger rails for the citizens of Pennsylvania and want a more robust rail system for Pennsylvanians. I would love to hear more about what is planned to bring more rail lines and services to the citizens of Pennsylvania.</p>	
Pennsylvania Resident	<p>Since traveling to other countries I think additional rail lines could be very beneficial. Especially if they can work in conjunction with city bus routes near the stations. This was a very useful and effective system that was in use in Toronto when I visited several times this summer.</p> <p>You could take passenger rail, passenger bus, or a combo to get to different parts of Toronto from a pretty expensive area. It made traveling the city very manageable and is very widely used in the area. The area it serviced with routes into the city center spread quite far bringing you into areas of the city. If Pittsburgh could do something like that it would definitely increase the ability for tourism as well as local commuters.</p> <p>Now one big problem they had was their app to purchase tickets could only be used by a Canadian resident. All foreigners had to get tickets at a station for routes. Send some people to check out the system they have in Toronto. Ride in from the outskirts or suburbs like Mississauga, Hamilton, or as far out as Barrie or even Niagara falls. As a person who never really cared to try public trains, it definitely made a believer out of me.</p>	
Pennsylvania Resident	<p>Thank you for the opportunity to comment.</p> <p>I am enthusiastic about the prospect for additional rail passenger service in Pennsylvania. My wife and I live car free in Drexel Hill, near Philly. We are both in our seventies and no longer drive.</p> <p>We ride the Amtrak Keystone trains to visit friends near Harrisburg and to go to Lancaster, and we ride Septa and NJ Transit to visit family and friends in New York and Pennsylvania.</p> <p>I used to ride the Bieber bus to visit friends in Hellertown, next to Bethlehem. But it was discontinued, and these friends are in their seventies also and don't visit us because it's a 50-mile drive. So rail service between Philly and Bethlehem or Allentown seems unlikely, but buses on a reasonable schedule would help. Right now I think there is one Greyhound bus to Allentown that leaves Philly early in the morning. I haven't ridden it.</p> <p>Another train between Philly and Pittsburgh, trains to Reading—I would ride these.</p> <p>Scranton is someplace else I would go with reasonable public transportation, but as far as I can find out, there's only one bus per day, at inconvenient times (it might be the same one that goes to Allentown).</p> <p>So, yes, we want and would use more passenger rail service.</p>	
Pennsylvania Resident	<p>I am writing in response to the request for comments about expanding passenger service. I live in Pittsburgh and although I rarely take the train, due to the long travel times and many stops along the way and the limited times, I would love to have the train as a serious option if nonstop service was offered from Pgh to Philly, Chicago, or NYC. I think the European train system, with options for limited stops and high speed between larger cities, is something to emulate and believe more people would use the train if the travel times were minimized between major cities. Please consider this in your decision-making.</p> <p>If the only option is an additional trip from Pittsburgh to Philly, with the same number of stops, then I guess it's better than nothing and will give people a choice of times.</p>	

NAME/ORGANIZATION	COMMENT	RESPONSE
KEYSTONE WEST		
General Comments on Keystone West Service		
Pennsylvania Resident	<p>3. Enhance Commuter Flexibility and NEC Connectivity From a professional commuter standpoint, more early-morning eastbound and late-evening westbound options—either directly from Lewistown or via improved Harrisburg connections—would make rail travel a more viable and sustainable alternative to driving. Improved parking, station amenities, and schedule integration with the Keystone Service would further strengthen the Harrisburg - Philadelphia - New York corridor.</p> <p>4. Prioritize Reliability and Rural Equity The Plan rightly emphasizes equitable transportation and reduced car dependency. Continuing to invest in infrastructure reliability west of Harrisburg, addressing freight congestion, and improving rural transit integration will ensure that Pennsylvanians outside major metros also benefit from the state’s investment in rail. I am eager to see these improvements realized. <i>[comment continued under other topic areas]</i></p>	<p>Thank you for your comment. We appreciate your interest in rail in Pennsylvania, and your thoughtful comments on how to improve service in the Keystone West corridor.</p>
Pennsylvania Resident	<p>6. Pittsburgh Is Underserved Relative to Its Importance The plan’s data demonstrates significant service disparity: Current inadequacy: <ul style="list-style-type: none"> • Only 2 trains/day total (vs. dozens of daily departures from Philadelphia) • Poor on-time performance • Capitol Limited serves Pittsburgh only at late night/early morning • No direct service to Midwest despite Pittsburgh’s geographic position Economic importance: <ul style="list-style-type: none"> • Pennsylvania’s second-largest city • Southwestern PA Commission region: 10 counties • Allegheny County: state’s largest steel shipper by rail • Port of Pittsburgh: nation’s 5th busiest inland port • Steel/manufacturing industries depend on rail connectivity Future potential: <ul style="list-style-type: none"> • Plan identifies Pittsburgh as anchor for multiple corridor developments (Midwest Connect, Dallas-NYC long-distance route) • Local stakeholder interest demonstrates demand • Second Pennsylvanian shows service expansion is operationally feasible This disparity represents both inequity and missed opportunity. Pittsburgh’s connectivity shapes economic development, quality of life, and environmental outcomes across western Pennsylvania. Conclusion The 2025 State Rail Plan represents meaningful progress, and I commend PennDOT’s comprehensive approach. However, Pittsburgh’s current service levels inadequately serve the region’s population, economic importance, and future needs. The plan documents compelling statewide benefits: \$4.5B GDP contribution, 121,000 metric tons CO₂ avoided annually, \$72M congestion costs avoided, and 4x greater fuel efficiency than automobiles. These benefits should extend equitably across all Pennsylvania regions. Western Pennsylvania residents and businesses deserve passenger rail service quality matching that available in eastern Pennsylvania. The infrastructure, demand, and federal funding opportunities exist. What’s needed is state commitment to making passenger rail a priority for all Pennsylvanians. I urge Pennsylvania’s leadership to view Pittsburgh not as the end of the line, but as a critical hub deserving investment commensurate with its importance. Thank you for considering these comments. <i>[comment continued under other topic areas]</i></p>	
Pennsylvania Resident	<p>The Pennsylvanian needs expanded to 2 east west stops per day. Further expansion to a 3rd and 4th stop should also be studied and considered. Adding additional stops to rural central west Pennsylvania would have an economic impact. Additionally Amtrak must take control upgrading rural train station's (Altoona). Upgraded station's and added stops would increase ridership.</p>	
City of Greensburg, PA	<p>Good afternoon, On behalf of Greensburg, I would just like to send an email advocating for more and better passenger rail service to Greensburg. We have a beautiful historic train station here in town that has one daily train that leaves in the morning and goes to New York City and comes back in the evening. We would really like to</p>	<p>Thank you for your comment. We appreciate your interest in rail in Pennsylvania, and your thoughtful</p>

NAME/ORGANIZATION	COMMENT	RESPONSE
	<p>see the second train that has been promised — and I believe funded — though updates seem to be sparse, giving us cause for concern. We'd also like to see commuter service into Pittsburgh and eventually on to the airport and other points west and north. For our region to grow, these types of investments are necessary. Thank you.</p>	<p>comments on how to improve service in the Keystone West corridor.</p>
<p>Pennsylvania Resident</p>	<p>I would love to see expanded passenger rail service for Pittsburgh.</p>	
<p>Pennsylvania Resident</p>	<p>Thanks for writing and publishing the very comprehensive 2025 PA railroad plan draft! I wish that the plan spent more money to improve service on the Keystone West corridor. While adding a second train is nice, the passenger trip in this corridor is slow and unusable. It takes three and a half hours to drive to Harrisburg, whereas it takes five and a half by train, with less than an 80% chance that it will run on time anyway. There must be some way to improve this service, even if it means further improving NS track. The large investments in Philly-area projects, including \$1b at the 30th St station, a new station in Downingtown, and other projects, seem to be out of balance against the small amount of funding set aside for the western part of the state, including only \$250m to improve the Keystone West corridor and a small amount of consideration for the station in Pittsburgh. Bluntly, I'd prefer to see more funding spent on PA's second largest city before further enriching main line residents of a exurb of Philly. Thanks for your work!</p>	
<p>Pennsylvania Resident</p>	<p>Hello, I live in Pittsburgh and work a ton in the northern NJ and NYC area. I would prefer a train that is reliable and fast more than anything to go to the greater NY area as its currently a long drive and a lot of effort to fly. I would say if we cannot lower the train time to be significantly less than driving, I don't really see the point in it. Rather put the emphasis on speed than more capacity. Look forward to hearing from you and more about this plan. As someone who lives in Pittsburgh, we are in great need of more affordable and easier traveling options to connect us to the east coast.</p>	
<p>Pennsylvania Resident</p>	<p>Southwestern PA needs more robust, faster, and convenient passenger rail options. Driving on the crowded roads feels less safe with each passing year. Our older people and our younger generations would be better served to have safe, viable passenger rail service to get to and from cities like Pittsburgh, Harrisburg, Philadelphia and New York.</p>	
<p>Pennsylvania Resident</p>	<p>Hello, I wanted to express that I support an expansion of passenger rail service in Pittsburgh. I use public transportation to get around the city and would appreciate more options. I would also like to see more options to travel by train outside of the city.</p>	
<p>Pennsylvania Resident</p>	<p>Hello, My name is [redacted] and I am a constituent in Aspinwall, PA providing public comment on the PA State Rail Plan. The plan needs to be more ambitious about passenger rail trips. Do not let Norfolk Southern push you around. One daily train from Pittsburgh to Harrisburg is not enough. Two daily trains from Pittsburgh to Harrisburg is not enough. Imagine hourly service from Pittsburgh to Harrisburg and work backwards from there. Demand follows service -- look no further than the success of Amtrak's Borealis train between Chicago and the Twin Cities.</p>	
<p>Pennsylvania Resident</p>	<p>To Whomever It May Concern, I wanted to suggest that in addition to the current rail plan, PennDOT should work with Amtrak to add a third trip between Pittsburgh and Philadelphia but that this trip should be a restoration of the Three Rivers (or daytime through service between NY and Chicago). This should be accomplished by speeding up all three trips between Philadelphia and Pittsburgh as well as any improvements west of Pittsburgh (obviously this would require projects in IL, IN, and OH as well).</p>	
<p>Pennsylvania Resident</p>	<p>COMMENT TWO Please increase any rail service for residents of Pittsburgh and western PA. The fact that we cannot take a train is unbelievable. And, the train to Philadelphia regularly gets upended by Norfolk Southern freight trains. the pending merger with Union Pacific will only create more problems with train services and of course, trail opportunities. The residents of the commonwealth need to have benefits given the impact of a unregulated, publicly funded freight system. thank you [comment <i>continued under other topic areas</i>]</p>	
<p>Pennsylvania Resident</p>	<p>I've just read through the draft 2025 State Rail plan. Thank you for providing a very thorough and informative document. I wanted to submit my feedback that I support the Keystone West corridor improvements that are outlined in the plan.</p>	<p>Thank you for your comment. We appreciate your interest in rail in Pennsylvania, and your thoughtful</p>

NAME/ORGANIZATION	COMMENT	RESPONSE
	<p>I'd also like to submit feedback that I'm in favor of improving rail for both economic and ridership growth in PA, including access to the Pittsburgh airport. Thank you.</p>	<p>comments on how to improve service in the Keystone West corridor.</p>
<p>Pennsylvania Resident</p>	<p>Hello, I am writing in support of re-establishing passenger rail services, including commuter rail, in Pittsburgh. I believe there is an unmet demand and enthusiasm for rail in Pittsburgh. This includes not only more frequent service for the Amtrak Pennsylvanian route (though that is certainly necessary), but also establishing commuter routes between Pittsburgh and towns in the surrounding region, and establishing a Midwest Connect Corridor route to connect Pittsburgh to cities like Columbus and Chicago. While the US, and Pennsylvania, does great with freight rail, we have shamefully allowed passenger rail to slowly die while countries like China, Japan, France, and Germany have repeated the rewards of investing in their passenger rail systems. I believe Pennsylvania making some new investments into passenger rail can make us once again into a model for the rest of the country when it comes to transportation.</p>	
<p>Second Daily Pennsylvanian</p>		
<p>Pennsylvania Resident</p>	<p>I just reviewed the plan to introduce a 2nd Keystone West train from Pittsburgh to Harrisburg and then on to Philadelphia. My comment is that the train needs to be an express train from PGH to Harrisburg as the current structure/schedule makes it far too long to use. We love the train service and used to use it to go to NYC, but the local nature of the run from PGH to Harrisburg turns the trip into around a 9 hour ordeal- far too long given that flights to LaGuardia are competitively priced when you factor in the time lost.</p>	<p>Thank you for your comment. We have noted your support for a second daily Pennsylvanian service and appreciate your thoughtful comments on how to improve service in the Keystone West corridor.</p>
<p>Pennsylvania Resident</p>	<p>Summary of Requests I write as a Pittsburgh resident in strong support of the State Rail Plan's passenger rail investments, with specific requests for enhanced service to western Pennsylvania. I urge PennDOT to:</p> <ol style="list-style-type: none"> 1. Ensure on-schedule implementation of the second Pennsylvanian train in 2026 2. Prioritize funding for Pittsburgh Station improvements 3. Commission a comprehensive Pittsburgh regional commuter rail feasibility study 4. Actively support the Midwest Connect corridor planning process 5. Initiate preliminary planning for Pittsburgh International Airport rail connection <p>1. Support Second Pennsylvanian Implementation I enthusiastically support the planned second daily Pennsylvanian round trip (Pittsburgh-New York) beginning in 2026. This investment is essential for Pittsburgh's connectivity. Same-day business travel requires reliable, convenient scheduling. The second frequency makes rail competitive with driving or flying. Looking ahead, I urge you to establish performance monitoring to track on-time performance improvements and plan proactively for additional frequency increases as demand grows. <i>[comment continued under other topic areas]</i></p>	
<p>Pennsylvania Resident</p>	<p>I am writing to express my unequivocal support for the planned expansion of service for the Amtrak Pennsylvanian. As a frequent user of the line (with an upcoming trip in November), I can personally attest to the significant value and demand for continued investment in this vital corridor. The addition of a second daily round trip is a critical step toward improving regional connectivity and enhancing economic vitality between Pittsburgh and the eastern markets. <i>[comment continued under other topic areas]</i></p>	
<p>Pennsylvania Resident</p>	<p>Dear PennDOT Rail Planning Team,</p>	

NAME/ORGANIZATION	COMMENT	RESPONSE
	<p>I appreciate the comprehensive vision outlined in the 2025 State Rail Plan and the clear commitment to expanding passenger rail access throughout Pennsylvania. As a resident near Lewistown, I rely on Amtrak service both personally and professionally:</p> <ul style="list-style-type: none"> • I commute regularly to New York City, often via Harrisburg, due to the limited schedule in Lewistown. • My daughter attends the University of Pittsburgh and travels to and from home via the Pennsylvanian route. <p>From this perspective, I'd like to offer feedback on how proposed investments can directly enhance access, reliability, and economic mobility for central Pennsylvania residents.</p> <p>1. Support for the Second Daily Pennsylvanian</p> <p>The addition of a second daily Pennsylvanian train between Pittsburgh and New York is a transformative improvement. I strongly support this investment and encourage continued coordination with Norfolk Southern to ensure that passenger reliability is prioritized alongside freight operations. This expansion will meaningfully improve access for university students, working professionals, and small communities across the corridor. <i>[comment continued under other topic areas]</i></p>	<p>Thank you for your comment. We have noted your support for a second daily Pennsylvanian service and appreciate your thoughtful comments on how to improve service in the Keystone West corridor.</p>
<p>Pennsylvania Resident</p>	<p>Additional Pennsylvanian trips are welcome, especially with departures and arrivals at more convenient times. An additional consideration would be the creation of a "Night Pennsylvanian" with sleeping accommodations that would depart Pittsburgh in the evening and arrive in NYC in the morning. Similar to the very popular NightJet train in Europe, this would allow travelers a way to get to/from the Northeast region without sacrificing a day to travel as they could sleep on the train. <i>[comment continued under other topic areas]</i></p>	
<p>Pennsylvania Resident</p>	<p>Hello,</p> <p>As a resident of Pittsburgh (Allegheny County), I am writing in to say that I am glad to see the development of a second daily Pennsylvanian train connecting Pittsburgh and New York City included in the draft state rail plan. Having two daily departure times to choose from would make this transport option more practical for me and many other Pittsburghers, and I hope that this project is included in the final state rail plan.</p> <p>Thank you!</p>	
<p>Pennsylvania Resident</p>	<p>Hello,</p> <p>My name is <i>[redacted]</i> and I work for First Commonwealth Bank. I currently use the Pennsylvanian to commute from Pittsburgh to Greensburg and Altoona about once a week.</p> <p>Many of my coworkers who work in Altoona, Johnstown and Greensburg would like to do the same to commute to Pittsburgh at about the same interval but the current service doesn't allow for it from those towns coming west without an overnight stay.</p> <p>I'm writing support of a 2nd daily Pennsylvanian and the concept of commuter service from Altoona west each day. <i>[comment continued under other topic areas]</i></p>	
<p>Pennsylvania Resident</p>	<p>Dear PennDOT Rail Planning Team,</p> <p>I want to express my strong support for the expanded passenger rail vision in the 2025 State Rail Plan, particularly the efforts to strengthen intercity connections. The possibility of more frequent and far-reaching service feels like more than an infrastructure upgrade; it feels like an invitation to reimagine how we move, relate, and belong across the Commonwealth.</p> <p>Living in Pittsburgh, I often feel the distance, both literal and symbolic, between regions of Pennsylvania. A single daily train eastward highlights how disconnected our communities can feel, even with the culture, talent, and shared history that bind us. Restoring and expanding passenger service from Pittsburgh would do more than shorten travel times; it would help weave our state back together.</p> <p>Rail travel carries a kind of human rhythm that highways and airports rarely allow. It slows us just enough to see our own landscape again, to notice towns, rivers, and people along the way. Investing in that kind of connectivity feels like an act of care for the state's social and ecological fabric.</p> <p>Thank you for taking this work seriously and for listening to the public with openness. I hope this plan becomes not only a logistical framework but also a vision of renewal, one where every Pennsylvanian can feel more linked, seen, and at home in their own state.</p>	
<p>Pennsylvania Resident</p>	<p>Hello,</p>	

NAME/ORGANIZATION	COMMENT	RESPONSE
	<p>I'm a resident of Blair County, near Altoona, and I'd like to affirm how useful I believe additional rail service between Altoona and Pittsburgh, and on the Keystone West more broadly, would be.</p> <p>Altoona is still very much within Pittsburgh's sphere of cultural influence, I believe, and making it easier for us to reach Pittsburgh would be enormously helpful not only for business, but also for reasons such as:</p> <ul style="list-style-type: none"> -Event travel: Many people here commute to Pittsburgh for concerts, sporting events, etc. It would be great to be able to do that by rail, in one day, without needing an overnight stay. -Airport access: PIT is the preferred major airport for folks here, in my experience. Car-free access to PIT from Altoona would be a major quality of life upgrade. -University commute: Plenty of folks here attend Pittsburgh's various colleges, and more opportunities for car free travel would greatly benefit them. -Additional access to Johnstown: Johnstown carries a sizeable part of the cultural burden for our area as well, and improving access between Altoona and Johnstown would be great for residents of both. Pitt-Johnstown is an important node in this vein, and Johnstown's commercial airport could factor into this also. <p>I'm sure those of you on the inside of this initiative are aware of all these, but please allow me to be one more voice in favor of allowing these things to happen. Thank you!</p>	<p>Thank you for your comment. We have noted your support for a second daily Pennsylvanian service and appreciate your thoughtful comments on how to improve service in the Keystone West corridor.</p>
<p>Pennsylvania Resident</p>	<p>Lastly, I'd appreciate it if there was something that can be done about the poor on-time performance for the Capital Limited/Floridian, as well as the Keystone West corridor. I understand that the Keystone West improvements and an additional train should help, which is exciting news, as that was one of my biggest gripes about taking rail from Pittsburgh. Sadly though these problems exist for the CL/Floridian as well. I know that it only passes through PA for a short bit, but anything you are able to do has my full support as a taxpayer. To that end, I strongly support the Midwest Connect project, and I hope you are able to put state support behind it. As someone who travels between Pittsburgh and Columbus regularly and who would like for there to be faster alternatives to get to Chicago from Pittsburgh, it feels like a dream to hear this being proposed.</p> <p>Thank you again for putting together this draft, and thank you for taking the time to read my comments. This really has me excited for the direction of passenger rail in the state, something that I think could really drive growth and improve equity.</p> <p>Thank you,</p>	
<p>Pennsylvania Resident</p>	<p>Hello, My name is [redacted], and I'm a college student in Philadelphia, but I'm from Pittsburgh. As I write this email, I am sitting on a Pennsylvanian train going back to school after my fall break. I love taking the Amtrak to get to and from my university. It's much more environmentally and budget friendly than flying, and it's more convenient than driving. Despite this, the timing of the trains often doesn't work with my class schedule and I end up having to stay a day longer or shorter than I'd prefer in order to not miss the last hour or two of classes. Having two trains per day would make my travel and that of so many others who rely on the Keystone West line much more convenient. Thank you.</p>	
<p>Pennsylvania Resident</p>	<p>Good Evening, I am [redacted], a resident of Pittsburgh and a frequent user of the Pennsylvanian. I reviewed the 2025 PA state rail plan and I have a few comments: I am glad to hear of plans to expand rail service in Western PA by adding another daily train for the Pennsylvanian. I would like to see the service expand even further, ideally to levels similar to the keystone eastern corridor. I would also like to see further infrastructure improvements on the keystone west corridor to increase speeds and electrify the line, making the engine switch in Philly no longer required. More should be done to pressure the owners of the railroads to make these improvements. Making rail service faster would also make it more favorable than driving, having many beneficial environmental and economic impacts. [comment continued under other topic areas]</p>	
<p>Pennsylvania Resident</p>	<p>Hello, I live in State College and travel by train to Pittsburgh and Philadelphia several times a year. I strongly support a second daily route for the Pennsylvanian which would allow more options for scheduling train travel beyond Philadelphia or Pittsburgh.</p> <p>If the wait interval in Pittsburgh's train station between the arrival of the Pennsylvanian and the departure of the Floridian could be decreased, that would greatly enhance train travel west from Central PA. That 3+ hour wait in the Pittsburgh train station discourages many from choosing trains to go to Chicago or other points west. (My dream is that Pittsburgh will have an intermodal station like that in Milwaukee or some other cities where you can catch a bus or a train from the same waiting area.) [comment continued under other topic areas]</p>	
<p>Centre County Metropolitan Planning Organization</p>	<p>8. The CCMPO continues to support the featured project, Second Pennsylvanian Daily Train, and the completion of the infrastructure projects on the Keystone West required to accommodate this project. The CCMPO is moving forward with a study to look at the feasibility of improving connections to the existing Pennsylvanian service. Completion is anticipated in July 2026. [comment continued under other topic areas]</p>	
<p>Connections to State College</p>		

NAME/ORGANIZATION	COMMENT	RESPONSE
Pennsylvania Resident	Thank you for investing in the railway systems in Pennsylvania. My comment is about the proposal for connections to Penn State's University Park campus in State College, PA. Adding a bus option from Lewistown or Tyrone for football game weekends and holidays is a must. There is an enormous influx of traffic from visitors, alumni, students, and their families on a regular basis in and out of state college. It is absurd that Amtrak is not better connected to Penn State. The amount of money lost because people can't easily come in and out, and due to car accidents and more, does not need to happen. I think this is the minimum action to take. I would encourage Penn Dot and Amtrak to consider a bolder move, to, in fact, rebuild train capacity to Penn State Campus. There was a time when the train stopped on campus. It does not need to be Amtrak; it can be a commuter rail to and from Tyrone and Lewistown. This would allow the Centre county community to use public transportation in and out of the area, and to allow better connections from this community to the rest of the state. Without it, Penn State is isolated physically and economically from the rest of the state. If it was easier to hop on the train in Harrisburg, and then take a commuter rail to campus, we could support student internships, research endeavors, and economic possibilities when people can easily and efficiently move in and out of the area.	Thank you for your comment. We appreciate your interest in rail in Pennsylvania and your thoughtful comments on how to improve mobility in the State College region.
Pennsylvania Resident	We are regular Amtrak users of the Pittsburgh-New York line and live in State College. WE NEED A CONNECTION TO LEWISTOWN! Of course, rail would be best, but a connection via van or bus that coordinates with the train schedule would be great, too. The Penn State students need affordable and efficient options for travel, so do the sports fans. The volume would be sufficient, we believe, for a solution to move forward. We also wish that the train stopped at the Harrisburg Airport. There is no way to connect from the train to a plane without Lyft/Uber, which is an expensive additional cost. Thanks for the plan. We believe in rail! Kevin and Catherine Alloway, Port Matilda, PA	
Pennsylvania Resident	2. Accelerate Lewistown Station Upgrades and Connectivity I was pleased to see that ADA improvements and station access work for Lewistown are advancing toward construction in FY2025. These updates are essential for safety, accessibility, and long-term ridership growth. I also support the idea raised during the planning process to introduce Thruway bus service between Lewistown and State College. This link would extend rail access to one of Pennsylvania's largest population centers without passenger rail and would serve both students and regional travelers effectively. <i>[comment continued under other topic areas]</i>	
Pennsylvania Resident	It would also be wonderful if local bus lines could synchronise schedules so it would be easier to make connections with cities off the train route (like State College). If that is not possible perhaps some type of van service could be offered on an as needed basis. More people from State College/Bellefonte area would travel by train if getting to Lewistown, Tyrone or Altoona were easier. Thank you. <i>[comment continued under other topic areas]</i>	
NEW PASSENGER RAIL CORRIDORS/PASSENGER RAIL EXTENSIONS		
Multiple Corridors		
Pennsylvania Resident	Fifth, while I'd like to make clear that the above is an excellent start, I would like PennDOT to be more ambitious with its passenger rail expansion for longer-term goals. Erie is totally disconnected within Pennsylvania from the rest of the state's rail network; going from there to Pittsburgh requires going to Cleveland first and then doubling back on an infrequent line, which adds unnecessary time to this trip. As well, there are several metro regions that are completely disconnected from the rail network. State College and its student/game day riders are highlighted as a basically guaranteed ridership base. York is a growing region that requires train travelers to drive to either Baltimore or Harrisburg first in order to board. Carlisle, Chambersburg, Gettysburg, and Lebanon are some of the fastest-growing areas in the state, yet do not see any rail service leaving their areas. Scranton-NYC is a good start, but I would also like to see future plans to extend this line to Wilkes-Barre-Hazleton-Bloomsburg-Williamsport. The Reading and Allentown areas share a lot of historical and demographic ties, yet plans for rail connection between them are dependent on the route chosen for the Lehigh Valley rail restoration, if that goes through; maybe a good orientation choice would be Reading-Allentown and then onwards to NYC? <i>[comment continued under other topic areas]</i>	Thank you for your comment. We appreciate your interest in rail in Pennsylvania and have noted your support for expanding passenger service to better connect regions across the Commonwealth.
Lehigh Valley		
Pennsylvania Resident	Hello, I'd like to comment that corridors in the Lehigh valley passenger rail study should be prioritized for advancement. Rail connectivity between Allentown, Reading, Philadelphia, and NYC would be transformational for residents like myself that own only one or zero cars per household, while increasing land values and development potential near stations. As highways in the Lehigh valley and southeastern PA see ever increasing truck traffic, having a safer alternative to driving would both reduce	Thank you for your comment. We have noted your support for Lehigh Passenger Rail while regional

NAME/ORGANIZATION	COMMENT	RESPONSE
	<p>traffic fatalities and induce more economic activity for people uncomfortable driving surrounded by 18-wheelers in substandard highway lanes. Thanks for your consideration.</p>	<p>stakeholders continue to determine if and how to pursue this initiative.</p>
<p>Pennsylvania Resident</p>	<p>Third, I am supportive of the Lehigh Valley Passenger Rail Restoration Study findings and support returning rail service to the area. I lived in the region previously, and a cross-Valley travel option without dealing with the persistent congestion of either US-22 or I-78 is sorely needed. As well, it's one of the largest regions in the county that is totally disconnected from passenger rail service; some level of service will be necessary if the region is to support an expanding population, and it is one of the few regions in the state that is expected to expand in the future. [comment <i>continued under other topic areas</i>]</p>	
<p>Pennsylvania Resident</p>	<p>I am disappointed that Allentown/Lehigh Valley was not mentioned more in the report regarding new connections. The Lehigh Valley is the third most populous region in PA, yet it seems like any projects regarding its connection to the PA rail system are not prioritized. I think that not including this project in this 5-year plan is a mistake, as it absolutely should be started within the next 5 years.</p>	
<p>All Aboard Lehigh Valley</p>	<p>On behalf of All Aboard Lehigh Valley, a non-profit organization whose mission is to advocate for the return of passenger rail service to the Lehigh Valley, we applaud the efforts of the Pennsylvania State Rail Plan team to develop this important document. We were also pleased to have participated and contributed comments on the plan in the most recent public virtual meeting.</p> <p>We are specifically advocating for further study and determination of a Corridor ID for the Allentown to New York City route which has been repeatedly proposed by rail advocates and Amtrak over the last decade. We urge your office to address and document the existing resources of this original passenger rail route and to work with both the State of New Jersey and New York to develop this important corridor. We see this as the first step towards an important future series of connections west ultimately linking Reading, Harrisburg, and Pittsburgh. Fundamentally, the availability of track and right of way on the Allentown to NYC route (through Bethlehem and Easton) provides Pennsylvania with an opportunity to invest in connectivity that will leverage the ridership of the entire Northeast Corridor through NYC. [comment <i>continued under other topic areas</i>]</p>	
<p>Pittsburgh Commuter Rail</p>		
<p>Pennsylvania Resident</p>	<p>Please consider running trains out through to New Kensington, PA to downtown Pittsburgh.</p>	
<p>Pennsylvania Resident</p>	<p>Second, I am supportive of the proposal for a commuter rail system for the Greater Pittsburgh region, and would like to add on a recommendation for expanding their light rail network. While I've never lived there, I have visited many times and the continued decline in rail service over the times I've been visiting has been a consistent disappointment for me.</p>	<p>Thank you for your comment. We have noted your support for Pittsburgh commuter rail and appreciate your thoughtful comments on how to best serve the region.</p>
<p>Pennsylvania Resident</p>	<p>Hello,</p> <p>I'm writing to voice support for commuter rail services as well as more intercity service options for Pittsburgh, PA. I live near Monroeville and find that a commuter train service into Pittsburgh would be amazingly beneficial to the high congestion in the city and on our highways. The eastern side of Pittsburgh and the northern and northwestern areas of Pittsburgh only have bus coverage for mass transit, as the light rail only goes from the south to the stadium right across the Allegheny River. A commuter train that passes through Monroeville, McKeesport Homestead, etc would help ease congestion. Additionally there is a lot of potential heading to the North hills, especially on McKnight road that is over congested despite being 3 lanes. Something that could assist with moving to that area is removing the mostly unused HOV lane on I279 that goes up towards Ross Township that could easily be converted to commuter rail. It is barely used and thus would not affect traffic.</p> <p>Rail travel is one of the best ways to ensure that we reduce vehicle traffic, free our city of cars, promote better and healthier lifestyles, and ensure a clean environment for future generations. Please consider Pittsburgh for rail improvement initiatives.</p>	
<p>Pennsylvania Resident</p>	<p>Thirdly, I have a few comments/suggestions/aspirations for the potential of bringing commuter rail back to Pittsburgh.</p> <p>When studying the feasibility of returning commuter rail to Pittsburgh, please consider the following connections that could alleviate congestion on critical routes such as I-376 from Fort Pitt Bridge to Pittsburgh International Airport, PA 65, PA 51, and PA 28.</p> <p>These alignments would include some communities that are dense by their nature as many are along the river, making them excellent candidates for commuter rail.</p> <p>The following suggestions would make the most use of existing infrastructure through collaboration with freight partners, mainly NS.</p>	<p>Thank you for your comment. We have noted your support for Pittsburgh commuter rail and appreciate your thoughtful comments on how to best serve the region.</p>

NAME/ORGANIZATION	COMMENT	RESPONSE
	<p>1. Routing down the Ohio river to Rochester/Beaver, potentially connecting Ambridge, Sewickley, Coraopolis, Neville Island, Mckees Rocks, and Bellevue. All of these communities are outside of the catchment area for the T, and exist along current rail corridors. If service was routed along the corridor parallel to PA 65, it already is connected to Union Station and would only require track improvements and collaboration with NS.</p> <p>2. Please consider service down the Monongahela river to at least McKeesport, but ideally further into the Mon Valley. The Mid-Mon Valley Transit Authority offers bus service amongst these communities that could be integrated with future commuter rail stations, and they currently operate 4 different commuter bus routes into Pittsburgh demonstrating demand. Rail already exists along this corridor and would require collaboration with freight operators if you wish to use the existing infrastructure. This would connect Pittsburgh to a city icon in Pittsburgh, as well as an underserved area hosting much of the region's coke and steel works.</p> <p>3. A route up the Allegheny river to Tarentum Brackenridge. This would use the same line that already feeds Union Station, but would take the wye between Homewood and Larimer. Much of that branch is single tracked and would likely need improvement for commuter service. This includes the wye at Aspinwall, although if a station were to be placed in Sharpsburg, creative routing could eliminate or at least postpone the need for improvement to the wye. Otherwise, much of the rail is already there, and would need collaboration. This would have the benefit of providing rail service out to the VA Hospital and the Pittsburgh Zoo and Aquarium. These suggestions would almost certainly require new track, but would run along the same alignment for the most expensive portion of that build out, and provide much needed service to a critical destination and relieve traffic on I-376 and I-79.</p> <p>1. First among these suggestions is a rail line to Pittsburgh International Airport. PIT has recently gone under massive renovations, but something missing from the new terminal experiences is a proper rail connection into the city. Right now PRT operates an express bus service to the airport indicating obvious demand, but true commuter rail to the area could be transformational to the growing communities along such a corridor and to the image of Pittsburgh as a proper major city. Topography is the main challenge in this line. Were you to follow I-376, steep grades and necessary tunnels would hinder the line. The cheapest option would be to extend service along the rail that the possible Ohio river line would run along, out to the wye that allows crossing over Brunot Island. This would then need to connect into existing rail to go out through McKees Rocks to Carnegie, where it would begin to climb towards the airport through the largely greenfield areas south of I-376, coming through Robinson, and finally continuing on to the airport. This would present a unique opportunity for transit oriented development along the corridor at these greenfield sites. Some of the existing alignment is single tracked and would need upgrades for commuter service.</p> <p>2. The second of these suggestions would complete the "X" of commuter rail into Pittsburgh by connecting big commuter areas along the I-79 corridor, such as Heidelberg, Bridgeville, Canonsburg, and even potentially Washington. Much of this could be run through the median of I-79, making acquisition of right of way much easier and cheaper, and could mostly use the same infrastructure improvements from the airport line, making both more economically viable. This would also improve congestion on a major bottleneck as these areas contribute to a significant amount of the traffic into the city along I-376. Connecting down to Washington has the added bonus of connecting an area with a university, as well as the casino and racetrack which could both generate additional non-commuter ridership. [comment <i>continued under Keystone West</i>]</p>	
Pennsylvania Resident	Train service from MCKEESPORT to PITTSBURGH and back at reasonably cost like in the past more vehicles off the roadways	
Pennsylvania Resident	<p>With Rail being historically the most prominent mode of transportation in Pittsburgh, utilizing the existing infrastructure and investing in more/upkeep is the best way to expand and relieve congesting on the roads. The rails are already there to be used. With some renovation, it would be critical to keeping the city alive and the roads safer.</p> <p>For instance, gaining access to Norfolk's tracks on the North side of the Ohio along route 65 and reopening stations in towns like Bellevue and sewickely all the way out to Beaver would be great for the city.</p>	
Pennsylvania Resident	<p>3. Commission Pittsburgh Commuter Rail Feasibility Study</p> <p>The plan notes stakeholder interest and references a 2019 Altoona-Pittsburgh study. Given chronic I-376 congestion (especially Squirrel Hill Tunnels) and post-pandemic travel changes, I strongly urge PennDOT to commission an updated, comprehensive feasibility study for Pittsburgh regional commuter rail.</p> <p>Study should examine:</p> <ul style="list-style-type: none"> • Pittsburgh-Altoona corridor (morning peak inbound, evening return for business travel) • Pittsburgh-Greensburg corridor (serving densely populated Westmoreland County) 	Thank you for your comment. We have noted your support for Pittsburgh commuter rail and appreciate your thoughtful comments on how to best serve the region.

NAME/ORGANIZATION	COMMENT	RESPONSE
	<ul style="list-style-type: none"> • Additional corridors serving the 10-county southwestern PA region • Station locations and multimodal connections (transit, park-and-ride, bike/pedestrian) • Coordination requirements with Norfolk Southern for downtown station access • Federal, state, and local funding mechanisms • Phased implementation strategy <p>The case is compelling:</p> <ul style="list-style-type: none"> • I-376 chronic congestion that rail could alleviate • Transit-oriented development opportunities around stations • Transportation equity for residents without automobiles • Environmental benefits (rail produces significantly fewer GHG emissions than cars) [comment <i>continued under other topic areas</i>] 	
Pennsylvania Resident	<p>Hello, I agree with the idea of Rail travel becoming more of a popular way to commute between destinations. Being born and raised in Pittsburgh Pennsylvania I have always thought there was a lack in passenger trains, and routes leaving the state with very narrow options to choose from. I believe a commuter line of some sort is long overdue and I believe more trains and routes would make traveling less difficult and expensive, especially for the (Locals) who simply aren't looking to travel a long distance but some prefer riding a train over a bus or dealing with the hassle of traffic rather than going to work, home, shopping, or visiting family members in the state. Local commuter routes would also see a significant spike in ridership as this has been a highly requested thing for decades, I think it would be a brilliant way to increase the popularity in train travel, increased ridership, and a convenient way to connect municipalities to municipalities rather than hosted by Amtrak or funded by the state.</p>	
Pittsburgh Transit Connections		
Pennsylvania Resident	<p>Good morning, My name is [redacted], and I relocated from the UK to Pittsburgh about 15 years ago. I am by no means a civil engineer, I work in Emergency Medicine, but I wanted to reach out to share some suggestions that I hope you may consider.</p> <p>In the UK, it is quite common for residents to use trains or light rail to travel from surrounding smaller towns into the city centers of larger metropolitan areas. These rail services often are smaller trains than traditional passenger railways and include light rail options. Similar systems are in place in larger cities such as New York City, and I believe implementing a comparable network in Pittsburgh and the surrounding communities could be highly beneficial. If there is sufficient public interest and operational efficiency, such a system could significantly alleviate traffic congestion, especially during major events or rush hours.</p> <p>I do recognize that developing such infrastructure would require additional investments and improvements to existing transportation systems. Back in the UK, most people utilize buses or walk to nearby train stations. In my current area, I find walking less feasible due to it being unsafe, and while I have not personally used public buses here, although I have heard frequent concerns from acquaintances who do. Consequently, many residents still rely on cars, which would necessitate ample parking facilities near the stations.</p> <p>While these are merely my suggestions and observations, I hoped to offer a perspective that could contribute to the continued growth and development of Pittsburgh. Thank you for your time and consideration.</p>	<p>Thank you for your comment. We have noted your support for improved rail transit in Pittsburgh and appreciate your thoughtful comments on how to improve mobility in the city.</p>
Pennsylvania Resident	<p>Hi, I'm commenting on the proposed service expansion from Pittsburgh to New York: https://www.post-gazette.com/news/transportation/2025/10/14/pittsburgh-train-routes-penn-dot-rail-plan/stories/202510140082</p> <p>Having an additional daily train would make travel to New York much more convenient, but more thought needs to be put into the local Pittsburgh transit connections. As a resident of the South Side Flats area, I either have to walk half a mile or transfer to a second bus to get to the Amtrak station.</p> <p>Ideally the light rail stop at Penn Station would see regular service, but if that's out of the question there should be more thought put into convenient region-wide bus access to the Amtrak station.</p>	
Pennsylvania Resident	<p>Hello lovely rail fans, I bought a house in Pittsburgh right next to a T station, as I enjoy using the tram to get around Pittsburgh. (Buses are fine but rails are better.) I ride Amtrak to nearby cities (like Washington, d.c., Chicago, and cities in New York). I plan to start taking the train to Harrisburg. I'm excited at the idea of reintroducing commuter rail to Pittsburgh! The T, the light rail, only goes a tiny ways north and south. So many people don't even realize that the rails are an option for transportation. Adding commuter rail going east and west could bring more people away from their cars and back to passenger rail. Pittsburgh initially had tram and train lines going everywhere, I look forward to seeing more train stations in use around town.</p>	<p>Thank you for your comment, lovely rail fan – it made us smile. We have noted your support for improved rail transit in Pittsburgh and appreciate your thoughtful comments on how to improve mobility in the city.</p>
CID – Midwest Connect		

NAME/ORGANIZATION	COMMENT	RESPONSE
Pennsylvania Resident	<p>Hello</p> <p>I don't think you can overstate the popularity or expanding rail options in Pittsburgh. Every single person I know is in favor of more trains. I understand that I cannot prove my credibility from this email, but my job is to engage the public on science topics - often climate change - and get their opinions. Everyone is pro-train. I personally would likely ride both lines (Pitt-CBus, Pitt-NYC) at least once a year. I sincerely hope this works out, and I appreciate you taking comments from the public. Take care</p>	<p>Thank you for your comment. We appreciate your interest in rail in Pennsylvania and have noted your support for the Midwest Connect Corridor ID proposal connecting Pittsburgh to Chicago via Columbus, OH and Fort Wayne, IN.</p>
Pennsylvania Resident	<p>Additionally I'm in support of the trainto Ft Wayne as our company also operates in Ohio and we would likely use that service as well.</p> <p>Thanks. <i>[comment continued under other topic areas]</i></p>	
Pennsylvania Resident	<p>I would be a frequent user of the line from Pittsburgh to Columbus, Fort Wayne, and Chicago.</p> <p>Contact me with any questions.</p>	
Pennsylvania Resident	<p>4. Support Midwest Connect Corridor Planning</p> <p>I strongly support Pennsylvania's participation in the Chicago-Fort Wayne-Columbus-Pittsburgh corridor.</p> <p>This corridor would:</p> <ul style="list-style-type: none"> • Connect Pittsburgh to major Midwest economic centers • Position Pittsburgh as the eastern anchor linking Midwest to Northeast Corridor • Support economic development through improved connectivity <i>[comment continued under other topic areas]</i> 	
Pennsylvania Resident	<p>Hi, submitting my comment on the Rail Plan!</p> <p>Having reliable, frequent passenger rail service would be great for residents and visitors to Western PA! I love taking the train when possible and would love more possibilities. Having more people taking the train rather than driving is better for the environment, traffic congestion, parking demand, and car accident frequency. I have family in Columbus and would love to be able to take the train to visit.</p> <p>More trains please!!!</p>	
Pennsylvania Resident	<p>Thank you for the wonderful report and the public info session this afternoon.</p> <p>I am massively in support of increased service for the Pennsylvanian. When I was in college, myself and many other college students used this route regularly for every holiday to get back and forth between Pittsburgh and colleges along the East Coast. Now as an adult, I want to be able to more easily be able to utilize this route for social and business trips.</p> <p>The plan I care most about, however, is the proposed route connecting Pittsburgh to Columbus. This is hugely important to me personally, as my family is in Pittsburgh and my partner's family is in Columbus. We would love to be able to take the train between them. I'm sore we are not alone, as these two cities are so close and require better mass transit options than are currently present.</p> <p>My question on this route is, what can we do to better support and encourage this CID? <i>[comment continued under other topic areas]</i></p>	
Pennsylvania Resident	<p>Hello,</p> <p>I would like to voice my support for additional rail service between Pittsburgh and NYC, including the FRA's proposed long distance corridor between Dallas and NYC that travels through Cincinnati, Columbus, and Pittsburgh. The Fort Wayne funded study for a Pittsburgh – Chicago route is something I believe Pennsylvania should be fully supporting. These vital connections would provide more travel options to metros that are too close to fly to. I found myself (Pittsburgh area resident) driving to Columbus and Cincinnati several times this year, a trip made more convenient and relaxing and accessible by rail. <i>[comment continued under other topic areas]</i></p>	
CID – Reading/Scranton		
Pennsylvania Resident	<p>Fourth, I am supportive of the two proposed Amtrak corridors (Reading-Philadelphia-New York, Scranton-New York). Both regions, while economically independent in their own right, also act as satellite bedroom communities to a much larger nearby city. Providing a way for a: workers in those larger cities to live there and contribute to the local tax base and b: tourists from said larger cities, many of whom may not have a car to drive with, to visit these smaller cities will also bring outside money into the community. As well, both regions have faced long-term issues with blight and a lack of new housing stock, and, as the rail plan highlights, this new Amtrak service would also provide an opportunity for transit-oriented development in each area. I am also supportive of the other corridors presented for new or improved service, including the Midwest Connect, Keystone Corridor (two trains each direction a day is a start, but more should be planned), the unnamed long-distance Dallas-New York corridor, and expanding passenger rail service through Erie. <i>[comment continued under other topic areas]</i></p>	<p>Thank you for your comment. We appreciate your interest in rail in Pennsylvania and have noted your support for the Scranton to NYC and Reading to Philadelphia Corridor ID proposals.</p>

NAME/ORGANIZATION	COMMENT	RESPONSE
Pennsylvania Resident	<p>Thank you for developing the 2025 State Rail Plan. As a resident of Northeastern Pennsylvania, I'm concerned that our region — home to major population centers and strong industrial growth — is largely missing from the plan's passenger and freight priorities.</p> <p>While the Scranton–New York Amtrak corridor is listed as an “emerging opportunity,” the plan should go further. Please include this project as a Tier 2 priority with clear next steps once the federal Corridor ID study concludes, and outline PennDOT's role in supporting station planning, engineering, and right-of-way preservation in Scranton, Pocono Summit, and East Stroudsburg. <i>[comment continued under other topic areas]</i></p>	<p>Thank you for your comment. We appreciate your interest in rail in Pennsylvania and have noted your support for the Scranton to NYC Corridor ID proposal.</p>
Upper Mount Bethel Township (PA) and Knowlton Township (NJ)	<p>Good Morning, Please see the attached Upper Mount Bethel Township and Knowlton Township comments on the PA plan/proposed restoration of Amtrak rail service.</p> <p><i>[Commenter provided a resolution adopted by Upper Mount Bethel Township, PA on October 13, 2025 stating that “1. The Township acknowledges the potential regional benefits of restored Amtrak service between New York City and Scranton, including the appeal of stations at Blairstown, NJ and East Stroudsburg, PA. 2. The Township does not, by this resolution, express support or opposition to the project, but rather emphasizes serious local concerns regarding safety, noise, and environmental impacts. 3. The Township requests that PennDOT, Amtrak, and the Federal Railroad Administration conduct an updated National Environmental Policy Act (NEPA) Environmental Assessment that specifically evaluates: noise and vibration impacts on Slateford residents; trespass and safety risks at the Delaware River Viaduct and Point of Gap; the needs for fencing, barriers, and warning systems; coordination with the National Park Service to protect Delaware Water Gap National Recreation Area visitors. 4. The Township further requests consideration of designated quiet zones, construction-period mitigation measures, and continued consultation with Upper Mount Bethel Township officials.”</i></p> <p><i>Commenter also provided a resolution adopted by Knowlton Township, NJ on May 13, 2024 stating that “1. The Township Committee hereby supports the restoration of passenger rail services via Amtrak between New York City and Scranton, PA via the Lackawanna Cut-Off with a station stop at Blairstown. 2. Such support is conditioned upon the performance of an updated National Environmental Policy Act Environmental Assessment that includes reviews under National Historic Preservation Act Section 106 and Wild and Scenic Rivers Act Section 7. 3. The Township requests to be listed as a Cooperating Agency for which early and frequent communication and input opportunity is provided via the Township Clerk.”]</i></p>	
Other Corridors/Proposals		
Pennsylvania Resident	<p>On the topic of commuter rail: in its recent future rail plan, MARC and the state of Maryland have proposed commuter service between its current end-of-operation in Perryville to Wilmington, DE. It would do both SEPTA and the state good to enter some negotiation with MARC to offer a cooperative connection at Wilmington to unlock origin-destination pairs which Amtrak currently does not serve, and also transfer all SEPTA stations south of Wilmington to MARC service to shorten the distance SEPTA equipment has to travel out-of-state, at least until equipment rosters and reliability improve.</p>	<p>Thank you for your comment. We appreciate your interest in rail in Pennsylvania and have noted your proposal to coordinate with the State of Maryland on existing service and new connections south of Wilmington.</p>
Pennsylvania Resident	<p>Dear PennDOT, I want to travel from my home near Myerstown to Philadelphia, Reading and Harrisburg. I am a senior who uses both Amtrak and the Philadelphia Airport. The tracks are in, just run some trains ! Thank you.</p>	<p>Thank you for your comment. We appreciate your interest in rail in Pennsylvania and have noted your proposal for new service to Myerstown.</p>
Pittsburgh Airport Connections		
Pennsylvania Resident	<p>5. Pittsburgh International Airport Rail Connection</p> <p>The plan projects 5.6 million passengers at Pittsburgh International Airport by 2036, yet Pittsburgh remains the only major Pennsylvania airport without rail service. Philadelphia's SEPTA Airport Line exceeded pre-pandemic ridership—the only SEPTA regional rail line to achieve this.</p> <p>I urge inclusion of Pittsburgh Airport rail access planning in future updates. This would:</p> <ul style="list-style-type: none"> • Provide airport employees reliable, affordable transportation • Offer travelers congestion-free alternative to driving/ride-sharing • Support regional economic competitiveness • Reduce parking demand and environmental impacts 	<p>Thank you for your comment. We appreciate your interest in rail in Pennsylvania and have noted your support for providing rail service to Pittsburgh International Airport.</p>

NAME/ORGANIZATION	COMMENT	RESPONSE
Pennsylvania Resident	<p>I suggest the following rail project.</p> <p>Background The FAA spends billions of dollars a year supporting small airports. You see the cities as you walk through the terminals. Small towns, Some you never heard of or wonder where they are.</p> <p>Here's my suggestion Team up with the FAA for an experimental project, which could save the federal and state government billions of dollars a year. Build a high speed train from the Secure area of the Erie International Airport, to the Secure area of the Pittsburgh airport. People would go through customs and security checks in Erie and get on the secure train which would take them inside the Secure area of the Pittsburgh airport. From there, they would board planes to travel all over the world. You know the biggest headache of travel is not knowing how long it will take to get through the inspection line. Likewise, The train would return from the Secure area of the Pittsburgh airport to the Erie airport. This segment would carry people who fly into the Pittsburgh airport, but their final destination is Erie. The FAA could suspend their support of the Erie airport except for the terminal. The Pittsburgh airport would gain thousands of passengers, not only from Erie, but people trying to fly to Erie. They could fly to Pittsburgh and take the train to Erie. The train could have several cars, some of them secure and others unsecure. The unsecure could be just people who want to travel from Pittsburgh to Erie or Erie to Pittsburgh and they could be let out of the train outside of the secure areas of the airports. The Erie airport would easily be converted to Cargo planes. Just think, sometime in the future that train could add cargo cars that would pick up cargo in Erie and take it to Pittsburgh and vice versa. The benefits are astronomical and unforeseeable. And this would cost less than you're thinking because it could be built right up I 79. It could be elevated in places or on the ground where the median allows it. This would reduce the amount of new property needed to be purchased.</p>	
PASSENGER STATIONS		
Pittsburgh		
Pennsylvania Resident	<p>Pennsylvania's Western Anchor: Pittsburgh, PA: Consider abandoning the existing station infrastructure at 1100 Liberty Ave, Pittsburgh, PA 15222 and providing Amtrak Service across the street out of the existing Grant Street Transportation Center at 55 11th Street. The rail line bisects this building with legacy platforms still present over the footprint on the main concourse. Thus integrating Amtrak directly with intercity bus service as well as with two parking garages connected with this building. This building also has a more inviting connection to the sidewalk network for seamless pedestrian access. Having been in both spaces an expanded Grant Street Transportation Center would be a significant upgrade for Pittsburgh Amtrak Users.</p>	<p>Thank you for your comment. We appreciate your interest in rail in Pennsylvania and appreciate your thoughtful comments on how to improve Pittsburgh Union Station.</p>
Pennsylvania Resident	<p>Furthermore, I urge PennDOT to consider the urgent need for capital improvements at the Pittsburgh Amtrak Station (Union Station). Currently, the station fails to serve as a proper gateway to the city. While comprehensive renovation is not necessary, targeted upgrades to the traveler experience—specifically lighting, concessions, and restroom facilities—are essential. A modern, well-maintained station should be a source of civic pride and a fitting emblem of Pittsburgh's current resurgence, which is currently not the case. Thank you for your attention to these critical matters of service and infrastructure. [comment <i>continued under other topic areas</i>]</p>	
Pennsylvania Resident	<p>On a slightly less important note, with the Pennsylvanian running 2x daily, the Capitol Limited to and from DC and Chicago through Pittsburgh, and the new line to and from Columbus (hopefully) I must say the Pittsburgh station simply is not up to snuff. I have been to many Amtrak stations around the country and Pittsburgh's is, by far, the worst. It is a shame and embarrassment to our city. Some fixed elevators and a paint job are not sufficient to fix this. Pittsburgh deserves a station as nice as any other in the state and at this moment we do not have that. My proposal would be to find some way to utilize the old station building more. Perhaps keeping the upper levels as apartments, but restore the entrance and waiting area to its historic grandeur. I think there would be a great deal of support from the people of the city for this. Then there would probably need to be some renovations for escalator and elevator access from the main waiting area of the station down to the tracks. Please consider this plea. As service to Pittsburgh is expanded I really don't see the current station being feasible at all long term, and I wish we had a station with any beauty that we could be proud of. The airport just got a makeover, surely the trains deserve a little too. Thanks again for all your hard work. [comment <i>continued under other topic areas</i>]</p>	<p>Thank you for your comment. We appreciate your interest in rail in Pennsylvania and appreciate your thoughtful comments on how to improve Pittsburgh Union Station.</p>
Pennsylvania Resident	<p>2. Pittsburgh Station Improvements Are Critical While recent repair work is appreciated, Pittsburgh Station requires substantial enhancement to serve as western Pennsylvania's primary rail gateway.</p>	

NAME/ORGANIZATION	COMMENT	RESPONSE
	<p>Priority investments needed:</p> <ul style="list-style-type: none"> • Expanded parking for growing ridership from second train and future service • Additional/upgraded elevators and escalators between street level and platforms • Improved platforms: better lighting, modern signage, weather protection, surface repairs • Passenger amenities: upgraded waiting areas and real-time information displays <p>Pittsburgh Station should reflect the city's status as Pennsylvania's second-largest city and major economic hub, not remain in deferred maintenance. First impressions matter for attracting riders and supporting economic development. Right now the station is a pretty pathetic reflection of the city. [comment <i>continued under other topic areas</i>]</p>	
Pennsylvania Resident	<p>Lastly, the Pittsburgh station needs some attention. It is an embarrassing gateway to our city, especially when compared to the new airport. The configuration of the parking lot/entrance could be much nicer with plantings and a welcoming connection to the street, and cleaning up the urine smell at the top of the escalators would go a long way.</p> <p>Thank you for your consideration! [comment <i>continued under other topic areas</i>]</p>	
Pennsylvania Resident	<p>I also think that Pittsburgh Penn station needs some repairs, and more effort should be put into restoring it. Right now, it's a very depressing reminder that passenger rail in this country used to be better. Its platform is falling apart and borderline unusable for anybody who has trouble walking.</p> <p>In general, I am glad that PA is taking more steps to improve rail service in our state, but more needs to be done. Ideally, 5 years from now this report should be at least double the length. Thank you.</p>	
Lancaster		
Pennsylvania Resident	<p>Hello, I understand you are taking public input on the Rail Plan and improvements to the Keystone Corridor. I am originally from Lancaster and my parents still live there so we frequently travel to and from the Lancaster station. Apart from parking, the other major issue with the Lancaster station that is essential to address (and frankly long overdue) is the elevators. Their reliability, capacity, and frankly the time it takes to go between floors, is not adequate for the station. And, for anyone requiring accommodations - wheelchairs or walkers - the overall size is problematic. I know that a lot for money has gone into addressing the parking situation and overall updates to the station, but the fact that the elevators have been neglected in the updating process is disheartening. (And frustrating from the perspective of a visitor to the station.) As someone whose family has used the station for over 40 years it would be wonderful to actually see the elevators improved in my lifetime.</p>	<p>Thank you for your comment. We appreciate your interest in rail in Pennsylvania and appreciate your thoughtful comments on how to improve Lancaster Station.</p>
Pennsylvania Resident	<p>The Lancaster Amtrak Station is an unsafe setup. All cars parking and all passengers accessing the parking lots must cross the crosswalk immediately west of the station. Cars leaving the main lot must stop at the stop sign located at this crosswalk. For a right turn, it's an awkward maneuver especially if a car is entering the station at the same time. It's a tight squeeze staying in your lane while not hitting the curb. Also, drivers in a hurry to catch the train with pedestrians in a hurry sharing the same crosswalk is a recipe for disaster. In addition, at very busy times the line of cars waiting to pickup passengers can backup to McGovern Ave. This creates a situation where someone wanting to park can't even get to the parking lot because waiting cars end up blocking the crosswalk/vehicle entrance choke point. The solution? The 1009 North Prince Street property adjacent to the main parking lot. Acquiring this property would allow for a complete reconfiguration of the front of the station with the potential to create a safer pickup area. Multiple entrances and exits into the parking lots could be added to remove the need for every car entering and every car exiting having to share the crosswalk that the majority of passengers have to traverse. With the ability to add additional exits from the main lot onto McGovern Ave and even Prince St, the McGovern Ave entrance could be converted to a one-way with the option to turn left into the main lot immediately rather than at the crosswalk. I look forward to seeing future changes to the Lancaster Amtrak Station! Thanks</p>	
Pennsylvania Resident	<p>Good evening, I am writing to offer feedback on the proposed project for Lancaster Train station. Here is my feedback: 1. The project needs to prioritize housing and walkable communities rather than just parking lots. The location provides the perfect opportunity to establish some dense residential and mixed use development. Residents could easily commute to Philadelphia on the train. Zoning needs to be updated to allow a more European model of mixed use and eliminate the parking minimums.</p> <p>2. It is important to provide usable public transit from this location so that the train is a part of a multi-modal network. Having public buses stop once every hour or less makes it very difficult to rely on the network. Bus rapid transit with its own apportioned lanes or (even better, but more expensive) a well-developed tram network could provide Lancaster County residents with more options so that additional road building projects on 222, 272, 501 and other arteries would no longer be necessary. We need more options than just relying on a car.</p> <p>3. Separated bike paths that run parallel to the train tracks and under the 501, Fruitville pike bridges would be really helpful and offer residents more ways to get around rather than just driving. Again, we need more options, including active transport alternatives.</p>	<p>Thank you for your comment. We appreciate your interest in rail in Pennsylvania and appreciate your thoughtful comments on how to improve Lancaster Station.</p>

NAME/ORGANIZATION	COMMENT	RESPONSE
	<p>4. The stairs should have bike stairways that allow bikes to go up and down so that bicyclists also have the ability to cross the bridge and park their bikes in/around the train station.</p> <p>5. A grocery store and restaurant could be potential renters of the multi-use space. Trader Joes (just like in Ardmore Station) might find this location appealing. It would make it a true 15 minute city location.</p> <p>6. We need more rail options rather than just going east to Philadelphia or west to Harrisburg. Direct connections with Baltimore. Maybe exploring if using the Norfolk Southern rails would be possible for rail could begin to open up more options.</p> <p>7. High speed rail (sort of like the acela service on the northeast corridor) would make rail far more effective from Lancaster to Philadelphia. More people would likely use the service if it arrived even faster between these destinations. Having more frequent service would also boost ridership. Thanks!</p>	
<p>Pennsylvania Resident</p>	<p>Thank you for pushing ahead on this. Is there any way to open the new Keller Ave parking lot now? It was open briefly with a shuttle service. I also used the lot and just walked on the sidewalk of the existing bridge Rt 501. It was perfectly safe. Was very sad to see it close. Parking at the station is extremely tight and several times I had to seek parking elsewhere. Not easy when you are on a schedule to catch a train. Please see if a temporary solution can work. When is the bridge expected to be completed? Thank you</p>	
<p>SEPTA</p>		
<p>Pennsylvania Resident</p>	<p>First, SEPTA needs to buy new equipment, full stop. Much of their commuter and light rail equipment dates back to the 1980s and 1990s, with some dating back to the 1970s. It is near the end of its life, but SEPTA consistently does not have the capital available to purchase new trainsets. I would also like to see more light rail and heavy rail lines for the Philadelphia region; New Jersey has been investing in PATCO and the River Line on their side of the Delaware over the past decade, and Pennsylvania should be following suit in expanding rather than cutting service. I am also generally supportive of any means of expanding SEPTA rail, whether that be more frequent trains, new lines, or enabling the two previous by expanding ridership near these transit lines (the plan highlights transit-oriented development here). SEPTA is a generally underappreciated asset in Pennsylvania, and its lack of investment from the state in comparison to peer cities is borderline criminal. [comment <i>continued under other topic areas</i>]</p>	<p>Thank you for your comment. We appreciate your interest in rail in Pennsylvania and your thoughtful comments on how to improve SEPTA service.</p>
<p>Pennsylvania Resident</p>	<p>Hello, I think it's time for a no-nonsense approach to public transit, at least west of Philly. Here are my comments and hope this is relevant and constructive to shape the future of a more robust transit plan in my area outside of Philly.</p> <ol style="list-style-type: none"> 1. Move SEPTA Regional Rail Division under the direct supervision of PENNDOT for accountability, passenger safety and fiscal responsibilities. 2. Eliminate the SEPTA Thorndale/Paoli line and redirect all appropriated funds for use by SEPTA's Regional Rail Division to Amtrak. 3. Subsidize costs for local Mainline passengers to use Amtrak with a reduced pass in and out of Philly. 4. Amtrak will be able to expand ridership, provide a substantially increased reliable (not relying on overhead wires) and safe ride. 5. Amtrak will substantially reduce/eliminate safety, maintenance and customer service issues. Also, adhering to strict NTSB standards. 6. Expand parking opportunities at Amtrak stations with multi-level garages. 7. Study safety issues at all stations and allow Amtrak Police to partner more with local law enforcement agencies to enhance passenger safety. 8. Eliminate the SEPTA Board and replace it with a Community Advisory Board. <p>I am copying my state representative with these comments. Thank you for the opportunity to comment.</p>	
<p>Pennsylvania Resident</p>	<p>PennDOT, Please consider this in the public safety related sections of your 2025 Pennsylvania State Rail Plan. Generous funds expended for our physical safety should require the actual provision of safety. I was taunted by a mob of black teenagers and hit on the back of my head while waiting for a bus (and on foot to its Norristown Regional Rail Station) at the Norristown Transportation Center (PA) on the week of March 24th, 2025; the security employees were nowhere to be found. A witness reported the incident. Premises cameras were recording. Reported, witnessed, or video-recorded assault crimes should be pursued by SEPTA authorities based on the fact of the crime and to the extent of the information available, irregardless of the victim's involvement - to curb propagation of violence and racial animosity. (Especially considering that even the victimless crimes get attended to.) That day's security footage would show that there was an earlier incident (taken place inside the center) toward me initiated by the same individual as the one who later hit me from the back on the outdoor grounds. A bus driver, who said "[he] [is] no bus", eventually got two uniformed security officers to come out from the back room. They had us identify the assaulter from a far distance away and where the teenagers were not facing us - as though to sabotage any report which could expose their absenteeism. We all watched the teenagers just walking away. Subsequently, my likeness was shared throughout transit personnel of other stations, making me a further target.</p>	<p>Thank you for your comment. The State Rail Plan is a high-level, forward-looking summary of initiatives related to the development of the rail network in Pennsylvania; it does not evaluate day-to-day operations of SEPTA or any other rail provider. We encourage you to reach out to SEPTA with your specific concerns regarding safety, security, and ticketing.</p>

NAME/ORGANIZATION	COMMENT	RESPONSE
	<p>Security footage needs to be routinely reviewed, and not only on the prompt of a formal complaint, for the type, pattern, and frequency of safety issues, so that adequacy of public protection is gauged; and so to confirm whether or not the security personnel are on the floor. When presence of the center’s security is assumed, the Police (who routinely monitor streets and store parking lots) do not patrol there. Disappearing into the safety of the back rooms, Transit Security personnel enables open season on its customers.</p> <p>SEPTA’s protocol for security personnel and for using security footage is designed not to “see anything”, which prevents acting on crime as well as its own policy, The Code Violation Notice Policy related to the published “dedicat[i]on to providing safe [] service for riders” by way of “enforc[ing] policy for quality-of-life violations as part of an effort to discourage incidents ... and enhance the customer experience.”</p> <p>The State erroneously pays for the make-believe safety and security and for the deceptive published policies. Safety is imperative to the access of a public service. Transportation center security personnel’s staying out of sight, especially in areas more prone to crime and when it gets dark, is not the provision of safety. Both SEPTA and its security personnel have an interest in keeping incidents of violence and racial animosity suppressed to conceal the ruinous outcomes.</p> <p>The plan states many good intentions, but how does PennDOT ensure that transportation employees would act on their duty.</p>	
<p>Pennsylvania Resident</p>	<p>SEPTA’s quality of service needs to be addressed in this Rail Plan. There is confusion and an alarming lack of transparency with regards to SEPTA’s Regional Rail Quick Trip Exit Ticket. These tickets are sold onboard by the SEPTA train car attendant for a ride on regional rail. The back of the ticket states, “Not valid for use on transit” – yet it is sold to a passenger for the purpose of transit. The back of the ticket states, “[the ticket is] [n]eeded to exit center city stations.” When the turnstiles of those center city stations do not allow the rider to exit, the ticket has no printed date, time, or zone of intended exit to show the station’s staff for quick resolution.</p> <p>It disarms the rider from evidencing the ticket details of the ride he or she paid for and makes him or her entirely dependent on the ability, presence (after hours – as trains run till after midnight), and accuracy of the SEPTA station’s attendant. The back of the ticket states, “[c]ontact station customer service attendant or use zone office phone at station if [ticket] fails to provide exit.” It should continue with the flowchart of the procedure of verifying a ticket. Is it a quick swipe by the SEPTA attendant of the magnetic strip for embedded detail, or forcing the rider to purchase a replacement ticket with the burden of disputing the non-working one through an involved complaint-investigation process, counting on the rider to relent?</p> <p>Rules related to the exit ticket should be listed on the ticket to remove exploitation of the passenger. For example, exit tickets being valid only for 2 hours (as per SEPTA’s website) is not printed on the ticket. So the rider who spends an hour on a train and another hour in the station’s waiting area (i.e. awaiting for a private ride) is not aware to leave within 2 hours, and now is forced to purchase a second fare (for the same ride) just to exit the turnstile.</p> <p>In the absence of any printed detail of the ride on the ticket, if the ticket’s magnetic strip were to de-magnetize (for example, through being placed among rider’s other belongings), the rider is left with no proof of payment, having to pay again.</p> <p>SEPTA needs to commit to and disclose its procedures: they should be uniform and published, and not over-the-phone and off-the-record.</p> <p>SEPTA’s complicated legal and bureaucratic approach of rendering a public service as well as the cost of contractors (with their shortcomings), and extra costs for changing contractors (each coming with their own system) tolls the state funding and burdens the customer. What safeguards PA pubic transportation service from being outpriced of being?</p> <p>In addition to the example above, SEPTA has a history of taking more money from the customers beyond its provided service, for example:</p> <ol style="list-style-type: none"> 1. sticker of fare increase to \$2.90/ride was kept on SEPTA’s transportation prior to its official enactment date, including after the court injunction was filed. 2. paper ALL-DAY passes (issued previous to the new digital fare format), were already not being accepted for a ride on SEPTA during the half-year prior to their expiration date. Septa took money for the passes and declined to provide service for it. The SEPTA operators refused to provide any authority for not accepting these valid passes – they simply were not accepting them. <p>Any SEPTA project needs to be evaluated after a year for its cost-benefit, necessity, and the level of burden to the funding and to the customers, and be terminated if significant, measurable achievements have not been yielded.</p>	
EXCURSION TRAINS		
<p>Pennsylvania Resident</p>	<p>Dear RA-PDPASRP, While this report is generally excellent and quite comprehensive, I was sorry to see that there is not one mention of the East Broad Top Railroad. Here in Pennsylvania we have a National Historic Landmark and the oldest original operating narrow gauge steam railroad east of the Rockies. Not only is there amazing historic railroad fabric, but also thirty three miles of largely unspoiled mainline and an excellent possible reconnection to Amtrak in Mount Union. The potential to increase the interest in and support of railroading through living history does not get better than the EBT. Please reach out to me if you have any questions.</p>	<p>Thank you for your comment, and for your interest in rail in Pennsylvania. We have added East Broad Top Railroad to our discussion of excursion trains in Section 3.6.</p>
FREIGHT RAIL		
<p>Pennsylvania Resident</p>	<p>Rail freight infrastructure development needs to be prioritized so that rail is more competitive versus the National Highway Freight Network. The benefits of greater fuel efficiency, less highway congestion and maintenance needs, greater freight safety, and less community impact from warehouse development all favor a larger percentage of freight movement by rail versus truck.</p>	<p>Thank you for your comment. We appreciate your interest in rail in Pennsylvania, and your thoughtful</p>

NAME/ORGANIZATION	COMMENT	RESPONSE
Pennsylvania Resident	<p>NEPA also deserves visibility for freight improvements that strengthen short lines like the Reading & Northern, Delaware-Lackawanna, and Luzerne & Susquehanna — critical to the region’s manufacturing and logistics base.</p> <p>Adding these commitments would better align the plan with PennDOT’s stated goals for economic development, equity, and sustainability while ensuring Northeastern Pennsylvania has a fair role in the state’s rail future. <i>[comment continued under other topic areas]</i></p>	<p>comments on the importance of freight rail to the Commonwealth.</p>
Delaware Valley Regional Planning Commission	<p>The freight team at DVRPC found the freight-related sections quite comprehensive and well aligned with local and regional goals, so we do not have much to comment on other than to underscore some of the identified trends and recommendations. In particular, we appreciate the emphasis on economic development around rail, including preparing shovel-ready sites for industrial use. This addresses a topic we have heard from several stakeholders regarding the critical and often overlooked importance of access to land and utilities for industrial development generally and for rail shippers specifically.</p> <p>Furthermore, we want to generally express our support for the proposed projects in our region that support safe and efficient rail operations as a part of the region’s multimodal transportation system, especially where these improvements enable a modal shift from truck to rail. This includes the proposals for separating freight and passenger operations on SEPTA’s Airport and Lansdale Regional Rail Lines, increasing vertical clearance on Conrail’s Richmond Branch, and studying the elimination of grade crossings along busy rail corridors. <i>[comment continued under other topic areas]</i></p>	
FUNDING/FINANCIAL RESPONSIBILITY FOR RAIL		
Pennsylvania Resident	<p>To Whom It May Concern:</p> <p>I recently read the Pennsylvania State Rail Plan, and I largely agree with its goals and mission. I would like to see the Commonwealth invest in our rail infrastructure with the intention of increasing our use of the rail system, rather than continuing to focus on only building out a road network for only automobiles.</p> <p>However, I have two minor issues that I did not see discussed in depth in the plan. First and foremost, when we (the Commonwealth) make either improvements, or state-of-good-repair investments in rail infrastructure, many times we are repairing, maintaining, and improving infrastructure that is privately owned. If/when we take these steps to further encourage freight traffic to take to the rails, I would like the original owner of the rail line in question to not be able to completely off-load the financial responsibilities of maintenance and improvements to their portion of the rail network onto the taxpayer; if a common carrier is paying out excessive dividends and not maintaining its infrastructure, there must be a public, financial cost to those choices, and their shareholders must shoulder that burden.</p> <p>Secondly, the plan does not address how we the people want to fund these various projects. Recently, SEPTA was forced by various lawsuits and inaction by the General Assembly to raid its capital expense budget in order to stave off a giant hole in its operating budget due to the end of various funding mechanisms. There are plans being bandied about in the halls of power (some serious, some not) about how to fund transit for the foreseeable future. I fear that without constant political pressure from across the entirety of the Commonwealth, only a tiny fraction of the essential projects may possibly be considered, and even fewer will get completed. I will concede that the financial aspects of the plan may have been outside the scope of the report that I read; if that is the case, I apologize for my off-topic ramblings.</p> <p>Thank you for your time.</p>	<p>Thank you for your comment. We appreciate your interest in rail in Pennsylvania, and your thoughtful comments on how we fund capital projects and ongoing maintenance for rail in the Commonwealth.</p>
Pennsylvania Resident	<p>Hello,</p> <p>I am a current resident of Pittsburgh for several years, with social and family ties in NYC and nearby. I was excited to hear of your plans for improvement of the Pennsylvanian line, between adding a new trip each day and upgrading the trainsets in the future. However, I would like to emphasize that the cost and time for traveling between NYC and Pittsburgh on the train is far prohibitive compared to car or air travel. I would love to see the train as a viable alternative, but when it both costs more money and takes significantly more time than other options, it is hard to justify. I understand there are significant technical and logistic limitations that constrain how fast the trains can travel for much of this line, but I would strongly encourage reconsideration of fare pricing with an eye towards affordability.</p> <p>Thanks.</p>	<p>Thank you for your comment. We appreciate your interest in rail in Pennsylvania, and your thoughtful comments on pricing intercity passenger rail service to be more competitive with other modes.</p>
STATE RAIL PLAN FORMAT/CONTENTS		
Pennsylvania Resident	<p>Hello,</p> <p>I am a citizen of southwestern PA, and I have a few comments regarding the state rail plan.</p> <p>Firstly, thank you for putting together this report. It was well done and informative, and I enjoyed reading it.</p> <p>Secondly, I'd like to offer a quick correction to something I noticed might be wrong.</p> <p>Table 2.3 page 40 lists Cumberland Mine Railroad as belonging to Alpha Natural Resources, but according to https://www.trains.com/trn/news-reviews/news-wire/digest-pennsylvanias-cumberland-mine-sold/ and Iron Senergy's website https://ironsenergy.com/facilities/ Iron Senergy Holding LLC is the current owner. <i>[comment continued under Passenger Rail Extensions]</i></p>	<p>Thank you for your comment. We have updated Table 2.3 to show Iron Senergy Holding LLC as the current owner of Cumberland Mine Railroad.</p>

NAME/ORGANIZATION	COMMENT	RESPONSE
Pennsylvania Resident	Hello, The state website says the state is accepting comments on the draft rail plan. My feedback is that the plan lacks detail in the most important ways. In order to seem "reader friendly" it summarizes common knowledge as if it's the plan, while the details are in the appendices. However, when you go to the appendix, for example E, you get a list of projects but absolutely no details. I can't identify the project scope or even location in some places. All that is provided is the project name an approximate timeframe and approximate cost. How are we supposed to provide any feedback?	Thank you for your comments. They were taken into consideration as we finalized the Plan.
Office of State Representative Tarah Probst, 189th Legislative District	<p>Dear PennDOT Rail Planning Team,</p> <p>If possible, please confirm receipt of this email.</p> <p>I am writing to provide public comment on the Draft 2025 Pennsylvania State Rail Plan, currently under public review through October 24, 2025.</p> <p>While the draft plan provides an important framework for rail investment and future transportation coordination, I am concerned that it does not reference or account for the planned I-80 Expansion Project scheduled through Monroe County between exits 303 and 307 (section 17M and related phases) which touches a town and a region where rail work is planned. This is a major oversight. The I-80 expansion project is one of the largest infrastructure projects ever to happen in the Pocono region. The I-80 expansion project, whatever the final product looks like, will have significant impacts on transportation, land use, freight movement, and environmental conditions in the region. At the same time, the State Rail Plan outlines critical strategies for enhancing rail freight capacity and passenger rail connectivity across Pennsylvania, including in Northeastern Pennsylvania. These two major infrastructure efforts cannot and should not exist in silos. The lack of cross-reference means that two large-scale infrastructure initiatives are being planned independently, without a framework for coordination. This risks missed opportunities for efficiency, connectivity, and public benefit.</p> <p>Key considerations that I urge PennDOT to incorporate into the final plan include:</p> <p>Project Coordination: Establish mechanisms for interaction between the I-80 expansion planning process and the State Rail Plan implementation. Rail and highway infrastructure must be evaluated together to maximize benefits, avoid duplication, and minimize conflicts.</p> <p>Freight Movement & Intermodal Planning: The I-80 corridor is a critical freight artery. Any expansion will affect truck traffic patterns, which in turn impacts the economic viability and necessity of freight rail improvements. Rail and highway planning should be aligned to encourage mode shift and efficient goods movement. Without integration, the rail plan may underestimate or misalign future freight needs.</p> <p>Environmental & Community Impacts: Both the I-80 expansion and potential rail development projects in Monroe County will impact land use, natural resources, and communities. A coordinated planning framework would allow for shared mitigation strategies and more efficient use of public funds.</p> <p>Future Growth & Regional Balance: The Poconos region is rapidly growing. Coordinated highway and rail investments will be vital to ensuring sustainable development and improved quality of life for residents.</p> <p>I respectfully request that PennDOT update the final 2025 Pennsylvania State Rail Plan to acknowledge the I-80 expansion project through Monroe County and establish a process for ongoing coordination between these two major transportation initiatives.</p> <p>Thank you for the opportunity to provide input.</p>	Thank you for your comment. Your comment has been forwarded to the region's MPO and PennDOT staff responsible for the update to the Freight Management Plan. The State Rail Plan has also been shared with the Freight Management Plan team to ensure coordination.
New Hope Railroad	<p>Good Afternoon,</p> <p>On the Appendices - Page 7 - For NHRR Plate C is our Height Restriction.</p> <p>Page 18 - For Warminster Transload - Railroad is NHRR (not PNER). Commodities - please update to General Transload (Chemicals)</p> <p>Page 70 - Remove NHRR Improvements to the New Hope Branch, Lansdale - Souderton (This is the PN side).</p> <p>Additional projects for NHRR - Redeck multiple bridges - State of Good Repair - implementation 2027-2030.</p> <p>Thank you.</p>	Thank you for your comments. The appendices have been updated to reflect these changes.
New Hope Railroad	<p>Good Afternoon,</p> <p>While looking through the Final Draft of the PennDot State Rail Plan we noticed that we PN was lot listed under Table 2.3 Class II and Class III Railroads.</p> <p>Parent Company - Pennsylvania Northeastern Railroad</p> <p>Subsidiary - Pennsylvania Northeastern Railroad</p> <p>Acronym - PN</p> <p>Route-Miles Operated: 110</p> <p>Thank you.</p>	Thank you for your comments. They will be taken into consideration as we finalize the Plan.
Pennsylvania Resident	Hi--I was excited to see all the great planning and public outreach that went into the 2025 State Rail Plan! I especially appreciate the status update on the Corridor ID program submissions, including the Reading-Philly corridor and the possible Lehigh Valley corridor.	Thank you for your comments. We have sent a copy of the 2022 PA Highway-Rail Grade Crossing State Action Plan to the email address you provided.

NAME/ORGANIZATION	COMMENT	RESPONSE
	<p>I saw that the State Rail Plan references a PA Highway-Rail Grade Crossing State Action Plan (2022) on pg. 96. I haven't been able to find a public-facing copy of PA's plan (although I believe the federal government requires those to be published on an "official website"). Could the section on pg. 96 of the State Rail Plan include a footnote with a link to the SAP? Thanks</p>	
<p>Committee to Reestablish Rail Service to West Chester</p>	<p>PA SRP Team, Thank you very much for meeting with us yesterday to discuss the inclusion of the West Chester Metro project in the 2025 PA State Rail Plan! Attached is our latest Project Update deck for your reference and below is a detailed description of the project for inclusion in the SRP. Please feel free to reach out with any questions. Featured Project: West Chester Metro PennDOT District: District 6 Project Location: West Chester, PA to Wawa, PA Affected Railroad(s): SEPTA Approx. Capital Cost: \$40 million ROW Mileage: 9 miles Project Description: The Borough of West Chester has been leading an effort in partnership with a wide range of stakeholders in the Southeastern PA region, including local, county and state representatives, the business community, higher education institutions, healthcare institutions and resident advocates to restore rail service between West Chester and Philadelphia via connection with SEPTA's Media-Wawa Regional Rail line. The local population and business base has grown by 80% since SEPTA service to West Chester was discontinued in 1986, and congestion in the region is steadily increasing while housing is becoming less affordable. Employers and businesses require access to a larger pool of workers and customers in order to continue growing and thriving. All of these factors demonstrate the conditions needed to support the extension of rail service to West Chester. The current proposal, known as West Chester Metro (WCM), calls for a shuttle train to take passengers from Market Street Station in West Chester along the West Chester Branch Line (WCBL) to a new Platform and Pedestrian Bridge in Wawa, PA that will connect passengers to SEPTA's Wawa Regional Rail station. WCM service would run five days a week and connect with SEPTA's highest ridership Media-Wawa weekday frequencies using standard FRA-compliant passenger rail locomotives and coach cars. According to DVRPC's Ridership Study of the shuttle service, daily ridership could reach 1,370 trips by 2030, generating 356,200 annual trips assuming a weekday service. With projected capital costs of \$40 million to upgrade the line from FRA Track Class 1 (15 MPH maximum speed) to Class 3 (60 MPH maximum speed) and purchase rolling stock, the cost per annual rider is just over \$100. In May 2025, SEPTA renewed its lease of the WCBL to the Borough of West Chester for 15 years and included language enabling a SEPTA-approved third party commuter service operator in the form of a shuttle. Subsequent to this landmark lease agreement, the WCM secured a \$25 million line item in Pennsylvania's statewide Redevelopment Assistance Capital Program (RACP). Project proponents are now working to secure funding for the first phase of design and construction, which will focus on the Wawa Platform and Pedestrian Bridge. Thank you.</p>	<p>Thank you for your comments. We have added the project to Section 3.6 and Appendix E-10.</p>
<p>PennDOT</p>	<p>On page 40, Table 2.3, the list of subsidiary railroads under Genesee & Wyoming is missing the Buffalo and Pittsburgh Railroad.</p>	<p>Thank you for your comments. We have added BPRR to Table 2-3.</p>
<p>Genesee & Wyoming National Region Railroads</p>	<p>Good morning, While reviewing the draft State Rail Plan to our submitted Railroad Surveys, we found a couple of differences: AOR – For the rolling stock project, can this be updated to show \$2.5M? BPRR – It appears that the System Wide Bridge rehabilitation and strengthening estimated at \$30M is missing from the draft plan. Lastly, I do not see where the grade crossing improvements were included for BPRR, POHC, WCOR, and YRC. Thank you for your help, I appreciate it!</p>	<p>Thank you for your comments. We have updated the AOR rolling stock project cost. The BPRR bridge rehabilitation and strengthening projects are separated into their individual components and can be found in Table G-1. Grade crossing improvements are in Table F-1.</p>
<p>SEPTA</p>	<p>Request a project highlight in the SPR for the upcoming SEPTA fleet replacement (especially due to recent equipment fires)</p>	<p>Thank you for your comments. We have added a full-page highlight to Section 3.4 (similar to the Amtrak Next-Gen Equipment discussion a few pages earlier in Section 3.2) to provide a more detailed description of the project and convey that modernizing the SEPTA fleet is a priority.</p>
<p>SEPTA</p>	<p>I attached two pages from our approved FY26 Budget that includes descriptions and programmed costs for the SLVI fleet and facilities. Jody noted that she liked the project profiles in Section 3.2, and I found the attached Amtrak fleet profiles that could be a similar "go by" approach for SEPTA's SLVI Fleet and Facilities Program.</p>	<p>Thank you for your comments. Both changes have been made.</p>
<p>SEPTA</p>	<p>Regarding the Keystone Master Plan, I know we discussed it multiple times during the draft State Rail Plan coordination calls as a resource for Amtrak-PennDOT-SEPTA coordination on projects and cost estimates. I see it first on page 146, which is the introduction page for Section 3 Proposed Passenger Rail Improvements and</p>	<p>Thank you for your comments. Both changes have been made.</p>

NAME/ORGANIZATION	COMMENT	RESPONSE
	<p>Investments. There's a more descriptive narrative of the master plan under Keystone East on page 197. Maybe it could be introduced with a brief paragraph on page 29 since this is where some plans and projects are first mentioned.</p> <p>Lastly, on page 30, I noticed the reference to SEPTA's FY23 Capital Budget. We discussed capital cost updates during one of our coordination calls and said FY26 Capital Budget was the latest reference. The general descriptions about our capital budget priorities are still relevant.</p> <p>Thanks for your consideration. Please let me know how I can be of further assistance.</p>	
<p>Huntingdon County</p>	<p>Thank you for the opportunity to review and comment on the Draft September 2025 State Rail Plan. Below are several comments and observations:</p> <p>Keystone West Keystone West, expansion to a second round trip between Harrisburg and Pittsburgh is detailed throughout the Plan. Huntingdon County (Commissioners, Planning Commission, Planning Department, Visitors Bureau, Business & Industry, Inc., etc.) and the Southern Alleghenies Planning & Development Commission are highly supportive of this second round trip.</p> <p>-Goal 3, Objective A, Strategy 2 of Advancing the Alleghenies, the Southern Alleghenies Region Comprehensive Economic Development Strategy (CEDS) 2025-2029 identifies "working to expand public transportation and similar services to and within the region, including call and ride services and Amtrak."</p> <p>-Transportation is identified as a critical issue in the June 2018 Regional Comprehensive Plan, Alleghenies Ahead, Shared Strategies for a Stronger Region. Public transit is identified as an element with the potential to support regional goals and remove barriers created by an aging population, changing lifestyle preferences and a need to better connect households. Completion of the Keystone West Project plays a crucial role in the economic vitality and livability of Huntingdon County and the Southern Alleghenies Region.</p> <p>Pages numbered 16 through 18 identify MPO and RPO organizations within the State:</p> <p>Page 16 - map identifies Southern Alleghenies Planning and Development Commission in blue, correctly indicating it is an RPO, but the title "RPO" should be added.</p> <p>Page 17 - under Cambria County MPO, indicates the Cambria County MPO covers part of Somerset. The entirety of Somerset County is included with the Southern Alleghenies RPO.</p> <p>Page 18 – The Southern Alleghenies Planning and Development Commission is the regional economic and community development organization for the six identified counties; but the RPO for four of the six.</p> <p>Page 106 – Starts section on Employment, detailing employment and employment among key freight-dependent industries.</p> <p>The Pennsylvania State Transportation Commission's Transportation Advisory Committee completed a Transportation Workforce Study in September 2025 titled, "Pennsylvania in Motion – Transportation Workforce Study". This study highlights a substantial gap between the number of transportation jobs and the number of workers available to fill those jobs. The study encompasses all sectors of transportation, including trains, ports, transit and shipping. Transit drivers (bus and rail) and railroad conductors are included in the definition of "transportation workforce". The study is available under TAC Studies and Reports on the Transportation Advisory Committee (TAC) webpage https://talkpatransportation.com/stay-informed/tac-studies. Consideration may be given to including date from this Study or referencing this Study in the State Rail Plan.</p> <p>Page 169 – Bus Service Connecting Penn State University Park to Amtrak The Tyrone and Lewistown Amtrak stations are mentioned as the nearest Amtrak stations. The plan indicates there is no synchronized bus connection with Amtrak to State College, which is true. When I Google "closest Amtrak station to State College PA", the Huntingdon, Lewistown and Tyrone stations are identified as the top three. Huntingdon and Tyrone stations are not identified on the PSU webpage, but it is because the three listed (Harrisburg, Lewistown, Altoona) are identified as having available Greyhound bus service. This does not negate the fact that there is a Huntingdon Amtrak station between Tyrone and Lewistown.</p> <p>Page 170 – Tourist Train Success This section mentions a number of tourist trains including the Strasburg Railroad which operates steam-powered tourist passenger trains on 4.5 miles of track. The East Broad Top Railroad in Huntingdon County is not mentioned in this section or any where else in the Plan. Information is available online at https://eastbroadtop.com/about/ and https://ebtfoundation.org/. The East Broad Top Railroad was constructed in 1872 to serve the iron and coal industry in Huntingdon County. The East Broad Top Railroad National Historic Landmark is the oldest surviving narrow-gauge railroad east of the Rocky Mountains and was designated as a national historic landmark in 1964. In February 2020, the EBT Foundation purchased approximately 27 miles of rail line, railroad shops, rolling stock and equipment and ongoing efforts have reopened a grade crossing and an additional 2 miles of track past the original 4.5 miles of tourist rail line. Two special Ride the Train to School Events were held in 2025 (one in September and in October) for students of the Southern Huntingdon County School District. Rebuilding of an additional 9-mile segment is underway. The railroad operating season is from early May through late October with special year-round events. The EBT RR is notable for its narrow-gauge designation and for its steam engine(s). During this rebuilding phase, both diesel and steam engines have been used – with the intention of returning steam engines to full use. In May 2025, the 2025 USA Today 10Best Readers' Choice Awards recognized the East Broad Top Railroad as the second in the country in the category of Best</p>	<p>Thank you for your comments. They were taken into consideration as we finalized the Plan, and numerous updates were made, including updates to Table 1.7, adding a page to the Employment discussion in Section 2.2 highlighting the TAC's Transportation Workforce Study, and adding the East Broad Top Railroad to the Tourist Train Success discussion in Section 3.6.</p>

NAME/ORGANIZATION	COMMENT	RESPONSE
	<p>Scenic Train Ride. (https://10best.usatoday.com/awards/best-scenic-train-ride/). Currently, Newsweek has nominated the East Broad Top Railroad for Best Christmas Train Ride. Voting is through November 18.</p>	
<p>Delaware Valley Regional Planning Commission</p>	<p>Thank you for allowing DVRPC the chance to comment on the Draft 2025 Pennsylvania State Rail Plan released in September. The multimodal planning team reviewed the passenger sections of the Plan while the freight team examined the freight sections. For the passenger sections:</p> <ul style="list-style-type: none"> • Refer to 30th Street Station as William H. Gray 30th Street Station • Pg. 71: Suggest replacing the SEPTA regional rail description, ""All 13 routes serve the city of Philadelphia. Nine routes extend into Pennsylvania suburbs, two routes travel into New Jersey, and one route travels into Delaware." Instead, we suggest this rewording to emphasize the regional nature of SEPTA service: Each of SEPTA's 13 routes serves the City of Philadelphia, two routes serve Trenton and other NJ communities; one route serves Wilmington and surrounding communities, and the remaining nine routes serve southeastern Pennsylvania suburban communities." • Pg. 77: For the first heading, add "rail" before service, distinguishing rail from other transit service. • Pg. 90: For Fig. 2.32, reword "train accidents" category to clarify the cause, i.e., were these crashes or accidents with fires, electrical outages, etc. <p>[comment continued under other topic areas]</p>	<p>Thank you for your comments. They were taken into consideration as we finalized the Plan, and numerous updates were made, including using the full William H. Gray 30th Street Station name where appropriate, updating the SEPTA regional rail description, and revising the heading on page 77.</p>
<p>Western Pennsylvanians for Passenger Rail</p>	<p>The following are comments from Western Pennsylvanians for Passenger Rail (WPPR) regarding the PA 2025 State Rail Plan:</p> <p>Page 12 - Pennsylvanian and Keystone Service ridership data is compared between FY2019 and FY2023. That can be updated with available FY2024 numbers, and in a few weeks including for all references below, FY2025 numbers.</p> <p>Page 61 - Similar to page 12, the latest numbers are available through Amtrak's Fact Sheet FY 2024 for Pennsylvania.</p> <p>Page 65 - 2024 numbers are available to update Figure 2.18.</p> <p>Page 66 - 2024 numbers are available to update Figure 2.20.</p> <p>Page 67 - Figure 2.21 and numbers in the first paragraph can be updated with 2024 numbers.</p> <p>Page 68 - Figure 2.22 can be updated with 2024 numbers.</p> <p>Page 69 - Figures 2.23 and 2.24 and numbers in the first paragraph can be updated with 2024 numbers.</p> <p>Page 169 - To clarify, there is a daily bus connection from Amtrak's Keystone Corridor to State College at Harrisburg. Neither this connection nor any of the other Amtrak/bus connections in Pennsylvania, all of which are available for single-ticketing through Amtrak, are shown on any map. They should be added and referenced. Additional potential Amtrak/bus intercity and local connections should be identified and added, especially in western PA when the second Pennsylvanian begins operation.</p> <p>Thank you for your time and consideration.</p>	<p>Thank you for your comments. They will be taken into consideration as we finalize the Plan. They were taken into consideration as we finalized the Plan, and numerous updates were made, including updating ridership and on-time performance numbers for FY2024 where available.</p>
<p>Union Railroad</p>	<p>Good Day, Union Railroad would like the following two (2) changes to the Draft Plan: Excerpt from State Rail Plan: PDF Page 138 **(NEEDS UPDATED)** Change from: Union Railroad. Operated by Transtar, a subsidiary of US Steel Change to: Owned and Operated by Transtar, Inc. Picture below for reference. Excerpt from the Appendices: PDF Page 77 Change from: Project: Wabash Bridge Deck Replacement; Estimated Cost (\$M): \$1.40 Change to: Project: Wabash Bridge Improvements; Estimated Cost (\$M): \$2.55 Picture below for reference. Please let me know if you have any questions.</p>	<p>Thank you for your comments. Both changes have been made.</p>
<p>All Aboard Lehigh Valley</p>	<p>Important to this advocacy is to share data with constituents, legislators and other decision makers that properly includes most up to date (and publicly available) passenger rail ridership levels and its economic impact alongside data presented for freight. In the most recent online meeting, I pointed out that publicly available data for passenger trips through 30th Station in Philadelphia is apparently significantly higher in 2024 as compared to your 2023 data set and this has significant implications for rationalizing investment for passenger rail projects throughout the state. I encourage you to work to include publicly available data that may more meaningfully document actual significant growth in this area. Additionally, I would encourage the team to include passenger rail data in all graphics that address state rail assets and activity as in Figure 1.2 or alternatively, create equivalent graphic summaries for freight AND for passenger rail so that these may be consumed by readers and reviewers in a more consistent fashion. Without this consistency, one can anticipate that Figure 1.2 would predominate reviews of that status of rail in PA with a focus exclusively on freight.</p>	<p>We have updated Amtrak ridership numbers with FY2024 data throughout the State Rail Plan. We agree that it tells a compelling story of how demand for passenger rail has rebounded, now exceeding pre-pandemic levels.</p>

NAME/ORGANIZATION	COMMENT	RESPONSE
	<p>Thank you in advance for your consideration and for inclusion of our comments in your final updates to the 2025 State Rail Plan. Please feel free to contact me at [redacted] if you have questions or would desire additional input. We look forward to continuing to work the PennDot and the 2025 State Rail Plan as it evolves to include this important passenger rail restoration in the Lehigh Valley. <i>[comment continued under other topic areas]</i></p>	
<p>Eastern Berks Gateway Railroad</p>	<p>Hi there! On Page 45 of the document found here, the map needs to be edited to show the 9-mile Eastern Berks Gateway Railroad between Boyertown, Berks County, and Pottstown, Montgomery County, is not at 286,000 lb rating. We are working hard to upgrade it, and seeking private, DCED, PennDOT and federal funds to do so. On page 58, you show our railroad, but do not show the transload facilities in Boyertown and Pottstown. On page 70, there should be a comma after "Pennsylvania" where it is found in "Erie, Pennsylvania, is the only station..." Most importantly, in the appendices, starting on page 64, our project is not even mentioned. EBG: Rehab of track and bridges to 286K, the upgrade or elimination of at-grade crossings, the expansion of transload facilities, and the extension of the rail line. The project occurs in Berks and Montgomery Counties. \$50M How do we ensure these edits are included in the final plan? Thanks!</p>	<p>Thank you for your comments. We have added the Eastern Berks Gateway Railroad (and its transload facilities) to Figures 2.6 and 2.12, and we have added the "EBG: Rehab of tracks and bridges..." project to Appendix G-2.</p>
<p>Chester County Planning Commission</p>	<p>Great to hear from you! Below are CCPC's comments on the DRAFT rail plan. Comments related to the SRPRA are being submitted separately, but we have included some of them here for the sake of consistency.</p> <p>General Comments:</p> <ul style="list-style-type: none"> • SEPTA's Reimagining Regional Rail plan is exciting and ambitious. It could probably be featured a bit more in this plan, including as it relates to improvements along shared lines with Amtrak. SEPTA's planning team often cites 16th Street Junction as a major hurdle to several improvements, suggesting that eliminating the flat junction there could open up a number of possibilities. Even new services, like a Reading-Philadelphia service routed via the Norristown Line, would become much more practical. The junction of the Chestnut Hill West Line with the NEC is also a major bottleneck and affects much more than just that line. • CCPC has discussed improvements to the synergy of Amtrak Keystone trains and SEPTA Paoli/Thorndale trains with SEPTA's planning team. Some of the options include matching fare structures, cross honoring tickets or passes, and better schedule coordination. An example would be the coordination between Amtrak and CT Rail for the Hartford Line in Connecticut. A section exploring these concepts could be a nice short to medium term improvement. • There's not much included about constraints to improved Regional Rail ridership, including parking limitations, poor station access, and inconsistent multimodal options. Chester County is looking at ways to combat this at our rail stations and our Public Transportation Plan Update. <p>Specific Comments:</p> <ul style="list-style-type: none"> • Page 20: It might be helpful to include a blurb about PATCO here, if only to explain why it is not otherwise included. • Page 28: This is a nice overview of the improvements along the Keystone Corridor. We suggest adding other related projects, to give a more complete overview, such as: <ul style="list-style-type: none"> ○ Paoli: all station improvement work, including bridge relocation, new platforms, etc. ○ Exton: Phase 2 of the project, including the construction of a bus loop ○ Downingtown: Mention that the new station will be moved eastward from the existing station site • Page 30: Substitute existing map with SRPRA version, as per Tom Frawley's (SRPRA) comments. • Page 39: The East Penn trackage in Chester County appears to be slightly incomplete on the map. • Page 64: Graphic should show 26 daily Keystone trains between Harrisburg and Philadelphia, as referenced on page 27 of this document. • Page 72: For the sake of completeness, other SEPTA lines see some freight traffic. The two lines mentioned cover most of the problematic cases. • Page 72: Perhaps it is worth mentioning the current issues with the Silverliner IV railcars? • Page 73: A small table with the busiest stations other than the 3 Center City core stations might be helpful here. • Page 74: The ridership recovery points here are helpful. We suggest adding statistics showing service level recovery as well. For example, in Chester County, the Paoli/Thorndale Line has not seen pre-COVID schedules fully restored. While the all-day structure of the Airport Line ridership helps recovery, so does running pre-COVID schedules. • Page 143: Are there any more recent enplanement numbers than 2016 for this chart? • Page 144: In addition to the routes mentioned, a short section could be included explaining that rail sufficiently can, and in some cases already has, replaced air travel along key Northeast points (New York, Baltimore, Washington, etc.) • Page 144: The source at the bottom should read December 2019 and December 2023, assuming it matches the chart. • Page 149: This section provides a good overview of new projects. It would be helpful to have a breakdown of the stations listed for projects by schedule and funding. For example, differentiation between projects undergoing construction, ones that are planned, and other ones without any funding. For example, in Chester 	<p>Thank you for your comments. They were taken into consideration as we finalized the Plan, and numerous updates were made, including adding mention of PATCO, updating the SRPRA Scranton map, updating Figure 2.17 to show 26 daily Keystone East trains, and updating some of the SEPTA text. Note that the trackage shown in Figure 2.3 is based on the current State Rail Map in the PennDOT GIS database, so we did not change it for this document; however, we are happy to work with Chester County to update our mapping if you see things that need to be added or changed.</p>

NAME/ORGANIZATION	COMMENT	RESPONSE
	<p>County, Whitford would presumably only get high-level platforms in a scenario where the entire SEPTA system has them. It is our understanding that this is ultimately a goal of Reimagining Regional Rail, but the timeframe involved likely spans this and many further iterations of this plan.</p> <ul style="list-style-type: none"> Page 150: SEPTA's Cynwyd Line also travels through ZOO interlocking Page 151: We are happy to see Downingtown highlighted here and look forward to the opening of the new station. It is worth noting that the new station site has TOD elements, with potential for further improvements. Page 161: Suggest replacing map with SRPRA version, per Tom Frawley's comments from SRPRA Page 172: The emphasis on TOD is beneficial. Great to see Paoli used as an example. Page 172: It might be prudent to mention SEPTA's Regional Rail bicycle policy here as well. In general, SEPTA allows bikes at all times other than peak hours. While understandable, this can run counter to the County's goal of enhancing access, promoting bike/ped use, and micromobility around transit stations. Page 203: We are happy to see SEPTA service expansion to Coatesville explicitly stated in the plan. CCPC has been in talks with SEPTA about the timeline involved with some of the Reimagining Regional Rail improvements on the Paoli/Thorndale Line. For example, the short-term timeframe, listed as 2024-2029, is essentially just a return to schedules as they were in 2020 before COVID. Additionally, Coatesville service is pushed in the 2030-2039 timeframe here, despite the new Coatesville station opening in 2026. We would like to see this plan expound on the infrastructure improvements required for the various services improvements. This section can also mention service restoration plans to Parkesburg, and an extension to a future Atglen station, depending on infrastructure needs for Coatesville service restoration. 	
<p>Centre County Metropolitan Planning Organization</p>	<p>The Centre County Metropolitan Planning Organization appreciates the opportunity to review the draft Pennsylvania state Rail Plan and associated documents. The CCMPO offers the following comments on the documents posted:</p> <ol style="list-style-type: none"> For Tables 1.3 to 1.6, is it possible to also show the totals for freight without an origin or destination in Pennsylvania? The CCMPO concurs with the point made on page 8, that "Rail's modal share differs within Regions of Pennsylvania, reflecting different characteristics of regional economies." The Freight Analysis Framework divides the country into 132 zones, and Pennsylvania into four. While the division of the state into four zones may provide useful insights at the statewide level, we look forward to the consideration of the Bureau of Transportation Statistics county to county commodity flow data in future updates. Future consideration of flows at the county level may lead to valuable insights at the county or regional level. In Figure 2.1 and related figures, the layer includes abandoned and inactive rail lines in the mapping including sections where the rails have been removed as Class III Railroad. The symbology should include a separate color or other indication for abandoned, inactive railways, and/or corridors where the rail has been removed. The data included in layers maintained by PennDOT appear to easily support this change. Once lines have been abandoned, particularly once the rails have been removed, the obstacles to returning to active service are nearly insurmountable. Including these links as active rail lines sends a mixed and inaccurate message about the potential for rail service expansions. Staff of the CCMPO find the presentation of data in Figure 2.4 Freight Trains per Day by Line is an easy and intuitive way to grasp the intensity of usage and encourage the team to continue developing this kind of visualization. Finding a way to combine this presentation with the information included in Figures 2.5 (Track Count), 2.6 (Lines not Cleared for 286k Railcars, 2.7 (Lines by Track Clearance) and 2.9 (Lines by Signal System) may lead to equally easy and intuitive understanding and prioritization of potential issues. Staff of the CCMPO found the discussion of track speed and classifications informative. Future development of mapping to show current classifications may prove a useful tool in project development. This would help stakeholders to understand limitations of existing infrastructure, similar to the importance of understanding weight and vertical clearance limitations. For figures 2.12 and 2.13 (Transload Terminals), is the data available to show a table summarizing the volume of material entering the rail system via transload on a statewide basis (tonnage by commodity, per year)? Page 96, Highway Grade Crossing Strategy 9, if it is not already included as part of the Appendices, is there value to including and mapping the list of the top 50 high priority crossings? <i>[comment continued under other topic areas]</i> 	<p>Thank you for your comments. They were taken into consideration as we finalized the Plan, and numerous updates were made, including updating the relevant Chapter 2 figures to indicate abandoned tracks and rail trails.</p>
<p>Schuylkill River Passenger Rail Authority</p>	<p>We commend you and your colleagues on the update, which is of very high quality in its thoroughness, accuracy, and clarity of communication. Thanks to the entire team for a job well done.</p>	<p>Thank you for your comments. They were taken into consideration as we finalized the Plan, and</p>

NAME/ORGANIZATION	COMMENT	RESPONSE
	<p>Attached please find review comments prepared by SRPRA regarding the Final Draft SRP Update. Please feel free to contact me with any questions or concerns regarding the attachment.</p> <ol style="list-style-type: none"> Pages 19, 30, 77, 81, 168, 212, 223 and 224. References to SRPRA have been verified to be accurate. No action needed. Page 30, Figure 1.13 Figure 1.13, which originated with the AmtrakConnectsUS plan, includes two proposed stops that are not currently part of the SRPRA plan, as well as routing via SEPTA and the CCCT to serve 30th Street Station on the upper level, which is only one of three alignment alternatives currently under consideration between Bridgeport and Philadelphia. Additionally, North Philadelphia is labeled "Philadelphia" and the location of 30th Street Station is not labeled. Recommend substitute SRPRA provided map. Page 160 Material provided previously by SRPRA and incorporated into the SRP includes the phrase "... implemented by as early as 2029." This date was identified in late 2024, since which time the project's advancement into CIDP Step 2 has been delayed several months. Although SRPRA will continue to strive to meet the 2029 target, and under the best of circumstances it does still appear achievable, it may be prudent to revise the text to state "... implemented as early as 2030." We recommend this change, but it is not essential. Page 160 Material provided previously by SRPRA and incorporated into the SRP includes reference to the anticipated advancement into CIDP Step 2 by "summer 2025". Although this forecast was very reasonable when provided in early 2025, given that we are now well into October, it is recommended that the word "summer" be replaced with "autumn". Page 161, Figure 3.4 Figure 3.4, which originated in the PennDOT 2020 study, includes proposed station stops at Royersford and Valley Forge that are not included in the current SRPRA plan. The map also appears to suggest either a forced transfer at Norristown or routing via SEPTA's CCCT to serve 30th Street Station on the upper level, which is only one of three alignment alternatives under consideration between Bridgeport and Philadelphia. Recommend replacement with SRPRA provided map. Page 172, Station Access and Amenities Subsection, Paragraph 2. First sentence of second paragraph appears to have some words missing. Suggest revise portion of first sentence to read as follows: "... similarly important as reflected in the Schuylkill River Passenger Rail Authority's planned shared use with a restaurant, of the restored Franklin Street Station in Reading. Page 172, Transit-Oriented Development Subsection, Paragraph 2. Suggest add reference to 2022 study sponsored by Greater Reading Chamber Alliance and the Berks Alliance, for the identified economic benefit estimates. Appendix G. It is SRPRA's understanding that PennDOT is sponsoring a project on NS in downtown Reading to make improvements to grade crossings at Chestnut, Franklin and Cherry Streets. (PA PUC File A-2023-3039131) As of January 2025 the scheduled completion date for this work was October 2025. The extent of the scope is not known by SRPRA, but as of October 2025 there was no apparent change in physical condition at these crossings. SRPRA suggests that this project be examined to determine its status and, if appropriate, to add it to the tabulation in Appendix G. 	<p>numerous updates were made, including your suggestions in items 2-7. The project noted in item 8 is completed, so it was not added to Appendix G.</p>
<p>Pennsylvania Northeast Regional Railroad Authority</p>	<p>Attached please find comments/corrections to the State Rail Plan from the Pennsylvania Northeast Regional Railroad Authority.</p> <p>Page x – ADD ----DL – Delaware-Lackawanna Railroad Co., Inc.</p> <p>Page 19 PENNSYLVANIA NORTHEAST REGIONAL RAILROAD AUTHORITY (PNRRA) The Pennsylvania Northeast Regional Railroad Authority was founded in 2006 is the result of a joinder of the Lackawanna County Railroad Authority (LCRA) and the Monroe County Railroad Authority (MCRA) which date back to the original incorporation of the MCRA in 1982. The joinder took place in 2006 to provide a comprehensive regional approach to rail freight and passenger transportation in Northeast Pennsylvania and provides 100 miles of rail for freight and passenger excursions south from Carbon Carbondale to Scranton, and east to East Stroudsburg and the Delaware Water Gap. Previously, Monroe and Lackawanna counties had separate rail commissions. Rail freight services are provided by the private rail operator, the Delaware-Lackawanna Railroad Co. Inc. (DL) under a lease contract with the PNRRA, which owns the rail assets and properties. PNRRA/DL currently serves approximately 25 active rail industries. The PNRRA is the sponsor of the Pennsylvania portion of a project to restore Amtrak passenger rail commuter corridor service between Scranton and New York City, in partnership with New Jersey Transit (NJ TRANSIT). The PNRRA is a partner with PennDOT, Amtrak and NJ TRANSIT under a PennDOT grant from the FRA to develop a service development plan for the corridor Scranton to New York Penn Station Corridor under the Corridor Identification and Development (CID) Program.</p> <p>Page 29 Scranton – New York City PennDOT and co-applicants PNRRA and NJ TRANSIT propose restoring rail service between Scranton, Pennsylvania, and New York City. The 440-138-mile corridor spans 60 miles across Pennsylvania, owned by the Pennsylvania Northeast Regional Railroad Authority (PNRRA), and 80 70 miles in New Jersey, owned and operated by NJ TRANSIT/NJ DOT and 8 miles into Penn Station owned by Amtrak. The remaining 20 miles of missing track is the property of the New Jersey Department of Transportation (DOT) (Figure 1.12).</p> <p>Page 225</p>	<p>Thank you for your comments. All changes have been made.</p>

NAME/ORGANIZATION	COMMENT	RESPONSE
	<p>New York has an interest in the Pennsylvania Northeast Regional Railroad Authority’s efforts to establish a passenger rail service between Scranton, Pennsylvania, and New York, New York. This is primarily because any passenger rail service that would connect New York City to Binghamton, New York, would pass through Scranton. Therefore, a Scranton–New York service would be a building block for a future Binghamton–New York service.</p>	
OTHER		
Pennsylvania Resident	<p>Sixth, to revisit above points somewhat, I’d like to see some coordination between PennDOT and PA DCED to coordinate around ways to expand the feasibility of transit usage. For example, more programs or increased funding for existing programs that encourage jobs or housing near public transit in general (not just rail transit), especially rail stations and bus hub stations. If public transit is to increase ridership and decrease road congestion, then it needs to be a feasible alternative for its riders to actually use it. [comment <i>continued under other topic areas</i>]</p>	<p>Thank you for your comment. We appreciate your interest in rail in Pennsylvania.</p>
Pennsylvania Resident	<p>With PA first in the nation of freight railroads; 3rd in total rail miles and 6th in carloads terminated, it's clear rail is an important economic engine for PA. HOWEVER, the railroads do not serve the residents of the Commonwealth. COMMENT ONE Create additional leverage to provide "trails with rails" as the increasing impact on communities along riverfronts and with railroads is unbearable. [comment <i>continued under other topic areas</i>]</p>	<p>Thank you for your comment.</p>
Pennsylvania Resident	<p>Train horns are causing terrible noise pollution in the City of Lebanon. Please provide the city with funding and guidance to enable the city to make the necessary traffic safety improvements to the city's roadway-railway grade crossings so that the Federal Railroad Administration may certify the city as a "Quiet Zone".</p>	<p>Thank you for your comment.</p>
Pennsylvania Resident	<p>Good Afternoon, The draft state freight plan does a good job of recognizing that railroads are one piece of the puzzle in the transportation system. However as it reaches document page 182, it doesn't provide a path forward for balancing the needs of railroads to pull longer trains with the community need to access roadways during extended gate down periods. The plan acknowledges 7 locations as experiencing this issue, several in small hotspots that disrupt the flow of personal vehicles as well as freight traffic often at peak travel times and in locations where grade separation is impossible or infeasible. My hope is that prior to adoption or in future iterations, transportation plans at the state not only acknowledge problems as existing, but provide recommendations for steps to improve the situations to keep not only our rail lines, but our local communities economically competitive and desirable places to live. As a note as well, Kriner Road is a grade separated crossing that can't experience a blocked crossing for other traffic. This crossing should likely have been identified as Orchard Road as that crossing serves a major business park in the region and handles significant traffic flows during peak commute times. It is known for creating major traffic back ups in all directions while having gates down for exceptionally long periods of time, and is a major point of contention for locals.</p>	<p>Thank you for your comments. Figure 4.3 has been updated to note that the grade crossing in question is at Orchard Drive, not Kriner Road. PennDOT agrees that safety at at-grade crossings is a critical issue throughout the Commonwealth, and particularly in communities where extended gate-down periods conflict with peak travel times for vehicles. We are committed to continuing funding for grade crossing improvements both through the federal Section 130 program and with RTAP/RFAP funds. The State Rail Plan highlights these issues in Chapter 2 and in Section 4.6, including a project highlight page in Section 4.6 detailing the ongoing CSX/SEPTA Grade Crossing Elimination Study, which is using next-generation artificial intelligence technologies to support safety and operational improvement alternative analyses at several CSX grade crossings.</p>
Pennsylvania Resident	<p>This is a comment on PennDOT’s 2025 Pennsylvania State Rail Plan. 1) The establishment of authority focusing on transportation was with the purpose and intent of “benefit[ing] the people of the Commonwealth by, among other things, increasing their commerce, health, safety and prosperity...,” according to the Municipal Authorities Act of 1945. PennDOT’s proposal of the 2025 Pennsylvania State Rail Plan fails to identify the duty to and mechanisms of incorporating customers’ ongoing suggestions, inquiries, and complaints on transportation for performance statistics and for implementing changes. For example, it could include periodic audits and an independent watchdog (nonpartisan, non-corporate funded) entity, where the latter is to receive customer communications, assess volume, patterns, and issue improvement recommendations to SEPTA and other transportation authority; as well as to keep track of the results of implemented changes. This would serve as an accountability measure to improve self-reporting. 2) Each of the authorities named in the draft should have a reporting duty, the designated entity defined, and the website for public viewing of each of the reports.</p>	<p>Thank you for your comments. The contents of this State Rail Plan follow the requirements of the Passenger Rail Investment and Improvement Act (PRIIA) of 2008, as well as the subsequent Federal Railroad Administration State Rail Plan Guidance.</p>

NAME/ORGANIZATION	COMMENT	RESPONSE
	<p>The review of customer input should focus on the content of submissions, while holding “name, phone, and address” as optional, treating absence of such as an effort to avoid retaliation (i.e. registered Key Card payment accounts are under SEPTA control, who is known to repeat-charge for the same ride – according to independent public review websites regarding SEPTA).</p> <p>3) The proposal of the 2025 Pennsylvania State Rail Plan is poorly written. For example on page 77, PennDOT states that “The 1935 Act was officially codified in the Pennsylvania Consolidated Statutes in 2001,” while earlier saying, “The 1935 Act was repealed and replaced in 1945 [...]” PennDOT does not explain why the 1935 Act was “officially codified ... in 2001” after having been already repealed and replaced.</p> <p>4) With regards to the funding: the recent order by a judge allowing SEPTA to raise fares was based on then-fact of the absence of SEPTA funding. Subsequently, the funding was granted, however unconventionally; so now, the increased fares need to be reverted.</p> <p>After reverting the fare and constrained by the available budget, projects listed in the Appendix E need to be prioritized with goal area of “state of good repair” and “safety and security”, as well as applicability to the Commonwealth of Pennsylvania (as opposed to other listed states).</p> <p>5) The performance of state rail should be illustrated by graphs of increasing commerce, health, safety, and prosperity – related to its purpose per the Municipal Authorities Act of 1945. Instead, the state DOT’s rail plan uses the “cost recovery rate” – an economic worthiness measure, unfit here as this service is public and rendered primarily to low-income minorities. Also, train “On-Time Performance” is used as a by-the-way criteria (see Figure 2.28) – it should be used as a standalone criterion for the service performance because it directly relates to the purpose and intent of the Municipal Authorities Act. The “On-Time Performance” field should reveal the cumulative amount of minutes by which the transportation service was behind (including absent) its scheduled times for the previous year.</p> <p>6) The items in Rail Service and Investment Program, “5.1 VISION, GOALS, AND OBJECTIVES” are lacking up-to-date accountability disclosure. The Cost Recovery Ratio should be applied here to assess the prior management’s quality and competence of project oversight to ensure that upcoming funding yields the intended outcomes. (Consider the repeated incidents of trains catching fire to the extent of the National Transit Safety Board’s involvement at the point of the 5th fire in 8 months, smoking wires, cancellations of service, broken-down and towed buses, and the current SEPTA announcement of late service blaming having to undergo federal inspections; this is just what is publicly known.)</p> <p>7) There needs to be a named procedure for examining a project (for example equal access or distribution). For example, the project for train stations equipment allowing access into station buildings is designed to exclude paying customers without registered key cards (this would include cash-payers). SEPTA, including its buildings, is funded as a public service, so all categories of SEPTA-paying customers should be treated equally.</p> <p>The project oversight and service providers must be accountable to users of the Pennsylvania transportation system, and a coercive mechanism established.</p> <p>All of the submissions related to this 2025 State Rail Plan should be made available in public view.</p> <p>SEPTA is a service provided to customers. It has fallen behind in many aspects. The proposed DOT’s 2025 State Rail plan should be reduced, and revise SEPTA’s procedures and management so it can deliver safe, accessible, and timely services.</p>	
<p>Centre County Metropolitan Planning Organization</p>	<p>9. Staff of the CCMPO found the roundtable meetings conducted as part of this update an effective and engaging way to provide input and encourage the team to continue the practice in future updates.</p> <p>10. The CCMPO notes and concurs with some of the input gathered during the stakeholder workshops (page 215-216), specifically the need to improve Class I cooperation in approval of permits and other processes.</p> <p>11. The CCMPO also notes and concurs with points raised during Economic Development, Shipper, and Industry Trade Association Interviews, specifically agreeing on the importance of short lines to connect shippers to the national freight network.</p> <p>The members and staff of the CCMPO commend the team for their efforts in the preparation of this draft plan, and we look forward to collaborating with PennDOT and other stakeholders in the implementation. <i>[comment continued under other topic areas]</i></p>	<p>Thank you for your comment. We appreciate your interest in rail in Pennsylvania.</p>