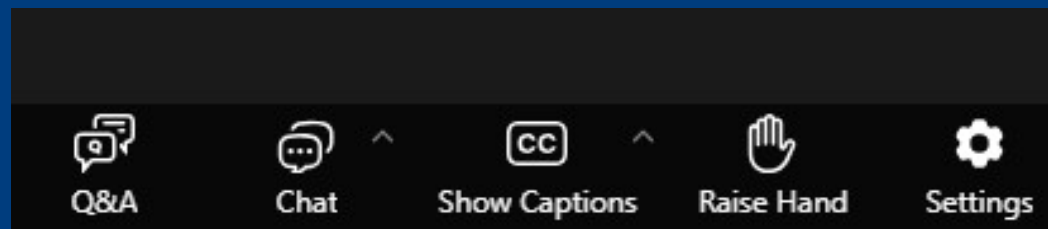


PENNSYLVANIA 2025 STATE RAIL PLAN PUBLIC MEETING

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



SEPTA GE Silverliner IV
Photo: AECOM

Intercity Passenger Rail



THE STATE RAIL PLAN STRUCTURE



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

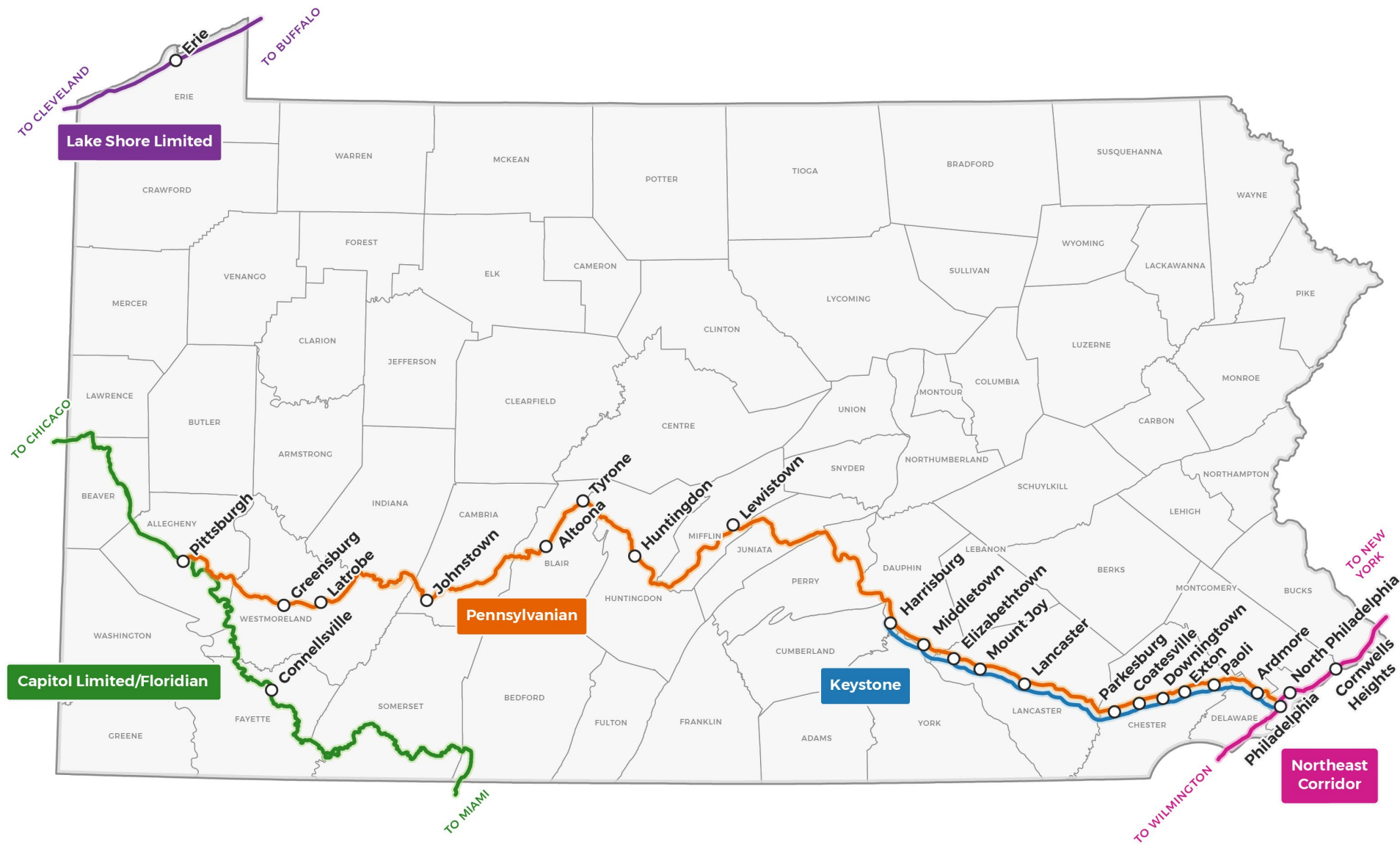
Source: Association of American Railroads 2021 State Rankings

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

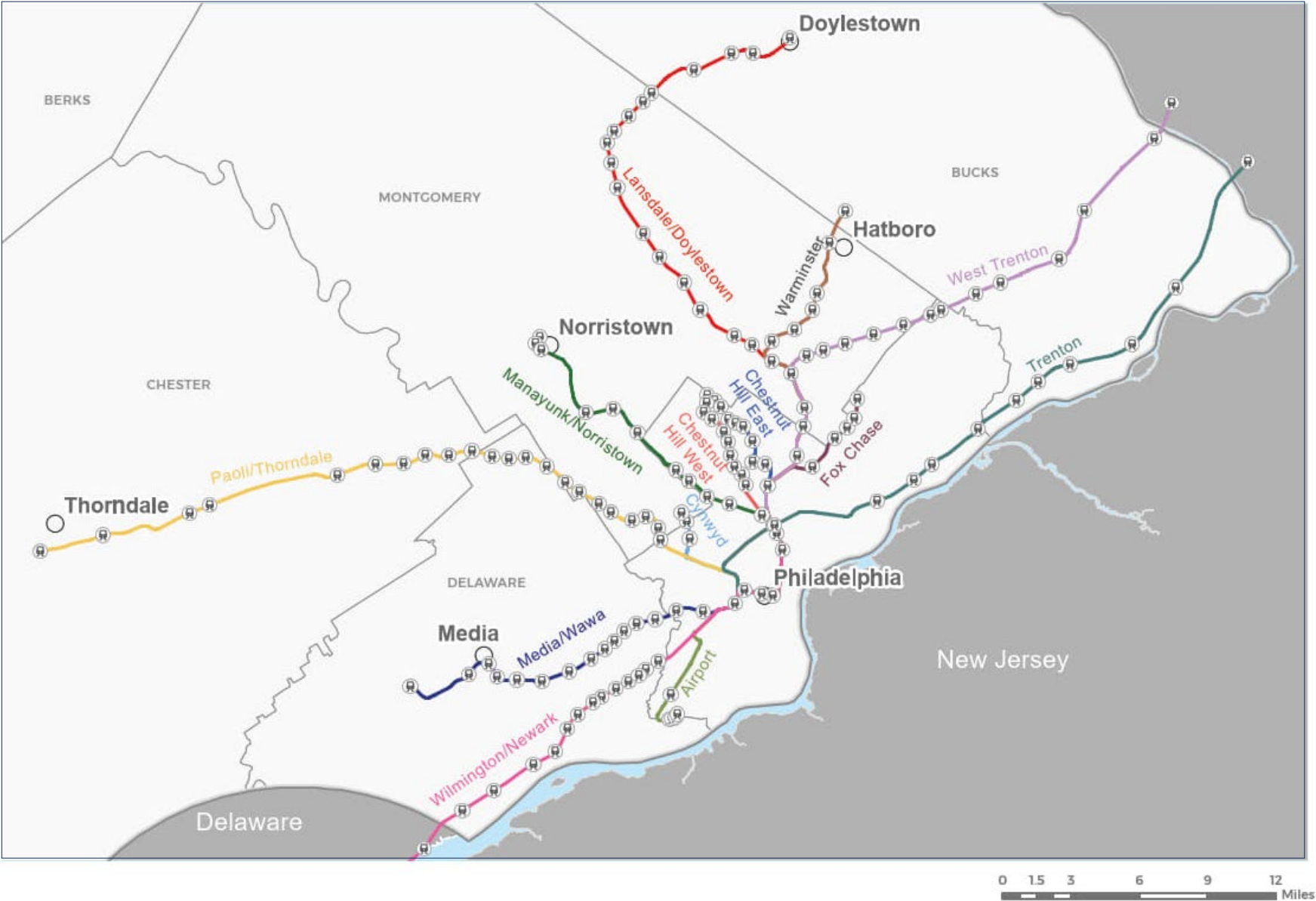
SEPTA is the nation's **6th busiest commuter rail service**, handling as many as 132,000 riders per day before COVID.



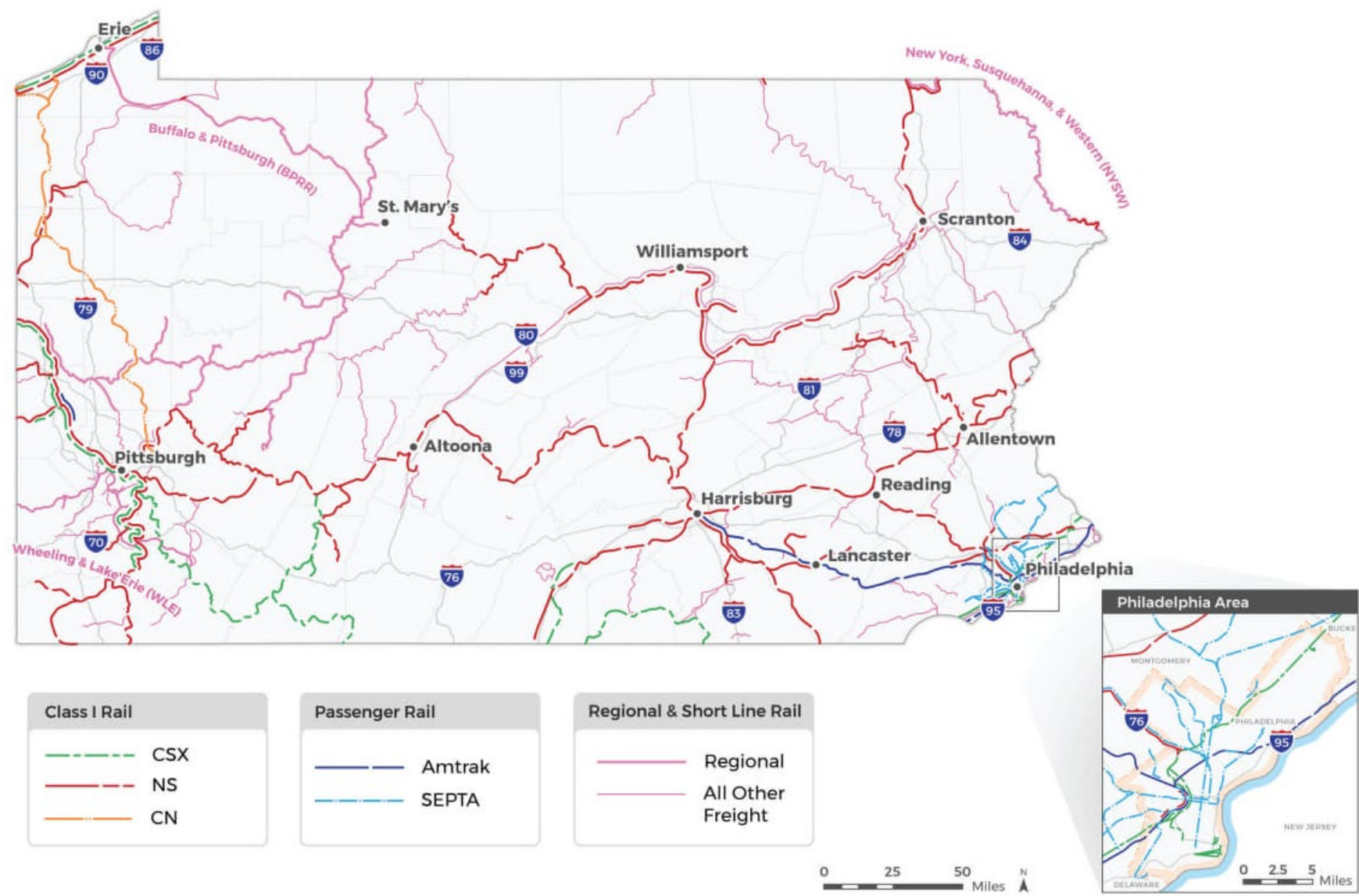
INTERCITY PASSENGER RAIL IN PA



REGIONAL RAIL IN SOUTHEAST PA



FREIGHT RAIL NETWORK



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

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

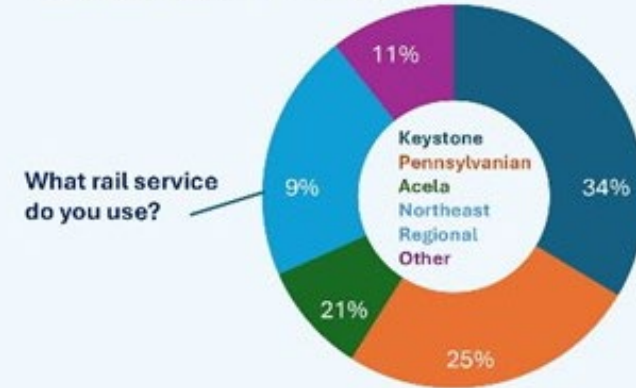
- Build and connect stations
- Airport stops
- Bus and train connections
- Affordable pricing
- Parking
- Scheduling

Upgrades

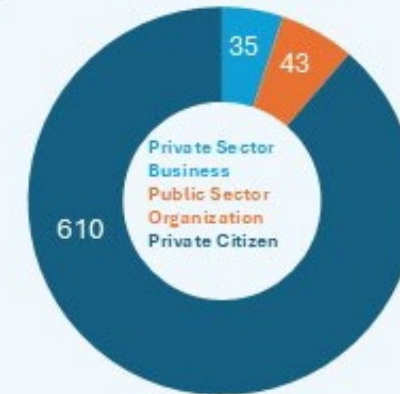
- Electrified rail
- Faster travel times
- Train car updates

Over 800 participants!

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.



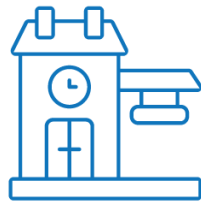
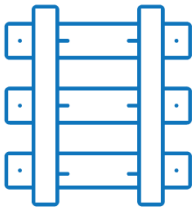
PASSENGER RAIL

PASSENGER RAIL NEEDS

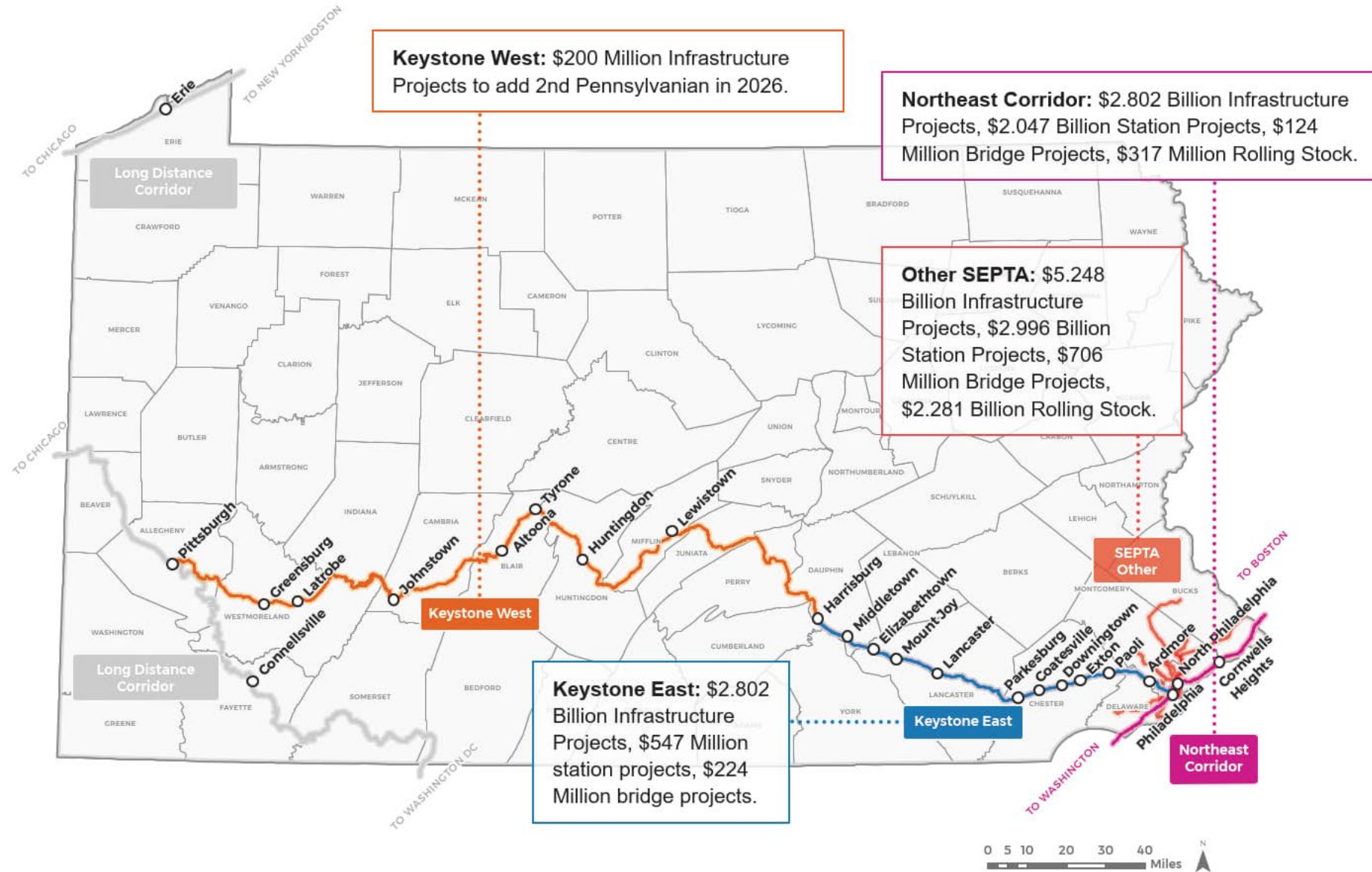


Passenger Rail Needs

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 Main-line (Delaware and New Jersey state lines), and SEPTA rail lines beyond the Keystone East and Northeast Corridor Main-line. 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.

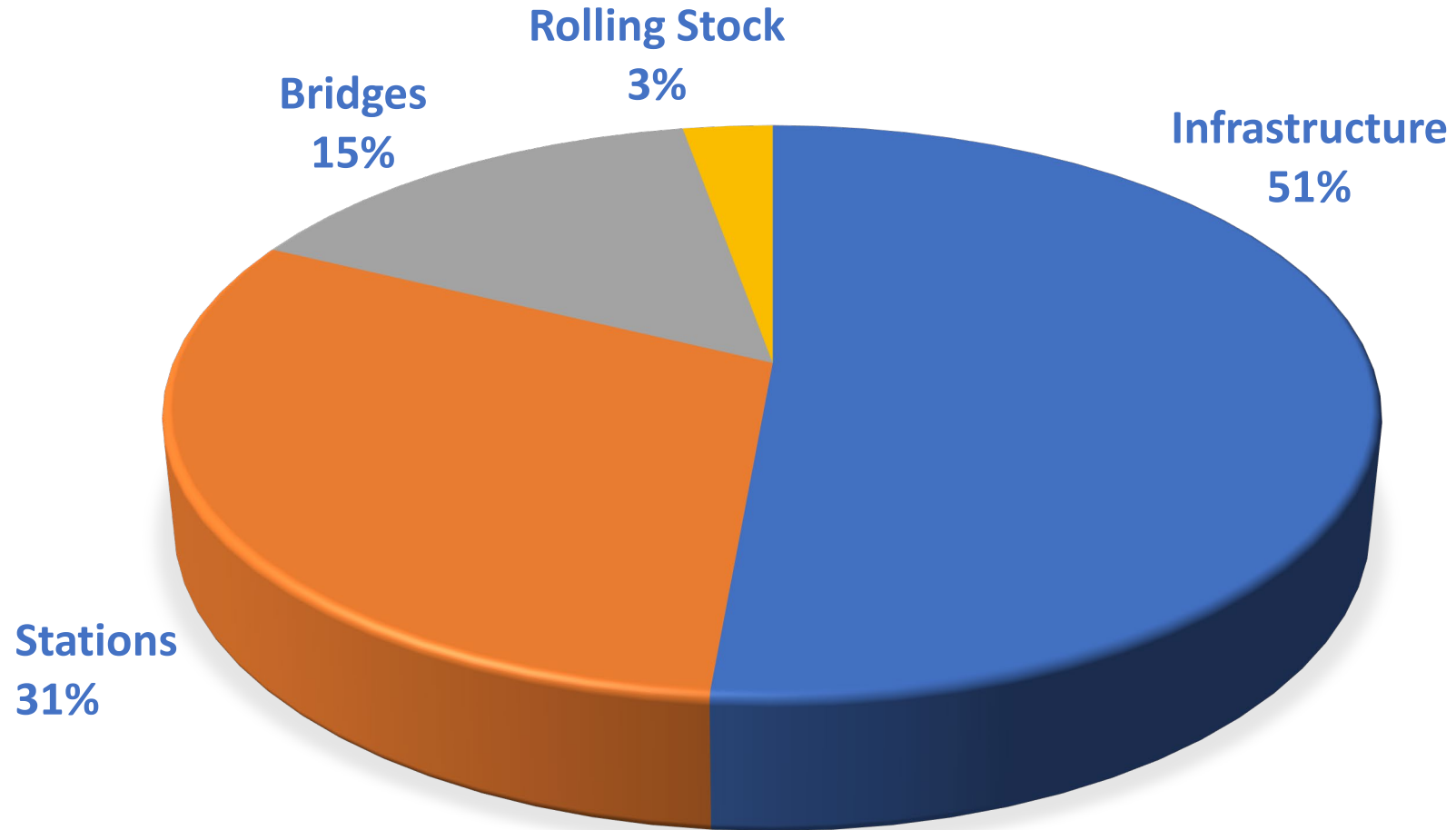
Reading to Philadelphia

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.

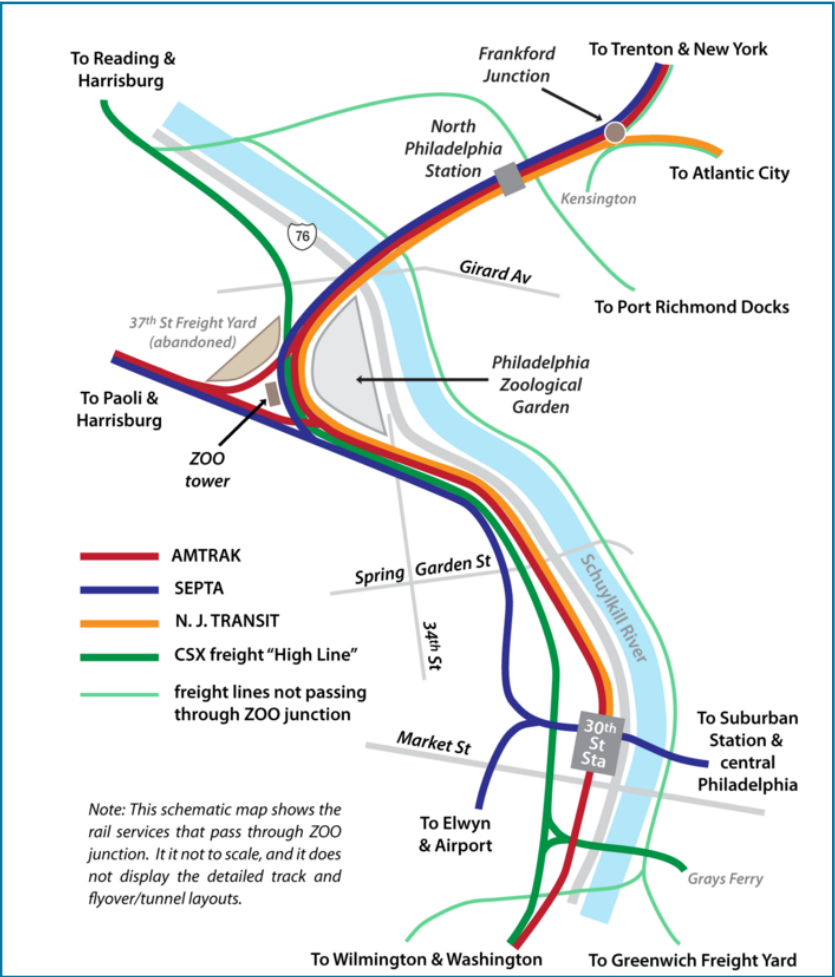


PROJECT PORTFOLIO – PASSENGER RAIL

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

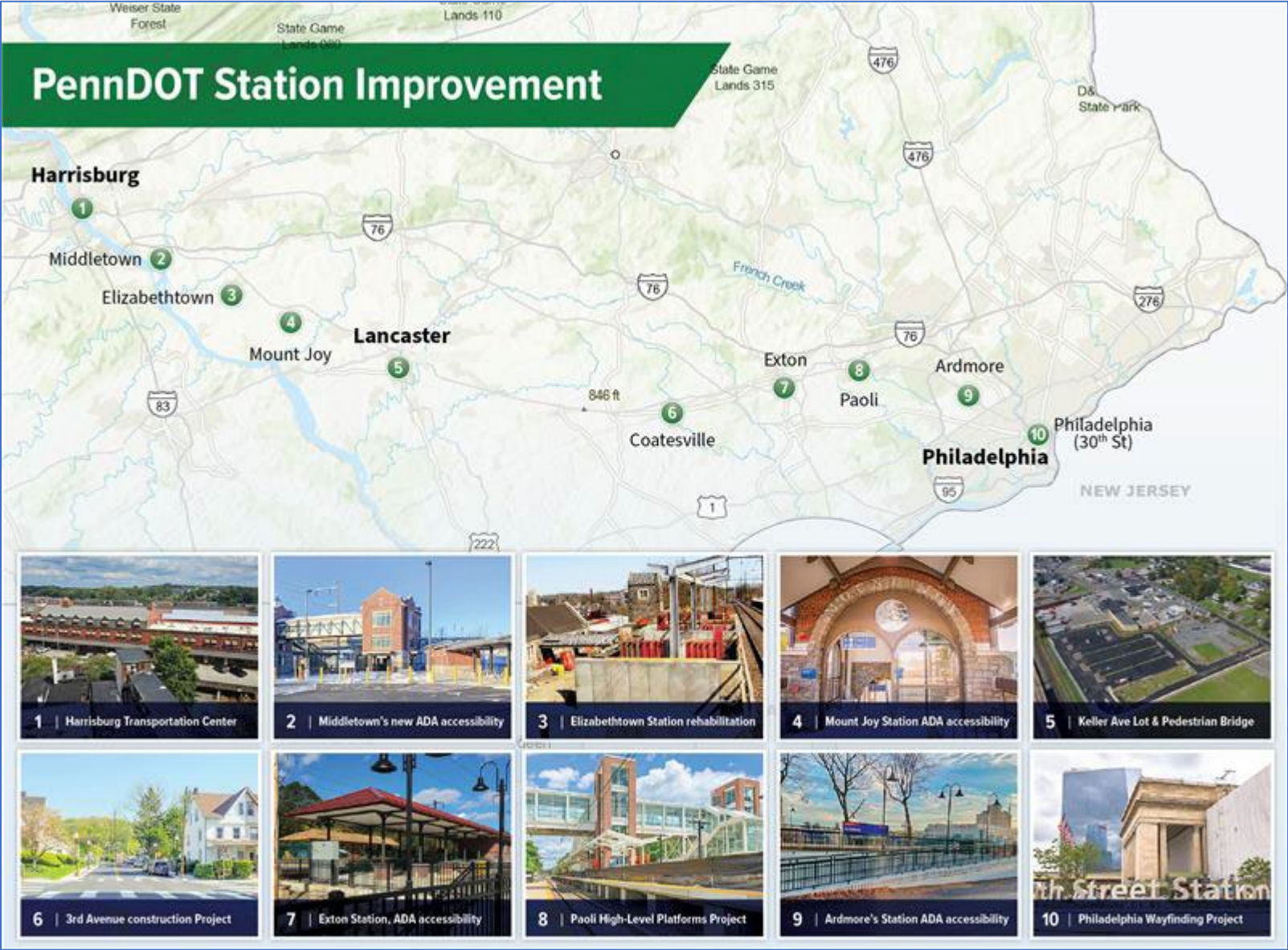
KEY PROJECT – NEC/SEPTA



30th Street Station Improvements



STATION IMPROVEMENTS

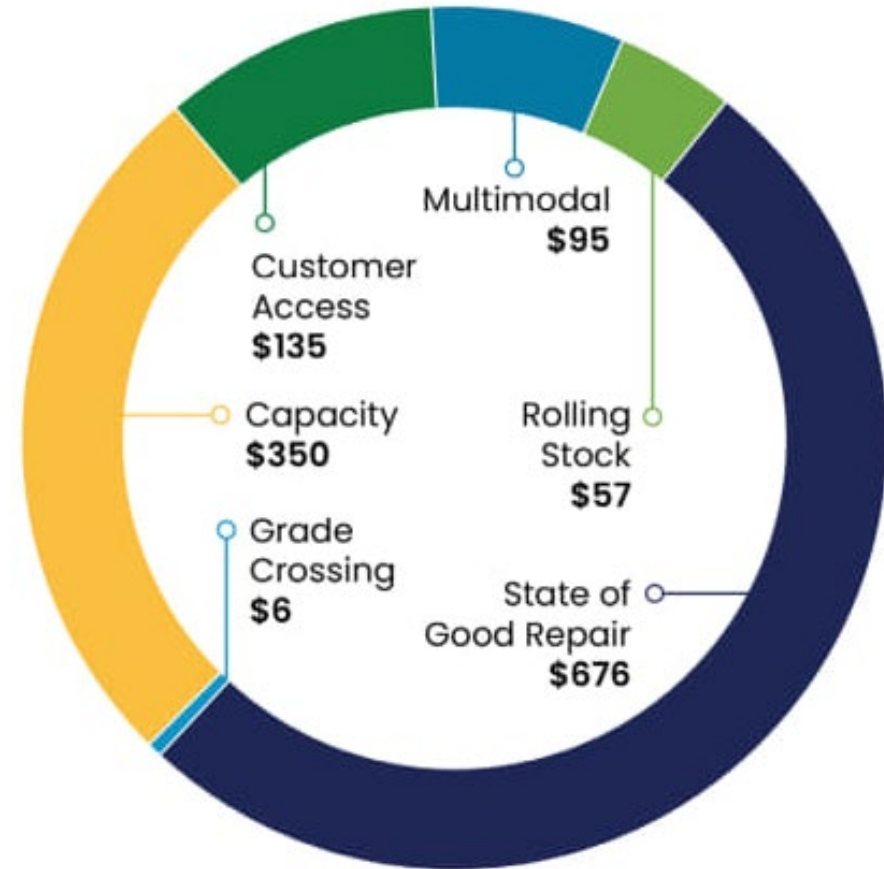


FREIGHT RAIL

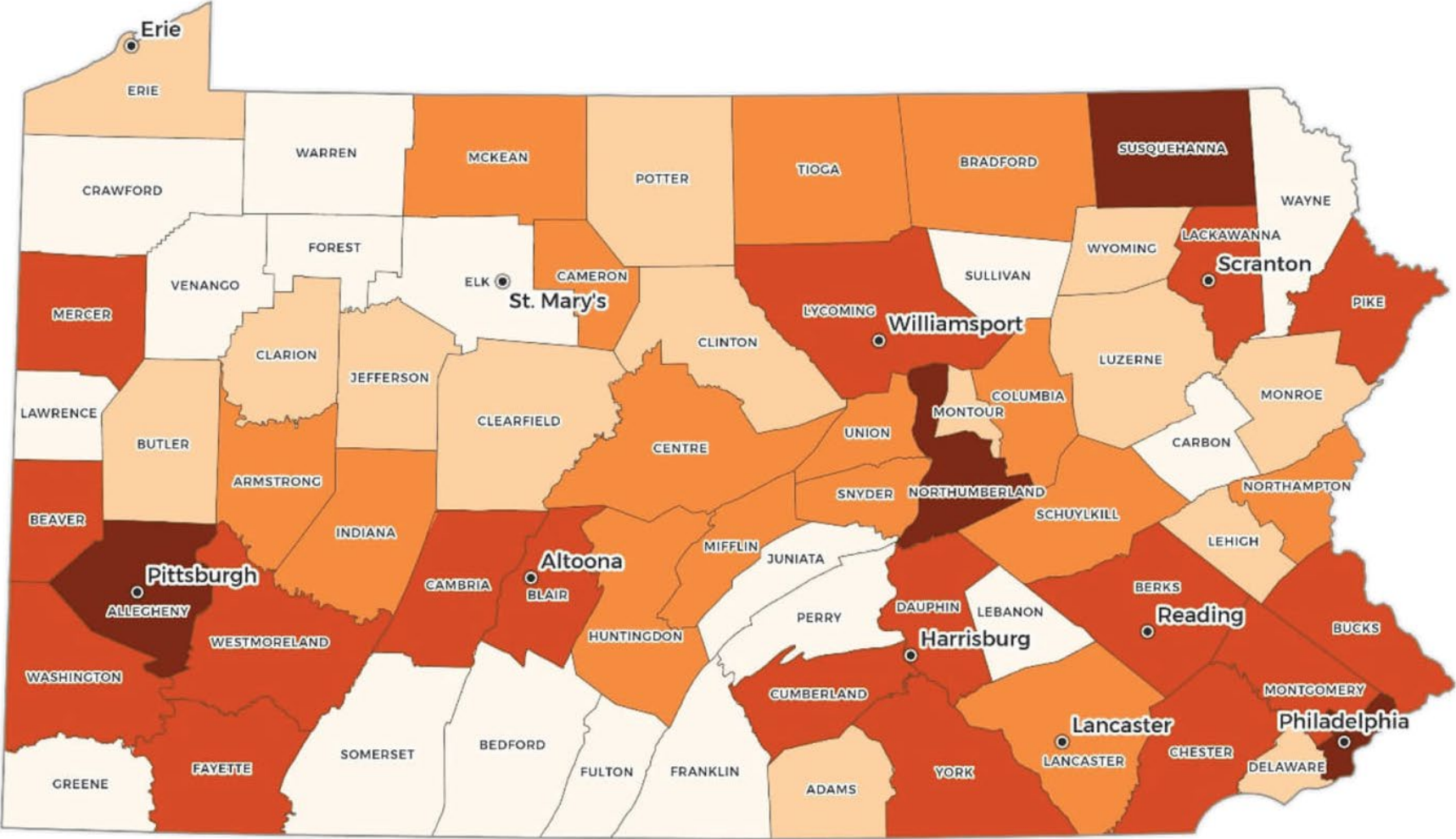
FREIGHT RAIL NEEDS



Potential Project Cost (Millions)



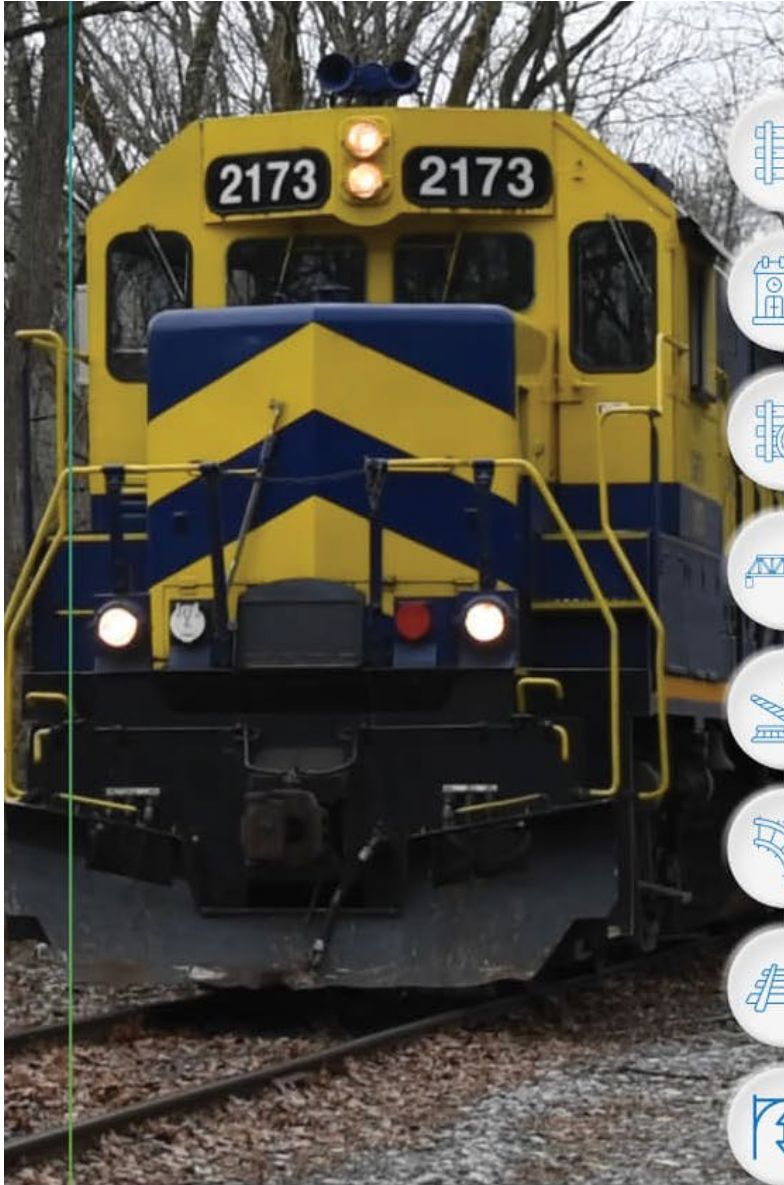
FREIGHT RAIL NEEDS



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

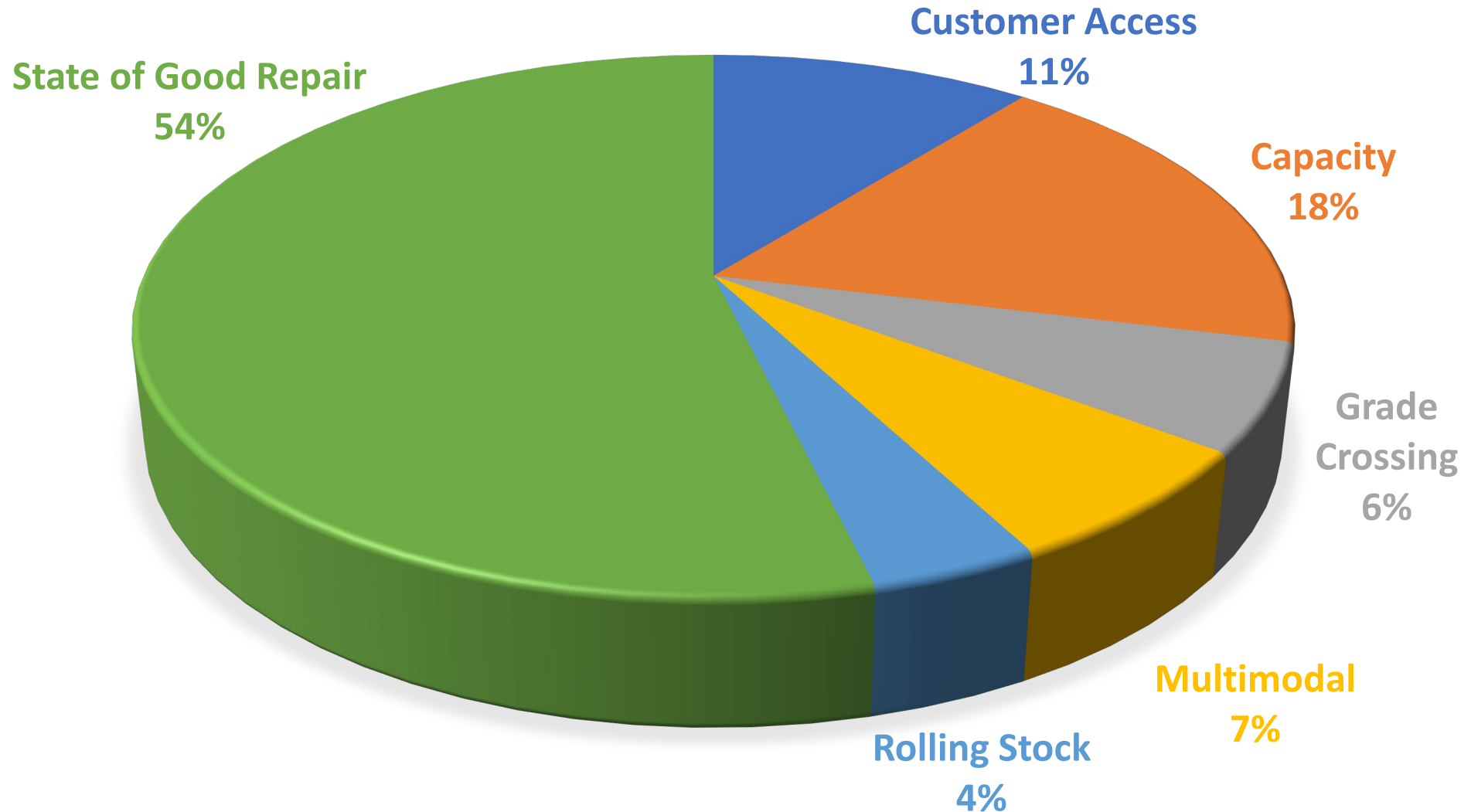


Improved clearance to allow more efficient intermodal container operations for Philadelphia and Pittsburgh.

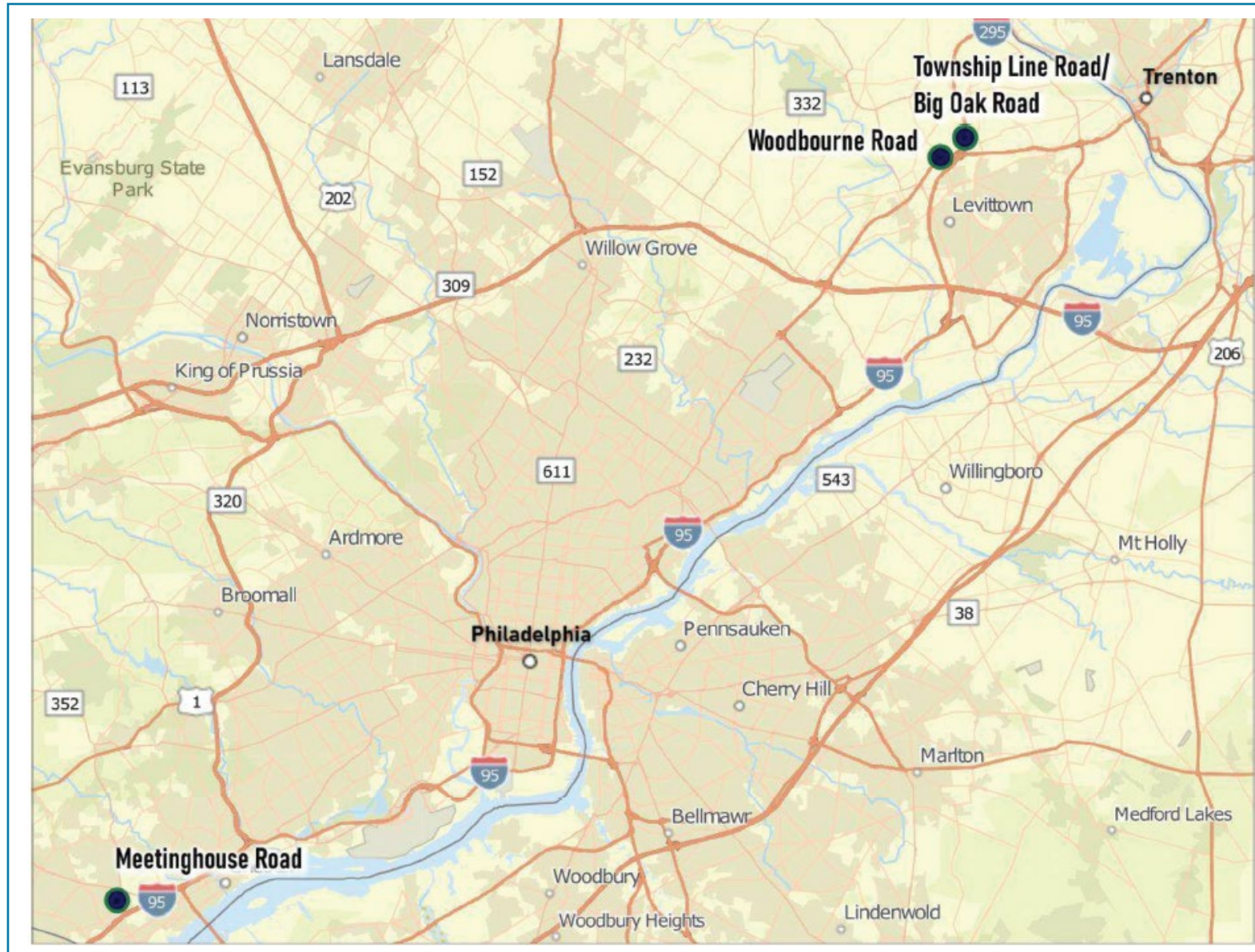


PROJECT PORTFOLIO – FREIGHT

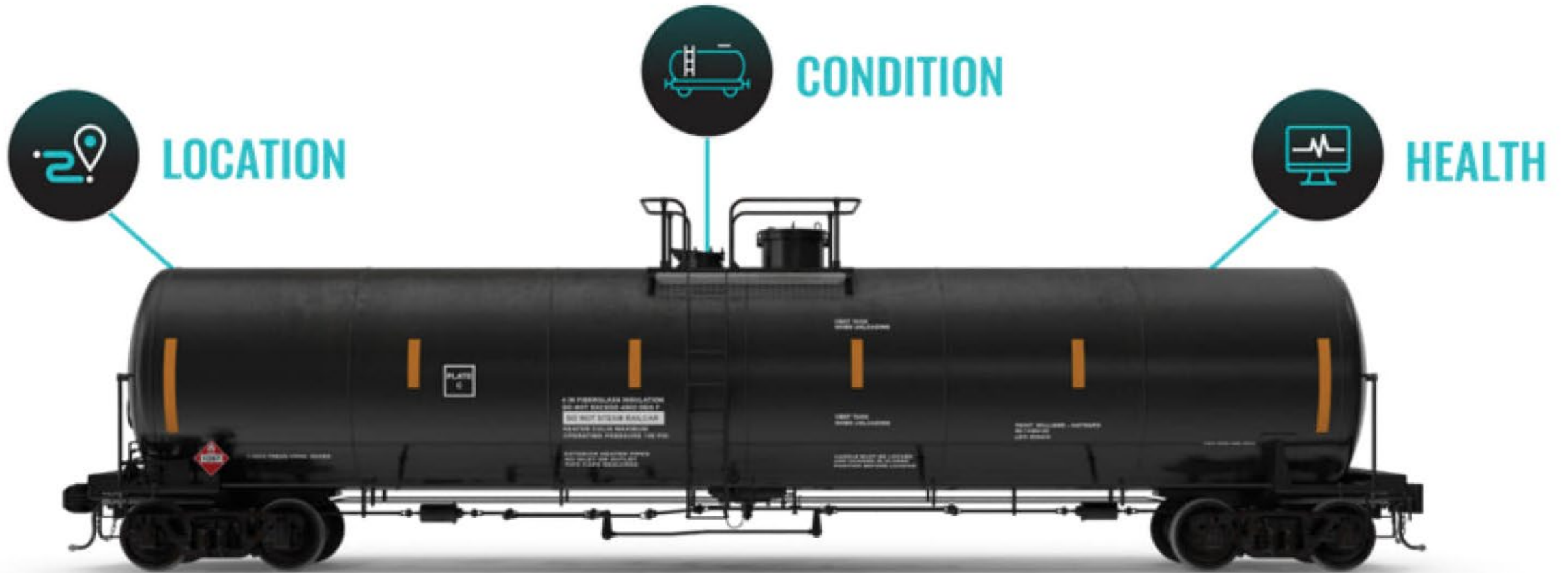
Summary of Freight and Safety Projects by Project Count



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