

Benefits

of Regional Rail

MTP
MODERN TRANSIT
Partnership

REGIONAL RAIL

COMMUNITY REPORT

- » **Economic development** – Regional rail lines encourage private investors to build or renovate homes and businesses near rail stations. In addition to increased property values, taxes are generated from new jobs.
- » **Traffic congestion** – With average daily traffic on major roadways expected to increase by 85 percent by 2020, **CORRIDORone** provides a much needed alternative to commuters facing daily gridlock.
- » **Choice** – A regional rail line is an integral part of a true multimodal transportation system – providing commuters with alternatives to car and bus.
- » **Flexibility** – When traditional modes of travel fail due to construction, accidents or inclement weather, rail offers a more accessible and reliable transportation alternative.
- » **Land use and sprawl** – **CORRIDORone** is built along existing rail lines and rights-of-way, so no new land is required. Future growth can be managed by adding trains to the existing track instead of paving new highways.
- » **Air pollution** – Southcentral Pennsylvania includes three of the top 10 worst mid-size metro areas with soot pollution. **CORRIDORone** provides one tool to address this health issue by reducing vehicle emissions.
- » **Energy and parking prices** – As commuters pay steeper prices for gas and parking fees, more people struggle with the financial investment needed to get around. Rail transit provides a cost-effective alternative to many working families.



MTP
MODERN TRANSIT
Partnership

P.O. Box 1571
Harrisburg, PA 17105-1571
Phone: 717-238-2400
Fax: 717-238-8307
www.mtptransit.org

Preliminary Engineering Report Complete

Southcentral Pennsylvania commuters moved another step closer to regional rail when the Modern Transit Partnership (MTP) and Capital Area Transit (CAT) submitted the Preliminary Engineering Report for **CORRIDORone** to the Federal Transit Administration (FTA) for approval in September 2006.

The Preliminary Engineering Report, a three-year study required by the FTA

for new start projects, included project costs, environmental impacts, transit-use plans and economic development opportunities. This critical milestone paves the way for the Final Design and Construction Phase, the final phase before service begins.

MTP is partnering with Amtrak to begin **CORRIDORone** service using existing freight and passenger tracks in the region. **CORRIDORone**

benefited from the \$140 million upgrades to the Keystone Corridor that were completed in 2006. **CORRIDORone** will use existing rail stations in Harrisburg, Middletown, Elizabethtown, Mount Joy and Lancaster, and new stations at Harrisburg International Airport and in the new community of Independence being planned in East Hempfield Township, Lancaster County. 🚆

Project Overview

In the early 1990's, CAT identified the need for expanded public transit services based on recognition of increasing highway congestion, population growth, expanding land development patterns, and regional commuting patterns.

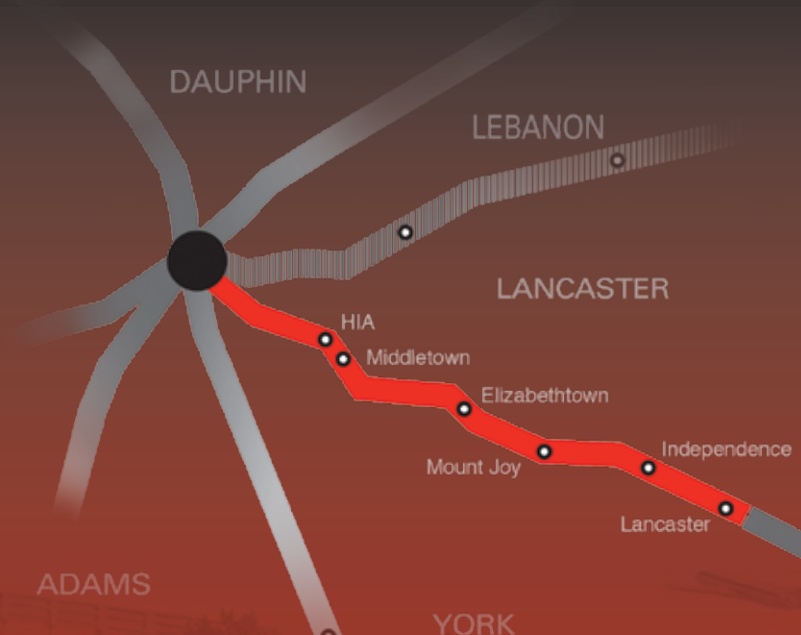
In 1992, CAT began a series of studies to develop a future vision of transit services for the greater southcentral Pennsylvania region. Those studies identified a regional rail system as the highest priority regional transit improvement to address future mobility.

MTP, a non-profit subsidiary of CAT, was formed in 1997 with the mission of evaluating the viability of a regional rail system in southcentral Pennsylvania. MTP's vision is to create a multimodal transit system to ensure long-term mobility for our growing region.

Throughout more than a decade of studies and planning, MTP and CAT have conducted surveys, focus groups, community and station meetings with local residents, and meetings with business and community

leaders to discuss the development of a regional rail system. Each effort included ample feedback.

In 2006, the Harrisburg-to-Lancaster corridor emerged as the locally-preferred Minimum Operating Segment (MOS) using the Amtrak-owned Keystone Corridor. Rail service is expected to begin within 18 months of approval of the commencement of Final Design. 🚆



What is CORRIDORone?

CORRIDORone, the first corridor to be developed in the regional rail system, is a 37.4-mile span from Harrisburg to Lancaster. Within this corridor, residential communities, employment centers, educational facilities, cultural amenities, and arts and recreation attractions are linked by the region's major transportation network.

The purpose of the regional rail project is to provide improved mobility and accessibility for people and goods within the region and, more broadly, southcentral Pennsylvania. Regional rail also promises a solution to alleviate traffic congestion that will continue to increase as our area continues to grow.

The overall vision for a regional rail system in southcentral Pennsylvania includes a series of corridors that will ultimately form a multimodal, eight-county transit system, encompassing Adams, Cumberland, Dauphin, Franklin, Lancaster, Lebanon, Perry and York counties. **CORRIDORone** is the first phase of the project. Future plans propose corridors linking Carlisle, Hershey, Lebanon, York and Philadelphia.



FACT

CORRIDORone is a 37.4-mile regional rail corridor that will extend through portions of Dauphin and Lancaster Counties and the city of Harrisburg

Our Region is Growing

CORRIDORone is a critical part of the regional effort to enhance mobility and connectivity within the region and to meet the challenge of future growth. By using existing rail infrastructure and existing stations, **CORRIDORone** offers an economical transit alternative to building more and more highways, while also providing a number of dramatic benefits. Benefits of rail

include lower environmental impact, reduction of land use and sprawl, economic development along rail lines and near stations, and the reduction of traffic congestion on roadways.

Over the next two decades, our region is facing significant population and employment growth. In addition, this region is a critical shipping

hub for the East Coast. Increasing congestion threatens our economic competitiveness and the region's importance as a freight center. Planning now for the future of our region is imperative.

Unplanned growth can negatively impact our quality of life—our greatest asset. 🚗

Rail Spurs Economic Development

Transportation improvements, such as regional rail systems, commonly attract development or redevelopment interest from both the public and private sectors. When this development focuses on mixed-use environments, regional economic growth strategies and housing options within walking distance of the transit station, the development style is called transit-oriented development (TOD).

Many planners value a “walkable environment” as the key aspect of the TOD concept. Destinations are often within walking or biking distance, such as retail, office or housing locations, allowing trips to be combined. One great example is the new rail station planned for **CORRIDORone** in the new community of Independence in East Hempfield Township, Lancaster County. Lancaster-based developer Charter Homes is constructing a mixed-use neighborhood with 3,200 residential units and 1,000,000 square feet of commercial retail space. One of the key components is the construction of the new rail station (funded and constructed independent of the **CORRIDORone** project) linking this TOD to major routes and locations in Lancaster and Dauphin Counties.

Specific TOD Benefits

- » Spurs neighborhood revitalization
- » Develops patterns that focus on an in-place transit system
- » Attracts commercial, residential, civic and community locations within walking distance of transit stops
- » Generates higher tax revenues through new construction and higher property values near rail stations
- » Offers mix of housing types, densities and costs
- » Provides pedestrian-friendly street networks that directly connect local destinations
- » Promotes high-quality open space preservation
- » Enhances community activity
- » Fosters vigorous, connected and secure communities 🚶

Studies show that every \$10 million invested in a project like this will generate about \$30 million in local revenue. This is money that gets spent in your community.

— William W. Millar, President
American Public Transportation Association

Lebanon Daily News
Sept. 22, 2005

Congestion

Puts Choke-Hold on the Region

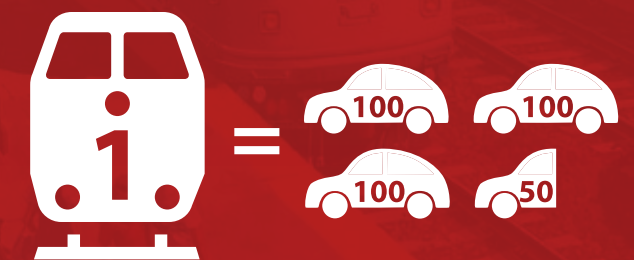
It's vital to find a solution now, before the clog of cars creates the kind of bumper-to-bumper crawl seen around Philadelphia and Washington, D.C.

— Central Penn Business Journal
Editorial, Dec. 23, 2005

Residents throughout southcentral Pennsylvania are feeling the pain of traffic congestion on the region's roadways. In addition to travel delays, commuters are burning more gas as they cope with stop-and-go traffic. As regional growth puts more cars on area roadways and fuel prices continue to rise, commuters are increasingly demanding viable transportation alternatives.

The region has also seen exceptional growth in truck traffic. The region serves as a crossroads for major arteries: Interstates 81 and 83, the Pennsylvania Turnpike, Routes 30, 322 and others. The consequence is that gridlock in eastern arteries is forcing more traffic through southcentral Pennsylvania. So many goods are moving through the area that more companies are locating warehousing and logistic centers in the region to leverage access to highways, further contributing to the growing congestion.

Highway construction cannot keep pace with traffic growth. The **CORRIDORone** regional rail project provides a key tool to reduce congestion.



Every full, three-car rail train can remove about 350 vehicles from the roadways.

FACT

By 2020, average daily traffic on our major roadways is expected to increase by 85 percent

It's Good for the Environment

Air pollution in southcentral Pennsylvania exceeds the air quality safety standards set by the federal government's Clean Air Act. In fact, the counties along the proposed **CORRIDORone** line are all ranked in the top 10 regions in the United States with excessive fine particle pollution.

Also called soot, fine particle pollution causes major health problems. According to the American Lung Association of Pennsylvania, soot pollution causes serious respiratory and cardiovascular problems, such as asthma, heart attacks, strokes and lung cancer. Children and elderly are at particular risk.

For every passenger mile traveled, public transportation provides 95 percent less carbon monoxide and 92 percent fewer volatile organic compounds compared to private vehicles according to the American Public Transportation Association. In addition, public transportation generates about half of the amount of carbon dioxide and nitrogen oxides than private vehicles per passenger mile. **CORRIDORone** provides a cost-effective, convenient way to reduce air pollution for the region and the nation. 🚗

MID-SIZE METRO AREAS	SOOT POLLUTION RANKING
Lancaster	5th Worst
York-Hanover	6th Worst
Harrisburg-Carlisle	9th Worst

Three of the nation's worst regions for air pollution are located in southcentral PA.

— "Plagued by Pollution"
PennEnvironment, January 2006

PSU Study Validates CORRIDORone as Vital Resource for Region

In 2005, Pennsylvania State University's (PSU) Pennsylvania Transportation Institute (PTI) conducted a third-party analysis to determine the viability of a regional rail system in southcentral Pennsylvania.

Dr. Evelyn Thomchick, associate professor of supply chain management, PSU, and faculty associate, PTI, led a team of five PSU researchers to conduct the analysis. The study included review and critique of reports and data conducted and compiled for the **CORRIDORone** project; literature review on regional transportation planning with an emphasis on regional rail transit; development of a white paper on regional transportation planning and regional rail transit; and discussion of the proposed benefits and costs of the **CORRIDORone** rail transit project.

The team's analysis found rail to be more efficient and cost-effective than bus rapid transit.

Key Observations and Analysis

- » **CORRIDORone** has the potential to realize the benefits of rail transit systems, including managed growth; a slower rate of increase in highway congestion; improved transportation safety and energy-efficiency; and improved air quality from reduced auto emissions.
- » **CORRIDORone** has the potential to encourage economic development and improve quality of life in the southcentral Pennsylvania region by improving overall mobility, promoting transit-oriented development and making the region an attractive place for businesses and residents.
- » The number and location of the proposed rail station stops are appropriate. 🚗

By continuing efforts on **CORRIDORone**, we are planning for future needs, which are critical for the transportation system in central Pennsylvania.

— Rep. Ron Marsico, Chairman of the
House Transportation Committee's
Subcommittee on Highway

News Release, Feb. 8, 2006

The proposed commuter rail system needs to be viewed not just in the context of what it has to offer today, but more importantly in what it has to offer to a growing and increasingly congested region in the future.

The Patriot-News Editorial
Jan. 27, 2006

Revving Up CORRIDORtwo

Planning for the **CORRIDORtwo** regional rail line has begun. The line will connect communities from Lebanon, Hershey, Harrisburg and, ultimately, York. The initial Minimum Operating Segment (MOS) will include service between Harrisburg, Hershey and Lebanon.

In anticipation, communities have already begun planning for **CORRIDORtwo**. The new transportation center in Hershey was designed to accommodate regional rail travel when **CORRIDORtwo** begins service.

MTP is spearheading a feasibility study to validate the community needs and infrastructure requirements necessary to support the initial MOS. The feasibility study represents a \$400,000 investment by the Commonwealth of Pennsylvania and numerous business interests in the Hershey area. Next steps for **CORRIDORtwo** will be determined based on the study's findings.



FACT

Daily ridership on **CORRIDORone** is projected to be 930 riders on opening day and is expected to exceed 1,580 daily riders by 2030