




PLANNING FOR RAIL SERVED INDUSTRIAL SITES



**By
Jerry S. Walls, AICP
Director of Special Projects
Lycoming County Commissioners**



PERSPECTIVES

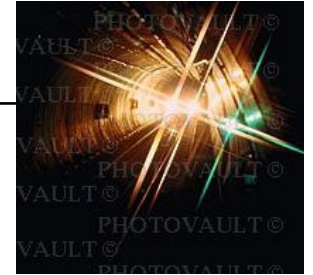
- Rail freight is becoming more critical to industrial site selectors as fuel prices continue to climb
- Converting I-80 to a toll road makes rail freight even more important

STARTING POINTS

- **County Comprehensive Plans**
- **Zoning Ordinances**
- **Subdivision & Land Development Ordinances**
- **SEDA JRA & Railroad Operator**
- **Identify sites with topography suitable for rail line extension – e.g. 2.5% grade max.**



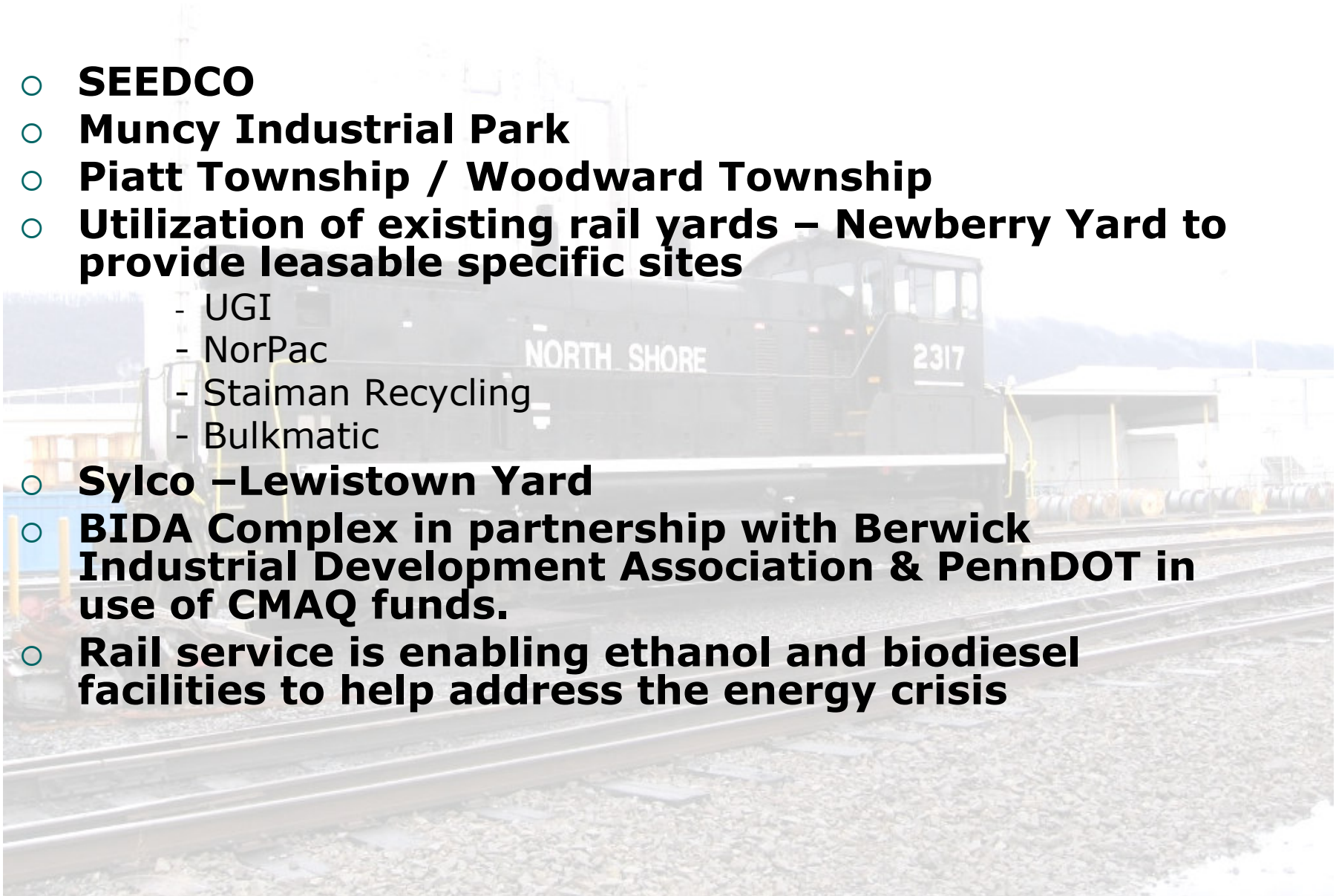
WORKING PARTNERS



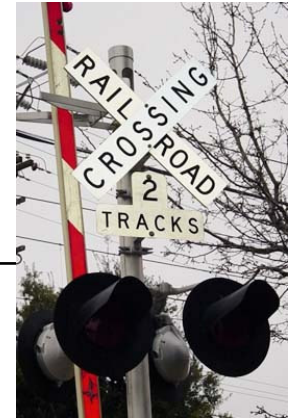
- **SEDA JRA to confirm feasibility**
- **JRA Track Engineer & JRA Bridge Engineer can be utilized by JRA to conduct engineering analysis when needed**
- **County Planning Staff to help address zoning & related requirements**
- **County Planning Agencies can provide contour mapping & orthophotos**
- **Advise from PennDOT Bureau of Rail Freight on potential funding & eligibility**
- **Industrial Development Corporations & local economic development community**

CASE-SPECIFIC EXAMPLES

- **SEEDCO**
- **Muncy Industrial Park**
- **Piatt Township / Woodward Township**
- **Utilization of existing rail yards – Newberry Yard to provide leasable specific sites**
 - UGI
 - NorPac
 - Staiman Recycling
 - Bulkmatic
- **Sylco –Lewistown Yard**
- **BIDA Complex in partnership with Berwick Industrial Development Association & PennDOT in use of CMAQ funds.**
- **Rail service is enabling ethanol and biodiesel facilities to help address the energy crisis**



SUMMARY



- **Engage working rail partners early**
- **Mobilize proactive strategy to develop & to protect rail-servable industrial sites**
- **Do not accept the “no interest in rail” claim of some companies today**
- **Escalating energy & fuel costs, and growing difficulty in hiring drug-free truck drivers may force shippers to shift from trucking to rail in the near future**

SUMMARY continued

- **Northcentral PA topography limits the number & size of sites which can be served with rail within reasonable cost – so GUARD those sites **FERCELY****

