



SEDA-COG JOINT RAIL AUTHORITY MEETING MINUTES
Wednesday, February 11, 2026
Union County Government Center, Lewisburg, PA
12:30 p.m.

AUTHORITY MEMBERS PRESENT

Russ Graham, Centre County (via teleconference)
Scott Harvey, Lycoming County
Bob Hormell, Northumberland County (via teleconference)
Rick Jenkins, Columbia County (via teleconference)
Brent Jones, Clinton County
Keri Kenepf, Centre County (via teleconference)
Michael Krentzman, Mifflin County
Dave Park, Snyder County
Rob Postal, Mifflin County
David Schultz, Lycoming County
Jeff Snyder, Clinton County
Jennifer Wakeman, Montour County
Eric Winslow, Union County (via teleconference)

JRA OPERATOR

Jeb Stotter, President & CEO
Diana Williams, Treasurer/Controller

GUESTS

John Ashbridge, Carload Express
Allen Bubb, West Shore Railroad
Emily Mrochko, Lycoming County Planning and Community Development (via teleconference)

JRA LEGAL COUNSEL

Jenn Bauer, Esq., McQuaide Blasko
Tom Schrack, Esq., McQuaide Blasko

JRA CONSULTING PROFESSIONALS

Adam Hartzel, Baker Tilly (via teleconference)
Stephen Lendway, Operating Agreement Consultant (via teleconference)
Jason Shura, PE, Stiffler-McGraw (via teleconference)

JRA STAFF

Steven Beattie, Executive Director
Tina Heintzelman, Program Assistant
Kyle Postupack, Property & Maintenance of Way Manager

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Call to Order

The Chairman called the meeting to order at 12:32 p.m.

Pledge of Allegiance

The Chairman led the Pledge of Allegiance.

Welcome – Chairman’s Statements

The Chairman stated that the use of audio or video recording devices at the public meeting is permitted. The Authority does not require pre-registration for recording purposes; however, any individual intending to record all or any part of the meeting must notify the Chairman or the Executive Director in advance of such recording. If the Authority recesses to Executive Session, no recording of that session shall be permitted.

Public Forum

The Chairman asked if there is any public comment to come before the Board. There were none.

ADMINISTRATIVE ITEMS

Approval of the Jan. 14, 2026, JRA Meeting Minutes

Mr. Postal made a motion for the Board to approve the Jan. 14, 2026, SEDA-COG Joint Rail Authority Meeting Minutes; Mr. Snyder seconded the motion; motion carried.

Treasurer’s Report

Ms. Wakeman presented the Treasurer’s Report for January, as well as the JRA’s Loan Summary, Money Market Account Financial Statement, the PIB Loan Financial Statement, the JRA’s detailed accounting associated with the operating fees paid by the Operator, the LOA Capital Contribution Liabilities and the purported Stormwater Charges imposed in Williamsport. Ms. Wakeman stated the information on the loan summary page was incorrect and provided the correct figures.

Mr. Park made a motion for the Board to accept the Treasurer’s Report for the month of January 2026 with the presented corrections; Mr. Schultz seconded the motion; motion carried.

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Payment of the Bills; Jan. 1 to Jan. 31, 2026

Ms. Wakeman said the January Payment of Bills report for the February check run is on page 23 of the packet.

Ms. Wakeman made a motion for the Board to approve the February check run for the January 2026 Payment of Bills; Mr. Snyder seconded the motion; motion carried.

2025 Audit Kickoff and Planning Communications

Mr. Hartzell, of Baker Tilly, introduced the Board and staff to the 2025 audit process. It is an audit requirement to provide necessary communications to the people responsible for governance of the Joint Rail Authority. No action was taken by the board.

Staff Report and Events Calendar

Mr. Beattie summarized the status of various construction projects and calendar highlights.

Operator Status Report

A copy of the Operator's Report was provided to Board members via email and copies were provided to Board members at the meeting. Mr. Stotter said tie cleanup programs done over the winter are complete on all lines except the JVRR. Ties have been unloaded for the upcoming construction season on the LVRR, NSHR, SVRR and SIT. He said there were a few crossing strikes by PennDOT plow trucks this winter, which required maintenance at the crossings.

OLD BUSINESS

Bridge Engineer's Report

Mr. Shura reviewed the Bridge Engineer's Report provided in the meeting packet.

- Prepared opinion of probable costs for two alternatives to the LVRR Bridge 171.30 project (Alternative 1: raise bridge; alternative 2: replace bridge) to meet Interstate Highway Criteria for future I-99 corridor and submitted to JRA staff on Feb. 3, 2026.
- Confirmation of Assignment for RTAP 2025 projects is in progress and will be submitted for action at the April 2026 board meeting.
- All three contracts for the RTAP 2024 projects are moving forward.

NEW BUSINESS

Retirement Plan Resolution

This resolution formally adopts the SEDA-COG Joint Rail Authority Retirement Plan. The retirement plan is for all JRA full-time employees with a 6% contribution made as one lump

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sum on or before April 1 of each year. Employees can invest the funds per their personal comfort, through American Funds. The resolution appoints the chairman and secretary as trustees of the plan.

Mr. Postal made a motion to approve the Retirement Plan Resolution 26-02; Mr. Graham seconded the motion; motion carried.

SIT Section 130 Railroad Safety Program Agreement Amendment

This Section 130 project included at-grade crossing signal installations, crossing surface replacements and crossing closures along the Selinsgrove Industrial Track in Selinsgrove, Penn Township and Middlecreek Township. This amendment amends PennDOT's reimbursement obligation by increasing the grant reimbursement amount from \$3,400,000 to \$3,515,488.64 (\$115,488.64 increase) to cover miscellaneous cost overruns, mostly related to the addition of insulated joints needed at multiple crossings in Selinsgrove. This project is now complete, and this amendment will allow full reimbursement by PennDOT to the JRA for all project costs incurred.

Mr. Park made a motion to approve the Letter of Amendment to the SIT Section 130 Railroad Safety Program Agreement; Mr. Schultz seconded the motion; motion carried.

Acceptance of 2026 Underwater Bridge Inspection Proposal

The JRA is required to have underwater bridge inspections done every five years. Inspections are due by November/December 2026. Work is expected to be completed in summer 2026. Marine Solutions Inc. has submitted a proposal to inspect 20 bridges across the rail network at a cost of \$106,800. They will provide all personnel and equipment to perform the inspections and will be conducted in accordance with the FRA and FHWA standards and will closely coordinate the work with Stiffler McGraw. This cost is significantly higher than the 2021 inspections. The primary cost drivers for this increase include the addition of SIT Bridges 0.09 and 0.40 over the Susquehanna River. Bridge 0.90 over Penns Creek adds significant effort due to the number of foundations to be inspected (19 total piers); depth of water; and regulatory changes require an additional team member (3-person team is now 4-person team) for SCUBA inspections.

Ms. Kenepf made a motion to accept Marine Solutions Inc. proposal for the 2026 Underwater Bridge Inspections at a cost of \$106,800; Mr. Park seconded the motion; motion carried.

Approval of 2026 Jannotti Rail Consulting Inc. Hourly Rate Schedule

The JRA approved the Jannotti Rail Consulting Inc. Retainer Agreement on Feb. 14, 2024. That agreement requires approval of the hourly rates and reimbursable expenses. This agreement will be carried forward year after year with the JRA Board approving adjustments to hourly rates. In 2026, an increase in hourly rates charged to the JRA is approximately 3-4% depending on billing classification. The updated billing rate is \$120 per hour for Sam Jannotti and \$130 for

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Paul Jannotti. Currently, Jannotti is used for systemwide track inspection, small projects, conceptual track layouts, grant exhibits, etc.

Mr. Winslow made a motion to approve Jannotti Rail Consulting Inc. 2026 Hourly Rate Schedule; Mr. Krentzman seconded the motion; motion carried.

REPORTS FROM COMMITTEES

Property Management Committee

1a. PPL Electric Utilities Corporation License Agreement #01-4564.0 PROW (NSHR – Danville)

PPL contacted JRA staff about constructing a new overhead electrical wire over the NSHR within the public right of way of the Jacobs Alley rail grade crossing DOT #264 158S, no less than 36'-7" from top of rail in the Borough of Danville, Montour County. PPL will be assessed a one-time administrative fee of \$2,000 for the cable within the public right of way. All plans have been reviewed and approved.

Mr. Park made a motion to approve license agreement with PPL Electric Utilities Corporation; Mr. Jones seconded the motion; motion carried.

1b. PPL Electric Utilities Corp. License Agreement #01-453.0 PROW (NSHR – Montour Twp.)

PPL contacted JRA staff about constructing a new overhead electrical wire over the NSHR within the public right of way of the Train Street rail grade crossing DOT #265 975X, no less than 30'-4" from top of rail in Montour Twp., Columbia County. PPL will be assessed a one-time administrative fee of \$2,000 for the cable within the public right of way. All plans have been reviewed and approved.

Mr. Park made a motion to approve the license agreement with PPL Electric Utilities Corporation; Ms. Wakeman seconded the motion; motion carried.

1c. Shamokin Filler Company Inc. Lease Agreement (SVRR – Coal Twp.)

Shamokin Filler is the sole customer on the SVRR – Carbon Run Branch. The track conditions on approximately 5,800 feet of track leading up to the facility are poor due to stormwater runoff and cinders originating from the Shamokin Filler property and fouling the track ballast with sediment from the adjoining Shamokin Filler property. This problem has been occurring for several decades, and the Carbon Run Branch was downgraded from "Class-1" to "Excepted Track" in 2024 and eventually taken out of service in early 2025. Shamokin Filler now receives cars 0.75 miles down the track due to track conditions. JRA staff had been in discussions with Shamokin Filler staff about a Land Sale Agreement to sell the track and property to Shamokin Filler, which was originally 6.83 acres. Shamokin Filler then requested to purchase the additional track to West. Mulberry Street, totaling 10.47 acres and 6,240 feet of track. However, a land sale

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would require STB approval, which would cost around \$40,000. Shamokin Filler will have the option to purchase the property at any time. After multiple discussions with Shamokin Filler's attorney, it was agreed that a lease would be the best course of action. For this lease, Shamokin Filler will pay the JRA \$3,500 per year, subject to CPI increases, in addition to a one-time \$3,000 document preparation fee. The term is for 10 years, with an option to renew for an additional 5 years. Per the agreement, Shamokin Filler is responsible for all track and land maintenance, including keeping ditch lines clean. For the foreseeable future, the train will drop cars off at the bottom of the hill.

Mr. Park made a motion to approve the lease agreement with Shamokin Filler Company Inc.; Mr. Jenkins seconded the motion; motion carried.

1d. Bellefonte Borough Potter Street Spur Land Sale & Subdivision (NBER – Bellefonte)

JRA staff have been working with the Bellefonte Borough for several years to convey the old rail spur, called the Potter Street Spur, to the Sutton Engineering Building in Bellefonte. The 0.236-acre parcel lies adjacent to Spring Creek, and the banks are suffering from significant erosion. This spur has not seen rail traffic for decades, and there is no potential for future rail traffic. The JRA has agreed to sell the parcel to Bellefonte Borough for \$18,932, the value of the rail on the parcel. Bellefonte Borough hired PennTerra Engineering to develop the subdivision plan. Bellefonte Borough intends to turn the spur into a pedestrian walking path.

Mr. Park made a motion to approve the subdivision plan/sale of property for the Potter Street Siding subject to final document preparation; Mr. Snyder seconded the motion; motion carried.

1e. Northumberland County Settlement Documents for Eighth Street Bridge Project (SVRR – Shamokin)

PennDOT and Northumberland County will be rehabbing the North Eighth Street Bridge in Shamokin in 2026. The bridge is directly adjacent to the North Eighth Street grade crossing and the Shamokin Valley Railroad. PennDOT is facilitating the agreements needed for this project and has requested a construction easement for 0.038 acres to assist the contractor with the construction project. The agreement is with Northumberland County. PennDOT is offering the JRA \$500 for the 0.038-acre temporary easement area. Due to the proximity of the easement area, JRA staff requested a special provision be added to the contractor plans to help prevent machinery and construction materials from fouling the railroad when a flagman is not on site. Additional language will be added to the construction plans, which JRA staff have reviewed and accepted.

Mr. Park made a motion to approve the Eighth Street Bridge Project Settlement Documents with Northumberland County; Mr. Postal seconded the motion; motion carried.

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1f. SEDA-COG JRA Easement with Power Yards Real Estate LP (NSHR – Point Twp.)

In 2010, JRA staff worked with Strong Pools and Spa owner, Wade Spicer, on a Tiger II grant application to build a rail terminal off the NSHR in Point Twp., Northumberland County. The terminal was completed in 2013, and the JRA was in discussions with Mr. Spicer for an easement to use the track since the track material was owned by the JRA but was built on Strong Pool and Spas property. The Board approved the easement agreement at the June 12, 2013, board meeting; however, that agreement was never signed by Mr. Spicer, and the contribution owed by Strong Pools and Spas was never paid. Fast-forward to 2026, and JRA staff re-initiated discussions about an easement with Mr. Spicer to memorialize the use of the track, land and property that is now under the entity Power Yards Real Estate LP, which is owned by Mr. Spicer. Per the original easement language and in the 2026 easement agreement, Mr. Spicer would pay the JRA \$30,000 and would own the rail siding. The 2026 easement would also grant the JRA the right to use the track and land adjacent to the track for future rail business.


Mr. Park made a motion to approve the easement agreement with Power Yards Real Estate LP; Mr. Snyder seconded the motion; motion carried.

LEGAL

Solicitor Schrack said he had nothing further to discuss in public session and no executive session was needed.

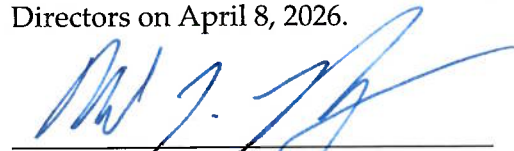
With there being no further business to come before the JRA Board, Chairman Harvey adjourned the meeting at 1:25 p.m.

Respectfully submitted,



Steven M. Beattie, Executive Director

I hereby certify these minutes were approved by the SEDA-COG Joint Rail Authority Board of Directors on April 8, 2026.



Secretary/Assistant Secretary