



**SEDA-COG JOINT RAIL AUTHORITY SPECIAL MEETING  
MINUTES**

**Friday, March 13, 2026  
SEDA-COG office, Lewisburg, PA  
9 a.m.**

**AUTHORITY MEMBERS PRESENT**

Terry Brown, Montour County  
Russ Graham, Centre County (via teleconference)  
Scott Harvey, Lycoming County  
Lisa Hoover, Northumberland County  
Rick Jenkins, Columbia County (via teleconference)  
Brent Jones, Clinton County  
Keri Kenepp, Centre County  
Michael Krentzman, Mifflin County  
Dave Park, Snyder County  
Patty Perez, Columbia County (via teleconference)  
Rob Postal, Mifflin County (via teleconference)  
David Schultz, Lycoming County (via teleconference)  
Jeff Snyder, Clinton County (via teleconference)  
Jennifer Wakeman, Montour County  
Eric Winslow, Union County (via teleconference)

**JRA OPERATOR**

Jeb Stotter, President & CEO  
Diana Williams, Treasurer/Controller  
Loni Briner, Public Relations & Media Manager

**GUESTS**

Tessa Applegate, Clark's Feed Mill  
John Ashbridge, Carload Express  
Erik Bergenthal, Carload Express Legal Counsel (via teleconference)  
Terri Campbell, Sen. Lynda Culver's office  
Robert Clark, Clark's Feed Mill  
Benjamin Dunlap, Cohen Seglias Pallas Greenhall & Furman PC  
Tyler Fida, Standard Steel  
Cliff Grunstra, Carload Express  
Mark Hidlay, Standard Steel  
Aurora Lynd, Cohen Seglias Pallas Greenhall & Furman PC  
Robert Ralston, Houston Harbaugh Attorneys at Law (via teleconference)  
Nathan Savidge, Northumberland County  
Sam Simon, Esq., Carload Express Legal Counsel (via teleconference)  
Mike Tetler, Carload Express (via teleconference)  
717-461-3345

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**JRA LEGAL COUNSEL**

Jenn Bauer, Esq., McQuaide Blasko (via teleconference)  
John Bee, Esq., McQuaide Blasko  
Tom Schrack, Esq., McQuaide Blasko (via teleconference)

**JRA STAFF**

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

**Call to Order**

The Chairman called the meeting to order at 9:03 a.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.

Diana Williams, Controller for North Shore Railroad, spoke about the North Shore Railroad. She said the North Shore Railroad recently received the Short Line of Year Award from Railway Age magazine and the Veterans Engagement Award from the American Short Line Association and was recognized as a Top 100 Business of Central Pennsylvania.

Loni Briner, Media and Public Relations Manager for North Shore Railroad, then expressed concerns regarding the Tolling Agreement between the JRA and Carload Express, and the circumstances leading to its signing. She also stated that she believed a different result in the July 2015 vote on the proposals would have occurred had all the facts concerning the scoring been known by the JRA Board Members. She stated further concerns regarding the conduct of Board member Don Purcell. She stated that her view that the JRA should do the right thing and wait for the Clinton County Court to work things out.

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Jeb Stotter, President and CEO for North Shore Railroad, then made additional comments about the RFP litigation. He stated his concerns regarding the conduct of Board member Don Purcell and the North Shore's attempts to have Purcell recuse himself from the RFP process. Mr. Stotter then expressed concerns about taking customer feedback into account when making decisions about the RFP process. Mr. Stotter said that the Board should do what is right.

Tyler Fida, vice president of procurement and human resources for Standard Steel, said they are a large customer on the rail line and depend on the short line for their well-being and the well-being of the 600 people in Burnham. He said after doing research, they have great concerns over the RFP process, and he felt those concerns were not being heard. He implored the Board to do what is best for the customers and keep their best interests at the top of the list beyond anything else. He also said they will do whatever is necessary to protect their business and way of life.

Mark Hidlay, system vice president of sales and marketing logistics at Standard Steel, said he was just there to observe the process, because he is concerned about the future and how it will affect the operation in Burnham.

Tessa Applegate, a representative of Clark's Feed Mill, said she wrote a letter that she hoped the entire Board had an opportunity to read. She said they are probably one of the smallest customers on the line and don't rely heavily on rail service presently but indicated they are undertaking the biggest expansion they have ever had and anticipated an increase in rail volume. She said they are building a new feed mill, but if prices go up, they won't be able to use rail. She said they have a great relationship with North Shore and is sure Carload are very good people too, but if prices go up, they won't be able to absorb the increase. She said she was told the process was unfair and not done the right way. She said she thinks the Board should do what is fair and suggested redoing it and letting the best person win. She said the expansion was part of a grant, which required a commitment to take so many cars. That commitment was made based upon the current price structure and if that changes, it will significantly impact Clarks' ability to take those (number of cars). She said she just wants all the companies to be heard and for the Board to understand what impact these decisions have on the customers.

John Ashbridge, President and CEO of Carload Express, then made comments about Carload Express's desire to be the operator. He said Carload wants to be the operator for the JRA's lines. He said Carload hasn't had the opportunity to talk directly to shippers but welcomes that opportunity. He stated his view that there have been dramatic misrepresentations about Carload Express's business. He commented on demurrage concerns, indicating there was no discussion about how Carload offers a credit system, which would likely reduce overall demurrage expenses for customers otherwise impacted by them. He said Carload collected \$123,000 in demurrage on its Western Pennsylvania lines and the majority of that was from its largest shipper. He said looking at growth, they have increased traffic on SWP (Southwestern Pennsylvania Railroad) over 1,000% since they started operating in 1995 and the AVR (Allegheny Valley Railroad), since 1995, has a 2,000% increase in volume. He said that can only happen by partnering and working with shippers, which Carload strives to do. He said Carload

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has invested \$82 million into its properties over the past five years, 57% of its operating revenue and three times the short line average. He also said the Court in Clinton County has made its decision.

Cliff Grunstra, executive vice president and chief commercial officer of Carload Express, said the only way they grow business is by partnering with customers and there are hundreds of examples of Carload Express doing that. He said Carload Express wants the opportunity to learn the business, see what works, put together a plan for the customers, the railroads and the JRA that brings everybody together and grows the economy. He said they have 51 customers in PA and only eight paid a demurrage bill in 2020 and of those eight, 75% of them did not pay the tariff rate because Carload Express worked with them to come up with a plan that worked for everyone.

Loni Briner asked everyone present to listen to the June 10, 2015, special board meeting where Russell Peterson defended the \$4 million demurrage projections, saying they would bring demurrage rates up to Class 1 standards. She added the judge in Clinton County also said the alleged inaction of the JRA, which SURC claims put them at a competitive disadvantage, did occur during the RFP process.

### **ADMINISTRATIVE ITEMS**

#### **Approval of the Feb. 11, 2026, JRA Meeting Minutes**

*Ms. Kenepf made a motion for the Board to approve the Feb. 11, 2026, SEDA-COG Joint Rail Authority Meeting Minutes; Mr. Jones seconded the motion; motion carried.*

#### **Treasurer's Report**

Ms. Wakeman presented the Treasurer's Report for February, 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.

*Mr. Krentzman made a motion for the Board to accept the Treasurer's Report for the month of February 2026; Mr. Park seconded the motion; motion carried.*

#### **Payment of the Bills; Feb. 1 to Feb. 28, 2026**

Ms. Wakeman said the February Payment of Bills report for the March check run is on page 18 of the packet.

*Ms. Wakeman made a motion for the Board to approve the March check run for the February 2026 Payment of Bills; Ms. Kenepf seconded the motion; motion carried.*

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**LEGAL**

Assistant Solicitor Bee said he had nothing further to discuss in public session and recommended the Board recess into executive session.

Chairman Harvey recessed the regular meeting at 9:38 a.m. to convene into executive session at 9:43 a.m.

Chairman Harvey reconvened the regular meeting at 12:54 p.m.

Assistant Solicitor Bee noted the full JRA Board and staff held an executive session on Feb. 19, 2026, and further noted the Executive Committee held an executive session on March 3, 2026, and March 12, 2026. All these meetings concerned the RFP litigation in Clinton County. No action was taken during the noted executive sessions. There is one action item on the agenda to be voted on.

**Settlement Agreement and Restatement of 2017 Tolling Agreement**

Chairman Harvey sought a motion and roll call vote on a draft Settlement Agreement and Restatement of the 2017 Tolling Agreement to be executed by the Authority and Carload Express.

*Mr. Krentzman made a motion for the Board to approve the Settlement Agreement and Restatement of 2017 Tolling Agreement included in the Board members' packets, as modified today by counsel for the JRA and Carload Express; Mr. Postal seconded the motion.*

A roll call vote was then taken of the 15 Board members who had attend the meeting:

Terry Brown – Abstain	Dave Park – No
Russ Graham – Aye	Patty Perez – Abstain
Scott Harvey – Aye	Rob Postal – Aye
Lisa Hoover – No	David Schultz – Aye
Rick Jenkins – Aye	Jeffrey Snyder – Aye
Brent Jones – Aye	Jennifer Wakeman – No
Keri Kenepp – No	Eric Winslow - Aye
Michael Krentzman – Aye	

*Motion carried with nine in favor, four opposed and two abstentions.*

With there being no further business to come before the JRA Board, Chairman Harvey adjourned the meeting at 1:02 p.m.

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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