CHAPTER 3 Political feasibility-what do landowners and the community think about the idea of repurposing the L&T railbed as a trail?

The answer to this question came through a variety of forums the Study Committee often described as "a robust public process." That process began with the 40 person study committee established for this project by Gregg Township, with assistance from the *Centre County Office of Planning and Community Development*, which also provided assistance with the organization and administration of the Consultant Selection Committee for this study. The *Study Committee* included key landowners, County and Centre Region officials and transportation planners, DCNR Forestry, educators and historians, tourism and outdoor recreation related businesses and organizations, and officials from the 8 municipalities located along or near the 27 mile abandoned corridor, including (from east to west) College Township, Harris Township, Potter Township, Centre Hall Borough, Gregg Township, Millheim Borough, Haines Township and Penn Township. The study committee met on 4 occasions, providing guidance and feedback prior to and after the public meetings.

Efforts to engage the public also included a Facebook page that continues to draw "Likes"; dozens of one on one "key person" interviews with landowners, community leaders and representatives from outdoor recreation groups throughout the region; 244 surveys of potential trail users; and 9 neighborhood meetings with landowners and advocates interested in exploring community based trails on their lands, including one meeting in Lemont, one in Linden Hall, three at Rhoneymeade/Bergenblick Farm, three at Spring Mills and one at Ingleby.

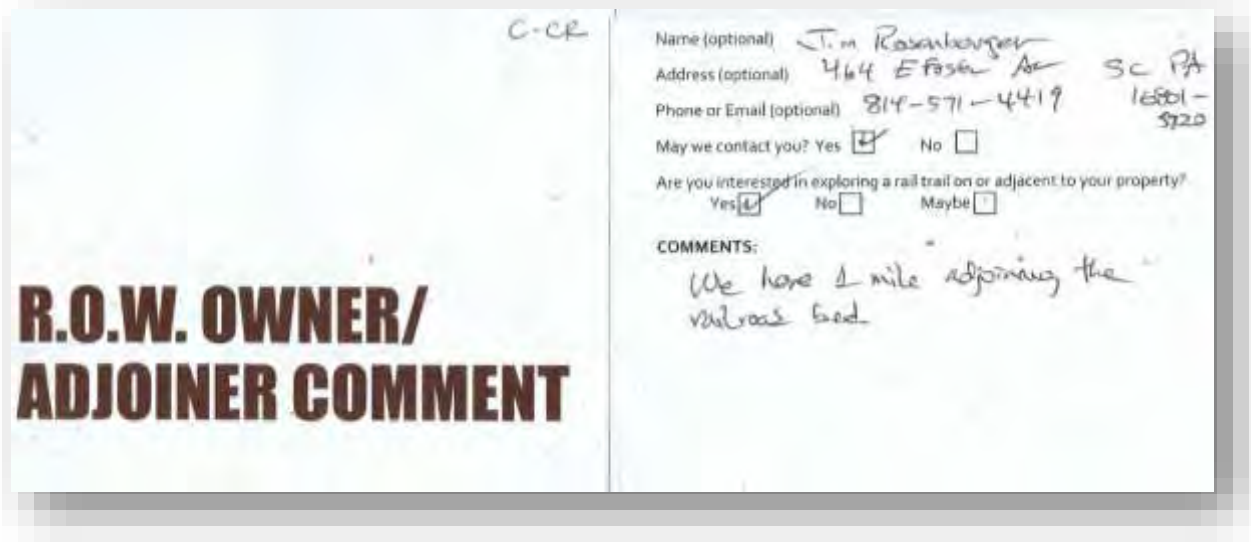
We also met with five different regional planning agencies that requested information on the project, including the Penns Valley Regional Planning Commission, the Potter Township Planning Commission, the Centre Region Council of Government (COG) Transportation and Land Use Committee, the Centre County Planning Commission, and the Spring Creek Watershed Commission. The team also participated in a full day workshop with the graduate class of Penn State's Community and Economic Development Summer Institute, where the Penns/Brush Valley Rail Trail feasibility study was featured as a case study on community engagement.

The consensus of those in attendance for the 1st public meeting was strong support for the idea of repurposing the abandoned railbed as a rail trail, and equally strong support for the right of each property owner to decide whether a trail was an appropriate use for their land.

PUBLIC MEETING #1

To ensure a good turnout for the first public meeting at Old Gregg School, in Spring Mills, we placed a half page ad in advance of the meeting in the *Valley Vine* distributed to 5,325 household in the valleys, issued a press release that resulted in articles published in 2 regional newspapers, the *Centre Daily Times* and *The Express,* wrote an article for the *Lemont Village Association* newsletter, mailed postcard invitations to all adjoining property owners based on names and addresses in the County GIS system, and arranged to have a *PennDOT* blinking traffic advisory sign announcing the rail trail meeting placed at Old Fort at the junction of Route 45 and 144 near the hinge point of Brush and Penns Valleys. Approximately 200 people attended the meeting; 150 of them signed in at the door. Handouts describing the purpose of the meeting and comment cards were placed at each seat, and the evening's agenda was posted on the screen at the front of the room with the disclaimer that "eminent domain would not be used' to eliminate that concern as soon as people arrived. The team presented a PowerPoint slideshow describing the 7 questions the feasibility study would answer, what we had learned so far about the history of the L&T and who owns the railbed now, and listed 13 reasons other communities build rail trails. The audience was then invited to review maps of the abandoned corridor on tables at the front of the room staffed by study committee volunteers and consultants, and encouraged to write comments on the maps or on comment cards placed at each of the tables. Maps of Brush Valley were placed on the left side of the room and Penns Valley on the right, arranged geographically. After a half hour, the audience was asked to return to their seats for a public comment period. Each person in the room was offered a chance to speak, and asked to limit comments to the trail and to be respectful of everyone in the room regardless of whether they spoke in favor of or against the trail. Many spoke in favor of the rail trail and many others expressed concerns about it. After everyone was given a chance to speak, we opened the meeting up for Q&A. The PowerPoint presentation and the public comments that followed can found on the county website at www.centrecountypa.gov. **The consensus of those in attendance was strong support for the idea of repurposing the abandoned railbed as a rail trail, and equally strong support for the right of each property owner to decide whether a trail was an appropriate use for their land.**

At the request of the *Linden Hall Village Association*, we held a neighborhood meeting on April 1, 2013 in Linden Hall. 33 people attended the meeting at the historic one room *Rock Hill Schoolhouse*. The presentation, comments and feedback at Linden Hall were consistent with the public meeting at Spring Mills.



C-CR

R.O.W. OWNER/ ADJOINER COMMENT

Name (optional) Jim Rosenberger

Address (optional) 464 E Foster Ave SC PA 16501-5720

Phone or Email (optional) 814-571-4419

May we contact you? Yes ☑ No ☐

Are you interested in exploring a rail trail on or adjacent to your property?
Yes ☑ No ☐ Maybe ☐

COMMENTS:

We have 1 mile adjoining the railroad bed.

Most of the comments on the following pages came from cards like these handed out at the public meetings. Respondents were given the option to submit cards anonymously.

LANDOWNER COMMENTS

Nothing tells the story of this community's response to the idea of repurposing the abandoned railbed as a rail trail more clearly than to hear from them in their own words. Comments on the following pages are arranged in geographical order, beginning with the western end of the abandoned rail corridor in Lemont and working east toward the Centre County line beyond Ingleby. The last two pages of this section include general comments relevant to any section of the right of way.

Although the comments clearly demonstrate the variety of opinions in the community with regard to the idea of repurposing the railbed as a rail trail today, it's also worth keeping in mind that these comments reflect a snapshot in time, and that people's attitudes about rail trails often change over time, and in some cases, are influenced by a single experience. For example, many residents initially opposed to the 62 mile long *Pine Creek Rail Trail* in Lycoming County later became the trail's greatest advocates as they witnessed the fortunes of mom and pop businesses located along that formerly economically distressed corridor dramatically improve. Fears of trash and vandalism also evaporated as residents discovered that most trail users are more inclined to pick trash up than throw it down. More people on the trail also meant more eyes on the corridor, discouraging illegal dumping that had plagued the abandoned corridor before it was improved. But a single bad experience can just as easily influence a person's opinion about rail trails, as you will discover in a letter one right of way owner in Linden Hall shared with us in the pages below.

Most of the comments on the following pages came from cards handed out at the public meetings. Cards prepared for R.O.W. (right of way) OWNERS AND ABUTTERS included the question, *"Are you interested in exploring a rail trail on or adjacent to your property?"* We color coded the parcel maps to make it easier to visualize areas where ROW owners and abutters answered "YES" (green); "NO" (red) or "Maybe" (yellow). We also noted whether the other comments came from cards marked GENERAL COMMENTS, VISION, CHALLENGES, or OPPORTUNITIES. In circumstances where we were able to interview people, we noted those comments as KEY PERSON INTERVIEWS, and did our best to summarize the sentiments we thought those people wished to convey.

KEY PERSON INTERVIEW MICHAEL BECK, OWNER, CAFÉ LEMONT joined us for walking tour through Lemont and along Old Boalsburg Road with Sue Smith, would like to see a connection from Lemont to Spring Creek Trail that connects to Penn State

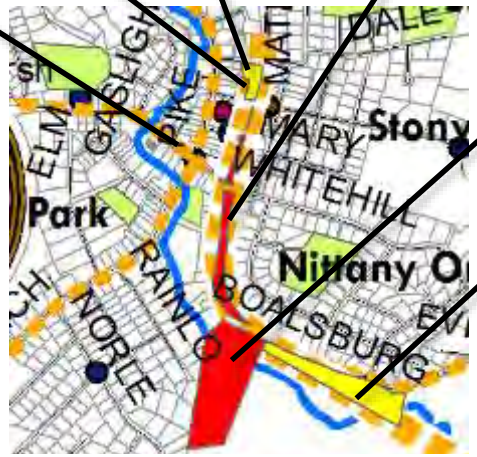
KEY PERSON INTERVIEW; ROW OWNER: KENT BAKER, COLLEGE TOWNSHIP ENGINEER; joined us for neighborhood meeting discussion in Lemont; rail trail concept consistent with College Township Recreation Plan, willing to help secure trail easements for Lemont to Oak Hall segment

KEY PERSON INTERVIEW; *SUE SMITH, LEMONT VILLAGE ASSOCIATION (LVA), very strong support for rail trail, would like to see trailhead at Lemont Granary or Post Office; joined us for walk through Lemont and along Old Boalsburg Road; Lemont is already a walkable community, with many ways to connect to trail

KEY PERSON INTERVIEW; ROW OWNER: CHRIS EXARCHOS, COUNTY COMMISSIONER, interviewed by phone; recently invested $80,000 in engineering fees for developing the railbed right of way (ROW), so not interested in making changes to accommodate the trail now, but development plan does include sidewalk that could provide access.

ROW OWNER: JEANETTE TRUSKY; KEY PERSON INTERVIEW; husband called after seeing photo of us standing on Old Boalsburg Road in front of his property published in LVA newsletter; said many students trespass on his property; removed railbed to provide driveway access; he and his wife not interested now, but said it's possible his kids might be someday

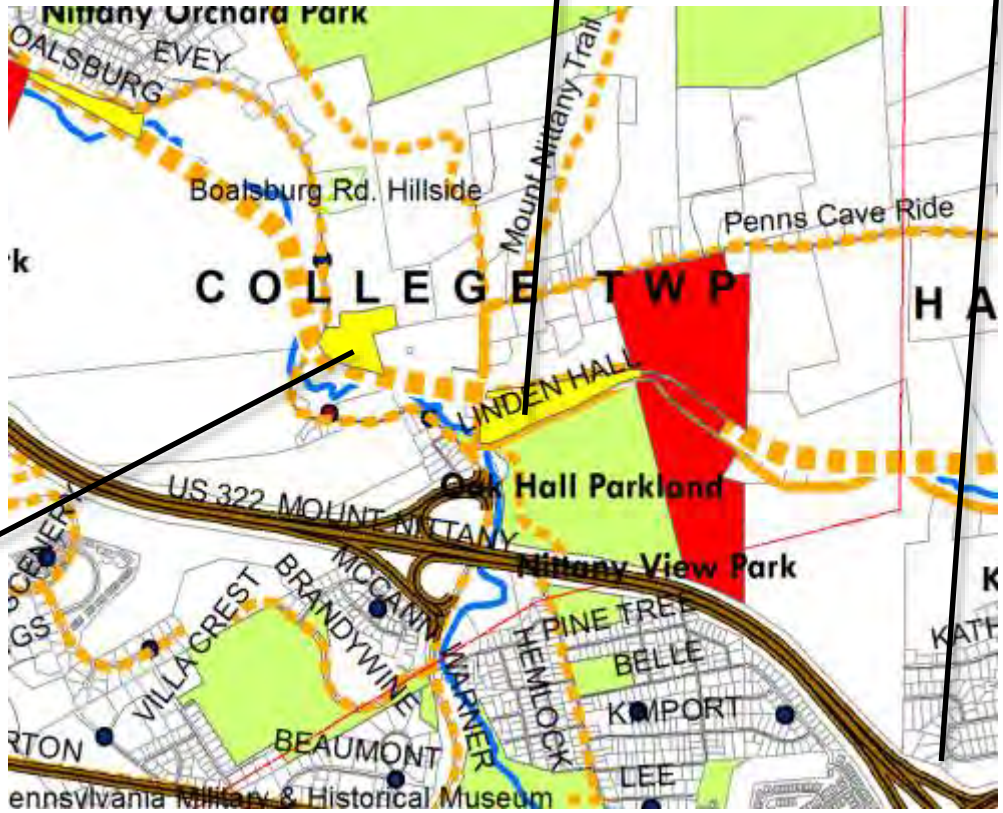
KEY PERSON INTERVIEW; ROW OWNER: MARJORIE PARKS; historic property and row owner with railroad bridge crossing Spring Creek tributary; widow of Dr. Parks, long time country doc for region; visited with Sue Smith and Michael Beck, said, *"if Sue (Smith) is in favor of it, then I am too."*



ROW OWNER: LINDSAY & MATTHEW KOWALSKI **921 Boalsburg Road;** email response to postcard invitation to March 12, 2013 public meeting; *"As the owners of a section of this right of way, and usual proponents of 'Rails to Trail' efforts, we do have a number of concerns about this project:1. A section of our property is accessible solely via the right of way. We would need assurance that we could operate farm, heavy duty, and/or personal vehicles/equipment along the rail trail to that section of our property. 2. The right of way intersects with our driveway, posing three potential issues: (a) increased likelihood of accidents with pedestrians or bicyclists given the 'blind' turn into our driveway; (b) increased likelihood of vehicles parking along our driveway/yard in mistaken belief that it is available for those wishing to use the path; and (c) increased traffic by our property in general that increases the potential for theft and/or damage from/to our property. We do not have a solution to these issues, but are open to hearing suggestions to alleviate them. 3. The trail would cross from our driveway to the other side of Boalsburg Road which is heavily traveled by large machinery and trucks from our neighbor, a quarry operation. This poses additional safety concerns for trail users. 4. In addition to our private property, the quarry owns a large open lot across the street from us and trail goers may mistake that lot as available parking. Parking in that lot, again, opens our property up to increased traffic and the concerns that accompany it (safety, theft, damage). 5. Where do trail users park, if needed? How do we prevent them from parking on our property or the properties of other landowners that object to such parking? Who will enforce the parking restrictions?"*

ROW OWNER: STAN & DARLENE SMITH, 111 Linden Hall Road attended neighborhood meeting in Linden Hall, filled in comment card: Maybe; *"Our mini farm property (17 acres) had the Oak Hall RR Station with a water tank as well. We are avid bicyclists—maybe not those who are out every day, but this trail would change that. We were for a bike trail back in the mid 1970's—so we're very close to being all for it to happen.*

ROW OWNER: **TERESA GROVE, 2661 Earlystown Road, RR ROW owner;** *"Not interested in any part of the Rail & Trail. They are supposed to be putting a park in [Oak Hall Park} let the people exercise there."*



ROW OWNER: JIM EVERHART, 341 Linden Hall Road; *"I'm a farmer and I don't wish to participate. I don't need anybody walking on my land!"*

GENERAL COMMENTS: DIANE K. BIERLY; 143 W. Lytle Ave. State College; *"Member of the Linden Hall Village Assn. Concerned that opening up LHVA access to public would make LHVA property an attractive nuisance and a nightmare to Assn.*

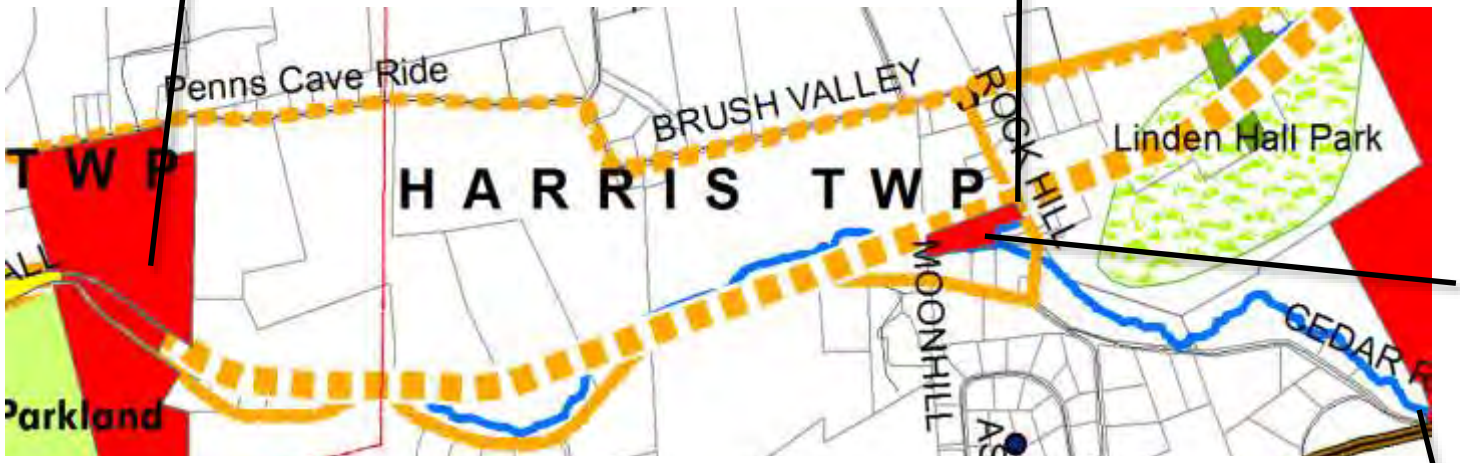
GENERAL COMMENTS: DIANE K. BIERLY; 143 W. Lytle Ave. State College; *"If I had a say in where my tax dollars are spent I would pay extra taxes in support of a Rail Trail that would serve the community of Spring Mills. However, I don't see where there is a community in Gregg Station. There are less than 30 houses in this area—a waste of tax payer's money.*

GENERAL COMMENTS: **DENNIS & BETH RICKER; 165 Rock Hill Road;** ***"In favor of rail trail development. Would like to see trail from Lemont to Montandon."***

ROW OWNER: **HOCKENBERY; 140 Rock Hill Road;** *"If it comes, avoid gravel surface."*

GENERAL COMMENTS: ANDREW M. RICKER; 182 Rock Hill Road; *"I grew up in Linden Hall and the Abandoned Rail was an ad-hoc greenway that the whole village used for hiking, fishing, and picking berries. If my son can have that I will be delighted. Also I will feel safer if my boy can ride his bike to Boalsburg mostly off roads. I am a supporter.*

ROW OWNER: PEGGY BIERLY, 130 Rock Hill Road; owns right of way next to where Linden Hall Station stood, mailed letter in response to postcard; *"Bike to Trail Comments: There is already a designated bike route through Linden Hall area. Bikers don't abide by rules of road, stop signs, etc. Two years ago road thru town was closed for bridge replacement. Didn't stop bikers-went around construction material thru private property. Put up 'no trespassing' signs on private property—ignored by bikers. No my property is not available for bike trail. Have enough problems with bikers already in area."*



KEY PERSONS INTERVIEW: Met three guys during spring clearing of the Linden Hall Village Association's 1,200 foot section of the railbed. They said there's a lot of resentment in the community because the township had the chance to buy the right of way from Penn Central after the railbed was abandoned and failed to act, so a local person bought it and donated it to the association.

GENERAL COMMENTS: LEROY BICKLE, 120 CEDAR RUN ROAD; *"Do not want trail."*

GENERAL COMMENTS: **TOM YAHNER, 1480 Brush Valley Road;** *"This is a wonderful idea. I am very much in favor of the concept and would use it often."*

GENERAL COMMENTS: **MARY YAHNER, 1480 Brush Valley Road;** *"I would love to have a rail trail connecting to Linden Hall. I would use it for walking and biking."*

ROW OWNER: MARK KREIDLER; 1578 Brush Valley Road; checked YES, interested in exploring a rail trail on or adjacent to property

ROW OWNER: WARREN & NANCY STONER; 1584 Brush Valley Road; *"Willing to consider having the trail on our property."*

KEY PERSON INTERVIEW; ROW OWNER: BRENDA & *DENNIS HAMEISTER, 1590 Brush Valley Road; *"Very interested and would like to be able to participate."* Denny is a Harris Township Supervisor, provided driving tour of route between Oak Hall and Gregg Station, and arranged public meeting with Linden Hall Village Association.

ROW ABUTTER: DICK & LINDA ACKLEY, 1742 Brush Valley Road; *"We have no RR bed on our property but it borders us. There is a fence up the middle of the RR. We do think it would be nice to have a trail, especially for bikes and horses.*

GENERAL COMMENTS: MARK BIGATEL; 200 Linden Circle; *"In favor of Rails to Trails."* KEY PERSON INTERVIEW; Spoke after Linden Hall public meeting; he bought a quit claim from Penn Central for a mile long segment east of Linden Hall in the early 1980's, and then sold it to a neighbor (Moores) after his attorney advised him that the quit claim didn't give him ownership beyond the land he owned in fee simple.

GENERAL COMMENTS: **JIM CARTEY, 180 Houser Road;** *"At this time I can see only the positives—need to know more."*

GENERAL COMMENTS: **TINA MUELIER;** *"Want to have horseback riding on the trails."*

GENERAL COMMENTS: ANNONYMOUS: *"Want to know more! Like the Concept!"*

GENERAL COMMENTS: ANNONYMOUS: *"Am concerned about amount of use being so close to State College. May have some problems with local owners. I think it is a good idea."*

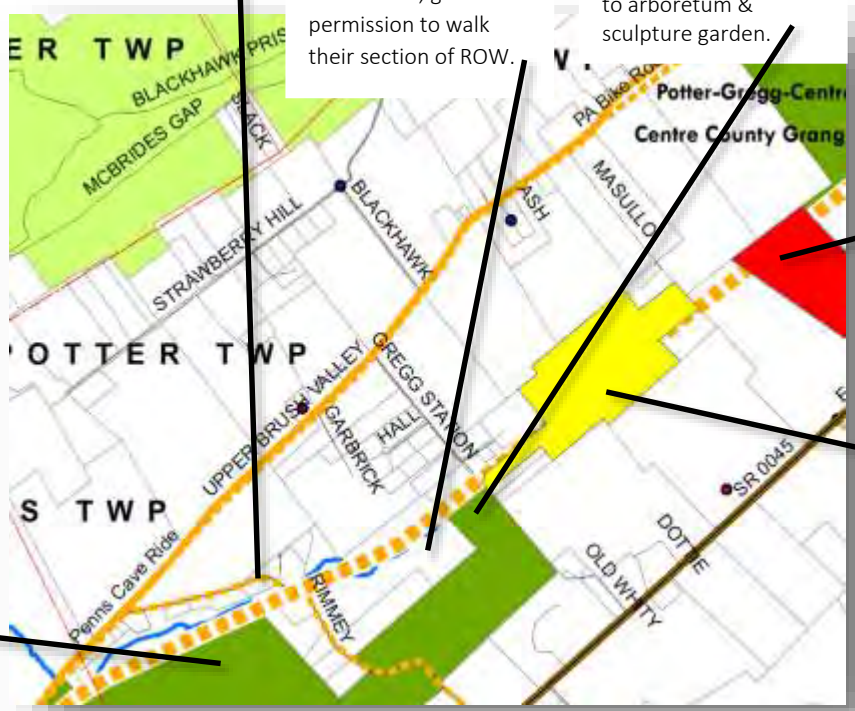
ROW OWNER: ANONYMOUS; *"Money being spent on these trails could be better spent on roads and bridges- it is our tax payer's money. Smith Lane to Gregg Station goes nowhere!!"*

KEY PERSON INTERVIEW; ROW OWNER/ABUTTER: **JIM ROSENBERGER, CO-OWNER, BERGENBLICK FARM, 60 HEAD GRASS FED SCOTTISH HIGHLAND CATTLE FARM; 607 Smith Lane;** *"We have 1 mile adjoining the railroads bed."* Are unsure if they own or abut the land. A fence runs down the middle of the ROW that separates their highland cattle farm from their neighbors buffalo herd. Spoke at first public meeting in support of a trail on Bergenblick's land. Said he'd love to see the fence running down the middle of the railroad right of way that separates his farm from his neighbor's farm taken down. Met on several occasions after public meeting with Jim and his partners. They all are avid cyclists and supporters of a rail trail on their land. Willing to work with their neighbors to make it happen.

KEY PERSON INTERVIEW; ROW ABUTTERS: TED & NAOMI CLOUSER; Attended neighborhood meeting at Rhoneymeade; concerns about maintaining privacy in back yard, undecided about trail at this time.

KEY PERSON INTERVIEW; ROW OWNER: CHARLIE MARTORANA, MARTORANA FAMILY TRUST.; Spoke by phone; they have some concerns about maintaining access to their land across the railbed, but not opposed to considering the possibility of a trail if those issues can be resolved to his family's satisfaction; gave permission to walk their section of ROW.

KEY PERSON INTERVIEW; ROW OWNER: **DR. RICHARD MORGAN, OWNER, AND JAMES LESHER, MANAGER, RHONEYMEADE SCULPTURE GARDEN & ARBORETUM;** met on site on several occasions, already have 800 feet of groomed trail on rail right of way; very interested in expanding as a community based trail with spur connection to arboretum & sculpture garden.



KEY PERSON INTERVIEW; ROW OWNER: *JULIE SMITH, DAUGHTER OF OWNERS; spoke by phone; parents farm was recently placed under Ag Preservation easement, which in PA precludes use for any purpose other than agriculture, including a trail easement; although there have been repeated efforts to amend the legislation, it has never gone further than committee level. Her parents are also concerned the trail could attract vandals.

KEY PERSON INTERVIEW; ROW OWNER: MARK & ANNETTE TRABAND, OWNERS, CAROUSEL FARM; 105 ACRE EQUESTRIAN TRAINING AND BREEDING FACILITY; spoke on phone with Mark, couldn't make the public meeting but read the minutes on line, very impressed by process, interested in discussing the idea in person; met at farm with Annette Traband, his wife who operates the farm; she is concerned that visitors could spook their high strung horses; have had numerous problems with walk on visitors recently; although they are ardent supporters of trails, it doesn't work for them here; the Trabands have applied to the county to place the farm under an ag easement, which prohibits trail use.

KEY PERSON INTERVIEW; ROW OWNER: *MICHAEL TROYAN, CHAIR OF TRI-MUNICIPAL PARK PLANNING COMMITTEE; ALSO LIVES NEAR RAILBED on Gregg Station Road; walked Rhoneymeade trail and toured site of Tri-Municipal Park with us; Tri Municipal Park plans include future connection to the rail trail and plan for an equestrian loop trail; with Carousel Farm and Grange Fair's new state of the art equestrian center as nearby neighbors; Michael also joined us for and helped coordinate neighborhood meetings with Rhoneymeade and Bergenblick Farms.

KEY PERSON INTERVIEW; ROW OWNER: *DARLENE CONFER, GENERAL MANAGER, GRANGE FAIR; spoke to Darlene at second public meeting; they have lots of vandalism when the park is not in use, *"historically the Grange has been a very progressive organization, so would not be opposed to exploring the idea,"* thought the idea of a pedestrian link between Grange Fair and founder Leonard Rhone's home at Rhoneymeade was especially appealing.

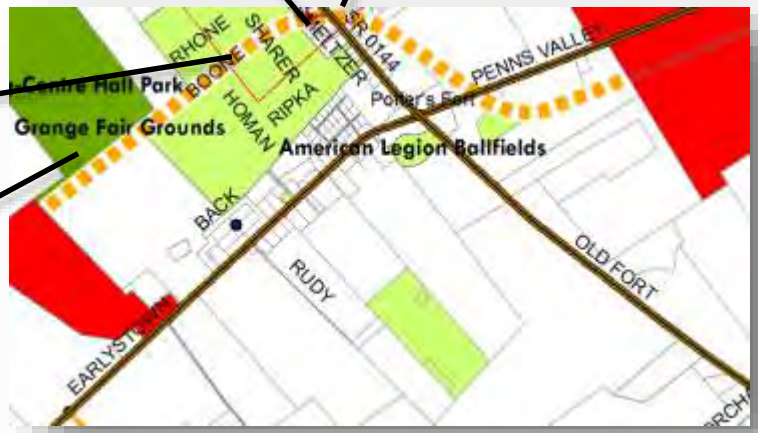
KEY PERSON INTERVIEW; ROW OWNER: CENTRE HALL FEED STORE; Spoke to daughter of owner at the store; they have constructed buildings over the right of way for their business and are too constrained by the site to allow a passage over the right of way now.

ROW OWNER: ED GEMPERLE, OWNER, WHISTLESTOP RESTAURANT (old Centre Hall RR Station); *"I support the project. It is my belief that any efforts to unite a community are worthwhile. Chances are I will not be around to see this project finished but it still sounds like a good idea!"*

KEY PERSON INTERVIEW; ROW OWNER: MARCIA GEMPERLE; OWNER, WHISTLSTOP RESTAURANT; discussed trail project after having lunch there, very supportive of the project, as long as it would not require them to move their trains off the right of way

GENERAL COMMENTS: **CHRIS MELVILLE, CENTRE HALL;** *"I fully support the full 27 mile rail/trail, it'd be super neat to bike from Lemont to Coburn."*

GENERAL COMMENTS: **JAKE TANIS, 127 Ideal Lane, Centre Hall;** *"Not interested."*



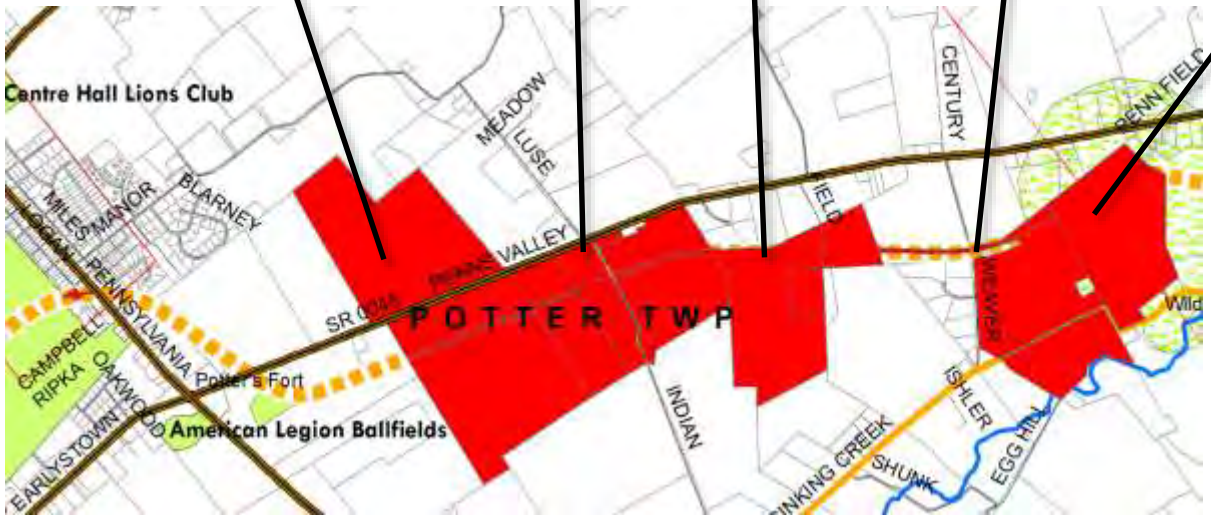
ROW OWNER: GLENN WOLFE, EAST OF CENTRE HALL; *"Not interested!!!"*

ROW ADJOINER: DICK DECKER, 355 INDIAN LANE; *"Abut about 2000' +or- along South Side (next to Wolfe Property);* checked the box: " Not interested in exploring a rail trail on or adjacent to property."

ROW OWNER: WADE WOLFE EAST OF CENTRE HALL; *"The property of Glenn & Wade Wolfe east of Centre Hall is not interested in a Rails to Trails!!!"*

ROW OWNER: GERTRUDE WHEELAND; 200 WEAVER ROAD; *"I am a land owner, no rails to trail"*

ROW OWNER: JOHN & EVALENE ISHLER; *"Not Interested on my land"*



CHALLENGES: ANNONYMOUS; *"Equestrian Trail surface not paved; Farm Animal Bio Security; Health Issues*

OPPORTUNITIES: ANNONYMOUS; "OPEN QUESTION, GENERAL: *"Does easement transfer reduce the landowner's tax on the land?"* Recommend contacting local tax authority.

GENERAL COMMENTS: GARY & ADORA WAY, 143 LUCAS LANE; "*Gary is President of the Homeowners Association, of the American Legion. Feel free to contact. We are excited about the possibility of this happening."*

VISION: CATHERINE SMITH; 246 BRUSH MT RD., *"strongly support the rail-trail. Would like to help."*

*"For public acceptance now and for development of the R-T later, emphasize history + ecology. *Non-monetary value. 1. History- Emphasize local history, how people lived with + used the railway—as riders; as railbed walkers to spot + put out fires started by sparks; on landowner near the railbed. Analogy to Erie Canal in NY. 2. Environment/ecology- Emphasize impact of railway on vegetative change, deforestation, seed transfer by train wheels, etc. Railway ecology."*

ROW OWNER: MARK KAUFFMAN, 678 SINKING CREEK ROAD; *"Only property we are interested in seeing in R to T is from Wildflower Lane east to Spring Mills. Property west of Wildflower Lane is used for farming purposes and NOT available for R to T."*

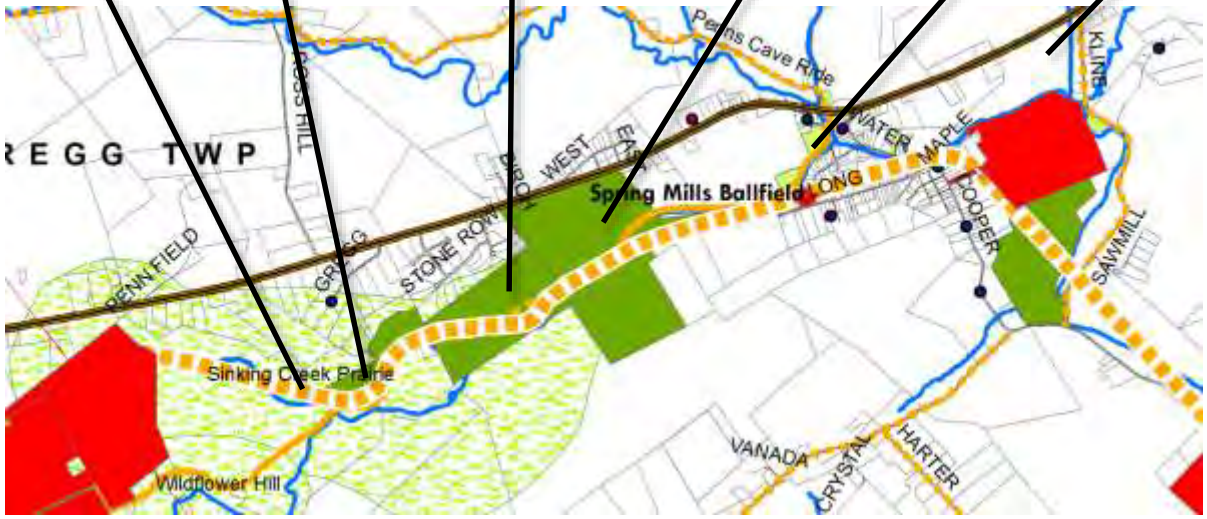
ROW OWNERS: CRAIG HILL AND BEVERLY WISE; this ROW east of Wildflower Lane was deeded over to Gregg Township by Mark Kauffman as part of a waiver of fees for subdivision of this lot before it was sold to Hill and Wise.

KEY PERSON INTERVIEW; ROW OWNER: *DON & JOEL MYERS; Met on site on various occasions with Don and his brother Joel Myers to discuss route through their land. Joel farms the land with his brother, and is also a Township Supervisor. Both are supportive of the rail trail, but still discussing whether the trail would follow the railbed or an alignment closer to the public road.

KEY PERSON INTERVIEW; ROW ADJOINER: CHRIS KUNES; Met with Chris Kunes on several occasions to discuss the alignment; Chris is on the Centre County Planning Commission and is a strong supporter of the rail trail in Spring Mills. In 2013, Chris purchased the Getty property that includes railroad rights of way in town.

KEY PERSON INTERVIEW; ROW OWNER: *GREGG TWP SUPERVISORS, OLD GREGG SCHOOL AND BALLFIELDS; Township officials have been very proactive in securing trail easements for the project. Support using the parking lot at Old Gregg School as a trailhead for the Spring Mills segment, as well as a spur linking the trail to the ballfields.

KEY PERSON INTERVIEW: *GREGG & MARY KAY WILLIAMS; OWNERS, MUDDY PAWS NATURE CENTER; Gregg is on the study committee and with his wife Mary Kay is amenable to exploring the possibility of linking Muddy Paws to the trail via a Klines Road "Share the Road" option if this segment is determined to be viable.



VISION; ROW ADJOINER: FAITH RYAN, 204 LONG ST.; *"We live right up against the old rail bed on the Long St. Ext. The railbed starts where our backyard ends. My husband and I moved into the area over a year ago and see a lot of potential for Spring Mills. We hope that the rail trail can boost the local economy- open up shops that once existed + bring a greater desire to live in our community. I would love to be part of this planning + want to see it thrive. Please contact me. (*Faith's husband Adam Seitz attended the neighborhood meeting held in Spring Mills; would be willing to discuss work around, but would prefer seeing the trail skip over Sinking Creek to ball field with bridge.)

KEY PERSON INTERVIEW; ROW ADJOINER: ADAM SEITZ, 204 LONG ST.; *"Live at western-most residential property "in town" (204 Long Street). Do not own railroad rights, but my property adjoins the railroad bed. My wife + I would be very happy to see the section utilize as a rail-trail."*

"Very in favor of rail trail. However, as a resident of Spring Mills, I would hate for this to end up being a 'Lemont-Oak Hall-centric' project. I feel that the most opportunity for business and economic development would be in the Spring Mills area. Therefore, I think investment in the rail trail around the Spring Mills area might provide the most bang for the buck."

ROW OWNER: JOSHUA CUNNINGHAM, JENNIFER CORNWELL, 105 RAILRAOD STREET; *"The right of way would come down our drive and within 15 feet of the front porch of the home we're building. We cannot give up our privacy. I respect the project and would support it, in fact might be interested in donating time or work, but… not in my front yard."*

KEY PERSON INTERVIEW: ROW OWNER: JENNIFER CORNWELL; met at property with owner, discussed possible ways to route the trail around their property

ROW OWNER: KEN & LISA NEESE, RAILROAD STREET; *"New property owner in Spring Mills along Sinking Creek, behind Jesse & Kim Styers property and we are not interested in a trail."*

NOTE: purchased property from Guy & Joyce Albright

LANDOWNER: DALE MUSSER; *"No way."* Owns land that is part of the Dickerson ROW easement; originally opposed to the trail, plowed up the railbed on his segment of the easement on April 7, 2013; at 2nd public meeting, said he isn't opposed to a rail trail, just how the issue was handled by the township, believes he owns the rail right of way on his land, would be open to discussing the issue again

ROW OWNERS AND ABUTTERS: ROGER & KAREN MYERS, 137 MAPLE LANE;

"Not interested."

ROW OWNERS: GEORGE & DONNA DICKERSON granted an easement to the Township for a quit claim they purchased in 1995 that extends beyond the boundaries of their property, including Dale Musser's land

GENERAL COMMENTS: BILL HEALD, 406 UPPER GEORGES VALLEY RD; *"Strongly in favor of Rail Trail as long as possible with connection to as many other facilities. Less than 10 mile is not worth traveling to. Willing to help develop trail bed."*

JUDY HEALD; *"1. As a bicycler, 27 miles sounds wonderful. Anything less than 10 continuous miles is hardly worth getting the bike out. 2. Places to bring lunch or ice cream along route are much appreciated."*

ROW OWNER: ADAM JESSE SWAREY, 394 PENNS CREEK ROAD;

"The ROW goes through our front yard right in front of our house. I do not want the trail crossing our property!"

ROW OWNER: TIM CHAMBERLIN, PENNS CREEK ROAD; ROY CHAMBERLIN, MILTON, PA;

"Not interested."

GENERAL COMMENTS: KRISTA STROUSE, 104 SMITH LANE;

"I really hope this project is able to go through. I think it would be a great place to walk and ride bike, without having to worry about getting run over by cars."

ROW OWNER: MANUEL & BARBARA MARROQUIN, 116 OLD SOBER LANE;

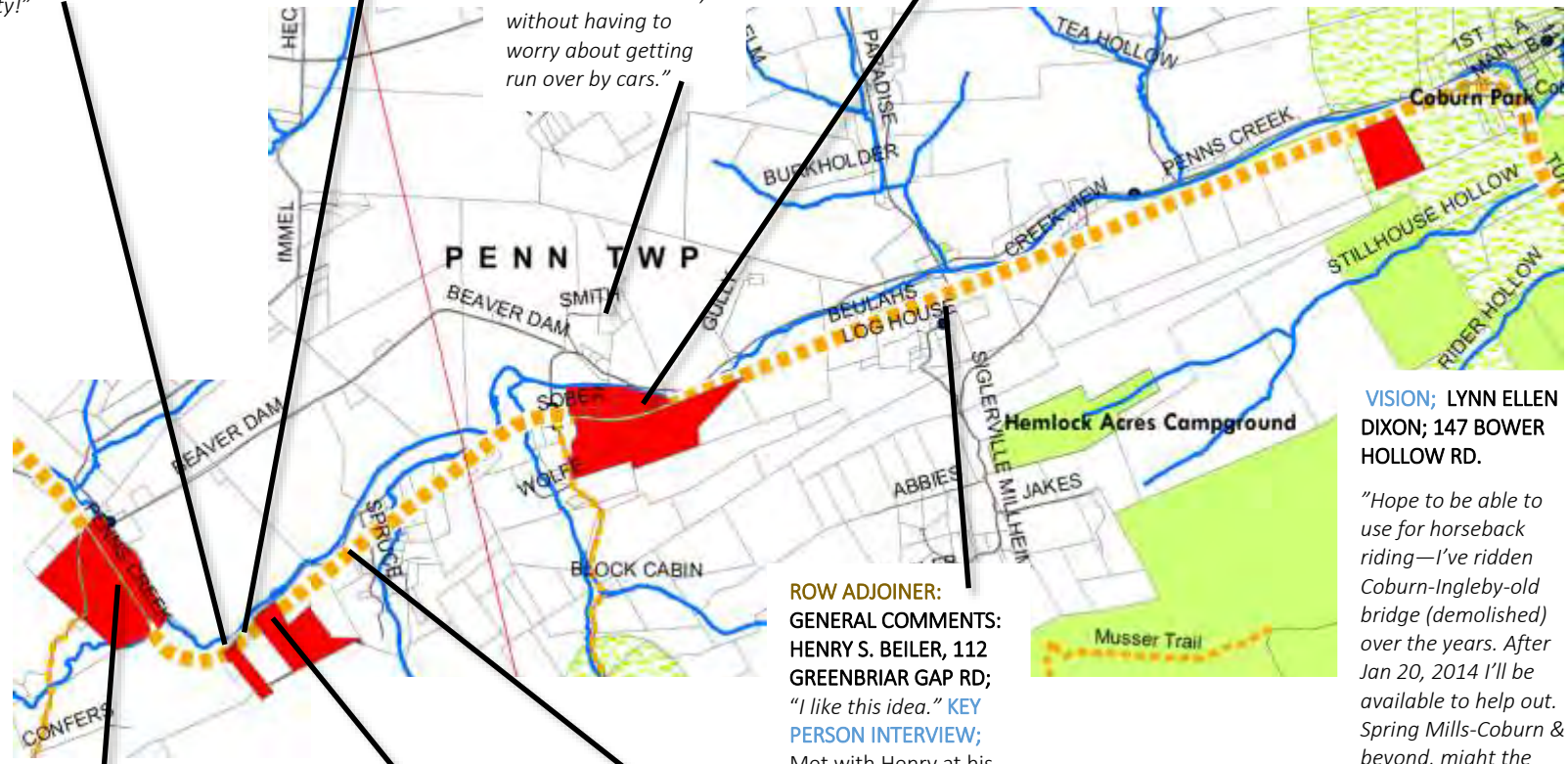
"Do not want the trail on our property."

GENERAL COMMENTS: DENNIS PRICE; BRUSH VALLEY;

"I am not for this!"

ROW ADJOINER: ANNONYMOUS

"i am a land owner who wishes for my land to remain private."



ROW OWNER: DONALD STARR; SPRING MILLS

"Not interested."

ROW OWNER: DAVID CHAMBERLIN, PENNS CREEK ROAD;

"Not interested."

ROW ADJOINER: JACOB WELTEROTH; WILLIAMSPORT, PA

"Not interested."

ROW ADJOINER: GENERAL COMMENTS: HENRY S. BEILER, 112 GREENBRIAR GAP RD;

"I like this idea." KEY PERSON INTERVIEW; Met with Henry at his shop in Millheim, he is supportive of project at his 2 rental properties abutting the trail on Siglerville Millheim Pike.

GENERAL COMMENTS: ANNONYMOUS;

"Not interested!!! No Thanks!!!!"

VISION; LYNN ELLEN DIXON; 147 BOWER HOLLOW RD.

"Hope to be able to use for horseback riding—I've ridden Coburn-Ingleby-old bridge (demolished) over the years. After Jan 20, 2014 I'll be available to help out. Spring Mills-Coburn & beyond, might the Coburn feed mill provide at least occasional opportunity for horse trailer parking?

KEY PERSON INTERVIEW ROW OWNER: BERNIE KIESNOSKI, REAL ESTATE MGR, PA FISH & BOAT COMMISSION; 8/8/13 PHONE INTERVIEW; would be open to considering any trails we propose on their ROW as long as they're not required to maintain them & does not conflict with their primary objective of protecting the stream & encouraging access for fishing & boating.

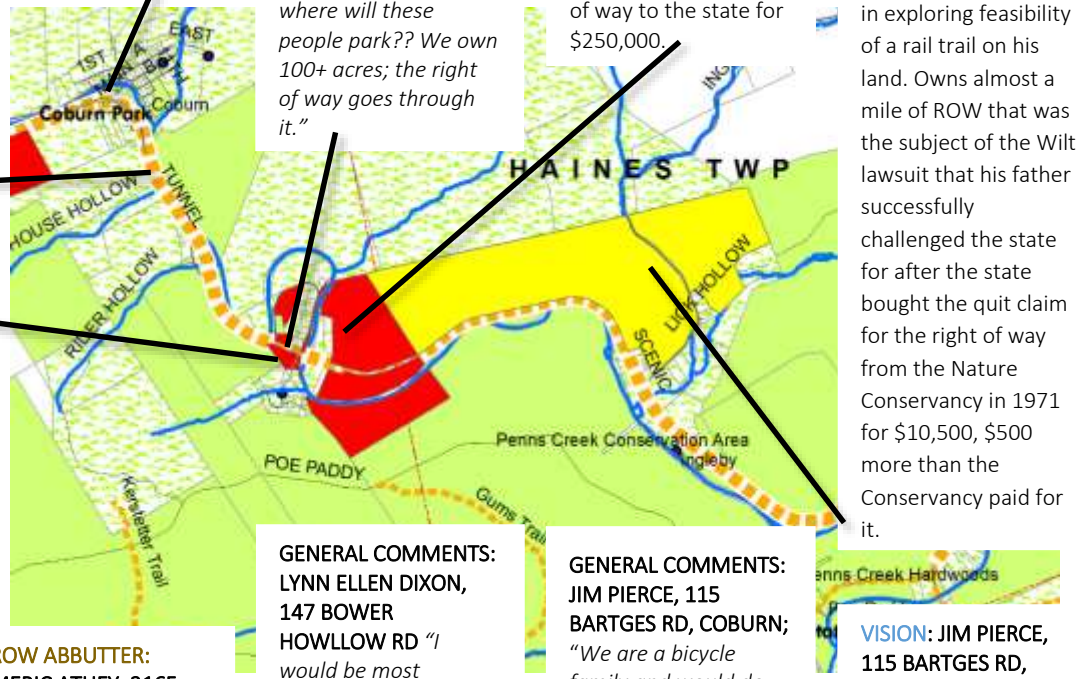
ROW OWNER: DORIS & DAVID RACHAU, PO BOX 89 COBURN; *"[Own] Two pieces above and below Coburn Station.!"* (checked "Maybe" on owner response card.)

KEY PERSON INTERVIEW ROW ABUTTER: NANCY SABOL, TRUSTEE, EDWARD MINSHALL REAL ETSTAE TRUST; 94 SHANELLY DRIVE, PORT MATILDA; *"This is potentially a huge draw. The infrastructure is not there. In a word: where will these people park?? We own 100+ acres; the right of way goes through it."*

ROW OWNER: TIM HASSINGER; Featured in a story about the rail trail published in the Centre Daily Times before the project began. Not interested in a rail trail on his land. Posted the property with no trespassing signs, offered to sell the right of way to the state for $250,000.

KEY PERSON INTERVIEW; ROW OWNER: *GEORGE WILT, SPOKESPERSON FOR WILT FMAILY TRUST; Also featured in the story about the rail trail published in the Centre Daily Times before the project began. Very interested in exploring feasibility of a rail trail on his land. Owns almost a mile of ROW that was the subject of the Wilt lawsuit that his father successfully challenged the state for after the state bought the quit claim for the right of way from the Nature Conservancy in 1971 for $10,500, $500 more than the Conservancy paid for it.

KEY PERSON INTERVIEW; ROW OWNER: AMY GRIFFITH, DCNR BALD EAGLE STATE FORESTER; MATT BEAVER, DCNR FORESTRY; Willing to allow trail on state roads through the park but not the railbed. Concerned that the rail trail would negatively impact the proposed Penns Creek Wild Area. Also concerned that a rail trail will add additional work for forestry staff that is already underfunded and over worked. Opposed to replacing the missing bridge because of concerns that snowmobilers, motorcycles and Amish buggies will use the trail to get to Big Valley from Penns Valley. DCNR closed the Poe Paddy Tunnel shortly after we met with them, and (Amy) resigned from the Study Committee.



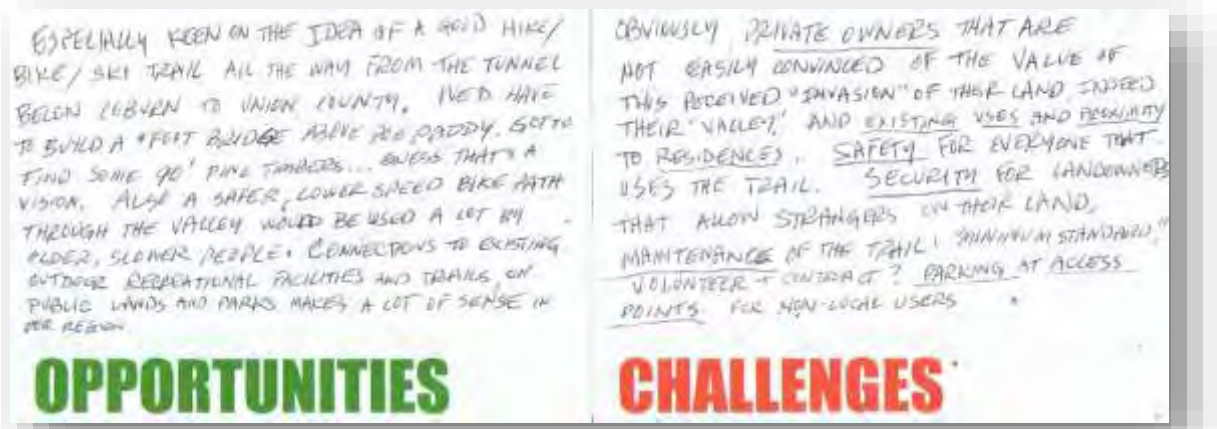
ROW ABBUTTER: MAGGIE SMITH 914 SOUTHGATE DR.#4, SATE COLLEGE; *"Daughter of Edward E. Minshall, landowner Coburn tunnel area; my main concern is parking at the tunnel- our family property- and the thought of fences put on our property is not acceptable to us. We do not want to lose the right to control who should be asked to leave if disrespecting property."*

ROW ABBUTTER: MERIC ATHEY, 3165 GRANDE OAK PLACE, LANCASTER ,PA ; *"I am an abutting owner (Ingleby) and fully support it."*

GENERAL COMMENTS: LYNN ELLEN DIXON, 147 BOWER HOWLLOW RD *"I would be most interested in equestrian use. I've ridden the Ingleby to Penns Creek stretch, also Coburn to Ingleby."*

GENERAL COMMENTS: JIM PIERCE, 115 BARTGES RD, COBURN; *"We are a bicycle family and would do whatever we could to facilitate, organize & make a RTT a reality. – I really like the idea of safe routes to school."*

VISION: JIM PIERCE, 115 BARTGES RD, COBURN; *"There is great opportunity for groups like Scouts, school, church to help clean& build, create community."*



The last two pages of this section include general comments relevant to any section of the right of way.

OPPORTUNITIES: CURT REED, 318 CEMETERY ROAD, AARONSBURG; *"Would like to see the whole route happen. Can go around the bend between the bridge-out below Ingleby to the 2nd tunnel @Poe Paddy …as the races did, instead of rebuilding bridge. Not easy, but older/disabled fishermen would love this to get to this section. Environmentally disruptive though, particularly for a wide easy riding bike trail. I suggest a website for comments also. A message forum would be ideal for conversation in, and producing print. If needing alternate routes around "No" landowners, State Forest land offers routes. PARADOX: Public acquisition of forest resulted in loss of public access--- gates/cables installed at entrance of Rupp Hollow, Lick Hollow & others …state could reverse this."*

CHALLENGES, GARY GYEKIS, 614 LINGLE VALLEY ROAD; *"I could only stay [at the 1st public meeting] for about a hour, so I probably missed something but what I saw was a very well thought out and executed introductory meeting. Well done! Obviously, private owners that are not easily convinced of the value of this perceived "invasion" of their land, indeed their "valley," and existing uses and proximity to residences. Safety for everyone that uses the trail. Security for landowners that allow strangers on their land. Maintenance of the trail. "Minimum Standard." Volunteer + contract? Parking at access points for non-local users.*

GENERAL COMMENTS: SHANA TRITSCH, MILLHEIM *"i think that the Rail trail would be an excellent resource for our community. I think it will provide economic as well as aesthetic benefit. I will support the project any way I am able!"*

VISION, GARY GYEKIS, 614 LINGLE VALLEY ROAD; *"A rail trail that is accessible, safe, scenic and easy to traverse on foot, bike (fat tire), x-country skis, etc. The trail would (perhaps) by necessity) cross and parallel and even utilize existing country roads. A trail that would respond to existing uses by avoiding nearby homes, back porches, businesses, etc. In Norway hiking is very big and people walk through private land all the time on designated trails through fields and on farm lanes. We discovered an organic farm and produce stand by chance hiking on a trail up to a waterfall.*

GENERAL COMMENTS: NANCY PARKS; *"Great work. I support you + want the trail for safe recreation. I own 27 acres & if you need to pass south of Rt. 45 in Harris Township, we are/could be interested. We do have an Ag Conservation easement on our land."*

OPPORTUNITIES, GARY GYEKIS, 614 LINGLE VALLEY ROAD; *Especially keen on the idea of a good hike/bike/ski trail all the way from the tunnel below Coburn to Union County. We'd have to build a foot bridge above Poe Paddy. Got to find some 90' pie timbers…guess that's a vision. Also a safer, lower speed bike path through the valley would be used a lot by older, slower people. Connections to existing outdoor recreational facilities and trails, on public lands and parks makes a lot of sense in our region."*

OPPORTUNITIES, CYNDI ENGLE, MILLHEIM; *"I especially would like this project to involve youth programs, such as scouts, 4H, PV environmental Groups (PVAHS), FFFA. As noted, this is a long term project. The more we involve our youth and train them as stewards, the more noble the project will be – and will continue to be."*

GENERAL COMMENTS: ERICH TRITSCH; MILLHEIM; *"I would like to see this become a destination for outdoor recreation similar to Pine Creek Trail. I go there & I spend money there & see what it has done for business in the area. I would also like to see it benefitting & used by people in the community like the Mifflinburg trail.*

VISION, CYNDI ENGLE, MILLHEIM; *"Penns Valley has had the distinct privilege of maintaining a clean, pristine natural environment while neighboring areas go to "concrete." Development is inevitable. So it would be great to have as many green spaces created before this happens while also adding to our wide variety of outdoor recreational activities."*

GENERAL COMMENTS: ASTA BROSKLEY, 121 ZACHARY ROAD, COBURN; *"Firstly, I have been hoping for a Rails to Trails in Penns Valley for as long as I can remember. Especially in recent months now that access to the old railbed past Coburn Tunnel is marked "No Trespassing' and not accessible. Secondly, I wish the railroads still existed and passenger rail was as viable as it once was. The historical notion of a rails to trails program is so worthwhile. (Sorry, that sounded weird.) Lastly, my life dream (one of many) is to see a PV Rails to Trails be realized and a wonderful addition to this amazing, beautiful valley!! * I urge anyone who is opposed to the Rails to Trail go to Pine Creek R&T and see how beautiful it is.**

GENERAL COMMENTS: TOM DOMAN; *"Thanks for the thorough work. Excellent presentation, factual, realistic, and non-threatening. Keep up the good work."*

GENERAL COMMENTS; DARYL SCHAFER; *"At the 2nd [Study] Committee meeting, it was stated that the trail would most likely be used by primarily local residents. I have my doubts. Is there a way to study use/impact of use by non-residents? (exp. Of other trails?) ."*

GENERAL COMMENTS: MARCIA KIMLER, 102 FRAZIER ST. MILLHEIM; *"This is a GREAT idea for the valley! I am excited and optimistic"*

GENERAL COMMENTS: BARBARA LANGE, 121 ZACHARY RD, COBURN; *"I am pleased with the rail/trail study-meeting was handled well. It will be a challenge!"*

GENERAL COMMENTS JORDAN DRAYTON-CO-OWNER, FREEZE THAW CYCLES; 1434 S. PUGH STREET; *"As often as possible, we reinvest in this community through donations to and fundraising for PVCA. This project would bolster our regional recreation economy and may eventually help us to realize our dream of operating closer to or in Penns Valley—which we hope would allow us to do even more in an area we cherish and promote."*

GENERAL COMMENTS BUTCH RITTELMANN; *"I'm in the process of moving from Butler, PA to State College area. I was the VP of the Butler-Freeport community Trail for many years."*

GENERAL COMMENTS: ANNONYMOUS; *"Can the tunnel be made safe enough to use?"*

GENERAL COMMENTS: KAT ALDEN, SPRING MILLS; *"In favor."*

GENERAL COMMENTS: KARP, 119 LONG LANE; *"Very interested in learning more! Thank you!"*

GENERAL COMMENTS; CHAZ J. STEFFEN; *"Anything I can do. Let me know. Thanks."*

GENERAL COMMENTS; ANONYMOUS; *"What are the options if you get the OK by all parties for say a 10 mile section except for a piece in the middle? 2 short paths? Go around? Need a minimum length so this 10 mile stretch would not be included?*

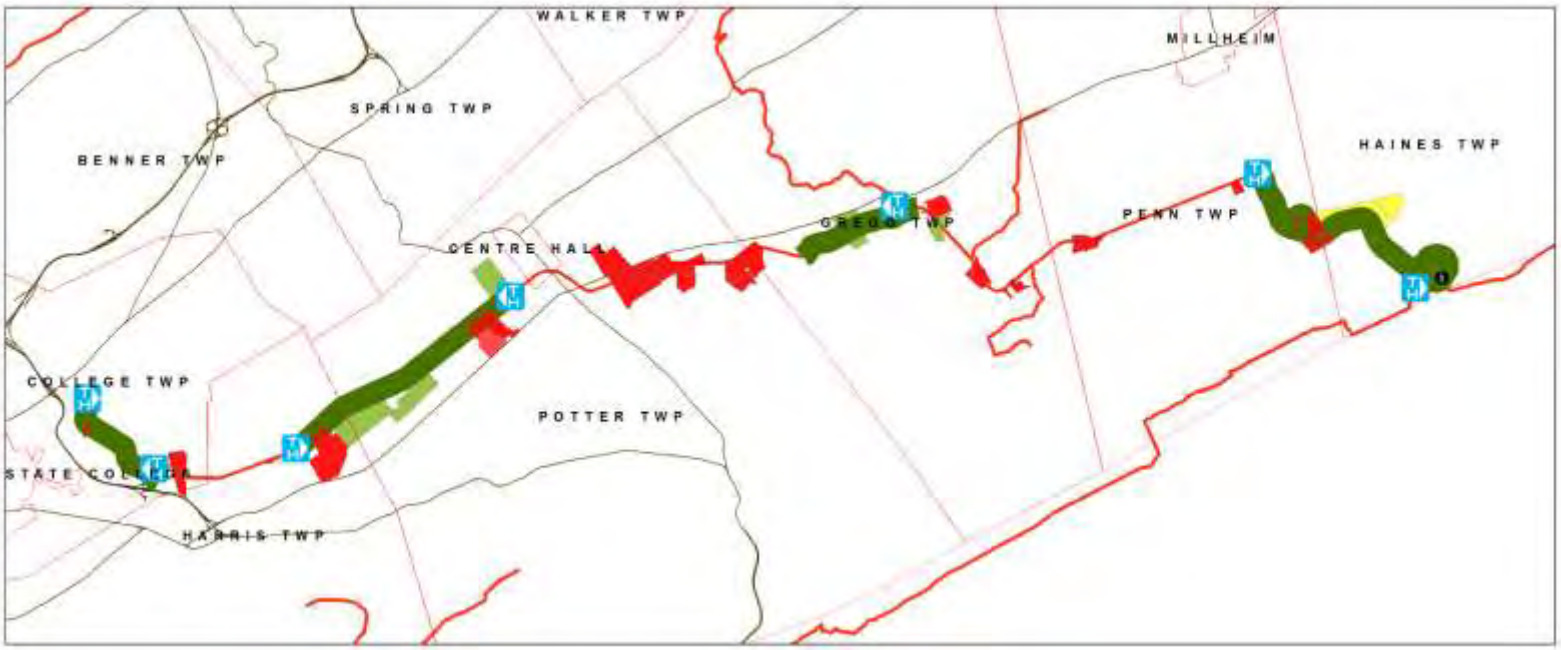
GENERAL COMMENTS: FRANK MAGUIRE; *"Great communities build great trails. Great trails build great communities!"*

GENERAL COMMENTS; JEFF MATHISON; *"Sounds like one long linear park! Great Idea."*

GENERAL COMMENTS; ANONYMOUS; *"Great idea and beginning. I believe any length of a trail would be of benefit to any and all of the communities involved. Please be sure to keep progress and info in the 'public realm.' Thank you."*

GENERAL COMMENTS; PAUL RITO; STATE COLLEGE; *"Traveled many rail trails in PA. Would love to see one in Centre County!*

GENERAL COMMENTS: PAULA SNYDER; *"Thanks for having the energy to try this idea "out for size". I would very much enjoy it. Riding a bike is a real challenge in PV."*



Map of landowner responses to the question, “Are you interested in exploring a rail trail on or adjacent to your property?” (red is no; light green is yes; yellow is maybe).

After the first two public meetings, we tabulated all the responses to the comment cards labeled "RIGHT OF WAY OWNER/ADJOINER COMMENTS" to identify areas where landowners expressed interest in exploring the rail trail concept on their land. On the initial count, fifteen owners checked the YES box, 25 checked NO, and 7 checked the box labeled MAYBE. We mapped the responses on parcel maps of the right of way, with owners opting out shown in red, owners uncertain shown in yellow, and owners in favor shown in green. The mapping made it clear that a contiguous 27 mile trail was not feasible at this time, but also highlighted 4 areas where landowners with substantial holdings (1 mile) and/or significant experience in community engagement had indicated their support for the rail trail concept during the public meetings (see map on previous page):

1. Lemont
2. Gregg Station
3. Spring Mills
4. Ingleby

Based on the findings of the first public meeting indicating support from the community at large for each landowner's right to decide what is appropriate for their land, we recommended and received approval from the study committee to contact key landowners in those 4 areas to see if they would be interested in hosting a meeting with their neighbors to explore the feasibility of creating shorter, non-contiguous community based trails designed principally to serve the needs of their local community. All of the landowners we contacted accepted the invitation to host a neighborhood meeting. We encouraged landowners to invite as many or as few of their neighbors as they felt comfortable hosting, and offered to facilitate discussions and to send out the actual invitations.

The owners of Bergenblick Farm also attended the Gregg Station meeting. Like Rhoneymeade's owner, they see the railbed as an opportunity to provide an amenity to their local community.

GREGG STATION NEIGHBORHOOD MEETINGS

We held the first neighborhood meeting at Rhoneymeade Farms on October 24, 2013. We had already met with James Lesher, President of Rhoneymeades's Board of Directors, on several occasions and he readily agreed to host the meeting on behalf of Rhoneymeades's owner, Dr. Richard Morgan, a retired university professor. Morgan placed a substantial portion of the property under Centre County's first conservation easement with Clearwater Conservancy. The farm's historic brick home, once owned by Leonard Rhone, founder of the Grange Fair PicNic, is on the National Register of Historic Places. The grounds include an outdoor sculpture garden and arboretum that Morgan opens to the public during the summer. Lesher cleared and maintains approximately 800 feet of the railbed as a trail for Rhoneymeade. The owners of Bergenblick Farm also attended the meeting. Like Rhoneymeade's owner, they see the railbed as an opportunity to provide an amenity to their local community. Bergenblick's herd of 60 Scottish Highland cattle is separated from the neighbor's bison farm by a fence running down the center of the railbed, which they would like to see removed and the railbed repurposed as a trail. They are also open to the possibility of having the trail on their land if necessary. Neighbors and abutters Ted and Naomi Clouser also attended the meeting. They have not reached a conclusion about the trail, but also said they would have bought a house in town if they wanted a trail, have concerns with the safety of their children and whether a cliff on their property could increase their liability to trail users, have seen litter on trails, own a dog that runs loose on the property, and are considering having livestock and don't want a trail to limit their options. We also spoke by phone to Charlie Martorana, a member of the Martorana Family Trust that owns the property between Bergenblick and Rhoneymeade Farms. At the time they were approached by Penn Central to buy the railbed right of way, their attorney advised them that it was not necessary, but they decided to pay the $500 anyway since it was a nominal cost and gave them peace of mind. Charlie is an avid cyclist, and did not attend the first meeting because he was on a long distance bike trip on the C&O Canal Trail at the time. Although he couldn't speak for the entire family, he said he would not flat out rule out the possibility of using the railbed as a trail, but would not want the trail to prevent them from having access to the north side of their property either. We also met with the Trabands, owners of the Carousel Farm property east of Rhoneymeade. Mark Traband called the day before the 1st public meeting to express interest in the trail, but when we met on site with his wife, who operates the horse farm, she expressed concern that visitors will spook their highstrung thoroughbreds. The Trabands have since applied to the County for an ag easement, which if approved, would prohibit non-agricultural uses, including trails.

About 2 dozen people attended the meeting in Ingleby at the former Barker Resort, where the majority of neighbors shared their concerns about improving the railbed in an area already stressed by visitors.

INGLEBY NEIGHBORHOOD MEETINGS

We met with the Ingleby neighbors on October 22, 2013. About 2 dozen people attended the meeting hosted by Study Committee member George Wilt at his family lodge in Ingleby at the former Barker Resort. Issues and concerns shared by neighbors included parking problems at the Coburn Tunnel and trestle, especially during peak fishing season; residents like the private/pristine feeling of the area and don't want to see it changed; concerns about safety of the children; concerns about people driving too fast on the road; fly fishermen blocking access to private cabins, parking in the road, and trespassing on private property; the existing Fish and Boat Commission parking lot is insufficient and there is no room for a larger trail head parking area; they don't want to invite more people that will make the situation worse; there are good and bad visitors to the area; some residents welcome bikers, hikers and horses on the railbed, while others are opposed to seeing ANYTHING other than their neighbors when they come to the cabin; complaints about the Haines Township taxes being highest in the county; concerns that because they do too good a job of maintaining the road for the township, it leads to higher speeds on the narrow road leading to Ingleby; concerns that the Amish will use the road as a shortcut from Penns Valley to Belleville, adding unwanted buggy traffic; concern that all these issues exist now, and that adding a rail trail will only make things worse. Parking is particularly problematic at the tunnel, blocking the landowner's access. The landowner has never posted the property and doesn't want to post the property or to erect fences or signs, just wants current users to respect their private access road; not convinced that a parking lot (trail head) in Coburn will stop people from driving to the end of the road (human nature) and there is not enough space for a parking lot at the end of the road (in front of the tunnel); suggest delaying the project for 20 years, because in 20 years people won't walk. Consensus of neighbors was to skip this end of the trail altogether. We also met with DCNR Forestry Division Chief Matt Beaver, Bald Eagle District Forester Amy Griffith, and John Portzline, Assistant District Forester, before meeting with the neighbors. Griffith, a member of the Study Committee, who later resigned, cited potential impact on the "proposed" Penns Creek Wild Area; the high cost of replacing the missing bridge across Penns Creek between Poe Paddy and Ingleby, concerns that snowmobilers and the Amish would use the railbed as a shortcut between Penns Valley and Big Valley if the bridge was re-built, and concerns that DCNR forestry staff is already overworked and underfunded. We also spoke to Bernie Kiesnoski, Real Estate Manager for the Fish and Boat Commission before the meeting. Bernie said the commission would be open to considering any trails we propose on their ROW as long as they are not required to maintain them and the trail does not conflict with their primary objectives of protecting the stream and encouraging access to the stream for fishing & boating.

Although the Myers brothers continue to farm the family homestead, they are supportive of having the trail on the farm as long as they can maintain access to the fields north of the railbed.

SPRING MILLS NEIGHBORHOOD AND KEY LANDOWNER MEETINGS

We hosted a neighborhood meeting for the Spring Mills area on October 29 at Old Gregg School. Although only 1 neighbor attended that meeting, he was supportive of the trail in concept, but also concerned that the trail goes through his yard and hopeful that an alternate route could be found. The property owner, who had only recently moved to the area, suggested a bridge crossing the creek before the trail enters town to avoid conflict with homes on the western end of Spring Mills and to improve access to the ballpark for homes across the creek.

Because of the low turnout, we decided to meet one on one with key property owners along the railbed west of Spring Mills. Gregg Township Supervisors had already secured an easement for the rail trail on the Kauffman Farm east of Wildflower Lane, and a right of first refusal for a 15 foot wide easement on the Kauffman Farm west of Wildflower Lane, so we focused on meetings with landowners between Kauffman Lane and the Old Gregg School, which the Supervisors had agreed to make available as a trailhead for the segment through Spring Mills. We contacted Don Myers on November 5, who agreed to meet us on site with his brother Joel Myers. Although the Myers brothers continue to farm the family homestead, they are supportive of having the trail on the farm as long as they can maintain access to the fields north of the railbed. Don Myers would also like to explore an option for relocating the trail closer to Sinking Creek Road to avoid splitting the property down the middle. The Myers are also open to discussing alternatives for addressing the missing railroad bridge across Sinking Creek Road, including providing additional right of way off the railbed for an at-grade crossing. We also met several times with Chris Kunes, who owns the railbed between Myers Farm and Old Gregg School, to discuss possible alignments through Kunes land. Kunes, a member of the Centre County Planning Commission and a supporter of the rail trail, owns two parcels between Myers property and Old Gregg School. Like the Myers, Kunes is open to providing alternate routes through his land, but would prefer not to have the farm field divided by the trail. He also would like to see the alignment connect to Sinking Creek Road to provide access for bikes and more of the creek bank cleared and made available to kids for fishing. During the course of the study, Kunes purchased the Gettig property, which includes the railbed through most of Spring Mills, at a bankruptcy sale. We also met with the Cunninghams to explore alternate routes around their property. They expressed support for the idea of a trail at the 1st public meeting, but also shared their concern that the railbed is within 15 feet of their front porch, an uncomfortably close distance. We also met with Gregg and Mary Kay Williams, owners of Muddy Paws Nature Center just east of Spring Mills, to discuss a possible link to the trail.

About half the audience stayed after the 2nd meeting to discuss how this process differed from the controversial RAM Center project that sharply divided the Penns Valley community, and how a similar process might be used to help the community address similar large scale planning projects in the future.

PUBLIC MEETING #2

After meeting with neighborhood groups and key landowners, we held another meeting for the general public at Old Gregg School on November 19, 2013. The meeting was advertised in the Valley Vine, and a press release was sent out to the local press. Approximately 50 people attended the second public meeting. We presented a PowerPoint presentation explaining why a 27 mile long destination type trail was "not feasible at this time" due to a lack of contiguous landowner support and suitable alternate routes around them. We also advised them that a community based trail between Coburn and Ingleby also is not feasible at this time due to the concerns expressed by the majority of neighbors and DCNR Forestry, and that a rail trail between Lemont and Oak Hall is also not feasible at this time due to the long term uncertainty surrounding the quarry and safe routes around it.

After the presentation, we opened the meeting for Q&A and public comment. There were no questions, and the only comments were statements of appreciation for creating a process that honored the community's request to respect the right of every landowner to decide whether a rail trail is an appropriate use of their property. About half the audience stayed after the meeting to discuss how this process differed from the controversial RAM Center project that sharply divided the Penns Valley community, and how a similar process might be used to help the community address similar large scale planning projects in the future.

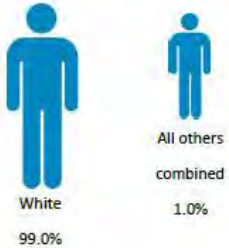
We closed the second public meeting by requesting and receiving the community's support for a second round of neighborhood meetings to continue exploring the feasibility of community based trails in Gregg Station, Spring Mills and Lemont. Although we ruled out Lemont as being feasible for the short term due to the uncertainty surrounding the quarry and landowner's concerns that a rail trail would create a pipeline from Penn State to Penns Valley that alters the rural character of the region, we offered to meet with trail advocates to explore ways to connect the bedroom communities of Lemont, Oak Hall and Boalsburg.

The PowerPoint presentation for the second public meeting at Spring Mills can be viewed on the county website at www.centrecounty.pa.gov

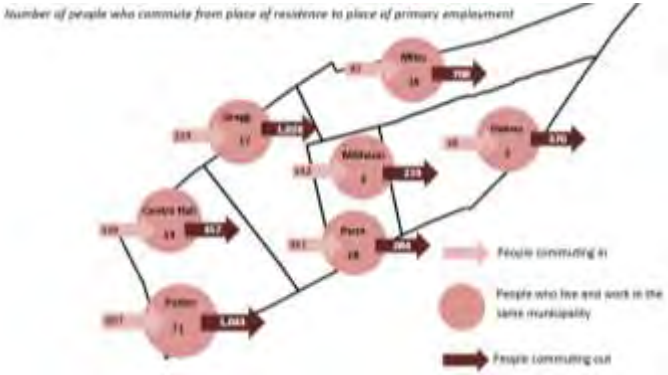
GEOGRAPHY	2000 CENSUS	2010 CENSUS
Centre Hall Borough	1,079	1,265
Gregg Township	2,119	2,405
Haines Township	1,479	1,564
Miles Township	1,573	1,983
Millheim Borough	749	904
Penn Township	1,044	1,181
Potter Township	3,339	3,517
Penns Valley	11,382	12,819
Centre County	135,758	153,990

Population Growth

Population by Race



Geography	POPULATION 16 YEARS OF AGE AND OLDER	POPULATION IN THE LABOR FORCE	UNEMPLOYMENT RATE
Centre Hall Borough	927	62.0% (575)	1.9%
Gregg Township	2,012	68.3% (1,375)	6.0%
Haines Township	1,170	63.9% (752)	10.5%
Miles Township	1,332	63.9% (845)	9.3%
Millheim Borough	631	68.0% (429)	3.5%
Penn Township	715	68.8% (492)	6.3%
Potter Township	2,932	69.5% (2,038)	1.0%
Penns Valley	9,715	67.0% (6,506)	4.9%
Centre County	132,426	59.0% (78,070)	5.9%

Regional Commuter Workflows

Number of people who commute from place of residence to place of primary employment