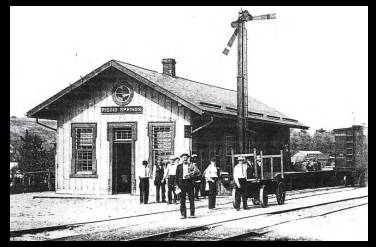
APPENDIX C. PUBLIC MEETING #1 POWERPOINT

PENNS AND BRUSH VALLEYS RAIL TRAIL FEASIBILITY STUDY

THE WHO WHAT WHERE WHEN WHY & HOW OF IT

March 12, 2013 public meeting
Old Gregg School
Spring Mills, PA



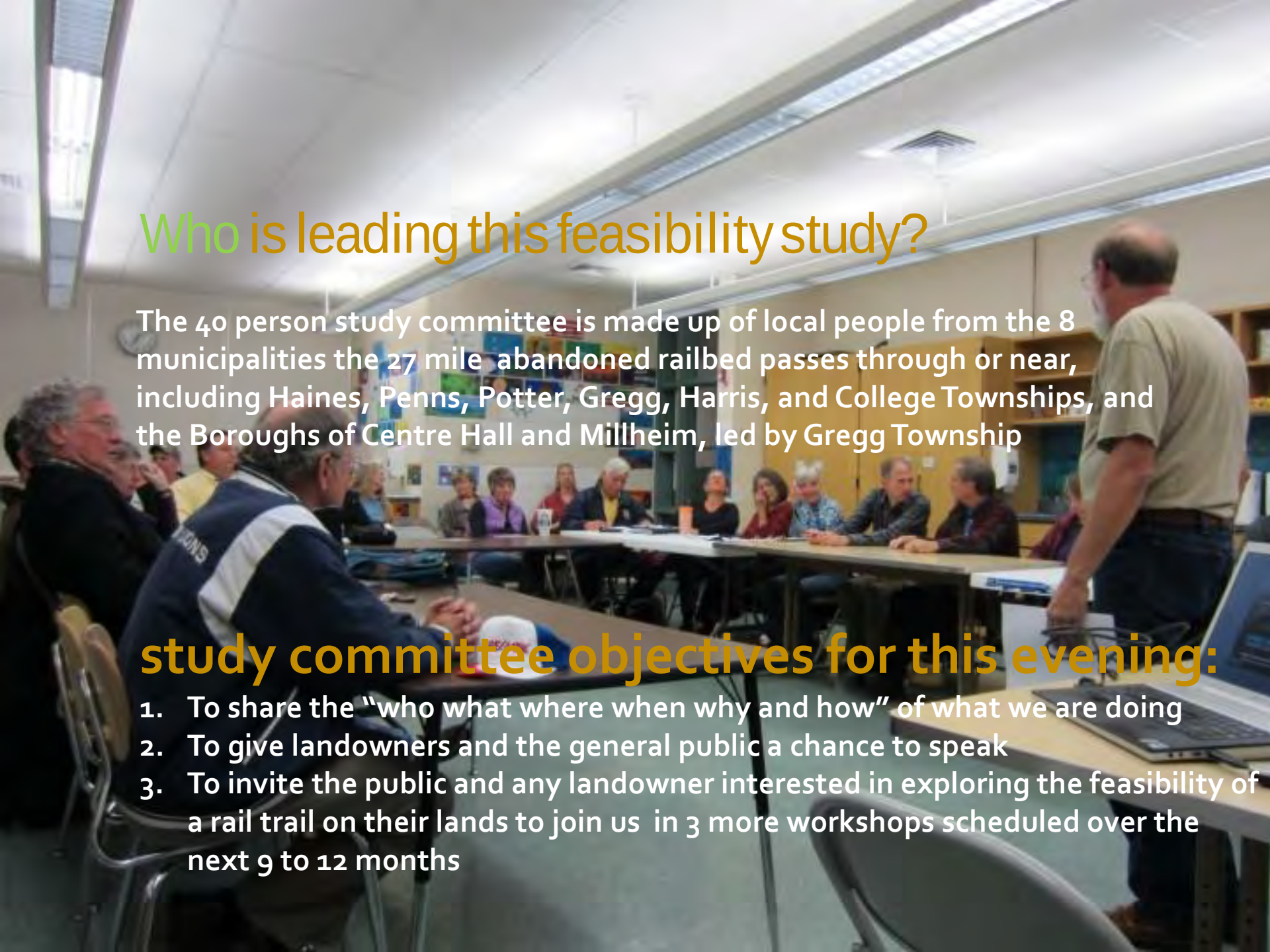
Heritage lost.

Heritage saved?

workshop no .1:
inform & invite

AGENDA:

7pm	sharing what we have learned so far
8pm	public review of landowner maps-sharing of info
8:30pm	invite public comment
9:30pm	Q&A
10pm	invite public to summer workshop/adjourn



Who is leading this feasibility study?

The 40 person study committee is made up of local people from the 8 municipalities the 27 mile abandoned railbed passes through or near, including Haines, Penns, Potter, Gregg, Harris, and College Townships, and the Boroughs of Centre Hall and Millheim, led by Gregg Township

study committee objectives for this evening:

1. To share the "who what where when why and how" of what we are doing
2. To give landowners and the general public a chance to speak
3. To invite the public and any landowner interested in exploring the feasibility of a rail trail on their lands to join us in 3 more workshops scheduled over the next 9 to 12 months

What is a feasibility study?

The view from 30,000 feet (USGS Quadrangle maps).

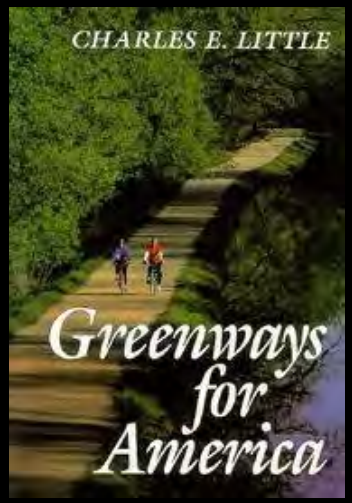
USGS Maps Spring Mills to Cherry Run

"It's the exploration of an idea from the perspective of 30,000 feet, a broad brush look at all the reasonably foreseeable issues that could impact the viability of an opportunity, without the expense of detail necessary to build it if the opportunity does not prove feasible."

Where did the greenways & trails idea come from?

ORIGINS OF THE GREENWAYS & TRAILS MOVEMENT

1987 Ronald Reagan's Commission on American's Outdoors imagined "a network of greenways and trails connecting people to the outdoors throughout America"
1998 Governor Ridge 's PA Greenways Partnership Commission imagined "**a network of greenways and trails** throughout PA **as recognizable as the state highway system"**
1999 Governor Ridge signed 5 year **$650M Growing Greener Act** including funding for Greenways and Trails
2005 Governor Rendell signs 5 year **$625M Growing Greener II to continue PA investment in Greenways & Trails**
2011 Governor Corbett announces $31.5M investment specifically earmarked for Greenways & Trails



1990 Charles Little's **Greenways for America** , the "how to" book for greenways & trails

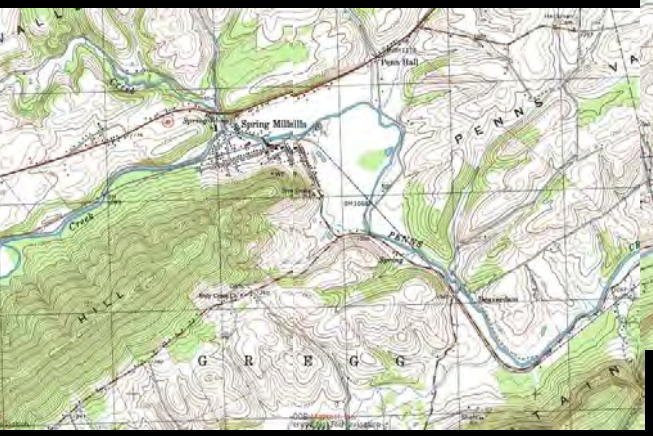
a 26 year old bi-partisan effort

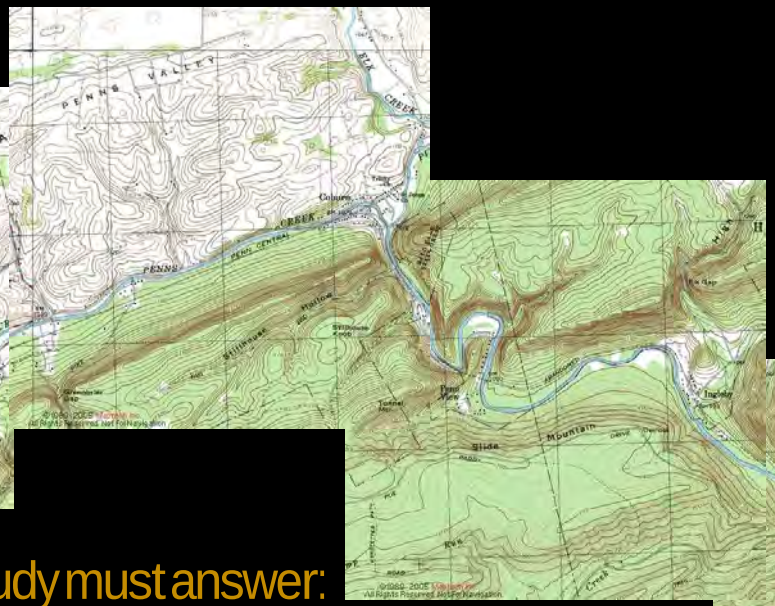
Where are we considering a rail trail?

anywhere along or near the 27 mile section of the abandoned L&T railbed in Centre County that has:

1. landowner interest,
2. community support, and
3. public access

How will we know if anything is feasible?





7 questions the feasibility study must answer:

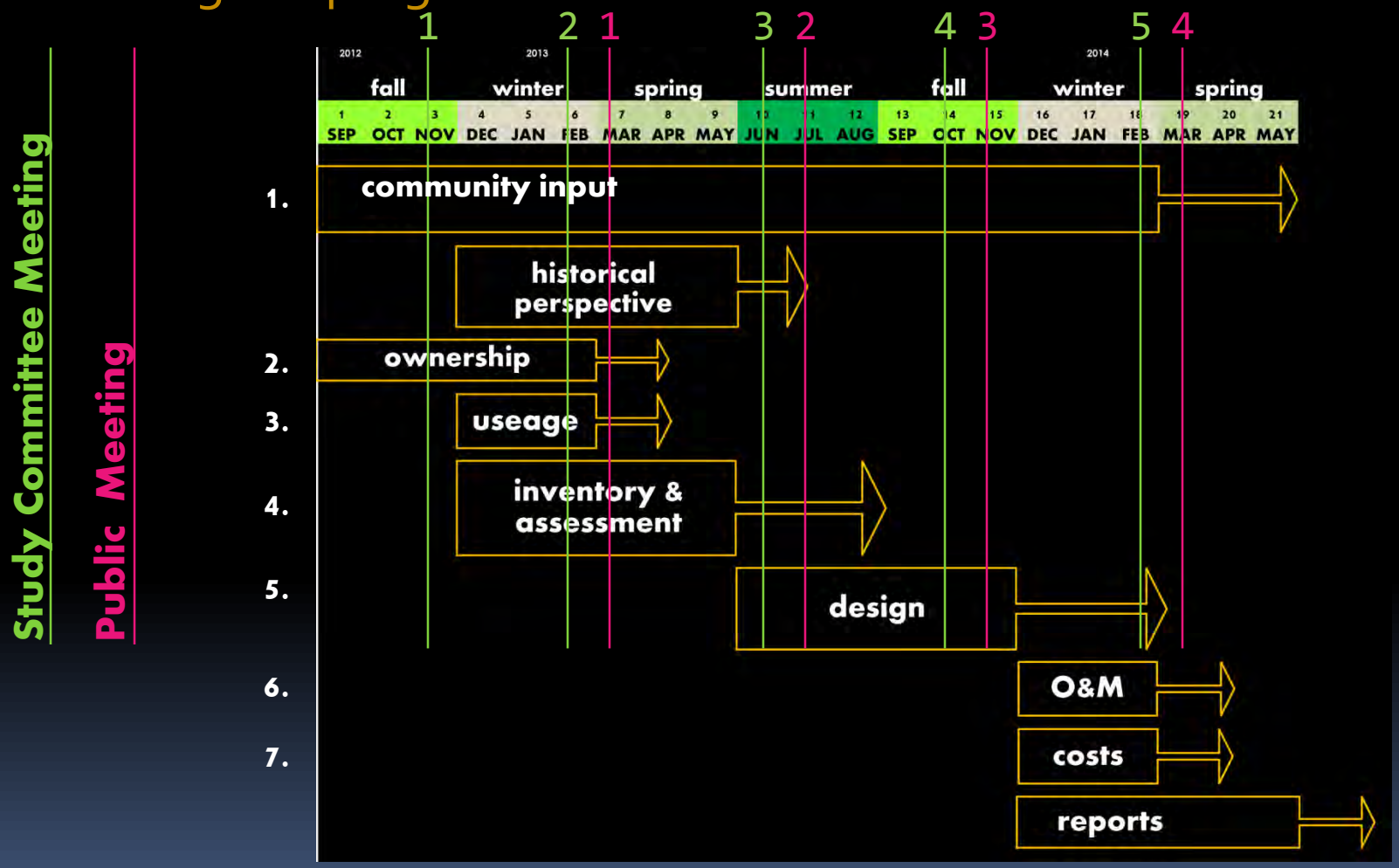
1. Who owns the Right of Way now? Are any of the present owners interested in exploring a rail trail on their land?
2. Do their neighbors and the community support the project?
3. Who will use the trail, what will they use it for?
4. What are the opportunities (links) and constraints along the rights of way?
5. What is the community's vision for the project?
6. How much will it cost, and where will the money come from to pay for it?
7. How will the rail trail be operated and maintained?

SCHEDULE

Charting our progress

March 12, 2013

18 MONTHS
give or take a season

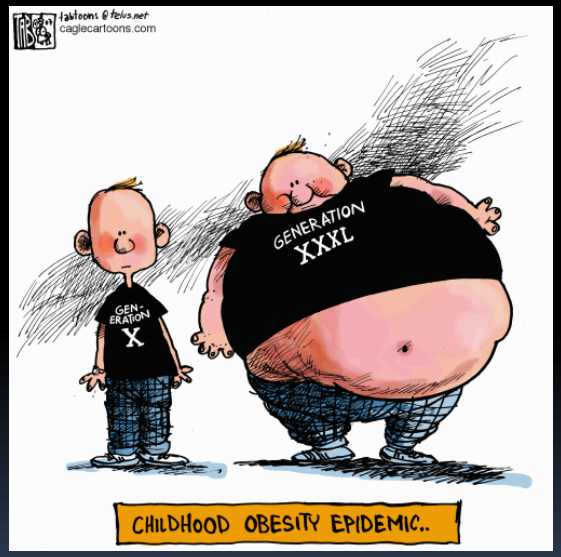


When will the feasibility study be done?

Why do communities build rail trails?

1. To get more people outdoors and away from sedentary activities, like TV, computers and video games

30% of Americans are overweight or obese, it's a GROWING health crisis, especially among our children

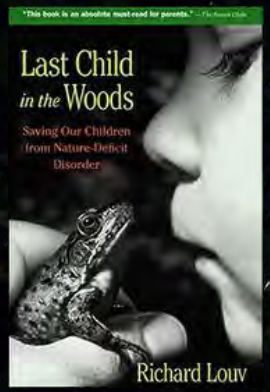


"Children in the United States watch an average of three to four hours of television a day. By the time of high school graduation, they will have spent more time watching television than they have in the classroom."

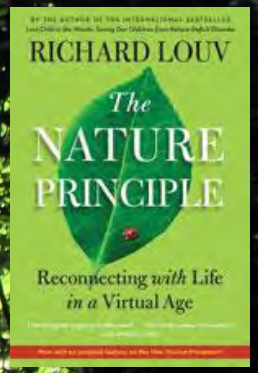
American Academy of Child & Adolescent Psychiatry, Dec 2011

2. Rail trails make great outdoor classrooms…

because we learn faster and retain more of what we learn when we are outdoors



Last Child in the Woods- overcoming "nature deficit disorders" in our children



The Nature Principle- the more we use technology, the more we need nature to create balance in our lives

3. To eliminate illegal dumping on railbeds

and to have volunteers willing to clean-up existing dumps
(illegal dumping happens in places where no one is looking, not on lands that are used by people every day)

4. To limit access to the railbed so that people who aren't supposed to be on the railbed can't get there, and landowners who need to be there can

1. Fences restrict access so people stay on the trail and off adjoining lands
2. Bollards prevent unauthorized 4 wheelers and dirt bikes from tearing up the trail
3. Gates provide access points so adjoining landowners, like farmers, can continue to use the trail for their own needs

Ernst Trail, Meadville PA

Calvin Ernst knows a little about jumping feet first into uncharted waters. He left Pennsylvania State University in 1963 with a degree in agronomy and a plan to plant the margins of the nation's highways with something called crown vetch.

He would go on to become one of the nation's leading crown vetch seed growers, growing up to 1,000 acres a year to produce seeds and plants that were sold to developers and road builders.

When that business slowed and interest grew in reclaiming land lost to mining and wetland development, he launched Ernst Conservation Seeds.

Today, with about 70 employees, who grow, harvest, collect, clean and resell more than 400 species of native plants, his seed company -- in Union Township near Meadville -- is the largest of its kind in the eastern United States.

*"Ernst and his family **"were lynch pins in the creation of the Ernst Trail, a significant quality-of-life enhancement that promises to bring Meadville and western Crawford County even further up the list of desirable places to live in the U.S."** said Cook.*

*The **Ernst Trail is a five-mile paved trail** on a portion of the former Bessemer & Lake Erie Railroad in Vernon and Union townships. **Ernst, who had acquired the right of way, donated the property to French Creek Recreational Trails in 1996 to start the trail**.*

***Ernst's three-generation family-owned and -operated business** is known around the country as one of the most innovative and reliable developers and suppliers of native plants and seeds, Cook said."*
Meadville tribune

5. To improve access to public lands

for hunting, fishing, kayaking, canoeing, wildlife watching, horseback riding and other outdoor recreation activities.

Rail trails can eliminate people who trespass on private lands in order to get onto to public lands

6. To strengthen existing and grow new local businesses along the trail

The 9.2mile Buffalo Valley Rail Trail between Lewisburg and Mifflinburg on the former L&T line in Union County contributed over a half million dollars to the local economy the first year it opened.

For more info on economic impacts, visit **Rails to Trails Conservancy** at http://www.railstotrails.org/resources/documents/resource_docs/Comparison_of_Trail_Users_Surveys_FINAL.pdf

7. To reduce or eliminate landowner liability

Pennsylvania's Recreational Use Act indemnifies landowners from claims by recreational users as long as the landowner does not charge a fee

ConserveLand.org
PENNSYLVANIA LAND TRUST ASSOCIATION

Prepared by:
Name:
Address:
Telephone:

Return to:
Name:
Address:

Tax Parcel(s):

TRAIL EASEMENT AGREEMENT

THIS TRAIL EASEMENT AGREEMENT ("this Agreement") dated as of _____ (the "Agreement Date") is by and between _____ ("the undersigned Owner or Owners") and _____ (the "Holder")

Article I. Background

1.01 Property
The undersigned Owner or Owners are the sole owners in fee simple of the property identified below and more fully described in Exhibit "A" (the "Property")

Street Address:
Municipality: County:
Parcel Identifier State: Pennsylvania

1.02 Easement Area
The portion of the Property that is subject to this Agreement (the "Easement Area") is shown on the plan attached as Exhibit "B" (the "Easement Plan").

1.03 Purposes
The purposes of this Agreement are to set forth the terms under which the Trail Facilities described in Article II can be established and maintained for activities and uses by the general public described in Article III.

1.04 Consideration
The undersigned Owner or Owners acknowledge receipt of the sum of $1.00 in consideration of the grant of easement to Holder under this Agreement.

Article II. Grant of Easement for Trail Facilities

2.01 Grant
The undersigned Owner or Owners, intending to be legally bound, grant and convey to Holder the perpetual right to create the Trail identified below, to enter the Easement Area at any time to construct, install, maintain and repair any one or more of the items (collectively, with the Trail, the "Trail Facilities") described in paragraph (a) of this section, and, subject to the prior written consent of Owners, those described in paragraph (b) of this section:

(a) Trail Facilities
(i) A trail not to exceed approximately ____ feet in width together with steps, railings, and other surface structures which, as to wet areas, may include bridges and culverts (collectively, the "Trail")
(ii) Signs to mark the Trail, to provide information related to the Trail and for interpretive purposes.
(iii) Fencing, gates, and barriers to control access.

- 1 -

The cost to add a trail to a municipality's insurance policy is usually negligible

[6 page trail easement]

PA Land Trust Association PALTA Standard and Short form Trail Easement Agreements
*conserveland.org/model**easements***

8. To provide an amenity that adds value to their community

Liberty Hill 55+community near Boalsburg

Life **at Liberty Hill** is low maintenance so you can give up tree trimming and instead:

- **hike beautiful terrain in the Thompson Woods Preserve**

property for sale in Lewisburg, PA
111 S 12th St Charmingly appointed, spacious two-story with finished basement in established Linntown neighborhood **within walking distance of** historic downtown Lewisburg, schools, parks and **rail trail.**

9. To create safe routes to schools

PA DOT 's "Safe Routes to School" program provides funding to communities that wish to add trails as an alternative to bussing so children can safely walk or ride bikes to schools

10. To provide an affordable way for people to travel within and between their communities

Walking, followed by biking, are the 2 most popular uses for rail trails.

11. To provide dry, level and direct places for people with disabilities to get outdoors

Like the Native American paths that preceded them, railroads were constructed on the most dry, level and direct route.

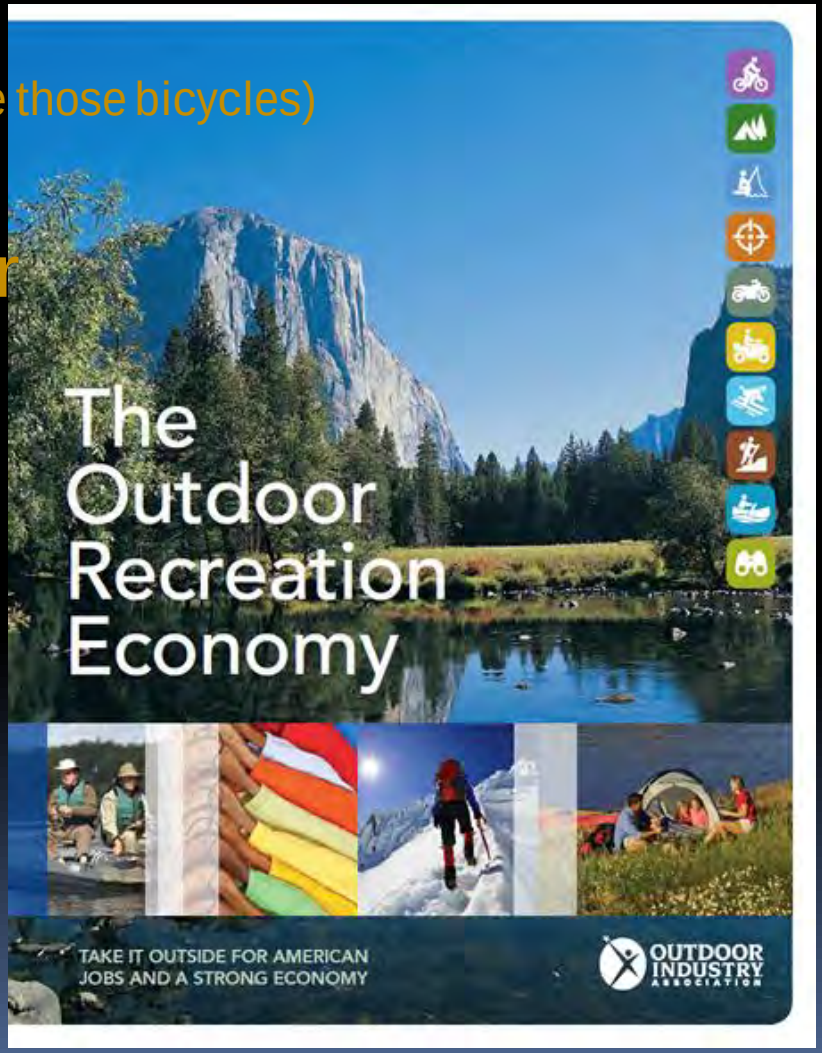
That's why rail trails are ideal places for seniors, children and people with disabilities to get outdoors.

12. Rail trails create jobs within and beyond the community

(someone somewhere has to make those bicycles)

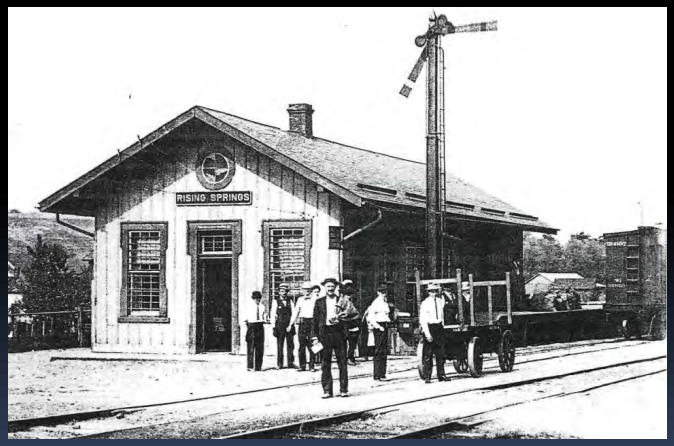
Americans spend $730,000,000,000/year on outdoor recreation

(that's about 5% of the US GDP, and about the same size as the US automobile Industry)

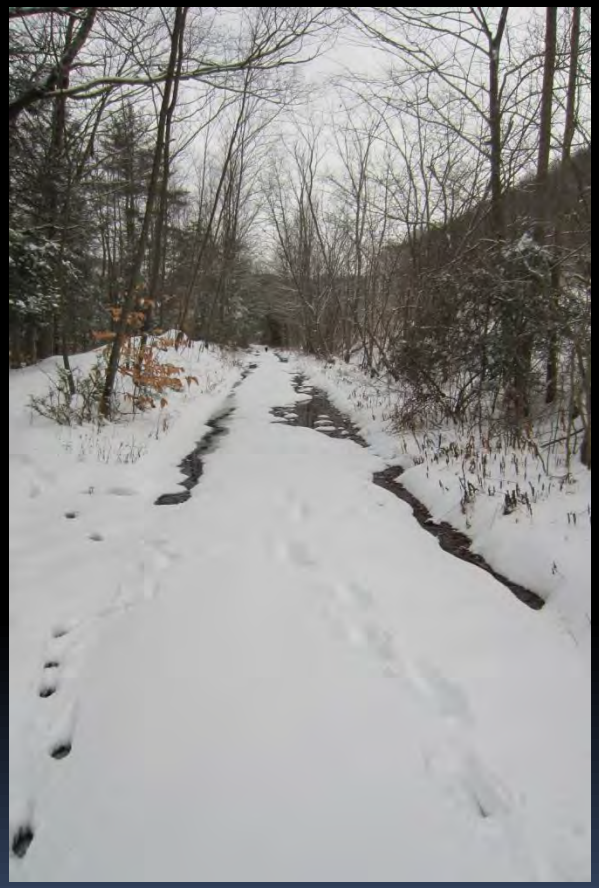


13. To preserve their heritage so their children and their grandchildren remember what they did and where they came from.

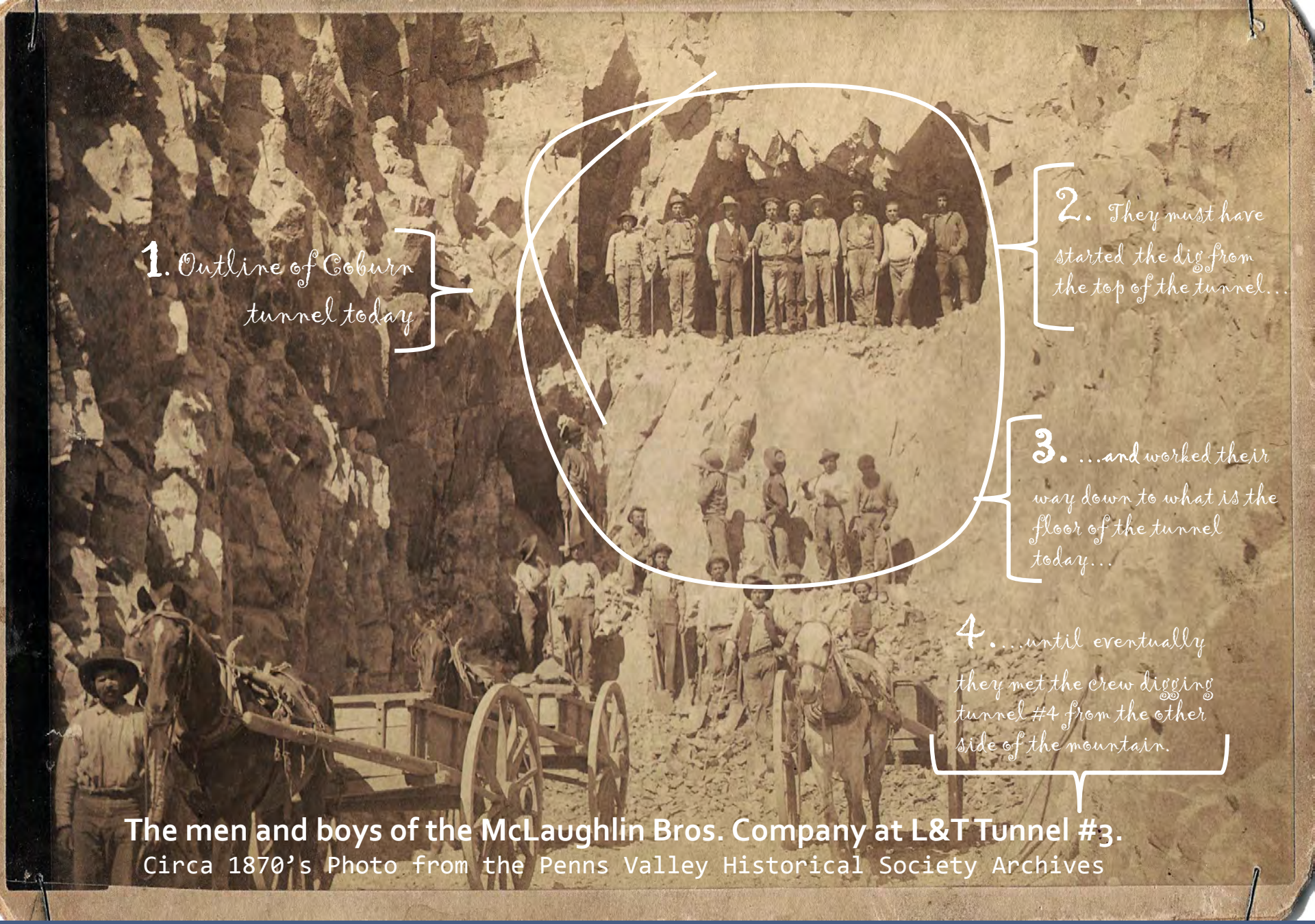
...it's about honoring the labor, the craft, the ingenuity and the skill of something made and maintained by the people who came before us.



History lost:
Rising Springs Train Station



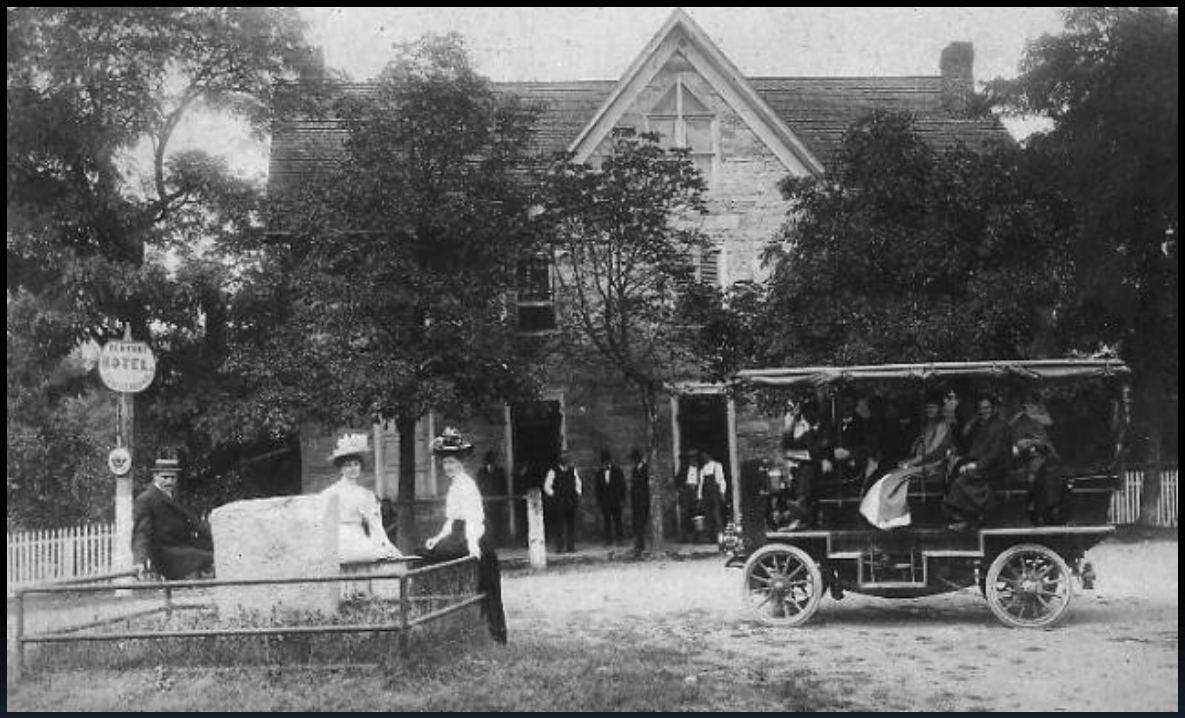
History saved?
Centre County's L&T Rights of Way



The men and boys of the McLaughlin Bros. Company at L&T Tunnel #3.

Circa 1870's Photo from the Penns Valley Historical Society Archives

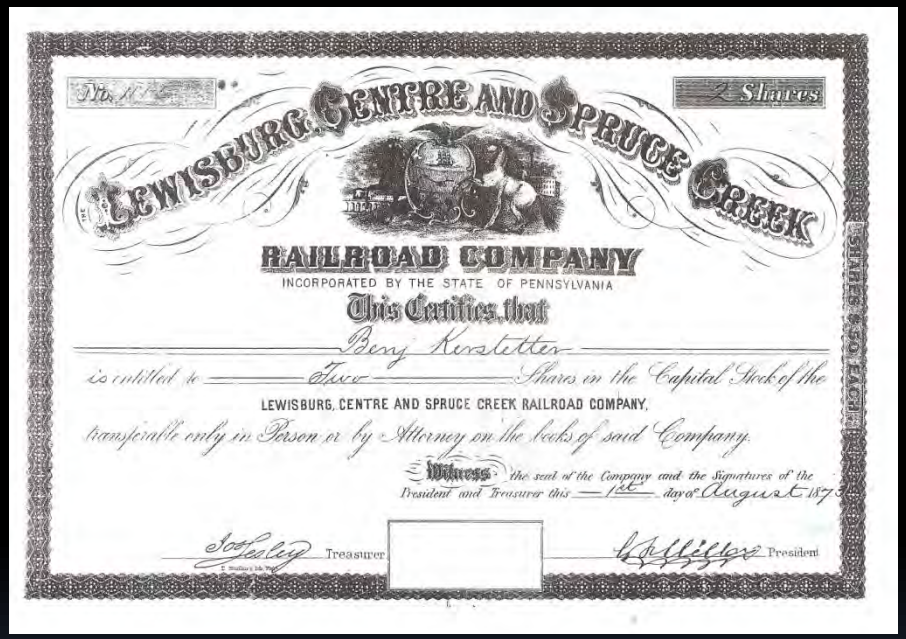
1853-Group of local investors meet in Old Fort to discuss a RR connecting Penns Valley to Lewisburg.



The railroad was chartered that April as:

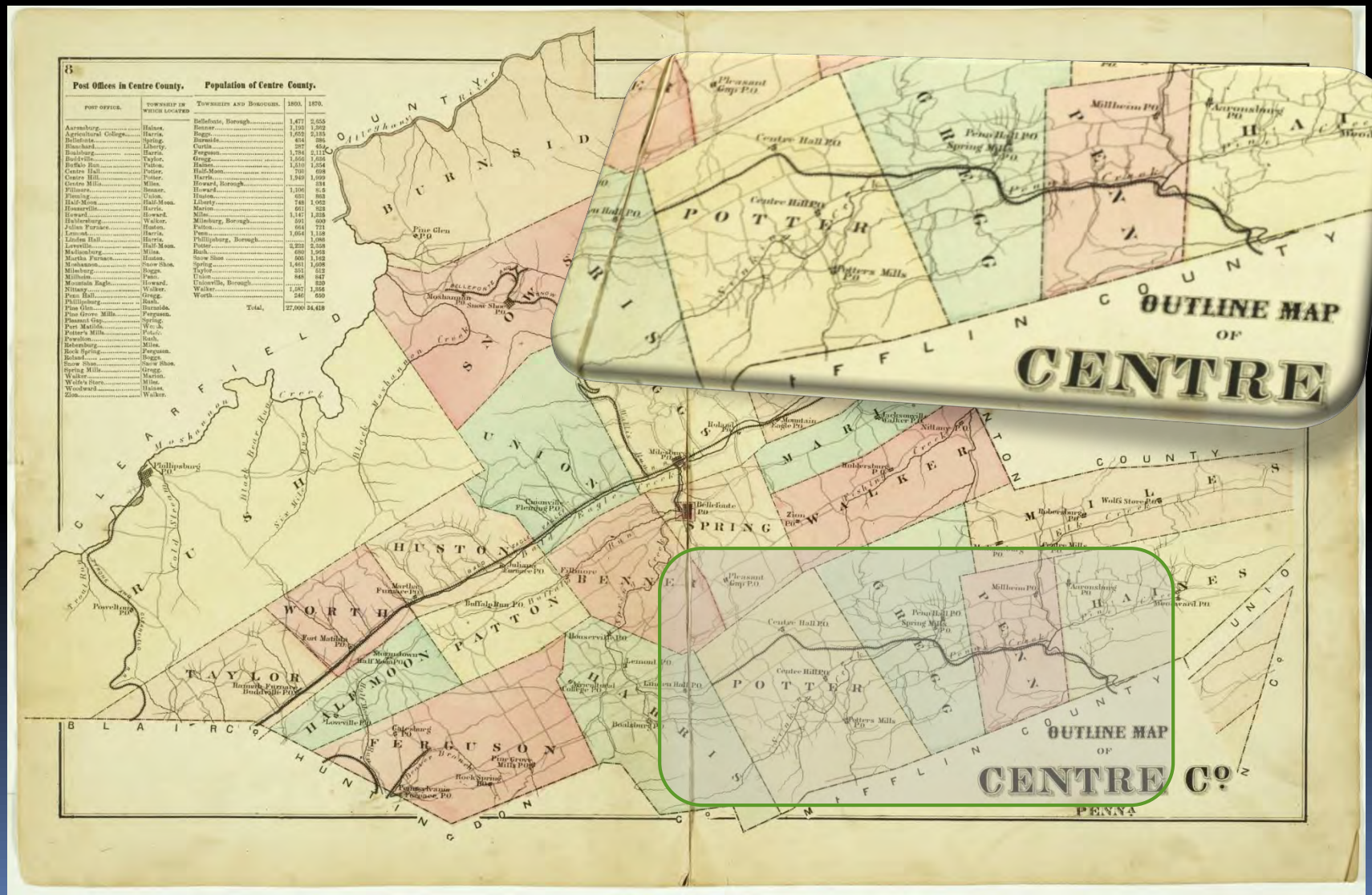
The Lewisburg, Centre & Spruce Creek Railroad

1869 the LS&SCRR was leased to the PRR, its name changed to the Lewisburg & Tyrone (L&T);

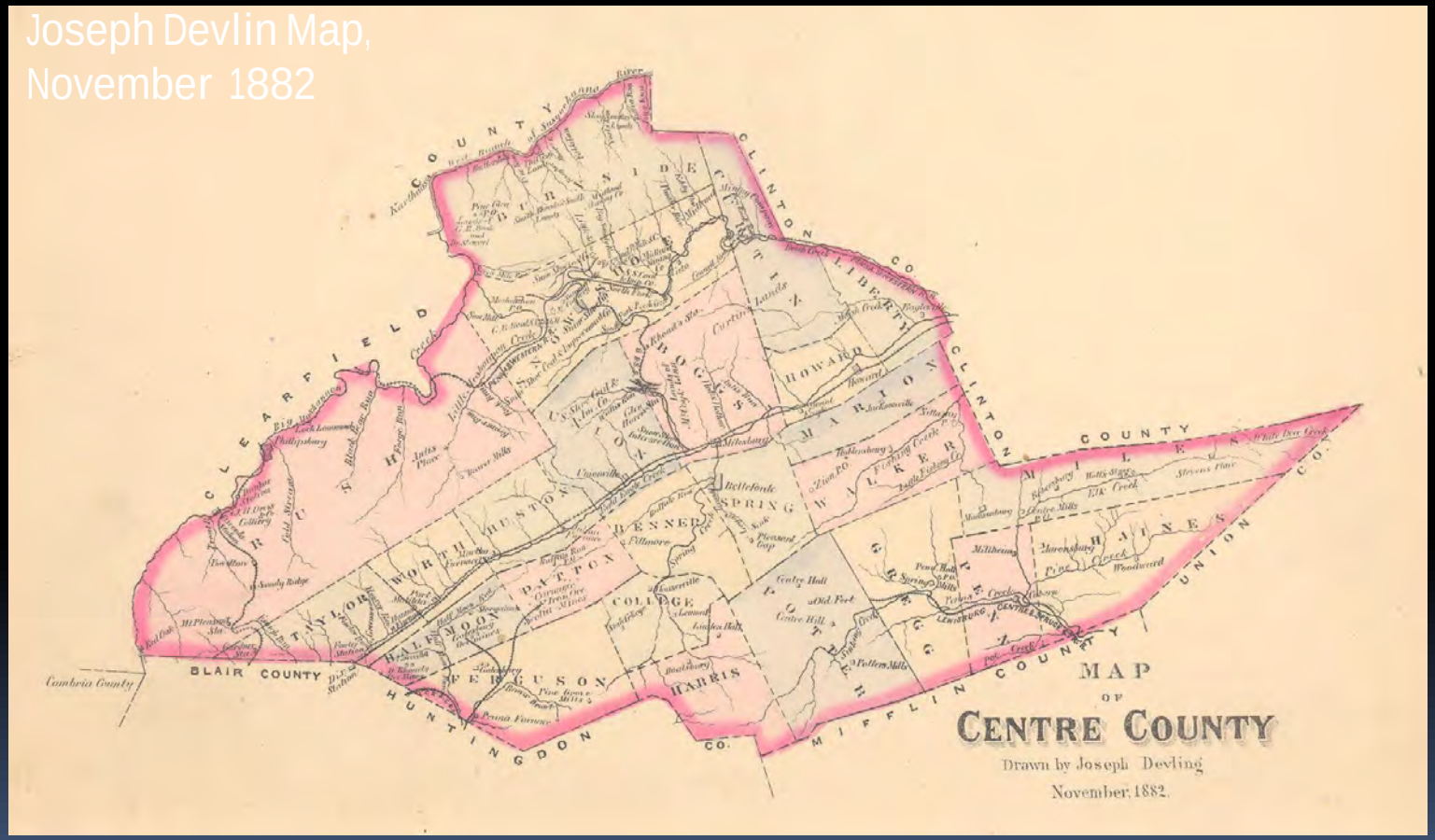


Construction of the L&T began in Montandon across the Susquehanna from Lewisburg, and headed west in stages, as money and land became available.

1871 the L&T reaches as far west as Mifflinburg
1877 L&T reaches Spring Mills from Lewisburg

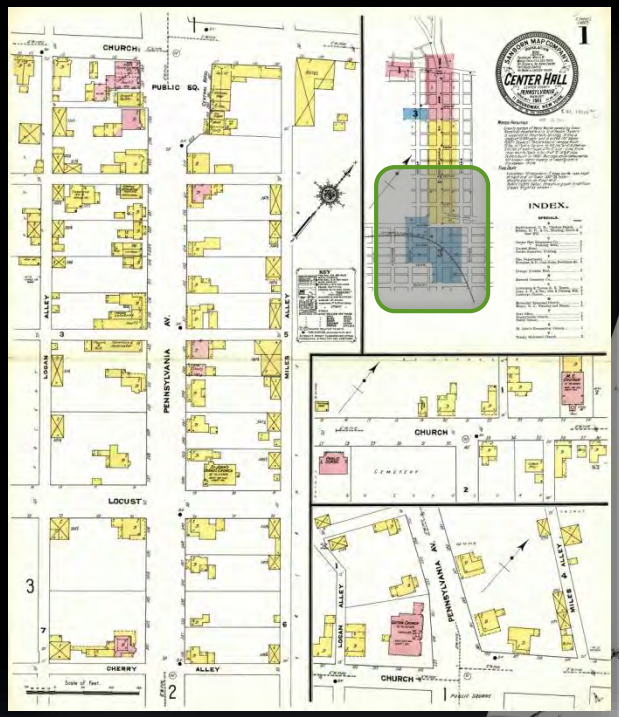


1884 L&T reaches Oak Hall
1885 L&T completed to Lemont



For nearly a century, the PRR's eastern L&T line was

the backbone & the lifeblood of the valleys



Businesses clustered around the railroad in every hamlet, village and borough it crossed

Consumer preference for autos & Eisenhower's

1956 Federal-Aid Highway Act nail lid on the **coffin for RR's in America**

1968 the mighty PRR, in its heyday the largest railroad and the largest employer in the world, merges with its former arch rival, the New York Central, to form the Penn Central Railroad.

1970 Penn Central declares bankruptcy

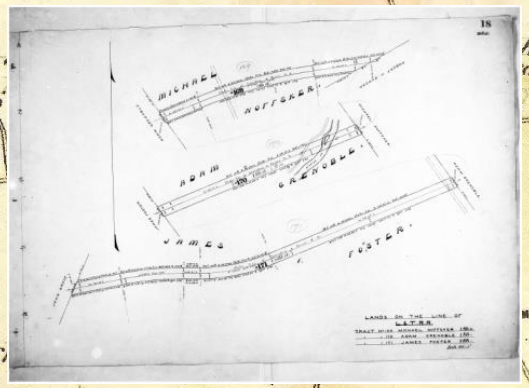
-profitable freight lines sold to CONRAIL

-profitable passenger corridors to Amtrak

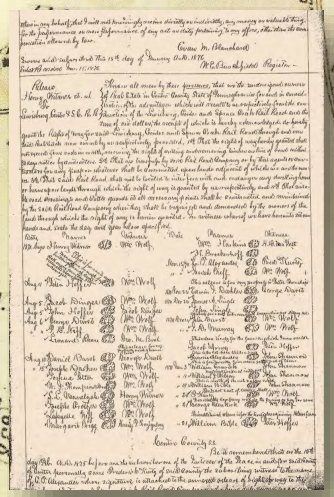
-unprofitable lines, like the L&T, were sold off to short line operators or abandoned.

PA STATE ARCHIVES, HARRISBURG

By matching railroad valuation maps, deeds, and **county atlas from the 1870's with current (1970's to** present) deeds and Centre County tax maps, we can see who owns the ROWs now.



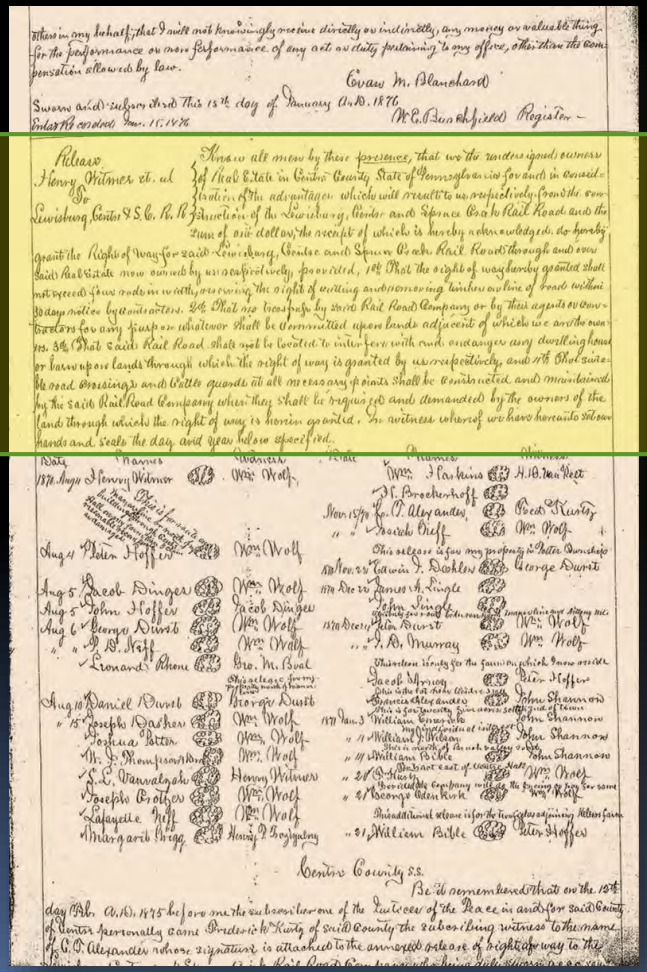
c. 1877 railroad valuation maps on microfiche



1874 Release of ROW

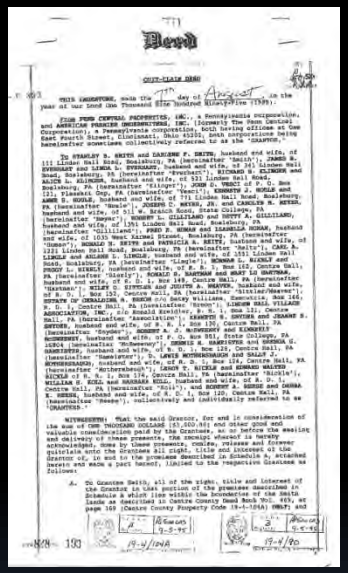
Gregg Township, Pomeroy's 1874 Atlas

In the late 1800's, Rights of Way for tracks usually were granted as releases, while station land usually was sold fee simple



"Know all men by these presences that we the undersigned owners of that Estate in Centre County State of Pennsylvania **for and in consideration of the advantages which will result to us respectively from the construction of the Lewisburg, Centre, and Spruce Creek Railroad and the sum of one dollar,** the receipt of which is hereby acknowledged, do hereby grant the Right of Way for said Lewisburg, Centre and Spruce Creek Railroad through and over said real estate now owned by us respectively,
[landowners signatures below]

After Penn Central declared bankruptcy in 1970, the company or its successor, American Premier Underwriters, sold its interest in the ROW through quit claims



Deed

QUIT-CLAIM DEED

THIS INDENTURE, made the 7th day of August, in the year of our Lord One Thousand Nine Hundred Ninety-Five (1995).

From PENN CENTRAL PROPERTIES, INC., a Pennsylvania corporation, and AMERICAN PREMIER UNDERWRITERS, INC. (formerly The Penn Central Corporation), a Pennsylvania corporation, both having offices at One East Fourth Street, Cincinnati, Ohio 45202, both corporations being hereinafter sometimes collectively referred to as the "GRANTOR,"

To STANLEY B. SMITH and DARLENE F. SMITH, husband and wife, of 111 Linden Hall Road, Boalsburg, PA (hereinafter "Smith"), JAMES R. EVERHART and LINDA L. EVERHART, husband and wife, of 341 Linden Hall Road, Boalsburg, PA (hereinafter "Everhart"), RICHARD H. KLINGER and ALICE L. KLINGER, husband and wife, of 521 Linden Hall Road, Boalsburg, PA (hereinafter "Klinger"), JOHN C. HERLIN and [illegible] of R. D. 1, Box 12, Pleasant Gap, PA (hereinafter "Herlin"), KENNETH J. HOULE and ANNE B. HOULE, husband and wife, of 711 Linden Hall Road, Boalsburg, PA (hereinafter "Houle"), JOSEPH C. MYERS, JR. and CAROLYN M. MYERS, husband and wife, of 511 W. Branch Road, State College, PA (hereinafter "Myers"), ROBERT L. GILLILAND and BETTY A. GILLILAND, husband and wife, of 1391 Linden Hall Road, Boalsburg, PA (hereinafter "Gilliland"), FRED P. NUNAN and ISABELLA NUNAN, husband and wife, of 1031 West Kalmia Street, Boalsburg, PA (hereinafter "Nunan"), RONALD M. SEITZ and PATRICIA A. SEITZ, husband and wife, of 1221 Linden Hall Road, Boalsburg, PA (hereinafter "Seitz"), [illegible] of 1541 Linden Hall Road, Boalsburg, PA (hereinafter "Linglle") and ARLENE L. LINGLE, husband and wife, of 1541 Linden Hall Road, Boalsburg, PA (hereinafter "Lingle"), DONNA L. NICKLY and PROOF L. NICKLY, husband and wife, of R. D. 1, Box 102, Centre Hall, PA (hereinafter "Nickly"), RONALD G. HARTMAN and MARY LU HARTMAN, husband and wife, of R. D. 1, Box 149, Centre Hall, PA (hereinafter "Hartman"), WILEY G. SITTLER and JUDITH A. MEAVER, husband and wife, of R. D. 1, Box 120, Centre Hall, PA (hereinafter "Sittler/Meaver"), ESTATE OF GERALDINE A. REECE c/o Betsy Williams, Executrix, Box 146, R. D. 1, Centre Hall, PA (hereinafter "Reece"), [illegible] Box 131, Centre Hall, PA (hereinafter "Association"), ROBERT E. SNYDER and JEANNE S. HALL, PA (hereinafter "Association"), ROBERT E. SNYDER and JEANNE S. SNYDER, husband and wife, of R. D. 1, Box 130, Centre Hall, PA (hereinafter "Snyder"), [illegible] and KIMBERLY [illegible], husband and wife, of R. D. Box 861, State College, PA 16804 (hereinafter "McSweeney"), DENNIS E. HARTSTEN and DEBRA G. HARTSTEN, husband and wife, of R. D. 1, Box 120, Centre Hall, PA (hereinafter "Hartsten"), D. LEWIS MOTHERSHEAD and SALLY J. MOTHERSHEAD, husband and wife, of R. D. 1, Box 124, Centre Hall, PA (hereinafter "Mothershead"), LEROY T. BICKLE and BERNARD WALTER BICKLE of R. R. 1, Box 174, Centre Hall, PA (hereinafter "Bickle"), WILLIAM H. KOLL and BARBARA KOLL, husband and wife, of R. D. 1, Centre Hall, PA (hereinafter "Koll"), and ROBERT A. REESE and DEBRA K. REESE, husband and wife, of R. D. 1, Box 120, Centre Hall, PA (hereinafter "Reese"), collectively and individually referred to as "GRANTEES."

WITNESSETH: That the said Grantor, for and in consideration of the sum of ONE THOUSAND DOLLARS ($1,000.00) and other good and valuable consideration paid by the Grantees, at or before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, does by these presents, remise, release and forever quitclaim unto the Grantees all right, title and interest of the Grantor of, in and to the premises described in Schedule A, attached hereto and made a part hereof, limited to the respective Grantees as follows:

A. To Grantee Smith, all of the right, title and interest of the Grantor in that portion of the premises described in Schedule A which lies within the boundaries of the Smith lands as described in Centre County Deed Book Vol. 469, at page 169 (Centre County Property Code 19-4-104A) ONLY; and

BOOK 828 PAGE 193

19-4-104A

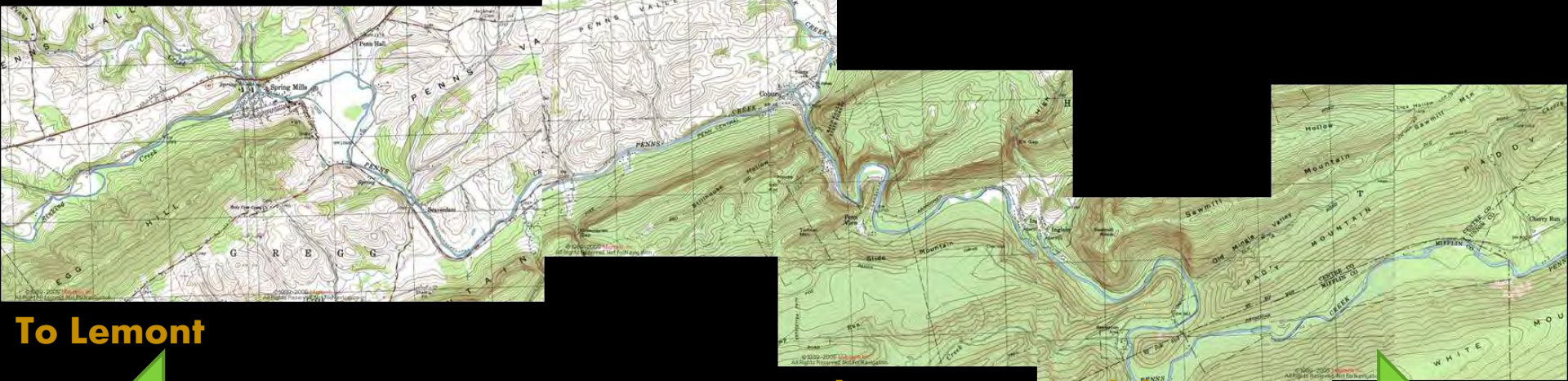
19-4/90

...the said Grantor (Penn Central Properties)...for $1,000 ...does ... remise, release and forever quitclaim unto the Grantee ...all right, title and interest ...in the premises described in Schedule A...

Who owns the rights of way now*?

The View from 30,0000 feet

***DISCLAIMER: Based on a review of publicly available records at the Centre County courthouse; railroad rights of way are complex documents, landowners who need or want a legal opinion about ownership of their land should consult a real estate attorney with expertise in railroad properties**



ROW abandoned by Penn Central in 1972; private landowners purchase quitclaims

ROW abandoned by Penn Central in 1970 1971Nature Conservancy buys quitclaim for $10,000; sells to PA for $10.500.

Privately owned

Public & Private

Publicly owned

(A quitclaim releases the railroad's claims to the land, but is not a guarantee of clear title to the land)

Lemont to Oak Hall Station

table no.1

OPPORTUNITIES

- Lemont Village Association & Granary Trailhead opportunity
- Café Lemont & other trail related businesses
- Connection to Oak Hall Regional Park

CONSTRAINTS & CHALLENGES

- Property owner investments in ROW
- Crossing visibility at Old Boalsburg Road
- Linking Oak Hall Park
- Removal of railbed at driveway
- Quarry constraints

Oak Hall to Gregg Station

table no. 2

OPPORTUNITIES

- Several landowners with an interest in the trail
- 800 feet of manicured trail ready to go
- Rhoneymeade Arboretum
- Rhoneymeade connection to Leonard Rhone, founder of Grange Fair
- Historic Villages

CHALLENGES

- Linden Hall Park is privately owned
- Washouts
- Property owner investments in railbed

Gregg Station to Centre Hall Station

table no. 3

OPPORTUNITIES

- Tri-Municipal Park on ROW
- Centre Hall Library, Schools & Parks 'Safe Routes to Schools' opportunities
- Equestrian Farm with 1 mile
- S&A Homes possible connection
- Grange Fair & Leonard Rhone Homestead connection

CHALLENGES

- Landowner investments on ROW
- Grange Fair Grounds restrictions

Centre Hall to Rising Springs Segment

table no. 5

OPPORTUNITIES

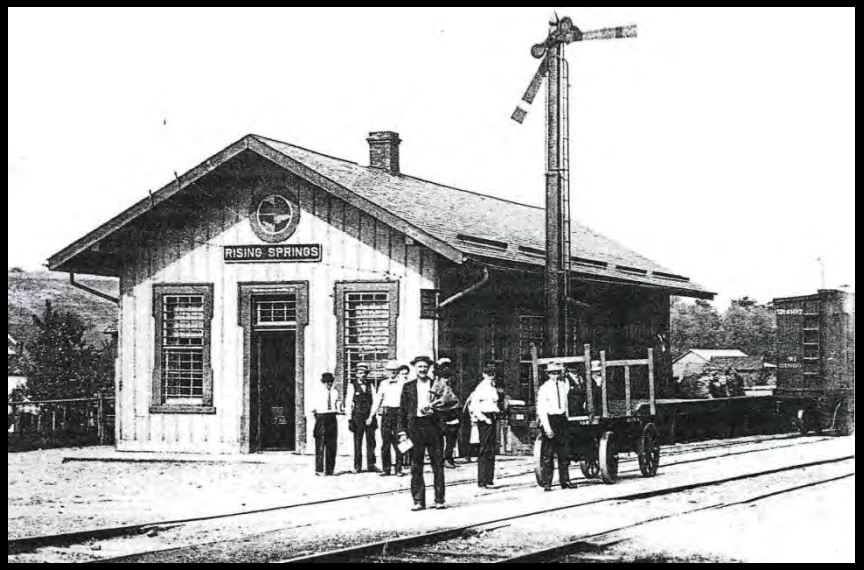
- Potential for Trailheads Gateways to Penns & Brush Valleys where 144 & 45 cross
- Historical villages
- Proximity to existing trail oriented businesses

CHALLENGES

- Sewer plant road built over ROW
- Sections of the railbed have been plowed over
- Farmland Preservation conservation easement restrictions
- PNDI issues
- Missing overpass on Sinking Creek Rd

Spring Mills [Rising Springs) to Coburn Station

table no. 6



OPPORTUNITIES

- Some landowners easements in place
- Muddy Paws Nature Center

CONSTRAINTS

- Coburn sewer plant built over rail ROW
- Grade separation issues at Spring Mills Maple Lane crossing
- Shooting range proximity
- Missing bridge
- Landowner investments

Coburn to Ingleby & the County line Segment

table no. 7

OPPORTUNITIES

- 1 mile of ROW owned by one family in Ingleby.
- Historical link to famed Barker Resort
- Close to 3.8 Cherry Run Trail in Mifflin Co.

CONSTRAINTS

- Drainage problems along some sections
- Bald Eagle State Forest Potential Wild Area
- Missing bridges east of Ingleby
- Access to public ROW issue at Ingleby
- Limited parking now

Next steps this evening

Review & Comment on Abandoned Railbed Maps at Tables

- Brush Valley- 3 tables on my right
- Penns Valley- 3 tables on my left
- Landowners Comment Cards
- Opportunities Comment Cards
- Constraints Comment Cards
- Vision Comment Cards
- Study Committee Volunteers will be at each table
- Claudia, Brian and Glenn will float between tables

Public Comment Period

- We want everyone to have a chance to speak
- Try to limit comments to a couple minutes per person
- Show respect for everyone's opinion
- This is not for Q&A, that will follow after public comments

Question and Answer Period

10pm adjourn

THE PENNS & BRUSH VALLEYS RAIL TRAIL FEASIBILITY STUDY

- what we've done so far:

INITIATE formed study committee

INVESTIGATE ROW owners, opportunities, & constraints

- what we're doing tonight:

INFORM sharing what we've learned so far with the public

INVITE asking the public to share info too and stay involved

- what we're doing next:

IMAGINE **summer workshop** creating a shared vision

IMPROVE **fall workshop** costs, funding, O&M

INSPIRE **winter workshop** final presentations