



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

AUTHORITY MEMBERS PRESENT

Terry Brown, Montour County
Scott Harvey, Lycoming County
Bob Hormell, Northumberland County
Lisa Hoover, Northumberland County (via teleconference)
Brent Jones, Clinton County
Keri Kenepf, Centre County (via teleconference)
Michael Krentzman, Mifflin County
Dave Park, Snyder County
David Schultz, Lycoming County
Jeff Sheaffer, Snyder County
Jeff Snyder, Clinton County
Jennifer Wakeman, Montour County
Eric Winslow, Union County

JRA OPERATOR

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

GUESTS

John Ashbridge, Carload Express
Jeff Hinkle, Railroad Risk Management (via teleconference)
Randy Karschner, Columbia County Commissioner
Emily Mrochko, Lycoming County Planning and Community Development (via teleconference)
Sam Simon Esq., Carload Express Legal Counsel (via teleconference)

JRA LEGAL COUNSEL

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

JRA CONSULTING PROFESSIONALS

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

JRA STAFF

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

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Call to Order

The Chairman called the meeting to order at 12:30 p.m.

Pledge of Allegiance

The Chairman led the Pledge of Allegiance.

Welcome – Chairman's Statements

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

Public Forum

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

ADMINISTRATIVE ITEMS

Approval of the July 8, 2026, JRA Meeting Minutes

Mr. Snyder made a motion for the Board to approve the July 8, 2026, SEDA-COG Joint Rail Authority Meeting Minutes; Mr. Brown seconded the motion; motion carried.

Treasurer's Report

Ms. Wakeman presented the Treasurer's Report for July, including the Balance Sheet, Profit & Loss statement 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 July 2026; Mr. Schultz seconded the motion; motion carried.

Payment of the Bills; July 1 to July 31, 2026

Ms. Wakeman said the July Payment of Bills report for the August check run is on page 24.

Ms. Wakeman made a motion for the Board to approve the August check run for the July 2026 Payment of Bills; Mr. Park seconded the motion; motion carried.

Insurance Consultant Update

Jeff Hinkle, insurance consultant with Railroad Risk Management, gave an update on progress to date and observations gleaned so far in the process. The goal is to have recommendations for the Board's review for the September meeting.

Staff Report and Events Calendar

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

Operator Status Report

A copy of the Operator's Report was provided to Board members via email and copies were provided to Board members at the meeting. Ms. Briner said North Shore Railroad employees attended several National Night Outs, where hundreds of children signed pledges to stay off the railroad tracks. She also promoted an upcoming train excursion in Montoursville. She said a portion of the proceeds from the trip will support veterans' causes since rain affected the turnout for the Veterans Benefit Voyage in Berwick.

OLD BUSINESS

Bridge Engineer's Report

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

- Plans for the South Centre Township new sanitary installation project were received on June 9, 2026. Cryder Lane drawings have been recommended for approval and review comments for Keefers Lane and Low Street were submitted to JRA staff on June 29, 2026.
- Work on Bridge 0.46 as part of the JVRR Bridge Rehabilitation project is complete. Work on Bridge 1.51 over Kish Creek is nearly complete, with repointing in progress and underpinning work pending. Contractor is actively working on foundations at Bridge 3.25; however, frequent rain events have slowed progress.
- Substantial completion on NBER Bridge Rehabilitation Group 2 was acknowledged on July 17, 2026.
- Design work is progressing on the NBER Bridge 21.46 Rehabilitation project.
- Survey work is complete for NBER Bridge Preservation Project Group 3 and NBER Bridge Preservation Project Group 4 with permit drawings nearly complete for Bridge 6.17 and 6.79.
- Notice to proceed was provided for the Basin Street to Susquehanna River Walk Connector grade crossing design work. SMA is working with Erdman Anthony to execute subconsultant agreement.

NEW BUSINESS

LVRR Section 130 Safety Corridor Reimbursement Agreement

JRA staff has been working with Diamondback Signal, NSHR staff, and PennDOT on a Section 130 public at-grade crossing upgrade project on the LVRR. The project includes installation of new active warning devices on Commerce Park Drive in Loyalsock Twp. and on South Loyalsock Avenue in Montoursville. This is a standard agreement, identical to other Section 130 agreements previously approved by the Board. The total available reimbursement amount for this project is \$624,363.

Mr. Sheaffer made a motion to approve the LVRR Section 130 Safety Corridor Reimbursement Agreement with PennDOT; Mr. Schultz seconded the motion; motion carried.

Change Order for Contract 2025-01; RTAP 2024 JVRR Bridges

Contract 2025-01 is RTAP 2024 Bridge Bundle JVRR Bridge Preservation Project. The original contract price was \$1,895,661.31. A contract increase of \$4,360.14 is necessary for demolition of the existing West Abutment stringer bearing block encasement for replacement with a new cast-in-place concrete encasement. Though this repair was not a critical need, with difficult access to this location it made sense to make the repair. The change order will increase the contract amount to \$1,900,021.45.

Mr. Winslow made a motion to approve Change Order No. 1 for Contract 2025-01 in the amount of \$4,360.14, for a total contract price of \$1,900,021.45; Mr. Krentzman seconded the motion; motion carried.

Change Order No. 2 for Contract 2025-05; RTAP 2024 NBER Bridge Preservation Project Group 2

Contract 2025-05 is the RTAP 24 Nittany & Bald Eagle Railroad Bridge Preservation Group 2 Project. The current contract price is \$930,661.89. A contract increase of \$825.45 is necessary to upgrade proposed 6" smooth lined corrugated plastic pipe (SLCPP) for South Abutment foundation drain to a 12" SLCPP due to much higher flow conditions discovered after excavating. The change order will increase the contract amount to \$931,487.34.

Mr. Jones made a motion to approve Change Order No. 2 for Contract 2025-05 in the amount of \$825.45, for a total contract price of \$931,486.34; Ms. Kenepf seconded the motion; motion carried.

Approval of Communications Consultant

The JRA is faced with two issues that require strategic, thoughtful communication. With a staff of three and a full plate of day-to-day work, the current staff is unable to devote the time necessary to develop and deploy communications to speak to our past, our challenges, our opportunities and our future. JRA Executive Director reached out to three consultants, and two responses were received and are included in the board packet. It is recommended to engage Triad Strategies for a cost of \$8,000 per month, for a six-month period. The intention is for the consultant to lead the process in the strategy, the development of messaging, and ongoing consultation.

Chairman Harvey said he has been pushing for this additional help. He concurred with the point made by the Executive Director that there is a staff of three and further noted the marked ramp up in capital projects over the past few years, resulting in real improvements to the infrastructure, both in safety at crossings, as well as reliability, which directly impacts the shippers. In addition to that, property management has been more diligent and more aggressive and the JRA has dealt with a lot of sticky issues that had not been dealt with for a period of time. Mr. Harvey indicated that this is the real value that is provided to the region and the shippers, and further noted a Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant application that the Authority is pursuing for \$13 million, and noted that Mr. Beattie is working on the matching grant application for the state to support that project. Mr. Harvey indicated that he did not want to divert more energy from these important activities to focus on communication and that he recognized the need for some help on the communications side of things to augment his and staff's efforts. Chairman Harvey noted that the proposals were in the packet and then opened the floor for comment.

Mr. Snyder noted that he attended a conference, which was attended by many of the county commissioners. Mr. Snyder prefaced his further comments by noting that he did not intend any disrespect to anyone in the room, but that he wanted to communicate why engaging a communications expert is a "bad idea and a waste of time." Mr. Snyder called the communications expert idea "a waste of \$48,000" and said "quite frankly, this idea of hiring public relations to communicate to the county commissioners" tells him that if most of the people in this room think this needs to be dealt with, they "do not understand how county commissioners operate." Mr. Snyder next identified himself as "a spokesman now, on what occurred at that meeting" of county commissioners. "The commissioners believe that this organization has operated within a bubble for decades" and that they had expressed to Mr. Snyder that most of the directors that they had appointed to the Authority "rarely if ever meet with them to give them updates on the JRA issues." Mr. Snyder indicated that the Commissioners made it clear to him that "they were upset when they received a letter from the Executive Director, when they thought they were going to meet directly with him." Mr. Snyder indicated that such a meeting is being arranged in this facility in September, with representatives from every county involved with the JRA. Mr. Snyder took credit for getting them to commit to that because he feels it is important that the commissioners get in a room with the Executive Director and ask their questions." Mr. Snyder advocated that "hiring a public relations firm is only going to infuriate them. Rechartering is the most important issue

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that is before this organization right now. The Executive Director, as per his job description, must handle this. The amount of time to bring in a consultant and bring them up to speed is just a waste of time. The sooner the Board realizes and accepts the fact that the commissioners are in the drivers' seat, the better off the JRA will be, moving forward. They will be asking for some changes and, their comments, if those changes do not occur to their satisfaction, they will not be supporting the rechartering. And that conversation is a waste of time with a public relations person. They're not in a position to talking about those changes." Mr. Snyder stated that he would "end with this: the future of the JRA may very well be decided by the path you take today with this issue." Mr. Snyder reiterated that he intended no disrespect.

Mr. Sheaffer concurred with Mr. Snyder's comments, because he views it as a wedge between the JRA and the commissioners. He indicated that he is not opposed to a public relations person facing the public, but not with respect to the commissioners.

Ms. Kenepf said that if the Chair would have brought this idea before the Board a month ago or a few months ago, but after seeing the letter that was sent on behalf of the JRA, she is "very disappointed in that letter and the way this was handled after the Board discussions last month." Ms. Kenepf stated that she does not support moving forward with hiring a PR consultant and that she believes it will only make the situation with the counties worse. Ms. Kenepf stated that she thinks the Board needs to take a hard look at how it wants to move forward with this situation "and not create further animosity between the Board and the commissioners, who hold the fate of the Board in their hands."

Mr. Park indicated that he has "two county commissioners who are already infuriated; they are not happy. They are amenable to sitting down and working through the situation. One of their comments was 'if you think our heels are dug in; they'll only be dug in further.' So, don't shoot the messenger. I see those commissioners almost every week because I attend a commissioner meeting. It's something I've been doing a long time. And, Jeff, you were right. This Board does not understand the function and the job of what county commissioners have to do. The only reason I have a grasp of it is I have been attending weekly meetings for almost four years and I've not missed many. So, I'm not going to support this either. I think it's bad optics right now. And, honestly, I think we've got around this Board that we could probably work together for some things and quicker than working with a consultant."

Mr. Krentzman asked Mr. Beattie about his efforts to meet with county commissioners. Mr. Beattie indicated that Ms. Heintzelman had sent out invitations to the commissioners, indicating what the JRA was looking to do, regarding the extension of the JRA's corporate existence beyond the initial fifty (50) years and enclosed the Resolution approved by the JRA Board. Mr. Beattie offered to meet with the Commissioners in informational session, given his understanding that some counties prefer to have informational sessions prior to public meetings, whereas others do not. Mr. Beattie indicated that he was able to have one meeting with the commissioners from Northumberland County in early July, then, soon after that, the JRA received the letter from Snyder County. Mr. Beattie indicated that the more recent letter authored by himself and Mr. Harvey was due to Montour County's and Snyder County's

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commissioners sending their letter, without seeking to meet with anyone from the JRA. Mr. Beattie said that it was perhaps that they had been unfortunately dragged into the same mindset of sending a letter in response to a letter, after receiving the correspondence from those counties, not offering a meeting, but rather offering only a demand. Mr. Beattie stated that, following the letters from Montour and Snyder counties, the JRA Board received another letter from Lycoming County, followed by an email from Centre County, seeking to meet. Mr. Beattie stated that a meeting with the Centre County commissioners was scheduled for Sept. 1, 2026.

Ms. Wakeman stated that she had three “pissed off commissioners” and received a phone call inquiring about the letter and she had to tell them that she was unaware of the letter, which she noted was “not cool” and “terrible.” Ms. Wakeman said she agreed with everything that has been stated about engaging a public relations firm being a “terrible idea” and that the Montour County Commissioners would “dig in” and that she had “received phone calls from the commissioners about this agenda item, saying ‘if you do this, we will dig in.’ ” Ms. Wakeman called Mr. Beattie’s and Mr. Harvey’s letter a “tit-for-tat” that “did not go over well” because “you don’t play tit-for-tat with commissioners and if that is not who you work with on the daily, maybe you should talk to those of us who do before you go off half-cocked about something like that.” Ms. Wakeman expressed that she felt embarrassed and noted that the Montour County Commissioners’ anger was directed not at her, but “at you guys.” Ms. Wakeman contended that the Chair and Executive Director should engage the executive committee, at a minimum, before writing any more correspondence to the commissioners, indicating that it was “a bad idea” that would likely “make it 10 times worse than it already is.”

Mr. Park noted that it is sometimes hard to get meetings with county commissioners and acknowledged that it might take a while to get on their calendar, noting that Snyder County has it scheduled out for months. Mr. Snyder again noted that he received a commitment from all those counties to meet with the JRA in September.

Mr. Hormell commented that it is really helpful to have everyone come together to hear the same thing at the same time. Mr. Hormell indicated that he believes that creates a “real good opportunity” and congratulated Mr. Snyder on his accomplishment. Mr. Snyder said that the “common ground” for the commissioners is their “concern for the businesses within their counties that are served by the JRA. There is a path forward. We just have to make the right decision to get on that path. I truly believe that. And today is the start of that, in my mind, of getting headed in the right direction.”

Mr. Harvey indicated that the Chair would entertain a motion to act on the agenda item relating to engaging a communication consultant. Seeing no motion, the item died. Mr. Harvey thanked the Board members for its feedback.

Discussion on approval of Triad Strategies for \$8,000 a month for a period of 6 months ended when no motion was moved.

REPORTS FROM COMMITTEES

Property Management Committee

1a. PPL Electric Utilities Corp. License Agreement #13-103.0 PROW (LVRR – Rose Street)

PPL contacted JRA staff about constructing three overhead conductors over the LVRR within the public right-of-way of the Rose Street rail grade crossing, no less than 27'-10" from top of rail with sag in Williamsport, Lycoming County. PPL will be assessed a one-time engineering review fee of \$2,000. All plans have been reviewed and approved.

Mr. Park made a motion to approve this license agreement with PPL Electric Utilities Corp.; Mr. Snyder seconded the motion; motion carried.

1b. Northumberland County Land Transfer (SVRR – Mt. Carmel Twp.)

JRA staff has been working on conveying 16.79 acres of land of the former and inactive Shamokin Valley & Pottsville Railroad track to Northumberland County. The county would use the land in Mt. Carmel Twp. for a future pedestrian trail project that would not be within the right-of-way of the SVRR Main. Trespassing is frequent on this land, with people dumping garbage and riding ATVs on the property. The county would work with the township to prevent this type of activity in the future. Northumberland County would pay the JRA \$1 for the land and was also responsible for the cost of preparing and recording the quitclaim deed. The JRA and the county entered into an MOU on August 26, 2025, which states the responsibilities of both parties and specifically says the property will remain in the public domain for recreational use, the county will be responsible for erecting an informational panel acknowledging the partnership between the county and the JRA as well as highlighting railroad safety, and the county will also install a JRA-approved barrier at the end of the property to prevent pedestrians from walking onto the active main line.

Mr. Park made a motion to approve the transfer of 16.79 acres of land to Northumberland County for \$1; Ms. Hoover seconded the motion; motion carried.

1c. Ratify Land Sale Agreement with Gough Enterprises LLC (Woodward Twp., Lycoming Co.)

JRA staff was contacted in 2023 by an attorney representing Gough Enterprises LLC, which was interested in purchasing a two-acre parcel of the former PRR track bed in Woodward Twp., Lycoming County, from the JRA. The parcel was part of the wye that came off the river bridge onto what is now the LVRR Avis Branch. The track was re-aligned (for the construction of Rt. 220), and the old track bed was left vacant. Gough Enterprises LLC agreed to buy the property for \$7,000. The Quitclaim Deed was approved and signed by the JRA Board at the June 11, 2025, meeting. The deed was recorded, and the JRA was paid for the land. However, the Land Sale Agreement was not formally approved by the JRA Board, but was signed at the same time as the

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deed. Gough Enterprises LLC signed the agreement as well, so it was fully executed. JRA staff is now asking for the Land Sale Agreement to be approved and ratified.

Mr. Park made a motion to ratify the land sale agreement with Gough Enterprises LLC; Mr. Hormell seconded the motion; motion carried.

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 1:26 p.m. to convene into executive session at 1:35 p.m.

Chairman Harvey reconvened the regular meeting at 2:35 p.m.

Assistant Solicitor Bee stated the JRA Board and JRA staff held an executive session to discuss the ongoing RFP litigation in Clinton County. No action was taken in executive session, and no action is recommended to be taken.

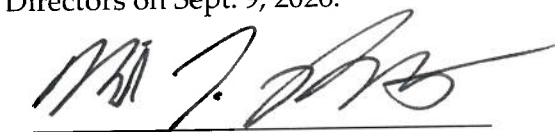
With there being no further business to come before the JRA Board, Chairman Harvey adjourned the meeting at 2:36 p.m.

Respectfully submitted,



Steven M. Beattie, Executive Director

I hereby certify these minutes were approved by the SEDA-COG Joint Rail Authority Board of Directors on Sept. 9, 2026.



Secretary/Assistant Secretary