

**NORFOLK SOUTHERN DILLERVILLE YARD
CONSOLIDATION PROJECT – PHASE II
FOCUS GROUP
MINUTES OF MEETING
MEETING DATE: FEBRUARY 13, 2008**

DATE: February 13, 2008

LOCATION: Franklin & Marshall College, Steinman College Center, Armstrong Room
City of Lancaster, Lancaster County, PA

ATTENDEES:

City of Lancaster

Randy Patterson (o)
Tom Hassler (r)

East Hempfield Township

Bob Krimmel (o)
John Bingham (o)
Kathy Ashworth (r)
Theresa Regan (r)

Lancaster Township

Kathy Wasong (o)
Bob Demerais (o)
Harold Bowers (r)
Peggie Miller (r)

Manheim Township

Larry Downing (o)
Jim Martin (o)
Pat Hoberg (r)

Franklin & Marshall College

Keith Orris

Lancaster General

Jan Bergen

Norfolk Southern

Rick Crawford (telephone)
Terry Albright
Rudy Husband

ARM Group, Inc.

Allison O'Brien

BarleySnyder (for F&M College)

Michael Davis

Gannett Fleming (GF)

Richard Cross
John Legath
Rich Pugh
Robert O'Neill

(o) – municipal official, (r) – resident

A Focus Group Meeting was held at 2:00 PM on February 13, 2008 at Franklin & Marshall College in the City of Lancaster, Lancaster County, PA. The purpose of the Focus Group was to review the project, discuss environmental, engineering and regulatory issues and to identify specific issues of concern to surrounding communities that require more detailed analysis by the project Team.

1. After a round of introductions, Keith Orris (Franklin & Marshall College, F&M) explained the timeline for public coordination and meetings on the project. Mr. Orris stated that design work had progressed to the point where the project Team had useful information to report to the public and could answer questions with greater detail. The Focus Group Meeting was intended to introduce the project to the municipal officials and public representatives and gather feedback on the proposed plans. At this stage of the project, Mr. Orris continued, all meaningful design comments and concerns will be evaluated for inclusion in the project – everything is “on the table” in terms of modifying the project to include useful project-related design features or addressing substantive and reasonable community concerns. Now that the project Team is meeting with the Focus Group, a general neighborhood meeting is anticipated at the end of March, beginning of April.

2. After discussing the agenda, Mr. Orris recited a number of facts about the project that were not in dispute:

- First, Norfolk Southern (NS) *will* be expanding their existing yard; if not as project partner, they will do the work on their own and they will focus on those issues that effect Norfolk Southern operations. The reason for the expansion is because their Lancaster customers are requesting additional rail shipments and that the Lancaster market is predicted to continue growing and consequently Norfolk Southern needs to expand yard capacity to meet these requests and needs.

Rick Crawford of Norfolk Southern added that the expansion was proposed by NS years ago, but they held up on their plans in order to work with F&M and Lancaster General Hospital (LG) to help address these insitutions' plans related to their Lancaster Northwest Gateway project, if possible. However, given the demand for rail freight services, Norfolk Southern needs to expand to meet that projected demand efficiently and economically.

- Second, this project is not the construction of an entirely new yard. Rather, it is a consolidation involving the construction of new yard and reconstruction of an existing facility. The new yard will be interconnected with the existing yard and will be smaller in area than the existing yard.
- Third, the proposed project does not represent a change in the *type* of facilities that are already in place at the yard. The proposed yard is intended to create capacity for additional rail cars, not for additional engines or different types of infrastructure. Facilities that are relocated, such as the engines tracks or the trestle, will be replaced, in-kind, to provide the same services that currently exists.
- Finally, Mr. Orris noted that the rail facilities in this area have been in place for approximately the past 120 years and the proposed improvements are consistent with the historic operation of the rail yard and will not result in a change of existing use but rather an increase in capacity of the yard.

3. Mr. Orris described existing and proposed redevelopment initiatives in the City of Lancaster. The Northwest Gateway project was briefly described; this project is a joint effort involving F&M and LG and involves the demolition and environmental remediation of the former Armstrong site. The remediation of the Armstrong site will be completed in Fall 2009. The intent is to use the former Armstrong site for F&M's athletic fields and for a nursing college and support services for LG. While part of the Gateway Project, these redevelopment initiatives are separate and distinct from the Dillerville Yard Reconstruction Project.

4. Next, Mr. Orris described the potential to redevelop the existing Dillerville Yard within the City of Lancaster that would transform part of Lancaster City from brownfields into institutional, commercial and retail space while reconnecting communities within the City of Lancaster. This proposal would require shifting an existing portion of the yard from its current 25 acre parcel northward and a new 11 acre site to the west of Harrisburg Pike, creating a "book-end" railyard. These improvements, Mr. Orris continued, would reduce truck traffic on local and regional roads (by approximately 55,000 trucks annually), decrease air pollution due to decreased truck traffic, improve the roadway maintenance cycle due to decreased truck traffic on the roadway network and result in the clean up of a former municipal dump while providing developable land for F&M and LG. Project completion is anticipated at the end of 2011.

Mr. Orris explained that the project will allow NS to serve its Lancaster County customers' growing need for freight rail services by creating space for 230 additional rail cars at the Dillerville Yard. The proposed design of the consolidated yard permits more efficient and flexible rail car switching and storage. While the rail car capacity increases, the number of locomotives, trains and crews are not expected to increase because of the improved operational efficiencies associated with new track layout. That is, the consolidated yard will allow more rail cars to be handled by the same number of locomotives.

5. Mr. Orris continued that the proposed expansion and reconfiguration of the Dillerville Yard will result in the remediation of an abandoned "dump" at the site of the proposed west yard. The "dump" was originally the relict mine pits that resulted from the mining of clay used in the manufacture of bricks at the site of a now defunct brick yard located south of the existing NS tracks. A predecessor agency to the Lancaster County Solid

Waste Management Authority (LCSWMA) used the clay mine site as a depository for municipal trash. Next, the site was bought by Lancaster Malleable and then put up for sale. A developer was considering purchasing the site but LCSWMA, in a measure to minimize its liability, bought the site to prevent it from being developed. Later, F&M approached LCSWMA about acquiring the site in order to facilitate relocation of Dillerville Yard and LCSWMA was receptive to the idea. The availability of this land creates space for the realignment and expansion of the Dillerville Yard.

6. Q) An attendee asked if the transfer of cars from the Enola Yard to the Dillerville Yard would result in additional truck traffic in the City of Lancaster.

A) Keith Orris explained that the cars brought to the Dillerville Yard from Enola would be reassembled and then sent out over the rails to customers. The number of customers that come to the Dillerville Yard to pick up or off load goods into private trucks would remain the same.
7. Q) An attendee asked if the expansion of the Dillerville Yard would generate more truck traffic at the railyard.

A) The representatives of Norfolk Southern noted that freight rail traffic was predicted to increase significantly above its current level in the foreseeable future and they hoped to accommodate that growth in Dillerville. However, it was estimated by NS that 98% of the current customers have their goods delivered to their sites by rail, while the remaining two percent (five or six customers) pick up goods at the yard. Norfolk Southern does not expect that mix of customers to change. Therefore, if there is an increase in rail freight business over the next 10 to 20 years, they still expect that approximately two percent of those customers will come to the site, resulting in a small increase in the number of trucks that access the site.
8. Mr. Orris discussed the project timeline. The Dillerville Yard realignment and expansion has been underway since November 2007. Prior to that, preliminary studies were completed by Gannett Fleming using PennDOT funding. Final Design is expected to be completed by the end of March and then the project Team will present the project to the general public. Because federal transportation dollars may be used to fund the project, the project contract documents may follow the PennDOT Contracting Process. Site work could begin as early as October of this year and the overall project will take approximately three years to complete. The work is expected to follow the following phases: construct new yard (west of Harrisburg Pike), remodel existing yard east of Harrisburg Pike, construct new access road over Harrisburg Pike at which point the old rail yard will be remediated and the local roadway network in Lancaster City will be reconnected and the LGH construction project can proceed as planned.
9. Rich Cross, Gannett Fleming, described the location studies that were completed when the Dillerville Yard improvements were first studied. Gannett Fleming examined the Columbia Line between Dillerville and Columbia, Pa to find a 60 acre site for the new yard. This is the size of the parcel that would be required to create a new railyard from scratch. Only one parcel was identified, the Lime Springs Property in East Hempfield Township, that met this requirement; however this parcel was already slated for development. Therefore, Mr. Cross continued, the only feasible site for realignment and expansion of the Dillerville Yard is at the currently proposed location.
10. Q) A question was raised about who regulates Norfolk Southern.

A) NS is regulated at the federal level by the Federal Railroad Administration.
11. Q) Questions were raised about size of the parcel needed to accommodate the new site relative to the amount of acreage available at the Dillerville Yard.

A) A sixty acre site was required because of operational issues; the layout and design of a new facility and all the supporting features would require an area that large. At Dillerville, all of the necessary facilities are in place already and would be accommodated by the existing design, including the existing site constraints (total area of approximately 40 acres). Further, a yard at Columbia does not meet the need for the project. That is, for the yard to be viable, it must have access to the Amtrak mainline tracks in order to distribute

goods both locally and regionally. The Columbia Yard is also not capable of being expanded to meet the capacity requirements of the new yard.

12. Mike Davis of BarleySnyder, counsel for F&M College, discussed the non-media Solids. The “dump” site is currently owned by LCSWMA. Prior to 1955 it was a clay mine, which was used by the brickyard for the manufacture of bricks. Between 1955 and 1962 the mine was used as a municipal dump. The site has been inactive since 1962. Mr. Davis continued that the original plan for the yard expansion would require the wastes to remain in place; the dump would be essentially capped with soil. The new plan for this site calls for the removal of the non-media solids identified in the dump. These wastes will then be characterized according to the provision of Pennsylvania Act 2 and disposed of accordingly based on testing results, at this time it is anticipated that this waste will go to the LCSWMA landfill for disposal. Clean soil will be imported onto the site to backfill the waste excavation. All of these activities will be done under the conditions set forth by PADEP and Act 2.
13. Q) Will asbestos containing materials be sorted from the waste?
 - A) Mike Davis replied that the wastes would be classified prior to leaving the site and if the material doesn't meet the requirements for disposal at the LCSWMA site, they will be sent elsewhere for proper disposal.
14. Q) How much waste will be generated for disposal from the landfill?
 - A) Mike Davis responded that the quantity of waste to be generated is not known at this time. Keith Orris responded that the quantity of waste generated would be known by the time of the public meeting.
15. John Legath, Gannett Fleming, gave an overview of the proposed engineering improvements. The new west yard will contain 10 tracks and two light-repair tracks. Small offices and tool and part storage sheds will also be present on site. A new bridge over Harrisburg Pike will be built to carry the new NS access road and will accommodate light trucks. The proposed improvements will be located out of the FEMA 100-year floodplain and the design will be done to meet the township floodplain ordinances and PADEP requirement for National Pollution Discharge Elimination System permitting.
16. Q) What is the elevation of the new site relative to the old site?
 - A) The new tracks will be at approximately the same elevation as the existing tracks.
17. Q) What measures will be incorporated into the design to deter trespassing and vandalism?
 - A) No fencing is proposed at the new facility, the facilities in the new yard will mirror those in the old yard. Norfolk Southern will monitor and patrol the lot as they do their current facility.
18. Q) Will the existing rail bridge over Harrisburg Pike be extended to accommodate future additional lanes of traffic and public access?
 - A) There are no plans to replace the rail bridge over Harrisburg Pike. The fate of existing sidewalks is unknown.

[NB – PennDOT was approached early in the project about the fate of the NS bridge over Harrisburg Pike and asked if the new structure should be widened to accommodate future traffic growth. PennDOT responded that the new bridge should be installed at the width of existing bridges because all bridges must be addressed at one time for this underpass to be widened and that work was not scheduled.]

19. Next, Mr. Legath provided a description of the proposed East Yard Improvements. The tracks that comprise the existing yard will be realigned and moved to a location where there is more advantageous access to the Amtrak lines. The tracks will be parallel to the Amtrak line at this location. The tracks will be widened to meet current railway standard which will result in a reduction in the number of tracks from 12 to 11. Mr. Legath also indicated that the existing yard office and trestle track will be relocated to the location of the new yard; these facilities will be replaced in kind, they will not be expanded nor will the new trestle accommodate additional

cars. That is, the new trestle will not result in an increase in the number of trucks that access the yard. Three new engine tracks will be located next to the new storage tracks and these engine tracks will accommodate the same number of engines as currently use the yard. There will not be an increase in the number of engines operating in this yard.

20. Q) If this project was not constructed, how would NS expand?
 - A) NS responded that both the existing Enola and Dillerville Yards would be expanded.
21. Q) The proposed East Yard is half the size of the existing yard, how can capacity be increased in half the amount of area?
 - A) The configuration of the new yard will promote more efficient operations, so less area is required to serve the same number of cars.
22. Q) How much additional capacity will the new yards provide and how long will it take until full capacity is reached?
 - A) NS responded that they could not predict at what time in the future the yard would be at full capacity as this was determined by actual customer demand.
23. Q) How far to the west will the engines travel when shifting cars in the new West Yard?
 - A) The train length will be approximately 20-30 cars longer than existing Enola trains. The majority of the shifting of loaded cars will occur in the east yard, while the west yard will be used predominately for the storage of empty cars.
24. Q) Have the stormwater management facilities for the east yard been designed yet?
 - A) No, but these facilities will be designed to meet the applicable Township Floodplain and Stormwater Ordinances.
25. Mr. Legath explained the stormwater collection system and the impoundment. The proposed SWM pond will be a wet pond with dead storage space that will hold the runoff from a two-year design storm. The pond will also include an interior berm that will increase the stormwater flow path for sediment removal and will be planted with a variety of wetland plants that will help to remove soluble and insoluble pollutants from the stormwater. An infiltration pond cannot be used in this location because of the presence of contaminated groundwater and Karst topography, the presence of which suggests an increased risk of sinkhole formation.
26. Q) Will the stormwater collection system include spill containment features?
 - A) No, not per se; however, because the SWM pond includes dead storage space there is some opportunity that spills can be contained depending on the type of material spilled and the amount of water in the pond at the time of the spill.
27. Q) Will the stormwater collection ditches be lined?
 - A) No, but a lining can be used to make the ditches impervious to infiltration. This suggestion will be considered.
28. Q) Will these ponds become mosquito breeding areas that promote the spread of West Nile Virus?
 - A) Currently, it is the responsibility of the Townships and the County to monitor and respond to complaints about mosquitoes and West Nile Virus concerns. However, the project Team will investigate this issue and be prepared to address it at upcoming public meetings.

[NB - Subsequent investigation of this issue by Gannett Fleming indicates that complaints involving West Nile Virus should be direct to the Lancaster County Mosquito Control Coordinator (717-394-6851) at the Penn State Cooperative Extension Service for investigation. The Cooperative Extension Service is responsible to monitor, test and treat waterbodies that contain mosquitos that may transmit the West Nile Virus.]

29. Q) Why can't infiltration ponds be used at this location?
- A) Even after the non-media solids are removed from the dump, the groundwater beneath the site will remain contaminated. Infiltrating water at this location would move this contaminated water into the surrounding waterways more quickly than they are expected to leave the site under existing conditions.
30. Rich Pugh of Gannett Fleming provided an overview of the National Environmental Policy Act (NEPA) process and how it applied to this project. Mr. Pugh explained that any project that used federal funds needed to conform to NEPA. In this instance, part of the federal money dedicated to this project is being routed through FHWA and the Pennsylvania Department of Transportation administers NEPA on behalf of the FHWA. The NEPA process covers three levels of NEPA actions. Category I Actions require Environmental Impact Statements that typically cover large projects where significant adverse effects are anticipated. Category III Actions are covered by Environmental Assessments. Environmental Assessments are used to evaluate projects where the degree of impacts to the environment is unknown. Categorically excluded projects are NEPA actions where significant impacts to the environment are not expected.

In December, a scoping fieldview was held with the FHWA to review existing conditions in the study area and assess the expected level of impact to result from the project. Based on the result of the fieldview both FHWA and PennDOT concurred that the project could proceed as a Categorical Excluded project under NEPA. The Categorical Exclusion Evaluation is currently under preparation and will be used to catalogue existing environmental resources in the study area and evaluate the impacts expected to result from the proposed action.

31. Q) Do Categorical Exclusions involve less study than an EIS?
- A) Not necessarily. The amount of documentation included in the CEE depends on the number and type of environmental resources present in the study area and the scale of the project. All required studies are conducted according to well document PennDOT and FHWA procedures.
32. Q) Is a Categorical Exclusion project exempt from review then?
- A) No. Categorical Exclusion documents are reviewed by PennDOT and/or FHWA.
33. Robert O'Neill (Gannett Fleming) discussed the types of detailed studies required for the completion of the CE document. Three environmental resources categories are considered in the preparation of the CE; natural, cultural and socioeconomic resources are evaluated during preparation of the CE. Natural resources include such categories as wetlands, waterways, floodplains, threatened or endangered species, parks, farmlands, hazardous and residual wastes, impacts to homes and businesses, community impacts, secondary development impacts, impacts to archaeological and historic sites, etc. On this project, detailed air, noise and vibration analysis will be conducted because of the concerns expressed by the public about these issues.

Further, in addition to the need to comply with NEPA, PennDOT is required to comply with two other regulatory statutes: Section 4(f) of the U.S. Department of Transportation Act and Section 106 of the National Historic Preservation Act. Section 4(f) requires avoidance or minimization of impact to Section 4(f) resources such as historic sites, wildlife refuges, parks, national forest, public recreation areas, etc. Section 106 governs the identification of historic structures and archaeological sites and the impacts to those resources. These two programs run in parallel to NEPA and must be included in the NEPA document. Mr. O'Neill emphasized that the level of documentation required for Section 4(f) and Section 106 is exactly the same level of analysis required for a project whether a CE or an EIS is being prepared.

34. Q) Will the studies conducted for the CE include regional as well as local issues?

- A) Regional issues may be considered depending on the resources present in the study area. For example, the study area used for the noise or air analysis will be much larger than the study area assessed for wetlands.
35. Q) Will the CE include an evaluation of “Quality of Life” issues?
- A) Yes, the CE includes consideration of such issues as traffic, impact to emergency services, impacts to communities and local business, etc. Noise and air studies will be conducted to address community concerns about these issues.
36. John Legath discussed the lighting for the proposed yard. Mr. Legath described the lighting that will be specified for this yard. High-mast lighting similar to that used at highway interchanges is not going to be used on this project. Instead, low-mast lighting about 35-feet high will be placed at switch locations and at 125-foot spacing along the NS access road. No lighting will be placed to the west of Little Conestoga Creek.
37. Mike Davis of BarleySnyder discussed the Rail Regulatory Process. Norfolk Southern is subject to federal regulation by the Surface Transportation Board and the Federal Railroad Administration. On this project, NS will use its power of eminent domain to acquire the property for the west yard. NS will not be entering into any kind of lease agreement with LCSWMA.
38. Q) Why is NS using eminent domain instead of negotiating with LCSWMA to acquire property.
- A) Acquiring this property using eminent domain is easier for NS; they can acquire only the land they need/want for proposed rail improvements. LCSWMA will be paid fair market value for the land acquired and the transaction will be considered a “friendly take.”
39. Q) What governs the use of eminent domain?
- A) Federal statutes govern a railroad's eminent domain power and the federal court systems has jurisdiction to adjudicate disputes arising from the use of this power.
40. Q) Will this project be subject to Township Zoning Ordinances?
- A) No.
41. Norfolk Southern discussed the current yard operations. The Dillerville yard currently handles 13 trains per day; this includes eight trains for local deliveries plus five yard trains. Additionally, the Enola-Dillerville train makes deliveries to Dillerville and takes empty cars back to Enola during the return trip. The Enola-Dillerville train arrives at Dillerville between 5:00 – 8:00 AM and leaves for Enola at 11:00 PM. The Enola-Dillerville train is approximately 110 cars long. The local trains that are assembled at Dillerville and make deliveries via the adjacent Amtrak lines run at regular intervals: 5:30, 7:00 and 11:00 AM and 6:30, 7:30, 8:30 and 11:30 PM. This schedule is determined by Amtrak’s operations and these are the times when NS trains are permitted to run on Amtrak lines.

Operations in the new yard will be very similar. No new locomotives will be added and no new local trains will be added. However, the Enola train and the local trains may be longer, depending on business. The yard will continue to handle two trains from Enola but no more than that. The Dillerville Yard will be capable of operating 24 hours per day, but the existing delivery schedule is not 24 hours a day and should not change. Currently, traffic is heaviest Monday through Friday and drops off substantially on weekends.

Current commodities handled in the Dillerville Yard include paper, grain, aluminum, steel, wood, plastic and some hazardous materials. While NS is conscious of community concerns regarding hazardous materials, they are required to transport these materials if customers ask them to. Cars containing hazardous materials generally do not stay in the yard for long; they are moved as soon as possible after arriving. No car containing hazardous material may remain in the yard for more than 48 hours. The Norfolk Southern officials stressed the commitment to safety the company has made and indicated that the Dillerville Yard is one of the safest yards in the Harrisburg Division. Norfolk southern is committed to protecting its employees and surrounding communities. Demand for NS transportation stems from providing safe, efficient operations at a fair price.

- 42) Q) Will the amount of hazardous material handled in Dillerville Yard increase due to the yard expansion.
- A) No, the quantity of hazardous material handled is based on demand for these products. If demand remains flat, the number of cars carrying hazardous materials will not change.
- 43) Q) Will noise increase due to increased number of cars processed?
- A) Operations will remain essentially the same except local trains may be longer. Most activity will remain in the east yard, the west yard will be used primarily for the storage of empty cars. This added storage capacity should minimize the disruption to traffic at the Farmingdale Road crossing.
- 44) Q) Will the increased efficiency of the proposed yard mean fewer locomotives will be used?
- A) That's a possibility. The number of engines required to move freight within and out of the yard has been decreasing steadily, therefore future reductions in the number of engines are possible.
- 45) Norfolk Southern gave a brief description of its current locomotive fleet. The engines they are using in Dillerville are state of the art engines that do not have to idle 24-hours per day; they incorporate new technology that allows them to shut down automatically while maintaining critical engine functions and heating engine fluids.
- 46) Currently, the NS engines that do idle are located at the engine tracks near the yard office off Harrisburg Pike. When the east yard is remodeled, the engine tracks will be located further away from Harrisburg Pike. The engines are fueled at the engine tracks by an off-site vendor in a delivery truck.
- 47) Q) A statement was made that the NS trains are currently idling near Farmingdale Road and the neighbors have been complaining about this.
- A) Norfolk Southern responded that, yes, sometimes, depending on train length, engines will idle in that location. Norfolk Southern has made changes in its operation to try to avoid that situation. For example, NS has asked its engineers to stop short of the Bridge over the Little Conestoga Creek whenever possible to avoid community disruptions. Unfortunately, this cannot always be avoided. The new yard will help to eliminate this situation. Terry Albright, yard master, said that he has instructed his engineers not to idle east of the bridge and if any residents see otherwise they should call him.
- 48) Q) What types of repairs are made at the rail yard?
- A) Light repairs only, operations like brake, wheel and hose replacements, lubrication of parts, etc.
- 49) Q) What is the potential for spills or other types of releases associated with these repairs?
- A) The maintenance activities conducted in the yard are not dissimilar from basic automotive repairs. The chance of large-scale spills or contamination due to engine maintenance is small. With the advent of cleaner, more efficient, newer engines, concerns with spills or releases will also diminish.
- 50) Q) How big of a problem is trespassing and personal safety in the yard?
- A) NS indicated that they have no problems with vandalism or trespassing at the current site. The yard is not fenced because fences are easily avoided and breached by those intent on trespassing. All train crews working in the yard are trained to look for potential problems and safety issues. This yard does not contain any cameras; cameras are typically reserved for use in areas with known problems or high-value commodities.
- 51) Q) Since most of the communities surrounding the yard have volunteer emergency services with limited resources; will NS contribute funds to local communities for emergency services?

- A) Yes. Small requests for assistance can be channeled through the NS Regional Office. Larger requests for grants can be channeled through the NS Foundation. Township Officials were encouraged to go to the community page of its website at www.nscorp.com.
- 52) Q) Do most hazardous material releases occur during switching of cars?
- A) No. Most hazardous material releases occur due to improper filling of cars, not because of improper handling. All cars containing hazardous materials in Dillerville Yard are handled using locomotives to put them into position, they are not simply allowed to crash into each other when joining them together as part of train assembly.
- 55) Q) How is the project being funded?
- A) According to Mr. Orris, the construction estimate for the project is approximately 40 million dollars. The sources of this funding include (approximately) 14 million dollars in private investment (NS, LG and F&M); The remaining funding will be from a variety of state and federal funding sources.
- 56) Q) How will remediation of the landfill be paid for?
- A) This will be covered in the overall project funding, but it is not known from which pool of funds the money will come from at this time.
- 57) Q) What will happen to the Baker Campus and Brickyard Properties as a result of this project?
- A) Franklin & Marshall has commissioned a study to identify the potential uses of both the Baker Campus and the Brickyard Properties. This study will account for the existence and types of the communities adjacent to the site.
- 58) The public meeting scheduled for early spring was discussed. It will probably be held in the Alumni Sport and Fitness Center on a weekday evening. Letters of invitation will be mailed out. A list of Frequently Asked Questions will be developed to help answer community inquiries “up-front”. F&M is considering using a professional facilitator to help address questions and resolve conflicts. A website is also being considered to help disseminate project information to the public.
- 59) Q) A statement was made that the public meeting planned for the spring should follow the “PennDOT” format.
- A) This style of public meeting can be used. Norfolk Southern indicated that they follow a similar format to PennDOT.

The meeting was adjourned at approximately 5:00 pm.

These minutes represent our best interpretation of the proceedings of this Project meeting. If you have questions or require additional information, please contact Robert P. O’Neill at 610-650-8101.

Robert P. O’Neill

c: File 47720
All Attendees