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April 7, 2009

The Honorable Arlen Specter
The Honorable Robert P. Casey, Jr.
United States Senate
Washington, DC 20510

The Honorable Tim Holden
The Honorable Joseph Pitts
The Honorable Todd Platts
The Honorable Bill Shuster
United States Congress
Washington, DC 20515

Dear Senators Specter and Casey, and Congressmen Holden, Pitts, Platts, and Shuster:

I am writing in support of the requests submitted by Modern Transit Partnership for funding and authorizations in the upcoming mass transit reauthorization bill.

Requested funding and authorizations will allow for completion of our Red Rose Capital Corridor regional rail service, for initiation of premium bus service, and for studies associated with future rail and bus projects that will be critical to improving transportation and quality of life in Central Pennsylvania. All five projects are part of a vision for a regional rail system that will ultimately connect up to eight counties in South Central Pennsylvania that have no comparable service, meeting the challenge of anticipated growth in automobile vehicle miles traveled in the region.

The Capital Red Rose Corridor (formerly known as Corridor One), will connect Lancaster to Harrisburg. Requested funding will enable ridership to commence on MOS-1, Harrisburg to Lancaster. In the second phase, connections to SEPTA will exist in Lancaster County, providing seamless travel from Central Pennsylvania to 30th Street Station at cheaper fares than AMTRAK and with more convenient scheduling. This project is critical to alleviate traffic congestion that currently plagues the region and is only going to get worse in the next two decades due to population growth. There are also economic and environmental benefits to this project; it will stimulate economic development along the corridor, particularly where the stations are located, as they will become hubs of activity and rejuvenate town centers.

Another project for which we seek an authorization is for premium bus services in the Harrisburg/Hershey/Lebanon 33-mile corridor. This project is very cost-effective because it utilizes existing highways and builds on the federal investment on Interstate 83, US

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Route 322 and US Route 422. By giving commuters a chance to use regularly scheduled premium bus service, we will help build and demonstrate demand for a future rail solution.

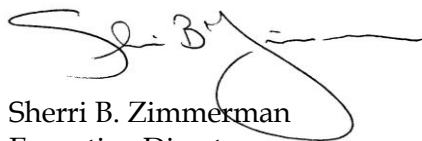
A third project involves the 24-mile corridor from Harrisburg to Carlisle (CORRIDORone). Reflecting a vision for a rail link to the Lancaster to Harrisburg corridor, Alternatives Analysis work was completed in this corridor in 1996 and this Harrisburg to Carlisle segment was originally authorized as part of the CORRIDORone New Start in 1998. In order to preserve all regional public transit options, we are hopeful that Congress will reauthorize this corridor in the upcoming legislation in the identical fashion as it did in 2005, for preliminary engineering and environmental assessment. The project sponsors are not seeking funding at this time to engage in these activities, but including it in the multi-year reauthorization bill means that the communities can continue to consider options.

The other projects include extending the Capital Red Rose rail service from Harrisburg to Carlisle (a 24-mile rail corridor), for which funding is sought to conduct preliminary engineering and environmental assessment. Modern Transit Partnership also seeks authorizations for studies involving transit service from Harrisburg to York and to determine the feasibility of rail service along the Harrisburg/Hershey/Lebanon corridor.

As you know, Corridor One was authorized by Congress in TEA-21 and reauthorized in SAFETEA-LU, and has received bipartisan and bicameral support over the years. The reauthorization of SAFETEA-LU this year will provide a historic opportunity for Congress to validate several mass transit options in our region that we will benefit from for decades to come.

Residents of our region must endure ever-thickening traffic and the constant loss of economic opportunity. You have the chance to correct that by supporting this legislative agenda. Accordingly, I hope you too will make the Modern Transit Partnership proposed projects a priority as Congress develops the transit reauthorization legislation in the coming weeks.

Sincerely,

A handwritten signature in black ink, appearing to read "Sherri B. Zimmerman", with a large, stylized flourish at the end.

Sherri B. Zimmerman
Executive Director

CC: Modern Transit Partnership
Commissioner Jo Ellen Litz, SCA President
SCA File