



Center for Land Use and Sustainability

SHIPPENSBURG UNIVERSITY

Economic Impact Assessment of the Proposed Cumberland Valley Rail with Trail from Shippensburg to Chambersburg

A Report to the Franklin County Planning Commission

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1.0 Background and Purpose

The Cumberland Valley Rail Trail (CVRT) is currently made up of a 13-mile section that stretches from downtown Shippensburg to Greenhill Road beyond Newville, a 1-mile section at Allen Road in Carlisle, and a 2-mile stretch connecting Springview and McAllister Church roads in West Pennsboro Township, Cumberland County. In Chambersburg, a 1.6 mile trail section and linear park stretches from Commerce and South Main Streets¹. A 1.2 mile section that will connect the current terminus at Shippensburg Station to Orrstown Road in Franklin County is in process^{2,3}. The CVRT has national significance as the 13-mile section is part of two national trails. The 9/11 National Memorial Trail is a 1,300-mile system of trails and roads that link the National September 11 Memorial and Museum in New York City, the National 9/11 Pentagon Memorial in Arlington, VA, and the Flight 93 National Memorial in Shanksville, PA⁴. The CVRT is also part of U.S. Bike Route 11, one segment of the national U.S. Bicycle Route System that connects urban and rural communities via signed roads and trails⁵.

The ultimate vision of the CVRT is to connect Chambersburg to Carlisle with a 38 mile continuous trail, all of which would become part of the 9/11 Trail and U.S. Bike Route 11. While much of the progress to date has occurred in Cumberland County, there is now an increase in interest, capacity, and momentum to focus on an approximately 10-mile long rail with trail in Franklin County that would connect the existing trail from Orrstown Road in Shippensburg to the existing trail at Commerce Street in Chambersburg. This approach would maintain an active rail line while expanding recreational opportunities (Figure 1). Stakeholders in Franklin County are pursuing grant funds to undertake a feasibility assessment, and there is also a need to understand the potential economic development opportunities and economic impacts of a rail with trail.

¹ Borough of Chambersburg Recreation Department. 2022, "Rail Trail." Available at: https://www.chambersburgpa.gov/rec_dep/railtrail.php. Last accessed Nov 30, 2022.

² Cumberland Valley Rails-to-Trails Council. 2020. "About CVRTC." Available at: <https://www.cvrtec.org/about/>. Last accessed Nov 30, 2022.

³ Shippensburg Community Parks & Recreation Authority. 2019. "Rail Trail Extension Project." Available at: <https://shippensburgparkandrec.org/scpra-news/2019/2/20/rail-trail-extension-project>. Last accessed Nov 30, 2022.

⁴ September 11th National Memorial Trail Alliance. 2023. "The 9/11 Trail." Available at: <https://www.911trail.org>. Last accessed June 23, 2023.

⁵ Adventure Cycling Association. 2023. "The U.S. Bicycle Route System." Available at: <https://www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/>. Last accessed June 23, 2023.

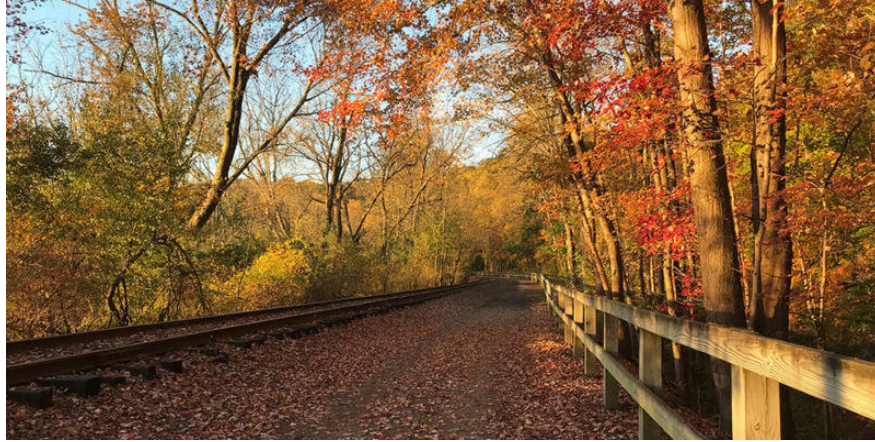


Figure 1: Example of a rail with trail, the Heritage Rail Trail in York County⁶.

2.0 Study Objectives and Methods

The primary objective of this work is to conduct a literature-based assessment of the economic impacts of a rail with trail that would follow the existing CSX track (Figure 2) and extend from the trailhead at Orrstown Road in Shippensburg to Commerce Street in Chambersburg.



Figure 2: Existing CSX rail line near Pinola in Franklin County. Photo used by permission of C. Jantz.

⁶ Image credit: Vider, Elise. 2019. Heritage Rail Trail in York County is a 21st Century Town Square. Commonwealth of Pennsylvania. Available at: <https://www.pa.gov/who-we-are/heritage-rail-trail-in-york-county-is-a-21st-century-town-square/>. Last accessed December 6, 2022.

User surveys typically form the basis of economic impact assessments of trails. Information drawn from user surveys often include use and spending patterns, which can then be used to estimate how much each user spends on soft goods (i.e. refreshments, hotel stays) and hard goods (i.e. bicycles and related gear). Aggregating this information across all users results in an estimate of total spending, a key component of the economic impact associated with a trail. In this work, instead of relying on a direct user survey we estimated potential spending patterns from existing studies that have been conducted for the current CVRT and for other trails of comparable length and character. We compiled the total economic impact for each trail (inflation adjusted to 2023 dollars), and then derived the total economic impact per mile. This allowed us to estimate the range of economic impact that could be expected from the new trail mileage.

To address additional economic and non-economic benefits of the extended trail, we drew on the 2020-2024 Pennsylvania Statewide Outdoor Recreation Plan and the 2021 return on environment study that was completed for Franklin County. The rail line itself has a broader economic value with respect to shipping and rail freight as highlighted in the Franklin County Long Range Transportation Plan⁷. While this track is currently owned by CSX, it is leased by the Rail Enterprise Group (REG). REG owns the Pennsylvania & Southern Railway⁸, which provides transportation services for businesses shipping products to, through, or from the Cumberland Valley Business Park. If REG is able to take ownership of the rail, as it is currently proposing to do, the Pennsylvania & Southern Railway services would be poised to expand.

Finally, we compiled information from the U.S. Census and other sources to create a demographic and socio-economic profile of the study area.

3.0 Study Area

For this analysis, the study area is defined by the census tracts within a five mile buffer of the proposed Cumberland Valley Rail Trail extension. These census tracts are identified as the communities that could be directly impacted if the proposed rail trail extension is built. In Figure 3, the study area is shown in gray. This area includes Shippensburg and Chambersburg, with the majority of the study area comprising the corridor in Franklin County between these two boroughs.

⁷ Franklin County Metropolitan Planning Organization. 2022. Franklin County 2045 Long Range Transportation Plan. Available at: <https://franklincountypa.gov/ckeditorfiles/files/Planning/FCMPO/2045%20LRTP%20FINAL.pdf>.

⁸ Rail Enterprise Group. 2017. "Pennsylvania & Southern - Chambersburg, PA." Available at: <https://railenterprisegroup.com/pennsylvania-southern.html>. Last accessed June 9, 2023.

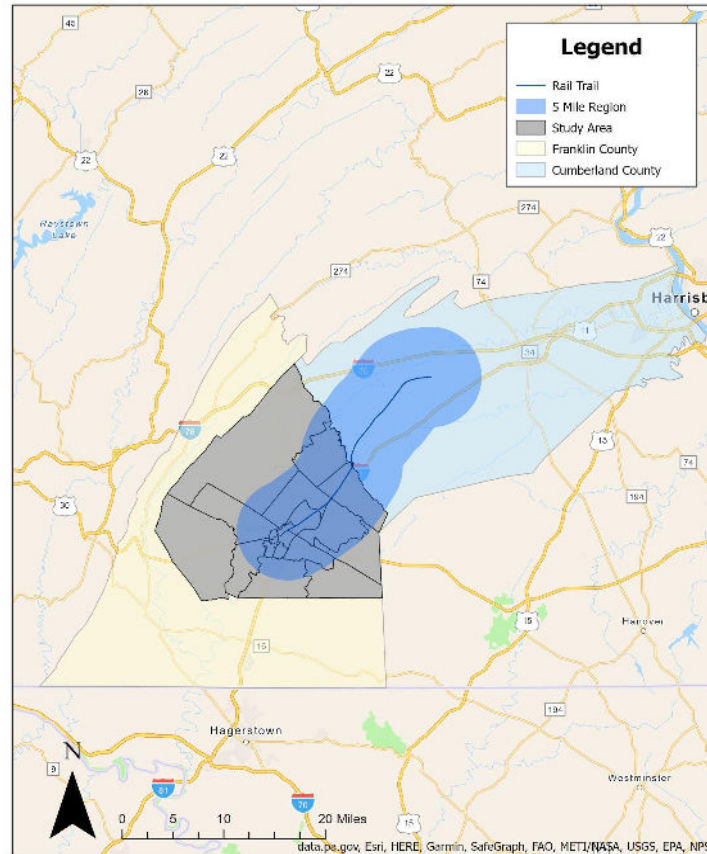


Figure 3: Study Area

3.1 Socio-Economic Characteristics

To determine the socio-economic characteristics of the study area in Franklin County, we assessed demographic, economic, and psychographic data⁹ for Franklin County census tracts within 5 miles of the trail. Overall, the population in this area is slightly more diverse than Franklin County due to a higher proportion of Hispanics. The population of children under 18 and seniors 65 and older is similar to the county average. There is both a higher poverty rate and a higher median income in this area relative to the county as a whole. There is a significant portion of the population (>25%) that is enthusiastic when it comes to regular exercise and seeking out new exercise routines.

Fifty six percent of Franklin County's population (87,623 people; 35,097 households) live within the study area¹⁰. Children under 18 comprise 21.5% of the total population and seniors 65 and older make up 21.9%. The

⁹ Psychographic data is information about a population or person's values, attitudes, and interests. In this study, we utilized: ESRI. (2022). Esri Tapestry Segmentation.

<https://doc.arcgis.com/en/esri-demographics/latest/regional-data/tapestry-segmentation.htm>

¹⁰ All demographic data cited here was drawn from: U.S. Census Bureau. (2022). *American Community Survey 5-year*. <https://data.census.gov/>

median age of the study area is 42 years old. In the area of the proposed extension, 88.0% of residents identify as White, 4.4% of residents identify as Black, 1.0% of residents identify as Asian, 0.8% of residents identify as Native American, and 3.5% of residents identify with two or more races. Additionally, 8.2% of residents identify as Hispanic or Latino. The diversity index is 34.9%, which means there is a 34.9% chance that two people drawn at random will be from different racial or ethnic backgrounds. In the study area, 8.6% of households are impoverished. The percentage of households that do not have access to a vehicle is 5.62%. The median household income for the study area is \$73,865. These statistics are compiled in Appendix A, Tables A1 and A2, and depicted with the same statistics for the county, state, and U.S.

In the area of the proposed extension, 29.2% of residents stated they “Agree Completely” on whether they make sure to exercise regularly, with 19.4% of residents also said that they believe they are more active than their peers (Appendix A, Table A3). 18.6% of residents indicated that they are competitive about fitness, with 10.7% of residents stating that they often seek new exercise routines. 26.8% of residents said that they seek new health routines, with 7.5% of residents showing a willingness to pay for exercise opportunities. Of the estimated 90,000 individuals living in the study area, 14.0% stated that they went on an overnight camping trip within the last year.

4.0 Findings

4.1 Estimated Economic Impact

We identified a sample of 12 comparable rail trails that had completed economic impact assessments (Table 1)¹¹. Most of these rail trails are located in rural areas, with some representation in suburban or mixed areas. Given the rural character of much of our study area, we did not include rail trails from urban communities. In reviewing the economic impact assessment reports, we focused on reports that had comparable methodology and that reported all variables of interest. Publication years ranged from 2006 to 2022, so all dollar values have been inflation adjusted to 2023. This sample of trails captures total trail lengths from 11 to 62.6 miles, annual users from 10,803 to 263,856, and total economic impacts from \$310,943.63 to \$8,360,372. Therefore the per mile economic impact and the per user economic impact metrics were calculated to use as a basis for comparison.

The per user and per mile economic impacts are highly variable across our sample. The per user impact averages \$27 with a range from \$12 - \$60. The per mile impact averages \$75,977 with a range from \$11,659 - \$156,152. Since we based the per mile impact on the total economic impact of each trail, this variability is driven by a number of causes: patterns of use, user spending patterns, number of users, and even the length of the trail (in this sample, we found that the longer the trail, the higher the spending on soft goods.).

¹¹ Summary data are shown in Table 1 and our complete data set is available in Appendix B.

Given this wide range in per mile impact values, we calculated quartiles. Quartiles are the three values that split sorted data into four parts, each with an equal number of observations. We then used the 1st and 3rd quartile value to set the lower and upper boundaries when estimating the potential impact of the extended CVRT. This approach limits the influence of extremely high or low values in the data set. In terms of impact per mile, the lower boundary (1st quartile) is \$38,290, the median (2nd quartile) is \$75,341, and the upper boundary (3rd quartile) is \$116,212.

These per mile estimates were then applied as multipliers to the extended CVRT mileage. Considering the additional 10 miles in Franklin County that would connect Shippensburg to Chambersburg, the median economic impact is estimated to be \$753,410, with a lower estimate of \$382,900 and an upper estimate of \$1,162,120. Considering the 26 mile length of the existing continuous trail in Franklin and Cumberland counties, the median economic impact is estimated to be \$1,958,866 with a lower estimate of \$995,540 and an upper estimate of \$3,021,512. If we consider the entire planned 38 mile trail from Carlisle to Chambersburg, the economic impact would range from \$1,455,020 to \$4,416,056, with a median economic impact estimate of \$2,862,958.

Table 1: Summary of economic impact assessments from selected comparable rail trails. Dollar amounts are inflation adjusted to 2023. Citation information for all reports is in section 6.0 of this report.

Publication Year	Trail	Length (mi)	Locale	Annual User Visits	Total Impact	Impact per Mile	Impact per User
2010	Armstrong River Valley	34.8	Rural	80,638	\$1,204,445	\$34,611	\$41
2015	Clarion-Little Toby Trail	18	Rural	20,761	\$1,058,889	\$61,571	\$14
2012	Cumberland Valley Rail Trail	11	Rural	40,917	\$573,589	\$52,144	\$24
2020	Cumberland Valley Rail Trail	14	Rural	112,760	\$1,356,903	\$96,922	\$51
2017	Delaware & Hudson (D&H) Rail-Trail	38	Rural	10,803	\$443,026	\$11,659	\$14
2009	Ghost Town Trail	36	Rural	75,557	\$3,227,587	\$89,655	\$25
2011	Henry Hudson Trail	24	Suburban	48,000	\$1,183,928	\$49,330	\$43
2010	Paulinskill Valley Trail	27	Rural	11,416	\$4,216,374	\$156,162	\$15
2006	Pine Creek Rail Trail	62.6	Rural	138,227	\$8,360,372	\$130,649	\$12
2011	Sussex Branch Trail	18	Suburban	13,000	\$310,944	\$17,275	\$60
2022	York County Heritage Rail Trail County Park	26.5	Mixed	263,856	\$3,250,000	\$122,642	\$12
2011	Lebanon Valley Rail-Trail and Conewago Rec Trail	20.5	Rural	125,244	\$1,826,761	\$89,110	\$15

4.2 Healthcare Cost Savings and Access to Trails

The Franklin County Return on Environment found that 49% of Franklin County residents exercise outdoors more than once per week and 31% do so more than twice per week, and that outdoor recreationists in Franklin County currently save over \$99 million every year in avoided healthcare costs¹². With a large portion of the Franklin County population engaging in outdoor recreation regularly, ensuring appropriate trail access is of the utmost importance. As shown in Figure 4, a large portion of the Shippensburg to Chambersburg corridor

¹² Audubon Pennsylvania. (2021). *2021 Return on Environment Study: Franklin County*. Kittatinny Ridge. https://kittatinnyridge.org/wp-content/uploads/2021/06/KIT_ROE_franklin_summaryreport.pdf

currently has a medium or high need for greater trail access. With 56% of the population in Franklin County located in our target study area, the proposed CVRT extension would provide trail access for these areas of need. By expanding trail access, and thus outdoor recreation opportunities, residents of Franklin County can stay active and continue to avoid additional healthcare costs.

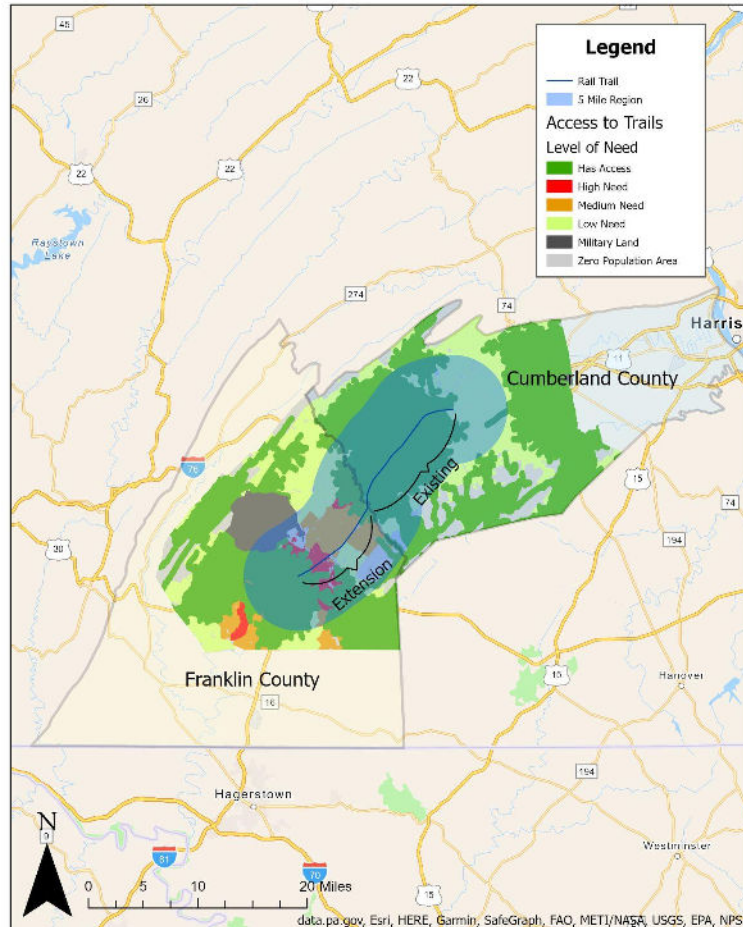


Figure 4: Trail Access Levels of Need for the existing and proposed Cumberland Valley Rail Trail. Data source: Trust for Public Lands. 2020. Outdoor Recreation Access: 10-Minute Drive to Trailheads.

4.3 Other Economic Benefits

4.3.1 Businesses Along the Trail

The proposed rail trail extension seeks to connect the Cumberland Valley Rail Trail from Shippensburg to Chambersburg. In this corridor between the two towns, there are a number of smaller businesses that could see a positive impact from increased customer traffic. Three main areas where businesses could see an increase in customer activity were identified along the proposed rail trail extension.

The first area is a cluster of small businesses in Pinola. The proposed extension intersects Pinola Road and is in close proximity to Rowe Road. Pinola Pantry (Figure 5A), a locally owned country store, is located at 1430 Rowe Road. A second locally owned business in this area is The Vintage Thread, a fabric supplier for both professional and hobbyist sewers, which is located at 1518 Rowe Road. A final locally owned business in Pinola is Hoover's Bike Shop (Figure 5B), which is located at 1472 Pinola Road. As bicycle use is extremely common on the CVRT, Hoover's Bike Shop is a perfect business to be located along a rail trail extension. All three of these locally owned businesses would see a potential increase in customer traffic stemming from the proposed extension to the rail trail.



Figure 5: Businesses in Pinola that are located immediately adjacent to the existing CSX rail line, Pinola Pantry (A) and Hoover's Bike Shop (B). Photos used by permission of C. Jantz.

Further south and closer to Chambersburg, there is another cluster of businesses near the Letterkenny Army Depot and the Franklin County Regional Airport. Located off of Route 11, this cluster of businesses includes both local and national brands. At the intersection between 433 and Route 11, four businesses could see a positive impact from the proposed rail trail extension. The first of these is Roman's Army Store, a military surplus store, which is located at 4369 Sunset Pike. A second business is China Wok, located at 4173 Philadelphia Avenue, a locally owned Chinese food restaurant that could attract rail trail users for a quick meal. Another restaurant in this area is Hickory Ridge Restaurant at 3875 Philadelphia Avenue. Hickory Ridge Restaurant is a family restaurant, which serves breakfast, lunch, and dinner. Across the street from Hickory Ridge Restaurant, a Dollar General is located at 4052 Philadelphia Avenue. This national chain could also help to attract rail trail users to this business area.

A final cluster of business activity near the proposed rail trail extension is situated around the North Pointe Business Park at 2625 Philadelphia Pike. Caretti's Pizza is a locally owned Italian restaurant. On the corner of Salem Road and Route 11, there is a McDonald's. As one of the biggest fast food chains in America, McDonald's would likely attract rail trail users into the area. Another quick food stop, The Igloo, is located down the street from the North Pointe Business Park at 2395 Philadelphia Pike. The Igloo is a locally owned ice

cream shop already popular with cyclists (Figure 6). One final business, located at 2342 Philadelphia Pike, is Kenny's Grill and Ice Cream. As the name suggests, this locally owned restaurant sells ice cream, burgers, and other American staples.



Figure 6: The Igloo ice cream shop hosts an annual ride for the Franklin County Cyclists. Photo used by permission of the Franklin County Cyclists.

As described above, a number of businesses could benefit from the proposed rail trail extension. The Cumberland Valley Rail Trail extension could help more locally owned businesses thrive in the area between Shippensburg and Chambersburg by bringing more customer traffic into the area.

4.3.2 Pennsylvania & Southern Railway

The Pennsylvania & Southern Railway currently serves the Cumberland Valley Business Park (Figures 7 and 8), which is located along the rapidly growing, logistics-centric I-81 corridor between Harrisburg, Pennsylvania, and Hagerstown, Maryland. Pennsylvania & Southern boasts “some of the largest reloading, transloading, cross dock, warehouse, and long and short-term car storage capabilities in the Northeast” (p. 2)¹³. The Franklin County 2045 Long Range Transportation Plan emphasizes the importance of rail infrastructure for economic competitiveness and growth, as railroads “offer connections to national and global markets and have the added benefit of removing trucks from the roadway network, thus preserving pavement conditions and roadway capacity. Preserving and restoring railroad infrastructure is critical given its vital role in Franklin County’s economy” (p. 48). It is notable that Franklin County’s rail freight network is expected to move 3.25 million tons of freight in 2040, a roughly 45% increase over 2011 figures.

¹³ Rail Enterprise Group. 2023. Pennsylvania & Southern Railway LLC, Cumberland Valley Business Park - Chambersburg, PA: Unparalleled Opportunities for Positioning, Access, and Growth. Available at: <https://railenterprisegroup.com/pdf/Penn&Southern2023.pdf>

Pennsylvania & Southern's President and CEO has expressed great interest in acquiring ownership of the 7 miles of CSX line between Letterkenny and Shippensburg, noting that it would save CSX crew times and operating expenses, and open up new development opportunities along the corridor, creating jobs and increasing tax revenue (Eyal Shapira, personal communication).

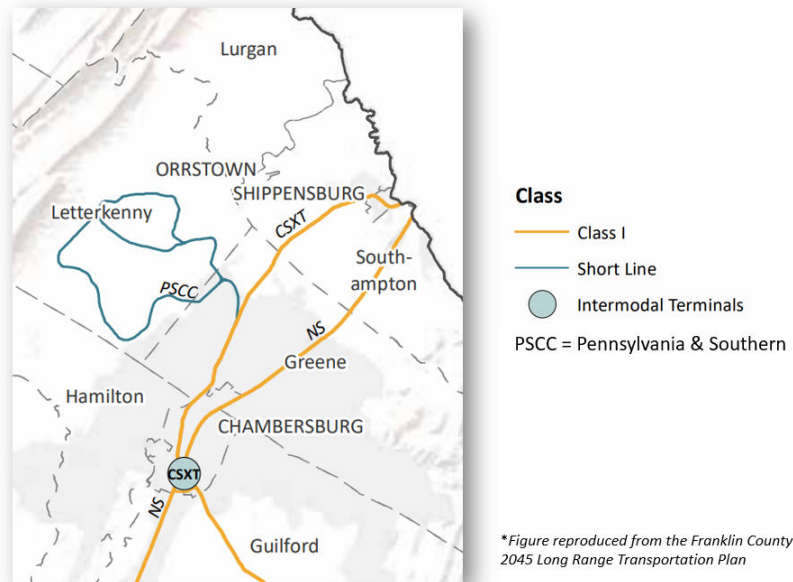


Figure 7: The Pennsylvania & Southern relative to the CSX rail alignment and other rail infrastructure in northern Franklin County.



Figure 8: Pennsylvania & Southern facilities and development opportunities at the Cumberland Valley Business Park. Map courtesy of Rail Enterprise Group (2023)

5.0 Discussion

The proposed Cumberland Valley Rail with Trail extension has great potential to create a positive impact for over half of the Franklin County population. In particular, the proposed rail trail extension could provide expanded exercise and outdoor recreation opportunities in areas of high need for trail accessibility. The economic benefits are estimated to be significant, with a median economic impact of \$753,410 for the 10-mile proposed extension in Franklin County, and a median estimate of \$1,958,866 for the whole 26-mile length in Franklin and Cumberland counties.

Psychographic data on the residents of the study area shows an interest and desire for expanded exercise and fitness opportunities. In addition, with expanded access to exercise opportunities via the rail trail extension, these communities could see greater healthcare savings. To this extent, the proposed rail trail extension could serve as an area of high recreational opportunity for the communities and residents.

Demographics for the study area show that the surrounding communities have a child and senior population of around 21% each. Due to the relatively flat slope of a rail trail, it is a perfect recreational or exercise opportunity for both children and seniors. In addition, data on the communities within the study area revealed that 5.6% of the population does not have access to a vehicle. The proposed rail trail extension would be able to provide expanded auto-free commuting opportunities for those households and others who seek alternative transportation options.

In addition to the direct economic benefits of the proposed trail, there are additional economic benefits that may be realized, including health care cost savings. There are a number of businesses along the proposed alignment that could experience an increase in demand as a new group of consumers and rail trail users are introduced. Finally, as this proposal is a rail *with* trail, the economic potential of the existing Pennsylvania & Southern Railway will be maintained.

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Appendix A: Socio-Economic Characteristics

Table A1: Basic Demographics of the Study Area

	Population	Age		Race						Ethnicity	Diversity*
	Total Population	Children (<18)	Seniors (65+)	White	Black	Native American	Asian	Other	2 or More	Hispanic or Latino	Diversity Index
Study area	87,623	21.5%	21.9%	87.9%	4.4%	0.8%	1.0%	2.5%	3.5%	8.2%	34.9%
Franklin County	156,289	21.9%	19.6%	86.9%	3.3%	0.4%	1.1%	2.9%	5.4%	6.7%	27.0%
Pennsylvania	12,964,056	20.6%	18.3%	74.9%	10.4%	0.2%	3.6%	3.9%	7.0%	8.4%	44.0%
United States	331,893,760	22.1%	16.4%	61.2%	12.1%	1.0%	5.8%	7.4%	12.6%	18.8%	61.1%

Data from: U.S. Census Bureau. (2021-2022). *American Community Survey 5-year*. <https://data.census.gov/>

* The Diversity Index describes how likely two people chosen at random will be from different race and ethnicity groups. In our study area, there is a 34.9% chance that two people drawn at random will be from different racial or ethnic backgrounds.

Table A2: Socio-Economics of the Study Area

	Poverty	Access to a Vehicle	Income
	Households in Poverty	Households with no vehicle access	Median Household Income
Study area	8.6%	5.6%	\$73,865
Franklin County	6.3%	7.1%	\$66,715
Pennsylvania	8.3%	10.0%	\$68,957
United States	9.1%	8.0%	\$69,171

Data from: U.S. Census Bureau. (2021-2022). *American Community Survey 5-year*. <https://data.census.gov/>

Table A3: Psychographics of the Study Area for Exercise and Outdoor Recreation (ESRI 2022)

Psychographics: Emphatic Support/"Agree Completely"						Behavior
Regular Exercise	More active than their peers	Competitive about Fitness	New Exercise Routines	Pay for Exercise	New Health Routines	Camped This Year
29.2%	19.4%	18.6%	10.7%	7.5%	26.8%	14.0%

Appendix B: Economic Impact Assessment Data

Year	Trail	Length (mi)	Trail Surface	Locale	RWT/RTT	Annual User Visits	Soft Goods (per person per trip)	Soft Good Adjusted 2023	Hard Goods (per person per year)	Hard Goods Adjusted 2023	Total Economic Impact	Total Impact Adjusted 2023	Impact per Mile	Impact per Mile Adjusted 2023	Impact per user adjusted 2023	Notes
2010	Armstrong River Valley	34.8	Paved	Rural	RTT	\$80,638	\$8	\$11	\$195	\$261	\$897,442	\$1,204,445	\$25,789	\$34,611	\$41	
2011	Lebanon Valley Rail-Trail and Conewago Rec Trail	20.5	Crushed Stone/ Pavement/ Gravel	Rural	RTT	\$125,244	\$13	\$16	\$327	\$426	\$1,326,117	\$1,725,304	\$64,689	\$84,162	\$14	
2015	Clarion-Little Toby Trail	18	Crushed Stone	Rural	RTT	\$20,761	\$20	\$25	\$447	\$552	\$897,593	\$1,058,889	\$49,866	\$61,571	\$14	
2012	Cumberland Valley Rail Trail	11	Crushed Stone/ Pavement	Rural	RTT	\$40,917	\$12	\$15	\$204	\$260	\$450,000	\$573,589	\$40,909	\$52,144	\$24	
2020	Cumberland Valley Rail Trail	14	Crushed Stone/ Pavement	Rural	RTT	\$112,760	-	-	-	-	\$1,200,000	\$1,356,903	\$85,714	\$96,922	\$51	This update to the CVRT assessment is not based on a survey; rather it uses survey responses from the 2012 assessment and makes assumptions regarding user spending based on user count data collected between 2018 and 2020.
2017	Delaware & Hudson Rail-Trail	38	Stone	Rural	RTT	\$10,803	\$21	\$25	\$472	\$564	\$371,073	\$443,026	\$9,765	\$11,659	\$14	Estimate of total impact may not include hard goods
2009	Ghost Town Trail	36	Paved	Rural	RTT	\$75,557	\$14	\$19	\$358	\$488	\$2,366,092	\$3,227,587	\$65,725	\$89,655	\$25	
2011	Henry Hudson Trail	24	Pavement	Suburban	RTT	\$48,000	\$13	\$17	\$486	\$633	\$910,000	\$1,183,928	\$37,917	\$49,330	\$43	Trail was segmented at the time of the assessment; trail surface identified from photos

Year	Trail	Length (mi)	Trail Surface	Locale	RWT/RTT	Annual User Visits	Soft Goods (per person per trip)	Soft Good Adjusted 2023	Hard Goods (per person per year)	Hard Goods Adjusted 2023	Total Economic Impact	Total Impact Adjusted 2023	Impact per Mile	Impact per Mile Adjusted 2023	Impact per user adjusted 2023	Notes
2011	Lebanon Valley Rail-Trail and Conewago Rec Trail	20.5	Crushed Stone/Pavement/Gravel	Rural	RTT	\$125,244	\$13	\$17	\$327	\$451	\$1,326,117	\$1,826,761	\$64,689	\$89,110	\$15	
2010	Paulinskill Valley Trail	27	Dirt/Gravel	Rural	RTT	\$11,416	\$10	\$13	\$372	\$499	\$3,011,684	\$4,216,374	\$111,544	\$156,162	\$15	
2006	Pine Creek Rail Trail	62.6	Crushed Stone	Rural	RTT	\$138,227	\$30	\$44	\$354	\$514	\$5,759,272	\$8,360,372	\$92,001	\$130,649	\$12	Did not report total impact but it was estimated it from hard goods, soft goods, and overnight stays
2011	Sussex Branch Trail	18	Dirt/Gravel	Suburban	RTT	\$13,000	\$10	\$13	\$294	\$383	\$239,000	\$310,944	\$13,278	\$17,275	\$60	
2022	York County Heritage Rail Trail County Park	26.5	Compacted Surface	Mixed	RWT	\$263,856	\$20	\$20	\$694	\$694	\$3,250,000	\$3,250,000	\$122,642	\$122,642	\$12	