

# Trolleyworks

BUSINESS PARK

by **amtran**

AMTRAN recently announced Phase I plans for the Trolleyworks Business Park at the site of the former Roaring River Mills.

## Economic Development

Faced with space constraints, AMTRAN purchased the 3.2 acre site in November with plans to expand its facility while providing economic development opportunities for the region.

Phase I will consist of renovations to the former Gold's Gym on 5th Avenue, once a trolley barn for the street-car company.

Renovations will include:

- 1) historic resource restoration that retains and upgrades the building to code without major alterations as reviewed and approved by the Pennsylvania Historical and Museum Commission,
- 2) 1,600 square feet of conference room and training space for AMTRAN,
- 3) two tenant suites designed as 2,000 and 2,800 square feet of flex space (available late autumn), and
- 4) a common lobby and restrooms.

Illustrations are included on page 2 of this newsletter.

According to Marty Marasco, President and CEO of the Altoona-Blair County Development Corporation, "I firmly believe that there remains a market today for additional flex space in Altoona if, like AMTRAN's

Trolleyworks, it is attractive in design and provides flexibility to meet the special needs of businesses."

AMTRAN's intention for undertaking the Trolleyworks Business Park project is threefold: 1) to prudently solve its training and meeting space needs; 2) to help shape the community by revitalizing an otherwise underutilized and dilapidated site; and 3) to secure long-term leases from the tenant suites that AMTRAN can use for eligible transit operating expenses under the Federal Transit Administration's Joint Development Program.

## Stimulus Funding

Financing for Phase I of the Trolleyworks Business Park by AMTRAN comes from public transportation funding through the American Recovery and Reinvestment Act recently enacted by Congress and signed by President Obama. The capital-only funds are to be distributed to individual transit providers nationwide through an established formula.

Scott Cessna, AMTRAN's Board Chairman, stated, "AMTRAN's Trolleyworks Phase I is a perfect fit for stimulus funding. The project is ready-to-go and will create or sustain local construction jobs in the short term as well as provide economic development opportunities for area business in the long term."

The project's construction specs will be released April 1st by The EADS Group with bids due May 8th.



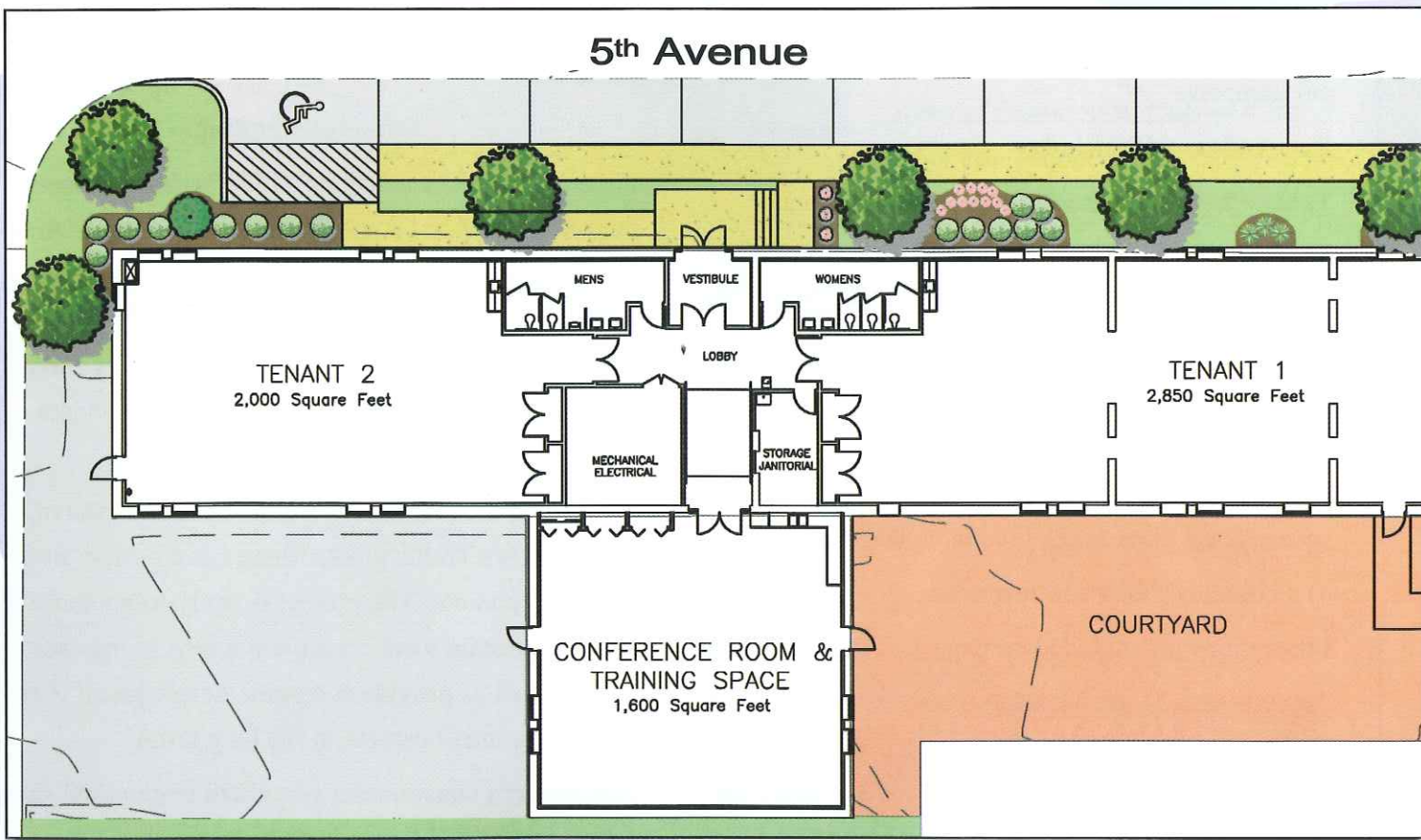
## Phase I - Renovations to former Gold's Gym, 5th Avenue



THE EADS GROUP

Trolleyworks  
BUSINESS PARK  
by amtran

PROPOSED EXTERIOR IMPROVEMENTS  
February 2009





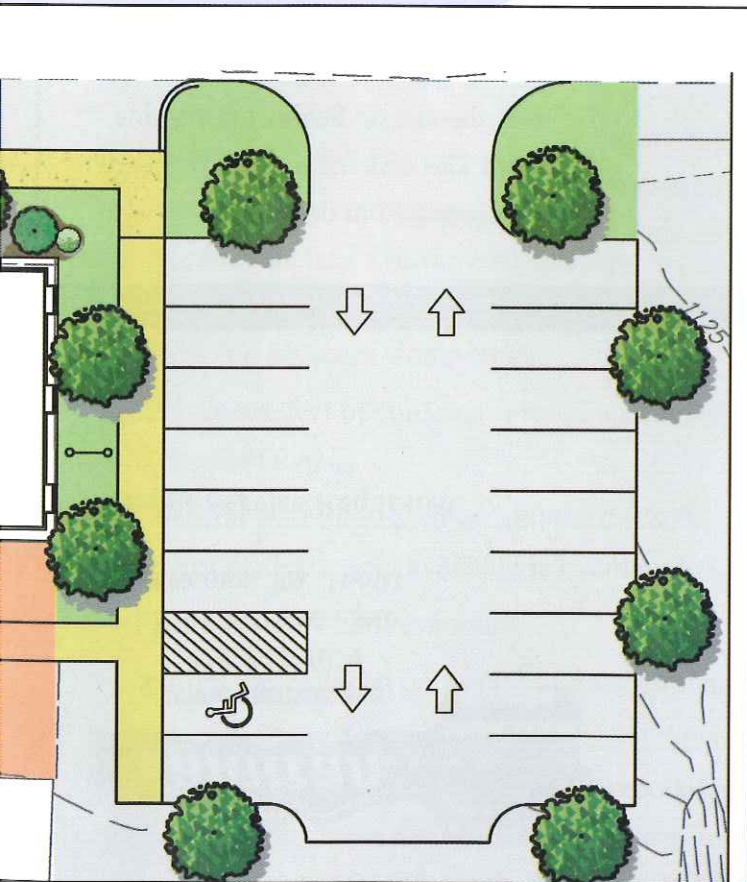
## What's next for The Trolleyworks?

Phase I of AMTRAN's Trolleyworks Business Park is the renovation of the former Gold's Gym which will take place this summer and should be completed by autumn as illustrated opposite and below.

Phase II for the project will be the competitive selection of a private developer to design and build out the 2-plus acres fronting 6<sup>th</sup> Avenue and 35<sup>th</sup> Street. The Request for Proposals will be released this summer.

For more information on Phase II including a 1-page project description and a 21-page Market Study, visit [www.amtran.org](http://www.amtran.org).

Mountain Research and The EADS Group are in the process of obtaining an Act 2 Special Industrial Clearance from the Pennsylvania DEP so that the entire site can be re-developed.



## ADA Paratransit Certification

Effective in January, AMTRAN implemented a new certification process for complementary ADA paratransit service.

The intent of the Americans with Disabilities Act (ADA) is to remove barriers that have prevented people with disabilities from fully participating in life.

In regards to transit, under the ADA it is very clear that regular fixed route service (on regular city buses) is to be the primary means of public transportation for everyone, including people with disabilities. (AMTRAN has had accessible buses for more than 15 years.)

The intent of complementary ADA paratransit service is to provide service to people who, because of a physical, cognitive, or sensory disability, are unable to ride AMTRAN's regular buses either permanently or under certain conditions. Disability alone does not qualify an individual for paratransit service. If your disability simply makes it difficult or inconvenient to ride the regular bus, you may not be eligible.

On the plus side, many people don't realize that you can save both time and money by riding the regular buses. The current fare for fixed route service is \$1.35, but a person with a disability can get a Half Fare Card and ride for only 65¢. By comparison, a one-way trip on ADA paratransit is \$2.70.

According to Susan Estep, Executive Director at the regional Center for Independent Living, "We are about inclusion. We want people with disabilities to participate with the entire community. Using accessible buses is a good example of what we've fought for. Any ineligible person who takes advantage of ADA paratransit is a discredit to the disabled community."



## Energy - does anybody really care?

*Eric Wolf, AMTRAN General Manager*

Remember last summer when our biggest economic threat was \$4.00 gas? Ah, the good old days.

With \$2.00 gas and a worldwide economic meltdown, the energy issue has receded, but it certainly hasn't gone away. Does anybody believe that when the U.S., China, and India turn the corner economically, gas will stay at \$2.00?

### Fuzzy priorities

Every president since Gerald Ford has promised to end America's dependence on foreign oil. Their success has been...uh.....limited.

Will President Obama do better?  
Will we allow him to do better?

The tipping point for gasoline demand seemed to be \$3.50 per gallon. So we Americans are willing to spend \$3.50 a gallon, even

though much of the money enriches the coffers of foreign interests who range from unfriendly to downright threatening to our country.

At the same time, if an elected official dares to suggest a 5¢ increase in the gas tax to fix roads and bridges (making them safer) and to improve public transportation (reducing our oil dependency), they get death threats.

Sending dollars to our enemies is okay. Keeping pennies here at home is evil.

Where are our priorities? This is not just an economic issue. It's an issue of national security.

### Sea change?

There may be a glimmer of change on the horizon. Intelligent people are beginning to talk about strate-

gies like setting a floor for the price of oil to begin the weaning process.

When columns in both *Motor Trend* and the *New York Times* agree that the U.S. needs a carbon tax, "the times they are a'changin'."

I am not recommending one strategy over another. I'm simply saying that we need to start talking about hard choices when it comes to energy. Any effective course of action is going to be painful to consumers and businesses. Of course, that's not the kind of scenario that will bring out political courage in any elected official. But meanwhile we continue to transfer our wealth to petro-bullies who hate us.

### Political Will

The question facing our nation mirrors the classic Sean Connery line from *The Untouchables*, "What are you prepared to do?"

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