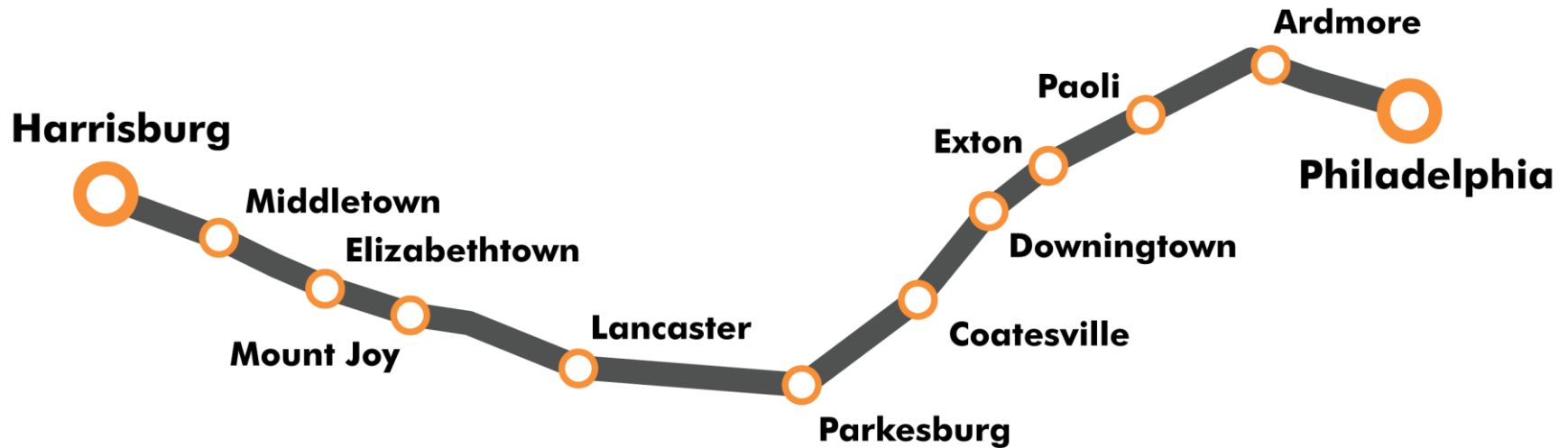




Pennsylvania Keystone Corridor

Funding Intercity Passenger Rail
Station Development
June 2017

The Keystone Corridor



- ✓ 104 Mile Corridor
- ✓ 12 Stations
- ✓ 1.4 M Passengers
- ✓ 14 daily and 8 weekend trips
- ✓ On time performance > 90%
- ✓ Top 10 fastest growing corridors

Unique Funding Sources

- **Keystone Corridor has dual designations:**
 - FTA Commuter Rail Formula Funding (Section 5337)
 - FRA High Speed Intercity Passenger Rail

- **Dedicated State Funding**
 - Operating and capital
 - All federal funding programs require local match



Corridor Partners

➤ **Amtrak**

- Owns and operates corridor



➤ **SEPTA**

- Operates on portion



➤ **Norfolk Southern**

- Operates on portion



➤ **PennDOT**

- Subsidizes operations
- Receives grants for capital improvements



Ongoing Investments

- **2006 Keystone Corridor Improvement Project (KCIP)**
 - \$145 million
 - Increased speeds to 110 mph
 - Reduced time from Harrisburg to Philadelphia from 120 minutes to 105 minutes
 - 50% increase in ridership (900,000 to 1.4 million)
- **Since 2009, additional improvements to:**
 - Increase ridership
 - Return infrastructure to a state-of-good repair
 - **Improve stations**

Station Improvement Challenges

- **Station maintenance is an ongoing challenge**
 - Trash and debris removal
 - Snow removal
 - General cleaning and day-to-day maintenance
- **Few stations have dedicated staff**
- **How do we ensure investments are properly maintained?**

Public Private Partnership Approach

PA Act 88 of 2012

- **Authorized public-private partnerships (P3) for transportation projects**
- **Created a Public-Private Partnership Board that approves all potential P3s**
- **Allows both solicited and un-solicited proposals**



Why P3?

- **Leverage existing funding**
- **Minimize O&M risks/costs**
- **Maximize commercial development opportunity**

P3 in Action: Coateville Station



3rd Avenue Streetscape

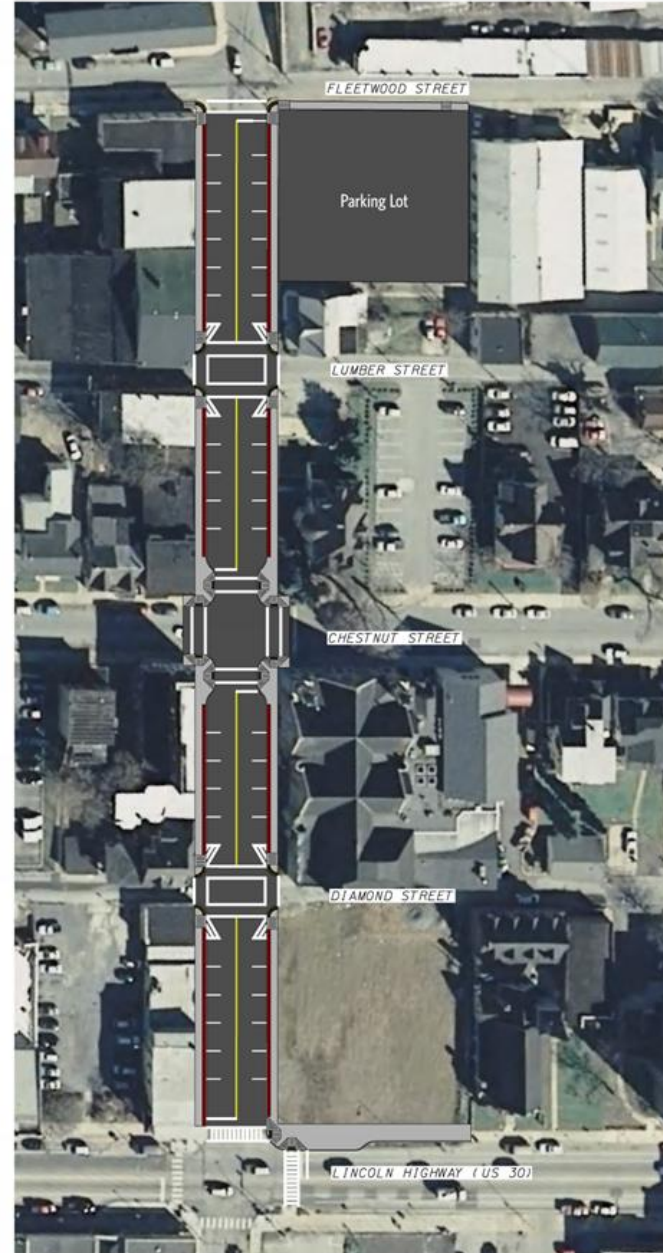


Existing 3rd Avenue

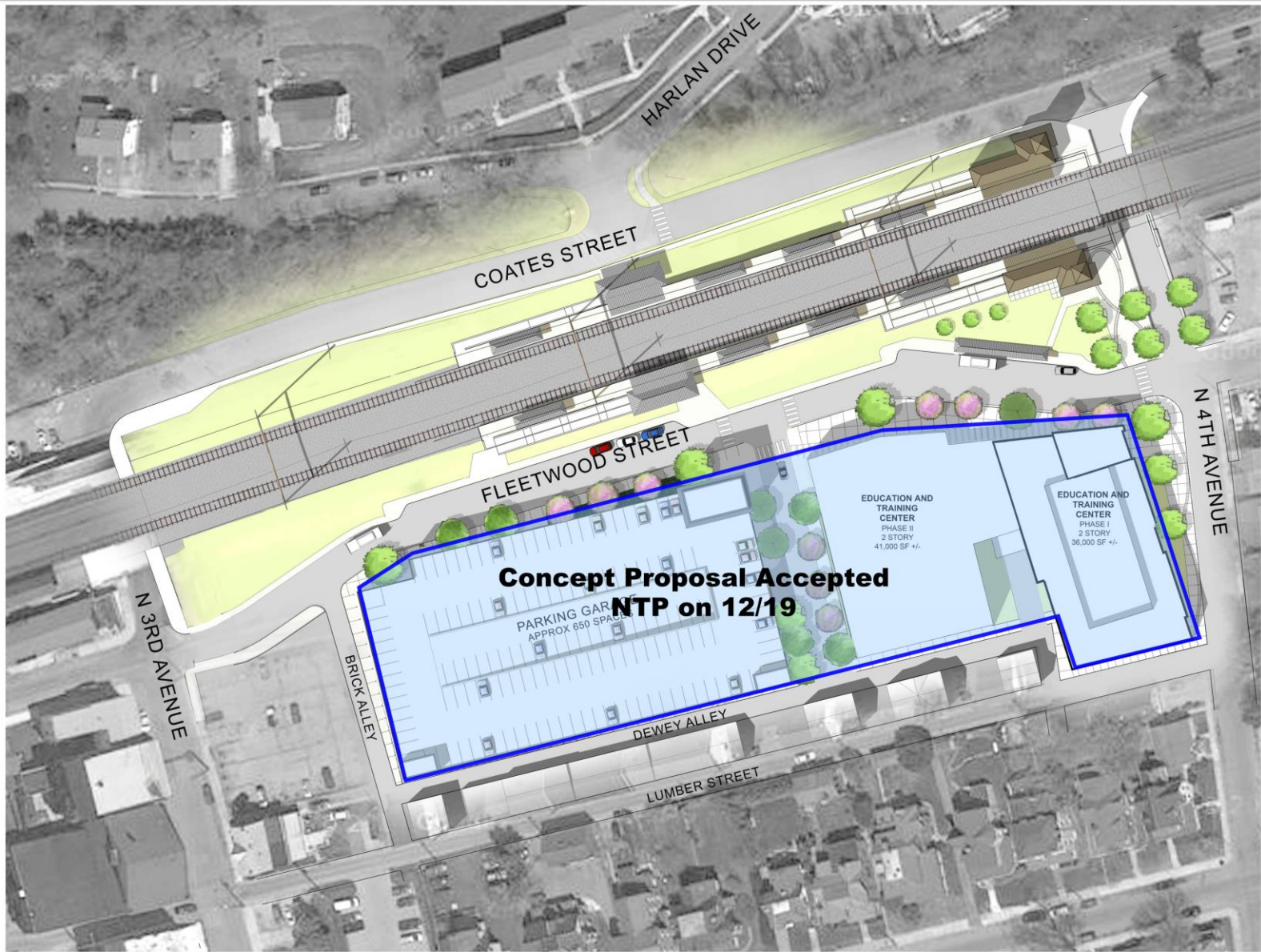


Conceptual Rendering of 3rd Avenue Streetscape

Aerial View



- Legend:
- New Pavement
 - New Sidewalk



**Concept Proposal Accepted
NTP on 12/19**



©2016 Bernardon PC

May 18, 2016
Project No: 2053.01-16

**REDEVELOPMENT AUTHORITY of the
CITY OF COATESVILLE**
Coatesville, Pennsylvania



COATESVILLE TRAIN STATION
Coatesville, Pennsylvania



BERNARDON
ARCHITECTURE
INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
425 McFarlan Road, Suite 200 Kennett Square, Pennsylvania 19348
E: 610.444.2900 F: 610.444.6325

VIEW 1



VIEW 2



VIEW 3



N 4TH AVENUE

EDUCATION AND TRAINING CENTER
PHASE 1
2 STORY

- VIEW 3
- VIEW 2
- VIEW 1

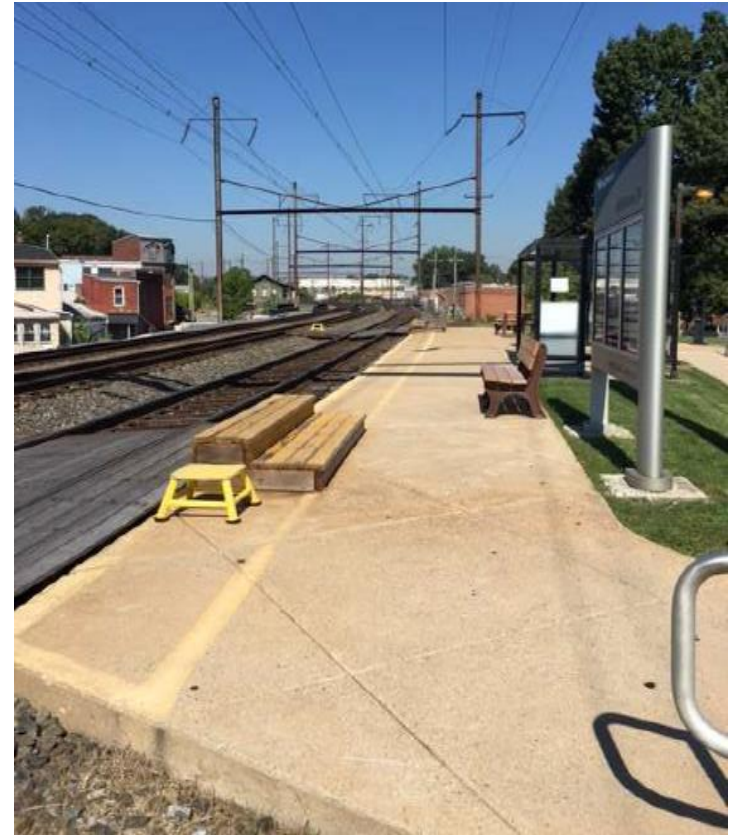
May 25, 2016
Project No: 2053.01-16

P3 in Action: Mount Joy Station

- **Partnered with local church**
 - Church is the owner of parking lot
 - Ownership agreement allows for station parking on weekdays and church use on weekends/evenings
 - PennDOT made infrastructure improvements
- **Maximizes utilization of infrastructure and ongoing maintenance**

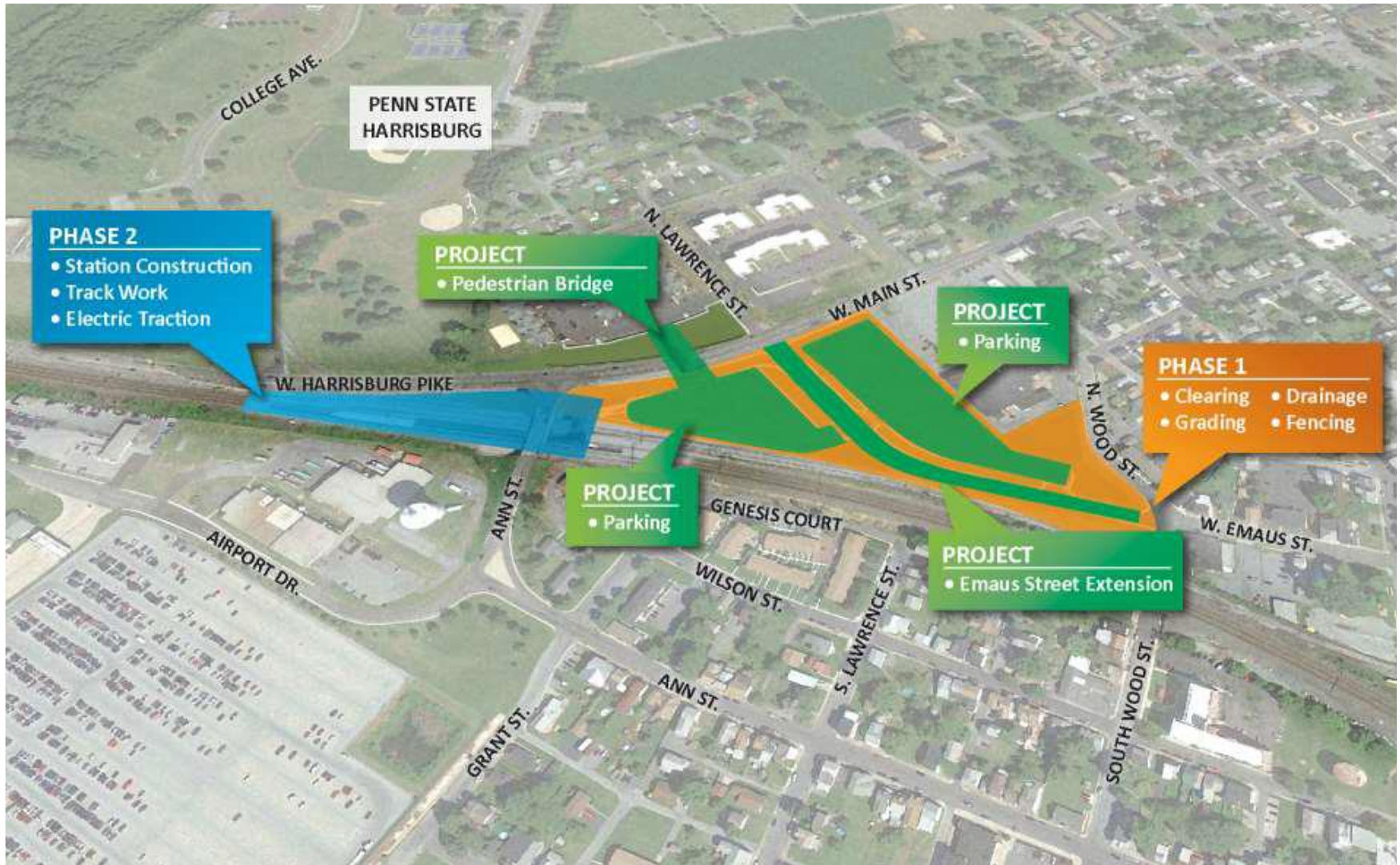


P3 in Action: Middletown Station



Located at Union and Mill Streets
Middletown Borough, Dauphin County

P3 in Action: Middletown Station



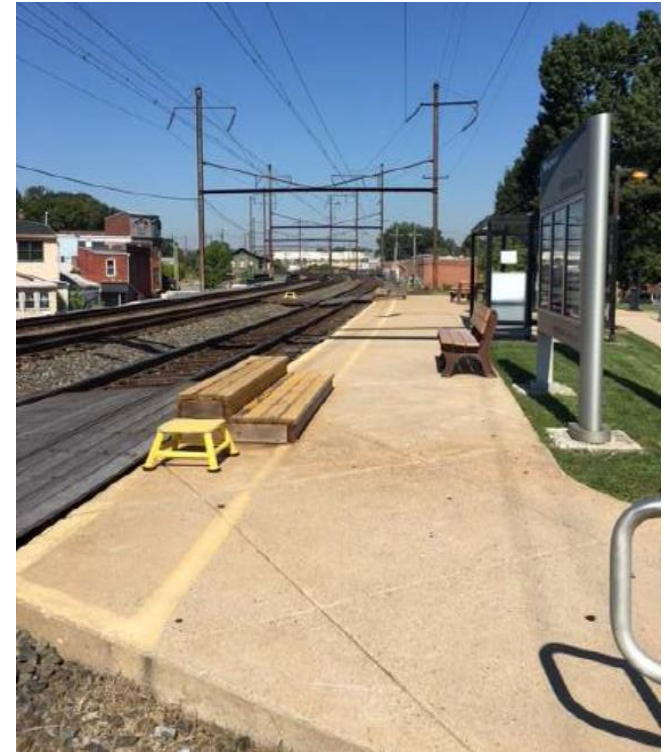
P3 in Action: Middletown Station

- **Project Goals and Objectives**

- Provide a minimum of 400 parking spaces for transportation use
- Transfer operations and maintenance responsibilities to the Private Sector
- Maximize TOD Opportunities that promote economic growth

P3 in Action: Middletown Station

- **Develop, design, build, finance, operate and maintain (DBFOM) parking facilities**
 - Minimum 400 spaces
- **Undertake possible commercial/retail development**
- **Construct street extension and pedestrian bridge**
- **Maintain site for at least 30 years**











P3 in Action: Middletown Station

Action	Date
Issue RFQ	September 12, 2016
Industry Forum	September 28, 2016
RFQ Response Due Date	December 16, 2016
Shortlist / Issue Draft RFP	January 2017
Issue Final RFP	Q1 2017
Proposal Due Date	Q2 2017
Select Preferred Proposer	Q3 2017
Commercial Close	Q4 2017

Keystone Corridor: Lessons Learned

- **Capital funding for projects is (relatively) easy to obtain**
- **Long-term operations & maintenance is the most difficult, but the most critical, element to fund**
 - **Identify dedicated funding source for O&M early on**
- **Working in partnership with Amtrak is key**
 - **Not only reviewers, but valuable partners who participate from the beginning**
- **Proactive capital planning to make sure you are in a position to go after funding when available**