Pennsylvania Keystone Corridor
Funding Intercity Passenger Rail
Station Development
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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
• 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: 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
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

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P3 in Action: Harrisburg Station

- Long-term lease with Amtrak for Harrisburg Train Station
  - PennDOT is making state-of-good repair improvements

- P3 for property management company responsible for real estate leases and operations and maintenance of facility

- Private entity retains revenues

- P3 Documents in Development
• 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
Thank you

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