

**PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
RESPONSES TO CERTAIN QUESTIONS
RELATED TO THE REQUEST FOR QUALIFICATIONS**

IN RELATION TO

**AMTRAK STATION IMPROVEMENT PROJECT
KEYSTONE CORRIDOR – MIDDLETOWN STATION**

RFQ Section	Question	Response
Part A, Required Services	PennDOT anticipates the construction of parking facility that at a minimum provides 400 parking spaces. Will this parking (all or part) be available for use in connection with any commercial activities?	The Proposer must have a minimum of 400 parking spaces that will be dedicated solely for users of Middletown Station. Beyond those parking spaces, Proposers are encouraged to construct parking with as many spaces as needed to support their Commercialization Activities.
Part A, Required Services	Will PennDOT accept 100% structured parking (vertical parking) to meet the 400 car parking requirement?	Proposers may propose any type of parking facility to meet the 400 car parking requirement in any configuration that meets the lands identified in Exhibit 2, including structured parking.
Part A, Section 2.2	What is the commitment and timeline for the Amtrak station construction (track work, etc.)?	PennDOT anticipates construction to begin in 2018. A more detailed timeline will be included during the RFP stage.
Part A, Exhibit 2	Exhibit 2 details the areas in which the pedestrian bridge and new parking facility are to ultimately be located. Are there any additional parcels of land available for future development located adjacent to or in close proximity to the Proposed Site detailed in the RFQ?	Exhibit 2 articulates all of the lands that will be available with this opportunity. PennDOT does not have access to any additional parcels for future development.
Part A, Section 2.4(f)	Is there an opportunity for the Development entity to administer the collection of parking fees from adjacent Keystone Line station parking facilities during the Operation and Maintenance phase of this Project?	Not at this time. However, PennDOT could take this into consideration at a future time.

RFQ Section	Question	Response
Part A, Section 2.4(f)	Has there been any discussion on the parking rates for the Project?	Specific parking rates for the Middletown Station will need to be in alignment with those charged at other stations along the Keystone Corridor that have AMTRAK parking. Additional detail, including a parking rate schedule and fee escalation metrics, will be provided during the RFP stage.
Part A, Section 2.4(f)	With respect to Section 2.4(f), Parking Fees, please clarify what is meant by a “cap on parking fees for documented AMTRAK passengers.”	As the parking rates and fees need to be in alignment with other stations along the Keystone Corridor that have AMTRAK parking, the RFP will articulate the specific rates and escalation factors that will be permissible. For clarity, there will be no caps on the parking fees for the other parking spaces, beyond the 400 spaces dedicated for the Middletown AMTRAK users.
Part A, Section 2.6	Is the Borough of Middletown involved with the procurement of the Project?	The Borough of Middletown has been engaged, and is very supportive of the Project. In addition, PennDOT continues to work with the Borough on the Project. For clarity, the Project is being procured solely by PennDOT.
Part A, Section 2.9	Per PENNDOT, the Development entity would be reimbursed for capital costs associated with the design, build and financing portion of the Required Project Services. Would any necessary financings relating to O&M of the facility be eligible for concession subsidization?	PennDOT intends to be responsible for capital life cycle maintenance activities (not routine maintenance).

RFQ Section	Question	Response
Part A, Section 2.9	Would extraordinary repairs, for example damages due to a natural disaster, be eligible for “concession” subsidization?	There will be no concession subsidization related to extraordinary repairs of the Project. PennDOT anticipates that the Development Entity will maintain proper insurance to insure against damages due to natural disasters. A force majeure should not be confused with normal capital maintenance. It is the Department’s intent to be responsible for capital life cycle maintenance activities. Additional detail will be included in the RFP as it relates to these matters.
General	What are your observations on what makes a successful P3 train station project? Faults?	As stated in the Industry Forum, PennDOT has sought to specifically reduce many typical risks in comparison to other similar P3 transactions. It will be the opinion of each Proposer to evaluate their independent successes and potential issues.
General	What if the C1 zoning does not have a wide enough range of uses to cover the proposed development?	PennDOT has been working with the Borough on the Project and there may be an opportunity to discuss zoning adjustments with the Borough.