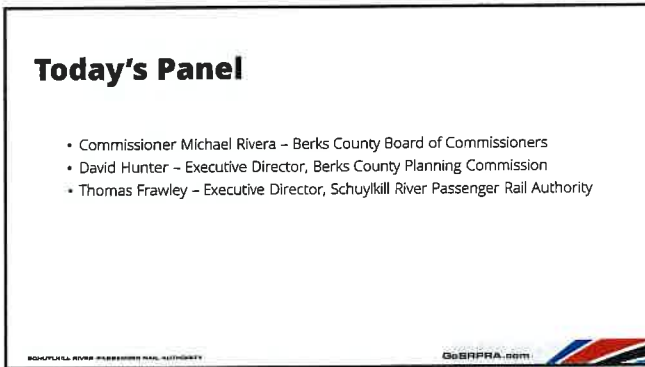
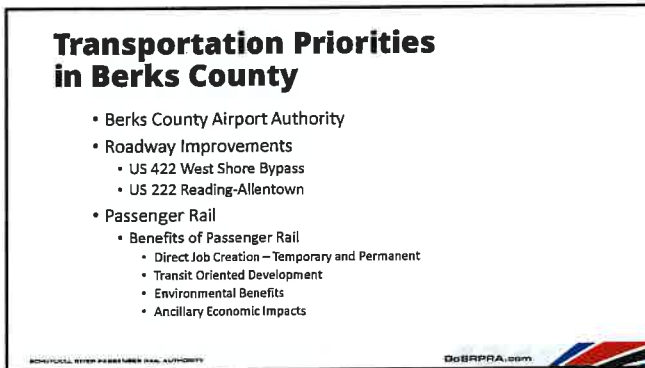


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Reading-Philadelphia Passenger Rail History

- Philadelphia & Reading Rail Road founded April 4, 1833 to haul coal between Pottsville, Reading and Philadelphia.
- Passenger rail volumes reach record levels during World War II.
- Service shrinks to peak-period-only schedule in the 1960s.
- SEPTA assumes responsibility in 1976.
- SEPTA suspends service in 1981.
- Schuylkill River Metro light rail transit project cancelled in 2006; NS studied heavy rail alternative in 2005.
- Recent studies prepared by PennDOT (2020) and the Berks Alliance and the Greater Reading Chamber Alliance (2020)

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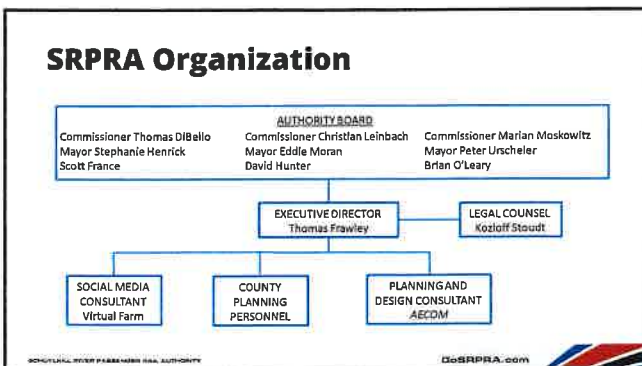
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SRPRA - A New Agency

- Committee formed in 2021 by Berks, Montgomery and Chester Counties.
- Authority incorporated June 16, 2022
- Hired Executive Director in September 2022
- Submitted FRA CIDP application in March 2023
- Accepted by FRA into CIDP December 8, 2023
- Selected AECOM as planning and design consultant in December 2023
- FRA grant funds for CIDP Step 1 obligated, and Step 1 work initiated in March 2024

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Federal Railroad Administration CIDP

- Federal Railroad Administration (FRA) is part of US Department of Transportation (USDOT).
- The pathway for all intercity passenger rail corridor projects is the FRA Corridor Identification and Development Program (CIDP).
- Program created as part of the Infrastructure Investment and Jobs Act (IIJA), aka the Bi-partisan Infrastructure Law, on November 15, 2021.
- SRPRA submitted Expression of Interest in July 2022 and application in March 2023, and was accepted into CIDP on December 8, 2023.
- CIDP Step 1 work was initiated March 1, 2024 and is anticipated to be completed by the end of September 2024.

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FRA CIDP Includes 3 Steps

PROGRAM PHASE	MATCH
Step 1: Develop Scope, Schedule and Cost Estimate to Prepare Service Development Plan (SDP)	Up to \$500k with No Match Required
Step 2: Prepare Service Development Plan	No Ceiling Identified; 10% Match Required
Step 3: Engineering and Design (30%)	No Ceiling Identified; 20% Match Required

SRPRA acceptance into CIDP includes Step 1 funding.

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FRA CIDP Step 1

- Project Management Plan (PMP) to address:
 - Project management team roles and responsibilities
 - Processes and procedures for maintenance of schedule and budget
 - Compliance with federal reporting requirements
- Review Previous Studies to Identify Useable Materials for Service Development Plan
- Scoping Tasks to Prepare CIDP Step 2:
 - Statement of Work
 - Schedule
 - Budget

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FRA CIDP Step 2


- Create Service Development Plan (SDP) consisting of:
 - Formal Project Goals and Objectives / Statement of Purpose and Need
 - Identification and Evaluation of Alternatives
 - Ridership and Revenue Forecasts
 - Operational Analysis
 - Station and Access Analysis
 - Conceptual Engineering and Capital Programming
 - O&M Costs and Capital Replacement Forecasts / Financial Plan
 - Long-Term Governance Plan
 - Public Benefits Analysis

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FRA CIDP Step 3

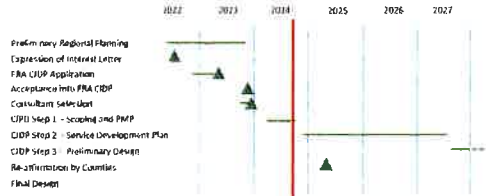
- Preliminary Design and Engineering (30%)
 - Track
 - Tunnels
 - Stations
 - Signals and PTC
- NEPA (National Environmental Protection Act) documentation
 - Categorical Exclusion
 - Selected analyses still required, including air quality impacts, traffic impacts, historic resources, and others



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SRPRA Project Timeline



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SRPRA Project Status

- Nearing Completion of CIDP Step 1
 - Completed Project Management Plan (Approved April 8, 2024)
 - Completed Gap Analysis (Approved June 3, 2024)
 - Final Draft Step 2 Statement of Work (Submitted to FRA September 6, 2024)
 - Final Draft Step 2 Schedule (Submitted to FRA September 6, 2024)
 - Draft Step 2 Budget (Scheduled for submission by September 13)
- Starting CIDP Step 2 (Service Development Plan) around December 2024
 - Separate FRA CIDP Grant Agreement
 - Amend AECOM Consulting Agreement
 - Execute necessary non-disclosure agreements with host railroads

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SRPRA Plan - A Phased Approach

- Phase 1: Reading - Philadelphia Segment
 - Between four and six daily rail round-trips initially
 - Approximately eight or ten or more daily rail round-trips as ridership grows
 - Integration of Amtrak Thruway Bus service to complement rail
- Phase 2: Reading - Philadelphia - New York One-Seat Ride
 - Requires completion of Gateway Projects in New York (c2035)
 - Requires delivery of new Amtrak rolling stock
- Beyond Phase 2: Long-Term Possibilities
 - Harrisburg - Connection with PennDOT Keystone/Pennsylvanian
 - Allentown - Connection to Lehigh Valley and beyond

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SRPRA Plan - A Phased Approach

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Funding - Secured

- CIDP funding will support completion of the SDP (Step 2) and Preliminary Design/ Environmental Documentation (Step 3) but will require state and/or local match.
- Pennsylvania LSA Grant: \$250k to Montgomery County
 - No match requirement
 - Can be used as match for federal funding in CIDP Steps 2 and 3
- Congressionally Mandated Grant: \$750k to Berks County through FRA
 - No match requirement
 - Cannot be used as match for other federal funding
 - Planned to be used for final design and/or construction

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Funding - Future

- CIDP Step 3 will require 20% matching funds
- Final Design is post-CIDP and would require additional federal funds and local matching funds, currently anticipated to be 20%.
- Potential Federal Funding Sources
 - Federal-State Partnership for Intercity Passenger Rail Grant Program
 - Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program
 - Passenger Rail Restoration and Enhancement Grant Program
 - Other grant programs
 - Additional Congressionally Directed Spending
- Potential State Funding sources include additional LSA Grant

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Next Steps – Community Involvement

- Outreach spans Railroads, Agencies / Municipalities, and the Public.
- Outreach in Berks County is expanding with advancement into Step 2.
 - Efforts to-date focused on Reading City Council, City Administration, and stakeholder groups in Reading and the surrounding communities.
 - Future efforts will expand to include direct public involvement through information sharing and in-person meetings and open-houses.
 - Underrepresented populations and environmental justice communities will be particularly important in shaping the outreach efforts.
 - Smaller communities in the Reading – Philadelphia corridor will be directly included in expanded outreach efforts.

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Next Steps - Near Term Priorities

- Complete FRA CIDP Step 1 and advance into Step 2
- Formalize relationships with host railroads Norfolk Southern, and either CSXT or SEPTA depending upon alignment selected
- Formalize relationship with proposed operator Amtrak
- Advance financial planning including applications for additional federal and state funding for final design and construction
- Advance institutional planning regarding long term governance.
- Continue coordination with Reading, Pottstown and Phoenixville regarding station planning and design efforts

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Thank You for your Attention!

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