AMENDMENT

to the

FISCAL YEAR 2015 CAPITAL BUDGET

AND FISCAL YEARS 2015-2026 CAPITAL PROGRAM

"REBUILDING SEPTA FOR THE FUTURE"

Approved by the SEPTA Board

October 23, 2014

FY 2015 CAPITAL BUDGET AND FY 2015-2026 CAPITAL PROGRAM

Capital Programs / Financial Obligations	Prior Funding	Year FY 15	Program Years FY 16	FY 17	FY 18	FY 19	FY 2020-2026	Program Total	Beyond FY 2026	Total Budget
					$Millions					
Capital Programs										
Bridge Program	$4.91	$43.43	$35.03	$22.42	$17.18	$18.36	$113.78	$250.20	$49.78	$304.89
Communications, Signal Systems and Technology Improvements	$167.11	$58.39	$17.54	$18.29	$14.91	$14.80	$121.32	$245.25	$0.00	$412.36
I-95 Congestion Mitigation Strategies	$0.00	$35.80	$5.10	$0.00	$0.00	$0.00	$0.00	$40.90	$0.00	$40.90
Infrastructure Safety Renewal Program	$0.00	$35.50	$35.50	$35.50	$35.50	$35.50	$248.50	$426.00	$0.00	$426.00
Maintenance/Transportation Shops and Offices	$3.14	$22.85	$20.99	$19.40	$16.10	$18.40	$108.15	$205.89	$29.99	$239.02
New Payment Technologies	$23.66	$21.34	$38.00	$67.50	$76.50	$0.00	$0.00	$203.34	$0.00	$227.00
Safety and Security Improvements	$0.00	$2.50	$2.50	$2.50	$2.50	$2.50	$0.00	$12.50	$0.00	$12.50
* SEPTA Resilience Program	$0.00	$115.70	$0.00	$0.00	$0.00	$0.00	$0.00	$115.70	$0.00	$115.70
Service Restorations	$10.79	$0.00	$0.00	$2.00	$5.50	$34.25	$54.46	$96.21	$0.00	$107.00
Stations, Loops and Parking Improvements	$76.97	$68.33	$55.47	$57.00	$55.53	$79.42	$454.26	$770.01	$116.18	$963.16
Substations and Power Improvements	$9.64	$60.99	$53.74	$34.60	$24.58	$30.23	$184.94	$389.08	$0.00	$398.72
Track and Right-of-Way Improvements	$1.93	$10.76	$7.72	$4.00	$4.00	$4.00	$30.49	$60.97	$25.70	$88.60
Vehicle Acquisitions and Overhauls	$184.03	$116.89	$171.50	$174.00	$215.00	$227.57	$2,016.49	$2,921.45	$962.50	$4,067.98
Subtotal Capital Programs	**$482.18**	**$592.48**	**$443.09**	**$437.21**	**$467.30**	**$465.03**	**$3,332.39**	**$5,737.50**	**$1,184.15**	**$7,403.83**
Financial Obligations										
Debt Service and Capital Leases	$0.00	$94.99	$100.54	$101.99	$102.64	$104.91	$663.96	$1,169.03	$46.26	$1,215.29
Total Capital Budget	**$482.18**	**$687.47**	**$543.63**	**$539.20**	**$569.94**	**$569.94**	**$3,996.35**	**$6,906.53**	**$1,230.41**	**$8,619.12**

** Amendment to the Capital Budget to include this program was approved by the SEPTA Board on October 23, 2014.*

SEPTA RESILIENCE PROGRAM

On March 28, 2014, SEPTA submitted a Federal Transit Administration (FTA) application under the "Resilience Projects In Response to Hurricane Sandy" grant program. This discretionary grant program provided funding for transit agencies that were impacted by Hurricane Sandy. The goal of the program is to help address vulnerabilities to public transportation infrastructure due to natural disasters, emergencies or projected changes in development patterns, demographics or climate change and extreme weather. The program prioritizes cost-effective projects that will harden assets against future natural disasters and reduce the risk of associated service disruptions. On September 22, 2014, U. S. Transportation Secretary Anthony Foxx announced projects selected for funding under the program. SEPTA received $86.8 million for seven projects. This funding, which represents a 75 percent share of project costs ($115.7 million total) will allow SEPTA to harden core elements of its infrastructure to protect against the impacts of extreme weather. As a result of this additional funding, the Fiscal Year 2015 Capital Budget was amended by the SEPTA Board on October 23, 2014, to show an increase from $571.77 million to $687.45 million. The Fiscal Years 2015 to 2026 Capital Program will increase from $6.8 billion to $6.9 billion.

Flooding at Spring Mill Station

SEPTA Resilience Program - Program Elements	Total Cost (Millions)	Federal Share (Millions)
Railroad Embankment and Slope Stabilization	$25.0	$18.7
Sharon Hill Line Flood Mitigation	$5.0	$3.8
Railroad Signal Power Reinforcement	$42.7	$32.0
Ancillary Control Center	$12.0	$9.0
Subway Pump Room Emergency Power	$5.0	$3.8
Jenkintown Area Flood Mitigation	$20.0	$15.0
Manayunk/Norristown Line Shoreline Stabilization	$6.0	$4.5
TOTAL	$115.7	$86.8


Flooding caused by Hurricane Sandy


Washout near Jenkintown Station

SEPTA RESILIENCE PROGRAM

Project Descriptions	Budget	Schedule / Status	Location	Service Area
SEPTA Resilience Program (FY 2015 - 2019)				
Railroad Embankment and Slope Stabilization This project will stabilize and harden soil and rock slopes along a series of vulnerable 19th century railroad cuts in Montgomery and Delaware Counties. These include: • Media Cut on the Media/Elwyn Line • Glenside Cut on SEPTA's Main line • Mainline Cut on SEPTA's Main Line Rail service through these cuts includes the Warminster, West Trenton, Lansdale/Doylestown and Media/Elwyn Regional Rail Lines and carries 48,870 weekday riders - or more than 16 million annual trips. This represents nearly half of SEPTA's entire Regional Rail ridership.	$25.0 M	Design 2015 - 2016 Construction 2017 - 2018	Montgomery Delaware	Montgomery Delaware
Sharon Hill Line Flood Mitigation To provide relief from flooding on the Route 102 Sharon Hill Trolley Line, a pumped drainage system will be constructed where Sharon Hill Trolley crosses under a freight railroad bridge at Milepost 5.30 in Delaware County. This frequently flooded underpass forces SEPTA to rely on a bus substitution program to detour service around the high-water area more than a dozen times each year. Bus substitution is employed at a significant cost and disruption to passengers.	$5.0 M	Design 2015 - 2017 Construction 2017 - 2019	Delaware	Delaware
Railroad Signal Power Reinforcement Non-insulated cable and aging power distribution systems on the Regional Rail lines have proven highly vulnerable to extreme weather. During extreme weather events, downed branches and trees often breach non-insulated cable, interfering with the distribution of signal power and causing significant delays that ripple throughout the entire Regional Rail network. This project will reinforce signal power across the Regional Rail system, upgrading 24 motor generators, 99 miles of cable across the network and installing a new signal substation at Doylestown.	$42.7 M	Phase 1: Design: 2015 - 2016 Construction 2017 - 2018 Phase 2: Design: 2016 - 2017 Construction 2017 - 2019	Bucks Chester Delaware Montgomery Philadelphia	Bucks Chester Delaware Montgomery Philadelphia

SEPTA RESILIENCE PROGRAM

Project Descriptions	Budget	Schedule / Status	Location	Service Area
Ancillary Control Center SEPTA will construct a back-up control center contiguous to the new Frankford Transportation Building and adjacent to the Frankford Transportation Center in Northeast Philadelphia. This facility - located at a strategic location in the City of Philadelphia - will allow for remote dispatching of transit service in the event of an emergency.	$12.0 M	Design 2015 - 2016 Construction 2017 - 2018	Philadelphia	Bucks Chester Delaware Montgomery Philadelphia
Subway Pump Room Emergency Power This project will install an integrated series of emergency power systems for pump rooms throughout SEPTA's subway tunnels in the City of Philadelphia. Pumps are active all-day, every day, pumping out groundwater from the subway tunnels. An integrated emergency power network will help to protect passengers and infrastructure from the risk of flooding that could result from localized or regional power outages.	$5.0 M	Design 2015 Construction 2016 - 2017	Philadelphia	Philadelphia
Jenkintown Area Flood Mitigation SEPTA will study and implement improvements to the hydrologic conditions at Jenkintown, a key hub in SEPTA's Regional Rail network in Montgomery County. During heavy rain events, the convergence of two creeks (Tookany-Tacony and Baeder Run) often overrun SEPTA's railroad right of way, disrupting service. The study will identify opportunities to better manage water flow from extreme weather. This project includes three specific initiatives.: • A comprehensive study of the drainage patterns and contributory areas, and suggested improvements to downstream best management practices at Jenkintown Station. • Design and construction of a new box culvert and detention system at Culvert 10.38. This culvert is located 1/4 mile south of the Jenkintown Station, just south of the Washington Lane overhead bridge. • Design and construction of reinforcements to Bridge 10.97 (or replacement), including stabilization of area structures and a rainwater detention system. Bridge 10.97 is located 1/4 mile north of Jenkintown Station above the West Trenton RRD Line turnoff of the mainline.	$20.0 M	Study 2015 - 2016 Design 2016 - 2018 Construction 2018 - 2020	Montgomery	Bucks Montgomery Philadelphia

SEPTA RESILIENCE PROGRAM

Project Descriptions	Budget	Schedule / Status	Location	Service Area
Manayunk/Norristown Line Shoreline Stabilization This project will stabilize 2.45 miles of railroad right of way adjacent to the Schuylkill River in Montgomery County. The Manayunk/Norristown Line is one of SEPTA's most flood-prone assets and was the focus of a comprehensive FTA-funded vulnerability and risk assessment undertaken in 2012. The Schuylkill River has experienced more than half of its highest crests in recorded history at Norristown since 2003. This project will decrease the likelihood of washouts and increase the speed with which service can be restored after a flooding event.	$6.0 M	Design 2015 - 2016 Construction 2016 - 2018	Montgomery	Montgomery Philadelphia