



SEPTA FISCAL YEAR 2012 CAPITAL BUDGET & FISCAL YEARS 2012-2023 CAPITAL PROGRAM



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**SOUTHEASTERN PENNSYLVANIA
TRANSPORTATION AUTHORITY
FISCAL YEAR 2012 CAPITAL BUDGET
FISCAL YEARS 2012-2023 CAPITAL PROGRAM
AND
COMPREHENSIVE PLAN**

**Approved by the SEPTA Board
May 26, 2011**

Photographs on Cover

Top: Malvern Station Improvements

Left Side Middle: Route 102 Sharon Hill Trolley - Bartram Station Rehabilitation

Right Side Middle: Langhorne Station Renovation

Left Side Bottom: Ambler Station Reconstruction

Right Side Bottom: Cheltenham & Ogontz Bus Loop

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SEPTA AT A GLANCE

SEPTA AT A GLANCE

The Southeastern Pennsylvania Transportation Authority (SEPTA) is the nation's sixth-largest public transportation system. The Authority is an instrumentality of the Commonwealth of Pennsylvania, created by the State Legislature in 1964. SEPTA is a vital regional asset, with a service area that includes the heavily populated southeastern Pennsylvania counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia. This area encompasses approximately 2,202 square miles. The SEPTA system serves over one million passenger trips daily with approximately 334 million (unlinked) passenger trips provided in Fiscal Year 2011. SEPTA's service also extends to Trenton and West Trenton, New Jersey and Newark, Delaware.

SEPTA is a multi-modal transit system as it provides a vast network of fixed-route services including 117 bus routes, subway, and subway-elevated lines, 13 regional rail lines, 8 trolley lines, 3 trackless trolley routes, an inter-urban high-speed rail line, and customized community service.

In Philadelphia, City Transit Operations serves a network of 84 subway, subway-elevated, trolley, trackless trolley and bus routes. In Fiscal Year 2011, approximately 922,000 (unlinked) passenger trips were generated per weekday.

SEPTA's Railroad Operations serves all five counties with a network of thirteen regional rail lines, serving approximately 123,000 (unlinked) passenger trips per weekday in Fiscal Year 2011. This service also operates to Newark, Delaware and to Trenton and West Trenton, New Jersey.

Suburban Operations (Victory and Frontier Divisions) provides service in the suburbs, north and west of the City of Philadelphia, with a network of 46 bus, trolley, and heavy rail routes generating approximately 68,000 (unlinked) passenger trips per weekday in Fiscal Year 2011.

Customized Community Transportation (CCT) serves Philadelphia and the surrounding counties and schedules approximately 7,100 customized weekday trips for seniors and persons with disabilities.

SEPTA's six small bus circulator and shuttle services connect fixed route operations to business, health and educational centers, as well as to park and ride facilities. In Fiscal Year 2011, these services provided transportation for approximately 3,700 passengers per weekday.

STRATEGIC BUSINESS PLAN

STRATEGIC BUSINESS PLAN

SEPTA's Five-Year Strategic Business Plan describes SEPTA's vision, mission statement, strategic objectives and performance metrics. The focus is macro-level as opposed to micro/tactics-based. The plan explains the basic strategies for fulfilling the Authority's mission and achieving business goals. The Authority will be making decisions on allocating resources to pursue the strategic objectives of the plan. For more information regarding the plan or to read its full contents, please visit www.septa.org.

SEPTA has committed to focusing on seven key, interrelated, strategic objectives for the next five years:



STRATEGIC BUSINESS PLAN

The Strategic Business Plan enables the Authority to measure its progress toward the strategic objectives and serves as a management tool in directing the activities of the organization. SEPTA uses the plan as a mechanism to inform and assure stakeholders of the organization's successes and management's ability to direct business by reporting its progress every six months through fourteen established key performance indicators (KPIs).

As part of the strategic focus, SEPTA will look at planning beyond the 5-year horizon and how regional consensus and new decision-making modeling are key to investments and infrastructure expansion projects.

The strategic business plan is designed to drive management decision-making and other major planning processes of SEPTA, which include the Operating and Capital Budget Programs, as well as the Annual Service Plan.

STRATEGIC BUSINESS PLAN

Below is a matrix showing the projects programmed for funding in Fiscal Year 2012 through Fiscal Year 2015 and the relationship of these projects with SEPTA's seven strategic objectives.

Strategic Objectives

<u>Projects</u>	<i>Rebuilding the System</i>	<i>New Technology</i>	<i>Customer Service</i>	<i>Ridership Growth</i>	<i>Sustainability</i>	<i>Safety & Security</i>	<i>Human Capital Development</i>
Bus Purchase Program		x	x	x	x	x	
Capital Asset Lease Program	x						
Congestion Relief				x	x		
Debt Service	x		x		x		
Infrastructure Safety Renewal Program	x	x	x		x	x	
New Payment Technologies		x	x	x			x
New Starts/Service Initiatives	x		x	x	x		
Paratransit Vehicle Acquisition			x		x	x	
Regional Rail Signal System Modernization	x	x					x
Safety and Security Improvements		x					x
State of Good Repair Initiatives	x						x
Station Accessibility	x		x				x
Station & Parking Improvements Program	x		x		x		x
System Improvements Program		x	x	x	x		x
Utility Fleet Renewal	x	x			x		
Vehicle Overhaul Program	x		x		x		x

INTRODUCTION

INTRODUCTION

Making Our System Great

A major factor in achieving SEPTA's strategic business plan goals is long term investment of capital dollars to upgrade existing facilities and implement service improvements. SEPTA invests millions of dollars to upgrade its vehicles and infrastructure. Here are some examples of capital investment projects.



Silverliner V Rail Cars



Darby Terminal



Croydon Station



Spring Garden Station



North Wales Station



Hybrid (Diesel/Electric) Bus

INTRODUCTION

Capital Investment Categories

Each project in SEPTA's Capital Program is categorized into one of the following types of capital investments:

State of Good Repair - These projects correct past deferred maintenance, or replace capital assets that have exceeded their useful life. An asset or system is in a state of good repair when no backlog of needs exists and no component is beyond its useful life.

Normal Replacement of Assets - These projects will replace assets at the end of their normal useful life. Normal replacement investments are based on the age and life cycle of capital assets, and are made according to a scheduled program of replacement to keep assets in a state of good repair.

System Improvement - These projects will expand or improve operations, or add new system capabilities or service. Applied to a pre-existing function, a system improvement represents a major advancement over current technology, with the express purpose of adding new system capabilities.

System Expansion - These projects will expand the current system to serve new markets. This category includes new bus or rail lines, additional tracks, parking expansion, or service extensions beyond existing terminals.

When projects contain elements of more than one category, the principal or dominant focus of the project will be used to classify the project.

A Look Back at the Fiscal Year 2011 Capital Budget

The Fiscal Year 2011 Capital Budget consisted of 15 projects totaling \$303.7 million. Projects highlighted by capital investment category are described below.

State of Good Repair projects totaled \$118.6 million, or 39% of the budget. Projects included Regional Rail Substation Improvements, Infrastructure Safety Renewal Program, Transit and Regional Rail Station Program, State of Good Repair Initiatives, and Lease of Amtrak Trackage.

Normal Replacement projects were programmed at \$132.6 million, or 43.7% of the budget. Projects included the Bus Purchase Program, Paratransit Vehicle Purchase, Silverliner V Rail Car Acquisition and the Vehicle Overhaul Program.

INTRODUCTION

A Look Back at the Fiscal Year 2011 Capital Budget (Cont'd)

System Improvement projects totaled \$47.9 million, or 15.8% of the budget. Projects included Station Accessibility Improvements, Regional Rail Signal System Modernization, System Improvements Program, and Safety and Security Improvements.

System Expansion projects were programmed at \$4.6 million, or 1.5% of the budget. Projects included U.S. Route 202 Congestion Mitigation Activities, and the Parking Expansion Program.

Fiscal Year 2012 Capital Budget

The Fiscal Year 2012 Capital Budget has been developed based on following principles:

- Direction set forth by the SEPTA Board;
- Early input from SEPTA Board members, local government officials, the general public, and SEPTA staff;
- Input received from local officials, member governments, riders and the public at a December 15, 2010 public meeting.
- Forecasted Federal, State and Local Funding Levels;
- Budgeting based on Annual Cashflow Projections and Financial Obligations.

Fiscal Year 2012 Projects

The Fiscal Year 2012 Capital Budget consists of 13 capital projects totaling \$311.5 million. Projects highlighted by capital investment category are described below.

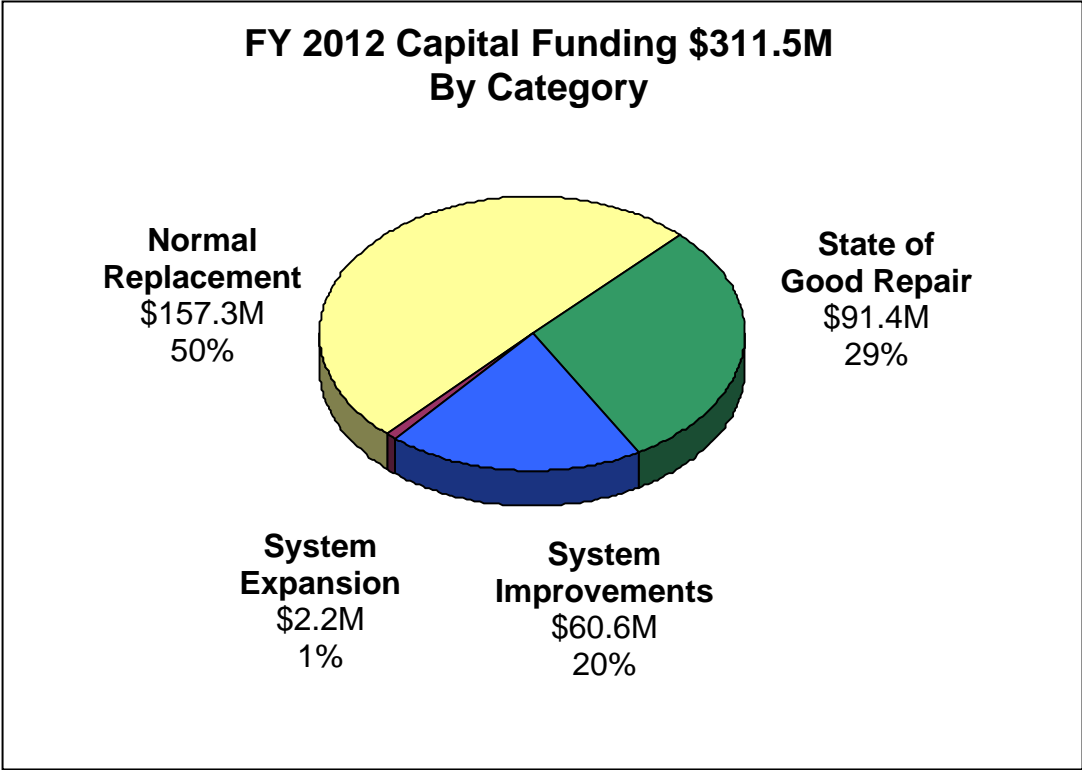
State of Good Repair projects total \$91.4 million, or 29% of the budget. Projects programmed include Infrastructure Safety Renewal Program, Station and Parking Improvements Program, State of Good Repair Initiatives, and Lease of Amtrak Trackage.

Normal Replacement projects are programmed at \$157.3 million, or 50% of the budget. Projects programmed include the Bus Purchase Program, Paratransit Vehicle Purchase, Silverliner V Rail Car Acquisition and the Vehicle Overhaul Program.

System Improvement projects total \$60.6 million, or 20% of the budget. Projects programmed include Station Accessibility Improvements, Regional Rail Signal System Modernization, System Improvements Program, and Safety and Security Improvements.

System Expansion projects are programmed at \$2.2 million, or 1% of the budget. This category includes Congestion Mitigation Activities.

INTRODUCTION



INTRODUCTION

Fiscal Year 2012 Capital Budget and Fiscal Years 2012 to 2023 Capital Program Budget Segments

The first four years of the 12-year capital program are highlighted in the budget book to coincide with the four-year Delaware Valley Regional Planning Commission's Transportation Improvement Program (TIP). This capital budget document is presented as a 12-year program as it is coordinated with PennDOT's statewide 12-year transportation plan.

The budget document is divided into three segments: the annual budget, which lists projects proposed for funding in Year One of the capital program; Years 2 through 4; and Years 5 through 12. The Years 5 through 12 segment provides an overview of projects proposed for programming in future budget years. In addition, a list of transit planning efforts recently completed or currently underway in the region is included beginning on Page 30. These transit planning efforts, which are being conducted by SEPTA, the Delaware Valley Regional Planning Commission, local governments or other regional transit operators, are included in the budget document as they are of interest to SEPTA's stakeholders.

FUNDING OUTLOOK AND SHORTFALL

FUNDING OUTLOOK AND SHORTFALL

Funding Sources

Federal

Fiscal Year 2009 was the final year of the U. S. Transportation Act - Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). As work on the reauthorization of a new Surface Transportation bill continues, Congress and the President have approved an extension of SAFETEA-LU through September 30, 2011. The American Public Transportation Association (APTA) and the transit industry are working with the Administration and members of Congress on reauthorization. It is uncertain at this time how this bill will be framed in terms of funding levels or grant programs. The Authority will assume for this proposal that the following SAFETEA-LU programs will continue to be in effect in Fiscal Year 2012.

Formula Programs – Formula programs are those for which funds are appropriated by a formula specified in authorizing law. Funding programs applicable to SEPTA include Urbanized Area, Growing States, New Freedom, and Job Access and Reverse Commute. Programs include:

- Urbanized Area Formula Program (Section 5307) – Formula funding allocations are based on population statistics for urbanized areas and operating statistics reported by transit agencies. Statistics used include population, population density, vehicle revenue miles, fixed guideway route miles, passenger miles, and operating costs.
- Growing States and High Density States (Section 5340) – Funds are apportioned as follows: one-half of the funds made available under the Growing States formula are apportioned by a formula based on state population forecasts for 15 years beyond the most recent Census; the other half of the funds are available under the High Density States formula and are apportioned to states with population densities in excess of 370 persons per square mile. Seven states are identified in SAFETEA-LU to receive High Density States funds – Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, and Rhode Island. These funds are apportioned only to urbanized areas within those states.
- Job Access and Reverse Commute (JARC) Program (Section 5316) - The JARC program is allocated by formula, rather than by a competitive discretionary grant program as was the case under the prior Transportation legislation. The formula is based on ratios involving the number of eligible low income and welfare recipients in urban and rural areas. The program's objective is the provision of maximum flexibility to job access projects designed to meet the needs of individuals who are not effectively served by public transportation. Coordination of this program is required between private, non-profit, and public transportation providers and other federal programs including coordination with the New Freedom program and the Elderly and Disabled program.

FUNDING OUTLOOK AND SHORTFALL

Formula Programs (Cont'd)

- New Freedom Program (Section 5317) - The New Freedom program provides formula funding for operating and capital costs for new transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act to assist persons with disabilities. The New Freedom program is apportioned using a formula based on the elderly and disabled population in a state. The program mandates coordination of transportation services with other federal human service programs.

Capital Investment Programs (Section 5309) – These programs provide funds for transit capital projects that meet specific criteria either by appropriation or by apportionment under a formula. Capital Investment programs include:

- Fixed Guideway – This program provides funds to exclusive or controlled rights-of-way or rails, entirely or in part. Eligible activities are capital projects to modernize or improve existing fixed guideway systems, including purchase and rehabilitation of rolling stock, track, line equipment, structures, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational support equipment including computer hardware and software, system extensions, and preventive maintenance.
- New Starts – This program provides funds for construction of new fixed guideway systems or extensions to existing fixed guideway systems. For this program, the federal share is 80 percent. This program includes a Small Starts Program for smaller projects with a federal New Starts share of less than \$75 million. This program provides funds to capital projects that either (a) meet the definition of a fixed guideway for at least 50 percent of the project length in the peak period or (b) are corridor-based bus projects with 10 minute peak/15 minute off-peak headways or better while operating at least 14 hours per weekday. The Federal Transit Administration gives preference to projects that over match the minimum 20 percent local share. Small Starts projects cannot total more than \$250 million. As part of the Federal Transit Administration's rulemaking process for implementing the Small Starts Program, a second sub-category titled, Very Small Starts, was created. Total project cost for Very Small Starts must be less than \$50 million.
- Bus and Bus Facilities – The Bus and Bus Related Equipment and Facilities program provides capital assistance for new and replacement buses, related equipment, and facilities. It is a discretionary program to supplement formula funding in both urbanized and rural areas. Intercity terminals that were part of an intermodal facility are eligible for funding under this program, if the terminal serves as a connector to public transportation.

FUNDING OUTLOOK AND SHORTFALL

Other programs include -

- Planning – Metropolitan Planning Organizations are required to develop a participation plan that affords parties, who participate in the metropolitan planning process, a specific opportunity to comment on the plan prior to its approval.

Transit continues to be eligible for participation in the following Federal Highway Programs:

- Congestion Mitigation and Air Quality Improvement Program (CMAQ) – This program provides a flexible funding source to state and local governments for non-attainment and maintenance areas (formerly non-attainment areas) to help meet the requirements of the Clean Air Act of 1970 (as amended in 1990).
- Intelligent Transportation Systems (ITS) Performance Incentive Program – This program provides for the research, development, and operational testing necessary to develop and deploy advanced technology to improve safety and performance of transportation systems. Priority areas for research include enhancement of mobility and productivity, enhancement of safety and security, and facilitation of the integration of intelligent infrastructure, vehicle, and control technologies.
- Surface Transportation Program (STP) – This program provides for the flexing of STP funds for projects including transit capital projects, and intercity bus terminals and facilities.
- Railway-Highway Grade Crossings – This program is designed to reduce the number of fatalities and injuries at public highway-rail grade crossings through the elimination of hazards and/or the installation/upgrade of protective devices at grade crossings.

The following Competitive Grant Programs were put in place by the U. S. Department of Transportation (DOT) in Fiscal Years 2010 and 2011. Grants were awarded through nationwide funding competitions:

- “Transportation Investments Generating Economic Recovery” (TIGER) / National Infrastructure Investment Grants - This grant program is for capital investments in surface transportation infrastructure. Grants were awarded on a competitive basis for projects that have a significant impact on the nation, a metropolitan area or a region. Eligible projects include, but are not limited to, (1) highway or bridge projects eligible under Title 23, United States Code; (2) public transportation projects eligible under Chapter 53 of Title 49, United States Code; (3) passenger and freight rail transportation projects; and (4) port infrastructure investments.

FUNDING OUTLOOK AND SHORTFALL

- “Transit Investments for Greenhouse Gas and Energy Reduction” (TIGGER) – This grant program is for capital investments that will assist in reducing the energy consumption or the greenhouse gas emissions of a public transportation system.
- Clean Fuels Program – An opportunity for non-attainment and maintenance areas to achieve and maintain the National Ambient Air Quality Standards for ozone and carbon monoxide (CO) and to support emerging clean fuel and advanced propulsion technologies and markets for transit buses.
- Bus and Bus Facilities “State of Good Repair” Initiative – This initiative made funds available to public transit providers to finance capital programs in order to replace, rehabilitate and purchase buses and related equipment and to construct/rehabilitate bus-related facilities. In Fiscal Year 2010, SEPTA was awarded a total of \$8.2 million for two projects under the FTA’s Bus and Bus Facilities “State of Good Repair” initiative.



Parkside Bus Loop

- Parkside Loop (\$1.8 million): The Parkside Bus Loop project relocates the existing loop to within a quarter mile of the West Parkside shopping plaza. The new loop will feature a modern passenger facility with amenities such as shelters, benches, fences, and trash receptacles. The new facility will also include lighting and signage to improve ease of usage and address any safety concerns. This project also includes the following environmental design features: storm water retention, water efficient landscaping and optimized facility energy performance. *Scheduled completion December, 2011.*
- Transit Asset Management System (\$6.4 million): This project is being advanced in several tasks: Task 1 –SEPTA will develop and implement a system-wide asset management program that will automate the process of managing all assets and provide real-time inventory control. The system will have the data necessary to accurately track existing inventory and conditions. Task 2 - The Vehicle Maintenance Information System (VMIS) Upgrade provides for an upgrade to the existing VMIS M4 system to the new version, M5, a web-based application that provides enhanced functionality; real-time delivery of dashboard applications for management and will allow remote locations to access and maintain the database. Maintenance personnel will have immediate access to vehicle histories, inspection schedules, and real-time displays via online dashboards and alerts. *Scheduled completion June, 2013.*

FUNDING OUTLOOK AND SHORTFALL

- Bus and Bus Facilities “Livability” Initiative: This initiative, in coordination with the U. S. Department of Housing and Urban Development (HUD), the U.S. Department of Transportation (DOT), and the U.S. Environmental Protection Agency (EPA), made funds available for transit projects that addressed the six Livability Principles; 1) provide more transportation choices; 2) promote equitable, affordable housing; 3) enhance economic competitiveness; 4) support existing communities; 5) coordinate and leverage federal policies and investment; and 6) value communities and neighborhoods. SEPTA was awarded \$3.98 million in funding to assist in the financing of the Wayne Junction Intermodal Facility Rehabilitation Project.

This project provides for restoring the station’s historic integrity while modernizing its structure to provide a more accessible and environmentally friendly facility for local residents. The project provides for the enhancement of passenger amenities such as lighting, signage, shelters, audio & visual public announcement system, windscreens, benches, HVAC (heating, ventilations, air conditioning) systems, and sanitary systems. Structural improvements include station building rehabilitation and ADA accessibility modifications, such as high level platforms, elevator installations, stairway renovations, passenger tunnel improvements, new canopies and shelter improvements. The construction phase of this project is scheduled to begin in the 4th quarter of 2011. The total cost of the Wayne Junction Intermodal Facility project (\$31.5 M) will be funded through a combination of a Federal Transit Administration Bus and Bus Facilities Livability Grant and Capital Financing. Capital financing for this project will be provided through SEPTA’s Debt Service Project (see Page 44).

FUNDING OUTLOOK AND SHORTFALL

State and Local

For projects funded by the Federal Transportation Program, the federal share is generally 80 percent of the transit project's total cost. The remaining 20 percent of the project cost is provided by the Commonwealth of Pennsylvania and local governments. Local governments include the City of Philadelphia and Bucks, Chester, Delaware and Montgomery Counties. SEPTA provides the local match for certain City Transit Division projects through the Renewal and Replacement (R&R) Fund. The R&R Fund is funded from farebox revenues.

On July 18, 2007, Act 44 of 2007 was signed into law. This legislation established the Public Transportation Trust Fund. Under Act 44, state funding for public transit in Pennsylvania was completely restructured. The old patchwork system of funding transit agencies from the State General Fund, Lottery Fund, Act 26 of 1991, and Act 3 of 1997 was repealed. The previous General Fund sources were replaced with a dedicated portion of the Sales and Use Tax to ensure that transit programs have a reliable source of funding. State sources of funding deposited into the Public Transportation Trust Fund include PTAF funds, 4.4 percent of Sales Tax, Lottery Money, Pennsylvania Turnpike Commission funding and Act 3 Capital Commitment. All public transportation funds are deposited into the Public Transportation Trust Fund for statewide distribution on an annual basis.

Act 44 established five major public transportation programs:

- Operating Program (Section 1513) – Operating funds are allocated among public transportation providers based on operating assistance received in Fiscal Year 2005-2006 increased by a factor of 1.0506; and the remaining funds in the Operating Account distributed based on total passengers, senior passengers, revenue vehicle miles and revenue vehicle hours. Act 44 also includes a hold harmless provision, growth caps to ensure equitable distribution and sustainable system development and a single local match requirement – 15 percent of state funding. Act 44 also includes performance criteria for the evaluation of public transportation services, such as passengers per revenue vehicle hour, operating costs per revenue vehicle hour, operating revenue per revenue vehicle hour, operating costs per passenger and other criteria that may be established by PennDOT.

FUNDING OUTLOOK AND SHORTFALL

- Asset Improvement Program (Section 1514) – State Capital Bond funds are used to match federal grants and support State funded initiatives, such as the Vehicle Overhaul Program and the Infrastructure Safety Renewal Program. This program also includes a provision to distribute additional capital funds, if available, to transit agencies based on their demonstrated need. Priorities are: 1) Support of existing debt service or asset leases that are currently supported with state revenue sources; 2) Use as match for federally funded projects; 3) Essential emergency asset improvement projects; 4) Standard replacement of existing assets that have exceeded their useful life; 5) Asset improvement projects to extend the useful life of the affected assets; and 6) Acquisition of new assets and other acceptable purposes, other than projects that would be funded under the New Initiatives Program. Transit agencies are required annually to submit a four and twelve year capital plan that coincides with their regional Transportation Improvement Program.
- New Initiatives Program (Section 1515) – This is a new program that provides the framework to advance new, or to expand existing fixed guideway projects. Funding for this program is at the discretion of PennDOT. Priority in the use of funds is given first to satisfy the local matching portion of federally approved New Starts projects. Projects that do not receive federal New Starts funding may be funded under this program provided there is sufficient evidence that the transit operator can meet all of the following requirements: 1) Investments in existing service areas have been optimized; 2) An analysis reveals a reasonable return on investment; 3) Public benefit of the project has been identified; 4) A local dedicated funding commitment exists to pay any required local match for the project and ongoing costs; 5) Local technical ability and capacity exists to manage, construct and operate the project; and 6) The project is supported by the adoption of an integrated land use plan by local municipalities.
- Programs of Statewide Significance (Section 1516) – This section includes programs such as Persons With Disabilities, Welfare to Work, Job Access and Reverse Commute, intercity passenger rail and bus services, community transportation capital and service stabilization, as well as technical assistance, demonstration and research projects and other programs as determined by PennDOT.
- Capital Improvement Program (Section 1517) – A portion of the Public Transportation Trust Fund is distributed on a formula based on the number of passengers carried so that transit agencies will have a steady reliable stream of capital funding.

As part of an agreement between the Commonwealth of Pennsylvania and the transit community during the enactment of Act 3 of 1997, a total of \$25 million a year in federal highway funding will continue to be flexed to transit agencies for capital improvement projects.

FUNDING OUTLOOK AND SHORTFALL

State Capital Funding Outlook

In March 2010, the Pennsylvania Turnpike Commission was unable to obtain the approval of the Federal Highway Administration to begin tolling Interstate 80. As a result, Act 44 funding for transportation in the Commonwealth was significantly impacted. With the reduction in Act 44 funding, SEPTA's annual capital budget was cut by 25 percent, or \$110 million, beginning in Fiscal Year 2011 (July 1, 2010). Without approved sources of funding to replace this funding gap, SEPTA must continue to program State funding for capital projects at the reduced Fiscal Year 2011 level.

In April 2011, the Transportation Funding Advisory Commission (TFAC) was established by Executive Order at the direction of Governor Tom Corbett. The purpose of the Commission was to develop a comprehensive strategic proposal for addressing the transportation funding needs of Pennsylvania. On August 1, 2011, the Transportation Funding Advisory Commission submitted its final report. The report outlines several modernization proposals and a recommended funding package to address transportation needs throughout the Commonwealth. The proposed funding package would provide \$2.7 billion annually by the fifth year of the program for highways and transit. With respect to transit, the recommendation includes:

- The reallocation to transit of \$200M per year from the Pennsylvania Turnpike (funds currently allocated to highways)
- 2.0% State Sales and Use Tax dedicated to transit by year 5
- Enabling Small Games of Chance
- Increasing the local transit match
- Modernization (via regionalized service, new efficiencies and technology advancements)

Deferred Projects

In Fiscal Year 2011, the Authority deferred twenty-two major projects, totaling over \$720 million. These projects had been previously programmed for funding in the first four years of the Capital Program. The list of deferred projects is provided on the following page. Through federal competitive grant programs and limited financing opportunities, SEPTA was able to advance three of these projects – New Payment Technologies, Parkside Loop and Wayne Junction Station. The remaining unfunded projects have been included in the outer years of the capital program subject to identification of a funding source and Board approval to advance these projects. In addition to these projects, the Authority's backlog of State of Good Repair projects will continue to grow.

FUNDING OUTLOOK AND SHORTFALL

Deferred Projects	Total Project Budget
69th Street Parking Garage	\$22,600,000
Ardmore Transportation Center, Paoli Line	15,831,000
Berridge Shop Roof Replacement	12,600,000
BSS Erie Station ADA	7,500,000
BSS Snyder Station ADA	5,000,000
Chestnut Hill West Bridge 0.35 replacement	9,869,000
City Hall Station	100,000,000
Elwyn to Wawa Improvements	80,000,000
Exton Station, Paoli Line	5,000,000
Levittown Station, Trenton Line	34,300,000
Loop Program - 23rd & Venango, 33rd & Dauphin, 61st & Pine and Wycombe	8,600,000
Loop Program – Parkside	Funded
MSFE 5th Street Station	10,100,000
MFSE 40th Street Station ADA	6,000,000
MFSE Margaret-Orthodox Station ADA	32,500,000
New Payment Technology	Loan Secured
Paoli Line Amtrak Interlockings/Signals - Phase 2	44,000,000
Paoli Transportation Center	40,000,000
Parking Expansions / Improvements	62,600,000
RRD Substation Improvements	67,000,000
Vehicle Washer - Frazer and Frontier	5,090,000
Villanova Station, Paoli Line	22,900,000
Wayne Junction Station	Funded

FUNDING OUTLOOK AND SHORTFALL

Fiscal Year 2012 Funding Plan

Total Fiscal Year 2012 funding for capital projects has been programmed at \$311.5 million. Projects programmed within this level of capital funding are those for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated/safety-related, or are essential vehicle and infrastructure replacement and rehabilitation programs.

The projected funding level consists of the following components:

- 1) Estimated federal formula program totaling \$155.5 million.
- 2) Federal Highway Flexible funding projection of \$19.2 million based on an anticipated SEPTA share of regional flexible funds and additional Federal Highway Flex funds committed by the Commonwealth.
- 3) U.S. Department of Homeland Security funding of \$5 million based on an anticipated SEPTA share of regional funds.
- 4) State funds from the Public Transportation Trust Fund have been programmed at \$120.2 million.
- 5) \$11.6 million from the City and Counties is programmed as local match on the Federal and State funding.

Fiscal Years 2013-2015 Funding Plan

Federal formula funds for Fiscal Year 2013-2015 are programmed at the Fiscal Year 2010 level of \$155.5 million. No increase is assumed. Federal Highway flexible funding is programmed at \$19.4 million per year. This level reflects the anticipated SEPTA share of available regional flexible funds and \$17.1 million as committed by the Commonwealth as part of the April 17, 1997 Supplemental State Public Transportation Assistance Act. New Starts/Service Initiatives funding is programmed at a total of \$175 million for Fiscal Years 2013 through 2015. U.S. Department of Homeland Security funding is programmed at \$5 million a year, based on an anticipated SEPTA share of regional funds.

State funding from the Act 44 Public Transportation Trust Fund is programmed at \$123.1 million each year for Fiscal Years 2013 through 2015.

FUNDING OUTLOOK AND SHORTFALL

Fiscal Years 2016-2023 – SEPTA’s Unfunded Capital Needs

The Federal Transit Administration issued a report entitled, National State of Good Repair Assessment, as follow up to its 2009 “Rail Modernization Study.” These reports affirm the financial constraints on the nation’s public transportation systems, and the “old rail cities” in particular. Taken together, both reports emphasize the magnitude of the state of good repair (SGR) backlog - \$77.7 billion for all transit assets nationwide and \$50 billion for rail assets in the nation’s seven “old rail” agencies (CTA–Chicago, MBTA–Boston, MTA–New York, NJ Transit, BART–San Francisco, SEPTA, and WMATA–Washington, DC).

The Rail Modernization Study included the following findings:

- The seven agencies studied (CTA–Chicago, MBTA–Boston, MTA–New York, NJ Transit, BART–San Francisco, SEPTA, and WMATA–Washington, DC) account for 80% of rail riders, 50% of track miles and 75% of rail rolling stock.
- 35% of agency assets are in “poor” or “marginal” condition (the end of their useful life). By comparison, less than 20% of national transit assets (excluding the seven study agencies) are rated marginal or poor.
- Since the Intermodal Surface Transportation Efficiency Act (ISTEA), federal SGR funds have grown from \$23.6 to \$35.6 billion. However, increases in eligible entities and project-types have reduced the “old rail cities” share – leaving them with only 23% of SGR-eligible federal funds since 1991.
- The FTA estimates \$50 billion (all funding sources) is needed to address the backlog and bring the seven agencies to a state of good repair. Distributed among: Heavy Rail / \$37.1B, Commuter Rail / \$9.1B, Bus / \$2.8B, Light Rail / \$0.6B, System-wide / \$0.4B.

SEPTA has continued to confront the challenges of maintaining its infrastructure in a state of good repair. New funding constraints have exacerbated the backlog of capital needs described in the FTA’s report, which have grown amid broader concerns of maintaining operating efficiency, achieving ridership growth and improving customer service. This report cites SEPTA’s share of this backlog being in excess of \$4 billion.

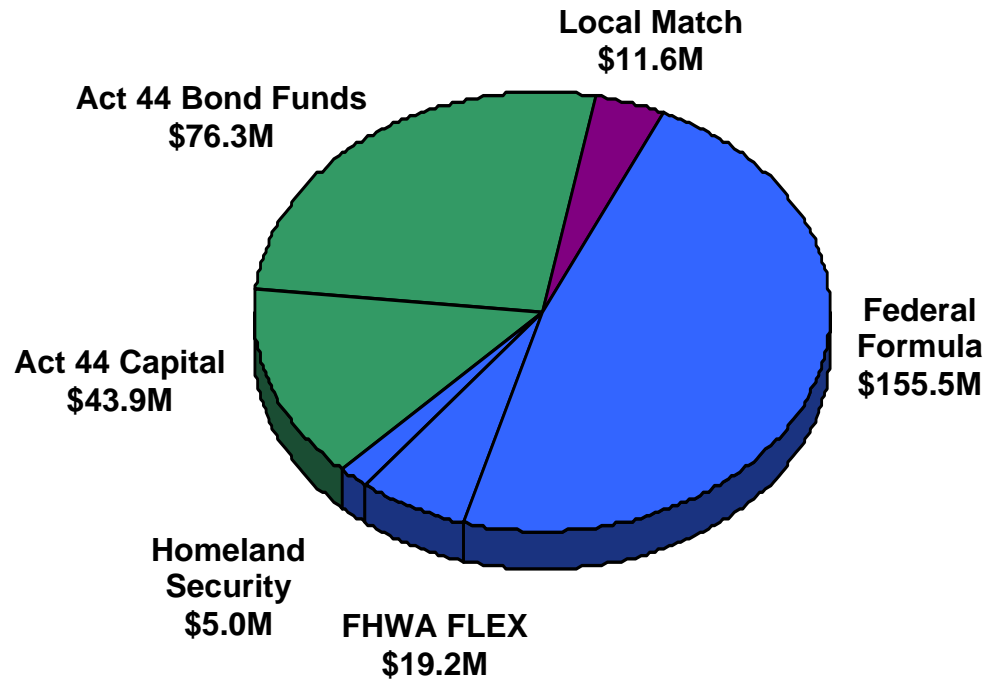
The programming amounts and projects listed in the outer years of SEPTA’s Capital Program represent what is required to address the current unfunded backlog of SEPTA’s capital needs.

FUNDING OUTLOOK AND SHORTFALL

FY 2012 Capital Funding \$311.5M

State \$120.2M (38.6%)

Local \$11.6M (3.7%)



Federal \$179.7M (57.7%)

TRANSIT PLANNING EFFORTS

TRANSIT PLANNING EFFORTS

This section includes a list of transit planning projects underway, or recently completed, in the region. These projects are included to provide information on planning studies that are currently being conducted by SEPTA; the Delaware Valley Regional Planning Commission (DVRPC); Bucks, Chester, Delaware and Montgomery Counties; the City of Philadelphia; and other transportation agencies and associations.

Long Range Planning:

- **City of Philadelphia: Philadelphia 2035**

Lead Agency: Philadelphia City Planning Commission

Description: A large scale Citywide planning effort with three themes – Thrive, Connect and Renew: includes the new and extended Transit lines to serve the Roosevelt Boulevard corridor, access to the Navy Yard, connect to the Central Delaware Waterfront and the Centennial District; the development of the Market East Station and the 30th Street Station areas. Further elements include adoption of Complete Streets – the balanced use of streets between pedestrians, bicyclists and vehicles; and access to the Airport from Center City. The next phase of this Comprehensive Plan is to develop 18 individual District Plans covering all neighborhoods of the city to focus the Citywide Plan’s broad recommendations more specifically.

- **Long Range Regional Transportation Plan – Connections: A Regional Plan for a Sustainable Future (2035)**

Lead Agency: Delaware Valley Regional Planning Commission (DVRPC)

Description: The DVRPC board adopted the *Connections* (2035) Regional Long Range Plan in July 2009. Regional trends and forecasts were updated with respect to land use, environmental, economic and transportation indicators. DVRPC gathered public input via an online opinion survey followed by countywide workshops, conducted a series of ‘what if’ planning scenarios and developed a fiscally constrained transportation plan. Several SEPTA service extension projects are included in the Region’s Long Range Plan. This type of plan is a requirement for DVRPC as a Metropolitan Planning Organization, and it is updated every five (5) years.

- **Amtrak Northeast Corridor Infrastructure Master Plan (2030)**

Lead Agency: Amtrak

Description: A comprehensive Master Plan for the Northeast Rail Corridor. The plan was undertaken using a strategic approach intended to develop greater cooperation between Amtrak, the nine regional rail operators, including SEPTA, and seven freight companies operating on the northeast rail corridor (NEC) between Boston and Richmond. The aim is to better forecast anticipated increased service levels on the corridor and develop an appropriate capital plan to respond to increasing demand. Stakeholder working groups, including railroads, state DOTs, the FRA and Amtrak and commuter rail carriers, were established to define objectives and direct development of the master plan. A final Report was adopted by the NEC Master

TRANSIT PLANNING EFFORTS

Plan Executive Committee in the spring of 2010. The subsequent planning phase for the Master Plan is a full NEPA environmental evaluation process, which has begun.

- **Pennsylvania Passenger and Freight Rail Plan**

Lead Agency: PennDOT

Description: This Plan was to determine the priorities for the Commonwealth's passenger and freight rail opportunities in terms of both investment and prioritization. To ensure that Pennsylvania continues to benefit from a robust network of rail that supports economic and environmental benefits, this plan was designed to provide a framework for necessary investments such that the rail system supports sustainable and livable, thriving communities. The top priority of the plan is to bring the rail system within the Commonwealth to a state of good repair and maintain that level of future investment. This is also a significant goal for SEPTA as identified within the Authority's Strategic Business Plan for the period FY2010-2014, and exemplified within the Capital Budget and Twelve Year Capital Program.

- **Philadelphia Central Delaware Riverfront Master Plan**

Lead Agencies: PennPraxis, University of Pennsylvania / Philadelphia City Planning Commission

Description: PennPraxis led a collaborative planning effort aimed at creating a civic vision for the Philadelphia Central Delaware Riverfront. Certain key principles were identified as part of the process, including the need to reconnect the City to the riverfront; acknowledgment of the historic industrial heritage and the importance of the continued port operations; respect for the ecological function of the riverfront; creating a blend of land uses; the need for a long-term view; the establishment of public places; and finally, the necessity for sustained community engagement. Movement systems, including public transit, were an integral part of the plan's framework for growth. The *Civic Vision for the Central Delaware* was completed in November 2007, and adopted by the Philadelphia City Planning Commission in Spring, 2009.

- **Master Plan for the Central Delaware: Transforming Philadelphia's Waterfront**

Lead Agency: Delaware River Waterfront Corporation (DRWC)

Description: The next planning effort on the Waterfront will establish recommendations for transforming six miles of the waterfront between Oregon and Allegheny Avenues. This transformation is to be accomplished through a series of detailed recommendations on land use, transportation, zoning, development and a system of parks and trails. This planning effort is anticipated to be completed by the fall of 2011.

TRANSIT PLANNING EFFORTS

Expansion Project Planning:

- **Delaware River Port Authority/Port Authority Transit Company Transit Expansion Alternatives Analysis Studies**

Lead Agency: Delaware River Port Authority (DRPA) / Port Authority Transit Company (PATCO)

Description: PATCO, a subsidiary of the DRPA, completed an Alternatives Analysis (AA) in April, 2010. This report evaluated light rail transit service expansion options along the Philadelphia Waterfront from Penn Treaty Park to Pier 70, including several spur options to Center City. PATCO held public input sessions for this Alternatives Analysis during 2008-09, and had regular consultation with the City of Philadelphia and SEPTA. The advancement of the Philadelphia Waterfront Transit Expansion project into a next phase of planning has been delayed as the project becomes part of the Delaware Waterfront Corporation's overall Master plan for development.

- **Norristown High-Speed Line Extension**

Lead Agency: SEPTA

Description: An Alternatives Analysis (AA) planning study for the extension of the Norristown High-Speed Line 4.9 miles from north of Hughes Station, westward along the Norfolk-Southern Morrisville line right-of-way and then northward to King of Prussia and ending in Valley Forge was completed in 2003. The study projected an additional 3,800 daily rides to the line with cost of construction estimated at \$277 million. The next stage of planning involves an advancement of the Alternative Analysis Federal Process with review of and updates to the various alternative alignments. This update is necessary given the land use changes within the King of Prussia area. The study will also include a necessary revisiting of capital and operating costs, a simulation of service operations, stakeholder outreach efforts and appropriate environmental review steps. The majority of the planning work will occur during Fiscal Year 2012.

- **Norristown Line Extension Study – Montgomery, Chester and Berks Counties**

Lead Agency: Montgomery County Planning Commission (MCPC)/Delaware Valley Regional Planning Commission (DVRPC)

Description: MCPC conducted a feasibility study which explored the extension of rail service from the current regional rail terminus in Norristown, along the US 422 Expressway in Montgomery, Chester and Berks Counties. The study used long-range population and employment forecasts when reviewing various rail service alternatives, and identified innovative funding options, including the tolling of the US 422 Expressway. Study recommendations were released in February 2009.

TRANSIT PLANNING EFFORTS

- **U.S. 422 Corridor Study Plus**

Lead Agencies: Montgomery County Planning Commission, Delaware Valley Regional Planning Commission

Description: This is a second phase of planning which is underway to determine the feasibility of tolling the U.S. 422 Expressway. This effort will determine if there is adequate revenue for capital and operating costs for highway improvements and a Norristown Line extension out to Reading, PA, on the Norfolk Southern owned right-of-way. This study is planned for completion by the fall of 2011.

- **Broad Street Line Extension – Pattison Avenue to the Philadelphia Navy Yard Feasibility Study**

Lead Agency: Philadelphia Industrial Development Corporation (PIDC)

Description: PIDC received a DVRPC FY 2007 Transportation and Community Development Initiative (TCDI) grant to evaluate transit needs and alternatives for enhancing public transportation connections to Navy Yard redevelopment sites in South Philadelphia, including the extension of the Broad Street Line from its current terminus at Pattison Avenue. A final report was issued in September 2008. Estimated costs for the various alignment options are in the \$370 M to \$510 M range. No further Planning stages have occurred to date.

- **Quakertown Rail Restoration - Alternatives Analysis I**

Lead Agencies: Transportation Management Association of Bucks County, and Bucks County and Montgomery County Planning Commissions.

Description: The Alternatives Analysis (AA) study investigated the feasibility of restoring passenger rail service linking Upper Bucks County and North Penn communities with Center City Philadelphia, via Lansdale. The AA examined transit options that would mitigate highway congestion in the corridor. The AA also identified cost-effective, productive and affordable means to use transit capital investments and service improvements to strengthen mobility connections between Upper Bucks County and Montgomery County, along with key activity centers. The final report, issued in November 2007, recommended diesel rail shuttle service along the former Bethlehem Branch of the Reading Railroad between Lansdale and Shelly as the Locally Preferred Alternative (LPA). Daily ridership was projected to exceed 4,000 persons.

- **Quakertown Rail Restoration - Alternatives Analysis II**

Lead Agencies: Transportation Management Association of Bucks County, and Bucks County and Montgomery County Planning Commissions.

Description: A second phase of planning steps is currently underway to refine service alternatives and prepare ridership modeling forecasts, operating and capital cost estimates and user benefit estimates for the new alternatives. This effort is managed by DVRPC, and coordinated with Bucks and Montgomery County Planning Commissions, the TMA of Bucks County and SEPTA. The preliminary findings of this study reflect a different approach to restoring service in the 309 corridor by recommending electrification of the SEPTA owned branch line, with a geographically phased approach.

TRANSIT PLANNING EFFORTS

- **Thorndale Extension – Chester County**

Lead Agency: Delaware Valley Regional Planning Commission (DVRPC)

Description: A Needs and Opportunities study evaluated the potential of reactivating SEPTA regional rail service west of the current terminus of Thorndale, to Parkesburg and Coatesville (discontinued in 1995), and on to Atglen. DVRPC completed this study in June 2007. Between 2008 and 2010, discussion among stakeholders, SEPTA and the Chester County Planning Commission occurred as a result of City of Coatesville planning, design and construction efforts focused on capital improvements to the Coatesville Station and parking lot area. In 2011, PennDOT provided funds for planning for the Parkesburg Station area, as well as a feasibility study of a Station at Atglen. Such planning efforts are principally for Station service on the Keystone Corridor, as provided by Amtrak.

Other Planning Activities:

- **DVRPC Transportation and Community Development Initiative (TCDI) Studies**

Lead Agencies: Selected Municipalities / Delaware Valley Regional Planning Commission (DVRPC)

Description: The TCDI program is administered by DVRPC to support the local planning efforts of municipalities in the region that are consistent with county, regional and state objectives. Goals of the TCDI program are to promote investment, redevelopment and growth in the region's core cities and mature suburbs. Many TCDI studies focus on exploring Transit Oriented Development (TOD) opportunities and improved access to transit. The latest TCDI projects, recently completed or underway, that SEPTA has directly contributed to include:

- Germantown and Nicetown TOD Neighborhood Plan, City of Philadelphia
- Broad & Erie Transportation and Community Development Plan, City of Philadelphia
- Hunting Park West Industrial Area, City of Philadelphia
- Transit Revitalization Investment District (Phase II), Marcus Hook Borough
- Station Area TOD Planning, Millbourne Borough
- Willow Grove Station Feasibility Study, Upper Moreland Township
- Intermodal Connections, Norristown Borough

TRANSIT PLANNING EFFORTS

- **PA Dept. of Community & Economic Development (DCED) Transit Revitalization Investment District (TRID) Program**
Lead Agencies: Selected Municipalities / Community Organizations / PA DCED
Description: The PA DCED has awarded grants to several municipalities and community organizations across the region for the purposes of developing a TRID. Through Commonwealth legislation enacted in 2004, a TRID became a legally defined area centered around a transit station. The TRID value-capture concept is designed to use anticipated increased property tax revenue resulting from redevelopment as leverage to help finance transit improvements and other public projects within the district. DCED has provided \$75,000 to each recipient, with \$25,000 required as local matching funds. SEPTA is actively involved in the TRID plans currently underway in the five-county region, including: Ambler, Bryn Mawr, Croydon, Marcus Hook, and Temple University Regional Rail Stations, and 46th Street Station on the Market-Frankford Line. Final draft TRID agreements are in place for the Bryn Mawr, Marcus Hook and Temple University plans.

FISCAL YEAR 2012 CAPITAL BUDGET (Year 1)

FISCAL YEAR 2012 CAPITAL BUDGET

<u>Project</u>	<u>FY 2012 Funding Requirement</u>
Bus Purchase Program	\$59,209,593
Capital Asset Lease Program	28,720,862
Congestion Relief	2,233,000
Debt Service	52,654,545
Infrastructure Safety Renewal Program	34,400,000
Paratransit Vehicle Acquisition	5,000,000
Regional Rail Signal System Modernization	35,800,000
Safety and Security Improvements	5,000,000
State of Good Repair Initiatives	15,200,000
Station Accessibility	4,800,000
Station and Parking Improvements Program	10,400,000
System Improvements Program	5,000,000
Vehicle Overhaul Program	<u>53,100,000</u>
TOTAL FY 2012 Capital Budget	\$311,518,000

FISCAL YEARS 2012-2015 CAPITAL PROGRAM (Years 1-4)

FISCAL YEARS 2012-2015 CAPITAL PROGRAM (Years 1-4)

<u>Project</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>Total</u>
Bus Purchase Program	\$59,209,593	\$69,000,000	\$54,600,000	\$55,400,000	\$238,209,593
Capital Asset Lease Program	28,720,862	29,886,066	31,148,899	31,824,581	121,580,408
Congestion Relief	2,233,000	2,316,000	2,399,000	2,471,000	9,419,000
Debt Service	52,654,545	52,550,934	52,611,101	52,565,419	210,381,999
Infrastructure Safety Renewal Program	34,400,000	34,700,000	34,500,000	34,500,000	138,100,000
New Payment Technologies (Loan Repayment)	0	10,000,000	10,000,000	15,000,000	35,000,000
Paratransit Vehicle Acquisition	5,000,000	4,400,000	4,700,000	4,700,000	18,800,000
Regional Rail Signal System Modernization	35,800,000	35,600,000	41,300,000	25,700,000	138,400,000
Safety and Security Improvements	5,000,000	5,000,000	5,000,000	5,000,000	20,000,000
State of Good Repair Initiatives	15,200,000	1,900,000	13,800,000	13,800,000	44,700,000
Station Accessibility	4,800,000	2,593,000	0	0	7,393,000
Station and Parking Improvements Program	10,400,000	1,500,000	0	0	11,900,000
System Improvements Program	5,000,000	1,000,000	1,000,000	8,500,000	15,500,000
Utility Fleet Renewal	0	3,000,000	3,000,000	3,000,000	9,000,000
Vehicle Overhaul Program	53,100,000	53,600,000	53,000,000	54,600,000	214,300,000
Subtotal	\$311,518,000	\$307,046,000	\$307,059,000	\$307,061,000	\$1,232,684,000
New Starts/Service Initiatives	0	25,000,000	50,000,000	100,000,000	175,000,000
Grand Total - Capital Projects	\$311,518,000	\$332,046,000	\$357,059,000	\$407,061,000	\$1,407,684,000

**FISCAL YEARS 2012-2015 CAPITAL PROGRAM (Years 1-4)
PROJECT DESCRIPTIONS**

BUS PURCHASE PROGRAM

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for heavy use routes to 27-foot and 30-foot buses for suburban circulator and contracted service routes. With the completion of the Fiscal Year 2008-2011 Bus Purchase Program, SEPTA's fleet of hybrid buses will increase to 472 buses, making SEPTA the operator of one of the largest public transit hybrid bus fleets in the country. Beginning in Fiscal Year 2012 through 2015, SEPTA will advance the purchase of 155 60-foot articulated buses and 90 40-foot buses. Options of 50 60-foot buses and 55 40-foot buses will be included in this procurement.

SEPTA will seek discretionary funding to continue the acquisition of hybrid buses.



Replacement of Neoplan 60-Ft. Articulated Buses

FY 2012 FUNDING SOURCE: FTA <u> X </u> FHWA <u> X </u> STATE ACT 44 <u> X </u> LOCAL <u> X </u>				
CAPITAL INVESTMENT CATEGORY: STATE OF GOOD REPAIR <u> ___ </u> NORMAL REPLACEMENT <u> X </u> SYSTEM IMP. <u> ___ </u> SYSTEM EXPANSION <u> ___ </u>				
SERVICE AREA: BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2012 FUNDING	FY 2013-2015	FY 2016-2023	TOTAL COST
\$0	\$59,209,593	\$179,000,000	\$520,000,000	\$758,209,593

CAPITAL ASSET LEASE PROGRAM

The Capital Asset Lease Program provides for lease payments attributable to the acquisition through financial leasing arrangements of the following capital assets:

- **Amtrak Trackage (State of Good Repair Project)**
This lease provides for the right to use Amtrak tracks for SEPTA's Trenton, Wilmington/Newark and Paoli/Thorndale Regional Rail service, and portions of the Chestnut Hill West, Media/Elwyn, Airport and Cynwyd Regional Rail Lines.
- **Communications Antennas (System Improvement Project)**
This lease provides for the right to house voice and data transmission and receiving equipment on towers at the following locations: Y-100, Loews Hotel, Malvern, West Rockhill, Oxford Valley Mall, Newtown Square, and New Britain.
- **Copiers (System Improvement Project)**
This lease provides for rental of approximately 141 copiers, which are dispersed throughout SEPTA's headquarters and transportation and maintenance facilities.
- **Warehouse Facility (State of Good Repair Project)**
This lease provides for rental of a storeroom facility at 2045 Wheatsheaf Lane in the City of Philadelphia.



SEPTA Operation on Amtrak's
Keystone Corridor

FY 2012 FUNDING SOURCE: FTA <u> X </u> FHWA <u> </u> STATE ACT 44 <u> X </u> LOCAL <u> X </u>				
CAPITAL INVESTMENT CATEGORY: STATE OF GOOD REPAIR <u> X </u> NORMAL REPLACEMENT <u> X </u> SYSTEM IMP. <u> X </u> SYSTEM EXPANSION <u> </u>				
SERVICE AREA: BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2012 FUNDING	FY 2013-2015	FY 2016-2023	TOTAL COST
\$0	\$28,720,862	\$92,859,546	\$256,000,000	\$377,580,408

CONGESTION RELIEF

The Delaware Valley Regional Planning Commission (DVRPC) approved the Transportation Improvement Program (TIP) for Fiscal Years 2011-2014, which took effect October 1, 2010. The following congestion mitigation activities are included in Fiscal Year 2012 of the TIP:

U.S. Route 202 Reconstruction Congestion Mitigation Activities (\$1,698,000) – As part of the U.S. Route 202 Highway Reconstruction Program, PennDOT has supported the funding of congestion mitigation activities operated by SEPTA. Funds are programmed in Fiscal Year 2012 for the following SEPTA strategies: 1) Paoli/Thorndale Regional Rail Line service improvements and Bus Route 204 service, which were implemented as congestion mitigation activities for the U.S. Route 202, Section 400 reconstruction; 2) Additional Paoli/Thorndale Regional Rail Line service between Malvern and Thorndale Stations; 3) Bus Route 205 operating from the Paoli Station to the Commons at Great Valley and Phoenixville, which serves Paoli Memorial Hospital, Paoli Industrial Park, Great Valley Corporate Center, and other employment centers along the PA Route 29 corridor; and 4) Bus Route 306 operating from West Goshen to the Main Line Industrial Park, Chester County serving employment, shopping and educational centers along U.S. Route 202, in West Chester, along U.S. Route 30, and the Great Valley Corporate Center area.

I-95 Reconstruction Congestion Mitigation (\$535,000) – In partnership with PennDOT, this project will support the I-95 Reconstruction Project. This project involves the operation of shuttle bus service between the 1,600-space park-and-ride lot off of Woodhaven Road and the adjacent Cornwells Heights Station on the Trenton Regional Rail Line for passengers of SEPTA and Amtrak train service to Center City Philadelphia and points south and to Trenton and points north.

FY 2012 FUNDING SOURCE: FTA <input type="checkbox"/> FHWA <input checked="" type="checkbox"/> STATE ACT 44 <input type="checkbox"/> LOCAL <input checked="" type="checkbox"/>				
CAPITAL INVESTMENT CATEGORY: STATE OF GOOD REPAIR <input type="checkbox"/> NORMAL REPLACEMENT <input type="checkbox"/> SYSTEM IMP. <input type="checkbox"/> SYSTEM EXPANSION <input checked="" type="checkbox"/>				
SERVICE AREA: BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2012 FUNDING	FY 2013-2015	FY 2016-2023	TOTAL COST
\$0	\$2,233,000	\$7,186,000	\$0	\$9,419,000

DEBT SERVICE

State and federal capital funds will provide for debt service and the cost of issuance of bonds, notes and other indebtedness incurred by SEPTA. The project provides funds for the following debt service payments:

- Payments on Capital Grant Receipts Bonds, Series 2011. SEPTA expects to issue bonds in Calendar Year 2011 to finance two projects:

- Acquisition of 120 Silverliner V Regional Rail cars. These new electric multiple-unit (EMU) cars will replace the existing Silverliner II and III rail cars, which are currently 45 to 49 years old, and will provide additional cars to supplement the regional rail car fleet in response to current and projected ridership growth. Vehicles will fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations regarding safety features and systems. The cars will include recent technology and enhanced passenger amenities, such as larger windows, wider aisles, a state-of-the-art climate control system, and enhanced seating arrangement with more two-passenger seating. The new cars will have electronic exterior and interior destination signs, voice announcement of train destination and upcoming station stops, and provide the capability for SEPTA's Control Center to broadcast messages directly to customers on the trains. In addition, these cars will be equipped with on-board video surveillance and automatic passenger counting systems. The total cost for the Silverliner V car project (\$330 million) will be funded through a combination of grants and capital financing.



- Rehabilitation of the Wayne Junction Intermodal Facility. The Wayne Junction Intermodal Facility was constructed at the turn of the 20th Century and is in need of major rehabilitation. This project provides for restoring the station's historic integrity while modernizing its structure to provide a more accessible and environmentally friendly facility for local residents. The project provides for the enhancement of passenger amenities such as lighting, signage, shelters, audio and visual public announcement system, windscreens, benches, HVAC (heating, ventilation, air conditioning) systems, and sanitary systems. Structural improvements include station building rehabilitation and ADA accessibility modifications, such as high level platforms, elevator installations, stairway renovations, passenger tunnel improvements, new canopies and shelter improvements. The construction phase of this project is scheduled to be complete in 2014. The total cost of the Wayne Junction Intermodal Facility project (\$31.5 million) will be funded through a Federal Transit Administration Bus and Bus Facilities Livability Grant and Capital Financing.



DEBT SERVICE

- Payments on Fixed Rate Refunding Bonds, Series 2010. The Fixed Rate Refunding Bonds were used to refund the Special Revenue Bonds, Series 1999, which provided funds for the Market-Frankford Line cars, various capital improvement projects, and partial refunding of Series 1995A Bonds. (Normal Replacement and State of Good Repair)
- Payments on Variable Rate Revenue Refunding Bonds, Series 2007. The Variable Rate Refunding Bonds were used to refund the Special Revenue Bonds, Series 1997, which provided funds for the buyout of leases on Bombardier Rail Cars, General Motors Locomotives and Frazer Rail Car Maintenance Shop and for other capital improvement projects, including the Market-Frankford Line car acquisition, Broad Street Line cable replacement, Frazer Yard interlocking construction and Market-Frankford Line infrastructure improvements. (Normal Replacement and System Improvement)

FY 2012 FUNDING SOURCE: FTA <u> X </u> FHWA <u> </u> STATE ACT 44 <u> X </u> LOCAL <u> X </u>				
CAPITAL INVESTMENT CATEGORY: STATE OF GOOD REPAIR <u> X </u> NORMAL REPLACEMENT <u> X </u> SYSTEM IMP. <u> X </u> SYSTEM EXPANSION <u> </u>				
SERVICE AREA: BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2012 FUNDING	FY 2013-2015	FY 2016-2023	TOTAL COST
\$0	\$52,654,545	\$157,727,454	\$363,030,000	\$573,411,999

INFRASTRUCTURE SAFETY RENEWAL PROGRAM

This project provides for the restoration of SEPTA's transit and railroad infrastructure to a state of good repair. Candidate projects during Fiscal Year 2012 Program include:

Track and Right-of-Way

- Renewal of special track work on the Broad Street Line at Fern Rock, Walnut, and Olney Interlocking and on trolley tracks at 49th Street and Woodland Avenue.
- Track renewal on Trolley Route 34 at several locations between 40th Street and 55th Street on Baltimore Avenue, and on the Broad Street Line between Snyder Station and AT&T Station on Track #1.
- Grade crossing renewal on the Route 102 Trolley Line at Edmonds Avenue, Penn Street, Berkley Avenue and Broadway Avenue.
- Grade crossing renewal on the Fox Chase Regional Rail Line at Oxford Avenue and Rhawn Street, on the Norristown Regional Rail Line at Main Street and on the Doylestown Line at U. S. Route 202.
- Tie replacement and track surfacing on the Airport, Chestnut Hill East and Fox Chase Regional Rail Lines, and timber replacement at the Walnut Interlocking on the Regional Rail Main Line South.
- Timber deck renewal at under grade Bridge 5.76 on the Doylestown Regional Rail Line.
- Replacement of curve worn rail at several locations on the Broad Street, Market-Frankford and Trolley Lines.
- Rehabilitation of the Morton Storm Water Culvert (M.P. 9.75) on the Media/Elwyn Regional Rail Line.



Special Trackwork Renewal
40th Street Trolley Portal

Station Facilities

- Improvements to Norwood, Glenolden, Folcroft, Sharon Hill, Curtis Park and Darby Stations on the Wilmington/Newark Line including platforms, shelters, stairs, benches, pathways, signage, drainage, tunnels, canopies, lighting, parking and station.
- Improvements to Temple University Station (Berks Street Plaza entrance) at the ticket office, and installation of new shelters, planters, bollards, lighting, furniture, signage and landscaping.
- Platform improvements at Warminster Station on the Warminster Regional Rail Line; platform tactile edge improvements at Forest Hills Station on the West Trenton Regional Rail Line and Elm Street Station on the Norristown Regional Rail Line; and design of platform improvements, including ADA tactile edging, where appropriate, at Fern Rock Regional Rail Station and 30th Street Station on the Regional Rail Main Line.
- Platform improvements to facilitate passenger boarding on and off of the new Silverliner V Regional Rail cars at stations on SEPTA-owned Regional Rail lines.
- Improvements to Wynnewood Road, Ardmore Junction, Ardmore Avenue, Haverford and Bryn Mawr Stations on the Norristown High Speed Line.
- Improvements to platform edges on the Route 15 Trolley Line, Chinatown and Fairmount Station on the Broad Street Line (Ridge Spur) and 15th Street Trolley Station.
- Replacement of the stairway at 5th Street Station on the Market-Frankford Line.

INFRASTRUCTURE SAFETY RENEWAL PROGRAM

Power Systems

- Replacement of DC traction power feeder cables at several locations supporting the Broad Street, Market-Frankford and Trolley Lines.
- Replacement of AC cables between Ellen Substation and several Market-Frankford Line stations.
- Improvements to City and Suburban Transit substations including replacement of high speed trip devices and breakers at several substations.
- Replacement of old copper telephone lines with fiber optic cable at 69th Street, Ellen and Letterly Substations.
- Upgrading of the remote terminal unit modems at Sansom Substation.
- Replacement of trolley wire on Trolley Route 13 along Chester Avenue between 50th and 60th Streets, and on Kingsessing Avenue between 60th and 63rd Streets. Trolley wire will also be replaced at Elmwood Yard, 40th Street Portal and trackless trolley turnarounds. Trolley wire protection boards will be replaced under sections of the Market Frankford Line elevated structure for trackless trolley routes.
- Improvements to the power system for the Market-Frankford Line at Bridge Street and 5th Street Track Crossovers to allow for remote control operation from SEPTA's control center.
- Renewal of manholes at locations to be determined concurrently with the City of Philadelphia street reconstruction projects.
- Replacement of a section of duct bank and existing AC cable on the east side of Broad Street in the vicinity of Kerbaugh Street.
- Rehabilitation of regional rail catenary structures on the 9th Street Viaduct section of the Regional Rail Main Line North.



Catenary Replacement Doylestown Line

Maintenance/Support Facilities

- Replace septic tank with a sewage ejection system at the Jenkintown Track Building.
- Replacement of the drop table at Wayne Junction Car Shop.
- Broad Street Line vent well improvements at twenty locations.
- Rehabilitation of tunnel columns for the subway portion of the City Transit Division Trolley Lines.
- Replace deck waterproofing on Chew Street Bridge on the Chestnut Hill East Regional Rail Line.
- Overhaul of the Shunk Pump Room on the Broad Street Line.
- Tunnel lighting improvements on the Broad Street Line.
- Improvements to bus and rail vehicle maintenance shops including shop lighting, vehicle lifts, a paint booth and a fall arrest system.
- Rehabilitation of Suburban Station Crew Quarters.

INFRASTRUCTURE SAFETY RENEWAL PROGRAM

Signals and Communications Systems

- Installation of standard communications infrastructure, consisting of lateral copper and fiber optic cables, on the Airport Regional Rail Line.
- Replacement of the existing copper-connected communications modems in all field Remote Terminal Units (RTU) with fiber optics units between 16th Street Interlocking and "K" Interlocking on the Regional Rail Main Line.
- Refurbishment of public address control units at all passenger stations on the Doylestown Regional Rail Line.
- Replacement of computer-based remote train control equipment (TCE) on the Market-Frankford Line and on the Regional Rail System.

FY 2012 FUNDING SOURCE: FTA <input type="checkbox"/> FHWA <input type="checkbox"/> STATE ACT 44 <input checked="" type="checkbox"/> LOCAL <input checked="" type="checkbox"/>				
CAPITAL INVESTMENT CATEGORY: STATE OF GOOD REPAIR <input checked="" type="checkbox"/> NORMAL REPLACEMENT <input type="checkbox"/> SYSTEM IMP. <input type="checkbox"/> SYSTEM EXPANSION <input type="checkbox"/>				
SERVICE AREA: BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2012 FUNDING	FY 2013-2015	FY 2016-2023	TOTAL COST
\$0	\$34,400,000	\$103,700,000	\$276,000,000	\$414,100,000

NEW PAYMENT TECHNOLOGIES

The New Payment Technologies (NPT) Project will modernize and improve SEPTA's current fare payment and collection system by offering riders a variety of payment choices to suit their travel needs. Fare boxes on buses and light rail vehicles will accept electronic fare media such as contactless cards and emerging media forms. New vending machines located in stations and other terminal locations will improve customer convenience of fare instrument purchases. Electronic media will also be widely available in retail establishments throughout the SEPTA service area.

In addition to bus, rail transit, and regional rail fare collection improvements, this project will include improvements to the payment and collection procedures for SEPTA's Customized Community Transportation (CCT) operation and SEPTA's parking operations. Computer equipment and software systems will support the enhanced system-wide fare collection system.

Control, accountability and reconciliation will be made an integral part of the new fare collection system. The introduction of new fare collection technology will attract riders to the system and facilitate accurate gathering of ridership and revenue information. Electronic fare media used in conjunction with modern fare collection devices will allow customers to move seamlessly throughout the transit network.

Companion projects supporting the NPT Project include: Bus and trolley fare box upgrade, Market-Frankford Line and Broad Street Line fiber optics improvements; new fare lines at five downtown Railroad stations (Temple University, Market East, Suburban Station, 30th Street Station and University City); Market-Frankford fare line improvements; zone offices to monitor fare lines and assist passengers; NPT Test Facility; elevator control modifications for paid/unpaid elevators; and remote Railroad station waiting room security. These NPT companion projects are necessary to provide enhanced customer service and achieve cost efficiencies and revenue enhancements.

The SEPTA Board has approved a loan agreement with the Philadelphia Industrial Development Corporation (PIDC), Limited Partnership (LP) XXVIII to finance this project. This U. S. Government program is administered in Southeastern Pennsylvania by PIDC, in partnership with CanAm Enterprises, LLC.

FY 2012 FUNDING SOURCE: FTA <input type="checkbox"/> FHWA <input type="checkbox"/> STATE ACT 44 <input type="checkbox"/> LOCAL <input type="checkbox"/>				
CAPITAL INVESTMENT CATEGORY: STATE OF GOOD REPAIR <input type="checkbox"/> NORMAL REPLACEMENT <input type="checkbox"/> SYSTEM IMP. <input checked="" type="checkbox"/> SYSTEM EXPANSION <input type="checkbox"/>				
SERVICE AREA: BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2012 FUNDING	FY 2013-2015	FY 2016-2023	TOTAL COST
\$18,693,000	\$0	\$35,000,000	\$121,307,000	\$175,000,000

NEW STARTS/SERVICE INITIATIVES

Collaboration and regional consensus are key factors in determining the region's capital investment priorities for New Starts and new Service Initiatives. The Authority continues to work with the Delaware Valley Regional Planning Commission (DVRPC), the City of Philadelphia, the Counties of Bucks, Chester, Delaware and Montgomery, and other regional partners in establishing an approach for collaborative decision-making to determine the viability of long-range capital projects and to develop regional priorities. It is envisioned that such an approach would consider, but not be limited to, the following factors: a project's impact on the region's economic vitality and growth, impact on the environment, identification of all stakeholders, a broader vision of land-use planning and individual transit projects, the benefits of each investment, including the highest return on investment, and the identification of available innovative and equitable funding avenues.

Over the past few years, several New Starts projects and new service initiatives are being studied by SEPTA, the Delaware Valley Regional Planning Commission (DVRPC); Bucks, Chester, Delaware and Montgomery Counties; the City of Philadelphia; and other transportation agencies and associations. Please refer to the Transit Planning Efforts section of the budget document for further details on the various studies.

FY 2012 FUNDING SOURCE: FTA <input type="checkbox"/> FHWA <input type="checkbox"/> STATE ACT 44 <input type="checkbox"/> LOCAL <input type="checkbox"/>				
CAPITAL INVESTMENT CATEGORY: STATE OF GOOD REPAIR <input type="checkbox"/> NORMAL REPLACEMENT <input type="checkbox"/> SYSTEM IMP. <input type="checkbox"/> SYSTEM EXPANSION <input checked="" type="checkbox"/>				
SERVICE AREA: BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2012 FUNDING	FY 2013-2015	FY 2016-2023	TOTAL COST
\$31,411,000	\$0	\$175,000,000	\$1,893,589,000	\$2,100,000,000

PARATRANSIT VEHICLE ACQUISITION

Quality control, service reliability and customer satisfaction are key objectives of the Authority. To achieve these objectives, SEPTA routinely acquires new revenue vehicles for its paratransit and shared-ride services to replace vehicles that have exceeded their useful life of five years. These vehicles are provided to private carriers, which operate the services and maintain the vehicles under contract to SEPTA.

SEPTA ownership of these vehicles provides the following benefits:

- The flexibility to rapidly exchange vehicles between carrier networks should the need arise.
- Creates an economic incentive for carriers to provide quality service.
- More control over fleet composition and standardization of the fleet.
- More control over vehicle design features.

In Fiscal Year 2012, up to 86 vehicles will be acquired, consisting of 40 minibuses with wheelchair lifts, 31 12-passenger minibuses without wheelchair lift and 15 sedans.



Paratransit Minibus with Wheel Chair Lift

FY 2012 FUNDING SOURCE: FTA <u> X </u> FHWA <u> </u> STATE ACT 44 <u> X </u> LOCAL <u> X </u>				
CAPITAL INVESTMENT CATEGORY: STATE OF GOOD REPAIR <u> </u> NORMAL REPLACEMENT <u> X </u> SYSTEM IMP. <u> </u> SYSTEM EXPANSION <u> </u>				
SERVICE AREA: SEPTA REGION				
PRIOR FUNDING	FY 2012 FUNDING	FY 2013-2015	FY 2016-2023	TOTAL COST
\$0	\$5,000,000	\$13,800,000	\$40,000,000	\$58,800,000

REGIONAL RAIL SIGNAL SYSTEM MODERNIZATION

This project provides for the modernization of the signal system on SEPTA's Regional Rail system. The Automatic Train Control (ATC) System will be installed on the Warminster, Lansdale/Doylestown - Lansdale to Doylestown segment, Cynwyd, Norristown, Chestnut Hill East and Chestnut Hill West Regional Rail Lines. The ATC System, which operates on a microprocessor based platform, will ensure effective train separation, as well as provide train overspeed protection with automatic braking. The new signal system will also enable bi-directional train movements with full signaling, thus greatly enhancing the flexibility of service when a portion of track is out of service for maintenance or repair.

In addition, a Positive Train Control (PTC) System will be superimposed atop the ATC on all SEPTA-owned Regional Rail lines. Working in unison, these two systems will provide the functionality that the "Rail Safety Improvement Act of 2008" has mandated to be operational by December 31, 2015. The PTC will enhance the ATC System by providing the ability to enforce a stop, enforce civil speed restrictions and enforce temporary speed restrictions through a network of transponders, while maintaining the continuous track monitoring advantages of the ATC. The installation of this system will ensure interoperability with Amtrak and the various freight carriers.

As part of this project, track interlockings and switches will be improved or replaced to complement the capabilities of the new combined signal system. These improvements, in conjunction with completed and planned communications system upgrades, will significantly improve service quality, provide a more reliable and maintainable operation, and expand opportunities to increase overall travel speed and reduce travel time.

Implementation of a new signal system is underway on the Doylestown Line with completion scheduled for the 4th quarter of Calendar Year 2011. The development and fabrication of new signal systems for the Norristown and Chestnut Hill East Lines are ongoing. Improvements to the signal system on the Chestnut Hill West Line have been advanced with the new signal system for the Cynwyd Line to follow. The engineering phase for the Positive Train Control (PTC) Project is complete. The construction phase is scheduled to commence by January 2012.



Signal System Modernization
Warminster Line

FY 2012 FUNDING SOURCE: FTA <u> X </u> FHWA <u> </u> STATE ACT 44 <u> X </u> LOCAL <u> X </u>				
CAPITAL INVESTMENT CATEGORY: STATE OF GOOD REPAIR <u> </u> NORMAL REPLACEMENT <u> </u> SYSTEM IMP. <u> X </u> SYSTEM EXPANSION <u> </u>				
SERVICE AREA: BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2012 FUNDING	FY 2013-2015	FY 2016-2023	TOTAL COST
\$49,800,000	\$35,800,000	\$102,600,000	\$0	\$188,200,000

SAFETY AND SECURITY IMPROVEMENTS

The Transit Security Grant Program (TSGP) provides funds to operators of transit systems to protect critical surface transportation and the traveling public from acts of terrorism, major disasters, and other emergencies. The U.S. Department of Homeland Security's (DHS) funding priorities have included: 1) training, operational deterrence, drills, and public awareness activities; 2) multi-user key infrastructure protection; 3) single-user key infrastructure protection; 4) key operating asset protection; and 5) other mitigation activities. SEPTA is part of the Philadelphia Area Regional Transit Security Working Group (PARTSWG), which is working to advance safety and security improvements for all transit operations into and out of Philadelphia.

Major projects funded with TSGP funding include:

- Closed-Circuit Television (CCTV) Cameras on Buses
- Closed-Circuit Television (CCTV) Cameras on Broad Street and Market-Frankford Lines railcars
- Multi-jurisdictional counter-terrorism emergency simulation subway drills on various transit modes
- Directed SEPTA Transit Police Patrols in strategically designated areas during periods of elevated alert and Anti-Terrorism Teams
- Hazardous Material Identification Kits for Special Operations and Response Teams (SORT)

Prior funding has also enabled SEPTA to conduct preliminary engineering for an underground interoperable communications system in Philadelphia; purchase explosives detection devices, intrusion detection equipment and bullet proof vests; increase its Special Operations and Response Teams (SORT) and K-9 patrol teams; upgrade its mobile communications; advance the implementation of a video data monitoring and storage system including on-board video surveillance cameras on revenue vehicles and transit facilities; and the implementation of a radio interoperability system (RIOS) for the Philadelphia region.

FY 2012 FUNDING SOURCE: FTA <input type="checkbox"/> FHWA <input type="checkbox"/> STATE ACT 44 <input type="checkbox"/> LOCAL <input type="checkbox"/> DHS <input checked="" type="checkbox"/>				
CAPITAL INVESTMENT CATEGORY: STATE OF GOOD REPAIR <input type="checkbox"/> NORMAL REPLACEMENT <input type="checkbox"/> SYSTEM IMP. <input checked="" type="checkbox"/> SYSTEM EXPANSION <input type="checkbox"/>				
SERVICE AREA: BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2012 FUNDING	FY 2013-2015	FY 2016-2023	TOTAL COST
\$42,000,000	\$5,000,000	\$15,000,000	\$0	\$62,000,000

STATE OF GOOD REPAIR INITIATIVES

This program is designed to bring transit and railroad facilities to a state of good repair. Projects proposed for FY 2012 funding are as follows:

- Standardization of escalators at Margaret-Orthodox, Allegheny, Erie-Torresdale, Spring Garden and 13th/Juniper Street Stations on the Market-Frankford Line; and Erie and City Hall Stations on the Broad Street Line.
- Train access accommodations for the new Silverliner V railcars at stations on the Wilmington/Newark, Paoli/Thorndale and Trenton Regional Rail Lines.
- Route 15 improvements along Richmond Avenue in conjunction with PennDOT's I-95 Girard Interchange Construction project.
- Environmental Clean Up and Protection activities including remediation and testing activities associated with underground storage tanks, lead-based paint and asbestos abatement, contaminated soil and groundwater, and air quality. Site assessments to determine environmental exposures prior to acquiring properties are also included in this project element.
- Track renewal on Trolley Route 13 along Chester Avenue from 58th Street to 65th Street.
- Installation of fire detection systems at Bridge Street Shop, Frontier Depot and Market East Station.
- Replacement of four rectifier transformers with non-PCB transformers at Pattison and Loudon Substations to comply with EPA regulations.



58th and Chester Avenue
Track Renewal Project

FY 2012 FUNDING SOURCE: FTA <u> X </u> FHWA <u> </u> STATE ACT 44 <u> X </u> LOCAL <u> X </u>				
CAPITAL INVESTMENT CATEGORY: STATE OF GOOD REPAIR <u> X </u> NORMAL REPLACEMENT <u> </u> SYSTEM IMP. <u> </u> SYSTEM EXPANSION <u> </u>				
SERVICE AREA: BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2012 FUNDING	FY 2013-2015	FY 2016-2023	TOTAL COST
\$0	\$15,200,000	\$29,500,000	\$140,000,000	\$184,700,000

STATION ACCESSIBILITY

The Station Accessibility Program provides for the continuation of SEPTA's efforts to improve accessibility at railroad and rail transit stations. This program complements work of other accessibility efforts that are being advanced as part of other projects and programs included in SEPTA's Capital Budget and Program. Currently, SEPTA provides 85 passenger elevators and serves 94 fully accessible stations and 3 partially accessible stations (one direction only).

Accessibility improvements to 35 Federal Transit Administration-designated Key Stations were fully funded under the first phase of this program. Pennsylvania Public Utility Commission (PUC) approval is pending for accessibility improvements at the Chester Transportation Center and Radnor Regional Rail Station. When these stations are complete, all Key Stations will be fully accessible.

The objective of this program is to further expand the network of accessible stations. Additional stations were selected based on a number of factors, including station ridership, intermodal connections, and proximity to identified disability magnet sites as recommended by the SEPTA Advisory Committee for Accessible Transportation (SAC). These stations include:

- Allegheny, Race-Vine, Erie & Snyder Stations on the Broad Street Line
- Margaret-Orthodox and 40th Street Stations on the Market-Frankford Line

This project also provides for construction of an elevator at 15th and Market Street, and station platform improvements at Olney Station on the Broad Street Subway Line.



Allegheny Station ADA Improvements

Allegheny Station improvements were completed in the 2nd quarter of Calendar Year 2011. The design phase of the Margaret-Orthodox Station was completed in the 1st quarter of Calendar Year 2011. The Race-Vine improvements are underway and scheduled for completion in the 4th quarter of Calendar Year 2013. Due to reduced capital funding, the construction phase of the Margaret-Orthodox Station improvements and the advancement of the design phases for Erie, Snyder and 40th Street Stations are deferred until sufficient funds can be identified.

FY 2012 FUNDING SOURCE: FTA <u> X </u> FHWA <u> </u> STATE ACT 44 <u> X </u> LOCAL <u> X </u>				
CAPITAL INVESTMENT CATEGORY: STATE OF GOOD REPAIR <u> </u> NORMAL REPLACEMENT <u> </u> SYSTEM IMP. <u> X </u> SYSTEM EXPANSION <u> </u>				
SERVICE AREA: BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2012 FUNDING	FY 2013-2015	FY 2016-2023	TOTAL COST
\$15,123,000	\$4,800,000	\$2,593,000	\$50,000,000	\$72,516,000

STATION & PARKING IMPROVEMENTS PROGRAM

This program provides for the reconstruction or rehabilitation of transit and regional rail stations and terminals, bus/trolley loop facilities, transportation centers and parking expansions/improvements. Program elements include the replacement or rehabilitation of station and loop facility components, such as station buildings, ticket offices and waiting rooms, passenger shelters, canopies, platforms, crosswalks and overpasses, escalators and elevators, lighting, signage, and accessible paths. All improvements will fully comply with requirements of the Americans with Disabilities Act of 1990.

Projects programmed for funding in Fiscal Year 2012 are as follows: Reconstruction of Primos Station on the Media/Elwyn Regional Rail Line; Reconstruction of Ryers Station on the Fox Chase Regional Rail Line; and 69th Street Station Platform Renewal on the Norristown High Speed Line. The Primos Station Reconstruction is expected to be completed by the 4th quarter of Calendar Year 2011. Phase II of the Ryers Station Reconstruction began in June 2011. Completion is anticipated in the 1st quarter of Calendar Year 2012. Construction is planned to get under way on the Norristown High Speed Line Platform at 69th Street Terminal in the 4th quarter of Calendar Year 2011, with completion expected in the 4th quarter of Calendar Year 2012.



Primos Station Reconstruction



Ryers Station Reconstruction

FY 2012 FUNDING SOURCE: FTA <u> X </u> FHWA <u> </u> STATE ACT 44 <u> X </u> LOCAL <u> X </u>				
CAPITAL INVESTMENT CATEGORY: STATE OF GOOD REPAIR <u> X </u> NORMAL REPLACEMENT <u> </u> SYSTEM IMP. <u> </u> SYSTEM EXPANSION <u> </u>				
SERVICE AREA: BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2012 FUNDING	FY 2013-2015	FY 2016-2023	TOTAL COST
\$47,900,000	\$10,400,000	\$1,500,000	\$360,000,000	\$419,800,000

SYSTEM IMPROVEMENTS PROGRAM

As part of the System Improvements Program, projects will be developed, designed and implemented to enhance communications, security, customer satisfaction and service quality. Projects included in this program are as follows:

- **Information Technology** – This project will provide for enhancements to SEPTA’s information technology infrastructure and computer software applications. Projects may include improvements to SEPTA’s communications infrastructure; construction of a backup network server farm site; replacement of aged desktop systems, network servers and peripheral equipment; upgrade and purchase of computer software business applications; improvements to system security across computer platforms; and enhancements to SEPTA’s Internet web site.
- **Radio Narrowbanding** – This project provides for the replacement and reconfiguration of SEPTA’s existing radio communications system for all Regional Rail lines. SEPTA intends to rehabilitate/renovate a radio tower that will enable SEPTA’s existing radio communications system to establish new radio frequency efficiency standards. This includes whip type antennae that will be added to the existing towers. New narrowband radio frequencies will enable SEPTA’s existing radio communications system to conform with Federal Communications Commission’s (FCC) guidance which requires all radio spectrum users operating radio systems below 512 MHZ to switch to narrowband to establish new radio frequency efficiency standards.
- **Route 101 & 102 Trolley Line Signals/Interlocking Improvements** – This project will provide for a new trolley control system for the Routes 101 and 102 Trolley Lines. The system will include automatic enforcement of safe trolley separation, and overspeed and roadway worker protection. A trolley control center will be constructed as part of the project. In addition, this new system will include a schedule-based control feature for schedule adherence and optimum trolley speed line operation, which will maximize trolley operation efficiency. This system will also provide automatic speed control for the new rail-highway at-grade crossing systems presently being installed.

FY 2012 FUNDING SOURCE: FTA <u> X </u> FHWA <u> </u> STATE ACT 44 <u> X </u> LOCAL <u> X </u>				
CAPITAL INVESTMENT CATEGORY: STATE OF GOOD REPAIR <u> </u> NORMAL REPLACEMENT <u> </u> SYSTEM IMP. <u> X </u> SYSTEM EXPANSION <u> </u>				
SERVICE AREA: BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2012 FUNDING	FY 2013-2015	FY 2016-2023	TOTAL COST
\$0	\$5,000,000	\$10,500,000	\$130,000,000	\$145,500,000

UTILITY FLEET RENEWAL

The Utility Fleet Renewal Program is a comprehensive effort to upgrade and replace the Authority’s utility fleet and automotive service fleet. SEPTA utility vehicles support transit and railroad operations. These vehicles include automobiles for transit supervisors and operations support personnel; utility vehicles for the maintenance of operating facilities; and service vehicles and equipment for use in garages, shops, and operations support functions. In order to have adequate and reliable utility vehicles, SEPTA has developed a program to periodically renew this fleet on a vehicle-by-vehicle basis, contingent on the vehicle’s age, condition and usage within the Authority. Fleet size reduction through efficient replacement of vehicles continues to be an objective of the Utility Fleet Renewal Program.

The utility fleet is comprised of the following types of vehicles:

- Utility vehicles and equipment for transit and paratransit supervisors, and SEPTA police officers.
- Utility vehicles for inspection, maintenance and construction of buildings, overhead power systems, communications systems, signal systems and track. These vehicles include trucks, cranes, high rail vehicles and maintenance-of-way equipment.
- Transporter vehicles used in garages and shops including revenue trucks, forklifts for material handling, pick-up trucks for material movement between depots and shops and for snow removal.
- Service vehicles used for vehicle maintenance including wreckers, tow tractors, man lifts and pick-up trucks.
- Miscellaneous equipment such as generators, compressors, trailers, floor scrubbers and welding units.



Gradall Hydraulic Excavator
with High Rail Gear

FY 2012 FUNDING SOURCE: FTA <input type="checkbox"/> FHWA <input type="checkbox"/> STATE ACT 44 <input type="checkbox"/> LOCAL <input type="checkbox"/>				
CAPITAL INVESTMENT CATEGORY: STATE OF GOOD REPAIR <input type="checkbox"/> NORMAL REPLACEMENT <input checked="" type="checkbox"/> SYSTEM IMP. <input type="checkbox"/> SYSTEM EXPANSION <input type="checkbox"/>				
SERVICE AREA: BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2012 FUNDING	FY 2013-2015	FY 2016-2023	TOTAL COST
\$0	\$0	\$9,000,000	\$28,000,000	\$37,000,000

VEHICLE OVERHAUL PROGRAM

The Vehicle Overhaul Program provides for the major overhaul of SEPTA's rolling stock. Vehicles are scheduled for overhauls during their service lives based on vehicle type. A vehicle must receive periodic overhauls if it is to achieve, or exceed, its full, useful service life. Prudent fleet management requires a program of heavy maintenance and overhauls for optimal fleet reliability, service quality, cost efficiency, and passenger comfort. The advanced scheduling of vehicle overhauls allows SEPTA to purchase material and produce rebuilt components in an efficient and effective manner. In addition to vehicle overhauls, this program also provides for vehicle campaigns. Each vehicle type undergoes its own specialized overhaul program and campaign work. Campaigns address both critical items and vehicle equipment upgrades and modifications, which are accomplished on a fleet-wide basis. The Vehicle Overhaul Program will allow SEPTA to continue its overhaul of rolling stock, thus ensuring continued safe and reliable service.

Highlights of the Fiscal Year 2012 program include the overhaul of 40-foot low-floor New Flyer buses, Broad Street B-IV cars, City and Suburban trolleys, Regional Rail Silverliner IV railcars, Regional Rail Bombardier Push-Pull railcars and locomotives, Market Frankford M-4 cars, Norristown High Speed Line N-5 cars, and maintenance of way equipment. Campaigns for Fiscal Year 2012 include Regional Rail Silverliner IV A/C condenser unit overhaul and rotating equipment change out, trolley destination sign and automatic stop announcement programs, hybrid (diesel/electric) bus battery replacement, bus advanced mobile data terminal (AMDT) upgrade, bus light emitting diode (LED) interior light replacement and hybrid bus access door installation.



Broad Street Subway Car



New Flyer Bus



Market-Frankford Car

FY 2012 FUNDING SOURCE: FTA <u> X </u> FHWA <u> </u> STATE ACT 44 <u> X </u> LOCAL <u> X </u>				
CAPITAL INVESTMENT CATEGORY: STATE OF GOOD REPAIR <u> </u> NORMAL REPLACEMENT <u> X </u> SYSTEM IMP. <u> </u> SYSTEM EXPANSION <u> </u>				
SERVICE AREA: BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2012 FUNDING	FY 2013-2015	FY 2016-2023	TOTAL COST
\$0	\$53,100,000	\$161,200,000	\$432,000,000	\$646,300,000

FISCAL YEARS 2016-2023 CAPITAL PROGRAM (Years 5-12)

FISCAL YEARS 2016-2023 CAPITAL PROGRAM (Years 5-12)

PROJECT	FY 2016-2023 BUDGET ALLOCATION
Bus and Rail Maintenance Shop Improvements	\$170,000,000
Bus Purchase Program	520,000,000
Capital Asset Lease Program	256,000,000
City Hall Station/15 th Street Station Rehabilitation	88,895,000
Debt Service	363,030,000
Elwyn to Wawa Rail Service	62,387,000
Infrastructure Safety Renewal Program	276,000,000
New Payment Technologies	121,307,000
Paoli Line Improvements	80,000,000
Paoli Transportation Center	35,615,000
Paratransit Vehicle Acquisition	40,000,000
Rail Bridge Improvement Program	240,000,000
Regional Rail Car Acquisition (Silverliner IV Replacement)	750,000,000

FISCAL YEARS 2016-2023 CAPITAL PROGRAM (Years 5-12)

PROJECT	FY 2016-2023 BUDGET ALLOCATION
Regional Rail Substation Improvements	\$225,000,000
State of Good Repair Initiatives	140,000,000
Station Accessibility	50,000,000
Station and Parking Improvements Program	360,000,000
System Improvements Program	130,000,000
Trolley Routes 23 & 56 Infrastructure Improvements	189,000,000
Trolley Routes 23 & 56 Vehicle Purchase	130,000,000
Trolley Routes 10, 11, 13, 15, 34, 36, 101 & 102 Vehicle Replacement	300,000,000
Utility Fleet Renewal	28,000,000
Vehicle Overhaul Program	<u>432,000,000</u>
Subtotal	\$4,987,234,000
 New Starts/Service Initiatives	 1,893,589,000
 Grand Total FY 2016-2023 Capital Program	 \$6,880,823,000

**FISCAL YEARS 2016-2023 CAPITAL PROGRAM (Years 5-12)
PROJECT DESCRIPTIONS**

FISCAL YEARS 2016-2023 CAPITAL PROGRAM (Years 5-12)

PROJECT DESCRIPTIONS

PROJECT TITLE (BUDGET ALLOCATION FY 2016-2023)

Bus and Rail Maintenance Shop Improvements (\$170,000,000)

This project provides for improvements at SEPTA's bus and rail maintenance shops in order to adequately maintain buses and rail vehicles. The renovations will include the installation of vehicle lifts, wheel alignment machines and specialized testing equipment; and the rehabilitation of vehicle washers. Improvements will also include the replacement of roofs, boilers, lighting and other building systems. Project elements will include, but not be limited to, Callowhill Bus Garage replacement, Southern Bus Garage roof, paving, and emergency generator improvements; Frontier Bus Garage roof, paving, emergency generator and bus washer improvements; Victory Bus Garage emergency generator improvements; Allegheny Bus Garage vehicle washer and fire suppression improvements; Midvale Bus Garage vehicle washer improvements; Woodland Rail Shop roof replacement and fire suppression improvements; Berridge Bus Shop and 2nd & Wyoming Facility roof replacement; 69th Street Motor Shop Improvements; and Frazer Rail Shop vehicle washer replacement.

Bus Purchase Program (\$520,000,000)

This program provides for the acquisition of accessible, user-friendly buses to replace vehicles, which have reached the end of their useful life. SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses for use on SEPTA City and Suburban routes based on needs and route characteristics. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for heavy use routes to 27-foot and 30-foot buses for suburban, circulator and contract service routes.

Capital Asset Lease Program (\$256,000,000)

This project provides for capital lease payments attributable to the acquisition through financial leasing arrangements of copiers, communications antennas, a warehouse facility, and Amtrak trackage.

City Hall Station/15th Street Station Rehabilitation (\$88,895,000)

This project will provide for the renovation of City Hall Station on the Broad Street Line and 15th Street Station on the Market-Frankford Line. These stations are part of a junction point between the Broad Street Line, Market-Frankford Line, Routes 10, 11, 13, 34 & 36 Trolley Lines, and Regional Rail Lines. City Hall Station, which opened in 1928, has deteriorated over the years and is in need of rehabilitation. In addition, both stations require accessibility improvements, as well as passenger amenity improvements and aesthetic enhancements to uplift their overall appearance and appeal.

FISCAL YEARS 2016-2023 CAPITAL PROGRAM (Years 5-12) PROJECT DESCRIPTIONS

Debt Service (\$363,030,000)

This project will provide for debt service and the cost of issuance of bonds, notes and other indebtedness incurred by SEPTA. Debt service includes payments on: 1) Capital Grant Receipts Bonds, Series 2011, which will assist in the financing of the acquisition of 120 Silverliner V Regional Rail cars and the rehabilitation of the Wayne Junction Intermodal Facility, 2) Fixed Rate Refunding Bonds, Series 2010, used to refund the Special Revenue bonds, Series 1999, which provided funds for the acquisition of Market-Frankford Line cars and for several capital improvement projects; and 3) Variable Rate Revenue Refunding Bonds, Series 2007, used to refund the Special Revenue Bonds, Series 1997, which provided funds for the buyout of leases on Bombardier Rail Cars, General Motors Locomotives and Frazer Rail Car Maintenance Shop, acquisition of Market-Frankford Line cars, and several capital improvement projects.

Elwyn to Wawa Rail Service (\$62,387,000)

This project will provide for the restoration of rail service from the existing Media/Elwyn Regional Rail Line terminus at Elwyn, Delaware County, to a new terminus at Wawa, Delaware County. The growth and development of suburban communities in western Delaware County and southern Chester County have resulted in substantial increases in population, employment and traffic. This project, which will extend service approximately three miles, represents an opportunity for SEPTA to capture the Center City commuter market in the expanding suburban locations while increasing the overall mobility of residents in the area.

Infrastructure Safety Renewal Program (\$276,000,000)

This program is a continuation of SEPTA's effort to upgrade its infrastructure and associated components of transit and railroad operations in order to bring existing facilities to a state of good repair.

New Payment Technologies (\$121,307,000)

This project will modernize and improve SEPTA's current fare payment and collection system by offering riders a variety of payment choices to suit their travel needs. In addition to bus, rail transit, and regional rail fare collection improvements, this project will also include improvements to the payment and collection procedures for SEPTA's Customized Community Transportation (CCT) operation, as well as SEPTA's parking operations. Control, accountability and reconciliation will be made an integral part of the new fare collection system. These funds are required for the Welcome Fund loan repayment.

New Starts/Service Initiatives (\$1,893,589,000)

This program provides for the engineering and construction of New Starts/service initiatives.

FISCAL YEARS 2016-2023 CAPITAL PROGRAM (Years 5-12)

PROJECT DESCRIPTIONS

Paoli Line Improvements (\$80,000,000)

SEPTA, PADOT, and Amtrak are working together to improve the infrastructure of the Amtrak-owned Keystone corridor between Philadelphia and Harrisburg. This corridor serves the PADOT-subsidized and Amtrak-operated Keystone service, and SEPTA's Paoli/Thorndale Regional Rail Line. The project will restore the infrastructure to a state of good repair, improve operating speeds and enhance service reliability.

Paoli Transportation Center (\$35,615,000)

This project provides for the engineering and construction of a transportation center in Paoli, Chester County. The new facility will be located on SEPTA's Paoli/Thorndale Regional Rail Line west of the existing station. The project includes: 1) Construction of an intermodal station complete with high-level platforms, waiting area, ticket offices and passenger amenities; 2) Construction of bus facilities; 3) Construction of a new commuter parking facility; 4) Reconfiguration of access roads and entrances to the station; 5) Construction of new pedestrian linkages throughout the station area including sidewalks, crosswalks, and a concourse linking inbound and outbound station platforms; and 6) reconfiguration of, and improvements to, the Paoli Interlocking to accommodate the new transportation center.

Paratransit Vehicle Acquisition (\$40,000,000)

This project provides for the acquisition of revenue vehicles for SEPTA's paratransit and shared-ride operations.

Rail Bridge Improvement Program (\$240,000,000)

This project will restore SEPTA's bridges to a state of good repair. Project elements will include, but not be limited to, Chestnut Hill West Regional Rail Line Bridge 0.35 replacement, Media/Elwyn Regional Rail Line Bridge 11.87 Crum Creek Viaduct replacement, Regional Rail 30th Street to Suburban Station rehabilitation of nine bridges (Bridges 0.49, 0.58, 0.61, 0.64, 0.68, 0.72, 1.25, 5.68, & 11.62), Chestnut Hill West Regional Rail Line rehabilitation of seven bridges (Bridges 0.06, 0.83, 1.17, 1.26, 2.98, 4.42, & 5.67), Chestnut Hill East Regional Rail Line rehabilitation of five bridges (Bridges 5.04, 5.72, 7.63, 8.90, & 9.59), Media/Elwyn Regional Rail Line rehabilitation of three viaducts (Bridges 4.79 Cobbs Creek, 7.11 Darby Creek, and 14.41 Ridley Creek), rehabilitation of nine stone arch bridges on several Regional Rail Lines, and Norristown High Speed Line Bridge 12.81 Bridgeport-Norristown Viaduct rehabilitation and Bridge 0.15 replacement.

Regional Rail Car Acquisition - Silverliner IV Replacement (\$750,000,000)

This project provides for the purchase of approximately 231 new rail cars to replace SEPTA's Silverliner IV rail car fleet. The Silverliner IV rail cars, which were built between 1974 and 1976, are advancing towards the end of their useful life. Vehicles acquired will fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations regarding safety features and systems.

FISCAL YEARS 2016-2023 CAPITAL PROGRAM (Years 5-12)

PROJECT DESCRIPTIONS

Regional Rail Substation Improvements (\$225,000,000)

This program provides for the engineering, design, and construction of improvements to the traction power supply system for SEPTA's Regional Rail service. Critical components of the power system have far exceeded their useful life and are in need of replacement. In total, this program will provide for the rehabilitation and/or replacement of sixteen substations and numerous static frequency converters over the next decade and half. Project elements in the twelve year capital program will include, but not be limited to, Jenkintown Substation and Static Frequency Converter, Wayne Junction Substation and Static Frequency Converter, Ambler Substation, Woodbourne Traction Power and Signal Substation, Lenni Substation, Morton Substation, Hatboro Substation, Betharyres Substation, Doylestown Substation, and Chestnut Hill East Substation.

State of Good Repair Initiatives (\$140,000,000)

This program is designed to bring transit and railroad facilities to a state of good repair. Program categories include maintenance/support facilities; power systems; signal/communications systems; station facilities; track and right-of-way; bridges and construction support vehicles. Improvements will include, but not be limited to: catenary structures rehabilitation on Media/Elwyn, Manayunk/Norristown, and Fox Chase Regional Rail Lines; catenary replacement and catenary rehabilitation between 30th Street Station to Zoo Interlocking on the Regional Rail System; Regional Rail Commuter Tunnel lighting improvements; Powelton Yard switch heater improvements; Roberts Yard and Powelton Yard Crew Buildings roof improvements; Trolley Routes 15 and 11 track renewal; City Transit Division substation improvements; Broad Street Line Fern Rock Station parking lot ramp replacement; 1234 Market Street Headquarters improvements; Trolley Routes 101 and 102 Clifton Substation improvements; and Norristown High Speed Line track improvements.

Station Accessibility (\$50,000,000)

This project will provide for facility modifications to improve accessibility at regional rail and rail transit stations. Facilities to be improved include, but are not limited to: Margaret-Orthodox and 40th Street Stations on the Market-Frankford Line; and Erie and Snyder Stations on the Broad Street Line.

FISCAL YEARS 2016-2023 CAPITAL PROGRAM (Years 5-12)

PROJECT DESCRIPTIONS

Station & Parking Improvements Program (\$360,000,000)

This program provides for the reconstruction or rehabilitation of transit and regional rail stations and terminals, bus/trolley loop facilities, transportation centers and parking facilities. Program elements include the replacement or rehabilitation of station and loop facility components, such as station buildings, ticket offices and waiting rooms, passenger shelters, canopies, platforms, crosswalks and overpasses, escalators and elevators, lighting, signage, and accessible paths. This program also provides for the design and construction of parking facility expansions, new parking facilities including garages, and the rehabilitation of existing parking facilities. All improvements will fully comply with the Americans with Disabilities Act of 1990. Improvements will include, but not be limited to, the following locations: Market-Frankford Line - 5th Street Station; Broad Street Line - Wyoming and Fairmount Stations; Bus Loops - 33rd & Dauphin, Wycombe, 23rd & Venago, 61st & Pine, and Ridge & Summit; Lansdale/Doylestown Regional Rail Line - Gwynedd Valley Station; Media/Elwyn Regional Rail Line - Primos Station Parking Expansion and Secane Station; Norristown Regional Rail Line - East Falls Station; Trenton Regional Rail Line - Levittown Station; Paoli/Thorndale Regional Rail Line - Wynnewood, Villanova, Devon, and Exton Stations and Ardmore Transportation Center; Warminster Regional Rail Line - Hatboro, Roslyn, and Willow Grove Stations; West Trenton Regional Rail Line - Noble Station and Philmont Station Parking Expansion; Regional Rail Main Line North - Jenkintown and Glenside Stations Parking Garages & Station Reconstruction; and multi-modal 69th Street Transportation Center parking garage and terminal building roof improvements.

System Improvements Program (\$130,000,000)

Under this program, projects will be developed, designed and implemented to further enhance communications, security, customer satisfaction and service quality. Program elements will include, but not be limited to, Regional Rail car storage expansion, centralized warehouse facility, radio interoperability on the Broad Street and Market-Frankford Lines, Trolley Routes 101 and 102 signals and interlocking improvements, and information technology upgrades and improvements.

Trolley Routes 23 & 56 Infrastructure Improvements (\$189,000,000)

This project provides for the restoration of trolley service to Routes 23 and 56.

Trolley Routes 23 & 56 Vehicle Purchase (\$130,000,000)

This project provides for the purchase of vehicles for the restoration of trolley service to Routes 23 and 56.

Trolley Routes 10, 11, 13, 15, 34, 36, 101 & 102 Vehicle Replacement (\$300,000,000)

This project provides for the purchase of trolleys for SEPTA's Trolley Routes 10, 11, 13, 15, 34, 36, 101 & 102. These rail transit lines currently operate with 141 trolleys that were built in 1981, as well as 18 "Presidential Conference Committee" (PCC-II) cars originally manufactured in 1947 and rebuilt by Brookville Equipment Company in 2003-2004. Vehicles to be acquired will fully comply with Americans with Disabilities Act (ADA) requirements.

FISCAL YEARS 2016-2023 CAPITAL PROGRAM (Years 5-12) PROJECT DESCRIPTIONS

Utility Fleet Renewal (\$28,000,000)

This program is a continuation of SEPTA's effort to upgrade its utility fleet and automotive service fleet.

Vehicle Overhaul Program (\$432,000,000)

This program is a continuation of SEPTA's effort to overhaul and upgrade its rolling stock. Related shop maintenance and engineering studies are also included in this project.

FISCAL YEARS 2012-2023 PROGRAMMING SCHEDULE

FY 2012-2023 CAPITAL PROGRAMMING SCHEDULE

	Prior Funding	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016-2023	Total
Bus and Rail Maintenance Shop Improvements	\$5,500,000	\$0	\$0	\$0	\$0	\$170,000,000	\$175,500,000
Bus Purchase Program	0	59,209,593	69,000,000	54,600,000	55,400,000	520,000,000	758,209,593
Capital Asset Lease Program	0	28,720,862	29,886,066	31,148,899	31,824,581	256,000,000	377,580,408
City Hall Station/15th Street Station Rehabilitation	11,105,000	0	0	0	0	88,895,000	100,000,000
Congestion Relief	0	2,233,000	2,316,000	2,399,000	2,471,000	0	9,419,000
Debt Service	0	52,654,545	52,550,934	52,611,101	52,565,419	363,030,000	573,411,999
Elwyn to Wawa Rail Service	21,613,000	0	0	0	0	62,387,000	84,000,000
Infrastructure Safety Renewal Program	0	34,400,000	34,700,000	34,500,000	34,500,000	276,000,000	414,100,000
New Payment Technologies	18,693,000	0	10,000,000	10,000,000	15,000,000	121,307,000	175,000,000
Paoli Line Improvements	49,518,000	0	0	0	0	80,000,000	129,518,000
Paoli Transportation Center	4,385,000	0	0	0	0	35,615,000	40,000,000
Paratransit Vehicle Acquisition	0	5,000,000	4,400,000	4,700,000	4,700,000	40,000,000	58,800,000
Rail Bridge Improvement Program	1,100,000	0	0	0	0	240,000,000	241,100,000
Regional Rail Car Acquisition (Silverliner IV Replacement)	0	0	0	0	0	750,000,000	750,000,000
Regional Rail Signal System Modernization	49,800,000	35,800,000	35,600,000	41,300,000	25,700,000	0	188,200,000
Regional Rail Substation Improvements	55,750,000	0	0	0	0	225,000,000	280,750,000
Safety and Security Improvements	47,036,000	5,000,000	5,000,000	5,000,000	5,000,000	0	67,036,000
State of Good Repair Initiatives	0	15,200,000	1,900,000	13,800,000	13,800,000	140,000,000	184,700,000
Station Accessibility	15,123,000	4,800,000	2,593,000	0	0	50,000,000	72,516,000

FY 2012-2023 CAPITAL PROGRAMMING SCHEDULE

	Prior Funding	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016-2023	Total
Station & Parking Improvements Program	\$47,900,000	\$10,400,000	\$1,500,000	\$0	\$0	\$360,000,000	\$419,800,000
System Improvements Program	0	5,000,000	1,000,000	1,000,000	8,500,000	130,000,000	145,500,000
Trolley Routes 23 & 56 Infrastructure Improvements	0	0	0	0	0	189,000,000	189,000,000
Trolley Routes 23 & 56 Vehicle Purchase	0	0	0	0	0	130,000,000	130,000,000
Trolley Routes 10, 11, 13, 15, 34, 36, 101 & 102 Vehicle Replacement	0	0	0	0	0	300,000,000	300,000,000
Utility Fleet Renewal	0	0	3,000,000	3,000,000	3,000,000	28,000,000	37,000,000
Vehicle Overhaul Program	0	53,100,000	53,600,000	53,000,000	54,600,000	432,000,000	646,300,000
Subtotal	\$327,523,000	\$311,518,000	\$307,046,000	\$307,059,000	\$307,061,000	\$4,987,234,000	\$6,547,441,000
New Starts/Service Initiatives	31,411,000	0	25,000,000	50,000,000	100,000,000	1,893,589,000	2,100,000,000
Grand Total	\$358,934,000	\$311,518,000	\$332,046,000	\$357,059,000	\$407,061,000	\$6,880,823,000	\$8,647,441,000