

Fiscal Year 2009 Capital Budget and Fiscal Years 2009 - 2020 Capital Program



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**SOUTHEASTERN PENNSYLVANIA
TRANSPORTATION AUTHORITY
FISCAL YEAR 2009 CAPITAL BUDGET
FISCAL YEARS 2009-2020 CAPITAL PROGRAM
AND
COMPREHENSIVE PLAN**

**APPROVED BY THE SEPTA BOARD
MAY 22, 2008**

Photographs on Cover (Left to Right)

Top Row: Market-Frankford Line Millbourne Station and Norristown Transportation Center Parking Garage.

Bottom Row: Wissahickon Transportation Center, Silverliner V Regional Rail Car Mockup, and R3 Trevoose Station Parking Expansion.

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INTRODUCTION

INTRODUCTION

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, and is a vital regional asset. SEPTA's service area 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-half million customers daily and provides approximately 325 million (unlinked) passenger trips, annually. 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 bus, subway, subway-elevated, regional rail, light rail, and trackless trolley, as well as customized community service. In Philadelphia, City Transit Operations serves a network of 84 subway-elevated, light rail, trackless trolley and bus routes generating approximately 865,000 (unlinked) passenger trips per day.

SEPTA's Railroad Operations serves all five counties with a network of thirteen regional rail lines, serving approximately 130,000 (unlinked) passenger trips per day. 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 45 bus and light rail routes generating approximately 66,000 (unlinked) passenger trips per day.

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

SEPTA's five small bus circulator and shuttle services connect fixed route operations to business, health and educational centers, as well as to park and ride facilities. These services currently provide transportation for approximately 3,700 passengers per day.

INTRODUCTION

Making Our System Great

A major factor in achieving SEPTA's business 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.



**New Trackless Trolley
for Routes 59, 66 & 75**



**Broad Street Line
Race-Vine Station**



**R8 Fox Chase Line
Cheltenham Station**



**Route 101 Media Line Saxer Avenue
Grade Crossing Renewal**



**R3 Trevoze Station
Parking Expansion**



**R5 Paoli Line Continuous Welded Rail
and Concrete Cross-ties**

INTRODUCTION

Capital Investment Categories

Each project in the Fiscal Year 2009 Capital Budget 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. For example, this category includes new bus or rail lines, additional tracks, 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.

INTRODUCTION

A Look Back at the Fiscal Year 2008 Capital Budget

The Fiscal Year 2008 Capital Budget consisted of 20 capital projects totaling \$426.1 million. Project highlights by capital investment category are described below.

State of Good Repair - These projects totaled \$211.7 million, or 49.7% of the budget. Projects included Market Street Elevated Reconstruction, R5 Paoli Line Improvements, Regional Rail Substation Improvements, Infrastructure Safety and Renewal Program, State of Good Repair Initiatives, and Lease of Amtrak Trackage.

Normal Replacement - These projects totaled \$135.2 million, or 31.7% of the budget. Projects included the Bus Purchase Program, Regional Rail Car Acquisition, Paratransit Vehicle Purchase, the purchase of Utility Vehicles, and the Vehicle Overhaul Program.

System Improvement – These projects totaled \$38.2 million, or 9% of the budget. Projects included Station Accessibility Improvements, Paoli Transportation Center, System Improvements Program, Transit Enhancements, Railroad/Highway Grade Crossing Improvements, and Safety and Security Improvements.

System Expansion – These projects were programmed at \$41 million, or 9.6% of the budget. Projects included the New Starts Program, U.S. Route 202 Congestion Mitigation Activities, and the continuation of the Rail Stations and Parking Expansion Program.

It is currently anticipated that approximately \$382,000,000 will be available to advance the Fiscal Year 2008 Capital Budget. The difference between the programmed amount of \$426.1 million and the anticipated funding amount of \$382 million is mostly attributed to a lower level of federal funding for Safety & Security Initiatives than budgeted, and no Congressional earmarks for New Starts.

INTRODUCTION

Fiscal Year 2009 Capital Budget

The Fiscal Year 2009 Capital Budget was 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 14, 2007 public meeting and throughout the year;
- SEPTA's Capital Project Evaluation and Selection Process;
- Expected Federal, State and Local Funding Levels;
- Budgeting based on Annual Cashflow Projections and Financial Obligations.

Fiscal Year 2009 Projects

The Fiscal Year 2009 Capital Budget consists of 24 capital projects totaling \$367.7 million. Project highlights by capital investment category are described below.

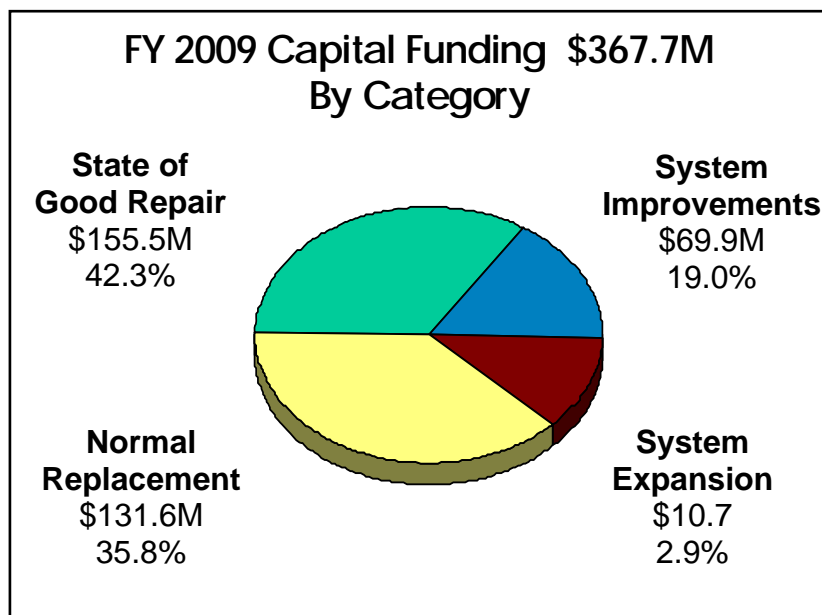
State of Good Repair projects total \$155.5 million, or 42.3% of the budget. Projects programmed include Broad Street Subway Stations Rehabilitation (Girard & Spring Garden), Market Street Elevated Reconstruction, R5 Paoli Line Improvements, Regional Rail Substation Improvements, Infrastructure Safety and Renewal Program, Transit & Regional Rail Station Program, State of Good Repair Initiatives, and Lease of Amtrak Trackage.

Normal Replacement projects are programmed at \$131.6 million, or 35.8% of the budget. Projects programmed include the Bus Purchase Program, Paratransit Vehicle Purchase, the purchase of Utility Vehicles, and the Vehicle Overhaul Program.

INTRODUCTION

System Improvement projects total \$69.9 million, or 19% of the budget. Projects programmed include New Payment Technologies, Station Accessibility Improvements, Paoli Transportation Center, Regional Rail Signal System Modernization Program, Smart Stations, System Improvements Program, Transit Enhancements, Railroad/Highway Grade Crossing Improvements, and Safety and Security Improvements.

System Expansion projects are programmed at \$10.7 million, or 2.9% of the budget. Projects programmed include Elwyn to Wawa Rail Service, U.S. Route 202 Congestion Mitigation Activities, and the continuation of the Parking Expansion Program.



INTRODUCTION

Fiscal Year 2009 Capital Budget and Fiscal Years 2009 to 2020 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 Regional 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 element, 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 currently underway in the region is included in the Introduction Section. 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 as they are of interest to SEPTA's stakeholders.

FUNDING OUTLOOK

FUNDING OUTLOOK

Funding Sources

Federal

SAFETEA-LU – Highlights

On August 10, 2005, President Bush signed into law the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation builds on two previous surface transportation authorization laws, the Intermodal Surface Transportation Efficiency Act and the Transportation Equity Act for the 21st Century. SAFETEA-LU provides \$286.4 billion in guaranteed funding for federal surface transportation programs over six years - through FY 2009, including \$52.6 billion for federal transit programs. SAFETEA-LU increases annual guaranteed transit funding from a level of \$7.2 billion in FY 2003 (the last year of TEA 21) to \$10.3 billion in FY 2009.

SAFETEA-LU retains formula and capital investment programs, but also makes some changes to existing programs and adds new programs. In addition, security and emergency preparedness projects, including training and drills, are eligible projects for federal capital funding.

Formula Programs (\$28.5 billion) – Formula programs are those under 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. Highlights of changes made through SAFETEA-LU to provisions and programs include:

- Urbanized Area Formula Program (Section 5307) (\$22.2 billion) – 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) (\$1.7 billion) – Formula program apportionments include funds apportioned under a new Growing States and High Density States program. One-half of the funds are made available under the Growing States formula and 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 made available under the High Density States formula and are apportioned to states with population densities in excess of 370 persons per square mile. There are seven states 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.

FUNDING OUTLOOK

- Job Access and Reverse Commute (JARC) Program (Section 5316) (\$851.5 million) - The JARC program is allocated by formula, rather than by a competitive discretionary grant program as was the case under TEA-21. The formula is based on ratios involving the number of eligible low income and welfare recipients for urban and rural areas. The program's objective continues to be 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 the New Freedom program and the Elderly and Disabled program.
- New Freedom Program (Section 5317) (\$339 million) - 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 will be 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) (\$22.7 billion) – These programs provide funds for transit capital projects that meet specific criteria either by appropriation (earmarks) or by apportionment under a formula. Capital Investment categories include the Fixed Guideway Modernization, New Starts, and Bus and Bus Facilities programs and are authorized under Section 5309 of the law. The Fixed Guideway Modernization Program (\$8.5 billion) is unchanged under SAFETEA-LU. Highlights of changes under the New Starts and Bus and Bus Facilities Programs include:

- New Starts (\$9.4 billion) – For this program, the federal New Starts share remains at 80 percent. However, the Federal Transit Administration gives preference to projects that over match the minimum 20 percent local share. Economic development and transit supportive land use policies are explicitly added to the project justification criteria. A new Small Starts Program (\$600 million) is created for smaller projects with a federal New Starts share of less than \$75 million. Projects can include streetcar, trolley, bus rapid transit (if a substantial portion of the project operates in a separate right of way in a defined corridor dedicated for public transit use during peak hours or it has other characteristics of a fixed guideway system), and commuter rail projects. Small Starts projects may not 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, has been created. Total project cost for Very Small Starts must be less than \$50 million.
- Bus and Bus Facilities (\$4.9 billion) – An intermodal facilities category is established within this funding program with a \$35 million annual set aside. Intercity terminals that are part of an intermodal facility are made eligible for funding under this program, if the terminal serves as a connector to public transportation. \$10 million is available annually for ferry boats or related terminals that are specifically earmarked under this program.

FUNDING OUTLOOK

Other programs include:

- Planning (\$559.9 million) – Metropolitan Planning Organizations must 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.
- Clean Fuels Program (\$288.1 million) – This is a discretionary program which makes funding available for the purchase of clean fuel buses in certain non-attainment areas and areas trying to maintain compliance with clean air standards. This program now includes the purchase of clean diesel vehicles, as eligible projects.

Under SAFETEA-LU, 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. SAFETEA-LU authorizes approximately \$8.9 billion for this program.
- Intelligent Transportation Systems (ITS) Performance Incentive Program – The ITS Program is authorized at \$810 million. 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 have been redefined to 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) – There is a provision in this program for the flexing of STP funds for projects including transit capital projects, and intercity bus terminals and facilities. A portion of the \$32.7 billion authorized under this program is eligible for flexing to transit. In addition, the ten percent set aside of STP funds for transportation enhancements remains as a provision within this program under SAFETEA-LU.
- 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. Under the Highway Safety Improvement Program, the annual set aside for Fiscal Years 2006 through 2009 is \$220 million for this purpose.

FUNDING OUTLOOK

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 at 16 2/3 percent and local governments at 3 1/3 percent. 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, Governor Rendell signed into law Act 44 of 2007. This legislation established the Public Transportation Trust Fund. Under Act 44, state funding for public transit in Pennsylvania is 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 is repealed. The previous General Fund sources are replaced with a dedicated portion of the Sales and Use Tax to ensure that transit programs have a reliable and growing 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 establishes five major public transportation programs:

- Operating Program (Section 1513) – Operating funds will be 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

- 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. In addition to state bond funds, additional capital funds will be distributed 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 will be 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 expansion of existing fixed guideway projects. Funding to 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 will be 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

Funding Assumptions

The following references were used to develop the programming amounts for SEPTA's Fiscal Year 2009 Capital Budget and Fiscal Years 2009-2020 Capital Program:

- President Bush's Fiscal Year 2009 budget proposal - Announced on February 5, 2008.
- FY 2009 earmark requests submitted by SEPTA.
- Governor Rendell's Fiscal Year 2009 budget proposal - Announced on February 5, 2008.
- City/Counties local match requirements on federal and state funding.

Fiscal Year 2009

Total Fiscal Year 2009 funding for capital projects has been programmed at \$367.7 million. This projected funding level consists of the following funding components:

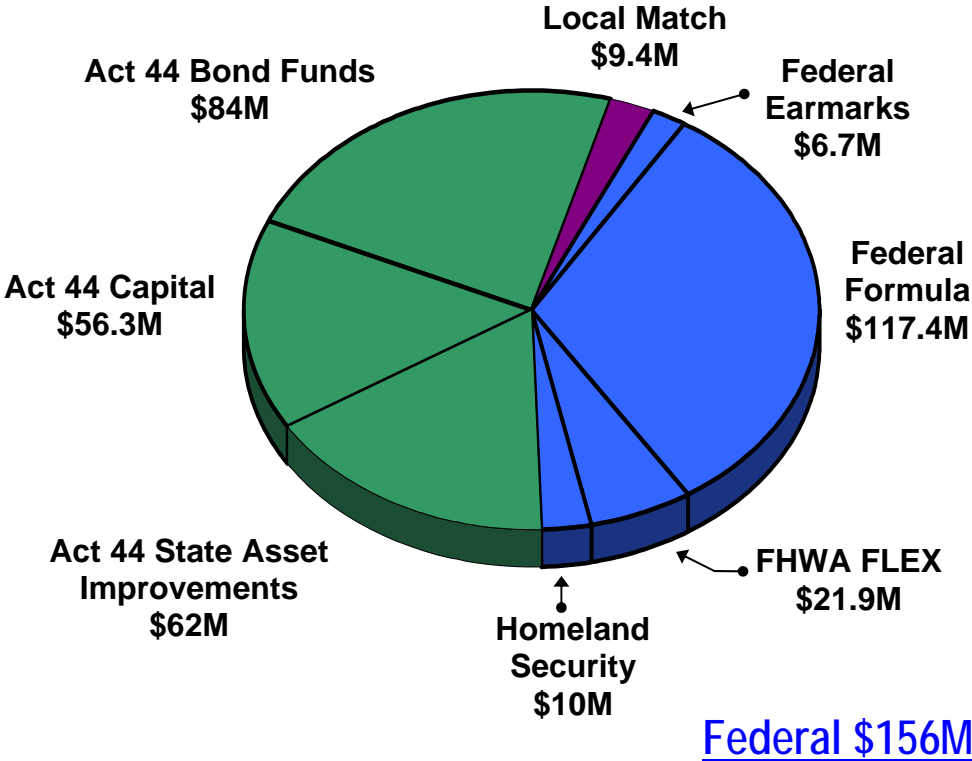
- 1) The federal formula program (Sections 5307/5340 and 5309) totaling \$117.4 million is based on the President's budget proposal;
- 2) Federal bus and bus facilities earmark requests submitted by SEPTA to Congress for \$6.7 million;
- 3) Federal Highway Flexible funding projection of \$21.9 million - Based on an anticipated SEPTA share of regional flexible funds and additional Federal Highway Flex funds committed by the Commonwealth as part of the April 17, 1997 Supplemental State Public Transportation Assistance Act;
- 4) U.S. Department of Homeland Security funding of \$10 million, based on an anticipated SEPTA share of regional funds;
- 5) State funds from the new Public Transportation Trust Fund have been programmed at \$202.3 million;
- 6) \$9.4 million from the City and Counties as local match on Federal and State funding.

FUNDING OUTLOOK

FY 2009 Capital Funding \$367.7M

State \$202.3M 55%

Local \$9.4M 2.6%



FUNDING OUTLOOK

Fiscal Years 2010-2012

Federal formula funds are programmed to increase from \$126 million in Fiscal Year 2010 to \$173 million in Fiscal Year 2012. Federal earmark funds are programmed at approximately \$6.4 million a year for Fiscal Years 2010 through 2012. Federal Highway flexible funding is programmed at \$21.1 million. 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 funding is programmed at \$30 million for Fiscal Year 2010 and \$100 million for Fiscal Years 2011 and 2012. U.S. Department of Homeland Security funding is programmed at \$10 million a year, based on an anticipated SEPTA share of regional funds.

State funding from the new Public Transportation Trust Fund is programmed to increase from \$247 million in Fiscal Year 2010 to \$253 million in Fiscal Year 2012. City and Counties local matching funds are programmed to increase from \$11 million in Fiscal Year 2010 to \$13.2 million in Fiscal Year 2012.

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.

Studies planned, underway, or recently completed include:

- Amtrak Northeast Corridor Infrastructure Master Plan
Lead Agency: Amtrak
Description: Amtrak is conducting a strategic initiative intended to develop greater cooperation between Amtrak, the nine commuter railroads, 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, have been established to define objectives and direct development of the master plan. The working groups' February 2008 Phase I Project Development Report is complete.
- Broad Street Subway 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 Subway Line from its current terminus at Pattison Avenue. A draft study report was circulated in July 2008 for review.
- DVRPC – Long Range Regional Transportation Plan – Connections: A Regional Plan for a Sustainable Future (2035)
Lead Agency: Delaware Valley Regional Planning Commission (DVRPC)
Description: DVRPC has embarked upon updating its regional Long Range Plan – *Destination 2030*, to the Year 2035. Regional trends and forecasts will be updated with respect to land use, environmental, economic and transportation indicators. DVRPC will gather public input via an online opinion survey followed by countywide workshops. In similar fashion to the previous Long Range Plan, *Connections (2035)* will conduct a series of 'what if' planning scenarios and include a transportation financial plan. Adoption of the *Connections (2035)* Regional Long Range Plan is scheduled for late spring 2009.

TRANSIT PLANNING EFFORTS

- DVRPC Transportation and Community Development Initiative (TCDI) Studies

Lead Agencies: DVPRC/Selected Municipalities.

Description: The TCDI program is used to support the local planning efforts of municipalities in the Delaware Valley, often through promoting development or redevelopment in the region's core cities and mature suburbs. The following transit station area studies are underway or recently completed: Langhorne (R3), North Wales (R5), Bryn Mawr (R5), Allegheny (R6), Croydon (R7), Conshohocken (R6), Cheltenham/Ogontz Bus Terminal, Philadelphia North Delaware Rail Stations (urban design study), Wissahickon/Ridge Avenue Gateway (R6) and the Lower Germantown/Wayne Junction Station Area (R7 and R8). Most of these studies will explore Transit Oriented Development (TOD)/TRID and improved transit access opportunities.

The latest round of Fiscal Year 2007 TCDI projects that SEPTA is cooperating on include the R2 Highland Avenue Station TOD Study, Chester City; Transportation System Enhancements, Springfield Township, Delaware County; the City Avenue Corridor Overlay District, City of Philadelphia/Lower Merion Township; Philadelphia's Future: Laying the Foundation; Neighborhoods Now - Philadelphia TOD Zoning Classification and the Ogontz Avenue Revitalization Corporation (OARC) Wister TOD, City of Philadelphia.

- DRPA/PATCO Transit Expansion Alternatives Analysis Studies

Lead Agency: Port Authority Transit Company (PATCO)

Description: PATCO, a subsidiary of the Delaware River Port Authority (DRPA), is embarking on an Alternatives Analysis (AA) study to evaluate transit service expansion along the Philadelphia Waterfront. Initial 'Build' alternatives that are currently being considered include adding transit service along the Waterfront, with a connection at Franklin Square; an extension of SEPTA Subway-Surface lines to Franklin Square and on to the Waterfront; and, an extension of Subway-Surface lines along or under Market Street to the Waterfront. The first of three public input sessions was conducted in January 2008. The study is expected to be complete by June 2009.

- DVRPC / SEPTA Transit Vehicle Speed Improvement Study

Lead Agency: Delaware Valley Regional Planning Commission (DVRPC)

Description: This project examines strategies to reduce surface transit travel time in SEPTA's service area. Initiatives that will be examined include the 'Transit First' policy of the City of Philadelphia and selected suburban bus signal prioritization strategies. Anticipated completion for this project is September 2008.

TRANSIT PLANNING EFFORTS

- Pennsylvania Mobility Plan – Statewide Long Range Transportation Plan
Lead Agency: PennDOT
Description: Pennsylvania's Mobility Plan is intended to chart the course of transportation investment through the year 2030. Beginning with a 'mobility vision' for the state, the mobility plan set out a series of goals with specific objective outcomes. Subsequent strategies were developed with accompanying steps outlining the implementation process. A multi-faceted public outreach effort was a major feature of the mobility plan. The Pennsylvania Mobility Plan was completed in June, 2007.
- Philadelphia Central Delaware Riverfront Master Plan
Lead Agencies: PennPraxis, University of Pennsylvania/Philadelphia City Planning Commission
Description: PennPraxis embarked on 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.
- Quakertown Rail Restoration Alternatives Analysis
Lead Agencies: Transportation Management Association (TMA Bucks), 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, with a total capital cost estimate of \$115 million.

TRANSIT PLANNING EFFORTS

- Roosevelt Boulevard Corridor Transportation Investment Study
Lead Agency: Philadelphia City Planning Commission
Description: A study evaluated transit needs and potential solutions in the Roosevelt Boulevard Corridor of Northeast Philadelphia, which ranged from lower-cost transportation system management (TSM) strategies to major rail investments. The study was completed in March 2003.
- R5 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. DVPRC completed this study in June 2007.
- R6 Norristown Line Extension Study
Lead Agency: Montgomery County Planning Commission (MCPC)
Description: MCPC has initiated a feasibility study exploring the extension of rail service from the current regional rail terminus in Norristown, along the US Route 422 corridor in Montgomery, Chester and Berks Counties. The study will use long-range population and employment forecasts when reviewing various rail service alternatives, and also aims to identify innovative funding options. Draft study recommendations are expected in the fall of 2008.
- Transit Revitalization Investment District (TRID) Studies
Lead Agency: Selected Municipalities
Description: In 2005, the Commonwealth of Pennsylvania enacted TRID legislation. Local and county governments and transit agencies may use TRID to facilitate and implement Transit Oriented Developments (TODs). The program is administered by the Pennsylvania Department of Community and Economic Development, working with the Pennsylvania Department of Transportation. TRID boundaries coincide with a real estate value capture district that enables the local jurisdiction and the transit agency to share the tax revenues generated by real estate investment that can support station capital projects and maintenance in TRID areas. Current TRID studies involving SEPTA stations that are underway or recently completed include Ambler (R5), Marcus Hook (R2), Croydon (R7), Temple University (R1, R2, R3, R5, R6, R7 & R8) and 46th Street (Market-Frankford Line).

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FISCAL YEAR 2009 CAPITAL BUDGET (Year 1)

FISCAL YEAR 2009 CAPITAL BUDGET

Project	FY 2009 Funding Requirement
Broad Street Subway Stations Rehabilitation	\$5,000,000
Bus Purchase Program	49,000,000
Capital Asset Lease Program	28,153,185
Congestion Relief & Railroad Grade Crossings	5,000,000
Debt Service	32,666,795
Elwyn to Wawa Rail Service	4,000,000
Infrastructure Safety and Renewal Program	33,000,000
Market Street Elevated Reconstruction Program	49,272,020
New Payment Technologies	15,000,000
Paoli Transportation Center	1,311,000
Paratransit Vehicle Acquisition	4,600,000
Parking Expansion Program	4,800,000
R5 Paoli Line Improvements	3,000,000
Regional Rail Signal System Modernization	4,500,000
Regional Rail Substation Improvements	13,500,000
Safety and Security Improvements	10,000,000
Smart Stations	14,756,000
State of Good Repair Initiatives	10,500,000
Station Accessibility	4,000,000

FISCAL YEAR 2009 CAPITAL BUDGET

<u>Project</u>	<u>FY 2009 Funding Requirement</u>
System Improvements Program	6,500,000
Transit and Regional Rail Station Program	12,500,000
Transit Enhancements	1,181,000
Utility Fleet Renewal	3,500,000
Vehicle Overhaul Program	<u>52,000,000</u>
TOTAL FY 2009 Capital Budget	\$367,740,000

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FISCAL YEARS 2009-2012 CAPITAL PROGRAM (Years 1-4)

FISCAL YEARS 2009-2012 CAPITAL PROGRAM (Years 1-4)

<u>Project</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>Total</u>
Broad Street Subway Stations Rehabilitation	\$5,000,000	\$14,000,000	\$10,000,000	\$6,500,000	\$35,500,000
Bus Purchase Program	49,000,000	60,000,000	60,875,250	69,425,469	239,300,719
Capital Asset Lease Program	28,153,185	28,878,707	29,649,908	30,443,701	117,125,501
City Hall Station/15 th Street Station Rehabilitation	0	4,000,000	20,000,000	20,000,000	44,000,000
Congestion Relief & Railroad Grade Crossings	5,000,000	5,000,000	5,000,000	5,000,000	20,000,000
Debt Service	32,666,795	32,695,866	52,714,636	52,713,916	170,791,213
Elwyn to Wawa Rail Service	4,000,000	25,000,000	25,000,000	19,626,636	73,626,636
Infrastructure Safety and Renewal Program	33,000,000	33,000,000	33,000,000	33,000,000	132,000,000
Market Street Elevated Reconstruction Program	49,272,020	0	0	0	49,272,020
New Payment Technologies	15,000,000	20,000,000	20,000,000	39,124,531	94,124,531
New Starts	0	30,000,000	100,000,000	100,000,000	230,000,000
Paoli Transportation Center	1,311,000	1,500,000	1,500,000	1,500,000	5,811,000
Paratransit Vehicle Acquisition	4,600,000	5,100,000	4,400,000	4,700,000	18,800,000
Parking Expansion Program	4,800,000	10,000,000	20,000,000	20,000,000	54,800,000
R5 Paoli Line Improvements	3,000,000	11,000,000	10,000,000	16,000,000	40,000,000
Regional Rail Signal System Modernization Program	4,500,000	13,200,000	9,500,000	10,500,000	37,700,000
Regional Rail Substation Improvements	13,500,000	14,350,000	5,654,206	19,800,000	53,304,206
Safety and Security Improvements	10,000,000	10,000,000	10,000,000	10,000,000	40,000,000
Smart Stations	14,756,000	15,000,000	12,000,000	7,709,747	49,465,747

FISCAL YEARS 2009-2012 CAPITAL PROGRAM (Years 1-4)

<u>Project</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>Total</u>
State of Good Repair Initiatives	\$10,500,000	\$12,000,000	\$10,500,000	\$10,000,000	\$43,000,000
Station Accessibility	4,000,000	7,900,427	8,800,000	9,050,000	29,750,427
System Improvements Program	6,500,000	6,000,000	6,000,000	6,000,000	24,500,000
Transit Enhancements	1,181,000	1,195,000	1,126,000	1,326,000	4,828,000
Transit & Regional Rail Station Program	12,500,000	36,000,000	33,000,000	24,000,000	105,500,000
Utility Fleet Renewal	3,500,000	3,500,000	3,500,000	4,000,000	14,500,000
Vehicle Overhaul Program	52,000,000	53,600,000	55,200,000	56,900,000	217,700,000
Total – Capital Projects	\$367,740,000	\$452,920,000	\$547,420,000	\$577,320,000	\$1,945,400,000

**FISCAL YEARS 2009-2012 CAPITAL PROGRAM (Years 1-4)
PROJECT DESCRIPTIONS**

BROAD STREET SUBWAY STATIONS REHABILITATION

This project will provide for improvements to Spring Garden and Girard Stations on the Broad Street Subway Line. These stations were originally constructed between 1928 and 1932 and are showing signs of disrepair and deterioration due to their age and use. Spring Garden and Girard Stations are the 6th and 9th busiest stations out of the 25 stations on the Broad Street Subway Line/Broad Ridge Spur. Average daily ridership totals approximately 5,300 at Spring Garden Station and 3,800 at Girard Station.

Improvements at Spring Garden and Girard Stations will include improved lighting; new wall, floor and ceiling finishes; passenger amenities; signage; and passenger control and cashier facilities. Accessibility improvements at these two stations will include elevators connecting the street, mezzanine and platform levels, platform tactile warning strips, Braille and raised letter signs, and an audio/visual public address system. Materials installed at these stations will be easy to maintain, have a long-life expectancy, and possess vandal-resistant qualities. These improvements will convert Spring Garden and Girard Stations into fully-accessible, modern, and secure transit facilities. The design phase of this project is scheduled for completion in March 2009 with advancement to the construction phase scheduled for Fall 2009.

FY 2009 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: CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$1,500,000	\$5,000,000	\$30,500,000	\$0	\$37,000,000

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- and 30-foot buses for suburban, circulator and contracted service routes. On September 27, 2007, the SEPTA Board approved the award of a contract to New Flyer, Inc. for 400 hybrid (diesel/electric) forty-foot low-floor transit buses with an option to purchase an additional 80 buses. The base order of 400 buses will replace SEPTA's NABI buses, which will have exceeded their useful life of 12 years by the time of replacement. These new buses will be delivered in increments of 100 per year starting in August 2008.

Operating hybrid (diesel/electric) buses enables SEPTA to significantly reduce engine exhaust emissions in the region and increase fuel efficiency. This model of hybrid bus reduces emissions in the following areas: carbon monoxide 80%, nitrous oxide 5.5%, hydrocarbons 44%, particulate matter 31%, and carbon dioxide 38%. In addition to emission superiority, the hybrids have achieved 29% greater gas mileage, superior brake lining and faster acceleration. SEPTA currently has a fleet of 32 hybrid (diesel/electric) vehicles. The addition of 400 hybrid buses will make SEPTA the operator of one of the largest public transit hybrid bus fleets in the country.



Each new bus will have a public address system that will enable the operator to clearly communicate with passengers inside and outside the vehicle. For the hearing and visually impaired, an audio/visual annunciating system will be installed, which will automatically announce upcoming bus stops and informational messages. All buses will be low-floor and equipped for wheelchairs to address accessibility needs. Additional features include an on-board video surveillance system and a bicycle rack.

The Bus Purchase Program provides the following benefits: 1) Dependable and improved service for our customers, 2) Systematic replacement of aging components of the fleet, 3) Maintaining an average bus fleet age of approximately six years, and 4) Introduction of new technology to the fleet.

A Fiscal Year 2009 Congressional earmark has been requested to assist in the funding of this project.

FY 2009 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 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$80,124,750	\$49,000,000	\$190,300,719	\$480,000,000	\$799,425,469

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)
- Communications Antennas and Radios (System Improvement Project)
- Copiers (System Improvement Project)
- Tires (Normal Replacement of Assets)
- Warehouse Facility (State of Good Repair Project)

FY 2009 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 checked="" 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 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$0	\$28,153,185	\$88,972,316	\$248,000,000	\$365,125,501

CITY HALL STATION/15th STREET STATION REHABILITATION

This project will provide for the renovation of City Hall Station on the Broad Street Subway Line and 15th Street Station on the Market-Frankford Subway Elevated Line. City Hall Station is the heaviest patronized station on the Broad Street Subway Line serving 27,700 passengers on a daily basis. 15th Street Station serves 30,400 passengers a day. These stations are part of a junction point between the Broad Street Line, Market-Frankford Line, Subway-Surface Lines and Regional Rail Lines. City Hall Station, which opened in 1928, has deteriorated over the years and is in need of repairs. In addition, both stations require accessibility improvements to meet ADA standards, as well as passenger amenity improvements and aesthetic enhancements to uplift their overall appearance and appeal.

The design for this project will focus on the following items: 1) new entrance in Dilworth Plaza, including elevators; 2) elevator accessibility from street level to the platforms of the Broad Street Subway Line and the Market-Frankford Subway Elevated Line; 3) modification of fare collection facilities on the lower concourse level; 4) more open space at the platform level of City Hall Station; 5) straightening and widening of passageways; 6) new architectural finishes, lighting and signage; 7) Art-In-Transit; 8) mechanical and natural ventilation in re-opened shafts; 9) structural repairs; 10) prevention/interception of water infiltration/inflow; 11) 15th Street Station accessibility improvements, including elevators and platform raising; and 12) modification of 15th Street Station fare collection facilities. The design phase of the project is scheduled to resume in early Calendar Year 2009.



**Artist Rendering
City Hall Station Platform Level**

FY 2009 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> X </u> SYSTEM EXPANSION <u> </u>				
SERVICE AREA: CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$9,500,000	\$0	\$44,000,000	\$46,500,000	\$100,000,000

CONGESTION RELIEF & HIGHWAY GRADE CROSSINGS

The Delaware Valley Regional Planning Commission (DVRPC) has approved the Transportation Improvement Program (TIP) for Fiscal Years 2009-2012, which will take effect on October 1, 2008. The highway projects, for which the following congestion mitigation activities are planned, have been included in the TIP for Fiscal Year 2009.

U.S. Route 202 Reconstruction Congestion Mitigation Activities (\$1,334,000) – As part of the U.S. Route 202 Highway Reconstruction Program, PennDOT has supported the funding of congestion mitigation activities operated by SEPTA since 1999. Funds are programmed in Fiscal Year 2009 in anticipation of continued funding of these activities in support of the U.S. Route 202 Reconstruction project. SEPTA strategies are as follows: 1) Continuation of R5 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 R5 Paoli-Thorndale Regional Rail Line service between Malvern and Thorndale Stations; 3) Bus Route 205 operating from the R5 Paoli Station to The Commons at Great Valley on U.S. Route 29, which will serve Paoli Memorial Hospital, Paoli Industrial Park, and other employment centers along U.S. Route 29; and 4) Bus Route 306 operating from the Brandywine Town Center, New Castle County, Delaware to the Great Valley Corporate Center area, Chester County serving employment, shopping and educational centers along U.S. Route 202, in West Chester, and along U.S. Route 30.

I-95 Reconstruction Congestion Mitigation Activities (\$356,000) – 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 R7 Cornwells Heights Regional Rail Station for passengers of SEPTA and Amtrak train service to Center City Philadelphia and points south and to Trenton and points north.

Route 101/102 Media/Sharon Hill Light Rail Lines Grade Crossings (\$3,310,000) – In partnership with PennDOT, funding programmed under this project provides for the installation or upgrading of warning devices, such as priority traffic and bar signals, gates and flashers, and the renewal of highway grade crossing surfaces. SEPTA locations included under this program are as follows: Scenic Road, Beatty Road, Pine Ridge Road, East Thomson Road, Woodland Avenue, Leamy Road, Springfield Road, Saxer Road, Wildell Road, Burmont Road (Media/Sharon Hill), Berkley Avenue, Penn Street, Broadway Avenue, Baltimore Avenue, Marshall Road, School Lane, Edmonds Avenue (Media/Sharon Hill), Huey Avenue, Rosemont Avenue, Turner Avenue (Media/Sharon Hill), Garrett Road, Lansdowne Avenue, Windermere Avenue, Fairfax Road, Irvington Avenue, Shadeland Avenue. The Easton & Susquehanna grade crossing on the R2 Warminster line is also included.

FY 2009 FUNDING SOURCE: FTA <input type="checkbox"/> FHWA <input checked="" type="checkbox"/> STATE ACT 44 <input checked="" 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 checked="" type="checkbox"/> SYSTEM EXPANSION <input checked="" type="checkbox"/>				
SERVICE AREA: BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$0	\$5,000,000	\$15,000,000	\$0	\$20,000,000

DEBT SERVICE

State capital funds will provide for debt service and the cost of issuance of bonds, notes and other indebtedness incurred by SEPTA. The Fiscal Year 2009 annual element will provide funds for the following debt service payments:

- Payments on Special Revenue Bonds, Series 1999, which were issued on February 23, 1999. These bonds provided funds for the Market-Frankford Subway Elevated cars, various capital improvement projects, and partial refunding of Series 1995A Bonds at favorable rates to SEPTA. (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 Subway Elevated car acquisition, Broad Street Subway Line cable replacement, Frazer Yard interlocking construction and Market-Frankford Subway Elevated Line infrastructure improvements. (Normal Replacement and System Improvement)

SEPTA expects to issue bonds in Fiscal Year 2010/2011 to assist in the financing of 120 Silverliner V Regional Rail cars. See page 55 for additional information on the acquisition of regional rail cars.

FY 2009 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 checked="" 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 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$0	\$32,666,795	\$138,124,418	\$415,000,000	\$585,791,213

ELWYN TO WAWA RAIL SERVICE

This project will provide for the restoration of rail service from the existing R3 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.

Service restoration will require new track and catenary between Elwyn and Wawa. A new bi-directional signal system will be installed, along with an improved communications system. Grade crossings at Lenni Road, the Williamson School and SEPTA's Lenni Facility will be reconstructed. Bridges within the project area will be repaired or replaced based on their condition, and new bridges will be constructed where required. A new railcar storage/layover yard will be constructed at SEPTA's Lenni Facility in Delaware County. Right-of-way improvements including embankment stabilization, culvert installation/repairs and ditching will be addressed.

The project also includes the construction of a new station and a 500 space parking facility at Wawa, Delaware County. The station will consist of a station building with a passenger waiting area, a sales office, ticket vending machines, and restroom facilities; high level platforms with canopies and windscreens; an Audio-Visual Public Address system; and signage. This new station, including stairs, ramps, pathways and parking facility, will be fully ADA compliant. U.S Route 1, a major highway artery in the area, would provide excellent access to the station and large park and ride facility proposed at Wawa.

The design/engineering phase of this project is underway and scheduled for completion in Calendar Year 2009.

FY 2009 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> </u> SYSTEM EXPANSION <u> X </u>				
SERVICE AREA: CHESTER AND DELAWARE COUNTIES				
PRIOR FUNDING	FY 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$6,373,364	\$4,000,000	\$69,626,636	\$0	\$80,000,000

INFRASTRUCTURE SAFETY AND RENEWAL PROGRAM

This project provides for the restoration of SEPTA's transit and railroad infrastructure to a state of good repair. Highlights of the Fiscal Year 2009 Program include:

- **Track and Right-of-Way** - Renewal or replacement of track, switches, and special work including yard and shop areas; track surfacing; fencing; and grade crossing improvements. Projects include renewal of special trackwork on the Broad Street Subway Line at Chinatown, Fairmount and Fern Rock, and on the Light Rail Route 34 at 42nd Street and Baltimore Avenue; renewal of rail on the I-95 viaduct portion of the Market-Frankford Subway Elevated Line; track renewal on Light Rail Route 36 from Buist Avenue to Lindbergh Boulevard, on Light Rail Route 11 from 58th Street to 68th Street on Woodland Avenue, and at Subway Surface Juniper Station; grade crossing renewal on the R3 West Trenton Line at Bellevue Avenue and Woodbourne Road; interlocking and switch renewal at Regional Rail Powelton Yard; renewal of timbers on several Regional Rail bridges; and tie replacement and track surfacing on the Regional Rail Mainline North between Wayne Junction and Glenside Stations, and the R3 West Trenton Line between Woodbourne and Neshaminy Stations.
- **Station Facilities** - Rehabilitation of station buildings and associated facilities including roofs and canopies; ticket offices and waiting rooms; platforms; lighting; sanitary facilities; escalators; parking; and accessibility improvements. Projects include stairway improvements at Margaret-Orthodox Station on the Market-Frankford Subway Elevated Line; selected improvements to Subway Surface stations including stairway resurfacing, railing replacement, new benches and trash cans, station painting and signage, and lighting improvements at 15th Street and City Hall Stations and 40th Street Portal Plaza; selected improvements to Springfield Road, Paper Mill Road, Woodland Avenue, Pine Ridge, Beatty Road and Drexel Hill Junction Stations on the Media-Sharon Hill Line; selected improvements to the R3 49th Street; R3 Angora, R3 Neshaminy, R3 Langhorne, R7 Cornwells Heights and R8 St. Martin Stations; enhancements to the fire alarm system at Suburban Station; and installation/replacement of intertrack fencing at several regional rail stations.



Route 13 Chester Avenue Track Renewal



R8 Cheltenham Station Improvements

INFRASTRUCTURE SAFETY RENEWAL PROGRAM (Cont'd)

- **Signals and Communications Systems** - Rehabilitation of signal systems and selected communications equipment. Projects include replacement of communications wires and installation of fiber optic cable on the R3 Media-Elwyn and R3 West Trenton Lines; and implementation of a wireless data network for the Regional Rail system.

- **Power Systems** - Rehabilitation of electric traction and power systems and associated components including catenary and support structures; feeders and transmission lines; and localized and centralized control facilities. Projects include the replacement of DC traction power feeder cables for Broad, Elmwood and Woodland Substations; replacement of AC cables on the Market-Frankford Subway Elevated Line; improvements to substations on the Broad Street Subway, Market-Frankford Subway Elevated, and Subway Surface Lines; replacement of trolley wire on Subway-Surface Route 34 and on Trackless Trolley Routes 59, 66 and 75; improvements to Regional Rail catenary power system at several locations to allow for improved sectionalization of the power and remote control from SEPTA's control center; replacement of battery control systems for Neshaminy and Norristown Regional Rail Substations; and catenary system upgrade on several sections of the R5 Lansdale-Doylestown Line between Glenside and Lansdale Stations.

- **Maintenance/Support Facilities** - Rehabilitation of shops; maintenance/storage yards; and associated maintenance and support facilities including improvements or replacement of air compressors, sump pumps, sprinkler systems, tunnel lighting, duct banks, vehicle servicing equipment, and other support functions. Projects include emergency exit and vent well improvements on the Broad Street Subway Line; design of a new boiler for Frankford Shop/Depot; painting and energy efficient lighting improvements at Fern Rock Shop; energy efficient lighting improvements at Germantown Shop; and the installation of new tunnel lighting on the Broad Street Subway Line.

- **Bridges** - Rehabilitation/replacement of bridges on rail lines and SEPTA right-of-way including culverts and associated bridge support structures.



**R1 Airport Line
Catenary Replacement**

FY 2009 FUNDING SOURCE: FTA <input type="checkbox"/> FHWA <input type="checkbox"/> STATE ACT 44 <input checked="" type="checkbox"/> LOCAL <input 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 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$0	\$33,000,000	\$99,000,000	\$264,000,000	\$396,000,000

MARKET STREET ELEVATED RECONSTRUCTION PROGRAM

The Market Street Elevated portion of the Market-Frankford Subway Elevated Line operates above Market Street from the vicinity of 45th Street in Philadelphia to the western abutment near Millbourne Station in Millbourne Borough, Delaware County. The Market Street Elevated is a two track, heavy rail guideway supported by recurring structural steel bents totaling approximately 11,000 feet in length. The Market Street Elevated was opened for service in 1907 and recently celebrated its 100th year of operation.

The Market Street Elevated Reconstruction Program provides for the complete reconstruction of the Market Street Elevated superstructure, sub-structure and foundations, and the rehabilitation of abutments and bearings. Passenger stations located at 46th, 52nd, 56th, 60th, 63rd Streets and Millbourne Station will be completely reconstructed and will comply with the requirements of the Americans with Disabilities Act.

With the exception of station areas, the elevated guideway will be supported by a single column support system. The new support system offers benefits to SEPTA and the community including: 1) Reduction in maintenance costs resulting from a structure with fewer columns and a high restraint direct fixation system; 2) Improved lighting and aesthetics of West Market Street; and 3) Enhanced pedestrian safety, as passengers will no longer be required to cross traffic to board buses. In addition, this construction effort will complement and assist in the City's Streetscape Plan, which proposes to convert Market Street into a two-lane road with bike lanes.

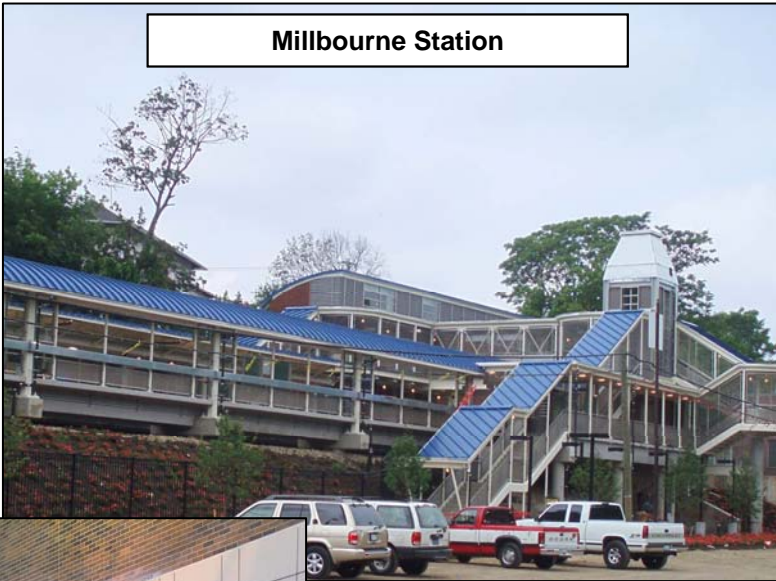
Project elements completed include the construction of buildings at 52nd and Market Streets and at 63rd and Market Streets to house Automatic Train Control equipment and the installation of foundations and pedestals for the new elevated guideway. The new 56th Street and 60th Street Stations were opened for customer use in February 2006 and June 2007, respectively. In April 2008, the new 52nd Street Station reached completion, and the new 46th Street Station was opened for full customer service. In June 2008, the new Millbourne Station reached completion and was opened for customer service, and the final station at 63rd Street was closed for reconstruction. As of June 2008, 8,124 feet of new guideway has been erected. This includes 128 new elevated spans, with 38 spans remaining. Substantial completion of the elevated guideway is scheduled for the end of Calendar Year 2008.

FY 2009 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: DELAWARE COUNTY AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$660,727,980	\$49,272,020	\$0	\$0	\$710,000,000

MARKET STREET ELEVATED RECONSTRUCTION PROGRAM



New Guideway between 62nd and 63rd Streets



Millbourne Station



52nd Street Station Interior

NEW PAYMENT TECHNOLOGIES

This project provides for the upgrade of SEPTA's fare collection system and equipment, and the realignment of fare collection across all modes, fleets and business functions. SEPTA's fare collection equipment is reaching the end of its useful life, but has remained functional through equipment overhaul programs and the acquisition of used equipment from other transit agencies. Continuing advancements in the telecommunications industry will enable SEPTA to modernize current revenue collection equipment and will greatly improve customer service and convenience. New fareboxes on buses and light rail vehicles will accept electronic fare media such as contactless cards and emerging media forms. New full service vending machines located in subway-elevated, subway-surface and selected regional rail stations, and at other terminal locations will improve customer convenience of fare instrument purchases. Regional Rail conductors will be issued hand-held point of sales devices that will have the capability of recording on-board sales information speeding the transaction process. Electronic media will also be widely available in retail establishments throughout the SEPTA service area. Additionally, passengers will have the option of enrolling in account-based programs similar to EZ Pass, thereby avoiding the present, time-consuming regimen of repurchasing weekly or monthly passes.

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 Customer Community Transportation (CCT) operation, as well as SEPTA's parking operations. Computer equipment and software systems will be replaced to 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 more 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.

On March 27, 2008, SEPTA issued a Request for Expressions of Interest and received a total of 23 responses from companies with experience and expertise in the field of electronic payment technologies. Subsequently, SEPTA issued a series of follow up questions seeking clarification and elaboration to the original responses, which also resulted in significant vendor participation. Based on the information received, the project will advance to the Request for Proposal stage in the Fall of 2008.

FY 2009 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 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$5,875,469	\$15,000,000	\$79,124,531	\$0	\$100,000,000

NEW STARTS

Schuylkill Valley Metro

This project provides for the design, engineering, and construction of transportation improvements in the Schuylkill Valley corridor from Center City Philadelphia to Norristown and Upper Merion Township, Montgomery County, then westward through Phoenixville, Chester County, Pottstown, Montgomery County to the Reading and Wyomissing area of Berks County. The corridor, which is experiencing tremendous employment and population growth, parallels Interstate 76 and the US Route 422 Expressway. Both of these highways are extremely congested in the peak hours and at other times of the day. The Schuylkill Valley Metro would provide an alternative to single occupant vehicle highway usage and would provide reverse commuting opportunities for City of Philadelphia residents traveling to the suburbs.

In partnership with the Berks Area Reading Transportation Authority (BARTA), a Major Investment Study/Draft Environmental Impact Statement (MIS/DEIS) effort was completed for the Schuylkill Valley Metro that developed and examined alternatives to improve transportation in the corridor. As a result of the study, the Board of Directors of SEPTA and BARTA selected MetroRail as the locally preferred alternative for the Schuylkill Valley Metro Project.

In January 2002, the Federal Transit Administration gave SEPTA and BARTA its approval for the advancement of the project to preliminary engineering. Subsequently, the Federal Transit Administration (FTA) rated the project "Not Recommended" in its Annual Report on New Starts. A primary factor for this rating is attributable to the project financial plan for construction, which proposed the maximum 80 percent share of Federal New Starts funding, rather than just 60 percent.

A Schuylkill Valley Metro Task Force was established by Governor Rendell and chaired by the Secretary of the Pennsylvania Department of Transportation to develop a plan for a phased, affordable and cost-effective project. However, none of the wide range of alternatives evaluated would likely meet the FTA's current New Starts project cost-effectiveness criteria.

Recently, the Montgomery County Planning Commission initiated a study to examine the feasibility of extending the SEPTA R6 Norristown Regional Rail Line. The study will determine the viability of restoring passenger rail service between communities along the US Route 422 corridor in Montgomery, Chester, and Berks Counties and Center City Philadelphia. As part of the study's analysis, alternative non-traditional funding mechanisms will be explored, including Public/Private Partnership financing.

For the last few years, the estimated budget for the Schuylkill Valley Metro project has been held to \$1.8 billion. As of Fiscal Year 2008, \$44.4 million of New Starts funds have been appropriated by Congress for this project.

NEW STARTS

Route 100 Extension

The Route 100 is a rail transit line providing frequent service between 69th Street Terminal in Upper Darby, Delaware County, and the Norristown Transportation Center in Norristown, Montgomery County. The Route 100 serves numerous stations in Delaware and Montgomery Counties. The route runs tangential to King of Prussia, but provides no direct service. Transit trips to and from King of Prussia involve transfers between the Route 100 and bus routes serving the King of Prussia area.

The King of Prussia area, located at the intersection of four major highways, is home to the largest shopping mall in the northeast and large business/office parks. The King of Prussia Mall employs over 12,500 and Valley Forge office parks employ over 12,600. Together, these complexes generate a large number of trips for both commuting and shopping. Increased traffic congestion has beset the area, despite continuing highway improvements.

This project provides for a 4.9-mile extension of the existing Route 100 Norristown High Speed Line, from a point just north of the current Hughes Park Station, westward along the Norfolk-Southern Morrisville Line (Dale Secondary) freight railroad right-of-way, then northward through King of Prussia to Valley Forge. Four new rail stations are proposed for the extension as follows: King of Prussia Station, adjacent to the park and ride lot on Bill Smith Boulevard; Plaza-Court Station at the mall complex, adjacent to the Macy's parking garage; First Avenue Station in the King of Prussia Business Park; and Valley Forge Station, in proximity to Valley Forge Towers apartments.

The project includes approximately 2.2 miles of double-track, elevated guideway between King of Prussia and Valley Forge, and the first three stations listed above will be built on the elevated portion of the guideway. The existing Route 100 vehicle fleet and maintenance shop have sufficient capacity to support this rail service extension.

The proposed extension will greatly improve the convenience and attractiveness of public transportation. It is projected that an additional 3,800 riders would be attracted to this rail line if extended to the King of Prussia area. In addition, bus routes would be revised to coordinate with the extended rail line. The Route 100 Extension project is budgeted at \$277 million.

FY 2009 FUNDING SOURCE: FTA ___ FHWA ___ STATE ACT 44 ___ LOCAL ___				
CAPITAL INVESTMENT CATEGORY: STATE OF GOOD REPAIR ___ NORMAL REPLACEMENT ___ SYSTEM IMP. ___ SYSTEM EXPANSION <u>X</u>				
SERVICE AREA: BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$61,299,138	\$0	\$230,000,000	\$1,785,700,862	\$2,077,000,000

PAOLI TRANSPORTATION CENTER

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 R5 Paoli/Thorndale Regional Rail Line west of the existing station. Paoli Station is one of the most utilized SEPTA passenger facilities outside of Center City Philadelphia with average daily ridership of 1,350 passengers.

Currently, five SEPTA bus routes - 92, 105, 204, 205 and 206 - provide feeder service to and from this station. These bus routes serve the growing employment areas in Chester, Delaware and Montgomery Counties including major pharmaceutical, technological and financial services employers. In addition, private operators and area employers use vans and mini-buses at this station to transport passengers to respective employment centers. This facility provides intermodal access between bus service in Chester County and rail service to Philadelphia. The Paoli Station also serves Amtrak westbound trains bound to Harrisburg, Pittsburgh and Chicago and eastbound trains to Philadelphia, Washington and New York. This station complex must be reconstructed to address the needs of the ever-increasing number of bus and train customers using this facility.

The project includes: 1) Construction of an intermodal station facility complete with high-level platforms, waiting area, ticket office and passenger amenities; 2) Construction of bus facilities; 3) Construction of 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.



Existing Outbound Station

A Fiscal Year 2009 SAFETEA-LU federal earmark has been programmed in support of this project.

FY 2009 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: CHESTER COUNTY				
PRIOR FUNDING	FY 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$9,646,900	\$1,311,000	\$4,500,000	\$24,542,100	\$40,000,000

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 2009, 68 vehicles will be acquired consisting of minibuses with wheelchair lifts.



Minibus with Wheelchair Lift

FY 2009 FUNDING SOURCE: FTA <input checked="" 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 type="checkbox"/> NORMAL REPLACEMENT <input checked="" type="checkbox"/> SYSTEM IMP. <input type="checkbox"/> SYSTEM EXPANSION <input type="checkbox"/>				
SERVICE AREA: SEPTA REGION				
PRIOR FUNDING	FY 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$0	\$4,600,000	\$14,200,000	\$40,000,000	\$58,800,000

PARKING EXPANSION PROGRAM

This program provides for the design and construction of parking facility expansions, new parking facilities including garages, and the rehabilitation of existing parking facilities. All new and rehabilitated facilities will be compliant with the requirements of the Americans with Disabilities Act of 1990. Lighting, signage, landscaping, and drainage improvements will be incorporated into each project. Pathways from the new/improved parking facilities to the station area will be constructed or improved as needed to complement parking projects.

There are parking facilities at 149 stations with a total of 27,900 parking spaces that support SEPTA's rail and transit network. On a daily basis, most of these facilities are at, or near, full capacity. Over the last ten years, SEPTA and PennDOT have added 3,200 parking spaces. In April 2008, SEPTA opened a 510 car parking garage at the Norristown Transportation Center. This new garage provided for a net increase of 380 spaces for transit customers in, and around, Norristown, Montgomery County. By increasing parking capacity throughout the transit system, SEPTA will be better able to attract new customers and further assist in the mitigation of traffic congestion and reducing air pollution in the region.

Projects programmed for funding in the next few years are as follows:

- R3 West Trenton Line: Philmont Parking Expansion
- R3 Media/Elwyn Line: Elwyn Parking Expansion
- R5 Lansdale/Doylestown Line: Jenkintown and Glenside Parking Garages, and Gwynedd Valley and Penllyn Parking Expansions
- R5 Paoli/Thorndale Line: Malvern and Exton Parking Expansions
- R7 Trenton Line: Holmesburg Junction Parking Expansion



**Norristown Transportation Center
Parking Garage**

Fiscal Year 2009 Congressional earmarks have been requested to assist in the funding of this program.

FY 2009 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> X </u>				
SERVICE AREA: BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$17,225,625	\$4,800,000	\$50,000,000	\$80,000,000	\$152,025,625

R5 PAOLI LINE IMPROVEMENTS

SEPTA, PennDOT, and Amtrak are working together to improve the infrastructure of the Amtrak owned Keystone corridor between Philadelphia and Harrisburg. This corridor serves the PennDOT-subsidized and Amtrak-operated Keystone service, and SEPTA's R5 Paoli/Thorndale Regional Rail Line. The project will restore the infrastructure to a state of good repair, improve operating speeds and enhance service reliability. Amtrak and PennDOT have jointly funded the installation of new concrete ties and new continuous welded rail on Tracks 2 and 3 between Zoo Interlocking and Paoli Station and infrastructure improvements west of Paoli including ties, rail, signals, catenary and bridges. The project also included the rehabilitation of Amtrak rail vehicles for use on this line. The investment by PennDOT and Amtrak in the Keystone corridor totaled \$145.5 million. The jointly funded Amtrak/PennDOT improvements were substantially completed in Calendar Year 2006.

Amtrak and SEPTA are sharing the cost of improvements from Zoo Interlocking (west of Amtrak's 30th Street Station) westward to the Paoli Station in Chester County. SEPTA funds provide for improvements between Zoo and Paoli Interlockings on Tracks 1 and 4. This project will be advanced in phases over a multi-year period.

Amtrak-SEPTA Phase 1, which was completed in Calendar Year 2007, included the installation of 85,000 concrete crossties and new continuous welded rail, track surfacing, and track realignment. Phase 2 includes the design and construction of three track interlockings (Paoli, Villanova and Wynnefield) and a new bi-directional train signal system. The construction of Phase 2 improvements will be addressed over a four year period starting in the Calendar Year 2009.



The scope of work for Phase 3 is under development and will include additional track interlocking modifications, deletions and additions, as well as improvements to power substations, the power distribution system, and track beds.

Capital investments currently completed, planned and under consideration for this rail corridor will enhance the train services provided by both SEPTA and Amtrak, as well as significantly improve the quality of ride for current and future customers.

FY 2009 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: CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$48,386,000	\$3,000,000	\$37,000,000	\$91,614,000	\$180,000,000

REGIONAL RAIL CAR ACQUISITION

This project provides for the acquisition of 120 new rail cars for SEPTA Regional Rail service. These new electric multiple-unit (EMU) cars will replace the existing Silverliner II and III rail cars, which are currently 41 to 45 years old, and will provide additional cars to supplement the regional rail car fleet in response to current and projected ridership increases.

Regional Rail ridership on weekdays now exceeds 130,000 passengers. The long term Center City employment forecast is favorable with over a million square feet of office space recently completed. In addition, additional office towers such as the Cira Center South are proposed. Supporting the expected growth in ridership are planned parking expansion projects and the extension of the R3 Media/Elwyn Line to Wawa, Delaware County.

Vehicles acquired will fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations regarding safety features and systems. Each car will also be equipped to accommodate two wheelchairs. Federal Railroad Administration (FRA) passenger car strength and safety requirements will be incorporated into the design of the vehicles. The car design will also incorporate recent technology and proven components and enhanced passenger amenities to ensure overall safety, security and passenger comfort.

Passenger amenities will include larger windows, wider aisles, a state-of-the-art climate control system and enhanced seating arrangement with more two-passenger seating. These features will provide a more pleasant environment for passenger movement and seating. The new cars will have electronic exterior and interior destination signs and voice annunciation of train destination and upcoming station stops. The enhanced public address system will enable SEPTA's Control Center to broadcast messages directly to customers on trains.



On March 23, 2006, SEPTA awarded a contract to United Transit Systems for 104 rail cars. The SEPTA Board executed an option for 16 additional cars on April 26, 2007 of which the State of Delaware will fund the acquisition of four rail cars. Pilot cars for testing are due April 2009 with production cars scheduled to arrive in late Calendar Year 2009 through early Calendar Year 2011.

FY 2009 FUNDING SOURCE: FTA ___ FHWA ___ STATE ACT 44 <u>X</u> LOCAL ___				
CAPITAL INVESTMENT CATEGORY: STATE OF GOOD REPAIR ___ NORMAL REPLACEMENT <u>X</u> SYSTEM IMP. <u>X</u> SYSTEM EXPANSION ___				
SERVICE AREA: BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$94,616,952	*	*	*	\$94,616,952 *

* SEPTA expects to issue bonds in Fiscal Year 2010/2011 to assist in the financing of this project. Project budget totals \$330,000,000.

REGIONAL RAIL SIGNAL SYSTEM MODERNIZATION

This project provides for the modernization of the signal system on the R2 Warminster, R5 Lansdale-Doylestown (Lansdale to Doylestown segment), R6 Cynwyd, R6 Norristown, R8 Chestnut Hill East and R8 Chestnut Hill West Regional Rail Lines. The Automatic Block Signal System currently in use on these lines will be replaced with an Automatic Train Control (ATC) System. 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.

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

In total, 77 track miles of the signal system will be replaced by this multi-year project. Improvements to the R2 Warminster Line are in progress and scheduled for completion by the end of Calendar Year 2009. R5 Lansdale-Doylestown Line improvements (Lansdale to Doylestown segment) will advance to construction in the 4th quarter of Calendar Year 2008.

FY 2009 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 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 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$11,592,766	\$4,500,000	\$33,200,000	\$27,700,000	\$76,992,766

REGIONAL RAIL SUBSTATION IMPROVEMENTS

This program provides for 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 replacement of sixteen substations over the next decade and half. The first three facilities to be addressed under this program are: 1) Replacement of 30th Street Substation (Sub 1-A); 2) Replacement of Callowhill Substation, and 3) Replacement of Jenkintown Substation.

The 30th Street Substation is located in Amtrak's Penn Coach Yard. This Amtrak-owned facility distributes traction power to catenary circuits at Zoo Interlocking, Arsenal Interlocking, Powelton Avenue Yard, Suburban Station, and the Center City Commuter Rail Tunnel. This substation and electrical apparatus date back to the late 1920's. In recent years, a number of train service delays were attributed to equipment failures at this facility. To rectify the power interruptions caused by this aged facility, a new substation will be constructed within SEPTA's Powelton Yard.

Callowhill Substation is located on the former Reading Railroad Viaduct just south of the north portal of the Center City Commuter Rail Tunnel. The Jenkintown Substation is located just north of Jenkintown Station in Montgomery County. These 70 year old facilities are two of 12 autotransformer substations that transform the incoming traction power from 24,000 volts to 12,000 volts and distribute the power to Regional Rail lines north of the Center City Commuter Rail Tunnel. Failure of these substations and supporting power cables would have a significant impact on Regional Rail operations. The Callowhill Substation is being replaced with a new facility near the intersection of Fairmount Avenue and 9th Street in the City of Philadelphia. New substation facilities will house state-of-the-art circuit breakers, switchgears and control equipment.

The state-of-the-art controls and protection devices will provide a high level of maintainability and operational simplicity. As a result of this project, the traction power distribution network will be more reliable, rail service interruptions will be reduced, and Regional Rail customers will receive enhanced service quality. Construction of the new Fairmount Substation is progressing with completion scheduled for mid-2009. The 30th Street Substation project is scheduled to advance to construction in the 4th quarter of Calendar Year 2008. The design of Jenkintown Substation improvements is scheduled to commence in the 3rd quarter of Calendar Year 2008.

FY 2009 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 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$34,545,794	\$13,500,000	\$39,804,206	\$147,150,000	\$235,000,000

SAFETY AND SECURITY IMPROVEMENTS

This program will enable SEPTA to take measures that result in enhancing the safety and security of the region's public transportation system. 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.

The project involves enhancements to interoperable communications in the City of Philadelphia and surrounding Counties. This project will be implemented in two phases. Phase One will focus on an interoperable communications system that will enable SEPTA to communicate with City Police, Fire and Emergency Services Personnel. This system will allow the Authority to participate, either in a lead, or supporting role, in all emergency response and recovery actions from accidental, natural and terrorist incidents, which may occur in the 20 miles of the City commuter tunnel system, underground concourses and above-ground transportation facilities. This system will also provide day-to-day communications capability between SEPTA and the City's Police operations.

Phase Two will provide interoperability for SEPTA Police, municipal police and emergency recovery team communications activities in the five county area. This effort will determine ways to incorporate interoperability channels into SEPTA's wireless infrastructure, as well as establish and implement infrastructure and integration requirements with the City and surrounding county operations.

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

Projects being considered for funding in the next few years include, but are not limited to, counter-terrorism training for front-line employees; continuation of installation of on-board video surveillance cameras on revenue vehicles and in transit facilities; and participation in multi-jurisdictional public awareness campaigns throughout the five county area.

FY 2009 FUNDING SOURCE: FTA <u> X </u> FHWA <u> </u> STATE ACT 44 <u> </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 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$14,541,000	\$10,000,000	\$30,000,000	\$0	\$54,541,000

SMART STATIONS

This project consists of an amalgam of project elements designed to improve passenger safety, security, communications and the station environment. The Smart Stations project combines improvements such as modern fire detection and reporting equipment; chemical and wet fire suppression systems in certain areas; security systems, including emergency lighting, intrusion and robbery alarms, and CCTV surveillance; audio-visual public address systems; emergency exits; platform emergency phones and expanded maintenance alarm systems. In addition, station lighting improvements will be undertaken at selected locations.

In conjunction with the Smart Stations project, the Fiber Optic Platform project will improve, upgrade and modernize the communications facilities at stations by enlarging and modernizing communications rooms and installing new communications multiplexing equipment and associated systems. These communications enhancements are necessary to provide a state-of-the-art infrastructure to support the Smart Stations project, as well as other communications improvements. As a pilot location, Cecil B. Moore Station on the Broad Street Line had recently undergone Smart Stations improvements.

The Smart Stations project will be implemented in 2 phases and will encompass most Market-Frankford, Broad Street Subway and Subway/Surface Lines stations as follows:

- Phase 1 Market-Frankford Line: 2nd, 11th, 15th, 34th, 40th and 69th Street Stations
 Broad Street Line: Fern Rock, Olney, Erie, Susquehanna-Dauphin, Allegheny, Tasker-Morris, Snyder and Pattison Stations
 Subway-Surface Lines: 15th, 19th, 22nd, 33rd, 36th, 37th and 40th Street Stations

- Phase 2 Market-Frankford Line: Frankford Transportation Center, Margaret-Orthodox, Church, Erie-Torresdale, Tioga, Allegheny, Somerset, Huntingdon, York-Dauphin, Berks, Girard, Spring Garden, 8th Street, 13th Street, 30th Street, 46th Street, 52nd Street, 56th Street, 60th Street, 63rd Street and Millbourne Stations
 Broad Street Line: Logan, Wyoming, Hunting Park, North Philadelphia, Fairmount, Race-Vine, Walnut-Locust, Lombard-South, Ellsworth-Federal and Oregon Stations
 Broad Street Line (Ridge Spur): Fairmount, Chinatown and 8th Street Stations
 Subway-Surface Lines: Juniper and 30th Street Stations

Phase 1 construction is 65% complete and targeted for substantial completion in early Calendar Year 2009. Phase II advanced to construction in May 2008.

FY 2009 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: DELAWARE COUNTY AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$40,534,253	\$14,756,000	\$34,709,747	\$0	\$90,000,000

STATE OF GOOD REPAIR INITIATIVES

This program is designed to bring transit and railroad facilities to a state of good repair. Projects included in this program are categorized as follows:

- **Maintenance & Support Facilities** - Rehabilitation of shops, maintenance/storage yards, and associated maintenance and support facilities including tunnel lighting; duct banks; vehicle maintenance equipment; and other support functions. Projects include the replacement of a vehicle washer at Frontier Bus Garage; overhaul of the vehicle washers at Frazer Car Shop and Norristown High Speed Line Shop; construction of a new fueling facility for Victory Avenue Bus Garage; replacement of Green Line portal roofs at 36th Street and 40th Street; improvements to 1234 Market Street Headquarters; and design and replacement of the Berridge Shop/2nd & Wyoming Office roof.
- **Power, Signal, and Communications Systems** - Rehabilitation of electric traction, power, signal and communications systems and associated components including catenary and support structures, feeders and transmission lines, fiber optics, switchgear, signal and communications equipment; maintenance and passenger information systems; dispatching equipment; and other localized control facilities. Projects include improvements to Easton Road/Susquehanna Road grade crossing on the R2 Warminster Line, Wayne Junction Static Frequency Converter Substation, and the Broad Street Subway Signal System.
- **Track and Right of Way** - Renewal or replacement of track, switches, and special work including yard and shop areas; track surfacing; grade crossing improvements; and acquisition of specialized track equipment. Projects include improvements to the Girard Avenue Light Rail Line in conjunction with PennDOT's I-95 work in the vicinity of the Girard Avenue Ramp.
- **Station Facilities** - Rehabilitation of station buildings and associated facilities including roofs and canopies; ticket offices and waiting rooms; platforms; lighting; escalators; elevators; parking; signage; and accessibility improvements. Projects include a route signage improvement program; improvements to several station escalators; and replacement of an escalator at City Hall Station.
- **Environmental Clean Up and Protection** - 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.
- **Bridges** - Rehabilitation/replacement of bridges on rail lines and SEPTA private right-of-way including culverts and associated bridge support structures. Projects include the rehabilitation of Bridge 0.35 on the R8 Chestnut Hill West Line and the rehabilitation or replacement of selected bridges on the R5 Lansdale-Doylestown Line and R7 Chestnut Hill East Line.

STATE OF GOOD REPAIR INITIATIVES

- Vehicles** - Upgrades and modifications to revenue and non-revenue vehicles and components. The replacement of Broad Street Subway car control boxes will be advanced under this category.



**R5 Main Street (Lansdale)
Grade Crossing Improvements**



**R5 Lansdale/Doylestown Line
Reconfiguration of Dale Interlocking**

FY 2009 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 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$0	\$10,500,000	\$32,500,000	\$80,000,000	\$123,000,000

STATION ACCESSIBILITY

This program provides for continuation of SEPTA's efforts to improve accessibility at railroad and rail transit stations. The Station Accessibility program complements work underway as part of additional station improvement projects, which are programmed under other projects and programs included in SEPTA's Capital Budget and Program. Currently, SEPTA serves 83 fully accessible rail stations and 3 partially accessible stations (one direction only). Over the next five years, construction contracts in progress and other planned improvements will add more than 20 accessible stations to the SEPTA network.

Previously under this program, accessibility improvements to 35 Federal Transit Administration-designated Key Stations were fully funded. With the completion later this calendar year of remaining accessibility improvements at the R2 Chester Transportation Center and R5 Radnor Station, all Key Stations will be complete and 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 recommendations from the SEPTA Advisory Committee for Accessible Transportation (SAC), including identification of disability magnet sites. These stations include:

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

The design of improvements to Allegheny Station is in progress and scheduled for completion in September 2008. The Margaret-Orthodox Station project advanced to the design phase in July 2008.



Elevator at 8th Street Station

FY 2009 FUNDING SOURCE: FTA <input checked="" 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 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 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$10,789,573	\$4,000,000	\$25,750,427	\$48,000,000	\$88,540,000

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. Future projects will be evaluated using criteria that include the project's effect on ridership, comparison of the project's cost and benefit, operating cost savings, expected useful life, years to implement, safety enhancements, customer convenience, and employee productivity. Projects include:

- **Customized Community Transportation (CCT) Communications System/Control Center** – This project will upgrade and enhance the dispatching and reservation operation of SEPTA's ADA and Shared-Ride programs. The dispatching portion of the operation will be relocated to SEPTA's centralized Operations Control Facility located on the 19th Floor of its 1234 Market Street Headquarters. Fourteen dispatcher workstations will be constructed and voice and data communications infrastructure will be upgraded. The existing dispatching and trip scheduling computer system will be replaced with a new system, which will provide Automatic Vehicle Locator (AVL), telephone interactive voice response and Internet capabilities. Automatic vehicle locator equipment will be installed in SEPTA's Customized Community Transportation (CCT) vehicles. These enhancements will enable customers to reserve and cancel trips through the telephone interactive voice response system, the Internet, or by a traditional telephone call to a reservationist. The Automatic Vehicle Locator (AVL) System will enable SEPTA's dispatcher to know the exact location of vehicles. This feature will improve the dispatching of vehicles, as well as allow the dispatcher to more accurately inform customers about vehicle location and arrival time. The new system will also automatically initiate "next day" reservation reminder calls to customers. The construction phase of this project is advancing with substantial completion scheduled for the 4th quarter of Calendar Year 2009.
- **Rail Transit Stations Fiber Optic Platform (Phase II)** – This project will provide for the design, purchase, and installation of fiber optic platforms to be deployed at locations throughout SEPTA's Subway/Elevated and Light Rail Systems. This modernization project will provide for the installation of new communications multiplexing equipment and associated systems to support existing and future installation of Audio/Visual Public Address (AVPA) Systems, Closed Circuit TV (CCTV), alarms and phone services at Broad Street Subway Line stations, Market-Frankford Line stations, and Subway Surface Line stations. This multi-year project is scheduled for completion in Calendar Year 2010.

SYSTEM IMPROVEMENTS PROGRAM

- 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.



**Route 100 Gulph Mills Station & Bus Stop Improvements
(Previously funded under this program)**

FY 2009 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 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$0	\$6,500,000	\$18,000,000	\$48,000,000	\$72,500,000

TRANSIT ENHANCEMENTS

Under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), eligible activities include historic preservation, rehabilitation, and related activities; bus shelters; landscaping and other scenic beautification including street lights, public art, pedestrian access and walkways; bicycle access including storage facilities and installation of equipment for transporting bicycles on transit vehicles; transit connections to parks; signage; and enhanced access to transit for persons with disabilities. Through the Delaware Valley Regional Planning Commission (DVRPC), an evaluation and selection process of candidate projects for Federal Highway Transportation Enhancements and Federal Transit Administration Transit Enhancements funding was conducted by representatives of Bucks, Chester, Delaware and Montgomery Counties, the City of Philadelphia, the Pennsylvania Department of Transportation, the Regional Citizens Committee, and members of the public. The following historic stations have been selected for Transit Enhancements funding.

- **R8 Allen Lane Station** – Renovations include rehabilitation of the covered pedestrian bridge, canopies, and inbound and outbound shelters; installation of new lighting and signage; construction of new high level platforms and ramps to platforms from accessible path; and drainage improvements.
- **R8 Queen Lane Station** – Renovations include rehabilitation of canopies, shelters, and covered pedestrian bridge; repairs to the station building and existing stairs leading to both platforms; installation of new lighting and signage; and drainage improvements.
- **R5 Wayne Station** - Renovations include rehabilitation of the station building, including roof replacement, masonry repairs, and making both bathrooms accessible; rehabilitation of the inbound and outbound canopies; installation of lighting and signage; construction of new inbound and outbound high level platforms, shelters, retaining walls, stairways, ramping, and drainage system.

The next evaluation and selection process for Federal Highway Administration and Federal Transit Administration Enhancements projects is proposed for Fiscal Year 2009, and will be conducted by the Delaware Valley Regional Planning Commission (DVRPC).

FY 2009 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 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$0	\$1,181,000	\$3,647,000	\$11,200,000	\$16,028,000

TRANSIT AND REGIONAL RAIL STATION PROGRAM

This program provides for the reconstruction or rehabilitation of transit and regional rail stations and terminals, bus/trolley loop facilities, and transportation centers. Program elements include the total replacement of all station and loop facility components, as well as projects that significantly rehabilitate stations and loops, such as improvements to, or replacement of, 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 the Americans with Disabilities Act of 1990.

Stations and bus loops programmed for major capital improvements and funding in the next few years are as follows:

- | | |
|---|---|
| <ul style="list-style-type: none"> - R2 Warminster Line: - R2 Wilmington/Newark Line: - R5 Paoli/Thorndale Line:
 - R5 Lansdale/Doylestown Line: - R6 Norristown Line: - R7 Trenton Line: - R8 Chestnut Hill West Line: - R8 Fox Chase Line: - Regional Rail Mainline: - Broad Street Subway Line: - Market-Frankford Line: - Bus Loops: | <ul style="list-style-type: none"> Willow Grove, Hatboro, and Roslyn Highland Avenue Wayne, Villanova, Exton,
and the Ardmore Transit Center Ambler East Falls Croydon and Levittown Queen Lane and Allen Lane Olney and Ryers Wayne Junction Logan, Hunting Park, and 8th & Market 5th Street Frankford & Gregg, Bells Corner,
Dauphin Street, and Wycombe |
|---|---|



R5 Fort Washington Station

Fiscal Year 2009 funds will support improvements to Croydon, Ambler, Olney, Ryers and Logan Stations and to Frankford & Gregg and Bells Corner Loops, as well as concrete repairs to several additional bus/trolley loops. Fiscal Year 2009 Congressional earmarks have been requested to assist in the funding of this program.

FY 2009 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 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$32,068,654	\$12,500,000	\$93,000,000	\$120,000,000	\$257,568,654

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 supervisors, SEPTA police officers, paratransit support, and administrative services.
- 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.
- Transport 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.



Fiscal Year 2009 funds will provide for the replacement of supervisory vehicles, police vehicles, forklifts, dump trucks, specialized work trucks, and construction equipment that have exceeded their useful life.

FY 2009 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 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$0	\$3,500,000	\$11,000,000	\$32,000,000	\$46,500,000

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 2009 program include the overhaul of 27-foot Champion buses, 40-foot low-floor hybrid (diesel/electric) New Flyer buses, 60-foot articulated Neoplan buses, Broad Street Subway B-IV cars, Subway Surface light rail vehicles, Media/Sharon Hill Line light rail vehicles, 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 2009 include Regional Rail Silverliner IV A/C condenser unit overhaul and rotating equipment change out, and Light Rail Vehicle automatic stop announcement system installation.



FY 2009 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 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 2009 FUNDING	FY 2010-2012	FY 2013-2020	TOTAL COST
\$0	\$52,000,000	\$165,700,000	\$456,000,000	\$673,700,000

FISCAL YEARS 2013-2020 CAPITAL PROGRAM (Years 5-12)

FISCAL YEARS 2013-2020 CAPITAL PROGRAM (Years 5-12)

PROJECT	FY 2013-2020 BUDGET ALLOCATION
30 th Street to Suburban Station Bridges	\$66,670,000
Bus Facilities Renovations	25,000,000
Bus Purchase Program	480,000,000
Callowhill Garage Replacement	115,600,000
Capital Asset Lease Program	248,000,000
City Hall Station/15 th Street Station Rehabilitation	46,500,000
Debt Service	415,000,000
Eastwick Transportation Center	7,230,000
Infrastructure Safety Renewal Program	264,000,000
Light Rail Infrastructure Improvements (Routes 23 & 56)	189,000,000
Light Rail Vehicle Purchase (Route 23 & 56)	130,000,000
Light Rail Vehicle Replacement (Subway-Surface & Media-Sharon Hill Lines)	300,000,000
New Starts – Schuylkill Valley and Route 100 Extension	1,785,700,862
Newtown Line Improvements	32,000,000
Paoli Transportation Center	24,542,100
Paratransit Vehicle Acquisition	40,000,000
Parking Expansion Program	80,000,000
R5 Paoli Line Improvements	91,614,000
Rail Bridge Improvement Program	50,000,000
Regional Rail Car Acquisition (Silverliner IV Replacement)	750,000,000
Regional Rail Signal System Modernization Program	27,700,000

FISCAL YEARS 2013-2020 CAPITAL PROGRAM (Years 5-12)

PROJECT	FY 2013-2020 BUDGET ALLOCATION
Regional Rail Substation Improvements	\$147,150,000
State of Good Repair Initiatives	80,000,000
Station Accessibility	48,000,000
System Improvements Program	48,000,000
Transit Enhancements	11,200,000
Transit and Regional Rail Station Program	120,000,000
Utility Fleet Renewal	32,000,000
Vehicle Overhaul Program	<u>456,000,000</u>
Total FY 2013-2020 Capital Program	\$6,110,906,962

**FISCAL YEARS 2013-2020 CAPITAL PROGRAM (Years 5-12)
PROJECT DESCRIPTIONS**

FISCAL YEARS 2013-2020 CAPITAL PROGRAM (Years 5-12)

PROJECT DESCRIPTIONS

PROJECT TITLE (BUDGET ALLOCATION FY 2013-2020)

30th Street to Suburban Station Bridges (\$66,670,000)

This project provides for the rehabilitation of seven regional rail bridges and related signal, track and communications improvements between 30th Street Station and Suburban Station at 16th Street and John F. Kennedy Boulevard. The seven bridges include Bridge 0.49 over 21st Street, Bridge 0.58 over 22nd Street, Bridge 0.61 over 22nd and 23rd Streets, Bridge 0.64 over 23rd Street, Bridge 0.68 between 23rd Street and the CSX Railroad right-of-way, Bridge 0.72 located over the CSX Railroad right-of-way and Bridge 0.76 over the Schuylkill River.

Bus Facilities Renovations (\$25,000,000)

This project provides for improvements at SEPTA's bus facilities in order to adequately maintain new buses and their more sophisticated components. The renovations will include, but are not limited to, the installation of bus lifts, wheel alignment machines and specialized testing equipment; the construction of bus washers; and improvements to, or replacement of, roofs, boilers, lighting and other building systems.

Bus Purchase Program (\$480,000,000)

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- and 30-foot buses for suburban, circulator and contract service routes.

Callowhill Garage Replacement (\$115,600,000)

This project provides for the replacement of the 95-year old Callowhill Garage, which is located at 59th Street and Callowhill Street. The Callowhill Garage, which was originally constructed as a trolley carbarn, is ill equipped to support the needs of a modern bus fleet. A myriad of deficiencies and limitations currently exist at this garage, such as the poor condition of the roof and underground drains; obsolete equipment; and narrow bus storage bays, which limit vehicle maneuverability. The new facility will also include a new light rail shop and storage yard. The light rail shop will be used to perform running repairs for SEPTA's light rail vehicles operating on the Route 10 and Route 15 Light Rail Lines.

Capital Asset Lease Program (\$248,000,000)

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

FISCAL YEARS 2013-2020 CAPITAL PROGRAM (Years 5-12)

PROJECT DESCRIPTIONS

City Hall Station/15th Street Station Rehabilitation (\$46,500,000)

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

Debt Service (\$415,000,000)

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) Special Revenue Bonds, Series 1999, which provided funds for the acquisition of Market-Frankford Subway Elevated cars, several capital improvement projects, and partial refunding of Series 1995A bonds, and 2) 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 Subway Elevated cars, and several capital improvement projects. In addition, SEPTA expects to issue additional bonds in Fiscal Year 2010/2011 to assist in the financing of 120 Silverliner V Regional Rail cars.

Eastwick Transportation Center (\$7,230,000)

This project will provide for the engineering and construction of a new transportation center and parking facility on the R1 Airport Regional Rail Line. The new transportation center will replace the temporary rail station, which was constructed in Calendar Year 1997 at Bartram Avenue and 84th Street. The Eastwick Transportation Center will serve as a transit hub for the Eastwick and Airport areas. Surface transit routes, which connect to the station, include the Route 37, Route 68, Route 108 and Route 305.

Infrastructure Safety and Renewal Program (\$264,000,000)

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.

Light Rail Infrastructure Improvements - Routes 23 & 56 (\$189,000,000)

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

Light Rail Vehicle Purchase - Routes 23 & 56 (\$130,000,000)

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

FISCAL YEARS 2013-2020 CAPITAL PROGRAM (Years 5-12)

PROJECT DESCRIPTIONS

Light Rail Vehicle Purchase - Subway-Surface & Media-Sharon Hill Lines (\$300,000,000)

This project provides for the purchase of light rail vehicles for SEPTA's Subway-Surface and Media-Sharon Hill Lines. These rail transit lines are currently operated with 141 light rail vehicles that were built in 1981. Vehicles acquired will fully comply with Americans with Disabilities Act (ADA) requirements.

New Starts – Schuylkill Valley and Route 100 Extension (\$1,785,700,862)

This project provides for the engineering and construction of two New Starts projects as follows: 1) The proposed Schuylkill Valley service would operate from Center City Philadelphia through Montgomery and Chester Counties to the Borough of Wyomissing in Berks County, Pennsylvania, and 2) The existing Route 100 Norristown High Speed Line would be extended 4.9-miles from a point just north of the current Hughes Park Station, westward along the Norfolk-Southern Morrisville Line (Dale Secondary) freight railroad right-of-way, then northward through King of Prussia to Valley Forge.

Newtown Line Improvements (\$32,000,000)

This project will provide the necessary improvements required to resume rail service along the Newtown Line.

Paoli Transportation Center (\$24,542,100)

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 R5 Paoli/Thorndale Regional Rail Line west of the existing station. The project includes: 1) Construction of an intermodal station facility 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.

Parking Expansion Program (\$80,000,000)

This program provides for the design and construction of parking facility expansions, new parking facilities including garages, and the rehabilitation of existing parking facilities. All new and rehabilitated facilities will be compliant with the requirements of the Americans with Disabilities Act of 1990. Lighting, signage, landscaping, and drainage improvements will be incorporated into each project. Pathways from the new/improved parking facilities to the station area will be constructed or improved as needed to complement parking projects.

FISCAL YEARS 2013-2020 CAPITAL PROGRAM (Years 5-12)

PROJECT DESCRIPTIONS

R5 Paoli Line Improvements (\$91,614,000)

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 R5 Paoli/Thorndale Regional Rail Line. The project will restore the infrastructure to a state of good repair, improve operating speeds and enhance service reliability. Amtrak has requested SEPTA's participation in the funding of improvements from Zoo Interlocking (west of Amtrak's 30th Street Station) westward to the Paoli Station in Chester County.

Rail Bridge Improvement Program (\$50,000,000)

This project will restore SEPTA's bridges to a state of good repair.

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.

Regional Rail Signal System Modernization Program (\$27,700,000)

This project provides for the modernization of the signal system on the R2 Warminster, R5 Lansdale-Doylestown (Lansdale to Doylestown segment), R6 Cynwyd, R6 Norristown, R8 Chestnut Hill East and R8 Chestnut Hill West Regional Rail Lines. The Automatic Block Signal System currently in use on these lines will be replaced with an Automatic Train Control (ATC) System. 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. As part of this program, track interlockings and switches will be improved or replaced to complement the capabilities of the new signal system.

Regional Rail Substation Improvements (\$147,150,000)

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 replacement of sixteen substations over the next decade and half.

State of Good Repair Initiatives (\$80,000,000)

This project is designed to bring transit and railroad facilities to a state of good repair. Project categories include maintenance/support facilities; power systems; signal/communications systems; station facilities; track and right-of-way; bridges and vehicles.

FISCAL YEARS 2013-2020 CAPITAL PROGRAM (Years 5-12) PROJECT DESCRIPTIONS

Station Accessibility (\$48,000,000)

This project will provide for facility modifications to improve accessibility at regional rail and rail transit stations.

System Improvements Program (\$48,000,000)

Under this program, projects will be developed, designed and implemented to further enhance communications, security, customer satisfaction and service quality.

Transit Enhancements (\$11,200,000)

Under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), eligible activities include historic station preservation, rehabilitation, and related activities; bus shelters; landscaping and other scenic beautification enhancements including street lights, public art, pedestrian access and walkways; bicycle access including storage facilities and installation of equipment for transporting bicycles on transit vehicles; transit connections to parks; signage; and enhanced access to transit for persons with disabilities.

Transit & Regional Rail Station Program (\$120,000,000)

This program provides for the reconstruction or rehabilitation of transit and regional rail stations and terminals, bus/trolley loop facilities, and transportation centers. Program elements include the total replacement of all station and loop facility components, as well as projects that significantly rehabilitate stations and loops, such as improvements to, or replacement of, 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 the Americans with Disabilities Act of 1990.

Utility Fleet Renewal (\$32,000,000)

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

Vehicle Overhaul Program (\$456,000,000)

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.

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FISCAL YEARS 2009-2020 PROGRAMMING SCHEDULE

FY 2009-2020 CAPITAL PROGRAMMING SCHEDULE

	Prior Funding	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013-2020	Total
30th St. to Suburban Station Bridges	\$0	\$0	\$0	\$0	\$0	\$66,670,000	\$66,670,000
Broad Street Subway Stations Rehabilitation	1,500,000	5,000,000	14,000,000	10,000,000	6,500,000	0	37,000,000
Bus Facilities Renovations	0					25,000,000	25,000,000
Bus Purchase Program	80,124,750	49,000,000	60,000,000	60,875,250	69,425,469	480,000,000	799,425,469
Callowhill Garage Replacement	4,400,000					115,600,000	120,000,000
Capital Asset Lease Program	0	28,153,185	28,878,707	29,649,908	30,443,701	248,000,000	365,125,501
City Hall Station/15 th Street Station Rehabilitation	9,500,000	0	4,000,000	20,000,000	20,000,000	46,500,000	100,000,000
Congestion Relief & Railroad Grade Crossings	0	5,000,000	5,000,000	5,000,000	5,000,000	0	20,000,000
Debt Service	0	32,666,795	32,695,866	52,714,636	52,713,916	415,000,000	585,791,213
Eastwick Transportation Center	4,400,000	0	0	0	0	7,230,000	11,630,000
Elwyn to Wawa Rail Service	6,373,364	4,000,000	25,000,000	25,000,000	19,626,636	0	80,000,000
Infrastructure Safety and Renewal Program	0	33,000,000	33,000,000	33,000,000	33,000,000	264,000,000	396,000,000
Light Rail Infrastructure Improvements (Routes 23 & 56)	0	0	0	0	0	189,000,000	189,000,000
Light Rail Vehicle Purchase (Routes 23 & 56)	0	0	0	0	0	130,000,000	130,000,000
Light Rail Vehicle Replacement (Subway-Surface & MSHL)	0	0	0	0	0	300,000,000	300,000,000
Market Street Elevated Reconstruction Program	660,727,980	49,272,020	0	0	0	0	710,000,000
New Payment Technologies	5,875,469	15,000,000	20,000,000	20,000,000	39,124,531	0	100,000,000
New Starts	61,299,138	0	30,000,000	100,000,000	100,000,000	1,785,700,862	2,077,000,000
Newtown Line Improvements	0	0	0	0	0	32,000,000	32,000,000
Paoli Transportation Center	9,646,900	1,311,000	1,500,000	1,500,000	1,500,000	24,542,100	40,000,000
Paratransit Vehicle Acquisition	0	4,600,000	5,100,000	4,400,000	4,700,000	40,000,000	58,800,000
Parking Expansion Program	17,225,625	4,800,000	10,000,000	20,000,000	20,000,000	80,000,000	152,025,625
R5 Paoli Line Improvements	48,386,000	3,000,000	11,000,000	10,000,000	16,000,000	91,614,000	180,000,000
Rail Bridge Improvement Program	0	0	0	0	0	50,000,000	50,000,000
Regional Rail Car Acquisition (Silverliner II & III Replacement) *	94,616,952	0	0	0	0	0	94,616,952
Regional Rail Car Acquisition (Silverliner IV Replacement)	0	0	0	0	0	750,000,000	750,000,000
Regional Rail Signal System Modernization Program	11,592,766	4,500,000	13,200,000	9,500,000	10,500,000	27,700,000	76,992,766

* SEPTA expects to issue bonds in Fiscal Year 2010/2011 to assist in the financing of this project. Project budget totals \$330,000,000.

FY 2009-2020 CAPITAL PROGRAMMING SCHEDULE

	Prior Funding	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013-2020	Total
Regional Rail Substation Improvements	\$34,545,794	\$13,500,000	\$14,350,000	\$5,654,206	\$19,800,000	\$147,150,000	\$235,000,000
Safety and Security Improvements	14,541,000	10,000,000	10,000,000	10,000,000	10,000,000	0	54,541,000
Smart Stations	40,534,253	14,756,000	15,000,000	12,000,000	7,709,747	0	90,000,000
State of Good Repair Initiatives	0	10,500,000	12,000,000	10,500,000	10,000,000	80,000,000	123,000,000
Station Accessibility	10,789,573	4,000,000	7,900,427	8,800,000	9,050,000	48,000,000	88,540,000
System Improvements Program	0	6,500,000	6,000,000	6,000,000	6,000,000	48,000,000	72,500,000
Transit Enhancements	0	1,181,000	1,195,000	1,126,000	1,326,000	11,200,000	16,028,000
Transit & Regional Rail Station Program	32,068,654	12,500,000	36,000,000	33,000,000	24,000,000	120,000,000	257,568,654
Utility Fleet Renewal	0	3,500,000	3,500,000	3,500,000	4,000,000	32,000,000	46,500,000
Vehicle Overhaul Program	0	52,000,000	53,600,000	55,200,000	56,900,000	456,000,000	673,700,000
Grand Total	\$1,148,148,218	\$367,740,000	\$452,920,000	\$547,420,000	\$577,320,000	\$6,110,906,962	\$9,204,455,180