

**SOUTHEASTERN PENNSYLVANIA
TRANSPORTATION AUTHORITY
FISCAL YEAR 2008 CAPITAL BUDGET
FISCAL YEARS 2008-2019 CAPITAL PROGRAM
AND
COMPREHENSIVE PLAN**

**APPROVED BY THE SEPTA BOARD
MAY 24, 2007**

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INTRODUCTION

INTRODUCTION

About SEPTA

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 297 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 83 subway-elevated, light rail, trackless trolley and bus routes generating approximately 856,000 (unlinked) passenger trips per day.

SEPTA's Railroad Operations serves all five counties with a network of thirteen regional rail lines, serving approximately 111,000 (unlinked) passengers 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 46 bus and light rail routes generating approximately 62,700 (unlinked) passenger trips per day.

Customized Community Transportation (CCT) serves Philadelphia and the surrounding counties and schedules approximately 7,000 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 3,200 passengers per day.

The Southeastern Pennsylvania Transportation Authority is one of the region's largest employers with a workforce of approximately 8,900 employees.

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.



**Frankford Transportation Center
Historic Bridge Street Terminal**



**R5 Fort Washington Station
Construction of High-Level Platforms**



**Suburban Station and Concourse
Improvements – New Sales Area**



**Route 13 Light Rail Line
Yeadon Trolley Loop**



**R5 New Britain Station
High-Level Platform**



**West Chester Transportation Center
SEPTA Bus Routes 92, 104, 306, 314**

INTRODUCTION

Capital Investment Categories

Each project in the Fiscal Year 2008 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 2007 Capital Budget

The Fiscal Year 2007 Capital Budget consisted of 25 capital projects totaling \$438 million. Project highlights by capital investment category are described below.

State of Good Repair - These projects totaled \$206.5 million or 47.1% of the budget. Projects included Broad Street Subway Stations Rehabilitation (Girard and Spring Garden), Market Street Elevated Reconstruction, Escalator/Elevator Program, 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 \$116.3 million or 26.6% 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 \$73.4 million or 16.8% of the budget. Projects included Station Accessibility Improvements, Paoli Transportation Center, SMART Stations Program, City Hall Station Rehabilitation, Fare Collection System Upgrade, System Improvements Program, Transit Enhancements, Railroad/Highway Grade Crossing Improvements, and Safety and Security Improvements.

System Expansion – These projects were programmed at \$41.8 million or 9.5% of the budget. Projects included the New Starts Program, U.S. Route 202 Congestion Management Systems, and the continuation of the Rail Stations and Parking Expansion Program.

It is currently anticipated that approximately \$349,000,000 will be available to advance the Fiscal Year 2007 Capital Budget. The difference between the programmed amount of \$438 million and the anticipated funding amount of \$349 million is mostly attributed to a lower levels of federal funding for Safety & Security Initiatives than budgeted, and no Congressional earmarks for bus projects or New Starts. This shortfall was exacerbated by the transfer of \$26.8 million of capital funds to operating assistance and preventive maintenance expenses to balance the Authority's Fiscal Year 2007 Operating Budget. As a result, several projects listed above have been delayed due to the reduced funding level.

INTRODUCTION

Fiscal Year 2008 Capital Budget

The Fiscal Year 2008 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, members governments, riders and the public at a January 29, 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 2008 Projects

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

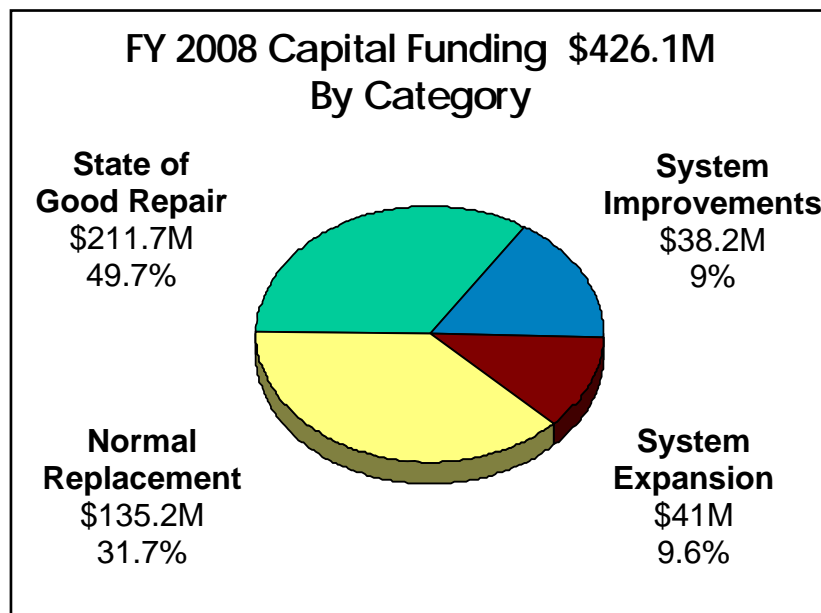
State of Good Repair projects total \$211.7 million or 49.7% of the budget. Projects programmed include Market Street Elevated Reconstruction, R5 Paoli Line Improvements, Regional Rail Substation Improvements, Infrastructure Safety and Renewal Program, State of Good Repair Initiatives, and Lease of Amtrak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

Normal Replacement projects are programmed at \$135.2 million or 31.7% of the budget. Projects programmed include the Bus Purchase Program, Regional Rail Car Acquisition, Paratransit Vehicle Purchase, the purchase of Utility Vehicles, and the Vehicle Overhaul Program.

INTRODUCTION

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

System Expansion projects are programmed at \$41 million or 9.6% of the budget. Projects programmed include the New Starts Program, U.S. Route 202 Congestion Management Systems, and the continuation of the Rail Stations and Parking Expansion Program.



INTRODUCTION

Fiscal Year 2008 Capital Budget and Fiscal Years 2008 to 2018 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 now 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 will 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

- New Freedom Program (Section 5317) (\$339 million) - The New Freedom program will provide formula funding for operating and capital costs for new transportation services and public transportation alternatives beyond those required by ADA 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.
- Job Access and Reverse Commute (JARC) Program (Section 5316) (\$851.5 million) -The JARC program is now treated as a formula program, rather than as 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.

Capital Investment Programs (Section 5309) (\$22.7 billion) – These programs provide funds for transit capital projects that meet specific criteria either by allocation (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) – A new intermodal facilities category has been established within this funding program with a \$35 million annual set aside. Intercity terminals that are part of an intermodal facility have been 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

Highlights of changes to 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 fuels 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

Federal Transportation Program funds generally provide 80 percent of a 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 a Public Transportation Trust Fund and completely restructures the way public transportation is funded in Pennsylvania. 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 and replaced with one dedicated fund – the Public Transportation Trust Fund.

State Sources of Funding: The following monies will be deposited into the Public Transportation Trust Fund in FY 2008.

	Act 26 PTAF Money	4.4% of Sales Tax*	Lottery Money	Turnpike Commission **	Act 3 Capital Commitment	Total
FY 2008 Estimate	\$180.3M	\$392.8M	\$80M	\$300M	\$125M	\$1.08B

* Funding amount is equal to the total State General Funds appropriated for transit, plus \$75M in funding from Act 3 of 1997.

** \$250M of this amount will be allocated to operating subsidy in each fiscal year.

Distribution of Statewide Funding: The funds in the Public Transportation Trust Fund will be distributed approximately as follows:

	Operating Funds	Asset Improvements	Dedicated Capital	Programs of Statewide Significance	New Starts Projects
FY 2008 Estimate	\$785M	\$175M*	\$75M	\$52M	**

* For FY 2008, this allocation will consist of the proceeds of the Commonwealth capital bonds of \$125M which will be supplemented by \$50M from the PA Turnpike Commission (TPC). In FY 2009 and FY 2010 the amount will be supplemented with \$100M and \$150m, respectively, from TPC. After FY 2010, funding will increase at an annually rate of 2.5%.

** PennDOT is authorized to spend up to \$50M a year for Federal New Starts programs.

FUNDING OUTLOOK

The Public Transportation Trust Fund provides state funds to SEPTA and other transit properties in the form of State Capital Bond, Asset Improvements, and Dedicated Capital funding programs. 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.

Funding Assumptions

The following references were used to develop the programming amounts for SEPTA's Fiscal Year 2008 Capital Budget and Fiscal Years 2008-2019 Capital Program:

- President Bush's Fiscal Year 2008 budget proposal - Announced on February 5, 2007.
- FY 2008 Bus, New Starts, and Homeland Security earmark requests submitted by SEPTA.
- Governor Rendell's Fiscal Year 2008 budget proposal - Announced on February 6, 2007.
- City/Counties local match requirements on federal and state funding.

Fiscal Year 2008

Total Fiscal Year 2008 funding for capital projects has been programmed at \$426.1 million. This projected funding level consists of the following funding components:

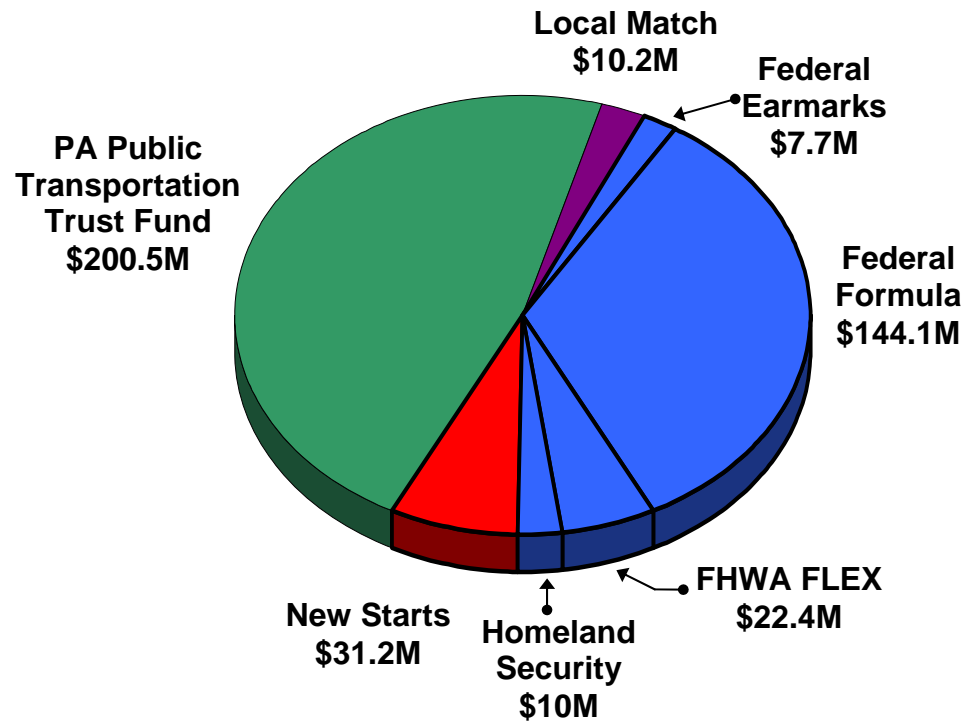
- 1) The federal formula program (Sections 5307/5340 and 5309) totaling \$144 million is based on the President's budget proposal;
- 2) Federal Bus, New Starts, and Homeland Security earmark requests submitted by SEPTA to Congress for \$49 million;
- 3) Federal Highway Flexible funding projection of \$22.4 million - Based on 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) State funds from the new Public Transportation Trust Fund has been programmed at \$200.5 million
- 5) \$10.2 million from the City and Counties as local match on Federal and State funding.

FUNDING OUTLOOK

FY 2008 Capital Funding \$426.1M

State \$200.5M 47.1%

Local \$10.2M 2.4%



New Starts \$31.2M 7.3%

Federal \$184.2M 43.2%

FUNDING OUTLOOK

Fiscal Years 2009-2011

Federal formula funds for Fiscal Years 2009 through 2011 are programmed at a 3% annual increase. Programmed funds increase from \$148 million in Fiscal Year 2009 to \$157 million in Fiscal Year 2011. Federal earmark funds are programmed at approximately \$17 million a year for Fiscal Years 2009 through 2011. Federal Highway flexible funding is programmed at \$21.1 million a year. This level reflects the anticipated SEPTA share of available regional flexible funds and \$17.1 million as committed by the Commonwealth as part of the April 17, 1997 Supplemental State Public Transportation Assistance Act. Federal New Starts funding is programmed at \$50 million for Fiscal Year 2009 and \$100 million for Fiscal Years 2010 and 2011.

On July 18, 2007, Governor Rendell signed into law a bill that created a Public Transportation Trust Fund into which all state money used to support mass transit will be deposited. As this legislation was passed after adoption of the Fiscal Years 2008-2019 Capital Budget and Program, revised financial projections of State funding will be included in SEPTA's next capital budget and program for Fiscal Years 2009-2020.

Capital Funding Shortfalls

Despite the progress SEPTA has made in bringing the regional public transportation system to a state of good repair, capital projects have been phased or delayed due to financial constraints. In addition, projects to serve new markets and major new starts have been unable to advance. Contributing to this funding shortfall, the Authority must utilize more than \$110 million of funds that are available for either capital or operating purposes to balance its operating budget. These funds include \$32 million of federal preventive maintenance, \$40 million of State Act 26 asset maintenance and \$39 million of State Act 3 operating and asset maintenance funds.

Further compounding the capital funding shortfall, SEPTA had to transfer an additional \$26.8 million of capital funds to operating to balance the FY 2007 Operating Budget. Projects impacted by this capital funding transfer include: Broad Street Subway Stations Rehabilitation, City Hall Station Rehabilitation, Smart Stations, Fare Collection System Upgrade, Bus Purchase Program and Regional Rail Substation Improvements.

TRANSIT PLANNING EFFORTS

TRANSIT PLANNING EFFORTS

This section includes a list of major 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, the four counties, and the City of Philadelphia.

Studies planned, underway, or recently completed include:

- 52nd Street / Center City (City Branch) Corridor Alternatives Analysis
Lead Agency: SEPTA
Description: The Alternatives Analysis evaluated possible transit alternatives that would originate from the proposed Schuylkill Valley 52nd Street Station near Lancaster Avenue in West Philadelphia and provide service to Center City Philadelphia (Market Street East Station/Pennsylvania Convention Center). An assessment was made of several transit modes (light rail and bus), alignment and service options for improving transportation along the corridor. The Study evaluated the relationships between transportation and the communities through which a proposed connector will operate, and included analysis on the impact of a connector on transportation efficiency; environmental concern; access to jobs and services; and development along the corridor route. Public meetings were held in April and November 2005 and June 2006. The final report was issued in October 2006. While some of the project goals and objectives were met, none of the studied alternatives would be competitive for Federal New Starts funds.
- Quakertown-Stony Creek Rail Restoration Alternatives Analysis
Lead Agencies: Transportation Management Association of Bucks County (TMA Bucks), and Bucks County and Montgomery County Planning Commissions
Description: The Alternative Analysis (AA) study is investigating the feasibility of restoring passenger rail service linking Upper Bucks County and North Penn communities with Center City Philadelphia via Lansdale. A business plan was completed in January 2006. The Alternatives Analysis is examining transit options that would mitigate highway congestion in the corridor. The AA will identify 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 study is expected to be completed by the end of Calendar Year 2007.
- Route 100 Extension to King of Prussia Alignment Alternative Analysis Study
Lead Agency: SEPTA
Description: Evaluation of service and segment alternatives from Hughes Park Station on the existing Route 100 alignment to King of Prussia Mall and Valley Forge. The study has been completed.

TRANSIT PLANNING EFFORTS

- Broad Street Subway Extension – Pattison Avenue to the Philadelphia Navy Yard – Feasibility Study
Lead Agency: Philadelphia Industrial Development Corporation (PIDC)
Description: Evaluation of transit needs and alternatives for extending public transportation connections to the Navy Yard in South Philadelphia including the extension of the Broad Street Subway Line from its current terminus at Pattison Avenue. The Feasibility Study is scheduled for completion by March 2008.
- North Broad Street Transportation Study
Lead Agency: Philadelphia City Planning Commission
Description: 12th and 16th Streets, from City Hall to Erie Avenue. Documents the corridor's transportation conditions and needs to develop recommendations for transit facilities, traffic congestion, pedestrian and bicycle improvements, and the potential for traffic calming. This study was completed in June 2007.
- Transit Revitalization Investment District (TRID) Studies
In 2005, the Commonwealth of Pennsylvania enacted TRID. Local and county governments, transit authorities and other transportation providers 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 value capture area that enables the local jurisdictions and transit agency to share the tax revenues generated by real estate investment. In Fiscal Year 2006, four study sites were selected that are located along SEPTA rail lines as follows: Temple University, R2 Marcus Hook, and R5 Ambler Regional Rail Stations, and 46th Street Station on the Market-Frankford Line.
- DVRPC Transportation and Community Development Initiative (TCDI) Studies
The following transit station area studies are underway: R3 Langhorne, R5 North Wales, R5 Bryn Mawr, R6 Allegheny, R7 Croydon, Cheltenham/Ogontz Bus Terminal, Philadelphia North Delaware Rail Stations (urban design study), Ridge Avenue Gateway, and Lower Germantown/Wayne Junction Station area. Most of these studies will explore Transit Oriented Development (TOD) / TRID and improved transit access opportunities.

FISCAL YEAR 2008 CAPITAL BUDGET (Year 1)

FISCAL YEAR 2008 CAPITAL BUDGET

Project	FY 2008 Funding Requirement
Bus Purchase Program	\$49,500,000
Capital Asset Lease Program	27,343,643
Debt Service	32,958,357
Flexible Highway Funding	6,686,000
Infrastructure Safety and Renewal Program	33,000,000
Market Street Elevated Reconstruction Program	100,644,000
New Starts – Schuylkill Valley Metro and Route 100 Extension	31,250,000
Paoli Transportation Center	2,741,700
Paratransit Vehicle Acquisition	3,000,000
R5 Paoli Line Improvements	15,000,000
Rail Stations and Parking Improvement Program	7,885,300
Regional Rail Car Acquisition	10,000,000
Regional Rail Substation Improvements	12,000,000
Safety and Security Improvements	10,000,000
State of Good Repair Initiatives	23,000,000
Station Accessibility	4,000,000
System Improvements Program	6,000,000
Transit Enhancements	1,064,000
Utility Vehicle Renewal	3,000,000
Vehicle Overhaul Program	<u>47,000,000</u>
TOTAL FY 2008 Capital Budget	\$426,073,000

FISCAL YEARS 2008-2011 CAPITAL PROGRAM (Years 1-4)

FISCAL YEARS 2008-2011 CAPITAL PROGRAM (Years 1-4)

<u>Project</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>Total</u>
Broad Street Subway Stations Rehabilitation	\$0	\$0	\$7,000,000	\$16,000,000	\$23,000,000
Bus Purchase Program	49,500,000	49,500,000	42,250,000	46,250,000	187,500,000
Capital Asset Lease Program	27,343,643	27,930,988	28,497,094	29,098,218	112,869,943
City Hall Station Rehabilitation	0	0	5,000,000	25,000,000	30,000,000
Debt Service	32,958,357	32,953,840	32,951,220	32,952,789	131,816,206
Elwyn to Wawa Rail Service	0	6,000,000	8,000,000	22,000,000	36,000,000
Fare Collection System Upgrade	0	0	14,000,000	10,400,000	24,400,000
Flexible Highway Funding	6,686,000	5,000,000	5,000,000	5,000,000	21,686,000
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	100,644,000	85,768,172	0	0	186,412,172
New Starts	31,250,000	50,000,000	100,000,000	100,000,000	281,250,000
Paoli Transportation Center	2,741,700	2,810,900	1,500,000	1,500,000	8,552,600
Paratransit Vehicle Acquisition	3,000,000	4,200,000	5,000,000	4,400,000	16,600,000
R5 Paoli Line Improvements	15,000,000	15,000,000	10,000,000	20,000,000	60,000,000
Rail Stations and Parking Improvement Program	7,885,300	8,097,100	9,600,000	9,600,000	35,182,400
Regional Rail Car Acquisition (Silverliner II & III Replacement)	10,000,000	18,311,000	79,578,480	16,877,993	124,767,473
Regional Rail Substation Improvements	12,000,000	12,000,000	17,154,206	22,538,000	63,692,206
Safety and Security Improvements	10,000,000	10,000,000	10,000,000	10,000,000	40,000,000
SMART Stations	0	5,000,000	10,000,000	20,000,000	35,000,000

FISCAL YEARS 2008-2011 CAPITAL PROGRAM (Years 1-4)

<u>Project</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>Total</u>
State of Good Repair Initiatives	\$23,000,000	\$23,000,000	\$24,000,000	\$25,000,000	\$95,000,000
Station Accessibility	4,000,000	4,000,000	5,000,000	5,000,000	18,000,000
System Improvements Program	6,000,000	6,000,000	6,000,000	6,000,000	24,000,000
Transit Enhancements	1,064,000	1,096,000	1,129,000	1,163,000	4,452,000
Utility Fleet Renewal	3,000,000	3,000,000	3,000,000	3,000,000	12,000,000
Vehicle Overhaul Program	47,000,000	47,000,000	47,000,000	47,000,000	188,000,000
Total – Capital Projects	\$426,073,000	\$449,668,000	\$504,660,000	\$511,780,000	\$1,892,181,000

**FISCAL YEARS 2008-2011 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 10th busiest stations out of the 25 stations on the Broad Street Subway / Ridge Spur Line. Average daily ridership totals approximately 10,000 at Spring Garden Station and 7,500 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.

FY 2008 FUNDING SOURCE: FTA ___ FHWA ___ STATE DEDICATED ___ STATE BOND ___ LOCAL ___				
CAPITAL INVESTMENT CATEGORY: STATE OF GOOD REPAIR <u> X </u> NORMAL REPLACEMENT ___ SYSTEM IMP. ___ SYSTEM EXPANSION ___				
SERVICE AREA: CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2008 FUNDING	FY 2009-2011	FY 2012-2019	TOTAL COST
\$0	\$0	\$23,000,000	\$7,000,000	\$30,000,000

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. The next order of buses to be advanced under this program will be the acquisition of 400 accessible, 40-foot low-floor buses and will include a pricing option for diesel-electric hybrid buses. These new buses will replace SEPTA's NABI buses, which will have exceeded their useful life of 12 years by the time of replacement. Manufacturers' proposals, which were received on January 25, 2007, are currently being evaluated. A contract award to the selected manufacturer is anticipated for Fall 2007.

Each 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 equipped to accommodate wheelchairs. In addition, each vehicle will be equipped with a bicycle rack. The Bus Purchase Program also provides for the acquisition of spare components, tools and equipment required to service the new buses.

The Bus Purchase Program provides the following benefits:

- Dependable and improved service for our customers
- Systematic replacement of aging components of the fleet
- Maintaining an average bus fleet age of approximately six years
- Introduction of new technology to the fleet
- Enhanced accessibility through the purchase of additional low-floor buses
- Improved air quality with reduction of emissions

FY 2008 FUNDING SOURCE: FTA <u> X </u> FHWA <u> X </u> STATE DEDICATED <u> ___ </u> STATE BOND <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 2008 FUNDING	FY 2009-2011	FY 2012-2019	TOTAL COST
\$27,500,000	\$49,500,000	\$138,000,000	\$448,000,000	\$663,000,000

BUS PURCHASE PROGRAM



Photos:
27 ft. Champion
30 ft. EIDorado
40 ft. New Flyer, Low Floor,
Diesel-Electric Hybrid
40 ft. New Flyer, Low Floor
60 ft. Neoplan Articulated

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 Facilities (State of Good Repair Project)

FY 2008 FUNDING SOURCE: FTA <input type="checkbox"/> FHWA <input type="checkbox"/> STATE DEDICATED <input checked="" type="checkbox"/> STATE BOND <input 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 2008 FUNDING	FY 2009-2011	FY 2012-2019	TOTAL COST
\$0	\$27,343,643	\$85,526,300	\$248,000,000	\$360,869,943

CITY HALL STATION REHABILITATION

This project will provide for the renovation of City Hall Station on the Broad Street Subway Line. City Hall Station is the heaviest patronized station on the Broad Street Subway Line serving 57,000 passengers on a daily basis. The station is a junction point between the Broad Street Line, Market-Frankford Line, Subway-Surface Lines and Regional Rail Lines. Opened in 1928, the station has deteriorated over the years and is in need of repairs. In addition, the station requires accessibility improvements to meet ADA standards, as well as passenger amenity improvements and aesthetic enhancements to uplift its overall appearance and appeal.

Preliminary and final design for this project will focus on the following items for City Hall Station: 1) New entrance in Dilworth Plaza, including elevators, accessible ramp and a fare collection facility; 2) Elevator accessibility from street level to the platforms of the Broad Street Line and the Market-Frankford Line; 3) Elevator accessibility from street level to Dilworth Plaza and Suburban Station; 4) Modification of the fare collection facility on the lower concourse level; 5) More open space at platform level; 6) Straightening and widening of passageways; 7) New architectural finishes, lighting and signage; 8) Art-In-Transit; 9) Mechanical and natural ventilation in re-opened shafts; 10) Structural repairs; and 11) Prevention/interception of water infiltration/inflow. In addition, since two of the new elevators will also serve the platforms of the 15th Street Station on the Market-Frankford Line, that station will also receive accessibility improvements. The design phase of the project is underway and scheduled for completion in Calendar Year 2009.



Artist Rendering – Platform Level



Artist Rendering – Elevator at Dilworth Plaza

FY 2008 FUNDING SOURCE: FTA <input type="checkbox"/> FHWA <input type="checkbox"/> STATE DEDICATED <input type="checkbox"/> STATE BOND <input type="checkbox"/> LOCAL <input type="checkbox"/>				
CAPITAL INVESTMENT CATEGORY: STATE OF GOOD REPAIR <input type="checkbox"/> NORMAL REPLACEMENT <input type="checkbox"/> SYSTEM IMP. <input checked="" type="checkbox"/> SYSTEM EXPANSION <input type="checkbox"/>				
SERVICE AREA: CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2008 FUNDING	FY 2009-2011	FY 2012-2019	TOTAL COST
\$9,500,000	\$0	\$30,000,000	\$60,500,000	\$100,000,000

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 2008 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)

FY 2008 FUNDING SOURCE: FTA <input type="checkbox"/> FHWA <input type="checkbox"/> STATE DEDICATED <input checked="" type="checkbox"/> STATE BOND <input 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 2008 FUNDING	FY 2009-2011	FY 2012-2019	TOTAL COST
\$0	\$32,958,357	\$98,857,849	\$263,680,000	\$395,496,206

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 project 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 conditions, 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 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. The station will have access to US Route 1, a major highway artery serving this area. Route 1 would provide excellent highway access to the large park and ride facility proposed at Wawa.

The design/engineering phase of this project is underway and scheduled for completion in Calendar Year 2008.

FY 2008 FUNDING SOURCE: FTA <input type="checkbox"/> FHWA <input type="checkbox"/> STATE DEDICATED <input type="checkbox"/> STATE BOND <input type="checkbox"/> LOCAL <input type="checkbox"/>				
CAPITAL INVESTMENT CATEGORY: STATE OF GOOD REPAIR <input type="checkbox"/> NORMAL REPLACEMENT <input type="checkbox"/> SYSTEM IMP. <input type="checkbox"/> SYSTEM EXPANSION <input checked="" type="checkbox"/>				
SERVICE AREA: CHESTER AND DELAWARE COUNTIES				
PRIOR FUNDING	FY 2008 FUNDING	FY 2009-2011	FY 2012-2019	TOTAL COST
\$6,370,000	\$0	\$36,000,000	\$8,957,000	\$51,327,000

FARE COLLECTION SYSTEM UPGRADE

This project provides for the upgrade of SEPTA's fare collection system and equipment. SEPTA's fare collection equipment has outlived 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 or replace 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 tickets, and will validate coin and paper currency. 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 and provide a fare instrument and/or a receipt.

In addition to bus, rail transit, and regional rail fare collection improvements, this project will also include efforts to improve the payment and collection procedures for SEPTA's Customer Community Transportation (CCT) operation, as well as SEPTA's parking operation. 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. This project will realign fare collection within SEPTA across all modes, fleets and business functions. Electronic fare media used in conjunction with modern fare collection devices will allow customers to move seamlessly throughout the transit network.

FY 2008 FUNDING SOURCE: FTA <input type="checkbox"/> FHWA <input type="checkbox"/> STATE DEDICATED <input type="checkbox"/> STATE BOND <input type="checkbox"/> LOCAL <input type="checkbox"/>				
CAPITAL INVESTMENT CATEGORY: STATE OF GOOD REPAIR <input type="checkbox"/> NORMAL REPLACEMENT <input type="checkbox"/> SYSTEM IMP. <input checked="" type="checkbox"/> SYSTEM EXPANSION <input type="checkbox"/>				
SERVICE AREA: BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2008 FUNDING	FY 2009-2011	FY 2012-2019	TOTAL COST
\$8,600,000	\$0	\$24,400,000	\$16,000,000	\$49,000,000

FLEXIBLE HIGHWAY FUNDING

The Delaware Valley Regional Planning Commission (DVRPC) has approved the Transportation Improvement Program (TIP) for Fiscal Years 2007-2010. The following projects have been included in the TIP for Fiscal Year 2008.

U.S. Route 202 Reconstruction Congestion Mitigation Strategies (\$1,525,000) – In partnership with PADOT, this project will support the U.S. Route 202, Section 300 reconstruction effort in Chester County. 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 strategies for the U.S. Route 202, Section 400 reconstruction; 2) Additional R5 Paoli-Thorndale Regional Rail Line service between Malvern and Thorndale Stations; 3) New 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) New 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.

Railroad/Highway Grade Crossings (\$4,819,000) – In partnership with PADOT, funding under this project will provide for the installation or upgrading of warning devices, such as signals, or gates, or the installation of rubberized strips adjacent to and between the railroad tracks. The potential SEPTA locations for FY 2008 funding are as follows - Media/Sharon Hill Line in Delaware County - School Lane, Edmonds Avenue, Huey Avenue, Rosemont Avenue, Turner Avenue, Shadeland Avenue, Irvington Avenue, Fairfax Road, Windermerer Avenue, Lansdowne Avenue, Garrett Road, Burmont Road (South), Edmonds Avenue (South), Marshall Road, Broadway Avenue, Baltimore Pike, Penn Street and Berkley Avenue.

I-95 Reconstruction Congestion Mitigation Strategies (\$342,000) – In partnership with PADOT, this project will support the I-95 Reconstruction Project. This project will involve the operation of a 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. This service picks up commuters within the parking lot and drops them off at the Cornwells Heights Station for SEPTA and Amtrak train service to Center City Philadelphia and points south and to Trenton and points north.

FY 2008 FUNDING SOURCE: FTA <input type="checkbox"/> FHWA <input checked="" type="checkbox"/> STATE DEDICATED <input type="checkbox"/> STATE BOND <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 2008 FUNDING	FY 2009-2011	FY 2012-2019	TOTAL COST
\$0	\$6,686,000	\$15,000,000	\$0	\$21,686,000

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 2008 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 Fern Rock Portal and Girard Interlockings, Market-Frankford Line at 69th Street, Light Rail Route 13 at Mt. Moriah Loop, and Light Rail Route 34 at 42nd Street and Baltimore Avenue; renewal of rail on the Broad Street Subway Line between Walnut-Locust and Snyder Stations on track #4; track renewal on Light Rail Route 13 from 41st Street to 49th Street on Chester Avenue and on Light Rail Route 11 from 58th Street to 68th Street on Woodland Avenue; renewal of worn curve rail at selected locations; grade crossing renewal at several Regional Rail and Media-Sharon Hill Line locations; and tie replacement and track surfacing on the R5 Lansdale Line and the Media-Sharon Hill Light Rail Line.
- **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 the renewal of Logan and Oregon Stations on the Broad Street Subway Line; stairway improvements at Margaret-Orthodox Station on the Market-Frankford Line and at Fern Rock Station on the Broad Street Subway Line; improvements to Torresdale/Cottman and 33rd Street/Dauphin Loops; shelter and platform improvements at Congress Avenue, Lansdowne Avenue, Drexel Hill Junction, and Aronimink Stations on the Media-Sharon Hill Line; reconstruction of R8 Olney and Cheltenham Stations; selected improvements to R3 Angora, R3 Noble, R3 Meadowbrook, R3 Neshaminy Falls, R3 Langhorne, R3 Yardley, R7 Cornwells Heights, installation of a new shelter at R3 Fernwood Station, and R7 Gravers Regional Rail Stations; and installation/replacement of intertrack fencing at several regional rail stations.



Route 11 – Island & Woodland Avenues



Race Street 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 cables on the Main Line North between Glenside and Lansdale Stations; signal system improvements on the R3 Media-Elwyn Line; improvements to the snow melting equipment for track switches at Wayne Junction Interlocking; and improvements to pneumatic and electric track switch machines at selected Regional Rail locations.

- **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 replacement of DC emergency cable on the Broad Street Subway and the Market-Frankford Lines; replacement of traction power feeder cables for the Subway Surface Lines; improvements to Broad Street Subway, Market-Frankford, and Subway Surface Lines substations; 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; and catenary system upgrade on the R1 Airport Line viaduct (Track 2), R5 Lansdale Line between Glenside Station to Gwynedd Station, and on the R3 West Trenton Line from Jenkintown Station to Walnut Street (midpoint between Jenkintown Station and Noble Station).

- **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; communications rooms, compressed air rooms and transformer rooms improvements; and 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 2008 FUNDING SOURCE: FTA <input type="checkbox"/> FHWA <input type="checkbox"/> STATE DEDICATED <input type="checkbox"/> STATE BOND <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 2008 FUNDING	FY 2009-2011	FY 2012-2019	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 Street and Market Street and at 63rd Street and Market Street to house Automatic Train Control equipment and the installation of foundations and pedestals for the new elevated guideway. The new 56th Street Station opened for customer use in February 2006. In June 2007, the new 60th Street Station was placed into operation. Completion of the 52nd Street Station is scheduled for early 2008. Two of the three remaining stations, 46th Street and Millbourne, closed in May 2007 for an 11 month construction period and will re-open in spring 2008. Reconstruction of the final station at 63rd Street is scheduled to start in Spring 2008. As of June 2007, 4,620 feet of new guideway have been erected. Substantial completion of the project is scheduled for completion by the end of Calendar Year 2008.

FY 2008 FUNDING SOURCE: FTA <u> X </u> FHWA <u> </u> STATE DEDICATED <u> </u> STATE BOND <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 2008 FUNDING	FY 2009-2011	FY 2012-2019	TOTAL COST
\$523,587,828	\$100,644,000	\$85,768,172	\$0	\$710,000,000

MARKET STREET ELEVATED RECONSTRUCTION PROGRAM



New 60th Street Station

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.

As of Fiscal Year 2007, \$44.4 million of funding was appropriated by Congress for this project.

Route 100 Extension

The Route 100 is a rail transit line providing frequent service between 69th Street Station 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 the 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. The proposed extension will greatly improve the convenience and attractiveness of public

NEW STARTS

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.

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.

FY 2008 FUNDING SOURCE: FTA <u> X </u> FHWA <u> </u> STATE DEDICATED <u> </u> STATE BOND <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: BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2008 FUNDING	FY 2009-2011	FY 2012-2019	TOTAL COST
\$61,300,000	\$31,250,000	\$250,000,000	\$1,734,450,000	\$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 2,500 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 of Chester 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 trains bound for points west to Harrisburg, Pittsburgh and Chicago and east of the station 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 offices and passenger amenities; 2) Construction of bus facilities; 3) Construction of a 1,200-space new commuter parking facility; 4) Reconfiguration of access roads and entrances to the station; and 5) Construction of new pedestrian linkages throughout the station area including sidewalks, crosswalks, and a concourse linking inbound and outbound station platforms.



Existing Outbound Station

A Fiscal Year 2008 Congressional earmark has been requested in support of this project.

FY 2008 FUNDING SOURCE: FTA <input checked="" type="checkbox"/> FHWA <input type="checkbox"/> STATE DEDICATED <input type="checkbox"/> STATE BOND <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: CHESTER COUNTY				
PRIOR FUNDING	FY 2008 FUNDING	FY 2009-2011	FY 2012-2019	TOTAL COST
\$7,779,400	\$2,741,700	\$5,810,900	\$23,668,000	\$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 2008, 60 vehicles will be acquired consisting of minibuses with and without wheelchair lifts.



**Minibus with Wheelchair Lift
& 12 Passenger Minibus**



FY 2008 FUNDING SOURCE: FTA <input type="checkbox"/> FHWA <input type="checkbox"/> STATE DEDICATED <input checked="" type="checkbox"/> STATE BOND <input 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 2008 FUNDING	FY 2009-2011	FY 2012-2019	TOTAL COST
\$0	\$3,000,000	\$13,600,000	\$40,000,000	\$56,600,000

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, eliminate more than 150 track miles of slow orders, 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. SEPTA's portion of the project will provide for improvements between Zoo and Paoli Interlockings on Tracks 1 and 4.

SEPTA funds will support improvements to be advanced in two phases. Phase 1 includes the installation of 85,000 concrete crossties and new continuous welded rail; improvements to signal, communications, and electric traction systems, and track interlockings. This phase, which is programmed at \$80.6 million, advanced to construction in May 2007. The installation of new continuous welded rail and concrete ties is in progress with completion scheduled for the end of Calendar Year 2007.

The scope of work for Phase 2 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. The second phase is programmed at \$100 million and is scheduled to advance to construction in Fiscal Year 2011.

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 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.

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 2008 FUNDING SOURCE: FTA <u> X </u> FHWA <u> </u> STATE DEDICATED <u> </u> STATE BOND <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 2008 FUNDING	FY 2009-2011	FY 2012-2019	TOTAL COST
\$32,594,000	\$15,000,000	\$45,000,000	\$88,000,000	\$180,594,000

RAIL STATIONS AND PARKING IMPROVEMENT PROGRAM

This program provides for the rehabilitation of rail stations, development of transit centers and parking garages, and expansion of parking facilities. Rehabilitation of stations will include improvements to station facilities, lighting, signage and existing parking facilities. In total, there are 280 stations and 136 parking facilities that are maintained by SEPTA. While capital improvements to stations and expansion of parking facilities have been made in the past, this program provides for an ongoing plan to improve stations and parking facilities. As part of this plan, SEPTA will aggressively pursue opportunities to expand parking availability in the five-county service area. Over the last ten years, SEPTA and PADOT have added 5,027 parking spaces, thus bringing the total parking capacity to 26,600.

Currently, approximately eighty regional rail stations have parking facilities that, on a daily basis, are 90 to 100 percent filled or have fewer than 10 open spaces. Prior funding for parking expansion projects will resolve some of these parking limitations, but many more locations need to be addressed. By providing additional parking, SEPTA will be better able to attract new customers, thus increasing the Authority's operating revenue and further assisting in the mitigation of traffic congestion and reducing air pollution for the region.

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

- R3 West Trenton Line: Forest Hills - Parking Expansions
- R5 Lansdale/Doylestown Line: Glenside and Jenkintown - Parking Garages
- R5 Paoli/Thorndale Line: Malvern and Exton Stations – Parking Expansions, Ardmore Transit Center Project, and Villanova Station
- R7 Trenton Line: Holmesburg Junction, Croydon and Levittown Stations - Parking and Station Improvements



**Norristown Transportation Center
Parking Garage Construction**

Fiscal Year 2008 Congressional earmarks have been requested to assist in the funding of this program.

FY 2008 FUNDING SOURCE: FTA <u> X </u> FHWA <u> </u> STATE DEDICATED <u> </u> STATE BOND <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 2008 FUNDING	FY 2009-2011	FY 2012-2019	TOTAL COST
\$26,980,000	\$7,885,300	\$27,297,100	\$63,000,000	\$125,162,400

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 40 to 44 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 111,000 passengers. The long term center city employment forecast is favorable with the construction of over a million square feet of office space underway. New gambling venues in Philadelphia, Bucks and Delaware Counties are expected to attract both gamblers and employees to Regional Rail travel. These initiatives will have a positive impact on peak hour ridership growth. 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. New U.S. 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. Each car will also be equipped to accommodate two wheelchairs. The combination of aisle width, placement of wider doors and interior seating arrangements will provide a more pleasant environment for passenger movement and seating. The new cars will have electronic exterior and interior destination signs and voice announcement 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. Cars will also be equipped with a passenger emergency intercom system. In addition, new cars will be more accommodating for customers with bicycles during off-peak hours.



On March 23, 2006, a contract was awarded 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 in late Calendar Year 2008 with production cars scheduled to arrive in Calendar Years 2009 and 2010.

FY 2008 FUNDING SOURCE: FTA <u> X </u> FHWA <u> </u> STATE DEDICATED <u> </u> STATE BOND <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 2008 FUNDING	FY 2009-2011	FY 2012-2019	TOTAL COST
\$175,232,527	\$10,000,000	\$114,767,473	\$30,000,000	\$330,000,000

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 two facilities to be addressed under this program are: 1) Replacement of 30th Street Switching Station (Sub 1-A); and 2) Replacement of Callowhill Substation.

The 30th Street Switching Station 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 Tunnel. This switching station and electrical apparatus date back to the late 1920's. Both the electrical and structural components at this switching station require replacement. 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 switching station 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 and is over 70 years old. This facility is one of 12 autotransformer substations that transforms the incoming traction power from 24,000 volts to 12,000 volts and distributes the power to Regional Rail Lines north of the Center City Commuter Tunnel. The equipment has deteriorated and is difficult to maintain. Failure of this substation and power cables would have a significant impact on Regional Rail operations between the Center City Commuter Tunnel and Wayne Junction Interlocking. SEPTA plans to replace the Callowhill Substation with a new facility to be constructed near the intersection of Fairmount Avenue and 8th Street. New autotransformers will be designed and installed outside of the new substation at Fairmount Avenue.

New electrical components will be installed and modifications will be made to the existing power transmission feeder cables and their supporting structures. Both of these facilities will house state-of-the-art circuit breakers, switchgears and control equipment. Prototypes of this equipment were developed under the Circuit Breaker/Switchgear Development Project.

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. The construction phase for the new Fairmount Avenue Substation started in April 2007. The 30th Street Substation project element will advance to construction in late 2008 after completion of additional design work. Initial funding has been allocated for the design of a replacement substation at Jenkintown along with the addition of a static frequency converter.

FY 2008 FUNDING SOURCE: FTA <u> X </u> FHWA <u> </u> STATE DEDICATED <u> </u> STATE BOND <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 2008 FUNDING	FY 2009-2011	FY 2012-2019	TOTAL COST
\$22,545,794	\$12,000,000	\$51,692,206	\$148,762,000	\$235,000,000

SAFETY AND SECURITY IMPROVEMENTS

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

The project will be implemented in two phases. Phase One will focus on interoperable communications in the City of Philadelphia. An interoperable communications system 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 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 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 the surrounding county operations.

SEPTA is part of the Philadelphia Regional Transit Security Working Group, which is working together to advance safety and security improvements for all transit operations into and out of Philadelphia.

Prior funding has enabled SEPTA to conduct preliminary engineering for an underground interoperable communications system in Philadelphia, purchase explosive detection devices and bullet proof vests, increase its K-9 patrol teams, upgrade its mobile communications, and advance the implementation a video data monitoring system including on-board cameras for a portion of its fleet of revenue vehicles.

FY 2008 FUNDING SOURCE: FTA <input checked="" type="checkbox"/> FHWA <input type="checkbox"/> STATE DEDICATED <input type="checkbox"/> STATE BOND <input type="checkbox"/> LOCAL <input type="checkbox"/>				
CAPITAL INVESTMENT CATEGORY: STATE OF GOOD REPAIR <input type="checkbox"/> NORMAL REPLACEMENT <input type="checkbox"/> SYSTEM IMP. <input checked="" type="checkbox"/> SYSTEM EXPANSION <input type="checkbox"/>				
SERVICE AREA: BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2008 FUNDING	FY 2009-2011	FY 2012-2019	TOTAL COST
\$14,500,000	\$10,000,000	\$30,000,000	\$0	\$54,500,000

SMART STATIONS

The 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 advance of 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, which advanced to construction in August 2006, is 25% complete. Substantial completion is targeted for early Calendar Year 2009. Phase II, which includes 35 additional stations, is currently in design and scheduled to advance to construction in the 2nd quarter of Calendar Year 2008.

FY 2008 FUNDING SOURCE: FTA ___ FHWA ___ STATE DEDICATED ___ STATE BOND ___ LOCAL ___				
CAPITAL INVESTMENT CATEGORY: STATE OF GOOD REPAIR ___ NORMAL REPLACEMENT ___ SYSTEM IMP. <u>X</u> SYSTEM EXPANSION ___				
SERVICE AREA: DELAWARE COUNTY AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2008 FUNDING	FY 2009-2011	FY 2012-2019	TOTAL COST
\$43,100,000	\$0	\$35,000,000	\$11,900,000	\$90,000,000

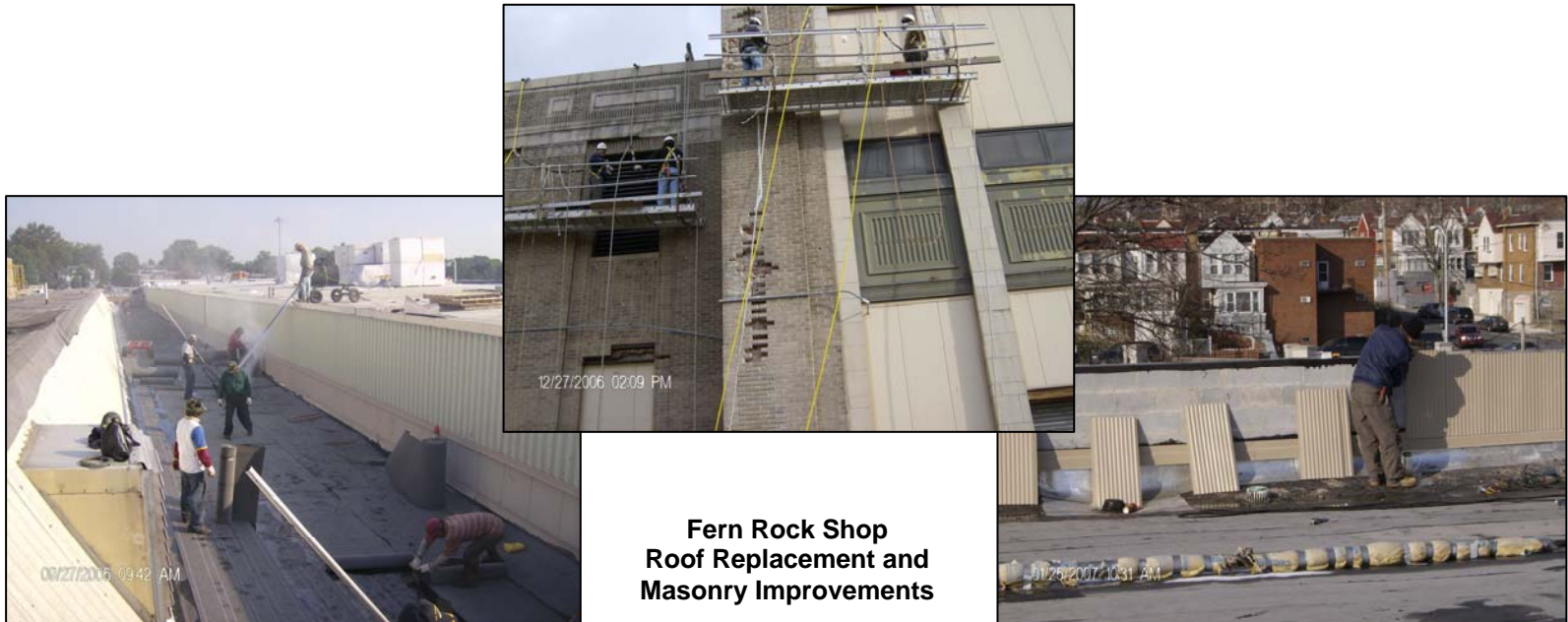
STATE OF GOOD REPAIR INITIATIVES

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 replacement of vehicle washers at Frontier Bus Garage and Fern Rock Shop; 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, and acquisition of a central material distribution center.
- **Power Systems** - Rehabilitation of electric traction and power systems and associated components including catenary and support structures; feeders and transmission lines; switchgear equipment, and other localized control facilities. Funds will support the replacement of a static frequency converter at Wayne Junction Substation.
- **Signal/Communications Systems** - Rehabilitation of signal systems and selected communications equipment including maintenance information systems; dispatching equipment; microprocessors; and passenger communications. Projects include signal system improvements on the R2 Warminster and R6 Norristown Lines.
- **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 improvements to Wayne Junction, R5 Wayne, R5 North Wales, R8 Queen Lane, and R8 Allen Lane Regional Rail Stations.
- **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 "K" Interlocking which is a portion of Zoo Interlocking; access improvements to the R6 Cynwyd Line; and renewal of the grade crossing at Main Street on the R5 Lansdale-Doylestown Line adjacent to Lansdale Station.
- **Environmental Clean Up and Projection** - 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.

STATE OF GOOD REPAIR INITIATIVES

- **Bridges** - Rehabilitation/replacement of bridges on rail lines and SEPTA private right-of-way including culverts and associated bridge support structures. Projects include the replacement of Bridge 10:12 over Tacony Creek on the Regional Rail Mainline North, which is located in the vicinity of Jenkintown Station; and the replacement of Bridge 8.53 on the R5 Doylestown Line, which is located in the vicinity of Delaware Valley College Station.



Fern Rock Shop
Roof Replacement and
Masonry Improvements

FY 2008 FUNDING SOURCE: FTA <u> X </u> FHWA <u> </u> STATE DEDICATED <u> X </u> STATE BOND <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 2008 FUNDING	FY 2009-2011	FY 2012-2019	TOTAL COST
\$0	\$23,000,000	\$72,000,000	\$200,000,000	\$295,000,000

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 75 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, R5 Radnor Station and Market-Frankford Line's 8th and 13th Street Stations, 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 and Margaret-Orthodox Stations is scheduled to start in the 3rd quarter of Calendar Year 2007 and the 1st quarter of Calendar Year 2008, respectively.



New Elevator at 8th Street Station

FY 2008 FUNDING SOURCE: FTA <input checked="" type="checkbox"/> FHWA <input type="checkbox"/> STATE DEDICATED <input type="checkbox"/> STATE BOND <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 2008 FUNDING	FY 2009-2011	FY 2012-2019	TOTAL COST
\$7,500,000	\$4,000,000	\$14,000,000	\$40,000,000	\$65,500,000

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 upgraded to a current version of the software, 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. This project advanced to construction in the March 2007 and is scheduled for completion in 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 the existing or future installation of Audio/Visual Public Address (AVPA) System, Closed Circuit TV (CCTV), alarms and phone services at Broad Street Subway Line stations, Market-Frankford Line stations, and Subway Surface Line subway stations. This project will advance to construction in Fiscal Year 2008.

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 Improvements - Construction
(Previously funded under this program)**

FY 2008 FUNDING SOURCE: FTA <u> X </u> FHWA <u> </u> STATE DEDICATED <u> X </u> STATE BOND <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 2008 FUNDING	FY 2009-2011	FY 2012-2019	TOTAL COST
\$0	\$6,000,000	\$18,000,000	\$48,000,000	\$72,000,000

TRANSIT ENHANCEMENTS

Under SAFETEA-LU, SEPTA must expend at least one (1) percent of its Urbanized Area Formula Program assistance for transit enhancements. 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 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 were 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; 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 drainage improvements.
- **R5 Wayne Station** - Renovations include rehabilitation of the station building and inbound and outbound canopies; installation of signage; construction of new high level platforms, shelters, retaining walls and drainage system.

The Delaware Valley Regional Planning Commission expects to hold the next round of project selection for Federal Highway Administration and Federal Transit Administration Enhancements projects in Fiscal Year 2008.

FY 2008 FUNDING SOURCE: FTA <input checked="" type="checkbox"/> FHWA <input type="checkbox"/> STATE DEDICATED <input type="checkbox"/> STATE BOND <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 2008 FUNDING	FY 2009-2011	FY 2012-2019	TOTAL COST
\$10,004,451	\$1,064,000	\$3,388,000	\$9,600,000	\$24,056,451

UTILITY VEHICLE 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 Vehicle 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 2008 funds will provide for the replacement of supervisory vehicles, police vehicles, forklifts, dump trucks, maintenance utility trucks and vans, and a backhoe that have exceeded their useful life.

FY 2008 FUNDING SOURCE: FTA <u> X </u> FHWA <u> </u> STATE DEDICATED <u> </u> STATE BOND <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 2008 FUNDING	FY 2009-2011	FY 2012-2019	TOTAL COST
\$0	\$3,000,000	\$9,000,000	\$32,000,000	\$44,000,000

VEHICLE OVERHAUL PROGRAM

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

Highlights of the Fiscal Year 2008 program include the overhaul of 40-foot NABI buses, 40-foot low-floor 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 2008 include Regional Rail Silverliner IV A/C condenser unit overhaul, rotating equipment change out, and seat improvements; Norristown High Speed Line N-5 car destination sign program; and Light Rail Vehicle automatic stop announcement system installation.



FY 2008 FUNDING SOURCE: FTA <input type="checkbox"/> FHWA <input type="checkbox"/> STATE DEDICATED <input type="checkbox"/> STATE BOND <input checked="" type="checkbox"/> LOCAL <input type="checkbox"/>				
CAPITAL INVESTMENT CATEGORY: STATE OF GOOD REPAIR <input type="checkbox"/> NORMAL REPLACEMENT <input checked="" type="checkbox"/> SYSTEM IMP. <input type="checkbox"/> SYSTEM EXPANSION <input type="checkbox"/>				
SERVICE AREA: BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA				
PRIOR FUNDING	FY 2008 FUNDING	FY 2009-2011	FY 2012-2019	TOTAL COST
\$0	\$47,000,000	\$141,000,000	\$376,000,000	\$564,000,000

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FISCAL YEARS 2012-2019 CAPITAL PROGRAM (Years 5-12)

FISCAL YEARS 2012-2019 CAPITAL PROGRAM (Years 5-12)

PROJECT	FY 2012-2019 BUDGET ALLOCATION
30 th Street to Suburban Station Bridges	\$66,670,000
Broad Street Subway Stations Rehabilitation	7,000,000
Bus Facilities Renovations	25,000,000
Bus Purchase Program	448,000,000
Callowhill Garage Replacement	115,600,000
Capital Asset Lease Program	248,000,000
City Hall Station Rehabilitation	60,500,000
Debt Service	263,680,000
Eastwick Transportation Center	7,230,000
Elwyn to Wawa Rail Service	8,957,000
Fare Collection System Upgrade	16,000,000
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	1,734,450,000
Newtown Line Improvements	32,000,000
Paoli Transportation Center	23,668,000
Paratransit Vehicle Acquisition	40,000,000
R5 Paoli Line Improvements	88,000,000
Rail Bridge Improvement Program	50,000,000
Rail Stations and Parking Improvement Program	63,000,000

FISCAL YEARS 2012-2019 CAPITAL PROGRAM (Years 5-12)

PROJECT	FY 2012-2019 BUDGET ALLOCATION
Regional Rail Car Acquisition (Silverliner II & III Replacement)	\$30,000,000
Regional Rail Car Acquisition (Silverliner IV Replacement)	750,000,000
Regional Rail Substation Improvements	148,762,000
SMART Stations	11,900,000
State of Good Repair Initiatives	200,000,000
Station Accessibility	40,000,000
System Improvements Program	48,000,000
Transit Enhancements	9,600,000
Utility Fleet Renewal Program	32,000,000
Vehicle Overhaul Program	<u>376,000,000</u>
Total FY 2012-2019 Capital Program	\$5,827,017,000

**FISCAL YEARS 2012-2019 CAPITAL PROGRAM (Years 5-12)
PROJECT DESCRIPTIONS**

FISCAL YEARS 2012-2019 CAPITAL PROGRAM (Years 5-12)

PROJECT DESCRIPTIONS

PROJECT TITLE (BUDGET ALLOCATION FY 2012-2019)

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.

Broad Street Subway Stations Rehabilitation (\$7,000,000)

This project will provide for improvements to Girard and Spring Garden Stations on the Broad Street Subway Line. These stations were originally constructed between 1928 and 1932 and have exceeded their useful life. Station improvements will include: lighting; 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. These improvements will convert the stations to fully-accessible, modern, and secure transit facilities.

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 (\$448,000,000)

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 93-year old Callowhill Garage, which is located at 59th Street and Callowhill Street. The Callowhill Garage, which was originally constructed as a trolley car barn, 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;

FISCAL YEARS 2012-2019 CAPITAL PROGRAM (Years 5-12)

PROJECT DESCRIPTIONS

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, and Amtrak trackage.

City Hall Station Rehabilitation (\$60,500,000)

This project will provide for the renovation of City Hall Station on the Broad Street Subway Line. Opened in 1928, the station has deteriorated over the years and is in need of repairs. In addition, the station requires accessibility improvements to meet ADA standards, as well as passenger amenity improvements and aesthetic enhancements to uplift its overall appearance and appeal. Accessibility improvements to 15th Street Station on the Market-Frankford Line are included as part of this project.

Debt Service (\$263,680,000)

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.

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.

Elwyn to Wawa Rail Service (\$8,957,000)

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. Service restoration will require new track and catenary between Elwyn and Wawa, along with new signals, communications and structures, as well as the construction of a new station and parking

FISCAL YEARS 2012-2019 CAPITAL PROGRAM (Years 5-12) PROJECT DESCRIPTIONS

facility at Wawa, Delaware County. The project is in close proximity to US Route 1, a major highway artery serving this area. Route 1 would provide excellent highway access to the large park and ride facility proposed at Wawa.

Fare Collection System Upgrade (\$16,000,000)

This project provides for the upgrade of SEPTA's fare collection system and equipment. SEPTA's fare collection equipment has outlived 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 or replace current revenue collection equipment and will greatly improve customer service and convenience. Control, accountability and reconciliation will be made an integral part of the new fare collection system.

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 on light rail service to Routes 23 and 56.

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 (\$1,734,450,000)

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.

FISCAL YEARS 2012-2019 CAPITAL PROGRAM (Years 5-12)

PROJECT DESCRIPTIONS

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 (\$23,668,000)

This project provides for the engineering and construction of a transportation center in Paoli, Chester County. The new facility will be located on SEPTA's 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 1,200-space new commuter parking facility; 4) Reconfiguration of access roads and entrances to the station; and 5) Construction of new pedestrian linkages throughout the station area including sidewalks, crosswalks, and a concourse linking inbound and outbound station platforms.

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

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

R5 Paoli Line Improvements (\$88,000,000)

SEPTA, PADOT, and Amtrak are working together to improve the infrastructure of the Amtrak owned Keystone corridor between Philadelphia and Harrisburg. This corridor serves the PADOT-subsidized and Amtrak-operated Keystone service, and SEPTA's R5 Paoli/Thorndale Regional Rail Line. The project will restore the infrastructure to a state of good repair, eliminate more than 150 track miles of slow orders, 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.

Rail Stations and Parking Improvement Program (\$63,000,000)

This project provides for the rehabilitation of rail stations including parking, signage, lighting, and station facilities; development of transit centers and parking garages; and expansion of parking facilities. As part of this project, SEPTA will aggressively pursue opportunities to expand parking availability in the five-county service area. Over the last ten years, SEPTA and PADOT have added 5,027 parking spaces, thus bringing the total parking capacity to 26,600.

FISCAL YEARS 2012-2019 CAPITAL PROGRAM (Years 5-12) PROJECT DESCRIPTIONS

Regional Rail Car Acquisition - Silverliner II & III Replacement (\$30,000,000)

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 40 to 44 years old, and will provide additional cars to supplement the regional rail car fleet in response to current and projected ridership increases.

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 Substation Improvements (\$148,762,000)

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.

SMART Stations (\$11,900,000)

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

State of Good Repair Initiatives (\$200,000,000)

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; and bridges.

FISCAL YEARS 2012-2019 CAPITAL PROGRAM (Years 5-12) PROJECT DESCRIPTIONS

Station Accessibility (\$40,000,000)

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

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

Under the System Improvements Program, projects will be developed, designed and implemented to further enhance communications, security, customer satisfaction and service quality.

Transit Enhancements (\$9,600,000)

As a provision of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), one percent of Section 5307 formula funds distributed to SEPTA must be spent on transit enhancements. Eligible activities include historic 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.

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

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

Vehicle Overhaul Program (\$376,000,000)

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

FISCAL YEARS 2008-2019 PROGRAMMING SCHEDULE

FY 2008-2019 CAPITAL PROGRAMMING SCHEDULE

	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012-2019	Total
30th St. to Suburban Station Bridges	\$0	\$0	\$0	\$0	\$0	\$66,670,000	\$66,670,000
Broad Street Subway Stations Rehabilitation	0	0	0	7,000,000	16,000,000	7,000,000	30,000,000
Bus Facilities Renovations	0	0	0	0	0	25,000,000	25,000,000
Bus Purchase Program	27,500,000	49,500,000	49,500,000	42,250,000	46,250,000	448,000,000	663,000,000
Callowhill Garage Replacement	4,400,000	0	0	0	0	115,600,000	120,000,000
Capital Asset Lease Program	0	27,343,643	27,930,988	28,497,094	29,098,218	248,000,000	360,869,943
City Hall Station Rehabilitation	9,500,000	0	0	5,000,000	25,000,000	60,500,000	100,000,000
Debt Service	0	32,958,357	32,953,840	32,951,220	32,952,789	263,680,000	395,496,206
Eastwick Transportation Center	4,400,000	0	0	0	0	7,230,000	11,630,000
Elwyn to Wawa Rail Service	6,370,000	0	6,000,000	8,000,000	22,000,000	8,957,000	51,327,000
Fare Collection System Upgrade	8,600,000	0	0	14,000,000	10,400,000	16,000,000	49,000,000
Flexible Highway Funding	0	6,686,000	5,000,000	5,000,000	5,000,000	0	21,686,000
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	523,587,828	100,644,000	85,768,172	0	0	0	710,000,000
New Starts	61,300,000	31,250,000	50,000,000	100,000,000	100,000,000	1,734,450,000	2,077,000,000
Newtown Line Improvements	0	0	0	0	0	32,000,000	32,000,000
Paoli Transportation Center	7,779,400	2,741,700	2,810,900	1,500,000	1,500,000	23,668,000	40,000,000
Paratransit Vehicle Acquisition	0	3,000,000	4,200,000	5,000,000	4,400,000	40,000,000	56,600,000
R5 Paoli Line Improvements	32,594,000	15,000,000	15,000,000	10,000,000	20,000,000	88,000,000	180,594,000
Rail Bridge Improvement Program	0	0	0	0	0	50,000,000	50,000,000
Rail Stations and Parking Improvement Program	26,980,000	7,885,300	8,097,100	9,600,000	9,600,000	63,000,000	125,162,400
Regional Rail Car Acquisition (Silverliner II & III Replacement)	175,232,527	10,000,000	18,311,000	79,578,480	16,877,993	30,000,000	330,000,000
Regional Rail Car Acquisition (Silverliner IV Replacement)	0	0	0	0	0	750,000,000	750,000,000
Regional Rail Substation Improvements	22,545,794	12,000,000	12,000,000	17,154,206	22,538,000	148,762,000	235,000,000

FY 2008-2019 CAPITAL PROGRAMMING SCHEDULE

	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012-2019	Total
Safety and Security Improvements	\$14,500,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	0	\$54,500,000
SMART Stations	43,100,000	0	5,000,000	10,000,000	20,000,000	11,900,000	90,000,000
State of Good Repair Initiatives	0	23,000,000	23,000,000	24,000,000	25,000,000	200,000,000	295,000,000
Station Accessibility	7,500,000	4,000,000	4,000,000	5,000,000	5,000,000	40,000,000	65,500,000
System Improvements Program	0	6,000,000	6,000,000	6,000,000	6,000,000	48,000,000	72,000,000
Transit Enhancements	10,004,451	1,064,000	1,096,000	1,129,000	1,163,000	9,600,000	24,056,451
Utility Fleet Renewal	0	3,000,000	3,000,000	3,000,000	3,000,000	32,000,000	44,000,000
Vehicle Overhaul Program	0	47,000,000	47,000,000	47,000,000	47,000,000	376,000,000	564,000,000
Grand Total	\$985,894,000	\$426,073,000	\$449,668,000	\$504,660,000	\$511,780,000	\$5,827,017,000	\$8,705,092,000