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# Fiscal Year 2013 Capital Budget

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## Fiscal Years 2013-2024 Capital Program

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Including Unfunded  
Capital Needs



*Crum Creek Viaduct: 1895*



*Norristown Viaduct: 1912*



*Callowhill Bus Garage: 1912*



*City Hall Station: 1928*



*Jenkintown Substation: 1930*



*Paoli Station: 1953*

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**Southeastern Pennsylvania Transportation Authority**

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Joseph M. Casey

To: Pasquale T. Deon, Sr., Chairman  
From: Joseph M. Casey  
Subject: Fiscal Year 2013 Capital Budget  
Date: August 14, 2012  
cc: SEPTA Board Members

I present to the SEPTA Board and our stakeholders the Authority's Fiscal Year 2013 Capital Budget and Fiscal Years 2013-2024 Capital Program. The Fiscal Year 2013 Capital Budget consists of 15 projects totaling \$303.2 million.

Fiscal Year 2013 is the third consecutive year of reduced capital funding due to a reduction in State Act 44 funds. Unless additional funding is identified, the Authority's Capital Budget and 12-Year Capital Program is forecasted to remain at this level for the foreseeable future.

Without adequate capital funding, SEPTA cannot advance essential, state-of-good-repair projects, including Regional Rail Substations, which are generally more than 80 years old; and bridges, many of which are over 100 years old and include major viaducts on the Media-Elwyn Rail Line.

Major transit and regional rail stations and parking expansion projects, including City Hall, Ardmore, Levittown, Paoli and the Station Accessibility Program will continue to be deferred. Replacement vehicles for the 36-year-old Silverliner IV railcars and 30-year-old light rail vehicles cannot be acquired.

The lack of adequate capital funding will impact SEPTA and our customers in a number of ways including: 1) a reduction in reliability and quality of service; 2) increased operating costs to maintain our vehicles and infrastructure; 3) a loss of ridership and revenue as the quality of service deteriorates; 4) paralyze our ability to meet growing demand for public transportation in the region; and 5) cause a dramatic slowdown in our ability to make SEPTA's facilities accessible.

With passage of federal transportation legislation, "Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21)" in July of this year, the Federal Transit Administration Capital Grant Program has established federal funding levels for Fiscal Years 2013 and 2014. This legislation places renewed emphasis on federal investment in state-of-good repair initiatives.

At the state level, we remain committed to working with Governor Corbett and members of the General Assembly on a long-term funding resolution for transportation in the Commonwealth.

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**SOUTHEASTERN PENNSYLVANIA  
TRANSPORTATION AUTHORITY  
FISCAL YEAR 2013 CAPITAL BUDGET  
FISCAL YEARS 2013-2024 CAPITAL PROGRAM  
INCLUDING  
UNFUNDED CAPITAL NEEDS**

**Approved by the SEPTA Board  
May 24, 2012**

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# TABLE OF CONTENTS

	<b><u>PAGE NUMBER</u></b>
I. SEPTA at a Glance .....	4
II. Strategic Business Plan.....	6
III. Introduction.....	10
IV. Funding Outlook and Shortfall .....	17
V. Transit Planning Efforts .....	27
VI. Fiscal Year 2013 Capital Budget List of Projects (Year 1).....	34
VII. Fiscal Years 2013-2016 Capital Program List of Projects (Years 1-4).....	36
VIII. Fiscal Years 2013-2016 Capital Program Project Descriptions (Years 1-4) .....	38
Bus Purchase Program.....	39
Capital Asset Lease Program .....	40
Congestion Relief .....	41
Debt Service .....	42
Infrastructure Safety Renewal Program .....	44

# TABLE OF CONTENTS (Cont'd)

		<b><u>PAGE NUMBER</u></b>
VIII.	Fiscal Years 2013-2016 Capital Program Project Descriptions (Years 1-4) (cont'd)	
	New Payment Technologies .....	46
	Paratransit Vehicle Acquisition .....	47
	Regional Rail Signal System Modernization Program .....	48
	Safety and Security Improvements .....	49
	State of Good Repair Initiatives .....	50
	Station Accessibility .....	51
	Station and Parking Improvements Program .....	52
	System Improvements Program .....	53
	Utility Fleet Renewal .....	54
	Vehicle Overhaul Program.....	55
IX.	Fiscal Years 2017-2024 Capital Program and Unfunded Capital Needs .....	56
X.	Fiscal Years 2017-2024 Capital Program and Unfunded Capital Needs Project Descriptions .....	59
XI.	Fiscal Years 2017-2024 Programming Schedule and Unfunded Capital Needs .....	67



# TABLE OF CONTENTS (Cont'd)

**PAGE  
NUMBER**

**CHARTS:**

Strategic Business Plan Venn Diagram .....	7
Fiscal Year 2013 Capital Funding by Category .....	15
Fiscal Year 2013 Capital Funding by Source .....	24
Capital Funding Trend (Fiscal Years 1996–2013) .....	25

## **SEPTA AT A GLANCE**

# SEPTA AT A GLANCE

The Southeastern Pennsylvania Transportation Authority (SEPTA) is the nation's sixth-largest public transportation system. The Authority is an instrumentality of the Commonwealth of Pennsylvania, created by the State Legislature in 1964. SEPTA is a vital regional asset, with a service area that includes the heavily populated southeastern Pennsylvania counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia. This area encompasses approximately 2,202 square miles. The SEPTA system serves over one million passenger trips daily with 339.3 million (unlinked) passenger trips provided in Fiscal Year 2012, the highest ridership level in 23 years. SEPTA 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 119 bus routes, subway, and subway-elevated lines, 13 regional rail lines, 8 trolley lines, 3 trackless trolley routes, an inter-urban high-speed rail line, and customized community service.

In Philadelphia, City Transit Operations provides a network of 86 subway, subway-elevated, trolley, trackless trolley and bus routes. In Fiscal Year 2012, approximately 930,000 (unlinked) passenger trips were generated per weekday.

SEPTA's Railroad Operations serves all five counties with a network of thirteen regional rail lines, serving approximately 122,000 (unlinked) passenger trips per weekday in Fiscal Year 2012. 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 47 bus, trolley, and heavy rail routes serving approximately 71,000 (unlinked) passenger trips per weekday in Fiscal Year 2012.

Customized Community Transportation (CCT) serves Philadelphia and the surrounding counties and schedules approximately 7,300 customized weekday trips 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. In Fiscal Year 2012, these services provided transportation for approximately 4,300 passengers per weekday.

# **STRATEGIC BUSINESS PLAN**

# STRATEGIC BUSINESS PLAN

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

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



# STRATEGIC BUSINESS PLAN

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

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

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

# STRATEGIC BUSINESS PLAN

Below is a matrix showing the projects programmed for funding in Fiscal Year 2013 through Fiscal Year 2016 and the relationship of these projects with SEPTA's seven strategic objectives.

## Strategic Objectives

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



# **INTRODUCTION**

# INTRODUCTION

## Making Our System Great

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



Malvern Station



Catenary Renewal - Carmel



Hybrid (Diesel/Electric) Bus



Croydon Station



Primos Station



Fox Chase Station

# INTRODUCTION

## Capital Investment Categories

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

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

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

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

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

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

## A Look Back at the Fiscal Year 2012 Capital Budget

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

State of Good Repair projects totaled \$91.4 million, or 29% of the budget. Projects included Regional Rail Substation Improvements, the Infrastructure Safety Renewal Program, Station and Parking Improvements Program, State of Good Repair Initiatives, and Lease of Amtrak Trackage.

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

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

# INTRODUCTION

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

The Authority was successful in securing several U. S. Department of Transportation (DOT) competitive grants totaling over \$44 million in federal funding:

Bus and Bus Facilities “State of Good Repair” Initiative – SEPTA was awarded \$15 million to assist in funding the 60-Foot articulated buses as part of the Bus Purchase program. This program replaces SEPTA’s articulated diesel buses that are beyond their useful life. Funding will allow SEPTA to purchase twenty-one 60-Foot articulated buses as hybrid (diesel/electric) vehicles. The Bus Purchase contract was awarded in March 2012.

Bus and Bus Facilities “Livability” Initiative - SEPTA was awarded \$5 million for the 33<sup>rd</sup> and Dauphin Bus Facility Rehabilitation Project. This project provides for the renovation of the 33<sup>rd</sup> and Dauphin Bus Loop, a 110 year-old facility. Improvements include restoration of the masonry building, accessibility improvements, pedestrian safety improvements, landscaping and streetscaping, and passenger amenities. A construction contract to advance this project was awarded in July 2012.

SEPTA was awarded \$5 million for the rehabilitation of the west terminal of the 69<sup>th</sup> Street Transportation Center in Upper Darby Township, Delaware County. This multi-modal facility serves as the transit gateway connecting Philadelphia to Delaware County and the surrounding suburbs of Chester and Montgomery Counties. Over 16 million people pass through this terminal annually via four distinct transit modes. This project is currently in the design phase.

Clean Fuels Program - SEPTA was awarded \$5 million, which will assist in financing the difference in cost between purchasing a 40-foot diesel bus and a 40-foot hybrid (diesel/electric) bus as part of the Bus Purchase Program. This program replaces SEPTA’s diesel buses that are beyond their useful life. The Bus Purchase contract was awarded in March 2012.

Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) – SEPTA was awarded \$1.44 million to advance a New Model for Wayside Energy Storage on SEPTA’s Market-Frankford Line. This project provides for the installation of an energy storage device at a substation on the Market-Frankford Line. The TIGGER project leverages an existing energy storage pilot project and creates energy savings for the Authority. A contract award is anticipated in December 2012.

“Transportation Investments Generating Economic Recovery” (TIGER) / National Infrastructure Investment Grants – In partnership with the City of Philadelphia and the Pennsylvania Department of Transportation (PennDOT), SEPTA was awarded \$12.87 million for the renovation of the 80-year-old Wayne Junction Substation. This facility provides power to six high-ridership SEPTA regional rail lines. The project involves replacing outdated breakers, all potential and current transformers, cut-out switches, and relays and control equipment in the traction substation. This project is currently in the design phase.

# INTRODUCTION

In addition, the City of Philadelphia was awarded TIGER funding in the amount of \$10 million to implement transit signal priority (TSP) improvements on key corridors in the region. Corridors under consideration include, but are not limited to, Castor/Oxford, Bustleton and Woodland Avenues. SEPTA is a funding partner in this project.

## **Fiscal Year 2013 Capital Budget**

The Fiscal Year 2013 Capital Budget consists of 15 capital projects totaling \$303.2 million. Projects highlighted by capital investment category are described below.

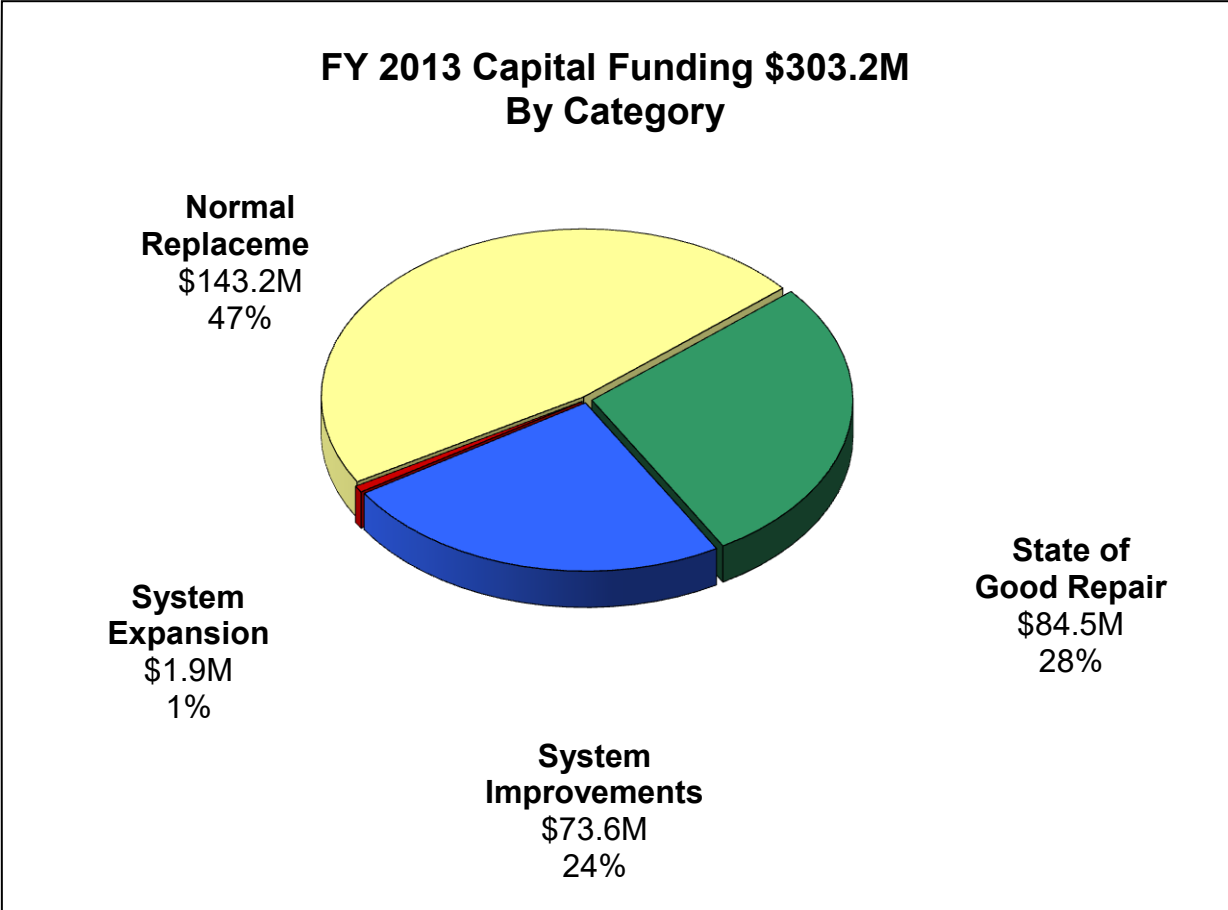
State of Good Repair projects total \$84.5 million, or 28% of the budget. Projects programmed include Infrastructure Safety Renewal Program, Station and Parking Improvements Program, State of Good Repair Initiatives, and Lease of Amtrak Trackage.

Normal Replacement projects are programmed at \$143.2 million, or 47% of the budget. Projects programmed include the Bus Purchase Program, Paratransit Vehicle Purchase, Utility Fleet Renewal, Silverliner V Rail Car Acquisition and the Vehicle Overhaul Program.

System Improvement projects total \$73.6 million, or 24% of the budget. Projects programmed include New Payment Technologies, Station Accessibility Improvements, Regional Rail Signal System Modernization, System Improvements Program, and Safety and Security Improvements.

System Expansion projects are programmed at \$1.9 million, or 1% of the budget. This category includes Congestion Mitigation Activities.

# INTRODUCTION



# INTRODUCTION

## **Fiscal Year 2013 Capital Budget and Fiscal Years 2013 to 2024 Capital Program Budget Segments**

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

The budget document is divided into three segments: the annual budget, which lists projects proposed for funding in Year One of the capital program; Years 1 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 as well as unfunded capital needs. In addition, a list of transit planning efforts recently completed or currently underway in the region is included beginning on Page 27. These transit planning efforts, which are being conducted by SEPTA, the Delaware Valley Regional Planning Commission, local governments or other regional transit operators, are included in the budget document as they are of interest to SEPTA's stakeholders.



## **FUNDING OUTLOOK AND SHORTFALL**

# FUNDING OUTLOOK AND SHORTFALL

## Funding Sources

### Federal

On July 6, 2012, the President signed “Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21)” into law. This new transportation law authorizes two years of funding with an effective date of October 1, 2012. MAP-21 provides for a limited increase for Federal Transit Programs with a total of \$10.578 billion in authorized funding in FY2013 and \$10.695 billion in FY2014. In addition, the law separately extends the current transportation authorization (SAFETEA-LU) through September 30, 2012.

The following is a summary of the funding programs are applicable to SEPTA.

- Urbanized Area Grants (Sections 5307, 5336) – Formula funding allocations are based on population statistics for urbanized areas and operating statistics reported by transit agencies to the National Transit Database. Statistics used include population, population density, vehicle revenue miles, fixed guideway route miles, passenger miles, and operating costs. This provision also allows transit systems in urbanized areas with populations greater than 200,000 to utilize portions of their 5307 funding for operating assistance if their system operates 100 or fewer buses in peak service. In addition, the Job Access and Reverse Commute (JARC) program activities (formerly Section 5316) will now be funded under the Sec. 5307 formula program, with no set aside.
- Bus and Bus Facilities Formula (Section 5339) - This provision makes funds available to public transit providers to finance capital programs in order to replace, rehabilitate and purchase buses and related equipment and to construct/rehabilitate bus-related facilities. Funds are distributed by formula. A minimum allocation is made available to all states and the remaining funds are distributed based on population and service factors. This replaces the discretionary Bus and Bus Facilities - State of Good Repair and Livability grant programs provided under SAFETEA-LU.
- Growing States and High Density States (Section 5340) – Funds are apportioned as follows: one-half of the funds made available under the Growing States formula are apportioned by a formula based on a state’s population forecasts fifteen years beyond the most recent Census divided by the total population of all states of the same timeframe. The other half of the funds are available under the High Density States formula and are apportioned to states with population densities in excess of 370 persons per square mile.
- Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) – This program combines the former Elderly and Disabled (Section 5310) and New Freedom (Section 5317) programs into a single program that will fund activities designed to enhance the mobility of seniors and individuals with disabilities. Funds are apportioned using a formula based on the elderly and disabled population in a state.

# FUNDING OUTLOOK AND SHORTFALL

- State of Good Repair Grant Program (Section 5337) – This new grant program replaces the former Section 5309 Fixed Guideway Modernization Program as defined and funded under SAFETEA-LU. The new program allocates funds to maintain public transportation systems in a state of good repair. Funding can be used for the purchase and rehabilitation of rolling stock, track, line equipment, structures, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational support equipment including computer hardware and software, and development and implementation of a transit asset management plan. The State of Good Repair Grant program distributes funding through two new formulas:
  - High Intensity Fixed Guideway State of Good Repair Formula – distributes 97.15% of the total program to recipients based on fixed guideway revenue vehicle miles, route miles, vehicle revenue miles and directional route miles.
  - High Intensity Motorbus State of Good Repair – distributes 2.85% of the total program for public transportation that is provided on a facility with access for other high-occupancy vehicles (HOV) based on vehicle revenue miles and directional route miles.
- Fixed Guideway Capital Investment Grants: New Starts/Small Starts (Section 5309) – This program provides funds for construction of new, or extensions to existing, fixed guideway systems and certain bus rapid transit projects. MAP-21 creates a new program category – “Core Capacity Improvement Projects” – which transit agencies can use to invest in restoring existing infrastructure if that investment results in a 10 percent increase in capacity on the corridor. MAP-21 also reforms New Starts by streamlining project approval processes, eliminating duplicative steps in project development, accelerating project justification determinations where the New Starts share does not exceed \$100 million or 50 percent of total project costs, and expediting technical capacity reviews for transit agencies that have successfully completed a similar project.
- Transit Asset Management (Section 5326) – MAP-21 requires the establishment of a system to monitor and manage public transportation assets to improve safety and increase reliability and performance. Transit agencies will be required to establish and use an asset management system to develop capital asset inventories and condition assessments, and report on the condition of their system as a whole, with descriptions of the change in condition since the last report.
- Human Resources and Training (Workforce Development) (Section 5322) - The law authorizes \$5 million annually for this program to assist in the development of innovative workforce development and human resource activities within the public transportation industry. The federal share of grants awarded under this program will be 50%.

# FUNDING OUTLOOK AND SHORTFALL

- America Fast Forward/Transportation Infrastructure Finance and Innovation (TIFIA) – This financing provision provides credit assistance for qualified projects of regional and national significance. Many large-scale, surface transportation projects - highway, transit, railroad, intermodal freight, and port access - are eligible for assistance. Eligible applicants include state and local governments, transit agencies, railroad companies, special authorities, special districts, and private entities. The program's fundamental goal is to leverage Federal funds by attracting substantial private and other non-Federal co-investment in critical improvements to the nation's surface transportation system. Modifications include establishing a rolling application process and an increase in eligible project costs for TIFIA participation from 33% to 49%.
- Highway Title Transit-Related Provisions – Transit continues to be eligible for participation in Federal Highway Programs.
  - Surface Transportation Program (STP) – This program provides for the flexing of STP funds for projects including transit capital projects, and intercity bus terminals and facilities.
  - Congestion Mitigation and Air Quality (CMAQ) Program - This program provides a flexible funding source to state and local governments for non-attainment and maintenance areas (formerly non-attainment areas) to help meet the requirements of the Clean Air Act of 1970 (as amended in 1990).
  - Transportation Alternatives (TA) Program – Under MAP-21, the Transportation Enhancements, Safe Routes to Schools and Recreational Trails Programs are consolidated into the TA Program. Under the new TA program, 50 percent of funding will be allocated to Metropolitan Planning Organizations (MPOs) and 50 percent to states.

# FUNDING OUTLOOK AND SHORTFALL

## State and Local

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

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

Act 44 established five major public transportation programs:

- Operating Program (Section 1513) – Operating funds are allocated among public transportation providers based on operating assistance received in Fiscal Year 2005-2006 (increased by a factor of 1.0506). The remaining funds in the operating account are distributed based on total passengers, senior passengers, revenue vehicle miles and revenue vehicle hours. Act 44 also includes a hold harmless provision, growth caps to ensure equitable distribution and sustainable system development and a consistent local match requirement of 15 percent. Act 44 also includes performance criteria for the evaluation of public transportation services, such as passengers per revenue vehicle hour, operating costs per revenue vehicle hour, operating revenue per revenue vehicle hour, operating costs per passenger and other criteria that may be established by PennDOT.
- Asset Improvement Program (Section 1514) – State Capital Bond funds are used to match federal grants and support State funded initiatives, such as the Vehicle Overhaul Program and the Infrastructure Safety Renewal Program. This program also included a provision to distribute additional capital funds, if available, to transit agencies based on their demonstrated need. Priorities are: 1) Support of existing debt service or asset leases that are currently supported with state revenue sources; 2) Use as match for federally funded projects; 3) Essential emergency asset improvement projects; 4) Standard replacement of existing assets that have exceeded their useful life; 5) Asset improvement projects to extend the useful life of the affected assets; and 6) Acquisition of new assets and other acceptable purposes, other than projects that would be funded under the New Initiatives Program. Transit agencies are required annually to submit a four and twelve year capital plan that coincides with their regional Transportation Improvement Program.

# FUNDING OUTLOOK AND SHORTFALL

- New Initiatives Program (Section 1515) – This is a new program that provides the framework to advance new, or to expand existing fixed guideway projects. Funding for this program is at the discretion of PennDOT. Priority in the use of funds is given first to satisfy the local matching portion of federally approved New Starts projects. Projects that do not receive federal New Starts funding may be funded under this program provided there is sufficient evidence that the transit operator can meet all of the following requirements: 1) Investments in existing service areas have been optimized; 2) An analysis reveals a reasonable return on investment; 3) Public benefit of the project has been identified; 4) A local dedicated funding commitment exists to pay any required local match for the project and ongoing costs; 5) Local technical ability and capacity exists to manage, construct and operate the project; and 6) The project is supported by the adoption of an integrated land use plan by local municipalities.
- Programs of Statewide Significance (Section 1516) – This section includes programs such as Persons With Disabilities, Welfare to Work, Job Access and Reverse Commute, intercity passenger rail and bus services, community transportation capital and service stabilization, as well as technical assistance, demonstration and research projects and other programs as determined by PennDOT.
- Capital Improvement Program (Section 1517) – A portion of the Public Transportation Trust Fund is distributed by formula based on the number of passengers carried.

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

# FUNDING OUTLOOK AND SHORTFALL

## State Capital Funding Outlook

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

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

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

On February 7, 2012, Governor Corbett presented the Fiscal Year 2013 State Budget. The budget did not include new transportation funding. The Governor recognized the need for transportation funding and stated, "... it is also critical that we address our transportation issues. This is not a budget item. It is too large for that. Transportation must be confronted as its own distinct and separate topic. The problem has grown for the past several decades and it will not be solved overnight. But, whatever solution we enact it must be a lasting one."

SEPTA will continue to work with the Administration and members of the General Assembly to secure a long term, growing and predictable funding source to sustain public transportation throughout the Commonwealth.



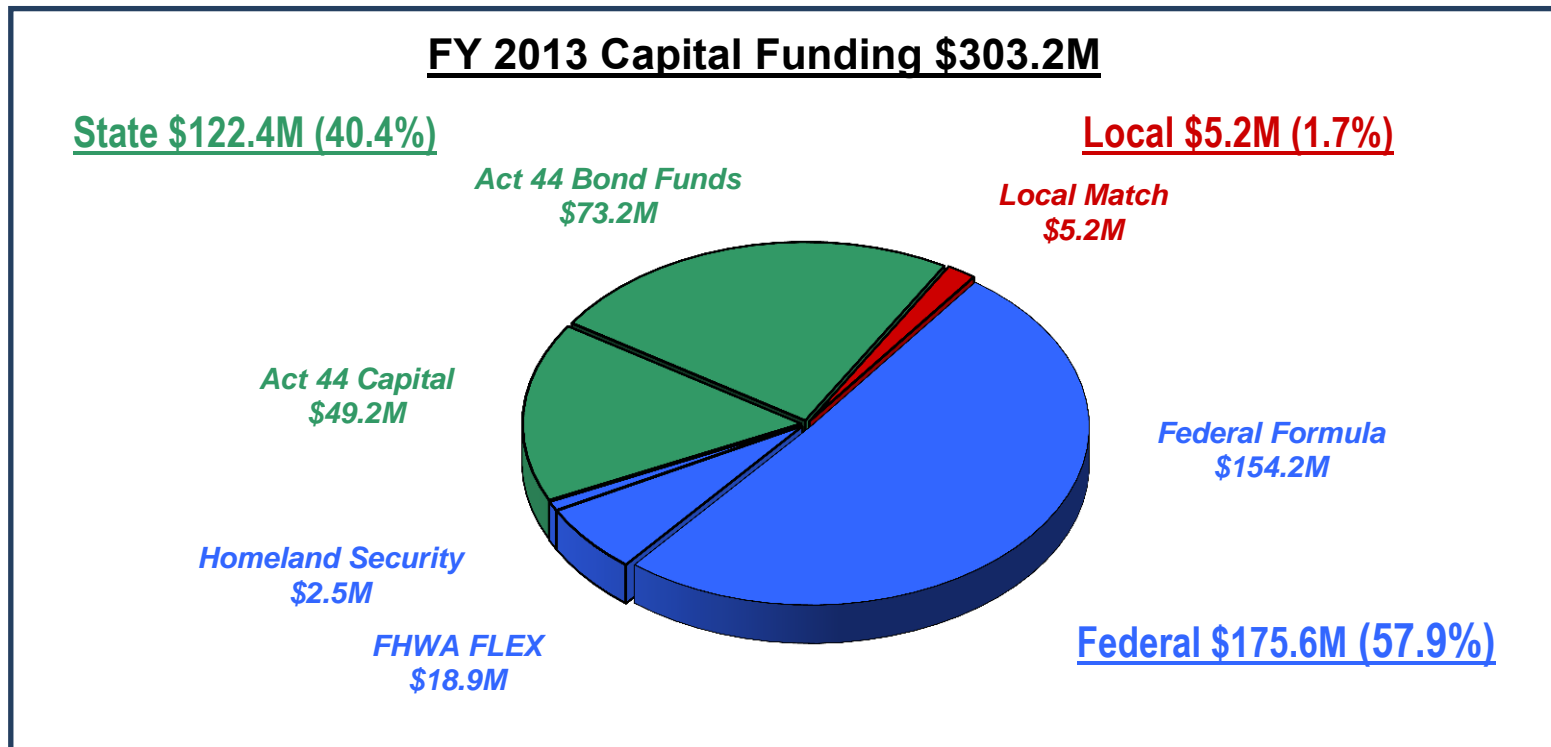
# FUNDING OUTLOOK AND SHORTFALL

## Fiscal Year 2013 Funding Forecast

Total Fiscal Year 2013 funding for capital projects has been programmed at \$303.2 million. Projects programmed within this level of capital funding are those for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, safety-related, or are essential vehicle and infrastructure replacement and rehabilitation programs.

The projected funding level consists of the following components:

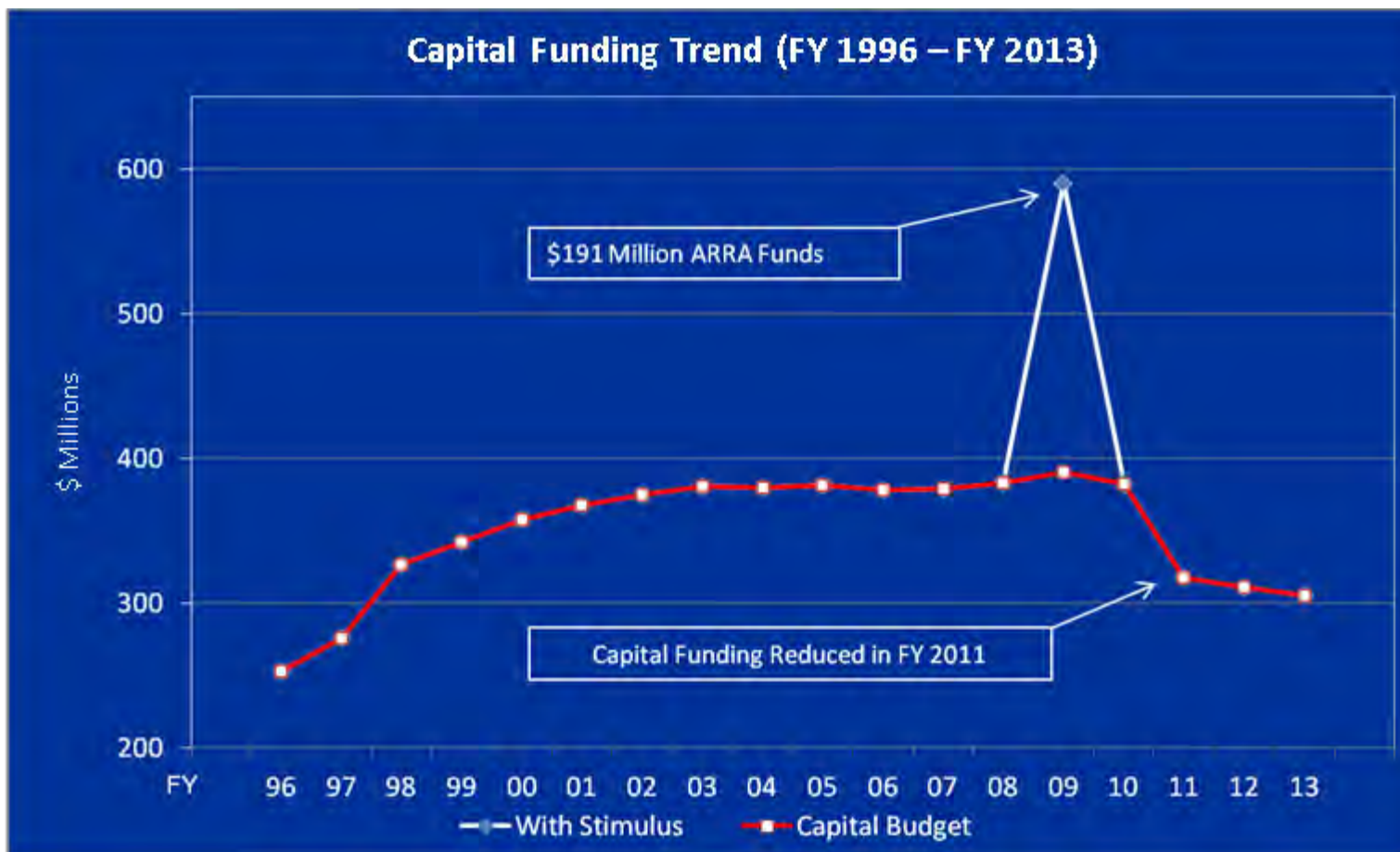
- 1) Estimated federal formula program totaling \$154.2 million.
- 2) Federal Highway Flexible funding projection of \$18.9 million based on an anticipated SEPTA share of regional flexible funds and additional Federal Highway Flex funds committed by the Commonwealth.
- 3) U.S. Department of Homeland Security funding of \$2.5 million based on an anticipated SEPTA share of available funds.
- 4) State funds from the Public Transportation Trust Fund have been programmed at \$122.4 million.
- 5) \$5.2 million from the City of Philadelphia and Bucks, Chester, Delaware and Montgomery Counties is programmed as local match on the Federal and State funding.



# FUNDING OUTLOOK AND SHORTFALL

The Fiscal Year 2013 forecasted capital budget of \$303.2 million is the third consecutive year of reduced funding due to the loss of State Act 44 Section 1514 Discretionary funds. The Capital Funding Trend graph below shows a steady growth in funding since 1996, until a 25% drop in funds, by approximately \$110 million, starting in Fiscal Year 2011. The spike in funding during Fiscal Year 2009 includes SEPTA's allocation of federal American Recovery and Reinvestment Act (ARRA) stimulus funding, which infused \$191 million in additional funding to advance SEPTA's capital program. However, this was a one-time increase.

The major drop in funding that has occurred in Fiscal Years 2011, 2012 and 2013 is projected at this time to continue into the foreseeable future. This amount of funding is the lowest amount SEPTA has received since 1997. An annual \$300 million capital program will severely hamper SEPTA's ability to bring the transit system to a state of good repair and will curtail the Authority's ability to advance system improvements.



# FUNDING OUTLOOK AND SHORTFALL

Annual capital budgets of comparable transit agencies far exceed SEPTA's Fiscal Year 2013 Capital Budget of \$303 million. Four of these transit agencies are listed below:

- Regional Transportation Authority (RTA) (Chicago) - \$1.7 Billion
- New Jersey Transit (NJT) (New Jersey) - \$1.2 Billion
- Washington Metropolitan Area Transit Authority (WMATA) (Washington, DC) - \$997 Million
- Massachusetts Bay Transportation Authority (MBTA) (Boston) - \$815 Million

## **Fiscal Years 2014-2016 Funding Forecast**

Fiscal Years 2014 through 2016 are programmed at the same constrained funding levels as FY 2013. Annual Federal formula funds for Fiscal Years 2014-2016 are programmed at \$154.2 million. Federal Highway flexible funding is programmed at \$18.9 million per year. This level includes \$17.1 million to SEPTA as committed by the Commonwealth as part of the April 17, 1997 Supplemental State Public Transportation Assistance Act and funds for Congestion Mitigation activities in support of regional highway reconstruction projects. In addition, U.S. Department of Homeland Security funding is programmed at \$2.5 million a year. This amount is based on an anticipated SEPTA allocation of total available funds. State funding from the Act 44 Public Transportation Trust Fund is programmed at \$128.2 million each year.

## **Fiscal Years 2017-2024 Funding Forecast and Unfunded Capital Needs**

Funding in Fiscal Years 2017 through 2024 is forecasted each year at the Fiscal Year 2013 level. While capital needs during this time total more than \$6.7 billion, only \$2.5 billion of projects can be programmed within this constrained annual funding level. At forecasted funding levels, 63% of SEPTA's capital infrastructure and vehicle needs will be deferred. Only projects for which SEPTA has financial obligations to pay, are federally mandated, safety-related, or are essential vehicle and infrastructure replacement and rehabilitation programs have been programmed.

Several federal and state audits and reports have documented the magnitude of public transportation's nationwide state of good repair backlog. The Federal Transit Administration's June 2010 "National State of Good Repair Assessment" identified over \$77.7 billion in capital needs for all transit assets nationwide and over \$4 billion of this backlog is cited as SEPTA's share. The Pennsylvania State Transportation Advisory Committee's May 2010 "Transportation Funding Study" recognized billions of dollars in capital infrastructure needs across the Commonwealth.

The lack of adequate capital funding will reduce reliability and quality of SEPTA service, increase operating costs to maintain vehicles and infrastructure, lead to a loss in ridership and revenue as service quality deteriorates, and result in SEPTA's inability to meet the growing demands for public transportation in the region.

# **TRANSIT PLANNING EFFORTS**

# TRANSIT PLANNING EFFORTS

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

## **Long Range Planning:**

- **Pennsylvania Passenger and Freight Rail Plan**

Lead Agency: PennDOT

Description: This plan determined the priorities for the Commonwealth's passenger and freight rail opportunities in terms of both investment and prioritization. To ensure that Pennsylvania continues to benefit from a robust network of rail that supports economic and environmental benefits, this plan was designed to provide a framework for necessary investments such that the rail system supports sustainable and livable, thriving communities. The long term priority of the plan is to bring the rail system within the Commonwealth to a state of good repair and maintain that level of future investment. This project was completed in Fiscal Year 2012.

- **City of Philadelphia: Philadelphia 2035**

Lead Agency: Philadelphia City Planning Commission

Description: A large scale Citywide planning effort with three themes – Thrive, Connect and Renew - includes the new and extended transit lines to serve the Roosevelt Boulevard Corridor, access to the Navy Yard, connections to the Central Delaware Waterfront and the Centennial District; and the development of the Market East Station and 30th Street Station areas. This phase was completed in Fiscal Year 2012. Further elements include adoption of Complete Streets – the balanced use of streets between pedestrians, bicyclists and vehicles; and access to the Airport from Center City. The next phase of this Comprehensive Plan is the development of 18 individual District Plans covering all neighborhoods of the city to focus the Citywide Plan's broad recommendations more specifically.

- **City of Philadelphia: Philadelphia 2035 – District Plan for Lower South**

Lead Agency: Philadelphia City Planning Commission

Description: A district level City planning effort with a shorter time-frame than the 25-year Citywide Vision. The plan will provide three major products: land use plans, planning focus areas, and capital program recommendations. The Lower South District encompasses all the area of the City that is south of I-76, between the Delaware and Schuylkill Rivers, including the Port of Philadelphia, the Sports Complex, the refineries on the Schuylkill River, the Naval Hospital redevelopment site, and the Navy Yard. Major recommendations related to transit service include further study of the extension of the Broad Street Line to the Navy Yard, future mixed-use transit oriented development at the Sports Complex near AT&T Station, improvements to AT&T Station, further study of ferry service to New Jersey, and streetscape improvements to the intersection of 20<sup>th</sup>, Penrose, and Moyamensing. The plan was adopted by the Philadelphia City Planning Commission on March 20, 2012.

# TRANSIT PLANNING EFFORTS

- **City of Philadelphia: Philadelphia 2035 – District Plan for West Park**

Lead Agency: Philadelphia City Planning Commission

Description: A district level City planning effort with a shorter time-frame than the 25-year Citywide Vision. The plan will provide three major products: land use plans, planning focus areas, and capital program recommendations. The West Park District encompasses the area of the City that is west of the Schuylkill River roughly between City Avenue and the Paoli/Thorndale Regional Rail Line, including the Centennial District, St. Joseph's University, Morris Park, a portion of Cobbs Creek, Overbrook Station, and Wynnefield Station. Major recommendations related to transit service include further study of a light rail between Center City and the Centennial District, implementation of Transit First initiatives for the 10 and 15 trolleys, revisions to zoning in the Parkside and Cathedral Park neighborhoods to support denser development adjacent to transit routes, further study of a Regional Rail station at the Philadelphia Zoo, and improvements to the intersection of 52<sup>nd</sup> Street and Lancaster Avenue. The plan was adopted by the Philadelphia City Planning Commission on March 20, 2012.

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

Lead Agency: Delaware Valley Regional Planning Commission (DVRPC)

Description: The DVRPC board adopted the official long range plan, entitled Connections (2035) - Regional Long Range Plan in July 2009. Regional trends and forecasts were updated with respect to land use, environmental, economic and transportation indicators. DVPRC gathered public input via an online opinion survey followed by countywide workshops, conducted a series of „what if“ planning scenarios and developed a fiscally constrained transportation plan. Several SEPTA service extension projects are included in the Region's Long Range Plan. This type of plan is a requirement for DVRPC as a Metropolitan Planning Organization, and it is updated every five (5) years. The update to create the 2040 Regional Long Range Transportation Plan has begun. In light of the uncertainty of long term future federal and state transportation funding, the update will initially forecast the effects on the transportation system within three different funding scenarios: low, medium, and high.

- **Philadelphia Central Delaware Riverfront Master Plan**

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

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

# TRANSIT PLANNING EFFORTS

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

Lead Agency: Amtrak

Description: A comprehensive Master Plan for the Northeast Rail Corridor. The plan was undertaken using a strategic approach intended to develop greater cooperation between Amtrak, the nine regional rail operators, including SEPTA, and seven freight companies operating on the northeast rail corridor (NEC) between Boston and Richmond. The aim is to better forecast anticipated increased service levels on the corridor and develop an appropriate capital plan to respond to increasing demand. Stakeholder working groups, including railroads, state Departments of Transportation, the Federal Railroad Administration (FRA), Amtrak and commuter rail carriers, were established to define objectives and direct development of the master plan. A final Report was adopted by the NEC Master Plan Executive Committee in the spring of 2010. The subsequent planning phase for the Master Plan is a full NEPA environmental evaluation process, which has begun.

A subsequent Phase has been initiated to further refine and prioritize capital projects and programs that need to occur in order to reach a State of Good Repair as well as introduce improvements to the NEC that are beneficial to all carriers. Under the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), the NEC Infrastructure and Operations Advisory Commission has been established to guide and lead the various efforts throughout the Corridor. Both SEPTA and PennDOT have stakeholder roles in this multi-year effort.

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

Lead Agency: Delaware River Waterfront Corporation (DRWC)

Description: This planning effort on the Waterfront established recommendations for transforming six miles of the waterfront between Oregon and Allegheny Avenues. This transformation would be accomplished through a series of detailed recommendations on land use, transportation, zoning, development and a system of parks and trails. This planning effort was completed in December 2011.

## Expansion Project Planning:

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

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

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



# TRANSIT PLANNING EFFORTS

- **Norristown High-Speed Line Extension to King of Prussia**

Lead Agency: SEPTA

Description: An Alternatives Analysis (AA) planning study for the extension of the Norristown High-Speed Line 4.9 miles from north of Hughes Station, westward along a combination of existing right-of-way and new alignment and then northward to King of Prussia and ending in Valley Forge was completed in 2003. The study projected an additional 3,800 daily rides to the line with cost of construction estimated at \$277 million. No Locally Preferred Alternative was formally adopted.

The next stage of planning involves an advancement of the Alternative Analysis New Starts federal process with significant review of, updates to and development of new alignments to the King of Prussia Mall area and beyond. This planning effort is critical given the land use changes, the formation of a Business Improvement District (BID) and the continued expansion of the largest Mall complex in the United States within the King of Prussia area over the past decade. The study will also include the development of capital and operating costs, a simulation of service operations, stakeholder outreach efforts and appropriate environmental review steps, as required by the National Environmental Policy Act (NEPA). The majority of the planning work will occur during Fiscal Years 2013 and 2014.

- **Manayunk/Norristown Regional Rail Line Extension Study - Montgomery, Chester and Berks Counties**

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

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

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

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

Description: This second phase of planning for this important corridor was principally focused on determining the feasibility of tolling the U.S. 422 Expressway – a controversial and complicated issue. This effort was structured to determine if there are adequate revenues for capital and operating costs for highway improvements as well as a Manayunk/Norristown Regional Rail Line extension to Reading, PA, on the Norfolk Southern owned right-of-way. The study concluded that this corridor's stakeholders and constituencies do not support the tolling of this highway as a mechanism for funding road improvements and regional rail service. The study was completed in the summer of 2012.

# TRANSIT PLANNING EFFORTS

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

Lead Agency: Philadelphia Industrial Development Corporation (PIDC)

Description: PIDC received a DVRPC FY 2007 Transportation and Community Development Initiative (TCDI) grant to evaluate transit needs and alternatives for enhancing public transportation connections to Navy Yard redevelopment sites in South Philadelphia, including the extension of the Broad Street Line from its current terminus at AT&T Station. A final report was issued in September 2008. Estimated costs for the alignment options are in the \$370 million to \$510 million range.

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

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

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

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

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

Description: This phase refined service alternatives and prepared ridership modeling forecasts, operating and capital cost estimates and user benefit estimates for the new alternatives. This effort was managed by DVRPC, and coordinated with Bucks and Montgomery County Planning Commissions, the TMA of Bucks County and SEPTA. The preliminary findings of this study reflect a different approach to restoring service in the Route 309 corridor by recommending electrification of the SEPTA owned branch line to a terminus point at Pennridge in West Rockhill Township, with some degree of phasing. This project is on hold until the FTA finalizes new evaluation criteria for federal transit projects under MAP-21. At that time, stakeholders, including SEPTA, will reexamine the project to determine its potential for advancement and funding.

- **Thorndale Extension – Chester County**

Lead Agency: Delaware Valley Regional Planning Commission (DVRPC)

Description: A Needs and Opportunities study evaluated the potential of reactivating SEPTA regional rail service west of the current terminus of Thorndale, to Coatesville and Parkesburg (both stations had service up until 1995). DVPRC completed this study in June 2007. Between 2008 and 2010, discussion among stakeholders, SEPTA and the Chester County Planning Commission occurred as a result of City of Coatesville planning, design and construction efforts focused on capital improvements to the Coatesville Station and parking lot area. In 2011, PennDOT provided funds for planning for the Parkesburg Station area, as well as a feasibility study of a new station at Atglen. Such planning efforts include service on the Keystone Corridor, as provided by Amtrak or by SEPTA as an extension of the Paoli/Thorndale branch.

# TRANSIT PLANNING EFFORTS

## Other Planning Activities:

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

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

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

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

- **PA Dept. of Community & Economic Development (DCED) Transit Revitalization Investment District (TRID) Program**

Lead Agencies: Selected Municipalities/Community Organizations/PA DCED

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

**FISCAL YEAR 2013 CAPITAL BUDGET (Year 1)**

# FISCAL YEAR 2013 CAPITAL BUDGET

<b>Project</b>	<b>FY 2013 FUNDING</b>
Bus Purchase Program	\$43,100,000
Capital Asset Lease Program	28,993,009
Congestion Relief	1,922,000
Debt Service	51,121,991
Infrastructure Safety Renewal Program	34,700,000
New Payment Technologies	2,600,000
Paratransit Vehicle Acquisition	4,700,000
Regional Rail Signal System Modernization	53,000,000
Safety and Security Improvements	2,500,000
State of Good Repair Initiatives	17,000,000
Station Accessibility	1,500,000
Station and Parking Improvements Program	1,500,000
System Improvements Program	4,000,000
Utility Fleet Renewal	3,000,000
Vehicle Overhaul Program	<u>53,600,000</u>
<b>TOTAL FY 2013 Capital Budget</b>	<b>\$303,237,000</b>

**FISCAL YEARS 2013-2016 CAPITAL PROGRAM (Years 1-4)**

# FISCAL YEARS 2013-2016 CAPITAL PROGRAM (Years 1-4)

<u>Project</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>Total</u>
Bus Purchase Program	\$43,100,000	\$48,000,000	\$43,100,000	\$49,800,000	\$184,000,000
Capital Asset Lease Program	28,993,009	29,854,388	30,726,182	31,764,009	121,337,588
Congestion Relief	1,922,000	2,006,000	2,091,000	2,178,000	8,197,000
Debt Service	51,121,991	51,172,612	51,117,818	51,055,991	204,468,412
Infrastructure Safety Renewal Program	34,700,000	34,700,000	34,700,000	34,700,000	138,800,000
New Payment Technologies (Loan Repayment)	2,600,000	3,000,000	23,306,000	49,800,000	78,706,000
Paratransit Vehicle Acquisition	4,700,000	5,000,000	5,000,000	5,000,000	19,700,000
Regional Rail Signal System Modernization	53,000,000	62,000,000	41,100,000	3,500,000	159,600,000
Safety and Security Improvements	2,500,000	2,500,000	2,500,000	2,500,000	10,000,000
State of Good Repair Initiatives	17,000,000	10,300,000	10,300,000	6,300,000	43,900,000
Station Accessibility	1,500,000	643,000	0	0	2,143,000
Station and Parking Improvements Program	1,500,000	2,400,000	0	0	3,900,000
System Improvements Program	4,000,000	1,000,000	8,500,000	15,700,000	29,200,000
Utility Fleet Renewal	3,000,000	3,000,000	3,000,000	3,000,000	12,000,000
Vehicle Overhaul Program	53,600,000	53,000,000	53,000,000	53,000,000	212,600,000
<b>Total</b>	<b>\$303,237,000</b>	<b>\$308,576,000</b>	<b>\$308,441,000</b>	<b>\$308,298,000</b>	<b>\$1,228,552,000</b>

**FISCAL YEARS 2013-2016 CAPITAL PROGRAM (Years 1-4)  
PROJECT DESCRIPTIONS**



# BUS PURCHASE PROGRAM

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for heavy use routes to 27-foot and 30-foot buses for suburban circulator and contracted service routes. With the completion of the Fiscal Year 2008-2011 Bus Purchase Program, SEPTA's fleet of hybrid buses totals 472 buses, one-third of SEPTA's Bus fleet, making SEPTA the operator of one of the largest public transit hybrid bus fleets in the country.

SEPTA's next bus procurement will consist of a base order quantity totaling 245 buses for delivery in Calendar Years 2012 to 2015. This bus procurement will provide for the purchase of 155 60-foot articulated low-floor buses and 90 40-foot low-floor buses. This procurement allows for the option of ordering either clean diesel buses, diesel/electric hybrid buses or any combination thereof. This procurement also allows for an option order to be placed for an additional 50 60-foot articulated and 55 40-foot buses. SEPTA was successful in receiving FY 2011 federal discretionary grant funding to assist in the purchase of hybrid (diesel/electric) buses for the first two years of the new contract. These funds will assist in the funding of 70 60-foot articulated hybrid (diesel/electric) buses and 90 40-foot hybrid (diesel/electric) buses. SEPTA is pursuing additional federal discretionary grant funding for this project to upgrade the final two years of the contract to hybrid (diesel/electric) buses.



Rendering of 40 Ft. and 60 Ft. Nova Buses

A contract was awarded in March 2012 to Nova Bus, Inc.

<b>FY 2013 FUNDING SOURCE:</b> FTA <u>  X  </u> FHWA <u>  X  </u> STATE ACT 44 <u>  X  </u> LOCAL <u>  X  </u>					
<b>CAPITAL INVESTMENT CATEGORY:</b> STATE OF GOOD REPAIR <u>  ___  </u> NORMAL REPLACEMENT <u>  X  </u> SYSTEM IMP. <u>  ___  </u> SYSTEM EXPANSION <u>  ___  </u>					
<b>SERVICE AREA:</b> BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA					
<b>PRIOR FUNDING</b>	<b>FY 2013 FUNDING</b>	<b>FY 2014-2016</b>	<b>FY 2017-2024</b>	<b>UNFUNDED</b>	<b>TOTAL COST</b>
\$88,700,000	\$43,100,000	\$140,900,000	\$400,000,000	\$120,000,000	\$792,700,000

# CAPITAL ASSET LEASE PROGRAM

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

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



SEPTA Operation on  
Amtrak's Keystone Corridor

<b>FY 2013 FUNDING SOURCE:</b> FTA <u>  X  </u> FHWA <u>  </u> STATE ACT 44 <u>  X  </u> LOCAL <u>  X  </u>					
<b>CAPITAL INVESTMENT CATEGORY:</b> STATE OF GOOD REPAIR <u>  X  </u> NORMAL REPLACEMENT <u>  </u> SYSTEM IMP. <u>  X  </u> SYSTEM EXPANSION <u>  </u>					
<b>SERVICE AREA:</b> BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA					
<b>PRIOR FUNDING</b>	<b>FY 2013 FUNDING</b>	<b>FY 2014-2016</b>	<b>FY 2017-2024</b>	<b>UNFUNDED</b>	<b>TOTAL COST</b>
\$0	\$28,993,009	\$92,344,579	\$278,000,000	\$0	\$399,337,588

# CONGESTION RELIEF

The Delaware Valley Regional Planning Commission (DVRPC) has approved the Transportation Improvement Program (TIP) for Fiscal Years 2013-2024. The following congestion mitigation activities are included in Fiscal Year 2013 of the TIP, which takes effect October 1, 2012:

**U.S. Route 202 Reconstruction Congestion Mitigation Activities (\$1,370,000)** – As part of the U.S. Route 202 Highway Reconstruction Program, PennDOT has supported the funding of congestion mitigation activities operated by SEPTA. Funds are programmed for the following SEPTA strategies: 1) Paoli/Thorndale Regional Rail Line service improvements and Bus Route 204 service, which are congestion mitigation activities continued from the U.S. Route 202, Section 400 reconstruction effort; 2) Additional Paoli/Thorndale Regional Rail Line service between Malvern and Thorndale Stations; and 3) Bus Route 205 operating from the Paoli Station to the Commons at Great Valley and Phoenixville, which serves Paoli Memorial Hospital, Paoli Industrial Park, Great Valley Corporate Center, and other employment centers along the PA Route 29 corridor.

**I-95 Reconstruction Congestion Mitigation (\$552,000)** – In partnership with PennDOT, this project will support the I-95 Reconstruction Project. This project involves the operation of shuttle bus service between the 1,600-space park-and-ride lot off of Woodhaven Road and the adjacent Cornwells Heights Station on the Trenton Regional Rail Line for passengers of SEPTA and Amtrak train service to Center City Philadelphia and points south and to Trenton and points north.

**Congestion Mitigation and Air Quality (CMAQ) FY 2012/2013 Competitive Program (TBD)** – Candidate projects submitted to DVRPC by SEPTA and other agencies will be reviewed by a regional CMAQ selection committee for initial eligibility and general merits. Based on their emissions reduction potential, as well as other criteria, such as project readiness, sponsor capacity and alignment with regional priorities, projects will be ranked and then selected by the DVRPC Board for inclusion in the regional Transportation Improvement Program.

<b>FY 2013 FUNDING SOURCE:</b> FTA <input type="checkbox"/> FHWA <input checked="" type="checkbox"/> STATE ACT 44 <input type="checkbox"/> LOCAL <input checked="" type="checkbox"/>					
<b>CAPITAL INVESTMENT CATEGORY:</b> STATE OF GOOD REPAIR <input type="checkbox"/> NORMAL REPLACEMENT <input type="checkbox"/> SYSTEM IMP. <input type="checkbox"/> SYSTEM EXPANSION <input checked="" type="checkbox"/>					
<b>SERVICE AREA:</b> BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA					
<b>PRIOR FUNDING</b>	<b>FY 2013 FUNDING</b>	<b>FY 2014-2016</b>	<b>FY 2017-2024</b>	<b>UNFUNDED</b>	<b>TOTAL COST</b>
\$0	\$1,922,000	\$6,275,000	\$0	\$0	\$8,197,000

# DEBT SERVICE

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

- Payments on Capital Grant Receipts Bonds, Series 2011.

➤ Acquisition of 120 Silverliner V Regional Rail Cars. These new electric multiple-unit (EMU) cars have replaced the Silverliner II and III rail cars, and provide additional cars to supplement the regional rail car fleet in response to current and projected ridership growth. Vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations regarding safety features and systems. The cars include recent technology and enhanced passenger amenities, such as larger windows, wider aisles, a state-of-the-art climate control system, and enhanced seating arrangement with more two-passenger seating. The new cars have electronic exterior and interior destination signs, voice annunciation of train destination and upcoming station stops, and provide the capability for SEPTA's Control Center to broadcast messages directly to customers on the trains. In addition, these cars are equipped with on-board video surveillance and automatic passenger counting systems. The total cost (\$327 million) for the Silverliner V Rail Car Acquisition Project will be funded through a combination of grants and capital financing.



➤ Rehabilitation of the Wayne Junction Intermodal Facility. The Wayne Junction Intermodal Facility was constructed at the turn of the 20<sup>th</sup> Century and is in need of major rehabilitation. This project provides for restoring the station's historic integrity while modernizing its structure to provide a more accessible and environmentally friendly facility for local residents. The project provides for the enhancement of passenger amenities such as lighting, signage, shelters, audio and visual public announcement system, windscreens, benches, HVAC (heating, ventilation, air conditioning) systems, and sanitary systems. Structural improvements include station building rehabilitation and ADA accessibility modifications, such as high level platforms, elevator installations, stairway renovations, passenger tunnel improvements, new canopies and shelter improvements. The construction phase of this project is scheduled to be complete in the fall, 2014. The total cost of the Wayne Junction Intermodal Facility project (\$31.9 million) will be funded through a Federal Transit Administration Bus and Bus Facilities Livability Grant and Capital Financing.



# DEBT SERVICE

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

<b>FY 2013 FUNDING SOURCE:</b> FTA <u>  X  </u> FHWA <u>  </u> STATE ACT 44 <u>  X  </u> LOCAL <u>  X  </u>					
<b>CAPITAL INVESTMENT CATEGORY:</b> STATE OF GOOD REPAIR <u>  X  </u> NORMAL REPLACEMENT <u>  X  </u> SYSTEM IMP. <u>  X  </u> SYSTEM EXPANSION <u>  </u>					
<b>SERVICE AREA:</b> BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA					
<b>PRIOR FUNDING</b>	<b>FY 2013 FUNDING</b>	<b>FY 2014-2016</b>	<b>FY 2017-2024</b>	<b>UNFUNDED</b>	<b>TOTAL COST</b>
\$0	\$51,121,991	\$153,346,421	\$330,951,000	\$0	\$535,419,412



# INFRASTRUCTURE SAFETY RENEWAL PROGRAM

This Program provides for the restoration of SEPTA's transit and railroad infrastructure to a state of good repair. Projects to be advanced during Fiscal Year 2013 include:

## **Track and Right-of-Way**

- Renew special track work on trolley tracks at 49<sup>th</sup> Street and Woodland Avenue.
- Renew track on Trolley Route 34 at several locations between 40<sup>th</sup> Street and 58<sup>th</sup> Street on Baltimore Avenue.
- Renew grade crossings at Edmonds Avenue and Berkley Avenue on the Route 102 Trolley Line.
- Replace tie, resurface track, and perform brush cutting on the Norristown and Chestnut Hill West Regional Rail Lines.
- Replace curve worn rail at locations on the Market-Frankford and Trolley Lines.



Route 34 Baltimore Avenue  
Track Renewal Project

## **Station Facilities**

- Improvements to Norwood, Glenolden, Folcroft, Sharon Hill, Curtis Park and Darby Stations on the Wilmington/Newark Regional Rail Line, including shelters, stairs, benches, floors, doors, windows, pathways, signage, sidewalks, drainage, tunnels, canopies, lighting and bicycle loops, and renovate the parking lot entrance at Glenolden.
- Improve platforms at Warminster Regional Rail Station, at 30<sup>th</sup> Street Station, platform "A," and at Fern Rock Regional Rail Station.
- Replace tactile platform edging at Bethayres and Neshaminy Falls Regional Rail Stations and at 15<sup>th</sup> Street Station on the Market-Frankford Line.
- Reconstruction of Ardmore Avenue Station on the Norristown High Speed Line, including replacement of inbound and outbound platforms and shelters; new stairs and ramps from parking lot to the platforms; replacement of all electrical devices and lighting; and installation of new landscaping.
- Replace roof and improve escalators at Spring Garden Station on the Market Frankford Line.

## **Signals and Communications Systems**

- Install standard communications infrastructure on the Airport Regional Rail Line, and between Temple Station and Wayne Junction Station on the Regional Rail Main Line. This effort will complement SEPTA's Positive Train Control implementation.
- Replace existing Audio Visual Public Address (AVPA) signs at the platform and mezzanine levels of 30<sup>th</sup> Street Regional Rail Station with industry standard LED signs.
- Refurbish public address control units at all passenger stations on the Doylestown Regional Rail Line.
- Rail Operations Control Center (ROCC) communications system improvements.

# INFRASTRUCTURE SAFETY RENEWAL PROGRAM

## Maintenance/Support Facilities

- Repair floor beam connections at Bridge #0.49 and #0.58 on the Regional Rail Main Line. Design bridge repairs for Bridge #13.10 on the Lansdale Regional Rail Line.
- Improvements to Broad Street Line vent wells and emergency exits.
- Overhaul Packer Avenue, 5<sup>th</sup> Street and 44<sup>th</sup> Street Pump Rooms on the Market-Frankford and Broad Street Lines.
- Improve tunnel lighting on the Broad Street Line, and renew station lighting at Olney Transportation Center and at 40<sup>th</sup> Street Station on the Market-Frankford Line.
- Improvements to Frontier Depot and other bus and rail vehicle maintenance shops, including energy efficient shop lighting, fencing and paving repairs.
- Renovate office, locker room, bathroom and other transit and vehicle maintenance crew areas at Victory, Germantown, Southern, Callowhill, Fern Rock and Comly Garages.
- Rehabilitate catenary structure attachments on the 9th Street Viaduct of the Regional Rail Main Line and on the Norristown Regional Rail Line.

## Power Systems

- Replace DC traction power feeder cables at Loudon Substation, which supports the Broad Street and Trackless Trolley Lines.
- Replace trolley wire on Route 11 along Woodland Avenue between 49<sup>th</sup> Street and Cecil Street, and on Route 36 between the intersection of 49<sup>th</sup> Street & Paschall Avenue and the intersection of Elmwood Avenue & Millick Street.
- Improvements to various City and Suburban Transit substations including replacement of high speed trip devices and breakers.
- Replace existing Uninterrupted Power Supplies (UPS) for the Control Center and Radio Room.
- Replace a section of duct bank and existing AC cable on the east side of Broad Street in the vicinity of Kerbaugh Street.
- Replace catenary on the Norristown and Warminster Lines.



Catenary Work at Cane Interlocking

<b>FY 2013 FUNDING SOURCE:</b> FTA ___    FHWA ___    STATE ACT 44 <u>X</u> LOCAL <u>X</u>					
<b>CAPITAL INVESTMENT CATEGORY:</b> STATE OF GOOD REPAIR <u>X</u> NORMAL REPLACEMENT ___    SYSTEM IMP. ___    SYSTEM EXPANSION ___					
<b>SERVICE AREA:</b> BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA					
<b>PRIOR FUNDING</b>	<b>FY 2013 FUNDING</b>	<b>FY 2014-2016</b>	<b>FY 2017-2024</b>	<b>UNFUNDED</b>	<b>TOTAL COST</b>
\$0	\$34,700,000	\$104,100,000	\$277,600,000	\$0	\$416,400,000

# NEW PAYMENT TECHNOLOGIES

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

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

The NPT system will be implemented in phases. Phase 1 of the project will include the complete design, deployment of the data network backbone and customer support system, and pilot testing of the NPT system. Phase 2 will include the deployment of the system on the Trolley and Bus fleets and pilot testing on Regional Rail. In Phase 3, the Regional Rail, Parking Operations and Customized Community Transportation (CCT) segments will be deployed. A contract was awarded to ACS Transport Solutions, Inc., in November 2011.

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

The SEPTA Board approved a loan agreement with the Philadelphia Industrial Development Corporation (PIDC), Limited Partnership (LP) XXVIII, to finance this project. The total project cost includes the loan repayment, interest on the loan and companion project costs.

<b>FY 2013 FUNDING SOURCE:</b> FTA <u>  X  </u> FHWA <u>  </u> STATE ACT 44 <u>  X  </u> LOCAL <u>  X  </u>					
<b>CAPITAL INVESTMENT CATEGORY:</b> STATE OF GOOD REPAIR <u>  </u> NORMAL REPLACEMENT <u>  </u> SYSTEM IMP. <u>  X  </u> SYSTEM EXPANSION <u>  </u>					
<b>SERVICE AREA:</b> BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA					
<b>PRIOR FUNDING</b>	<b>FY 2013 FUNDING</b>	<b>FY 2014-2016</b>	<b>FY 2017-2024</b>	<b>UNFUNDED</b>	<b>TOTAL COST</b>
\$18,694,000	\$2,600,000	\$76,106,000	\$131,400,000	\$0	\$228,800,000



# 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 2013, up to 68 vehicles will be acquired, consisting of 34 minibuses with wheelchair lifts and 34 12-passenger minibuses without wheelchair lifts.



Paratransit Minibus with Wheel Chair Lift

<b>FY 2013 FUNDING SOURCE:</b> FTA <u>  X  </u> FHWA <u>  </u> STATE ACT 44 <u>  X  </u> LOCAL <u>  X  </u>					
<b>CAPITAL INVESTMENT CATEGORY:</b> STATE OF GOOD REPAIR <u>  </u> NORMAL REPLACEMENT <u>  X  </u> SYSTEM IMP. <u>  </u> SYSTEM EXPANSION <u>  </u>					
<b>SERVICE AREA:</b> SEPTA REGION					
<b>PRIOR FUNDING</b>	<b>FY 2013 FUNDING</b>	<b>FY 2014-2016</b>	<b>FY 2017-2024</b>	<b>UNFUNDED</b>	<b>TOTAL COST</b>
\$0	\$4,700,000	\$15,000,000	\$48,000,000	\$0	\$67,700,000

# REGIONAL RAIL SIGNAL SYSTEM MODERNIZATION

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

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

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

Implementation of a new signal system on the Warminster Line is complete. Signal system modernization is substantially complete on the Doylestown Line and Chestnut Hill East Line. Development and fabrication of new signal systems for the Norristown Line and the Chestnut Hill West Line are advancing. The planning phase for Cynwyd Line signal and right-of-way improvements is underway. A Notice to Proceed for the construction phase of the Positive Train Control (PTC) project was issued March 30, 2012.



Signal System Modernization  
Warminster Line

<b>FY 2013 FUNDING SOURCE:</b> FTA <u>  X  </u> FHWA <u>  </u> STATE ACT 44 <u>  X  </u> LOCAL <u>  X  </u>					
<b>CAPITAL INVESTMENT CATEGORY:</b> STATE OF GOOD REPAIR <u>  </u> NORMAL REPLACEMENT <u>  </u> SYSTEM IMP. <u>  X  </u> SYSTEM EXPANSION <u>  </u>					
<b>SERVICE AREA:</b> BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA					
<b>PRIOR FUNDING</b>	<b>FY 2013 FUNDING</b>	<b>FY 2014-2016</b>	<b>FY 2017-2024</b>	<b>UNFUNDED</b>	<b>TOTAL COST</b>
\$92,300,000	\$53,000,000	\$106,600,000	\$0	\$0	\$251,900,000

# SAFETY AND SECURITY IMPROVEMENTS

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

Major projects funded include:

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

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

<b>FY 2013 FUNDING SOURCE:</b> FTA ___    FHWA ___    STATE ACT 44 ___    LOCAL ___    DHS <u>X</u>					
<b>CAPITAL INVESTMENT CATEGORY:</b> STATE OF GOOD REPAIR ___    NORMAL REPLACEMENT ___    SYSTEM IMP. <u>X</u> SYSTEM EXPANSION ___					
<b>SERVICE AREA:</b> BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA					
<b>PRIOR FUNDING</b>	<b>FY 2013 FUNDING</b>	<b>FY 2014-2016</b>	<b>FY 2017-2024</b>	<b>UNFUNDED</b>	<b>TOTAL COST</b>
\$44,088,000	\$2,500,000	\$7,500,000	\$0	\$0	\$54,088,000

# STATE OF GOOD REPAIR INITIATIVES

This program is designed to bring transit and railroad facilities to a state of good repair. Projects proposed for FY 2013 to FY 2016 funding are as follows:

- Airport Line renewal of over 10,000 ties and 300 timbers, curve worn rail replacement, and 10 miles of track alignment.
- Catenary Replacement Program: 1) Doylestown Regional Rail Line between Lansdale Station and Doylestown Yard; and 2) Media/Elwyn Regional Rail Line between Walnut Interlocking and Lenni, Delaware County.
- Environmental Clean Up and Protection activities, including remediation and testing 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 under this program. The program also includes activities that will reduce SEPTA's environmental footprint.
- Railroad Grade Crossing Surface Renewal: Renewal and upgrade of track and highway surfaces at four locations on the Norristown and Warminster Regional Rail Lines.
- Route 15 improvements along Richmond Avenue in conjunction with PennDOT's I-95 Girard Interchange Construction project.
- Track Renewal projects: 1) Route 10 Trolley Line along Lancaster Avenue between 40<sup>th</sup> and 44<sup>th</sup> Streets and from 48<sup>th</sup> Street to Girard Avenue, and on 41<sup>st</sup> Street between Lancaster Avenue and Wallace Street; 2) Route 11 Trolley Line along Main Street between Island Avenue and Darby Loop; 3) Route 15 Trolley Line along Girard Avenue between Frankford Avenue and Susquehanna Avenue and on Richmond Street between Ann Street and Allegheny Avenue; 4) Route 102 Trolley Line along Woodlawn Avenue from Springfield Road to North Street; and 5) Continuous Welded Rail Renewal on Tracks #1 and #4 of the Broad Street Line from Snyder Station to AT&T Station.

<b>FY 2013 FUNDING SOURCE:</b> FTA <u>  X  </u> FHWA <u>  </u> STATE ACT 44 <u>  X  </u> LOCAL <u>  X  </u>					
<b>CAPITAL INVESTMENT CATEGORY:</b> STATE OF GOOD REPAIR <u>  X  </u> NORMAL REPLACEMENT <u>  </u> SYSTEM IMP. <u>  </u> SYSTEM EXPANSION <u>  </u>					
<b>SERVICE AREA:</b> BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA					
<b>PRIOR FUNDING</b>	<b>FY 2013 FUNDING</b>	<b>FY 2014-2016</b>	<b>FY 2017-2024</b>	<b>UNFUNDED</b>	<b>TOTAL COST</b>
\$1,500,000	\$17,000,000	\$26,900,000	\$19,700,000	\$110,300,000	\$175,400,000

# STATION ACCESSIBILITY

The Station Accessibility Program provides for the continuation of SEPTA's efforts to improve accessibility at railroad and rail transit stations. This program complements accessibility efforts being advanced as part of other projects and programs included in SEPTA's Capital Program. With completion of Spring Garden and Girard Stations on the Broad Street Line during Fiscal Year 2012, SEPTA reached two milestones: 100 accessible stations, and 95 passenger elevators.

Accessibility improvements to 35 Federal Transit Administration-designated Key rail and rail transit stations were fully funded under the first phase of this program. Fiscal Year 2013 will bring accessibility to Chester, Radnor, Overbrook, and Strafford Regional Rail Stations, completing SEPTA's Key Station obligations and further increasing the number of accessible stations served by SEPTA.

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

- Race-Vine, Erie and Snyder Stations on the Broad Street Line
- Margaret-Orthodox and 40<sup>th</sup> Street Stations on the Market-Frankford Line



ADA Improvements at  
Spring Garden Station

Prior year funds will support the installation of elevators. These elevators will provide access to the 15<sup>th</sup> Street Station platform, as part of SEPTA's City Hall (Dilworth Plaza) Early Action Phase. In addition, ADA and general improvements were done at Olney Station on the Broad Street Line during Fiscal Year 2012. Improvements include raising the platform to an ADA compliant level, applying platform tile and edging, and making modifications to stairs, elevators and escalators to accommodate the new platform elevation. Funding was provided to construct SEPTA's new Accessible Travel Center in Fiscal Year 2012. Fiscal Years 2013-2016 funding is programmed for elevators at the Race-Vine Station on the Broad Street Line.

The design phase of the Margaret-Orthodox Station is complete. The design of Race-Vine Station improvements is underway, with construction scheduled to start in the 1st quarter of Calendar Year 2013. Due to reduced capital funding, the construction phase of the Margaret-Orthodox Station improvements and the advancement of the design phases for Erie, Snyder and 40<sup>th</sup> Street Stations must be deferred until sufficient funds can be identified.

<b>FY 2013 FUNDING SOURCE:</b> FTA <u>  X  </u> FHWA <u>  </u> STATE ACT 44 <u>  X  </u> LOCAL <u>  X  </u>					
<b>CAPITAL INVESTMENT CATEGORY:</b> STATE OF GOOD REPAIR <u>  </u> NORMAL REPLACEMENT <u>  </u> SYSTEM IMP. <u>  X  </u> SYSTEM EXPANSION <u>  </u>					
<b>SERVICE AREA:</b> BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA					
<b>PRIOR FUNDING</b>	<b>FY 2013 FUNDING</b>	<b>FY 2014-2016</b>	<b>FY 2017-2024</b>	<b>UNFUNDED</b>	<b>TOTAL COST</b>
\$9,900,000	\$1,500,000	\$643,000	\$5,000,000	\$47,000,000	\$64,043,000



# STATION & PARKING IMPROVEMENTS PROGRAM

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

Station improvements programmed over the next few years include the Norristown High Speed Line 69<sup>th</sup> Street Station Platform Replacement and Villanova Station Phase One - Pedestrian Tunnel Construction projects. Construction for the 69<sup>th</sup> Street Platforms is scheduled to begin in the 3<sup>rd</sup> quarter of Calendar Year 2012, with completion expected in the 3<sup>rd</sup> quarter of Calendar Year 2013. Notice to proceed for the design of the Villanova Station occurred in February 2012, with construction planned to start in spring 2014 and completion in spring 2016. Prior year funding provided for the reconstruction of Primos Station on the Media/Elwyn Regional Rail Line and Ryers Station on the Fox Chase Regional Rail Line. The Primos Station Reconstruction is expected to be completed by the 4<sup>th</sup> quarter of Calendar Year 2012. Ryers Station Reconstruction is complete.



Primos Station Construction



Ryers Station

<b>FY 2013 FUNDING SOURCE:</b> FTA <u>  X  </u> FHWA <u>  </u> STATE ACT 44 <u>  X  </u> LOCAL <u>  X  </u>					
<b>CAPITAL INVESTMENT CATEGORY:</b> STATE OF GOOD REPAIR <u>  X  </u> NORMAL REPLACEMENT <u>  </u> SYSTEM IMP. <u>  </u> SYSTEM EXPANSION <u>  </u>					
<b>SERVICE AREA:</b> BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA					
<b>PRIOR FUNDING</b>	<b>FY 2013 FUNDING</b>	<b>FY 2014-2016</b>	<b>FY 2017-2024</b>	<b>UNFUNDED</b>	<b>TOTAL COST</b>
\$28,000,000	\$1,500,000	\$2,400,000	\$47,000,000	\$341,000,000	\$419,900,000

# SYSTEM IMPROVEMENTS PROGRAM

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

- **City of Philadelphia Transit Signal Priority (TSP) Improvements** – This project will consist of the implementation of transit signal priority (TSP) improvements on key corridors in the region. Corridors under consideration include, but are not limited to, Castor/Oxford, Bustleton and Woodland Avenues. SEPTA is a funding partner in this project.
- **Information Technology** – This project will provide for enhancements to SEPTA’s information technology infrastructure and computer software applications. Projects 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 website.
- **Route 101 & 102 Trolley Line Signals/Interlocking Improvements** – This project will provide for a new trolley control system and physical plant changes for the Routes 101 and 102 Trolley Lines. The new system will include automatic enforcement of safe trolley separation, and overspeed and roadway worker protection. New track special work, signal power improvements and a new trolley control center will also be constructed as part of the project. The new Control Center system will include a control feature for schedule adherence and optimum trolley line throughput which will maximize trolley operation efficiency.

<b>FY 2013 FUNDING SOURCE:</b> FTA <u>  X  </u> FHWA <u>  </u> STATE ACT 44 <u>  X  </u> LOCAL <u>  X  </u>					
<b>CAPITAL INVESTMENT CATEGORY:</b> STATE OF GOOD REPAIR <u>  </u> NORMAL REPLACEMENT <u>  </u> SYSTEM IMP. <u>  X  </u> SYSTEM EXPANSION <u>  </u>					
<b>SERVICE AREA:</b> BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA					
<b>PRIOR FUNDING</b>	<b>FY 2013 FUNDING</b>	<b>FY 2014-2016</b>	<b>FY 2017-2024</b>	<b>UNFUNDED</b>	<b>TOTAL COST</b>
\$1,500,000	\$4,000,000	\$25,200,000	\$17,299,000	\$331,701,000	\$379,700,000

# UTILITY FLEET RENEWAL

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

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

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



Railroad 6-Person Bucket Truck  
Supporting Rail Catenary and Signal Programs

<b>FY 2013 FUNDING SOURCE:</b> FTA <u>  X  </u> FHWA <u>  </u> STATE ACT 44 <u>  X  </u> LOCAL <u>  X  </u>					
<b>CAPITAL INVESTMENT CATEGORY:</b> STATE OF GOOD REPAIR <u>  </u> NORMAL REPLACEMENT <u>  X  </u> SYSTEM IMP. <u>  </u> SYSTEM EXPANSION <u>  </u>					
<b>SERVICE AREA:</b> BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA					
<b>PRIOR FUNDING</b>	<b>FY 2013 FUNDING</b>	<b>FY 2014-2016</b>	<b>FY 2017-2024</b>	<b>UNFUNDED</b>	<b>TOTAL COST</b>
\$0	\$3,000,000	\$9,000,000	\$24,000,000	\$0	\$36,000,000



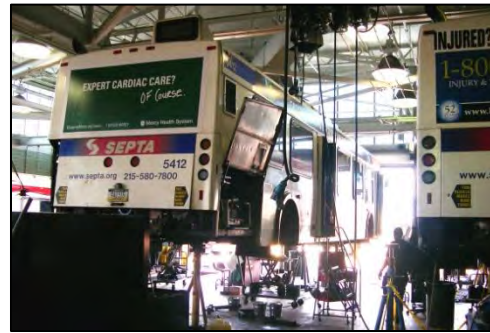
# VEHICLE OVERHAUL PROGRAM

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 2013 program include the overhaul of 30-foot Eldorado buses, 40-foot low-floor New Flyer diesel buses, Broad Street B-IV cars, City and Suburban trolleys, 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. Highlights of campaigns for Fiscal Year 2013 include N-5 car seat replacement, M-4 car truck work, and the retrofit of hybrid cooling systems in New Flyer diesel buses. Regional Rail Silverliner IV campaigns include the A/C condenser unit overhaul, rotating equipment change out, trap door and double-ended blower overhauls, rebuilding of pantographs and main transformer conversion. Trolley campaigns include destination sign program and automatic stop announcement programs.



Bombardier Locomotive



New Flyer Low-Floor Diesel Bus



PCC Car

<b>FY 2013 FUNDING SOURCE:</b> FTA <input checked="" type="checkbox"/> FHWA <input type="checkbox"/> STATE ACT 44 <input checked="" type="checkbox"/> LOCAL <input checked="" type="checkbox"/>					
<b>CAPITAL INVESTMENT CATEGORY:</b> STATE OF GOOD REPAIR <input type="checkbox"/> NORMAL REPLACEMENT <input checked="" type="checkbox"/> SYSTEM IMP. <input type="checkbox"/> SYSTEM EXPANSION <input type="checkbox"/>					
<b>SERVICE AREA:</b> BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES AND THE CITY OF PHILADELPHIA					
<b>PRIOR FUNDING</b>	<b>FY 2013 FUNDING</b>	<b>FY 2014-2016</b>	<b>FY 2017-2024</b>	<b>UNFUNDED</b>	<b>TOTAL COST</b>
\$0	\$53,600,000	\$159,000,000	\$456,510,000	\$0	\$669,110,000

**FISCAL YEARS 2017-2024 CAPITAL PROGRAM  
AND UNFUNDED CAPITAL NEEDS**

# FISCAL YEARS 2017-2024 CAPITAL PROGRAM AND UNFUNDED CAPITAL NEEDS

PROJECT	FY 2017-2024	UNFUNDED
Bus and Rail Maintenance Shop Improvements	\$0	\$211,000,000
Bus Purchase Program	400,000,000	120,000,000
Capital Asset Lease Program	278,000,000	0
City Hall Station/15 <sup>th</sup> Street Station Rehabilitation	38,563,000	79,437,000
Debt Service	330,951,000	0
Elwyn to Wawa Rail Service	0	91,200,000
Infrastructure Safety Renewal Program	277,600,000	0
New Payment Technologies	131,400,000	0
Paoli Line Improvements	0	84,629,000
Paoli Transportation Center	23,000,000	14,500,000
Paratransit Vehicle Acquisition	48,000,000	0
Rail Bridge Improvement Program	126,036,000	104,964,000
Regional Rail Car and Locomotive Acquisition	5,000,000	1,414,000,000
Regional Rail Substation Improvements	162,437,000	55,563,000
State of Good Repair Initiatives	19,700,000	110,300,000
Station Accessibility	5,000,000	47,000,000
Station and Parking Improvements Program	47,000,000	341,000,000
System Improvements Program	17,299,000	331,701,000

# FISCAL YEARS 2017-2024 CAPITAL PROGRAM AND UNFUNDED CAPITAL NEEDS

PROJECT	FY 2017-2024	UNFUNDED
Trolley Routes 23 & 56 Infrastructure Improvements	\$0	\$189,000,000
Trolley Routes 23 & 56 Vehicle Purchase	0	130,000,000
Trolley Routes 10, 11, 13, 15, 34, 36, 101 & 102 Vehicle Replacement	55,000,000	950,000,000
Utility Fleet Renewal	24,000,000	0
Vehicle Overhaul Program	<u>456,510,000</u>	<u>0</u>
<b>Grand Total FY 2017-2024 Capital Program</b>	<b>\$2,445,496,000</b>	<b>\$4,274,295,000</b>
 New Starts/Service Initiatives *	 TBD	 TBD

\* The timing and amounts of funds required for the New Starts/Service Initiatives program will be forecasted in future years as the study phases of potential projects advance.

**FISCAL YEARS 2017-2024 CAPITAL PROGRAM  
AND UNFUNDED CAPITAL NEEDS  
PROJECT DESCRIPTIONS**

# FISCAL YEARS 2017-2024 CAPITAL PROGRAM AND UNFUNDED CAPITAL NEEDS PROJECT DESCRIPTIONS

## PROJECT TITLE (BUDGET ALLOCATION)

### Bus and Rail Maintenance Shop Improvements (Unfunded \$211,000,000)

This project provides for improvements at SEPTA's bus and rail maintenance shops in order to adequately maintain buses and rail vehicles. The renovations will include the installation of vehicle lifts, wheel alignment machines and specialized testing equipment; and the rehabilitation of vehicle washers. Improvements will also include the replacement of roofs, boilers, lighting and other building systems. Project elements will include, but not be limited to: Callowhill Bus Garage replacement; Comly Bus Garage roof replacement; Southern Bus Garage roof, paving, and emergency generator improvements; Frontier Bus Garage roof, paving, emergency generator and bus washer improvements; Victory Bus Garage emergency generator improvements; Allegheny Bus Garage vehicle washer and fire suppression improvements; Midvale Bus Garage vehicle washer improvements; Berridge Bus Shop and 2nd & Wyoming Facility roof replacement; Fern Rock Carhouse roof replacement; Overbrook Shop roof replacement and vehicle washer replacement; Woodland Rail Shop roof replacement and fire suppression improvements; 69<sup>th</sup> Street Terminal roof replacement; 69<sup>th</sup> Street Motor Shop Improvements; Roberts Yard Crew Quarters roof replacement; Powelton Yard Crew Quarters roof replacement and office improvements; and Frazer Rail Shop vehicle washer replacement. **Due to funding constraints, the projects listed above cannot be funded during the twelve year capital program.**

### Bus Purchase Program (FY 2017-2024 \$400,000,000; Unfunded \$120,000,000)

This program provides for the acquisition of accessible, user-friendly buses to replace vehicles, which have reached the end of their useful life. SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses for use on SEPTA City and Suburban routes based on needs and route characteristics. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for heavy use routes to 27-foot and 30-foot buses for suburban, circulator and contract service routes. **The unfunded amount of \$120,000,000 represents the additional funds required to purchase hybrid (diesel/electric) buses versus clean fuel diesel buses over the period of Fiscal Year 2017 through Fiscal Year 2024.**

### Capital Asset Lease Program (FY 2017-2024 \$278,000,000)

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

# FISCAL YEARS 2017-2024 CAPITAL PROGRAM AND UNFUNDED CAPITAL NEEDS PROJECT DESCRIPTIONS

## City Hall Station/15<sup>th</sup> Street Station Rehabilitation (FY 2017-2024 \$38,563,000; Unfunded \$79,437,000)

This project will provide for the renovation of City Hall Station on the Broad Street Line and 15th Street Station on the Market-Frankford Line. These stations are part of a junction point between the Broad Street Line, Market-Frankford Line, Routes 10, 11, 13, 34 & 36 Trolley Lines, and Regional Rail Lines. City Hall Station, which opened in 1928, has deteriorated over the years and is in need of rehabilitation. In addition, both stations require accessibility improvements, as well as passenger amenity improvements and aesthetic enhancements to uplift their overall appearance and appeal. **Due to funding constraints, only \$38.6 million of the \$118 million required to fully fund the project has been programmed in the last eight years of the capital program. The project's construction phase will have to be phased or delayed until full funding is identified.**

## Debt Service (FY 2017-2024 \$330,951,000)

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

## Elwyn to Wawa Rail Service (Unfunded \$91,200,000)

This project will provide for the restoration of rail service from the existing Media/Elwyn Regional Rail Line terminus at Elwyn, Delaware County, to a new terminus at Wawa, Delaware County. The growth and development of suburban communities in western Delaware County and southern Chester County have resulted in substantial increases in population, employment and traffic. This project, which will extend service approximately three miles, represents an opportunity for SEPTA to capture the Center City commuter market in the expanding suburban locations while increasing the overall mobility of residents in the area. **Due to funding constraints, no funds are programmed for this project in the twelve year capital program.**

## Infrastructure Safety Renewal Program (FY 2017-2024 \$277,600,000)

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.

# FISCAL YEARS 2017-2024 CAPITAL PROGRAM AND UNFUNDED CAPITAL NEEDS PROJECT DESCRIPTIONS

## New Payment Technologies – Loan Repayment (FY 2017-2024 \$131,400,000)

The programmed funds will provide for the repayment of a loan (principal and interest). The loan proceeds are funding the costs associated with the implementation of the New Payment Technologies (NPT) project. The final payment on the loan is due in Calendar Year 2019. The NPT project will modernize and improve SEPTA's current fare payment and collection system by offering riders a variety of payment choices to suit their travel needs. In addition to bus, rail transit, and regional rail fare collection improvements, this project will also include improvements to the payment and collection procedures for SEPTA's Customized Community Transportation (CCT) operation, as well as SEPTA's parking operations. Control, accountability and reconciliation will be made an integral part of the new fare collection system.

## Paoli Line Improvements (Unfunded \$84,629,000)

SEPTA, PADOT, and Amtrak are working together to improve the infrastructure of the Amtrak-owned Keystone corridor between Philadelphia and Harrisburg. This corridor serves the PADOT-subsidized and Amtrak-operated Keystone service, and SEPTA's Paoli/Thorndale Regional Rail Line. The project will restore the infrastructure to a state of good repair, improve operating speeds and enhance service reliability. **Due to funding constraints, this project cannot be funded in the twelve year capital program.**

## Paoli Transportation Center (FY 2017-2024 \$23,000,000; Unfunded \$14,500,000)

This project provides for the engineering and construction of a transportation center in Paoli, Chester County. The new facility will be located on SEPTA's Paoli/Thorndale Regional Rail Line west of the existing station. The project includes: 1) Construction of an intermodal station complete with high-level platforms, waiting area, ticket offices and passenger amenities; 2) Construction of bus facilities; 3) Construction of a new commuter parking facility; 4) Reconfiguration of access roads and entrances to the station; 5) Construction of new pedestrian linkages throughout the station area including sidewalks, crosswalks, and a concourse linking inbound and outbound station platforms; and 6) reconfiguration of, and improvements to, the Paoli Interlocking to accommodate the new transportation center. **Due to funding constraints, only \$23 million of the \$37.5 million required to fully fund the project is programmed in the last eight years of the capital program. The project's construction phase will have to be phased or delayed until full funding is identified.**

## Paratransit Vehicle Acquisition (FY 2017-2024 \$48,000,000)

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



# FISCAL YEARS 2017-2024 CAPITAL PROGRAM AND UNFUNDED CAPITAL NEEDS PROJECT DESCRIPTIONS

## Rail Bridge Improvement Program (FY 2017-2024 \$126,036,000; Unfunded \$104,964,000)

This project will restore SEPTA's bridges to a state of good repair. Project elements will include, but not be limited to, Chestnut Hill West Regional Rail Line Bridge 0.35 replacement; Media/Elwyn Regional Rail Line Bridge 11.87 Crum Creek Viaduct replacement; Regional Rail 30<sup>th</sup> Street to Suburban Station rehabilitation of nine bridges (Bridges 0.49, 0.58, 0.61, 0.64, 0.68, 0.72, 1.25, 5.68, & 11.62); Chestnut Hill West Regional Rail Line rehabilitation of seven bridges (Bridges 0.06, 0.83, 1.17, 1.26, 2.98, 4.42, & 5.67 ); Chestnut Hill East Regional Rail Line rehabilitation of five bridges (Bridges 5.04, 5.72, 7.63, 8.90, & 9.59); Media/Elwyn Regional Rail Line rehabilitation of three viaducts (Bridges 4.79 Cobbs Creek, 7.11 Darby Creek, and 14.41 Ridley Creek); rehabilitation of nine stone arch bridges on several Regional Rail Lines; and Norristown High Speed Line Bridge 12.81 (Bridgeport-Norristown Viaduct) rehabilitation and Bridge 0.15 replacement. **Only 54% of the required funding for this program is programmed within the twelve year capital program. Due to funding constraints, many of the bridge improvements listed above are not addressed within the twelve year capital program.**

## Regional Rail Car and Locomotive Acquisition (FY 2017-2024 \$5,000,000; Unfunded \$1,414,000,000)

This project provides for the purchase of 245 railcars to replace SEPTA's Silverliner IV railcar fleet. The Silverliner IV rail cars were built between 1974 and 1976. Vehicles acquired will fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations regarding safety features and systems. In addition, this project will provide for the acquisition of nine diesel/electric locomotives to replace Bombardier Push-Pull Locomotives. **Only \$5 million, or 0.4 percent, of the \$1.42 billion required for this project is programmed within the twelve year capital program for specification development.**

## Regional Rail Substation Improvements (FY 2017-2024 \$162,437,000; Unfunded \$55,563,000)

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. Project elements will include, but not be limited to, Jenkintown Substation and Static Frequency Converter; Wayne Junction Static Frequency Converter; Ambler Substation; Woodbourne Traction Power and Signal Substation; Lenni Substation; Morton Substation; Hatboro Substation; Betharyres Substation; Doylestown Substation; and Chestnut Hill East Substation. **Due to funding constraints, only 74% of the required amount for this project is programmed within the twelve year capital program.**

# FISCAL YEARS 2017-2024 CAPITAL PROGRAM AND UNFUNDED CAPITAL NEEDS PROJECT DESCRIPTIONS

## State of Good Repair Initiatives (FY 2017-2024 \$19,700,000; Unfunded \$110,300,000)

This program is designed to bring transit and railroad facilities to a state of good repair. Program categories include maintenance/support facilities; power systems; signal/communications systems; station facilities; track and right-of-way; bridges and construction support vehicles. Improvements will include, but not be limited to: catenary structure rehabilitation on Media/Elwyn, Manayunk/Norristown, and Fox Chase Regional Rail Lines; catenary replacement and catenary rehabilitation between 30th Street Station and Zoo Interlocking on the Regional Rail System; Regional Rail Commuter Tunnel lighting improvements; Powelton Yard switch heater improvements; Lansdale Line signal hut fencing; City Transit Division substation improvements; Broad Street Line Ridge Spur Signal System Improvements; 1234 Market Street Headquarters improvements; Trolley Routes 101 and 102 Clifton Substation improvements; and Norristown High Speed Line track and right-of-way improvements. **Due to funding constraints, only 16% of the required amount for this project is programmed within the twelve year capital program.**

## Station Accessibility (FY 2017-2024 \$5,000,000; Unfunded \$47,000,000)

This project will provide for facility modifications to improve accessibility at regional rail and rail transit stations. Facilities to be improved include, but are not limited to: Margaret-Orthodox and 40<sup>th</sup> Street Stations on the Market-Frankford Line; and Erie and Snyder Stations on the Broad Street Line. This project also includes the overhaul and modernization of elevators at Cecil B. Moore Station on the Broad Street Line and at 69<sup>th</sup> Street Transportation Center. **Due to funding constraints, only 10% of the required amount for this project is programmed within the twelve year capital program.**

# FISCAL YEARS 2017-2024 CAPITAL PROGRAM AND UNFUNDED CAPITAL NEEDS PROJECT DESCRIPTIONS

## Station & Parking Improvements Program (FY2017-2024 \$47,000,000; Unfunded \$341,000,000)

This program provides for the reconstruction or rehabilitation of transit and regional rail stations and terminals, bus/trolley loop facilities, transportation centers and parking facilities. Program elements include the replacement or rehabilitation of station and loop facility components, such as station buildings, ticket offices and waiting rooms, passenger shelters, canopies, platforms, crosswalks and overpasses, escalators and elevators, lighting, signage, and accessible paths. This program also provides for the design and construction of parking facility expansions, new parking facilities including garages, and the rehabilitation of existing parking facilities. All improvements will fully comply with Americans with Disabilities Act of 1990 requirements. Improvements will include, but not be limited to, the following locations: Market-Frankford Line - 5th Street Station; Broad Street Line – Fern Rock, Wyoming, Hunting Park, Fairmount and AT&T Stations; Bus Loops - Wycombe, 5<sup>th</sup> & Godfrey, 23rd & Venago, 61st & Pine, and Ridge & Summit; Lansdale/Doylestown Regional Rail Line - Gwynedd Valley Station and North Wales Station parking expansion; Media/Elwyn Regional Rail Line - Primos Station Parking Expansion and Secane Station; Norristown Regional Rail Line - East Falls Station; Trenton Regional Rail Line - Levittown Station; Paoli/Thorndale Regional Rail Line - Wynnewood, Villanova, Devon, and Exton Stations and Ardmore Transportation Center; Warminster Regional Rail Line - Hatboro, Roslyn, and Willow Grove Stations; West Trenton Regional Rail Line - Noble Station and Philmont Station Parking Expansion; Regional Rail Main Line North – Elkins Park Station and Jenkintown Station Parking Garage & Station Reconstruction; and multi-modal 69th Street Transportation Center parking garage, terminal building roof and West Terminal Loop improvements. **Due to funding constraints, only 12% of the amount required for listed projects is programmed within the twelve year capital program. Projects receiving partial funding in Fiscal Years 2017-2024 include 69<sup>th</sup> Street Transportation Center Parking Garage, Levittown Station Improvements, and the Ardmore Transportation Center.**

## System Improvements Program (FY 2017-2024 \$17,299,000; Unfunded \$331,701,000)

Under this program, projects will be developed, designed and implemented to further enhance communications, security, customer satisfaction and service quality. Program elements will include, but not be limited to, Regional Rail new railcar maintenance shop; car storage expansion; Norristown Regional Rail Station third track; West Trenton Line SEPTA/CSX separation; centralized warehouse facility; radio interoperability on the Broad Street and Market-Frankford Lines; Trolley Routes 101 and 102 signals and interlocking improvements; and information technology upgrades and improvements. **Due to funding constraints, only 4% of the required amount for this project is programmed within the twelve year capital program. Most of the improvements listed above will not be addressed within the twelve year capital program.**

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

This project provides for the restoration of trolley service to Routes 23 and 56. **Due to funding constraints, no funds are programmed for this project in the twelve year capital program.**

# FISCAL YEARS 2017-2024 CAPITAL PROGRAM AND UNFUNDED CAPITAL NEEDS PROJECT DESCRIPTIONS

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

This project provides for the purchase of vehicles for the restoration of trolley service to Routes 23 and 56. **Due to funding constraints, no funds are programmed for this project in the twelve year capital program.**

## Trolley Routes 10, 11, 13, 15, 34, 36, 101 & 102 Vehicle Replacement (FY 2017-2024 \$55,000,000; Unfunded \$950,000,000)

This project provides for the purchase of 170 (articulated and non-articulated) trolleys for SEPTA's Trolley Routes 10, 11, 13, 15, 34, 36, 101 & 102. These rail transit lines currently operate with 141 trolleys that were built in 1981, as well as 18 "Presidential Conference Committee" (PCC-II) cars originally manufactured in 1947 and rebuilt by Brookville Equipment Company in 2003-2004. Vehicles to be acquired will fully comply with Americans with Disabilities Act (ADA) requirements. **Only \$55 million, or 5 percent, of \$1 billion required for this project is programmed within the 12 year capital program.**

## Utility Fleet Renewal (FY 2017-2014 \$24,000,000)

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

## Vehicle Overhaul Program (FY 2017-2014 \$456,510,000)

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.

## New Starts/Service Initiatives (Unfunded)

Collaboration and regional consensus are key factors in determining the region's capital investment priorities for New Starts and new Service Initiatives. The Authority continues to work with the Delaware Valley Regional Planning Commission (DVRPC), the City of Philadelphia, the Counties of Bucks, Chester, Delaware and Montgomery, and other regional partners in establishing an approach for collaborative decision-making to determine the viability of long-range capital projects and to develop regional priorities. The approach considers, but is not be limited to, the following factors: a project's impact on the region's economic vitality and growth, impact on the environment, identification of all stakeholders, a broader vision of land-use planning and individual transit projects, the benefits of each investment, including the highest return on investment, and the identification of available, innovative and equitable funding sources. Over the past few years, several New Starts projects and new service initiatives have been studied by SEPTA, the Delaware Valley Regional Planning Commission (DVRPC); Bucks, Chester, Delaware and Montgomery Counties; the City of Philadelphia; and other transportation agencies and associations. Please refer to the Transit Planning Efforts section of the budget document for further details on the various studies.

**FISCAL YEARS 2013-2024 PROGRAMMING SCHEDULE  
AND UNFUNDED CAPITAL NEEDS**

**FY 2013-2024 CAPITAL PROGRAMMING SCHEDULE AND UNFUNDED CAPITAL NEEDS**

	Prior Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017-2024	Unfunded	Total	
<b>Capital Program</b>									
Bus and Rail Maintenance Shop Improvements	\$2,600,000	\$0	\$0	\$0	\$0	\$0	\$211,000,000	\$213,600,000	\$211,
Bus Purchase Program	88,700,000	43,100,000	48,000,000	43,100,000	49,800,000	400,000,000	120,000,000	\$792,700,000	520,
Capital Asset Lease Program	0	28,993,009	29,854,388	30,726,182	31,764,009	278,000,000	0	\$399,337,588	256,
City Hall Station/15th Street Station Rehabilitation	24,000,000	0	0	0	0	38,563,000	79,437,000	\$142,000,000	118,
Congestion Relief	0	1,922,000	2,006,000	2,091,000	2,178,000	0	0	\$8,197,000	
Debt Service	0	51,121,991	51,172,612	51,117,818	51,055,991	330,951,000	0	\$535,419,412	331,
Elwyn to Wawa Rail Service	21,284,000	0	0	0	0	0	91,200,000	\$112,484,000	91,
Infrastructure Safety Renewal Program	0	34,700,000	34,700,000	34,700,000	34,700,000	277,600,000	0	\$416,400,000	277,
New Payment Technologies	18,694,000	2,600,000	3,000,000	23,306,000	49,800,000	131,400,000	0	\$228,800,000	131,
Paoli Line Improvements	45,371,000	0	0	0	0	0	84,629,000	\$130,000,000	84,
Paoli Transportation Center	7,500,000	0	0	0	0	23,000,000	14,500,000	\$45,000,000	37,
Paratransit Vehicle Acquisition	0	4,700,000	5,000,000	5,000,000	5,000,000	48,000,000	0	\$67,700,000	48,
Rail Bridge Improvement Program	1,100,000	0	0	0	0	126,036,000	104,964,000	\$232,100,000	231,
Regional Rail Car and Locomotive Acquisition	0	0	0	0	0	5,000,000	1,414,000,000	\$1,419,000,000	1,419,
Regional Rail Signal System Modernization	92,300,000	53,000,000	62,000,000	41,100,000	3,500,000	0	0	\$251,900,000	
Regional Rail Substation Improvements	50,300,000	0	0	0	0	162,437,000	55,563,000	\$268,300,000	218,
Safety and Security Improvements	44,088,000	2,500,000	2,500,000	2,500,000	2,500,000	0	0	\$54,088,000	
State of Good Repair Initiatives	1,500,000	17,000,000	10,300,000	10,300,000	6,300,000	19,700,000	110,300,000	\$175,400,000	130,
Station Accessibility	9,900,000	1,500,000	643,000	0	0	5,000,000	47,000,000	\$64,043,000	52,
Station & Parking Improvements Program	28,000,000	1,500,000	2,400,000	0	0	47,000,000	341,000,000	\$419,900,000	388,
System Improvements Program	1,500,000	4,000,000	1,000,000	8,500,000	15,700,000	17,299,000	331,701,000	\$379,700,000	388,
Trolley Routes 23 & 56 Infrastructure Improvements	0	0	0	0	0	0	189,000,000	\$189,000,000	189,
Trolley Routes 23 & 56 Vehicle Purchase	0	0	0	0	0	0	130,000,000	\$130,000,000	130,
Vehicle Replacement	0	0	0	0	0	55,000,000	950,000,000	\$1,005,000,000	1,005,
Utility Fleet Renewal	0	3,000,000	3,000,000	3,000,000	3,000,000	24,000,000	0	\$36,000,000	28,
Vehicle Overhaul Program	0	53,600,000	53,000,000	53,000,000	53,000,000	456,510,000	0	\$669,110,000	432,
<b>Total - Capital Program</b>	<b>\$436,837,000</b>	<b>\$303,237,000</b>	<b>\$308,576,000</b>	<b>\$308,441,000</b>	<b>\$308,298,000</b>	<b>\$2,445,496,000</b>	<b>\$4,274,294,000</b>	<b>\$8,385,179,000</b>	<b>\$6,718,</b>
<b>New Starts/Service Initiatives*</b>	\$21,193,000	0	0	0	0	0	TBD	TBD	1,978,

\* See the Transit Planning Efforts section of this document for studies related to New Starts/Service Initiatives.  
The timing and amounts of funds required for the program will be forecasted in future years as the study phases of potential projects advance.