



Southeastern Pennsylvania Transportation Authority (SEPTA)

FY2025 Capital Budget and FY 2025 - 2036 Capital Program: Project Listing and Profiles



Final Version - 6/27/2024



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CAPITAL BUDGET & 12-YEAR PROGRAM



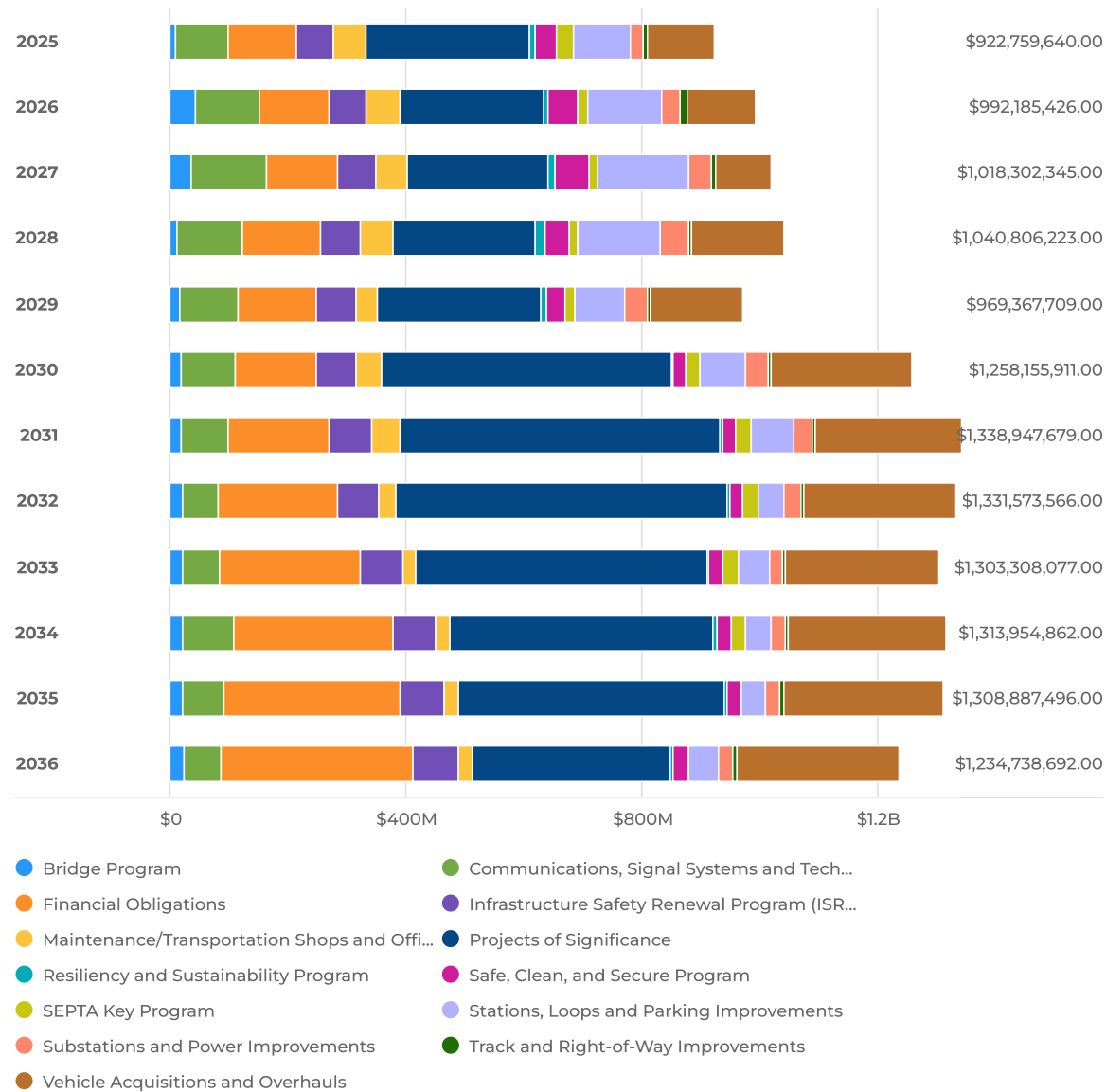
FY2025 - 2036 Capital Investments

This section displays the list of projects and programs with funding allocated ("Requested" per Cleargov) for the next 12 years (FY 2025 - 36) that total \$14 B. The projects are grouped within each capital program ("Department" per Cleargov) that are alphabetically displayed below.

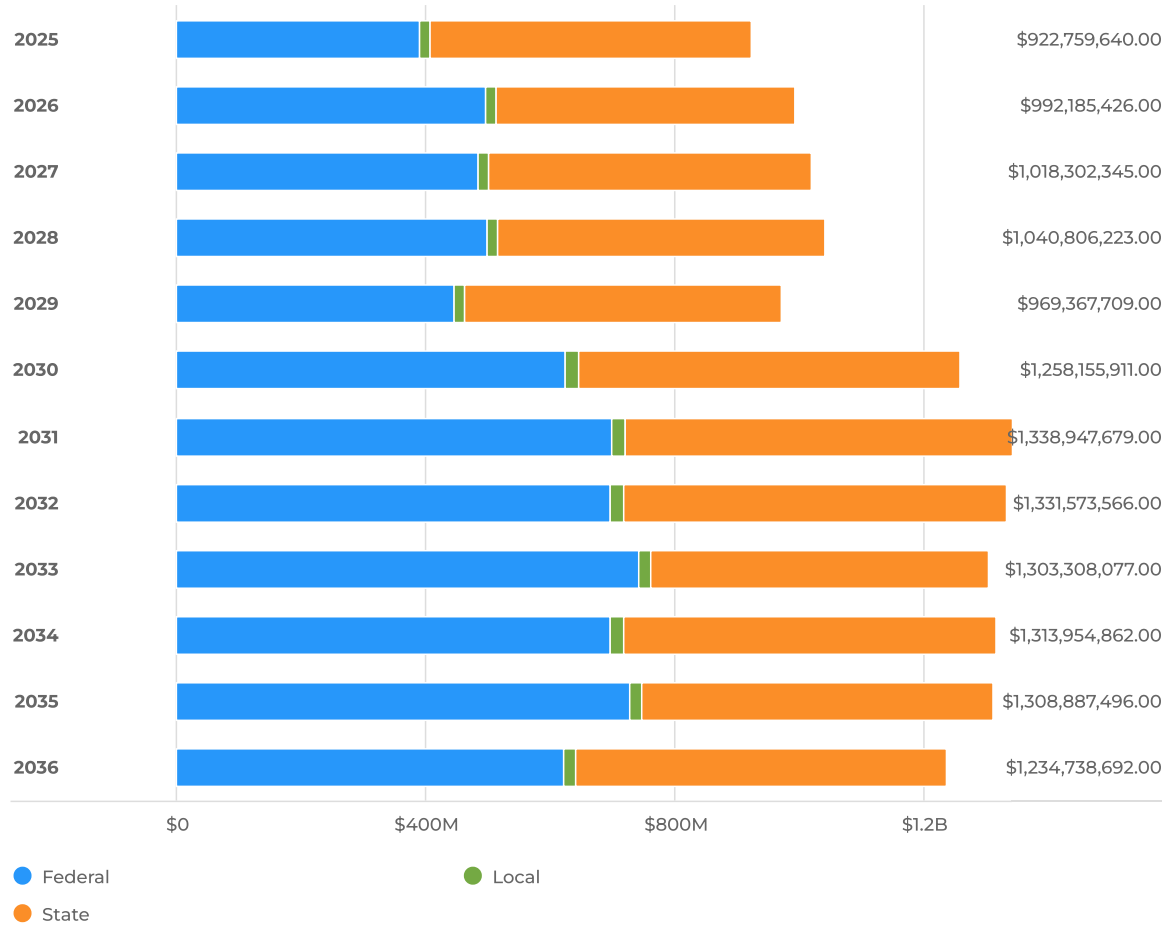
Total Capital Requested \$14,032,987,626

173 Capital Improvement Projects

Total Funding Requested by Department



Total Funding Requested by Source



Bridge Program Requests

Itemized Requests for 2025-2036

Chestnut Hill East Line Bridge Rehabilitation Program	\$22,000,000
Rehabilitation of five (5) bridges on the Chestnut Hill East Regional Rail Line is located at: Mile Post (MP) 5.04 (Wayne Avenue), Built 1893 MP 5.72 (Logan Street), Built 1932 MP 7.63 (Chew Street), Built 1901 MP 8.90 (Mt....	
Chestnut Hill West Line Bridge Rehabilitation Program	\$31,000,000
Rehabilitation of seven (7) bridges on the Chestnut Hill West Regional Rail Line at: MP 0.06 (SEPTA Main Line), Built 1913 MP 0.83 (22nd Street), Built 1918 MP 1.17 (Hunting Park Avenue), Built 1910 MP 1.26 (CSX Tracks), Built...	
Critical Bridge Program	\$168,397,023
Annual program to rehabilitate or replace bridges throughout the system to restore infrastructure to a state of good repair. Bridges programmed for design and/or construction in FY 2025 include but are not limited to: Chestnut Hill West Line...	
Mainline-Schuylkill Bridges - Ductbank	\$6,408,727
This project involves duct bank and cable work of seven (7) bridges between 30th Street Station and Suburban Station located at: MP 0.49 (21st Street); MP 0.58 (22nd Street); MPs 0.61, 0.64 and 0.68 (22nd Street/23rd Street); MP 0.72 (CSX Tracks);...	
NHSL Bridge 0.15 over 69th St. Yard Tracks	\$1,670,000
Critical repairs to the superstructure of Bridge 0.15 on the Norristown High Speed Line (NHSL). This bridge was built in 1906. Construction is being advanced in phases to limit operational impacts. Schedule/Status (Calendar...	
NHSL Viaduct over Schuylkill River	\$29,957,784
The Bridgeport Viaduct at Mile Post 12.81 (Schuylkill River) on the NHSL will be rehabilitated. The project includes steel, concrete and bearing repairs and painting. The viaduct was constructed in 1911 and is 3,165 feet long. Schedule/Status...	
Stone Arch Bridge Program - Phase 2	\$6,568,599
Rehabilitation of Stone Arch Bridges on the Regional Railroad, including: Phase 2A (Construction Completed) Lansdale/Doylestown Line MP 18.91 (Stream), Built 1903, Location: Bucks, Montgomery, and Philadelphia Counties West Trenton...	
Total: \$266,002,133 (12-Years: FY 2025-36)	

Communications, Signal Systems and Technology Improvements Requests

Itemized Requests for 2025-2036

Broad Street Subway Line Signals	\$119,280,894
Broad Street Line and Broad-Ridge Spur: Modernization of the signal system on the Broad Street Line and Broad-Ridge Spur. Work includes upgrades to improve operational reliability for the train control systems on the entire...	
Computer Aided Radio Dispatch (CARD) System Replacement	\$78,256,369
This project will retire the existing Computer Aided Radio Dispatch (CARD) system. The CARD system is made up of two main subsystems: the Radio System and the Computer-Aided Dispatch / Automatic Vehicle Location system (CAD/AVL). Both systems are...	
Fare Box Replacement	\$2,000,000
This project is for the replacement of 1,500 fare boxes, spare parts, test equipment and a tracking system for repairs and replacements. The current fareboxes are beyond their useful life. Schedule/Status (Calendar Year): Design...	
Harrisburg Line Capacity Improvements: Bidirectional Signaling - Paoli to Overbrook	\$6,010,000
This Federal Railroad Administration (FRA) Federal-State Partnership Grant Program funded project will bring the Paoli/Thorndale Line signal system to a state of good repair. The project will replace existing signal infrastructure with a modern...	
Information Technology Program	\$341,479,157
SEPTA addresses technology as 21st Century infrastructure. This program provides upgrades of back-end infrastructure systems to implement industry best practices in communications and control systems and improved digital services for customers....	
Key System Network Communications Hardware	\$1,000,000
Key system network communications hardware includes modems, antennas, station-level network switches and communication room UPS units. The existing communications network devices are at the end of their useful life and approaching their...	
Norristown High Speed Line Interlockings	\$211,430
Renewal and reconfiguration of interlockings on the Norristown High Speed Line at County Line Siding, Wynnewood, Bryn Mawr, and Matsonford to bring interlockings to a State of Good Repair and improve operational reliability. Schedule/Status...	
Operational Technology Cybersecurity	\$58,000,000
This project provides numerous cybersecurity measures to decrease SEPTA's vulnerability to cyber threats for its communication and signal systems. The project includes software, hardware, and the support of Cybersecurity & Infrastructure...	
Positive Train Control	\$7,577,128
Design and installation of a Positive Train Control (PTC) system for the Railroad Division. The PTC system is similar in all aspects to the system provided on the Northeast Corridor, to ensure complete interoperability not only with Amtrak, but...	
Positive Train Control - Onboard Survey Mapping	\$1,854,078
Development of a Positive Train Control (PTC) Onboard Survey Map Software as required by the Federal Railroad Administration (FRA). The project will enhance SEPTA's existing PTC system (ACSEC II) by providing supplementary and redundant safety...	
Positive Train Control Enhancement & Technology Refresh	\$25,000,000
Components of SEPTA's Regional Rail Positive Train Control System are reaching the end of their useful life and will be replaced. Schedule/Status (Calendar Year): 2025 to 2029 Implementation Location: System-wide Service Area:...	
Railroad Interlocking Improvement Program	\$131,793,935
Rebuilding, reconfiguration and construction of railroad interlockings to improve operational efficiency. Regional Rail locations include but are not limited to 16th Street Interlocking, 20th Street Interlocking, Beth and York Interlockings, Broad...	

Real-Time Information / Audio Visual Public Address (AVPA) System	\$2,336,409
Upgrade and modernization of SEPTA's real-time arrival information for customers on all SEPTA modes of transportation. It includes the installation of a Real-Time Vehicle Locating system on all SEPTA vehicles, providing vehicle location...	
Regional Rail VHF Radio Upgrade	\$57,000,000
SEPTA operates a Very High Frequency (VHF) conventional simulcast radio system to support Regional Railroad Operations. The existing equipment has reached the end of its useful life and will be expanded and replaced as part of this project to...	
Regional Railroad Signal Improvement Program	\$60,758,839
Modernization of the signal system on the Regional Rail Network. Work will include upgrades to improve operational reliability for the train control systems on the entire Regional Rail network. Schedule/Status (Calendar Year): ...	
Route 101/102 Positive Train Control and ROW Improvements	\$117,382
Installation of a new state-of-the art Communications Based Train Control (CBTC) system for the Route 101/102 trolley lines. The new system will automatically enforce trolley separation and provide overspeed and roadway worker protection. New...	
SEPTA Transformation - Efficiency and Accountability Capital Support	\$2,671,528
This program will provide capital funding to support SEPTA's Efficiency and Accountability (E&A) Transformation program. Spearheaded by a newly established Transformation Office, the SEPTA E&A initiative is an effort taking place across...	
Signal System Renewal on the Norristown High Speed Line	\$80,421,761
Modernization of the signal system on the Norristown High Speed Line (NHSL). Work includes upgrades to improve operational reliability for the train control systems on the entire corridor. Schedule/Status (Calendar Year): Design: 2024 - ...	
Southwest Connection Improvement Program (SCIP)	\$1,823,263
Reconfiguration and rebuilding of signals, track, catenary, and interlockings from 30th Street Station to Phil Interlocking. Work includes new track special work, overhead contact systems (OCS), updated signal systems, and new PTC...	
Telecommunications System Replacement	\$8,646,666
This project will replace SEPTA's current telecommunications services with a new Voice over IP (VoIP) system. The resulting network will provide a secure, cost-effective, and high-reliability infrastructure for the voice systems. It will utilize...	
Transit Asset Management System	\$4,288,682
The project includes the development and implementation of a system-wide asset management program to facilitate the requirements of the FTA Transit Asset Management Final Rule. This project includes the creation and implementation of asset...	
Video Systems Refreshment Program	\$50,899,999
Replacement and upgrade of existing security cameras and video system components throughout the SEPTA system in stations and on vehicle fleets, including inward-facing cameras within Regional Railcars and crash hardened digital video recording...	
Total: \$1,041,427,520	
(12-Years: FY 2025-36)	

Financial Obligations Requests

Itemized Requests for 2025-2036

Amtrak Trackage	\$902,548,971
<p>This agreement provides a payment mechanism for SEPTA's use of Amtrak tracks to operate the Trenton, Wilmington/Newark and Paoli/Thorndale Regional Rail service, and portions of the Chestnut Hill West, Airport and Cynwyd Regional Rail Lines. With...</p>	
Communication Towers	\$10,550,571
<p>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, Lincoln Plaza Center, Newtown Square, and New Britain.Schedule /...</p>	
Copiers	\$4,954,479
<p>This lease provides for rental of copiers, which are dispersed throughout SEPTA's headquarters and transportation/maintenance facilities.Schedule/Status (Calendar Year): Ongoing Location: Bucks, Delaware, Montgomery, and Philadelphia...</p>	
Partner Projects	\$70,959,996
<p>Funding is programmed to support joint benefit infrastructure projects with partner transportation agencies, such as Amtrak and New Jersey Transit. Schedule / Status (Calendar Year): Ongoing Location: System-wide Service Area:...</p>	
Payments on Capital Grant Receipts Bond, Series 2011/2017	\$61,873,250
<p>Acquisition of 120 Silverliner V Regional Railcars - These electric multiple-unit (EMU) cars have replaced the Silverliner II and III railcars, and provided additional cars to supplement the regional rail car fleet. Vehicles fully comply with...</p>	
Payments on Capital Grant Receipts Bonds, Series 2020	\$76,866,000
<p>Acquisition of 140 Hybrid (Diesel-Electric) Buses – These buses replaced diesel buses acquired in 2004. The vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations. The buses have electronic...</p>	
Payments on Fixed Rate Revenue Refunding Bonds, Series 2017/2019 (PTAF)	\$35,136,500
<p>Proceeds from the Fixed Rate Revenue Refunding Bonds ("Series 2010 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...</p>	
Payments on State Motor Vehicle Sales Tax Bonds, Series 2022	\$1,080,435,900
<p>In October 2022, SEPTA issued bonds in the amount of \$550 M to support SEPTA's Capital Program, which is based on PennDOT's prior approval for SEPTA to issue debt pursuant to Section 1514(f) of Title 74 of the Pennsylvania Consolidated Statutes...</p>	
Warehouse Leases	\$15,246,525
<p>Funding to support warehouse/storeroom facility rental costs at the following locations: 3344 Market Street (Upper Chichester, PA), 4700 Wissahickon Ave (Philadelphia, PA), & 6250 Baltimore Pike (Yeadon, PA).Schedule/Status (Calendar...</p>	
Total: \$2,258,572,192	
(12-Years: FY 2025-36)	

Infrastructure Safety Renewal Program (ISRP) Requests

Itemized Requests for 2025-2036

Infrastructure Safety Renewal Program (ISRP)	\$835,227,000
<p>The annual Infrastructure Safety Renewal Program (ISRP) provides for the restoration by SEPTA forces of SEPTA's City and Suburban transit and railroad infrastructure to a state of good repair. Projects to be advanced include: Track and...</p>	
Total: \$835,227,000	
(12-Years: FY 2025-36)	



Maintenance/Transportation Shops and Offices Requests

Itemized Requests for 2025-2036

1234 Market Street Headquarters Improvements	\$38,422,747
<p>The 1234 Market Street office building was built in 1973 and has served as SEPTA's Headquarters since June 1994. Many critical building components are beyond their useful life and require rehabilitation. This project includes the repair and...</p>	
5800 Bustleton Roof Replacement	\$1,750,000
<p>Replacement of the roof at SEPTA's office building located at 5800 Bustleton Avenue. Schedule/Status (Calendar Year): 2025 – 2027 Design and Construction Location: City of Philadelphia Service Area: City of Philadelphia</p>	
Boiler Replacement Program	\$7,096,015
<p>Boilers at various SEPTA facilities have exceeded their useful life and will be replaced with new energy-efficient boilers. Schedule/Status (Calendar Year): Design & Construction 2025 - 2036 Location: Delaware, Montgomery, and Philadelphia...</p>	
Bus Lift Program	\$12,772,826
<p>The Bus Lift Program will replace in-ground and portable lifts that have exceeded their useful life at select SEPTA City Transit and Suburban Transit bus maintenance facilities. SEPTA operates over 300 bus lifts at eight Depots, some of...</p>	
Courtland Shop Improvements	\$16,881,928
<p>This project will address the conditions at SEPTA's Courtland Track and Carpentry Facility. The design phase will evaluate renovation of the existing facility and relocating SEPTA crews to new facility at Midvale. Schedule/Status (Calendar...</p>	
Decatur Warehouse Purchase and Upgrades	\$15,000,000
<p>SEPTA began leasing the Decatur Warehouse in 2020. Decatur is a 135,000 square foot facility that serves as SEPTA's primary warehouse for materials. Located in North Philadelphia, SEPTA will acquire the property and perform various upgrades to...</p>	
Environmental Clean Up and Protection	\$15,050,172
<p>Activities include remediation associated with underground storage tanks, lead-based paint, asbestos, contaminated soil, and groundwater. Site assessments to determine environmental exposure prior to acquiring properties are included under this...</p>	
Facilities Critical Infrastructure Program	\$42,576,089
<p>The Facilities Critical Infrastructure Program will provide annual renovation and renewal of critical infrastructure at SEPTA facilities including heating, ventilation, air conditioning, plumbing, and lighting. This is an ongoing systemwide...</p>	
Facilities Furnishings Program	\$7,096,015
<p>This program will replace various facility furnishings throughout the Authority. Replacements will include Bus and Rail Operations facility furniture along with 1234 Market Street cubicle and office furniture. This program also includes planning...</p>	
Frankford Depot Roof Replacement	\$10,865,147
<p>This project will replace the SEPTA Frankford Depot roof with a new roofing system, replace mechanical equipment, upgrade fire alarm and fire suppression equipment. Schedule/Status (Calendar Year): Design: 2024 – ...</p>	
Frazer Rail Shop and Yard Expansion	\$33,201,402
<p>Phased upgrade of the Frazer Maintenance Facility to accommodate the expansion of SEPTA's Regional Railcar and locomotive fleets. Work includes extending existing storage tracks and adding new storage tracks; major upgrades to the repair shop and...</p>	
Frazer Transportation Building	\$37,000,000
<p>A new transportation building at SEPTA's Frazer Railroad facility will be constructed to accommodate expanded staff, including train crews, and provide functional quarters for the Yardmaster. In addition, there will be a new elevated...</p>	

Garage / Shop Overhead Doors	\$7,662,462
Overhead and fire doors, which have exceeded their useful life, at various SEPTA facilities will be replaced. New doors will improve security, save energy, and increase fire safety at SEPTA bus depots. Schedule/Status (Calendar Year): Design...	
Maintenance Facilities Improvement Program	\$39,459,999
This project will address the conditions at SEPTA's various maintenance facilities and implement necessary improvements to improve safety and efficiency. Facilities will be identified and budgeted for improvements. Schedule/Status...	
Maintenance, Stations and Substations Roof Program	\$19,222,700
The Maintenance, Stations and Substations Roof Program will replace and upgrade existing roofs at maintenance facilities, stations, and substations throughout the SEPTA system. Work may include replacement of mechanical...	
Powelton Yard Facility Improvements	\$1,179,786
Improvements to the Powelton Yard Facility include building repairs, new windows, new bathrooms, and replacement of the storeroom facility currently housed in a former railroad boxcar. Schedule/Status (Calendar Year): Design (2015 - ...	
Southern Garage Roof Replacement	\$8,823,105
The SEPTA Southern Garage's existing roof system, fire alarm and fire suppression equipment will be replaced and upgraded. Schedule/Status (Calendar Year): Design & Construction 2028 - 2031 Location: City of Philadelphia Service...	
Steel Wheel Lift Program	\$13,272,840
Rebuilding/modernization or replacement of truck and body hoist systems at various SEPTA steel wheel shops. These hoists are used to facilitate body and truck separation and to elevate railcars to safe heights and hold them as required to perform...	
Vehicle Engineering & Maintenance Shop Equipment Program	\$42,576,089
This project provides for replacement of vehicle and shop equipment critical to maintaining SEPTA's fleet and infrastructure. The project covers a variety of material handling and shop equipment including cranes, wheel presses, rail...	
Vehicle Washer Program	\$21,288,045
Replacement and refurbishment of vehicle washers are used at multiple shops system-wide. The project includes procurement of portable vehicle washers that can be deployed more effectively at some locations. The new washers will serve...	
Victory Shop and Storage	\$18,266,125
Replacement of the existing deteriorated shop and storage facilities located at 103 Victory Avenue. Work also includes improvements to parking and vehicle circulation, installation of a stormwater management system and replacement of the salt...	
Wheel Truing Program	\$10,810,000
The Wheel Truing Program will recondition and rebuild wheel truing machines that have exceeded their useful life. The equipment is key to the resurfacing of train wheels and ensure equipment availability and safe operations. ...	
Wyoming Complex Stormwater Retrofits	\$8,062,170
This project will reconfigure stormwater management and improve pavement conditions in the existing parking lot at SEPTA's Wyoming Complex which includes Wyoming, Berridge and Courtland shops. This is a joint effort working with the Philadelphia...	
Zero Emission Bus (ZEB) Fleet Transition Facility Upgrades	\$44,704,500
While public transit is already a sustainable form of transportation compared to single-occupancy vehicles, transit agencies have an opportunity to further contribute to regional and national greenhouse gas reduction goals and improve local air...	
Total: \$473,040,162	
(12-Years: FY 2025-36)	



Projects of Significance Requests

Itemized Requests for 2025-2036

Airport Corridor Improvements	\$24,558,751
The project includes design & construction of new track segments along the Airport Line to separate SEPTA regional rail services from freight rail operations. Separating from freight operations creates the opportunity for increased frequency...	
Boulevard Direct Phase B	\$371,129
The Direct Bus Phase B project will build upon the existing Roosevelt Boulevard Direct Bus Service between Neshaminy Mall in Bucks County and Frankford Transportation Center in Philadelphia. Direct Bus B will extend the service from the Frankford...	
Broad Street Line (BSL) Vehicle Replacement and Infrastructure	\$700,000,000
This project includes the purchase of modern trainsets to replace the aging Broad Street Line (BSL) rail...	
Bus Network Enhancements: Bus Stop Improvements	\$23,581,469
A key goal of Bus Revolution is to ensure SEPTA's bus network is more equitable by increasing opportunities for disadvantaged communities, who depend on public transportation to meet their needs more than the population at large. Projects will be...	
Bus Network Enhancements: Transit Priority Projects	\$59,086,842
A key goal of the Bus Revolution is to ensure SEPTA's bus network is more equitable by increasing opportunities for disadvantaged communities, who depend on public transportation to meet their needs more than the population at large. Projects will...	
Coatesville Service Restoration	\$5,999,970
The Coatesville Service Restoration project will restore rail service on the Paoli/Thorndale Regional Rail Line from its existing terminus at Thorndale, Chester County, to a new terminus in Coatesville, Chester County. Regional Rail service beyond...	
Exton Station Multimodal Improvements	\$1,199,999
This project will design and implement Phase 2 of Exton Station on the Paoli-Thorndale Regional Rail Line multimodal improvements, including the construction of a bus loop with bus shelter. Derived from the recommendations of the Bus Revolution,...	
Future Bus End of Line Projects	\$15,324,925
Property acquisition, design, and construction of bus end-of-line facilities at locations are to be determined throughout the SEPTA service area. Schedule/Status (Calendar Year): Design & Construction: 2030 – 2036 Location:...	
Knights Road Loop/End of Line	\$1,686,961
Property acquisition, design, and construction of bus end-of-line facility at 12123 Knights Road in Philadelphia. End-of-line facilities provide designated spaces for SEPTA buses to layover, improving operations and amenities for riders and...	
Mainline-Schuylkill Bridges and Interlockings (30th Street Station to Suburban Station)	\$371,800,564
When the Center City Commuter Connection Tunnel was built in the early 1980s to connect the Pennsylvania and Reading Railroads, it created the only fully electrified, through-running railroad in North America and the heart of SEPTA's Regional Rail...	
Market-Frankford Line (MFL) Vehicle Replacement and Infrastructure	\$830,868,632
In February 2024, SEPTA was awarded \$317 million by the Federal Transit Administration (FTA) to support the replacement of Market-Frankford Line (MFL) M-4 railcars. The project is currently in the procurement phase and SEPTA...	
Micro Transit Service Implementation	\$6,112,375
Micro transit is a new on demand mode designed to improve service delivery in low-density, suburban jurisdictions. The mode will use new, smaller vehicles. The new vehicle specification will be coordinated with CCT for future paratransit fleet...	

Neshaminy Boulevard Loop/End of Line	\$3,750,000
Property acquisition, design, and construction of bus end-of-line facility at 3805 Neshaminy Boulevard in Bucks County. End-of-line facilities provide designated spaces for SEPTA buses to layover, improving operations and amenities for riders and...	
Norristown Corridor Improvements	\$25,075,000
The project includes design & construction of new track segments along the Manayunk/Norristown Line to separate SEPTA regional rail services from freight rail operations. Separating from freight operations creates the opportunity for increased...	
North Philadelphia Infrastructure	\$6,853,750
As SEPTA advances the Regional Rail Master Plan, it has become clear that the confluence of systems around North Philadelphia Station will play a significant role in SEPTA's ability to deliver more frequent and reliable service. In order for SEPTA...	
Regional Rail Master Plan Program Management	\$3,318,750
This project will progress concepts and alternatives evaluated through the Regional Rail Master Plan effort, including more detailed alternative analysis and concept design. Work may include progression of appropriate NEPA work with a focus on...	
Regional Railcars Silverliner IV Replacement and Infrastructure	\$767,979,219
The current Silverliner IV railcar fleet was manufactured between 1974 and 1976 and is approaching 50 years of service. Funding programmed will provide for vehicle design specifications, infrastructure improvements, and a partial fleet replacement...	
South Philadelphia Transportation Center	\$2,429,466
Work on a new South Philadelphia Transportation Center, which was selected by the Federal Transit Administration (FTA) to receive \$9.8 M in grant funding to construct new End of Line facilities in South Philadelphia for both east-west &...	
Trolley Modernization	\$1,736,217,194
The Trolley Modernization program will help deliver SEPTA's vision of an accessible, fast, and easy-to-use trolley system. SEPTA is committing approximately \$1.983 billion (B) to the Trolley Modernization program, which consists of \$1.736 B over...	
Wissahickon Transportation Center	\$13,385,927
This project will expand and improve the Wissahickon Transportation Center (WTC) in Philadelphia to effectively accommodate its ridership and enhance the transportation network, intermodal connections, and access to jobs and essential services....	
Total: \$4,599,600,923	
(12-Years: FY 2025-36)	

Resiliency and Sustainability Program Requests

Itemized Requests for 2025-2036

Climate Adaptation and Mitigation Program **\$25,000,190**

The goal of this program is to identify, assess, and mitigate the climate risks, threats, and vulnerabilities of the infrastructure owned by the Authority. SEPTA will fund projects to prepare for and address the potential impacts of climate change...

Jenkintown Flood Mitigation **\$3,861,874**

Implementation of a drainage improvement strategy at Jenkintown Station, a key hub in the Regional Rail network. The project includes three specific initiatives: a study of drainage patterns and contributory areas; development of downstream...

NHSL Slope Stabilization at Rebel Hill **\$22,000,000**

The SEPTA Norristown High Speed Line (NHSL) passes adjacent to a near vertical rock cut between New Gulf Road and Interstate 76 (Schuylkill Expressway), in Upper Merion Township, Montgomery County known as Rebel Hill. Constant erosion from...

On-Site Power For Major Facilities **\$7,665,462**

Installation of emergency back-up power and power system upgrades and at major SEPTA maintenance and transportation facilities. Schedule/Status (Calendar Year): 2030 – 2036 Construction Location: Bucks, Chester, Delaware, Montgomery, and...

Tropical Storm Ida Response & Recovery **\$26,562,661**

This project will address damage caused by Tropical Storm Ida flooding in September 2021, most notably to signal systems along the Manayunk/Norristown Regional Rail Line. Schedule/Status (Calendar Year): 2025 – 2029 Location:...

Total: \$85,090,187
(12-Years: FY 2025-36)

Safe, Clean, and Secure Program Requests

Itemized Requests for 2025-2036

2026 Events Preparedness Initiative	\$5,000,000
<p>In 2026, the City of Philadelphia will host numerous large-scale events, including the celebration of our nation's 250th birthday (Semiquincentennial), the FIFA World Cup, and Major League Baseball's All-Star Game. To prepare for these events,...</p>	
Cleaning Equipment	\$33,430,802
<p>The project provides for the purchase of various cleaning equipment and the construction of a 5,000 sq. ft. cleaning equipment storage facility at Fern Rock Shop. The project will improve SEPTA's cleaning capabilities and help keep stations and...</p>	
Escalator / Elevator Improvement Program	\$58,855,529
<p>Modernization and upgrades to the escalators and elevators throughout the SEPTA system, including design, construction, and integration of an escalator remote monitoring system. Schedule/Status (Calendar Year): Ongoing Location: City of...</p>	
Fare Evasion Technology Program	\$15,347,034
<p>SEPTA is experiencing significant fare evasion at numerous Metro stations. To improve passenger safety and reduce fare evasion, SEPTA is presently implementing the Fare Evasion Pilot Program to install and test new 3D Detection faregates (3D...</p>	
Fern Rock Transportation Center Pedestrian Access	\$27,599,999
<p>This project will provide an undergrade pedestrian connection from the neighborhood immediately east of Fern Rock Transportation Center. SEPTA is working with the City of Philadelphia to determine the safest, most accessible, and efficient path of...</p>	
Fern Rock Transportation Center Safety Improvements	\$5,455,268
<p>Safety improvements at Fern Rock Transportation Center Railroad Station, which serves the Lansdale/Doylestown, Warminster and West Trenton Regional Rail Lines and provides connecting service to the Broad Street Line. Work includes overhauling the...</p>	
Grade Crossing Enhancement Program	\$28,384,060
<p>This safety project will renew and upgrade various railroad and trolley highway grade crossing locations within the SEPTA system, including the addition of passive and/or active safety enhancements. Schedule/Status (Calendar Year):...</p>	
Lawndale Station Grade Separation & High-Level Platform	\$20,884,590
<p>Construction of a grade separated pedestrian access to Lawndale Station on the Fox Chase Regional Rail Line. This project also includes the installation of a high-level platform and passenger shelters. Schedule/Status (Calendar...</p>	
Light Rail Vehicle (LRV) Collision Avoidance System	\$3,500,000
<p>This project will implement collision warning technology, a safety system that uses radar, lasers, or cameras to detect hazards and provide warnings to the operator along with automatic emergency braking. SEPTA will install a Collision Avoidance...</p>	
NRG Station Ventilation Improvements	\$9,154,663
<p>Replacement and upgrade of the existing ventilation systems and installation of a smoke abatement system at NRG Station. Schedule/Status (Calendar Year): Phase 1 is complete. Phase 2: Implementation 2029 - ...</p>	
Regional Rail Grade Crossing Program	\$3,049,615
<p>This safety project will renew and upgrade various railroad & highway grade crossing locations within the SEPTA system, including the addition of passive and/or active safety enhancements. This project is supported by two Federal Highway...</p>	
Safety and Security Infrastructure Hardening Program	\$47,530,866
<p>Infrastructure improvements and modifications throughout the SEPTA system will improve the safety and security of both passengers and assets. This program includes culvert and retaining wall replacement and renewal. It will also...</p>	

Safety and Security Shop, Yard, & Office Hardening	\$51,620,196
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Infrastructure improvements and modifications throughout SEPTA's shops, yards, and offices to improve the safety and security of employees and assets. This program will allow SEPTA to perform analysis and conceptual design of key safety and...

SEPTA Transit Police Department Equipment	\$7,096,015
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This project will provide equipment for the SEPTA Police Department to support and enhance the department's effectiveness in fulfilling its mission, improve operational capabilities, and ensure the safety of passengers and personnel. The SEPTA...

Tank Replacement Program	\$26,717,242
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Annual renovation and renewal of critical infrastructure at SEPTA facilities including heating, ventilation, air conditioning, plumbing, and lighting. This is an ongoing system-wide program to address critical needs to keep the SEPTA system...

Vacuum Cleaning Trains	\$36,000,000
-------------------------------	---------------------

The project provides for the purchase of self-propelled vacuum cleaning trains to accelerate and economize the cleaning of SEPTA rail tunnels within Philadelphia. Schedule/Status (Calendar Year): 2025 – 2029 Procurement and...

Total: \$379,625,879
(12-Years: FY 2025-36)

SEPTA Key Program Requests

Itemized Requests for 2025-2036

SEPTA Key Program	\$219,954,107
--------------------------	----------------------

SEPTA Key ProgramThe SEPTA Key project has modernized SEPTA's antiquated fare payment and collection system by replacing it with a system that utilizes contactless payment devices and readers. Fare Kiosks located in stations and other terminal...

Total: \$219,954,107
(12-Years: FY 2025-36)

Stations, Loops and Parking Improvements Requests

Itemized Requests for 2025-2036

11th Street Station	\$4,534,008
Improvements to 11th Street Station on the Market-Frankford Line will make the station fully ADA accessible. The project provides for installation of elevators and accessibility improvements; renovation of existing platforms and station interior;...	
34th Street Station	\$30,719,300
Improvements to the 34th Street Station on the Market-Frankford Line will make the station fully ADA accessible. The project provides for the installation of elevators and accessibility improvements; renovation of existing platforms and station...	
69th Street Transportation Center Multi-Modal & ADA Improvements	\$15,000,000
The 69th Street Transportation Center project aims to enhance the commuter experience at the transportation hub. Located in Upper Darby, Pennsylvania, the center serves as a crucial transit nexus, connecting various modes of transportation,...	
ADA Bridge Plates	\$211,057
This project will provide replacement and additional bridge plates at rail stations to assist passengers with disabilities or special needs to board railcars over gaps that exist between station platforms and...	
Additional Regional Rail and Rail Transit ADA Stations	\$224,974,000
Stations programmed in FY 2030 - 2036 will be modernized and made ADA accessible. A detailed scope of work for these stations and additional Regional Railroad rail transit stations identified for capital improvements will be developed as they are...	
Ardmore Transportation Center on the Paoli/Thorndale Line	\$3,000,000
Improvements to the Ardmore Transportation Center on the Paoli/Thorndale Regional Rail Line will be completed in two phases. Phase 1 will make this station fully ADA accessible with enhancements that include a new inbound station building;...	
Bicycle Transit Access Program	\$2,838,406
The Bicycle Transit Access Program will install new bicycle parking shelters, racks and other bicycle-access-related improvements at select SEPTA stations. Vehicle retrofit kits to accommodate micromobility on-board trains and trolleys. The...	
Bridgeport Station	\$3,999,999
As part of the rehabilitation of the Bridgeport Viaduct at Mile Post 12.81 (Schuylkill River) on the Norristown High Speed Line (NHSL), improvements will be made to Bridgeport Station to make the station fully ADA accessible. This project will...	
Bristol Station on the Trenton Line	\$21,307,678
This project will make the Bristol Station on the Trenton Regional Rail Line fully ADA-accessible and includes full-length high-level platforms, ADA-accessible ramps and new stairs, new passenger shelters, and passenger amenities....	
Center City Concourses	\$19,310,640
Multiphase improvements to the Center City Concourses will enhance accessibility and bring the concourse network to a State of Good Repair. This program will include new finishes, lighting and security features, structural rehabilitation, new...	
Chester City Transportation Center Multi-Modal & ADA Improvements	\$5,000,000
The Chester Transportation Center project aims to enhance the rider experience at the transportation hub. Located in Chester City, Pennsylvania, the center serves as a crucial transit nexus, connecting multiple bus routes and Regional Rail via the...	
Chestnut Hill East Station on the Chestnut Hill East Line	\$10,036,849
Accessibility improvements at the Chestnut Hill East Regional Rail Station will include construction of a high-level platform, station building improvements and an ADA-accessible pathway at the station. Schedule/Status (Calendar...	

Chinatown Station on the Broad-Ridge Spur	\$9,790,000
Improvements to Chinatown Station on the Broad-Ridge Spur will make the station fully ADA accessible. The project provides for installing elevators and accessibility improvements; renovation of platforms and station interiors; new signage,...	
City Hall & 15th Street Stations	\$104,578,502
Rehabilitation of City Hall Station on the Broad Street Line and 15th Street Station on the Market-Frankford Line (MFL) to make the stations fully ADA accessible; bring the stations to a state of good repair; improve customer use, safety, and...	
Conshohocken Station Parking	\$22,261,000
SEPTA is working with stakeholders to pursue a joint development opportunity at Conshohocken Station. The joint development would provide structured parking for SEPTA riders and new housing units. Simultaneously, SEPTA is designing a temporary...	
Cornwells Heights Station Reconfiguration on the Trenton Line	\$18,122,460
This project will make the Cornwells Heights Station on the Northeast Corridor, serving Amtrak Keystone Services trains and the SEPTA Trenton Line Regional Rail Line fully ADA accessible and includes full-length high-level platforms, new passenger...	
Design for Broad Street Subway Station ADA Accessibility	\$4,954,235
SEPTA is simultaneously designing accessibility improvements for nine Broad Street Subway stations to reach the goal of a fully accessible Broad Street Line by 2032. SEPTA will implement construction for each station as soon as operational needs...	
Ellsworth-Federal Station	\$25,000,000
Improvements to Ellsworth-Federal Station on the Broad Street Line will make the station fully ADA accessible. The project provides for elevators and accessibility improvements, renovation of existing platforms and station interior; new signage,...	
Erie Station	\$16,583,056
Improvements to the Erie station on the Broad Street Line will make the station fully ADA accessible. Work includes installation of three (3) ADA accessible elevators with one being between street level and the mezzanine level of the station, and...	
Fairmount Station	\$18,264,330
Improvements to Fairmount Station on the Broad Street Line and Broad-Ridge Spur to make both platform levels of the station fully ADA accessible. The project provides for installation of elevators and accessibility improvements; renovation of...	
Hunting Park Station	\$26,000,000
Improvements to Hunting Park Station on the Broad Street Line will make the station fully ADA accessible. The project provides for elevators and accessibility improvements; renovation of existing platforms and station interior; new signage,...	
Jenkintown-Wyncote Station on the Regional Rail Mainline	\$44,424,408
Improvements will make the Jenkintown-Wyncote Station fully ADA accessible. This station will receive new full-length high-level platforms; new pedestrian overpasses and elevators; new passenger shelters; accessible pathways and...	
Logan Station	\$26,000,000
Improvements to Logan Station on the Broad Street Line will make the station fully ADA accessible. The project provides for installation of elevators and accessibility improvements; renovation of existing platforms and station interior; new...	
Lombard-South Station	\$25,000,000
Improvements to Lombard-South Station on the Broad Street Line will make the station fully ADA accessible. The project provides for installation of elevators and accessibility improvements; renovation of existing platforms and station interior;...	
Malvern Station on the Paoli/Thorndale Line	\$26,997,228
This project will make the Malvern Station fully ADA accessible and include full-length high-level platforms, new passenger shelters, security improvements and passenger amenities. Schedule/Status (Calendar...	

Marcus Hook Station on the Wilmington Line	\$29,000,000
This project will make the Marcus Hook station fully ADA accessible and includes full-length high-level platforms, new passenger shelters, security improvements and passenger amenities. Schedule/Status (Calendar...	
Noble Station on the West Trenton Line	\$32,042,444
The Noble Station on the West Trenton Regional Rail Line will be made ADA accessible and include a storage track for operational efficiency. Work will also include full-length high-level platforms; canopies and passenger shelters; accessible...	
Norristown Transportation Center Multi-Modal & ADA Improvements	\$5,000,000
The Norristown Transportation Center project aims to enhance the rider experience at the transportation hub. Located in the Municipality of Norristown, Pennsylvania, the center serves as a crucial transit nexus, connecting multiple bus routes,...	
Paoli Transportation Center on the Paoli/Thorndale Line	\$50,280,000
This project provides for the engineering and construction of a new multimodal transportation center in Paoli, Chester County. The facility is on SEPTA's Paoli/Thorndale Regional Rail Line and Amtrak's Harrisburg Line. Connecting services include...	
Rail Transit Wayfinding & Signage	\$21,339,638
Complete redesign and replacement of the signage and wayfinding system for the various heavy rail and light rail lines that make up the "SEPTA Metro" system – Market-Frankford Line, Broad Street Line, Norristown High Speed Line, and trolleys. Over...	
Regional Rail Station Roof Program	\$14,192,029
Annual program of phased construction of various station roofs along the Regional Rail network. Work will include roof repair, renewal, and/or replacement. Schedule/Status (Calendar Year): Ongoing Location: Bucks, Chester, Delaware,...	
Snyder Station	\$14,334,956
Improvements to Snyder Station on the Broad Street Line will make the station fully ADA accessible. The project is for two elevators (one street to mezzanine and one mezzanine to platform), accessibility improvements, renovation of existing...	
Spring Garden Station	\$7,370,000
Improvements to Spring Garden Station on the Market-Frankford Line will make the station fully ADA accessible. The project provides for the installation of elevators and accessibility improvements; renovation of existing platforms; and new...	
Swarthmore Station on the Media/Elwyn Regional Rail Line	\$6,371,848
Improvements to the ADA path of travel at the Swarthmore Station on the Media/Elwyn Regional Rail Line. Work includes improvements to the tunnel and new ramps between the tunnel and platforms. Schedule/Status (Calendar...	
Tasker-Morris Station	\$8,183,118
Improvements to Tasker-Morris Station on the Broad Street Line will make the station fully ADA accessible. The project provides for installation of elevators and accessibility improvements; renovation of existing platforms and station interior;...	
Villanova Station on the Norristown High Speed Line	\$3,846,058
Improvements will make Villanova Station on the NHSL fully ADA accessible. Rehabilitation of station facilities, including improvements to existing platforms and shelters; accessibility improvements including ramps, stairs and handrails/...	
Villanova Station on the Paoli/Thorndale Regional Rail Line	\$25,058,584
This project will make the station fully ADA accessible and includes full-length high-level platforms, new canopies, station building improvements, passenger shelters, security improvements and passenger amenities. Phase 1 was completed in...	
Willow Grove Station on the Warminster Regional Rail Line	\$30,555,000
Relocation of Willow Grove Station on the Warminster Regional Rail Line will make the station fully ADA-accessible and address traffic congestion issues on Rt. 611 near the existing station. Phase 1 includes track realignment and related...	

Wyoming Station

\$26,000,000

Improvements to Wyoming Station on the Broad Street Line will make the station fully ADA accessible. The project provides for installation of elevators and accessibility improvements; renovation of existing platforms and station interiors; new...

Total: \$982,480,831
(12-Years: FY 2025-36)

Substations and Power Improvements Requests

Itemized Requests for 2025-2036

18th Street Switching Station	\$13,000,000
Overhaul of 18th Street Switching Station in the Center City Tunnel. Work includes new transformers, trolley breakers, feeder breakers, substation switchgear and protective relaying. Design is being performed as part of the Substation Design...	
30th Street West Catenary Replacement	\$14,521,781
Replacement and upgrade of the overhead contact system includes catenary structures from 30th Street Station to 'K' Interlocking and the Powelton Yard Complex. Schedule/Status (Calendar Year): Design: 2015 – 2024 Construction:...	
Brill Substation	\$12,800,000
Replacement of major power components at Brill Substation, originally built in 1985, on the Airport Regional Rail Line. Work includes installing new transformers, trolley breakers, feeder breakers, substation switchgear and protective...	
Cresheim Valley Substation	\$32,729,596
Construction of a new substation for the Chestnut Hill East and West Regional Rail Lines. Work includes new transformers, trolley breakers, feeder breakers, substation switchgear and protective relaying. The new Cresheim Valley substation will...	
Ellen Substation	\$12,680,000
Overhaul of Ellen Substation, serving the Market-Frankford Line and a portion of the Rt. 15 Trolley. Work includes replacement and upgrade of existing breakers, rectifiers, transformers, relays and switch gears. Design is being performed as...	
Market Substation	\$7,490,880
Overhaul of the Market Substation, serving the Market-Frankford Line and City Trolley Lines. Work includes replacement and upgrade of existing breakers, rectifiers, transformers, relays and switch gears. Design is being performed as part of...	
Park, Broad, Loudon, Castor Substations	\$26,117,999
Overhaul of the following transit substations. Work includes replacement and upgrade of existing breakers, rectifiers, transformers, relays and switch gears. Park Substation, serving the Broad Street Line (BSS). Broad Substation, serving...	
Ranstead Substation	\$12,680,000
Overhaul of Ranstead Substation, serving the Market-Frankford Line and a portion of the City and Suburban Trolley Lines. Work includes replacement and upgrade of existing breakers, rectifiers, transformers, relays, and switch...	
Regional Rail Automated Wire Scan Demonstration	\$62,833
SEPTA will work in partnership to implement an automated wire scan of a portion of the SEPTA Regional Rail network's overhaed catenary system. SEPTA will provide operational support and direction and facilitate execution of the automated wire...	
Regional Rail Substation Program	\$40,709,997
A multi-year overhaul of various regional rail substations. Work includes installing new breakers, rectifiers, transformers, relays, and switch gear. Schedule/Status (Calendar Year): 2030 and Beyond Implementation Location: Bucks,...	
Substation Design and Equipment Purchase	\$762,086
This program includes the design necessary for improvements to seven transit substations (Market, Ellen, Ranstead, Park, Broad, Loudon, and Castor), nine railroad substations and switching stations (Neshaminy, Bethayres, Yardley, Lansdale, Hatboro...	
Supervisory Control and Data Acquisition (SCADA) System and Network Upgrade	\$17,527,839
SEPTA's expansive traction power infrastructure is monitored and controlled centrally from its Control Center through a complex Supervisory Control and Data Acquisition (SCADA) system. The SCADA system allows SEPTA's dispatch personnel to...	

Transit Substation Program	\$114,936,932
A multi-year overhaul of various rail transit substations. Work includes installing new breakers, rectifiers, transformers, relays, and switch gear. Schedule/Status (Calendar Year): 2030 – 2036 Implementation Location: City of...	
Wayne Junction Static Frequency Converters (SFC) #1-4	\$45,284,449
The major components of the three Static Frequency Converters (SFCs), located adjacent to Wayne Junction Substation, are past their useful lives. SFCs are necessary to convert 230 kV 60 Hz power provided by PECO into a one-of-a-kind 24/12 kV 25 Hz...	
Woodbourne Substation	\$15,490,000
Construction of a new Traction Power and Substation on the West Trenton Regional Rail Line. Design is being performed as part of the Substation Design and Equipment Purchase project (CPMS #CRPYS). Schedule/Status (Calendar Year):...	
Total: \$366,794,392 (12-Years: FY 2025-36)	

Track and Right-of-Way Improvements Requests

Itemized Requests for 2025-2036

69th Street Yard Tracks Program	\$4,819,825
Renewal of yard tracks and special track work for Suburban Transit Division Route 101/102 Trolley Lines and Market-Frankford Line tracks at the 69th Street maintenance complex. Schedule/Status (Calendar Year): Design:...	
Harrisburg Line Capacity Improvements – Track 2	\$5,000,000
The project will rehabilitate and upgrade Track 2 from Glen to Thorn Interlocking in Chester County, PA, on the Amtrak-owned Harrisburg Line (Paoli-Thorndale Regional Rail line) between Philadelphia and Harrisburg. The Federal Railroad...	
Market-Frankford Haunch Repair	\$14,192,026
This project consists of installing concrete haunch bearing repairs along the Market-Frankford Line's Frankford Elevated Rail segment. Work includes removal and replacement of deteriorated concrete, furnishing and installation of steel side plates...	
Market-Frankford Line Bridge Street Yard Program	\$5,359,158
Renewal of yard tracks including 3rd rail for the Market-Frankford Line at the Bridge Street Yard. Schedule/Status (Calendar Year): Design is completed (2020 - 2021). Construction: 2021 – 2027 Location: City of...	
Norristown High Speed Line Tie Replacement and Continuous Welded Rail	\$1,000,000
Renewal of ties and bridge timbers, and conversion of 100-pound bolted rail to 115-pound bolted rail for the Norristown High Speed Line (NHSL), including track surfacing, and new special track work. Project includes acquiring special rail...	
Removal of Abandoned Trolley Tracks	\$14,192,026
Annual program to remove abandoned trolley tracks no longer in service along City of Philadelphia streets to improve safety in the public right-of-way. Schedule/Status (Calendar Year): Ongoing Location: City of...	
Trolley Tunnel Track	\$32,506,499
Annual program to renew track, ties, and curve worn rail in the City Transit Division Trolley Tunnel. The tunnel serves Trolley Routes 10, 11, 13, 34 and 36. This is an ongoing program to keep the City Trolley system operating reliably and...	
Total: \$77,069,534 (12-Years: FY 2025-36)	

Vehicle Acquisitions and Overhauls Requests

Itemized Requests for 2025-2036

Automatic Passenger Counters

\$7,243,205

Automatic Passenger Counters (APCs) measure and monitor real-time transit ridership and operating characteristics for SEPTA's bus and rail transit fleets. APCs collect stop-level ridership, running time, on-time performance, speed, passenger...

Bus Purchase Program

\$1,213,720,823

SEPTA is planning to fully transition to Zero-Emission Buses (ZEBs) by the year 2040 in support of SEPTA's sustainability plan. The Zero Emission Bus (ZEB) Master Plan provides groundwork for the bus fleet of the future. SEPTA has completed the...

Paratransit Vehicle Purchase

\$64,099,265

SEPTA routinely acquires new ADA-accessible vehicles for its paratransit and shared-ride services to replace vehicles that have exceeded their useful life of five (5) years. These vehicles are provided to private carriers, which operate the...

Utility Fleet Renewal (Non-Revenue Vehicles)

\$168,947,827

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. To have adequate and reliable utility...

Vehicle Overhaul Program (VOH)

\$986,000,000

SEPTA's annual Vehicle Overhaul Program (VOH) provides for the systematic replacement or upgrade of systems on SEPTA's rolling stock and VOH support equipment. In addition to vehicle fleet overhauls, this program also provides for vehicle...

Zero Emission Bus (ZEB) Retrofit Pilot

\$8,091,646

SEPTA will pilot the retrofitting of 12 midlife diesel-hybrid buses with battery-electric bus technology. With the goal of achieving a 100 percent zero-emission bus fleet by 2040, retrofitting existing hybrid buses may be a cost-effective and...

Total: \$2,448,102,766
(12-Years: FY 2025-36)

How to Read a Capital Project Profile

(This is profile has been modified for demonstration purposes)

Project Title

Overview

Request Owner	Capital Budgets, SEPTA
Department	Projects of Significance
Type	Capital Improvement
Project Number	CC123

Description

This project will expand and improve the Transportation Center to effectively accommodate its ridership and enhance the transportation network, intermodal connections, and access to jobs and essential services. This expansion will allow vehicles and pedestrians to safely navigate the area while reducing congestion.

Schedule/Status (Calendar Year):

Design is complete (2017-2023).
 Construction: 2023 - 2026
 Location: City of Philadelphia
 Service Area: Montgomery and Philadelphia Counties
 Program Element: Bus Revolution (Bus End of Line Projects)

Images



Details

S/TIP MPMS #	115472
Type of Project	Bus End of Line Projects

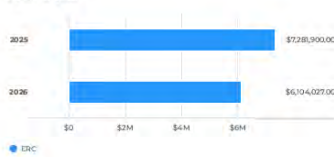
Location



Capital Costs

Total To Date	FY2025 Budget	Total Budget (all years)	Project Total
\$36,614,073	\$7,281,900	\$13.386M	\$50M

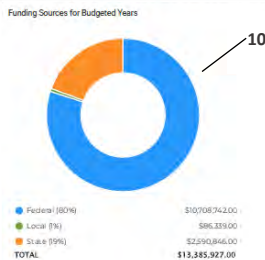
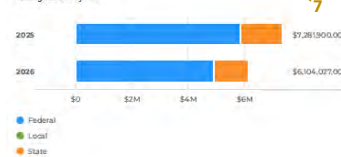
Capital Cost by Year



Funding Sources

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$36,614,073	\$7,281,900	\$13.386M	\$50M

Funding Sources by Year



- Projects of Significance is a **type** of capital program that this sample project is part of. Others include Bridge Program, Vehicle Acquisitions and Overhauls, etc.
- The **Project Number** displayed is the SEPTA Capital Program Management System (CPMS) number associated with the project. CPMS is an internal software that provides multi-year capital budgeting, forecasting, and reporting for SEPTA's Capital Program.
- S/TIP MPMS #** is the DVRPC Transportation Improvement Program (TIP)/Pennsylvania Statewide TIP (STIP) Multi-modal Project Management System (MPMS) number associated with this project or program. To meet federal requirements, projects in the SEPTA Capital Program must be consistent with the regional DVRPC TIP and Statewide TIP (STIP) in order to spend federal funds.
- Type of Project** is the program element within the capital program category that is associated with the project.
- While SEPTA aims to display all capital project investments in a map, not all projects can be feasibly mapped.
- Total Historical, per Cleargov, in Capital Costs and Funding Sources** is the **Total Prior Year Funding** associated with the project. It includes project costs that were previously incurred and remaining funding balances.
- Total Budget (all years)** in Capital Costs and Funding Sources is total funding programmed for 12-years from FY 2025 to FY 2036. In this example, the project has \$13.386 million (M) total from FY 2025 and FY 2026.
- Project Total** in Capital Costs and Funding Sources is the total funding programmed from FY 2025 to FY 2036 (#7 above) and **Prior Year Funding** that Cleargov calls "Total Historical" (#6 above).
- The **Funding Sources** portion shows how the project is funded. For example, a project can be 80% Federal, 19.35% State, and 0.645% Local funded. See the Capital Funding Overview section of the Budget Book for further explanation.
- The **pie chart** reflects the programmed cost by phase, which is Engineering/Right-of-Way/Construction (ERC) in this example. The Capital Program can fund project phases from study/planning to engineering/design to construction. See the glossary within the Budget Book for additional phase abbreviations and definitions.

BRIDGE PROGRAM REQUESTS

Chestnut Hill East Line Bridge Rehabilitation Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Bridge Program
Type	Capital Improvement
Project Number	CCBCE

Description

Rehabilitation of five (5) bridges on the Chestnut Hill East Regional Rail Line is located at:

- Mile Post (MP) 5.04 (Wayne Avenue), Built 1893
- MP 5.72 (Logan Street), Built 1932
- MP 7.63 (Chew Street), Built 1901
- MP 8.90 (Mt. Pleasant Avenue), Built 1907
- MP 9.59 (Cresheim Valley Drive), Built 1931

Schedule/Status (Calendar Year):

Design and Construction 2024 - 2027

Location: City of Philadelphia

Service Area: City of Philadelphia

Images



Chestnut Hill East Bridges

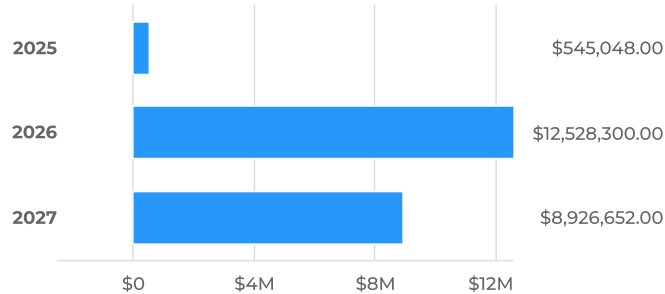
Details

S/TIP MPMS #	95402
Program Element	Railroad Bridge Projects

Capital Cost

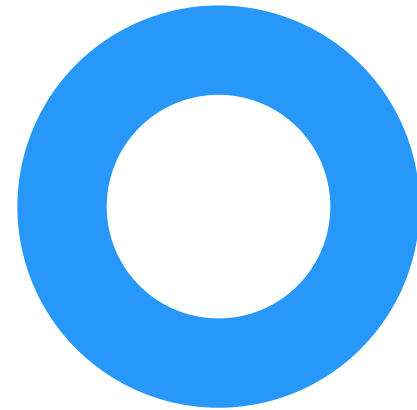
Total Historical **\$8,000,000**
 FY2025 Budget **\$545,048**
 Total Budget (all years) **\$22M**
 Project Total **\$30M**

Capital Cost by Year



● ERC

Capital Cost for Budgeted Years



● ERC (100%)

TOTAL

\$22,000,000.00

\$22,000,000.00

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	Total
ERC	\$8,000,000	\$545,048	\$12,528,300	\$8,926,652	\$30,000,000
Total	\$8,000,000	\$545,048	\$12,528,300	\$8,926,652	\$30,000,000

Funding Sources

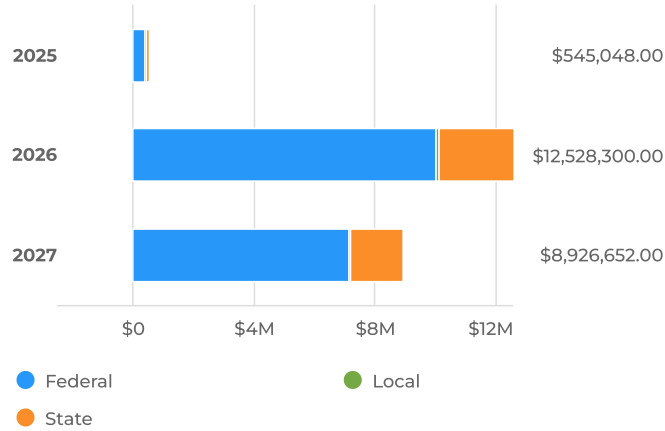
Total Historical
\$8,000,000

FY2025 Budget
\$545,048

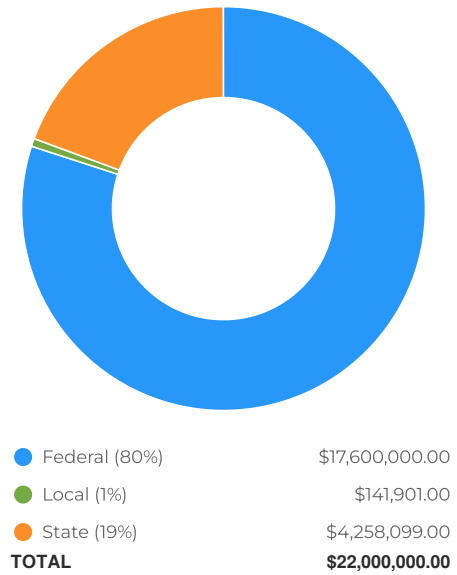
Total Budget (all years)
\$22M

Project Total
\$30M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	Total
State	\$1,548,399	\$105,494	\$2,424,852	\$1,727,753	\$5,806,498
Federal	\$6,399,994	\$436,038	\$10,022,640	\$7,141,322	\$23,999,994
Local	\$51,607	\$3,516	\$80,808	\$57,577	\$193,508
Total	\$8,000,000	\$545,048	\$12,528,300	\$8,926,652	\$30,000,000

Chestnut Hill West Line Bridge Rehabilitation Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Bridge Program
Type	Capital Improvement
Project Number	CCBCW

Description

Rehabilitation of seven (7) bridges on the Chestnut Hill West Regional Rail Line at:

- MP 0.06 (SEPTA Main Line), Built 1913
- MP 0.83 (22nd Street), Built 1918
- MP 1.17 (Hunting Park Avenue), Built 1910
- MP 1.26 (CSX Tracks), Built 1917
- MP 2.98 (Rittenhouse Street), Built 1918
- MP 4.42 (Carpenter Lane), Built 1928
- MP 5.67 (Springfield Avenue), Built 1917

Schedule/Status (Calendar Year):

Design: 2023 - 2025

Construction: 2025 - 2029

Location: City of Philadelphia

Service Area: City of Philadelphia

Images



Image of MP 0.06 (SEPTA Mainline).



Image of MP 0.83 (22nd Street).



Image of MP 1.17 (Hunting Park Ave).



Image of MP 1.26 (CSX).



Image of MP 2.98 (Rittenhouse Street).



Image of MP 4.42 (Carpenter Lane).



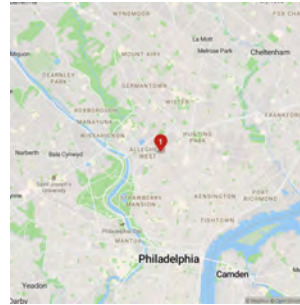
Image of MP 5.67 (Springfield Ave).

Details

S/TIP MPMS #	95402
Program Element	Railroad Bridge Projects

Location

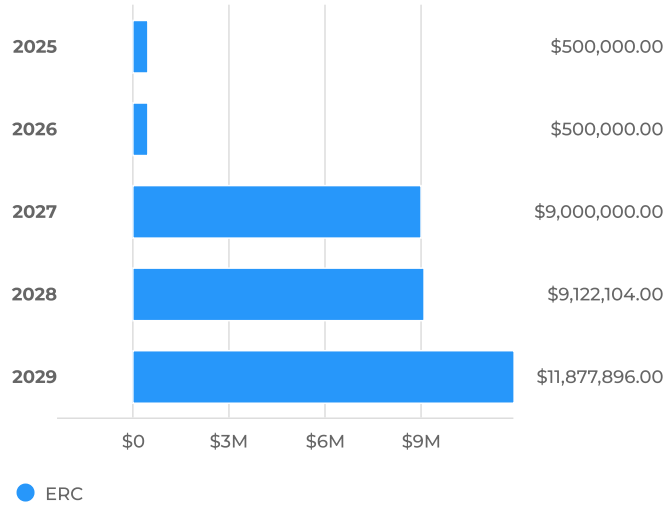
Address: Crowell Street



Capital Cost

Total Historical **\$4,000,000**
 FY2025 Budget **\$500,000**
 Total Budget (all years) **\$31M**
 Project Total **\$35M**

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown							
Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
ERC	\$4,000,000	\$500,000	\$500,000	\$9,000,000	\$9,122,104	\$11,877,896	\$35,000,000
Total	\$4,000,000	\$500,000	\$500,000	\$9,000,000	\$9,122,104	\$11,877,896	\$35,000,000

Funding Sources

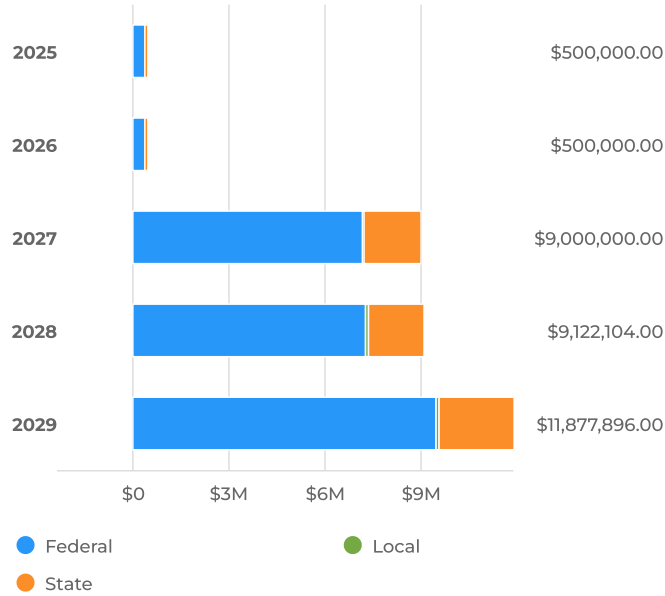
Total Historical
\$4,000,000

FY2025 Budget
\$500,000

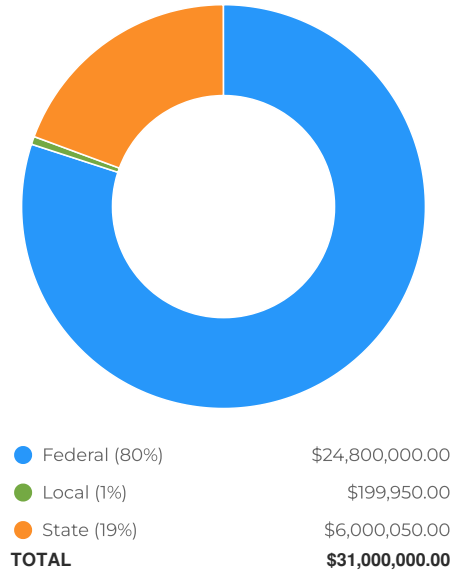
Total Budget (all years)
\$31M

Project Total
\$35M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
State	\$774,200	\$96,775	\$96,775	\$1,741,950	\$1,765,583	\$2,298,967	\$6,774,250
Federal	\$3,200,000	\$400,000	\$400,000	\$7,200,000	\$7,297,683	\$9,502,317	\$28,000,000
Local	\$25,800	\$3,225	\$3,225	\$58,050	\$58,838	\$76,612	\$225,750
Total	\$4,000,000	\$500,000	\$500,000	\$9,000,000	\$9,122,104	\$11,877,896	\$35,000,000

Critical Bridge Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Bridge Program
Type	Capital Improvement
Project Number	CRBCB

Description

Annual program to rehabilitate or replace bridges throughout the system to restore infrastructure to a state of good repair. Bridges programmed for design and/or construction in FY 2025 include but are not limited to:

- Chestnut Hill West Line MP 0.21, 0.64, 1.56, 2.98, and 4.01, Location: Philadelphia County
- Doylestown Line MP 7.34 (Cooks Run Creek), Built 1887, Replaced Superstructure in 1986, Location: Bucks County
- Lansdale/Doylestown Line MP 7.34 (Cooks Run Creek), Originally Built 1887, Superstructure replaced 1986, Location: Bucks County
- Lansdale/Doylestown Line MP 11.62 (Keswick Ave.), Built 1904, Location: Montgomery County
- Lansdale/Doylestown Line MP 11.83 (Easton Road), Built 1928, Location: Montgomery County
- Manayunk/Norristown Line MP 3.83 (Allegheny Ave.), Built 1939, Location: Philadelphia County
- Manayunk/Norristown Line MP 17.16 (Dekalb St.), Built 1931, Location: Montgomery County
- Manayunk/Norristown Line MP 17.77 (Stoney Creek), Built 1900, Location: Montgomery County
- Media/Elwyn Line MP 10.12 (Small Run), Built 1965, Location: Delaware County
- Media/Elwyn Line MP 13.81 (Park Ave.), Built 1917, Location: Delaware County
- West Trenton Line MP 31.63 (Delaware & Raritan Canal), Built 1902, Location: Mercer County (New Jersey)

Schedule/Status (Calendar Year): 2018-2033 Design & Construction

Locations: Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties

Service Area: System-wide

Images

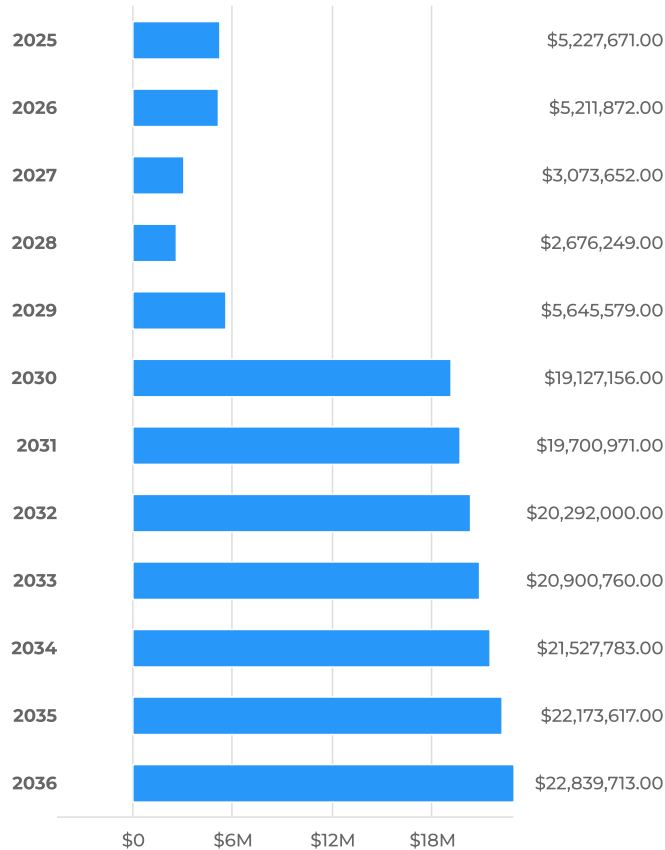


Details

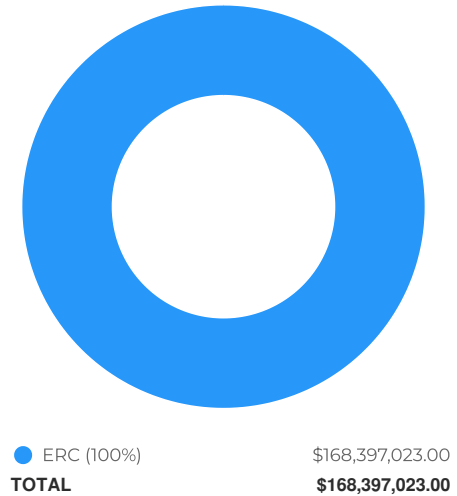
Capital Cost

Total Historical **\$12,430,231** FY2025 Budget **\$5,227,671** Total Budget (all years) **\$168.397M** Project Total **\$180.827M**

Capital Cost by Year



Capital Cost for Budgeted Years



ERC

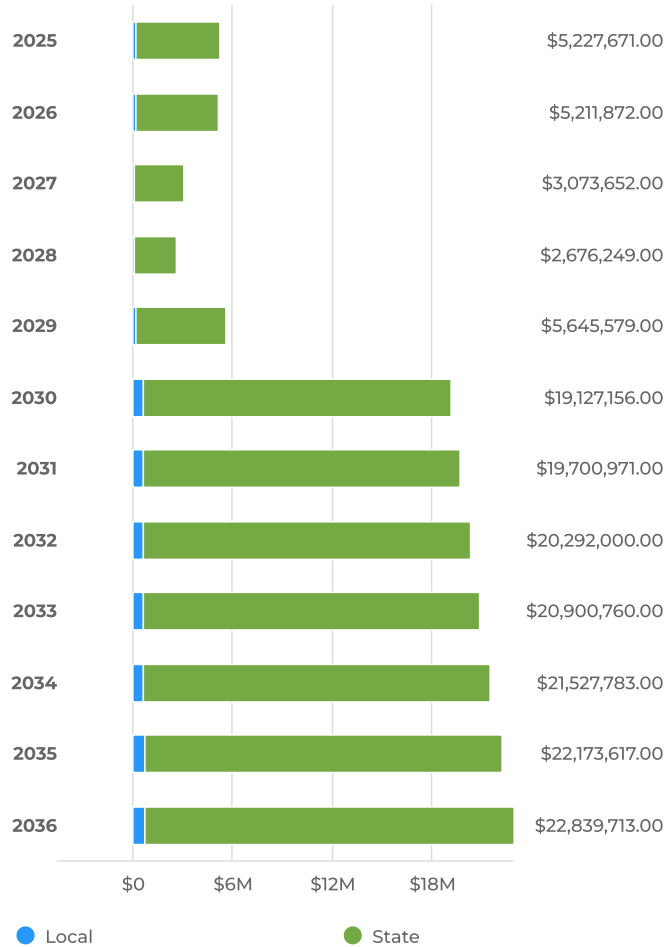
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	\$12,430,231	\$5,227,671	\$5,211,872	\$3,073,652	\$2,676,249	\$5,645,579	\$19,127,156	\$19,700,971	\$20,292,000
Total	\$12,430,231	\$5,227,671	\$5,211,872	\$3,073,652	\$2,676,249	\$5,645,579	\$19,127,156	\$19,700,971	\$20,292,000

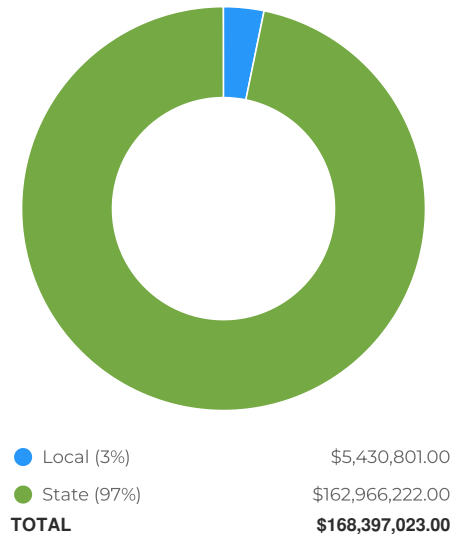
Funding Sources

Total Historical **\$12,430,231** FY2025 Budget **\$5,227,671** Total Budget (all years) **\$168.397M** Project Total **\$180.827M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
State	\$12,029,356	\$5,059,079	\$5,043,789	\$2,974,527	\$2,589,940	\$5,463,509	\$18,510,306	\$19,065,615	\$19,637,5
Local	\$400,875	\$168,592	\$168,083	\$99,125	\$86,309	\$182,070	\$616,850	\$635,356	\$654,417
Total	\$12,430,231	\$5,227,671	\$5,211,872	\$3,073,652	\$2,676,249	\$5,645,579	\$19,127,156	\$19,700,971	\$20,292,000

Mainline-Schuylkill Bridges - Ductbank

Overview

Request Owner	Capital Budgets, SEPTA
Department	Bridge Program
Type	Capital Improvement
Project Number	CRLDB

Description

This project involves duct bank and cable work of seven (7) bridges between 30th Street Station and Suburban Station located at: MP 0.49 (21st Street); MP 0.58 (22nd Street); MPs 0.61, 0.64 and 0.68 (22nd Street/23rd Street); MP 0.72 (CSX Tracks); and MP 0.76 (Schuylkill River). This project supports the Mainline-Schuylkill Bridges and Interlockings project within Projects of Significance.

Schedule/Status (Calendar Year):

Design: 2019 - 2024

Construction: 2025 - 2027

Location: City of Philadelphia

Service Area: System-wide

Images



Includes a temporary aerial utility line, communication & signal conductors, and power & electric traction conductors to improve the bridge.

Details

S/TIP MPMS #	95402
Program Element	Railroad Bridge Projects

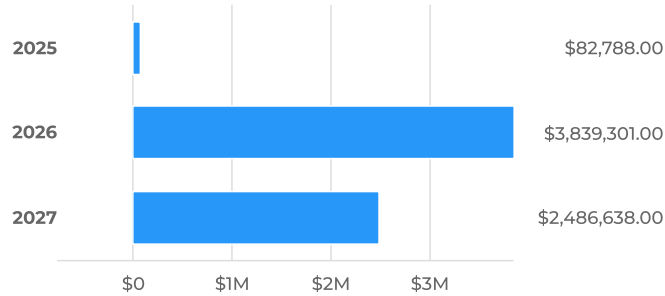
Location



Capital Cost

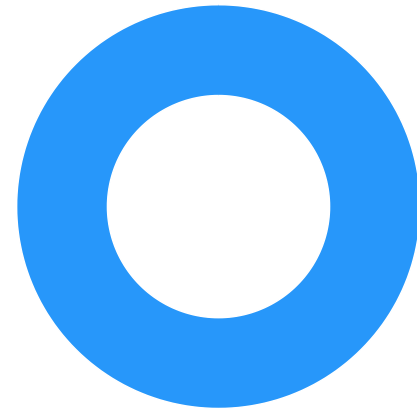
Total Historical **\$4,541,272**
 FY2025 Budget **\$82,788**
 Total Budget (all years) **\$6.409M**
 Project Total **\$10.95M**

Capital Cost by Year



● ERC

Capital Cost for Budgeted Years



● ERC (100%) \$6,408,727.00
TOTAL **\$6,408,727.00**

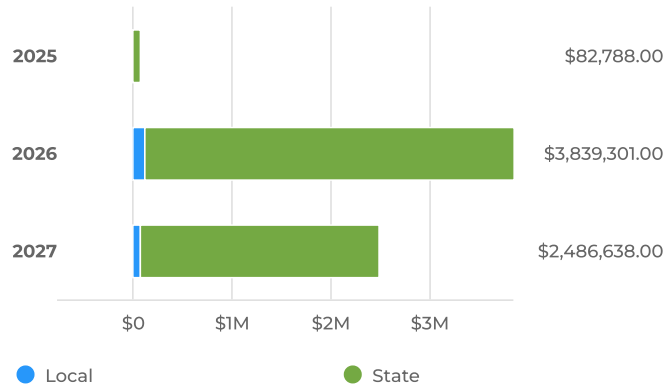
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	Total
ERC	\$4,541,272	\$82,788	\$3,839,301	\$2,486,638	\$10,949,999
Total	\$4,541,272	\$82,788	\$3,839,301	\$2,486,638	\$10,949,999

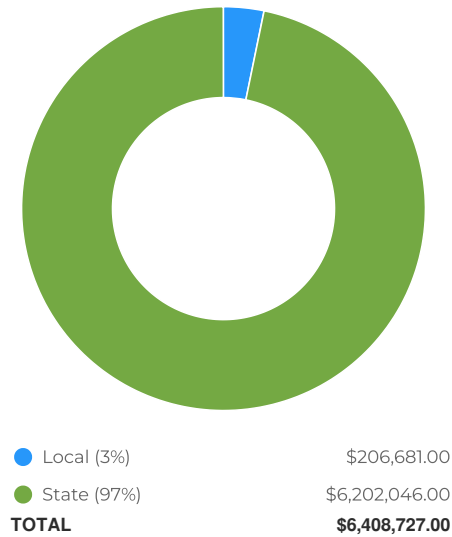
Funding Sources

Total Historical **\$4,541,272**
 FY2025 Budget **\$82,788**
 Total Budget (all years) **\$6.409M**
 Project Total **\$10.95M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown					
Funding Sources	Historical	FY2025	FY2026	FY2027	Total
State	\$4,394,816	\$80,118	\$3,715,484	\$2,406,444	\$10,596,862
Local	\$146,456	\$2,670	\$123,817	\$80,194	\$353,137
Total	\$4,541,272	\$82,788	\$3,839,301	\$2,486,638	\$10,949,999

NHSL Bridge 0.15 over 69th St. Yard Tracks

Overview

Request Owner	Capital Budgets, SEPTA
Department	Bridge Program
Type	Capital Improvement
Project Number	CAB15

Description

Critical repairs to the superstructure of Bridge 0.15 on the Norristown High Speed Line (NHSL). This bridge was built in 1906. Construction is being advanced in phases to limit operational impacts.

Schedule/Status (Calendar Year):

Design is complete (2016 - 2018).

Construction: 2018 - 2025

Location: Delaware County

Service Area: Delaware and Montgomery Counties

Images



Image of the Norristown High Speed Line Bridge 0.15 over the 69th Street Yard Tracks.

Details

S/TIP MPMS #	95402
Program Element	Transit Bridge Projects

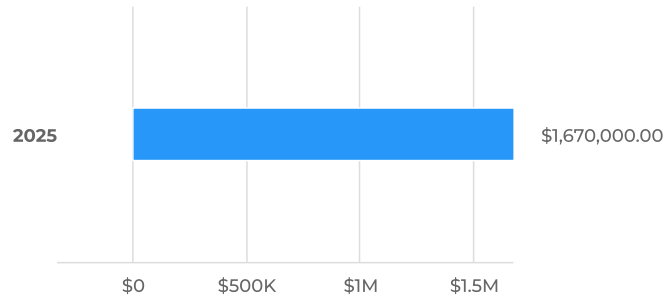
Location



Capital Cost

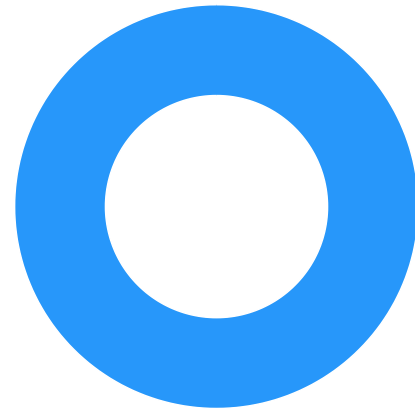
Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$4,000,000	\$1,670,000	\$1.67M	\$5.67M

Capital Cost by Year



ERC

Capital Cost for Budgeted Years



ERC (100%)

\$1,670,000.00

TOTAL

\$1,670,000.00

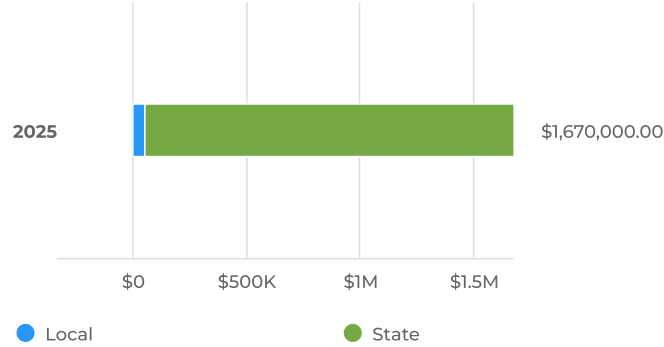
Capital Cost Breakdown

Capital Cost	Historical	FY2025	Total
ERC	\$4,000,000	\$1,670,000	\$5,670,000
Total	\$4,000,000	\$1,670,000	\$5,670,000

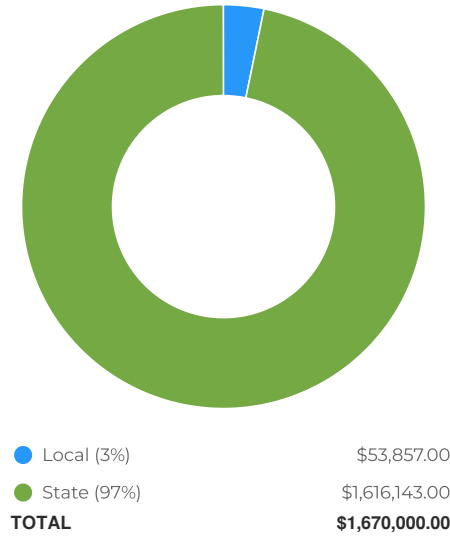
Funding Sources

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$4,000,000	\$1,670,000	\$1.67M	\$5.67M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	Historical	FY2025	Total
State	\$3,871,000	\$1,616,143	\$5,487,143
Local	\$129,000	\$53,857	\$182,857
Total	\$4,000,000	\$1,670,000	\$5,670,000

NHSL Viaduct over Schuylkill River

Overview

Request Owner	Capital Budgets, SEPTA
Department	Bridge Program
Type	Capital Improvement
Project Number	CABBV, CABNT

Description

The Bridgeport Viaduct at Mile Post 12.81 (Schuylkill River) on the NHSL will be rehabilitated. The project includes steel, concrete and bearing repairs and painting. The viaduct was constructed in 1911 and is 3,165 feet long.

Schedule/Status (Calendar Year):

Design: 2022 - 2024
Construction: 2024 - 2027

Location: Montgomery County

Service Area: Delaware and Montgomery Counties

Images



Details

S/TIP MPMS #	95402
Program Element	Transit Bridge Projects

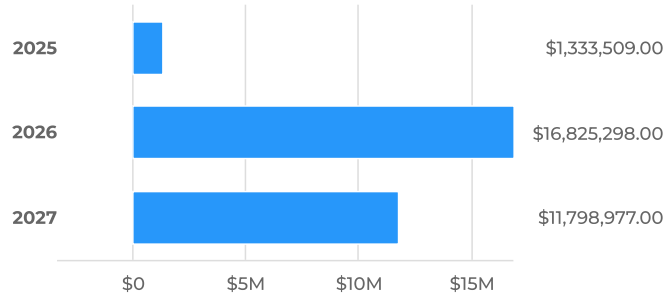
Location



Capital Cost

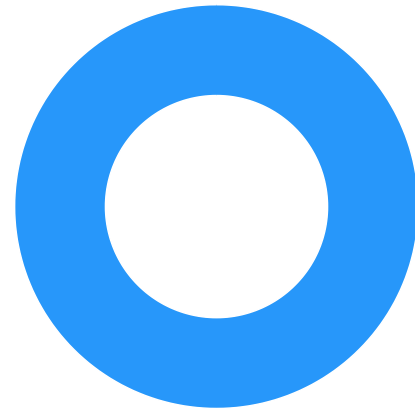
Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$5,046,286	\$1,333,509	\$29.958M	\$35.004M

Capital Cost by Year



● ERC

Capital Cost for Budgeted Years



● ERC (100%)

TOTAL

\$29,957,784.00

\$29,957,784.00

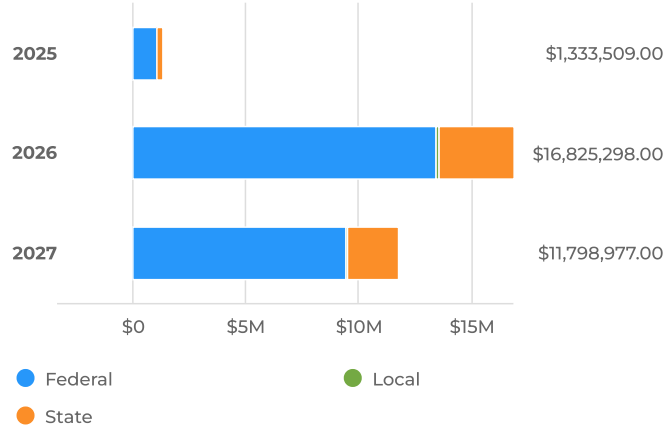
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	Total
ERC	\$5,046,286	\$1,333,509	\$16,825,298	\$11,798,977	\$35,004,070
Total	\$5,046,286	\$1,333,509	\$16,825,298	\$11,798,977	\$35,004,070

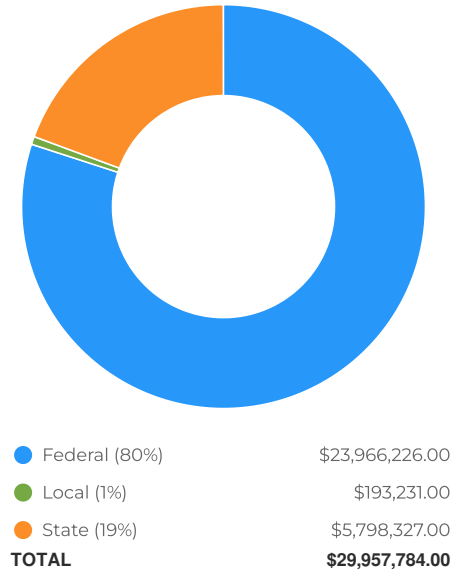
Funding Sources

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$5,046,286	\$1,333,509	\$29.958M	\$35.004M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	Total
State	\$976,709	\$258,100	\$3,256,536	\$2,283,691	\$6,775,036
Federal	\$4,037,029	\$1,066,807	\$13,460,238	\$9,439,181	\$28,003,255
Local	\$32,548	\$8,602	\$108,524	\$76,105	\$225,779
Total	\$5,046,286	\$1,333,509	\$16,825,298	\$11,798,977	\$35,004,070

Stone Arch Bridge Program - Phase 2

Overview

Request Owner	Capital Budgets, SEPTA
Department	Bridge Program
Type	Capital Improvement
Project Number	CRBS2

Description

Rehabilitation of Stone Arch Bridges on the Regional Railroad, including:

Phase 2A (Construction Completed)

- Lansdale/Doylestown Line MP 18.91 (Stream), Built 1903, Location: Bucks, Montgomery, and Philadelphia Counties
- West Trenton Line MP 13.70 (Stream), Built 1912, Location: Bucks and Philadelphia Counties, Mercer County (New Jersey)
- West Trenton Line MP 15.95 (Stream), Built 1876,
- West Trenton Line MP 18.52 (Stream), Built 1948,

Phase 2B (in Design/Construction)

- Lansdale/Doylestown Line MP 4.87 (Creek), Built 1915
- Lansdale/Doylestown Line MP 17.31 (Honey Run Creek), Built 1903

The average age of these bridges is 116 years old.

Schedule/Status (Calendar Year):

Design is complete (2022 - 2023).

Construction: 2024 - 2027

Location: Bucks, Delaware, Montgomery, Philadelphia Counties, Mercer County (New Jersey)

Service Area: System-wide

Images



19th Century Stone Arch Bridges
19th Century Stone Arch Bridge

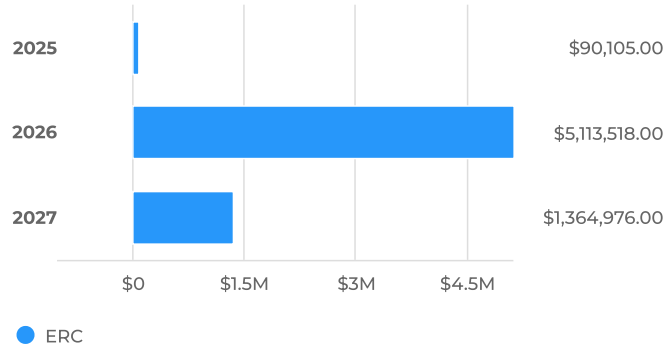
Details

S/TIP MPMS #	95402
Program Element	Railroad Bridge Projects

Capital Cost

Total Historical **\$11,631,400**
 FY2025 Budget **\$90,105**
 Total Budget (all years) **\$6.569M**
 Project Total **\$18.2M**

Capital Cost by Year



Capital Cost for Budgeted Years



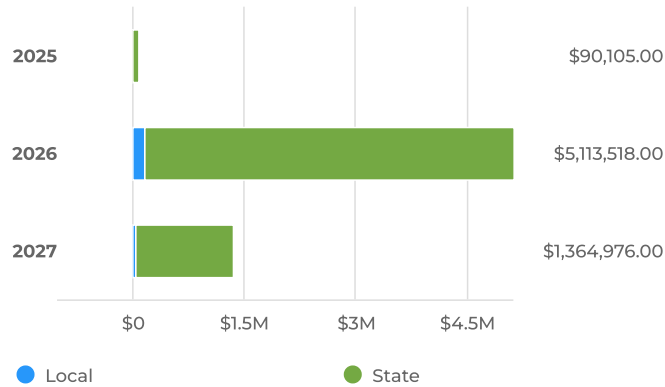
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	Total
ERC	\$11,631,400	\$90,105	\$5,113,518	\$1,364,976	\$18,199,999
Total	\$11,631,400	\$90,105	\$5,113,518	\$1,364,976	\$18,199,999

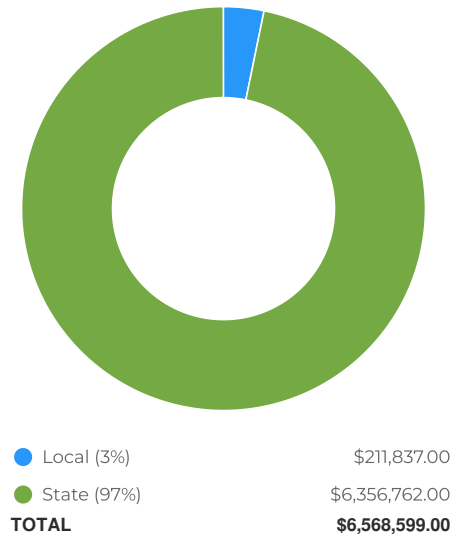
Funding Sources

Total Historical **\$11,631,400**
 FY2025 Budget **\$90,105**
 Total Budget (all years) **\$6.569M**
 Project Total **\$18.2M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	Total
State	\$11,256,287	\$87,199	\$4,948,607	\$1,320,956	\$17,613,049
Local	\$375,113	\$2,906	\$164,911	\$44,020	\$586,950
Total	\$11,631,400	\$90,105	\$5,113,518	\$1,364,976	\$18,199,999

COMMUNICATIONS, SIGNAL SYSTEMS AND TECHNOLOGY IMPROVEMENTS REQUESTS

Broad Street Subway Line Signals

Overview

Request Owner	Capital Budgets, SEPTA
Department	Communications, Signal Systems and Technology Improvements
Type	Capital Improvement
Project Number	CALBR, CCLFB

Description

Broad Street Line and Broad-Ridge Spur:

Modernization of the signal system on the Broad Street Line and Broad-Ridge Spur. Work includes upgrades to improve operational reliability for the train control systems on the entire corridor.

Broad-Ridge Spur Schedule/Status (Calendar Year):

Design: 2015

Construction: 2016 - 2025

Broad Street Subway Schedule/Status (Calendar Year):

Design & Construction: 2030 - 2036

Broad Street Line Reverse Signals Project

Modernization of the signal system on the Broad Street Line between Walnut-Locust Interlocking and Girard Interlocking. Work includes the design and construction of a reverse signal system on Tracks 2 and 3 to improve operational reliability for the train control systems between Walnut-Locust Interlocking and Girard Interlocking to allow for the reconstruction of City Hall Station.

Schedule/Status (Calendar Year):

Design & Construction: 2025 - 2027

Location: City of Philadelphia

Service Area: City of Philadelphia

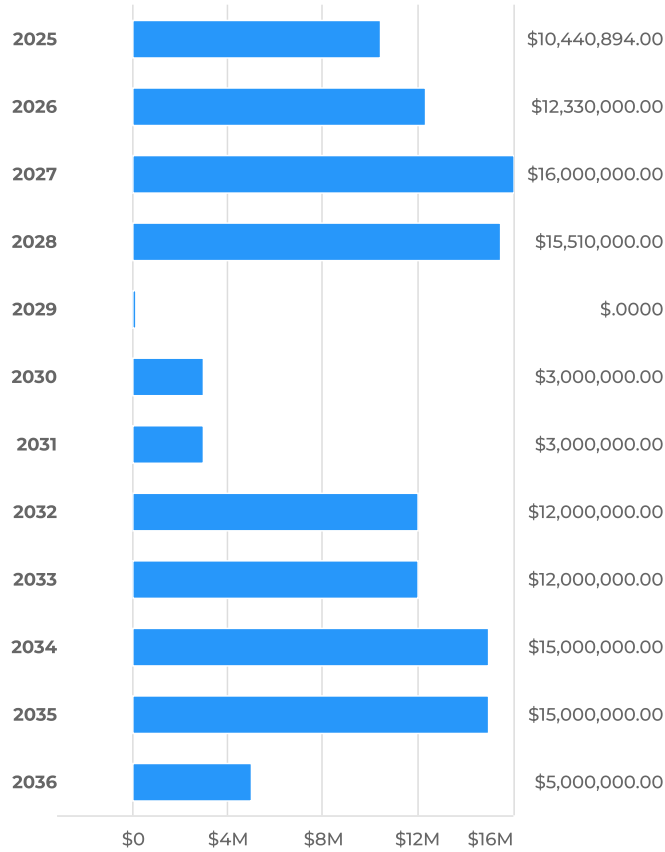
Details

S/TIP MPMS #	102571
Program Element	Communications & Signal Improvements - Transit Projects

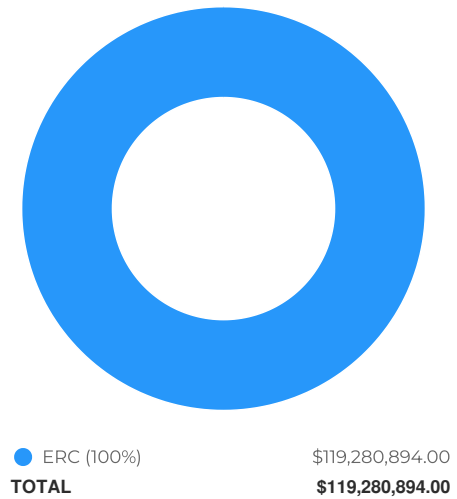
Capital Cost

Total Historical **\$14,380,000**
 FY2025 Budget **\$10,440,894**
 Total Budget (all years) **\$119.281M**
 Project Total **\$133.661M**

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	\$14,380,000	\$10,440,894	\$12,330,000	\$16,000,000	\$15,510,000	\$0	\$3,000,000	\$3,000,000	\$12,000,000
Total	\$14,380,000	\$10,440,894	\$12,330,000	\$16,000,000	\$15,510,000	\$0	\$3,000,000	\$3,000,000	\$12,000,000

Funding Sources

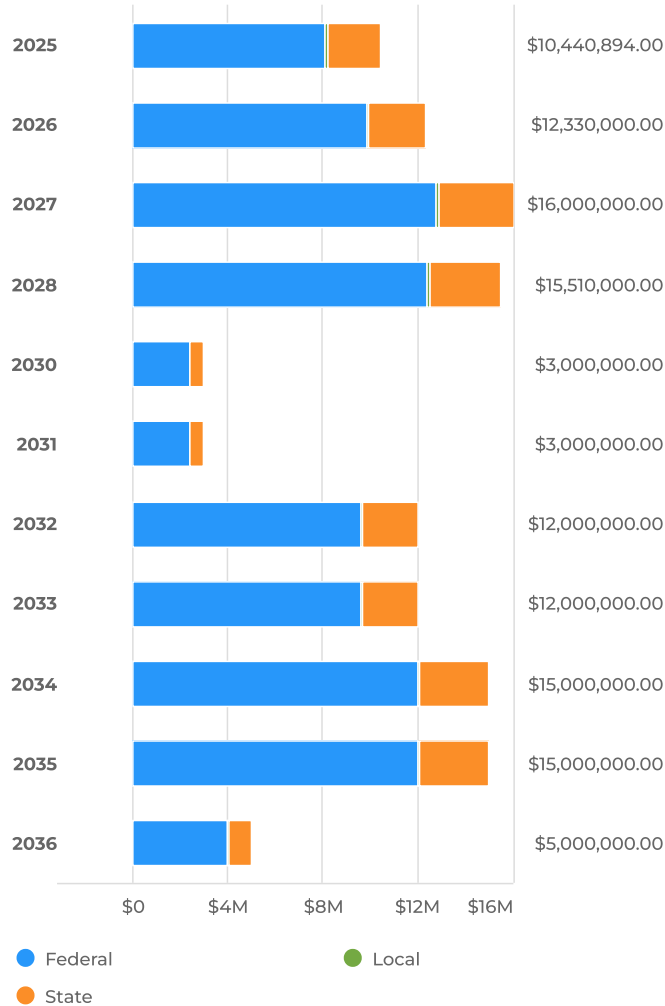
Total Historical
\$14,380,000

FY2025 Budget
\$10,440,894

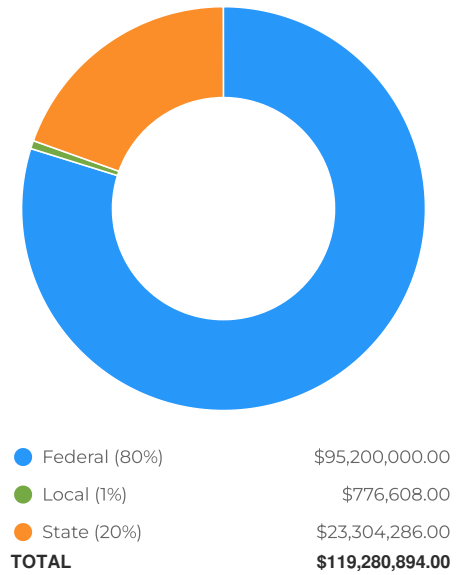
Total Budget (all years)
\$119.281M

Project Total
\$133.661M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2030	FY2031	FY2032	FY2036
State	\$13,916,245	\$2,238,303	\$2,386,472	\$3,096,800	\$3,001,961	\$580,650	\$580,650	\$2,322,600	\$2,322,600
Federal		\$8,128,000	\$9,864,000	\$12,800,000	\$12,408,000	\$2,400,000	\$2,400,000	\$9,600,000	\$9,600,000
Local	\$463,755	\$74,591	\$79,528	\$103,200	\$100,039	\$19,350	\$19,350	\$77,400	\$77,400
Total	\$14,380,000	\$10,440,894	\$12,330,000	\$16,000,000	\$15,510,000	\$3,000,000	\$3,000,000	\$12,000,000	\$12,000,000

Computer Aided Radio Dispatch (CARD) System Replacement

Overview

Request Owner	Capital Budgets, SEPTA
Department	Communications, Signal Systems and Technology Improvements
Type	Capital Improvement
Project Number	CHY8B

Description

This project will retire the existing Computer Aided Radio Dispatch (CARD) system. The CARD system is made up of two main subsystems: the Radio System and the Computer-Aided Dispatch / Automatic Vehicle Location system (CAD/AVL). Both systems are at the end of the system design lifespan. The current 502MHz radio system (T-Band) will be replaced with a new state-of-the-art 700 MHz radio system covering transit operations in the five counties in which SEPTA operates. The Transit Police were previously added to the system that includes interoperability with partner agencies in the City of Philadelphia and surrounding counties.

The CARD system is used to dispatch SEPTA buses, trolleys, Norristown High Speed Line, and paratransit vehicles and is the system that bus and trolley operators use to communicate with the control center. The new system will provide enhanced functionality to improve SEPTA transit operations including real-time vehicle arrival information to be displayed on existing and new Audio-Visual Public Address (AVPA) signs and the SEPTA website. Design is complete.

Schedule/Status (Calendar Year):

Design is complete.

Construction: 2022 – 2029

Location: Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties

Service Area: System-wide

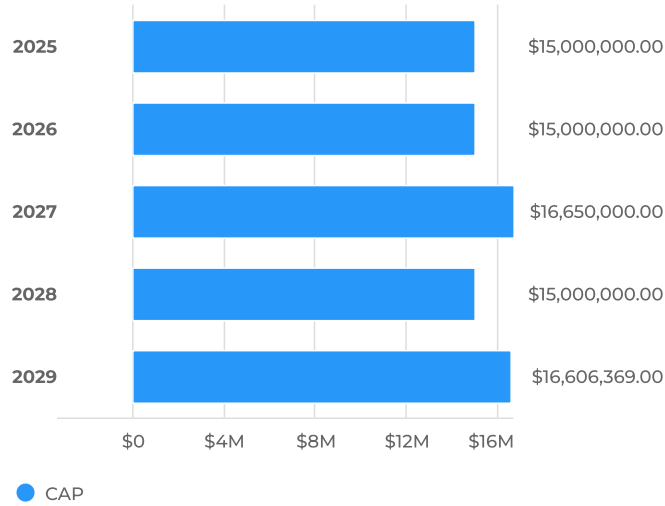
Details

S/TIP MPMS #	102571
Program Element	Communications & Signal Improvements – System-Wide Projects

Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$16,563,631	\$15,000,000	\$78.256M	\$94.82M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown							
Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
CAP	\$16,563,631	\$15,000,000	\$15,000,000	\$16,650,000	\$15,000,000	\$16,606,369	\$94,820,000
Total	\$16,563,631	\$15,000,000	\$15,000,000	\$16,650,000	\$15,000,000	\$16,606,369	\$94,820,000

Funding Sources

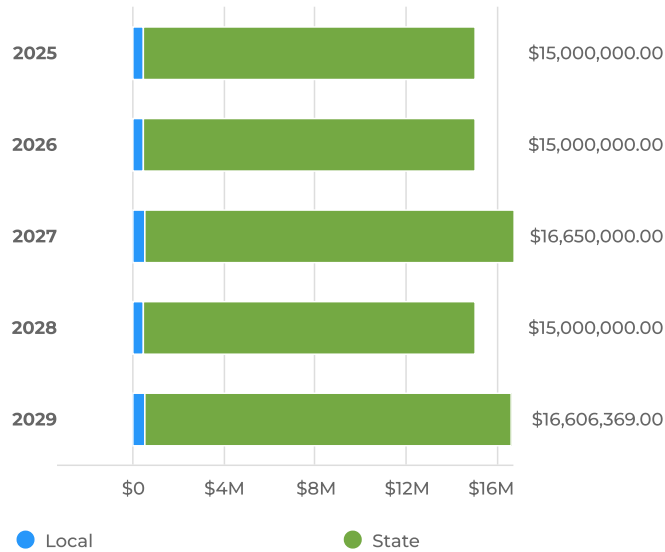
Total Historical
\$16,563,631

FY2025 Budget
\$15,000,000

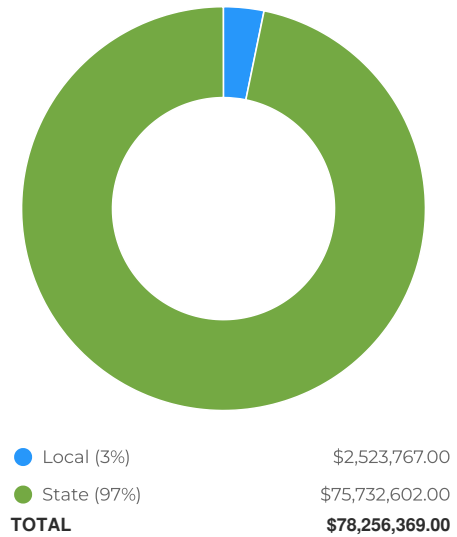
Total Budget (all years)
\$78.256M

Project Total
\$94.82M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown							
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
State	\$16,029,454	\$14,516,250	\$14,516,250	\$16,113,038	\$14,516,250	\$16,070,814	\$91,762,056
Local	\$534,177	\$483,750	\$483,750	\$536,962	\$483,750	\$535,555	\$3,057,944
Total	\$16,563,631	\$15,000,000	\$15,000,000	\$16,650,000	\$15,000,000	\$16,606,369	\$94,820,000

Fare Box Replacement

Overview

Request Owner	Capital Budgets, SEPTA
Department	Communications, Signal Systems and Technology Improvements
Type	Capital Improvement

Description

This project is for the replacement of 1,500 fare boxes, spare parts, test equipment and a tracking system for repairs and replacements. The current fareboxes are beyond their useful life.

Schedule/Status (Calendar Year):

Design and Construction: 2023 - 2026

Location: System-wide

Service Area: System-wide

Details

S/TIP MPMS #	102571
Program Element	Technology Improvements

Capital Cost

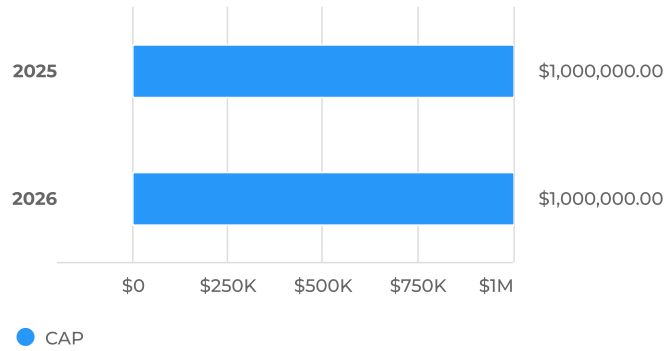
Total Historical
\$20,000,000

FY2025 Budget
\$1,000,000

Total Budget (all years)
\$2M

Project Total
\$22M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown				
Capital Cost	Historical	FY2025	FY2026	Total
CAP	\$20,000,000	\$1,000,000	\$1,000,000	\$22,000,000
Total	\$20,000,000	\$1,000,000	\$1,000,000	\$22,000,000

Funding Sources

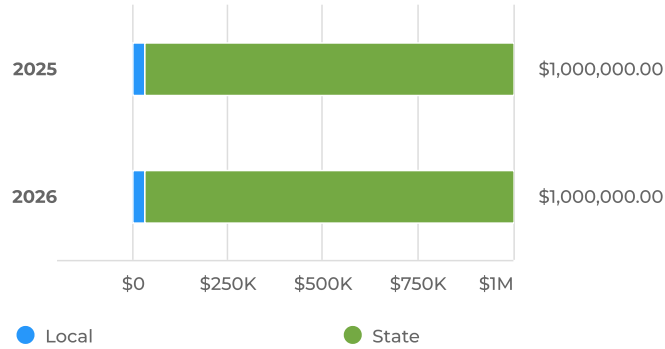
Total Historical
\$20,000,000

FY2025 Budget
\$1,000,000

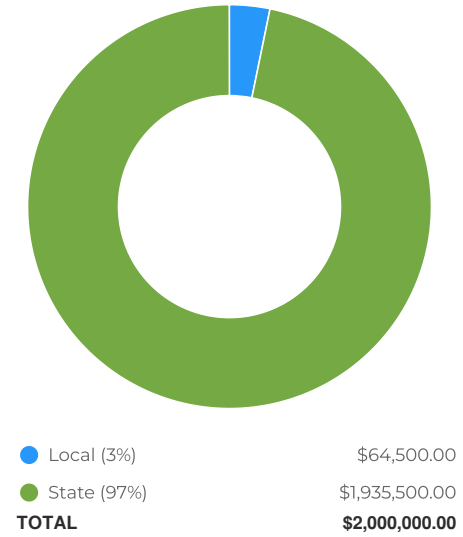
Total Budget (all years)
\$2M

Project Total
\$22M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown				
Funding Sources	Historical	FY2025	FY2026	Total
State	\$19,355,000	\$967,750	\$967,750	\$21,290,500
Local	\$645,000	\$32,250	\$32,250	\$709,500
Total	\$20,000,000	\$1,000,000	\$1,000,000	\$22,000,000

Harrisburg Line Capacity Improvements: Bidirectional Signaling - Paoli to Overbrook

Overview

Request Owner	Capital Budgets, SEPTA
Department	Communications, Signal Systems and Technology Improvements
Type	Capital Improvement

Description

This Federal Railroad Administration (FRA) Federal-State Partnership Grant Program funded project will bring the Paoli/Thorndale Line signal system to a state of good repair. The project will replace existing signal infrastructure with a modern bidirectional signal system that requires less maintenance and is more resistant to disruptions. Upgrading all tracks with bidirectional signals will greatly improve operational flexibility, reduce congestion, and add resiliency. This project is a joint effort of SEPTA, Amtrak, and the Pennsylvania Department of Transportation (PennDOT).

Schedule/Status (Calendar Year):

Design & Construction: 2024 - 2027

Location: Chester, Montgomery, and Philadelphia Counties

Service Area: System-wide

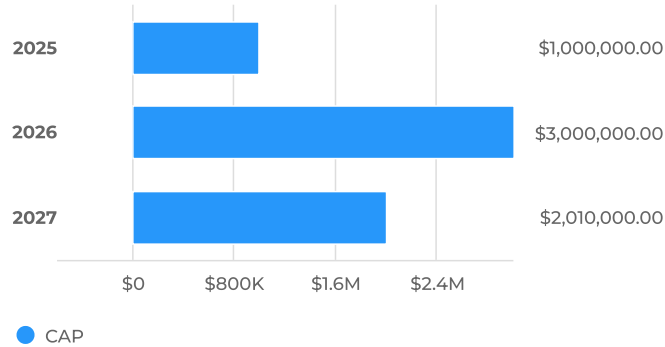
Details

S/TIP MPMS #	102571
Program Element	Communications & Signal Improvements - Railroad Projects

Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$15,900,000	\$1,000,000	\$6.01M	\$21.91M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown					
Capital Cost	Historical	FY2025	FY2026	FY2027	Total
CAP	\$15,900,000	\$1,000,000	\$3,000,000	\$2,010,000	\$21,910,000
Total	\$15,900,000	\$1,000,000	\$3,000,000	\$2,010,000	\$21,910,000

Funding Sources

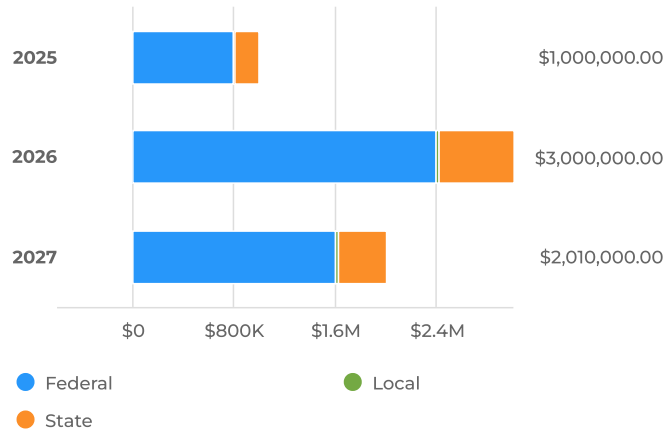
Total Historical
\$15,900,000

FY2025 Budget
\$1,000,000

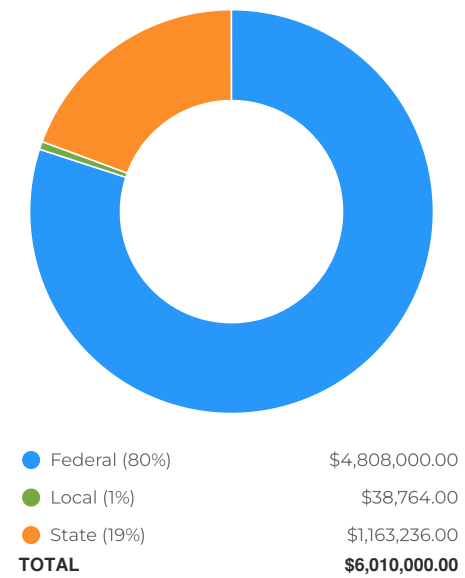
Total Budget (all years)
\$6.01M

Project Total
\$21.91M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	Total
State	\$3,077,445	\$193,550	\$580,650	\$389,036	\$4,240,681
Federal	\$12,720,000	\$800,000	\$2,400,000	\$1,608,000	\$17,528,000
Local	\$102,555	\$6,450	\$19,350	\$12,964	\$141,319
Total	\$15,900,000	\$1,000,000	\$3,000,000	\$2,010,000	\$21,910,000

Information Technology Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Communications, Signal Systems and Technology Improvements
Type	Capital Improvement
Project Number	CHX21

Description

SEPTA addresses technology as 21st Century infrastructure. This program provides upgrades of back-end infrastructure systems to implement industry best practices in communications and control systems and improved digital services for customers. SEPTA's IT upgrades and improvements include new and replacement computer hardware and software, Enterprise Resource Systems (ERP), threat detection security appliances, and real-time location information for SEPTA travel and fare collection. The FY 2025 program includes:

- An initiative to upgrade Enterprise applications, including a replacement of the Financial, Human Resources, Payroll and Benefits systems; Security and Network Appliance Technology Refresh including Cyber-Security Appliances and related Hardware/Software; Technology Program computers, laptops, and mobile devices; Operations Applications and VMIS Upgrade/Replacement; Operational Technology (OT) Cyber Security Initiatives.
- Public Facing Systems Refresh/Upgrade such as Web Services, Mobile Applications, Trip Planner. This includes investing in real-time data information for all modes of SEPTA transportation including applications for display signs, website and mobile app, and Application Programming Interface (APIs) for open data initiatives.
- Enhancements to SEPTA's network infrastructure include secure wireless networking for internal business and operational.

Additionally, SEPTA has allocated \$10 million annually in this program to capitalize the acquisition, integration, and upgrade costs associated with cloud-based technology assets in accordance with Governmental Accounting Standards Board (GASB) Statement No. 96 (GASB 96) Subscription-Based Information Technology Arrangements (SBITAs) guidance since FY2024. SBIT maintenance and support services are not GASB 96 eligible and funded by the Operating Budget.

Schedule / Status (Calendar Year): Ongoing

Location: City of Philadelphia

Service Area: System-wide

Details

S/TIP MPMS #	102571
Program Element	Technology Improvements

Capital Cost

FY2025 Budget

\$25,000,000

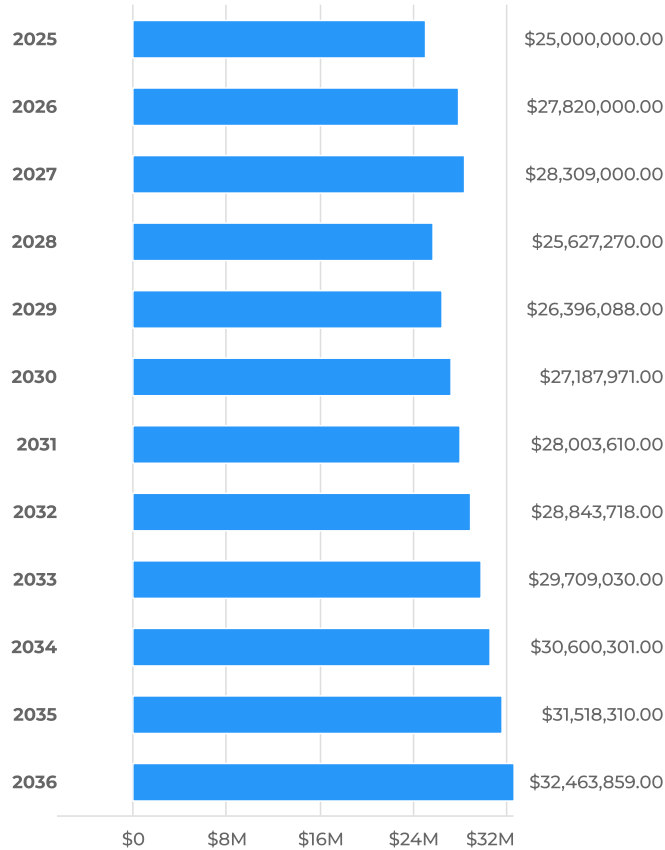
Total Budget (all years)

\$341.479M

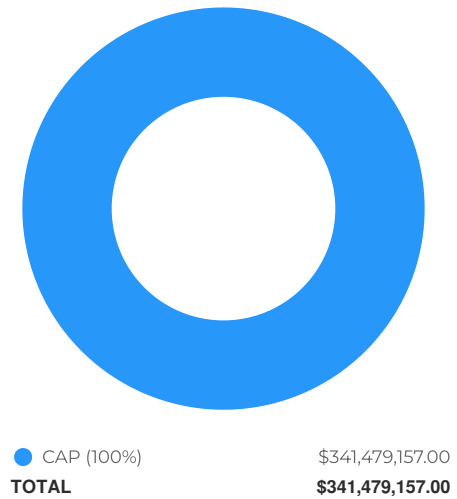
Project Total

\$341.479M

Capital Cost by Year



Capital Cost for Budgeted Years



● CAP

Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033
CAP	\$25,000,000	\$27,820,000	\$28,309,000	\$25,627,270	\$26,396,088	\$27,187,971	\$28,003,610	\$28,843,718	\$29,709,030
Total	\$25,000,000	\$27,820,000	\$28,309,000	\$25,627,270	\$26,396,088	\$27,187,971	\$28,003,610	\$28,843,718	\$29,709,030

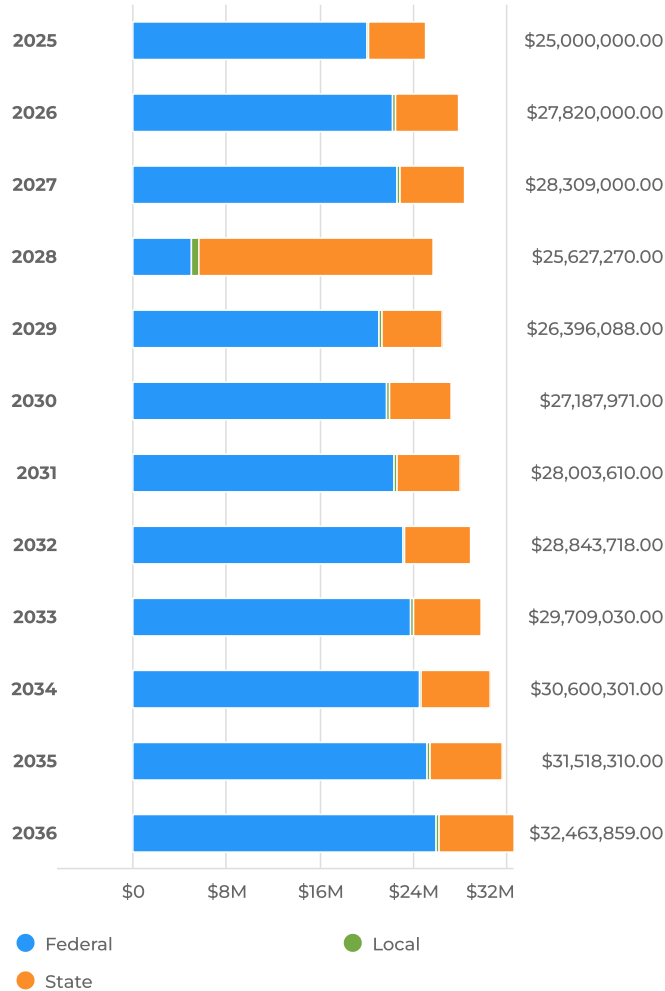
Funding Sources

FY2025 Budget
\$25,000,000

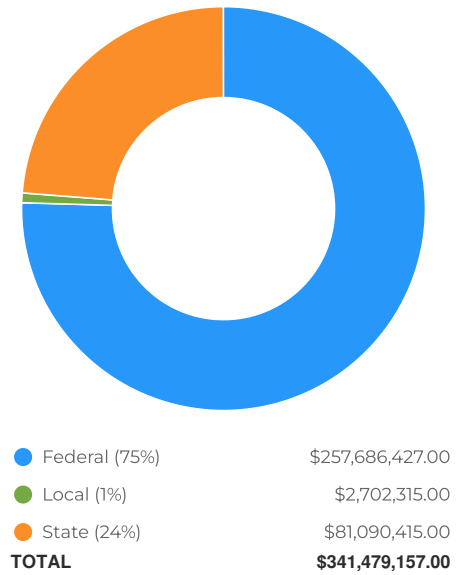
Total Budget (all years)
\$341.479M

Project Total
\$341.479M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033
State	\$4,838,750	\$5,384,561	\$5,479,207	\$19,957,280	\$5,108,963	\$5,262,232	\$5,420,099	\$5,582,702	\$5,745,311
Federal	\$20,000,000	\$22,256,000	\$22,647,200	\$5,004,919	\$21,116,870	\$21,750,377	\$22,402,888	\$23,074,974	\$23,762,989
Local	\$161,250	\$179,439	\$182,593	\$665,071	\$170,255	\$175,362	\$180,623	\$186,042	\$191,710
Total	\$25,000,000	\$27,820,000	\$28,309,000	\$25,627,270	\$26,396,088	\$27,187,971	\$28,003,610	\$28,843,718	\$29,709,030

Key System Network Communications Hardware

Overview

Request Owner	Capital Budgets, SEPTA
Department	Communications, Signal Systems and Technology Improvements
Type	Capital Improvement

Description

Key system network communications hardware includes modems, antennas, station-level network switches and communication room UPS units. The existing communications network devices are at the end of their useful life and approaching their end-of-support dates.

Schedule/Status (Calendar Year):

Design and Construction: 2023 - 2026

Location: System-wide

Service Area: System-wide

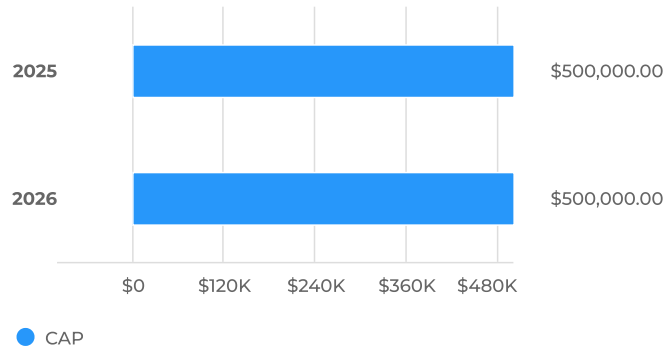
Details

S/TIP MPMS #	102571
Program Element	Technology Improvements

Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$5,000,000	\$500,000	\$1M	\$6M

Capital Cost by Year



Capital Cost for Budgeted Years

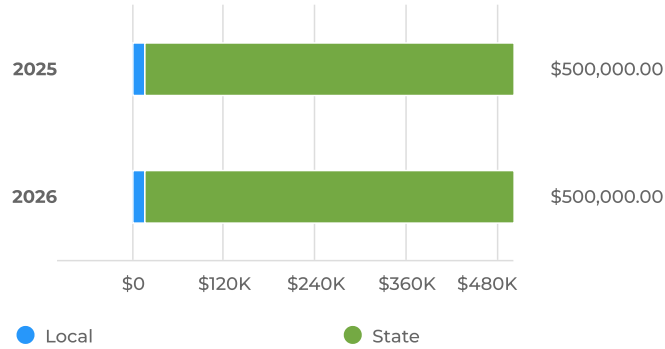


Capital Cost Breakdown				
Capital Cost	Historical	FY2025	FY2026	Total
CAP	\$5,000,000	\$500,000	\$500,000	\$6,000,000
Total	\$5,000,000	\$500,000	\$500,000	\$6,000,000

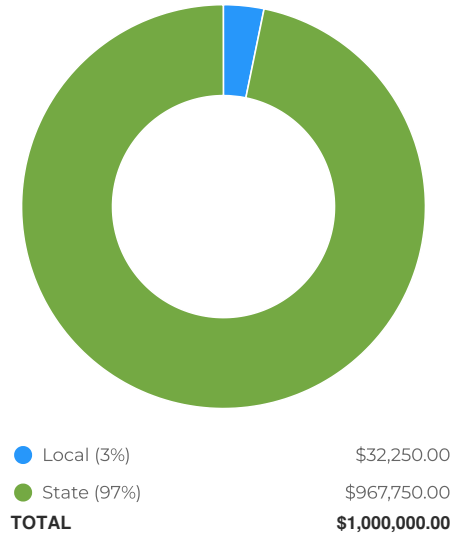
Funding Sources

Total Historical **\$5,000,000**
 FY2025 Budget **\$500,000**
 Total Budget (all years) **\$1M**
 Project Total **\$6M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown				
Funding Sources	Historical	FY2025	FY2026	Total
State	\$4,838,750	\$483,875	\$483,875	\$5,806,500
Local	\$161,250	\$16,125	\$16,125	\$193,500
Total	\$5,000,000	\$500,000	\$500,000	\$6,000,000

Norristown High Speed Line Interlockings

Overview

Request Owner	Capital Budgets, SEPTA
Department	Communications, Signal Systems and Technology Improvements
Type	Capital Improvement
Project Number	CARNL

Description

Renewal and reconfiguration of interlockings on the Norristown High Speed Line at County Line Siding, Wynnewood, Bryn Mawr, and Matsonford to bring interlockings to a State of Good Repair and improve operational reliability.

Schedule/Status (Calendar Year):

Construction: 2018 – 2025

Location: Delaware and Montgomery Counties

Service Area: Delaware and Montgomery Counties

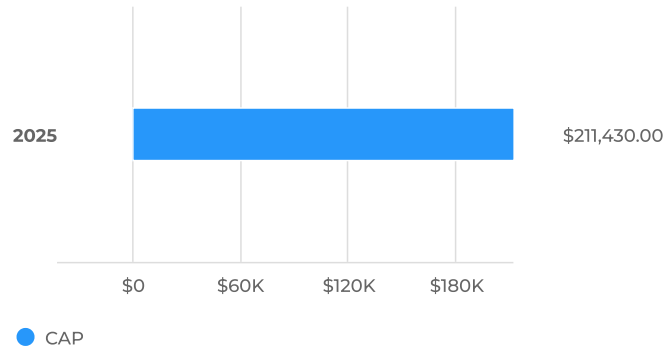
Details

S/TIP MPMS #	102571
Program Element	Communications & Signal Improvements - Transit Projects

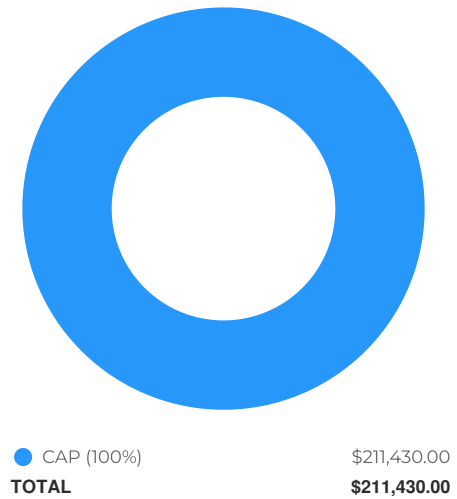
Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$12,060,000	\$211,430	\$211.43K	\$12.271M

Capital Cost by Year



Capital Cost for Budgeted Years



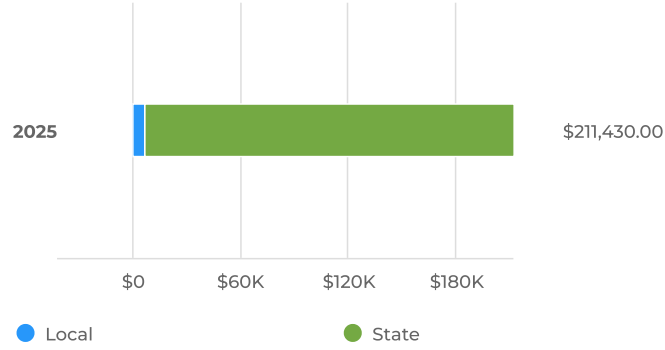
Capital Cost Breakdown

Capital Cost	Historical	FY2025	Total
CAP	\$12,060,000	\$211,430	\$12,271,430
Total	\$12,060,000	\$211,430	\$12,271,430

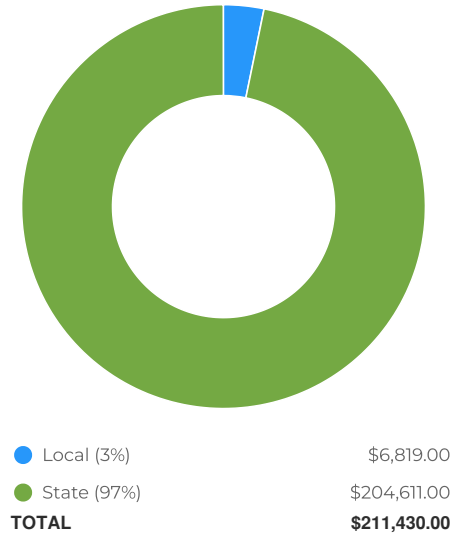
Funding Sources

Total Historical **\$12,060,000**
 FY2025 Budget **\$211,430**
 Total Budget (all years) **\$211.43K**
 Project Total **\$12.271M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	Historical	FY2025	Total
State	\$11,671,065	\$204,611	\$11,875,676
Local	\$388,935	\$6,819	\$395,754
Total	\$12,060,000	\$211,430	\$12,271,430

Operational Technology Cybersecurity

Overview

Request Owner	Capital Budgets, SEPTA
Department	Communications, Signal Systems and Technology Improvements
Type	Capital Improvement

Description

This project provides numerous cybersecurity measures to decrease SEPTA's vulnerability to cyber threats for its communication and signal systems. The project includes software, hardware, and the support of Cybersecurity & Infrastructure Security technology firms.

Schedule / Status (Calendar Year): Ongoing

Location: City of Philadelphia

Service Area: System-wide

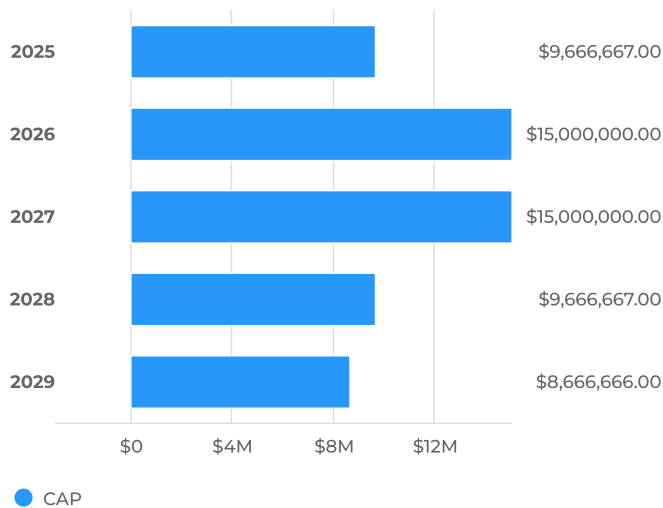
Details

S/TIP MPMS #	102571
Program Element	Technology Improvements

Capital Cost

FY2025 Budget	Total Budget (all years)	Project Total
\$9,666,667	\$58M	\$58M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2029	Total
CAP	\$9,666,667	\$15,000,000	\$15,000,000	\$9,666,667	\$8,666,666	\$58,000,000
Total	\$9,666,667	\$15,000,000	\$15,000,000	\$9,666,667	\$8,666,666	\$58,000,000

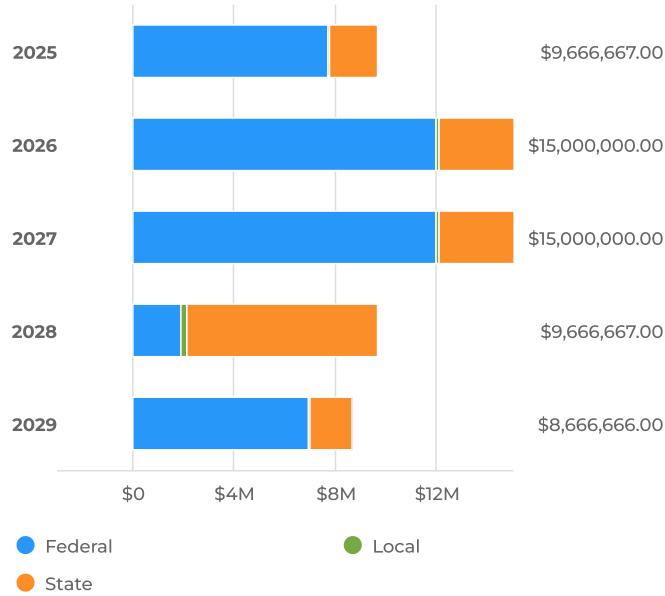
Funding Sources

FY2025 Budget
\$9,666,667

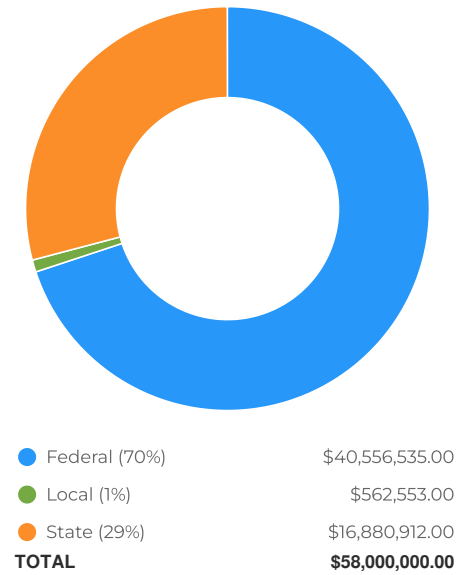
Total Budget (all years)
\$58M

Project Total
\$58M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	FY2027	FY2028	FY2029	Total
State	\$1,870,983	\$2,903,250	\$2,903,250	\$7,525,996	\$1,677,433	\$16,880,912
Federal	\$7,733,333	\$12,000,000	\$12,000,000	\$1,889,869	\$6,933,333	\$40,556,535
Local	\$62,351	\$96,750	\$96,750	\$250,802	\$55,900	\$562,553
Total	\$9,666,667	\$15,000,000	\$15,000,000	\$9,666,667	\$8,666,666	\$58,000,000

Positive Train Control

Overview

Request Owner	Capital Budgets, SEPTA
Department	Communications, Signal Systems and Technology Improvements
Type	Capital Improvement
Project Number	CRLTC

Description

Design and installation of a Positive Train Control (PTC) system for the Railroad Division. The PTC system is similar in all aspects to the system provided on the Northeast Corridor, to ensure complete interoperability not only with Amtrak, but with the various freight carriers that operate in SEPTA's territory. SEPTA has implemented PTC systems on all Regional Rail lines. The remaining work involves the cohesive integration and interoperability of SEPTA's PTC system with CSX and Norfolk Southern PTC systems throughout the region.

Schedule/Status (Calendar Year):

Construction was completed in 2021.

Continuing Integration with Partner Railroads: 2021 - 2027

Location: Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties, Delaware (State), New Jersey (State)

Service Area: System-wide

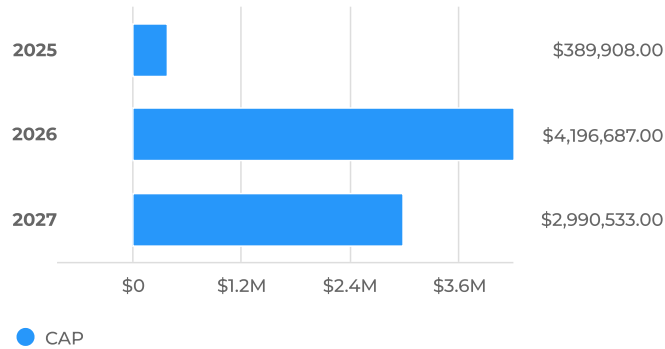
Details

S/TIP MPMS #	102571
Program Element	Communications & Signal Improvements - Railroad Projects

Capital Cost

Total Historical **\$169,422,872**
 FY2025 Budget **\$389,908**
 Total Budget (all years) **\$7.577M**
 Project Total **\$177M**

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown					
Capital Cost	Historical	FY2025	FY2026	FY2027	Total
CAP	\$169,422,872	\$389,908	\$4,196,687	\$2,990,533	\$177,000,000
Total	\$169,422,872	\$389,908	\$4,196,687	\$2,990,533	\$177,000,000

Funding Sources

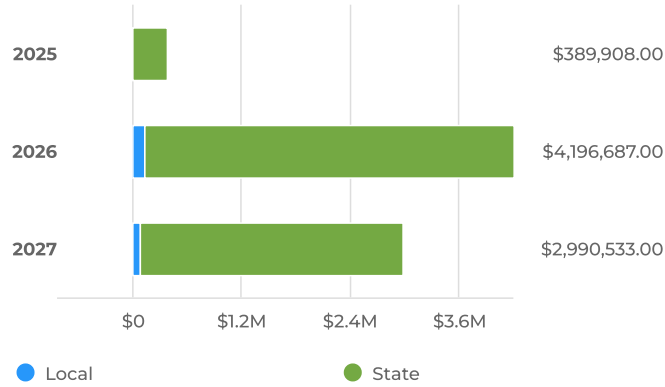
Total Historical
\$169,422,872

FY2025 Budget
\$389,908

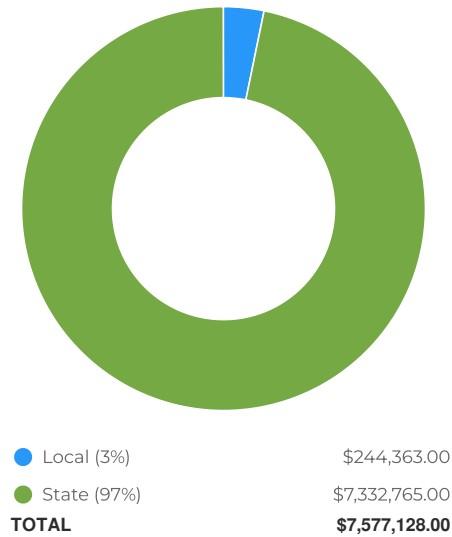
Total Budget (all years)
\$7.577M

Project Total
\$177M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown					
Funding Sources	Historical	FY2025	FY2026	FY2027	Total
State	\$163,958,984	\$377,333	\$4,061,344	\$2,894,088	\$171,291,749
Local	\$5,463,888	\$12,575	\$135,343	\$96,445	\$5,708,251
Total	\$169,422,872	\$389,908	\$4,196,687	\$2,990,533	\$177,000,000

Positive Train Control - Onboard Survey Mapping

Overview

Request Owner	Capital Budgets, SEPTA
Department	Communications, Signal Systems and Technology Improvements
Type	Capital Improvement
Project Number	CRLMP_1EW

Description

Development of a Positive Train Control (PTC) Onboard Survey Map Software as required by the Federal Railroad Administration (FRA). The project will enhance SEPTA's existing PTC system (ACSEC II) by providing supplementary and redundant safety measures. An Onboard Survey Map will contain the railroad's physical characteristics that inform the train of the speeds and restrictions associated with its location. The information on the survey map is the same as the existing transponders but will be housed in the train's onboard computer. Having both a wayside and vehicle notification will strengthen SEPTA's PTC system and will comply with FRA requirements. This is the first phase of the project.

Schedule/Status (Calendar Year):

Development: 2021 – 2026

Location: Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties, Delaware (State), New Jersey (State)

Service Area: System-wide

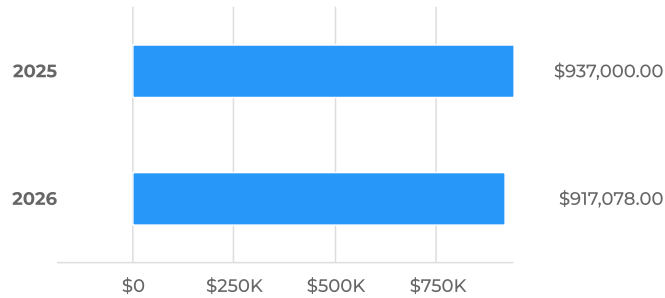
Details

S/TIP MPMS #	102571
Program Element	Communications & Signal Improvements - Railroad Projects

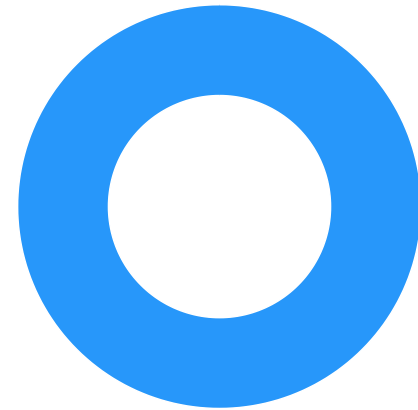
Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$1,445,922	\$937,000	\$1.854M	\$3.3M

Capital Cost by Year



Capital Cost for Budgeted Years



● CAP (100%) \$1,854,078.00
TOTAL \$1,854,078.00

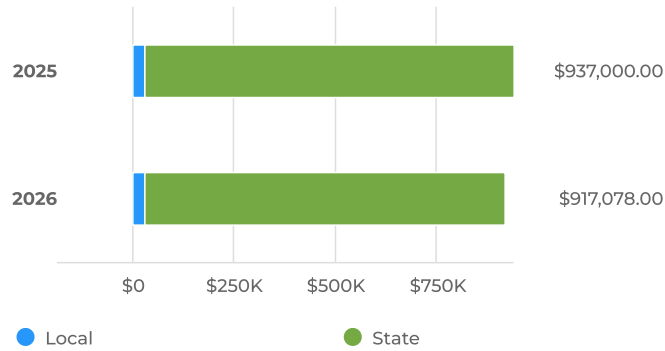
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	Total
CAP	\$1,445,922	\$937,000	\$917,078	\$3,300,000
Total	\$1,445,922	\$937,000	\$917,078	\$3,300,000

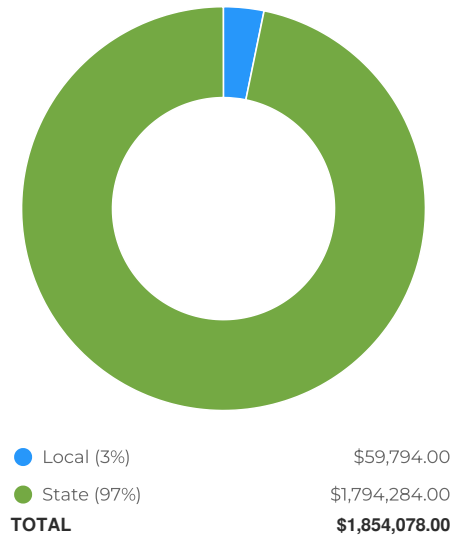
Funding Sources

Total Historical **\$1,445,922**
 FY2025 Budget **\$937,000**
 Total Budget (all years) **\$1.854M**
 Project Total **\$3.3M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown				
Funding Sources	Historical	FY2025	FY2026	Total
State	\$1,399,291	\$906,782	\$887,502	\$3,193,575
Local	\$46,631	\$30,218	\$29,576	\$106,425
Total	\$1,445,922	\$937,000	\$917,078	\$3,300,000

Positive Train Control Enhancement & Technology Refresh

Overview

Request Owner	Capital Budgets, SEPTA
Department	Communications, Signal Systems and Technology Improvements
Type	Capital Improvement
Project Number	CRIFA

Description

Components of SEPTA's Regional Rail Positive Train Control System are reaching the end of their useful life and will be replaced.

Schedule/Status (Calendar Year): 2025 to 2029 Implementation

Location: System-wide

Service Area: System-wide

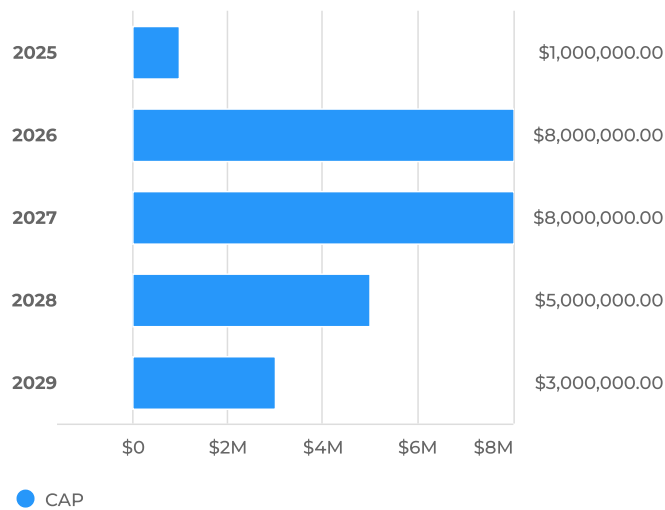
Details

S/TIP MPMS #	102571
Program Element	Communications & Signal Improvements - Railroad Projects

Capital Cost

FY2025 Budget	Total Budget (all years)	Project Total
\$1,000,000	\$25M	\$25M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2029	Total
CAP	\$1,000,000	\$8,000,000	\$8,000,000	\$5,000,000	\$3,000,000	\$25,000,000
Total	\$1,000,000	\$8,000,000	\$8,000,000	\$5,000,000	\$3,000,000	\$25,000,000



Funding Sources

FY2025 Budget
\$1,000,000

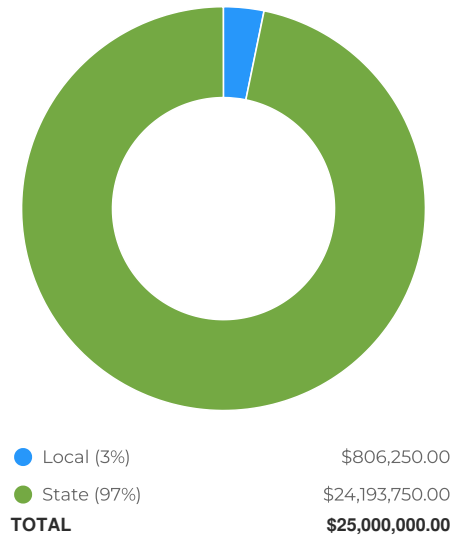
Total Budget (all years)
\$25M

Project Total
\$25M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	FY2027	FY2028	FY2029	Total
State	\$967,750	\$7,742,000	\$7,742,000	\$4,838,750	\$2,903,250	\$24,193,750
Local	\$32,250	\$258,000	\$258,000	\$161,250	\$96,750	\$806,250
Total	\$1,000,000	\$8,000,000	\$8,000,000	\$5,000,000	\$3,000,000	\$25,000,000

Railroad Interlocking Improvement Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Communications, Signal Systems and Technology Improvements
Type	Capital Improvement
Project Number	CRLRI

Description

Rebuilding, reconfiguration and construction of railroad interlockings to improve operational efficiency. Regional Rail locations include but are not limited to 16th Street Interlocking, 20th Street Interlocking, Beth and York Interlockings, Broad Interlocking, Hunt Interlocking, and Wayne Interlocking.

Note: Schuylkill Interlocking previously in this program is now part of the Mainline–Schuylkill Bridges and Interlockings project in Projects of Significance.

Schedule/Status (Calendar Year): Ongoing

Location: Montgomery and Philadelphia Counties

Service Area: System-wide

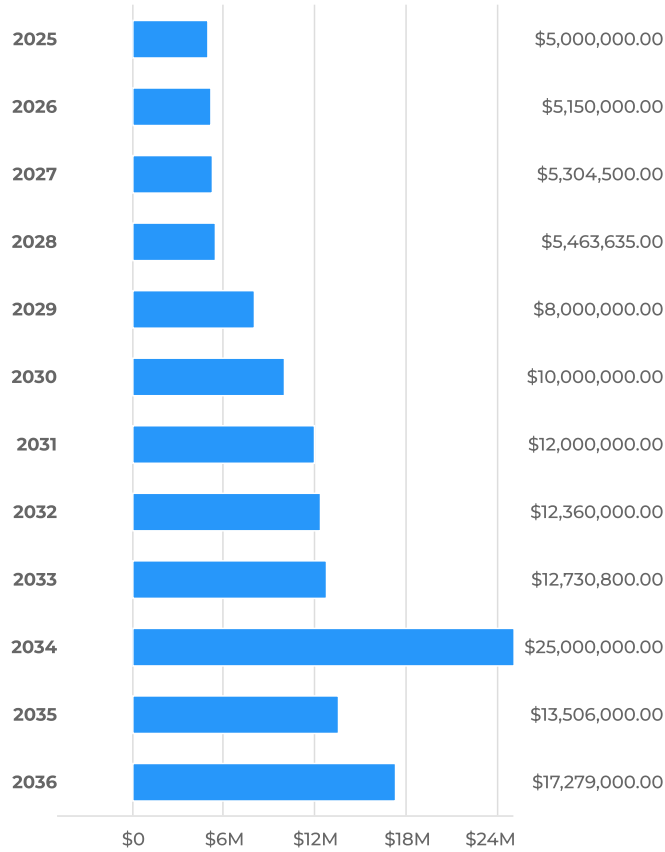
Details

S/TIP MPMS #	102571
Program Element	Communications & Signal Improvements - Railroad Projects

Capital Cost

Total Historical **\$19,112,592**
 FY2025 Budget **\$5,000,000**
 Total Budget (all years) **\$131.794M**
 Project Total **\$150.907M**

Capital Cost by Year



Capital Cost for Budgeted Years



● CAP

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CAP	\$19,112,592	\$5,000,000	\$5,150,000	\$5,304,500	\$5,463,635	\$8,000,000	\$10,000,000	\$12,000,000	\$12,360,000
Total	\$19,112,592	\$5,000,000	\$5,150,000	\$5,304,500	\$5,463,635	\$8,000,000	\$10,000,000	\$12,000,000	\$12,360,000

Funding Sources

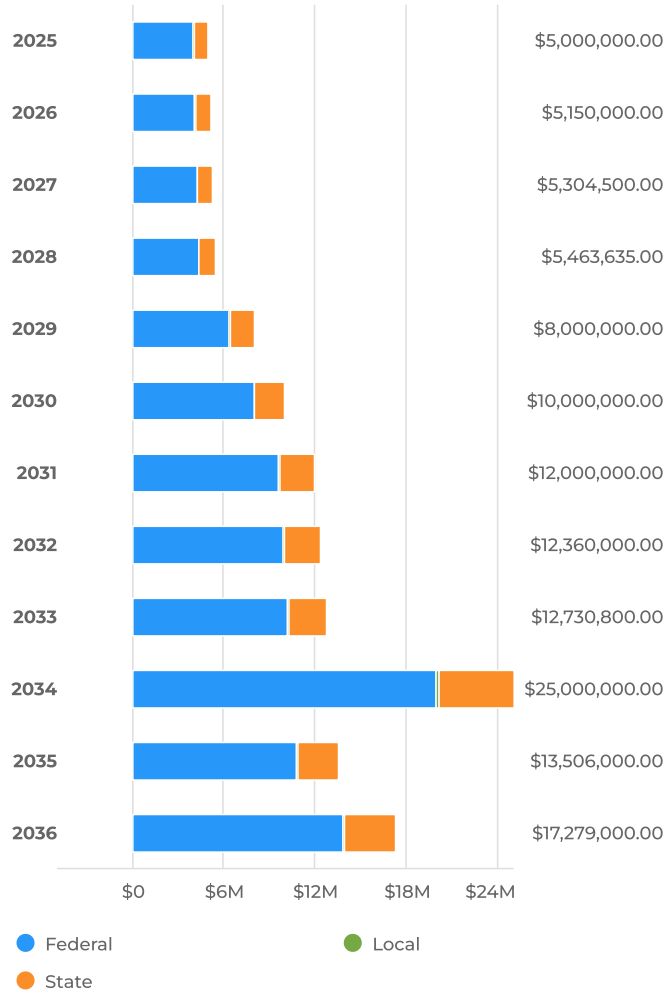
Total Historical
\$19,112,592

FY2025 Budget
\$5,000,000

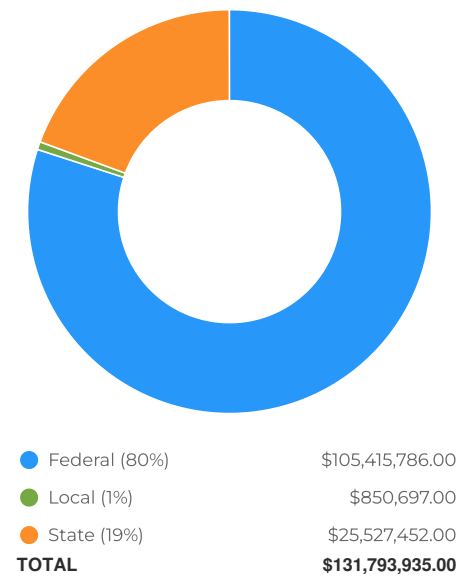
Total Budget (all years)
\$131.794M

Project Total
\$150.907M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
State	\$3,695,771	\$966,841	\$998,443	\$1,029,680	\$1,064,803	\$1,551,211	\$1,937,569	\$2,325,395	\$2,392,272
Federal	\$15,293,660	\$4,000,939	\$4,118,284	\$4,240,506	\$4,363,348	\$6,397,095	\$7,997,862	\$9,597,112	\$9,888,000
Local	\$123,161	\$32,220	\$33,273	\$34,314	\$35,484	\$51,694	\$64,569	\$77,493	\$79,722
Total	\$19,112,592	\$5,000,000	\$5,150,000	\$5,304,500	\$5,463,635	\$8,000,000	\$10,000,000	\$12,000,000	\$12,360,000

Real-Time Information / Audio Visual Public Address (AVPA) System

Overview

Request Owner	Capital Budgets, SEPTA
Department	Communications, Signal Systems and Technology Improvements
Type	Capital Improvement
Project Number	CCLAV

Description

Upgrade and modernization of SEPTA's real-time arrival information for customers on all SEPTA modes of transportation. It includes the installation of a Real-Time Vehicle Locating system on all SEPTA vehicles, providing vehicle location information that will be accessible to the public via smartphone applications and the web. In addition, SEPTA will upgrade Audio Visual Public Address (AVPA) equipment at all railroad and transit stations.

Schedule/Status (Calendar Year):

Implementation 2017 - 2028

Location: System-wide

Service Area: System-wide

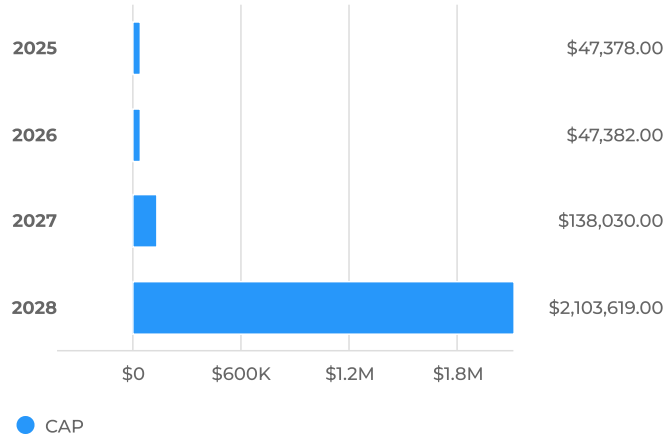
Details

S/TIP MPMS #	102571
Program Element	Communications & Signal Improvements – System-Wide Projects

Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$32,395,075	\$47,378	\$2.336M	\$34.731M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	Total
CAP	\$32,395,075	\$47,378	\$47,382	\$138,030	\$2,103,619	\$34,731,484
Total	\$32,395,075	\$47,378	\$47,382	\$138,030	\$2,103,619	\$34,731,484

Funding Sources

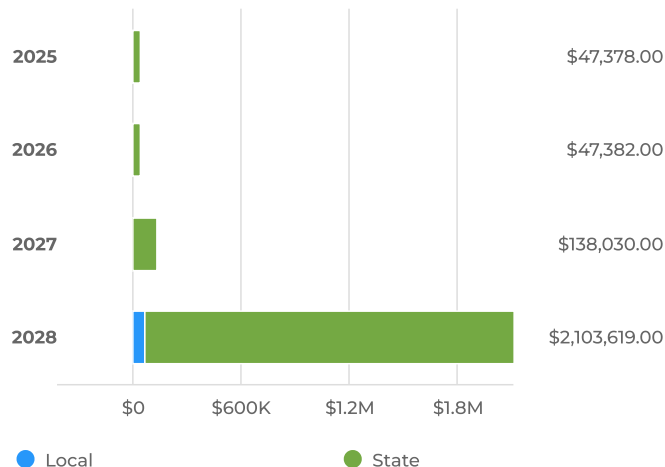
Total Historical
\$32,395,075

FY2025 Budget
\$47,378

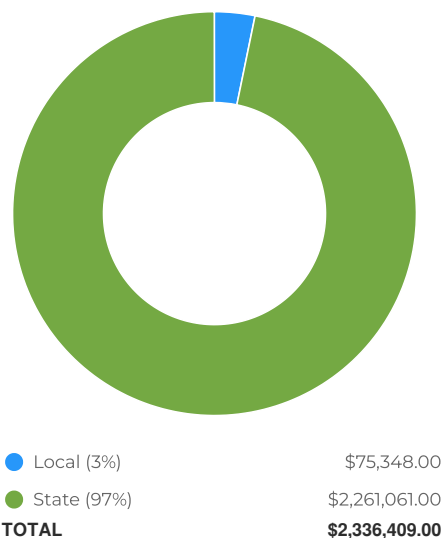
Total Budget (all years)
\$2.336M

Project Total
\$34.731M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown						
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	Total
State	\$31,350,334	\$45,851	\$45,854	\$133,579	\$2,035,777	\$33,611,395
Local	\$1,044,741	\$1,527	\$1,528	\$4,451	\$67,842	\$1,120,089
Total	\$32,395,075	\$47,378	\$47,382	\$138,030	\$2,103,619	\$34,731,484

Regional Rail VHF Radio Upgrade

Overview

Request Owner	Capital Budgets, SEPTA
Department	Communications, Signal Systems and Technology Improvements
Type	Capital Improvement
Project Number	CCCCR

Description

SEPTA operates a Very High Frequency (VHF) conventional simulcast radio system to support Regional Railroad Operations. The existing equipment has reached the end of its useful life and will be expanded and replaced as part of this project to provide enhanced radio coverage.

Schedule/Status (Calendar Year):

Design & Construction: 2025 – 2030

Location: System-wide

Service Area: System-wide

Details

S/TIP MPMS #	102571
Program Element	Communications & Signal Improvements – System-Wide Projects

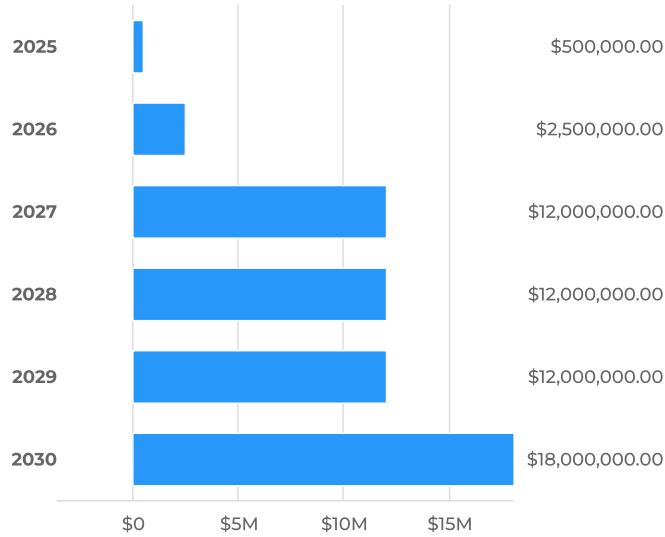
Capital Cost

FY2025 Budget
\$500,000

Total Budget (all years)
\$57M

Project Total
\$57M

Capital Cost by Year



Capital Cost for Budgeted Years



● CAP

Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CAP	\$500,000	\$2,500,000	\$12,000,000	\$12,000,000	\$12,000,000	\$18,000,000	\$57,000,000
Total	\$500,000	\$2,500,000	\$12,000,000	\$12,000,000	\$12,000,000	\$18,000,000	\$57,000,000

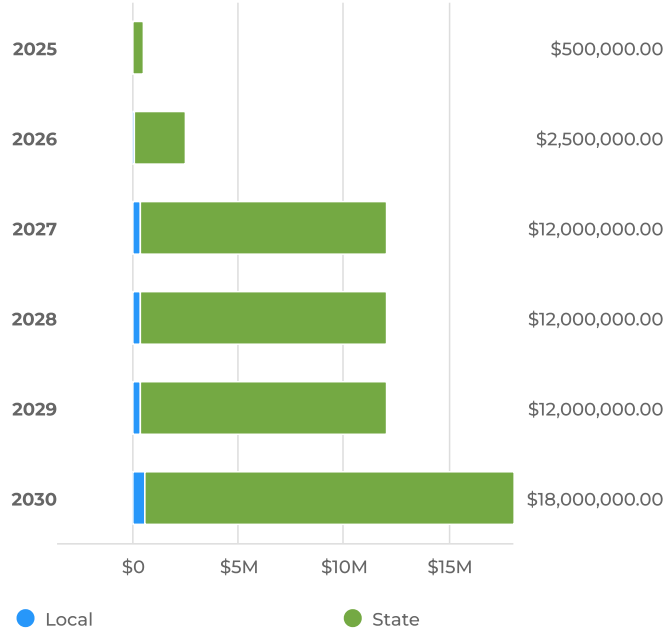
Funding Sources

FY2025 Budget
\$500,000

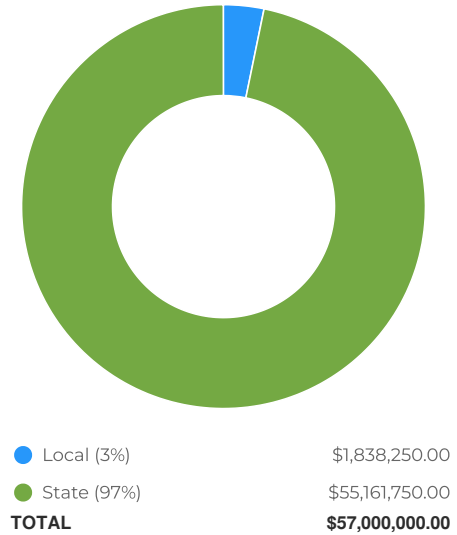
Total Budget (all years)
\$57M

Project Total
\$57M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown							
Funding Sources	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Total
State	\$483,875	\$2,419,375	\$11,613,000	\$11,613,000	\$11,613,000	\$17,419,500	\$55,161,750
Local	\$16,125	\$80,625	\$387,000	\$387,000	\$387,000	\$580,500	\$1,838,250
Total	\$500,000	\$2,500,000	\$12,000,000	\$12,000,000	\$12,000,000	\$18,000,000	\$57,000,000

Regional Railroad Signal Improvement Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Communications, Signal Systems and Technology Improvements
Type	Capital Improvement

Description

Modernization of the signal system on the Regional Rail Network. Work will include upgrades to improve operational reliability for the train control systems on the entire Regional Rail network.

Schedule/Status (Calendar Year): Implementation 2030 - 2036

Location: System-wide

Service Area: System-wide

Details

S/TIP MPMS #	102571
Program Element	Communications & Signal Improvements - Railroad Projects

Capital Cost

Total Budget (all years)
\$60.759M

Project Total
\$60.759M

Capital Cost by Year



Capital Cost for Budgeted Years



● CAP

Capital Cost Breakdown

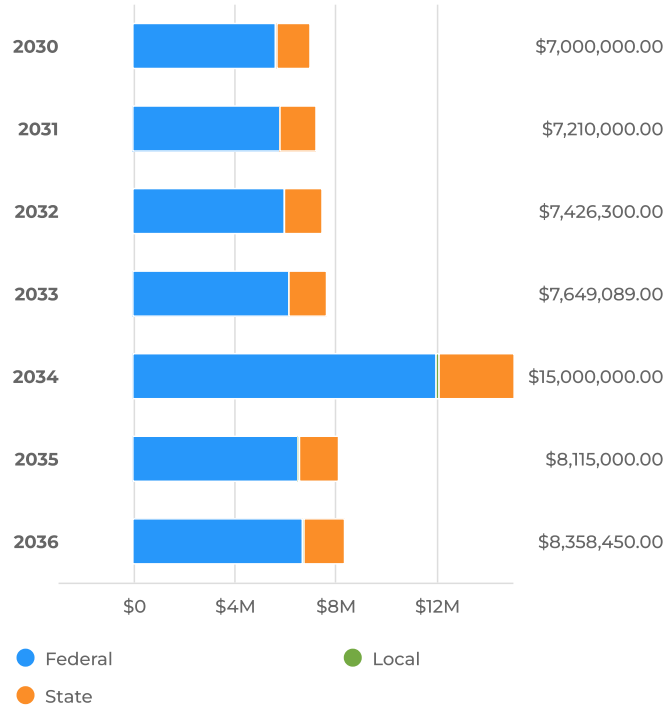
Capital Cost	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	Total
CAP	\$7,000,000	\$7,210,000	\$7,426,300	\$7,649,089	\$15,000,000	\$8,115,000	\$8,358,450	\$60,758,839
Total	\$7,000,000	\$7,210,000	\$7,426,300	\$7,649,089	\$15,000,000	\$8,115,000	\$8,358,450	\$60,758,839

Funding Sources

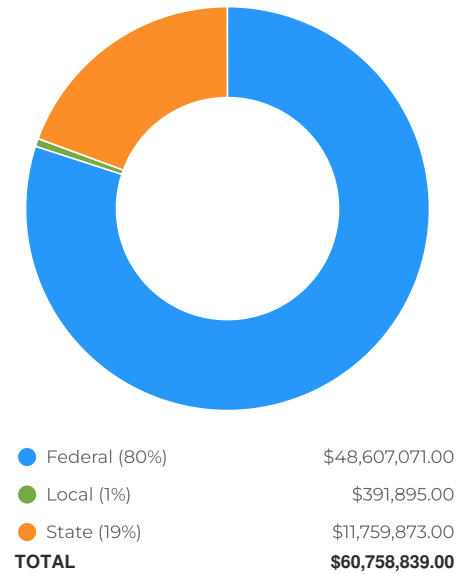
Total Budget (all years)
\$60.759M

Project Total
\$60.759M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown								
Funding Sources	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	Total
State	\$1,354,850	\$1,395,496	\$1,437,360	\$1,480,481	\$2,903,250	\$1,570,658	\$1,617,778	\$11,759,873
Federal	\$5,600,000	\$5,768,000	\$5,941,040	\$6,119,271	\$12,000,000	\$6,492,000	\$6,686,760	\$48,607,071
Local	\$45,150	\$46,504	\$47,900	\$49,337	\$96,750	\$52,342	\$53,912	\$391,895
Total	\$7,000,000	\$7,210,000	\$7,426,300	\$7,649,089	\$15,000,000	\$8,115,000	\$8,358,450	\$60,758,839

Route 101/102 Positive Train Control and ROW Improvements

Overview

Request Owner	Capital Budgets, SEPTA
Department	Communications, Signal Systems and Technology Improvements
Type	Capital Improvement
Project Number	CALMP

Description

Installation of a new state-of-the-art Communications Based Train Control (CBTC) system for the Route 101/102 trolley lines. The new system will automatically enforce trolley separation and provide overspeed and roadway worker protection. New power switching will be installed to facilitate operational flexibility. It includes new interlockings, special track work and power work, and a new Remote-Operations Control Center.

Schedule/Status (Calendar Year):

Construction: 2015 - 2025

Location: Delaware County

Service Area: Delaware County

Images



1/102 Positive Train Control and Right-of-Way Improvements
Project picture

Route 101/102 Positive Train Control
and ROW Improvements

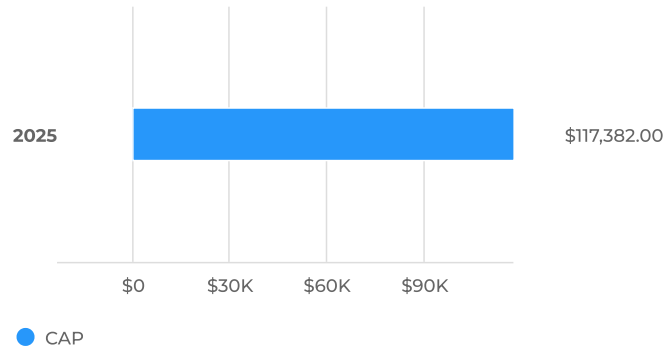
Details

S/TIP MPMS #	102571
Program Element	Communications & Signal Improvements - Transit Projects

Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$94,882,618	\$117,382	\$117.382K	\$95M

Capital Cost by Year



Capital Cost for Budgeted Years

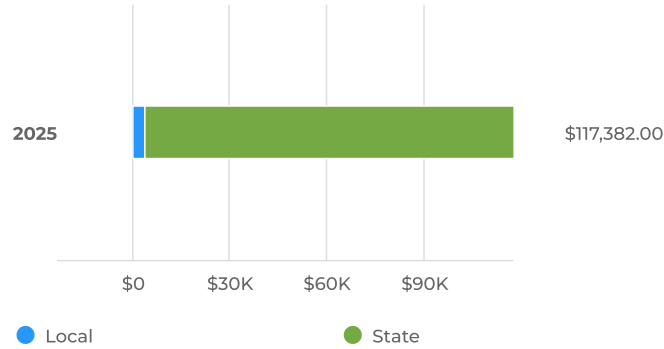


Capital Cost Breakdown			
Capital Cost	Historical	FY2025	Total
CAP	\$94,882,618	\$117,382	\$95,000,000
Total	\$94,882,618	\$117,382	\$95,000,000

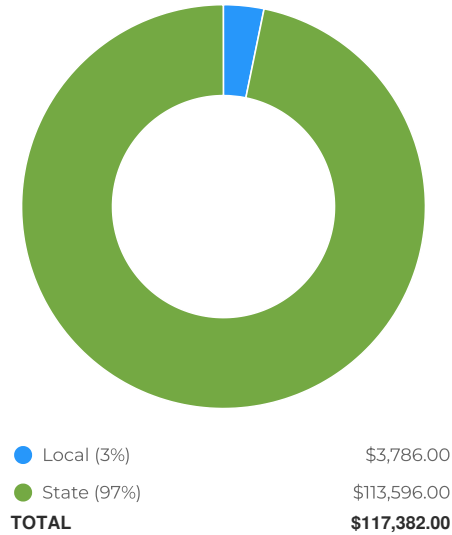
Funding Sources

Total Historical **\$94,882,618**
 FY2025 Budget **\$117,382**
 Total Budget (all years) **\$117.382K**
 Project Total **\$95M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	Historical	FY2025	Total
State	\$91,822,654	\$113,596	\$91,936,250
Local	\$3,059,964	\$3,786	\$3,063,750
Total	\$94,882,618	\$117,382	\$95,000,000

SEPTA Transformation - Efficiency and Accountability Capital Support

Overview

Request Owner	Capital Budgets, SEPTA
Department	Communications, Signal Systems and Technology Improvements
Type	Capital Improvement
Project Number	CCAST

Description

This program will provide capital funding to support SEPTA's Efficiency and Accountability (E&A) Transformation program. Spearheaded by a newly established Transformation Office, the SEPTA E&A initiative is an effort taking place across SEPTA which gives the Authority a framework to look within the organization and operations to understand where it can be better for employees and riders. This initiative has four main goals:

1. Ensuring SEPTA has the right capabilities, mindsets, and resources in place to deliver on our strategic plan.
2. Eliminating day-to-day pain points to make SEPTA a more satisfying place to work for employees.
3. Driving efficiency, productivity, and accountability improvements in business units across the organization.
4. Pursuing cost-saving and revenue-generating opportunities that put SEPTA on firm financial footing.

Efforts funded by this project include installation of communications video and training screens at SEPTA facilities, deployment of tablets at back shops, installation of automated material vending machines at SEPTA's supply chain facilities, and other capital investments necessary to support SEPTA's Transformation efforts.

Schedule/Status (Calendar Year):

Design and Implementation: 2022 - 2027

Location: System-wide

Service Area: System-wide

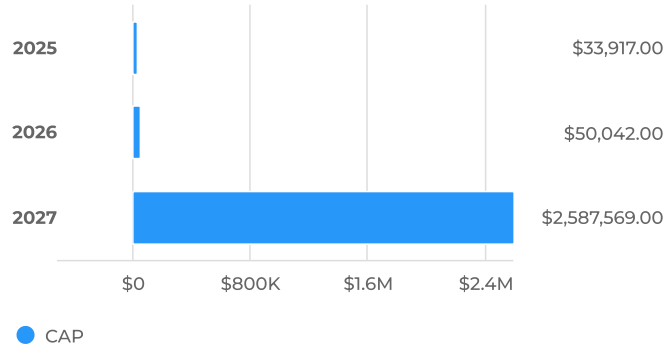
Details

S/TIP MPMS #	102571
Program Element	Technology Improvements

Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$3,928,470	\$33,917	\$2.672M	\$6.6M

Capital Cost by Year



Capital Cost for Budgeted Years



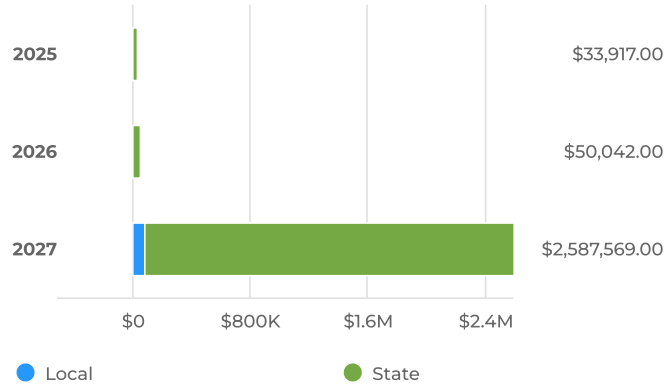
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	Total
CAP	\$3,928,470	\$33,917	\$50,042	\$2,587,569	\$6,599,998
Total	\$3,928,470	\$33,917	\$50,042	\$2,587,569	\$6,599,998

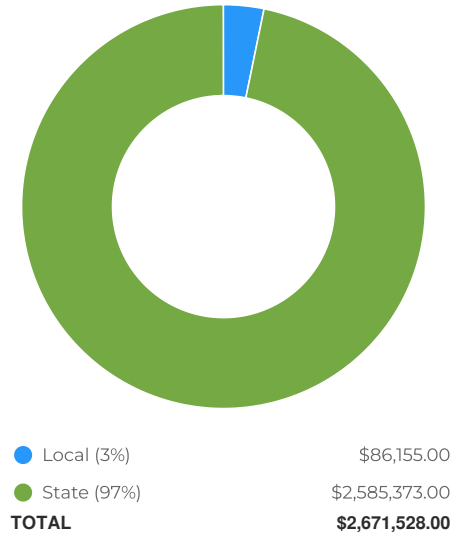
Funding Sources

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$3,928,470	\$33,917	\$2.672M	\$6.6M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	Total
State	\$3,801,777	\$32,824	\$48,429	\$2,504,120	\$6,387,150
Local	\$126,693	\$1,093	\$1,613	\$83,449	\$212,848
Total	\$3,928,470	\$33,917	\$50,042	\$2,587,569	\$6,599,998

Signal System Renewal on the Norristown High Speed Line

Overview

Request Owner	Capital Budgets, SEPTA
Department	Communications, Signal Systems and Technology Improvements
Type	Capital Improvement
Project Number	CCLNT

Description

Modernization of the signal system on the Norristown High Speed Line (NHSL). Work includes upgrades to improve operational reliability for the train control systems on the entire corridor.

Schedule/Status (Calendar Year):

Design: 2024 – 2025

Construction: 2026 – 2031

Location: Delaware and Montgomery Counties

Service Area: Delaware and Montgomery Counties

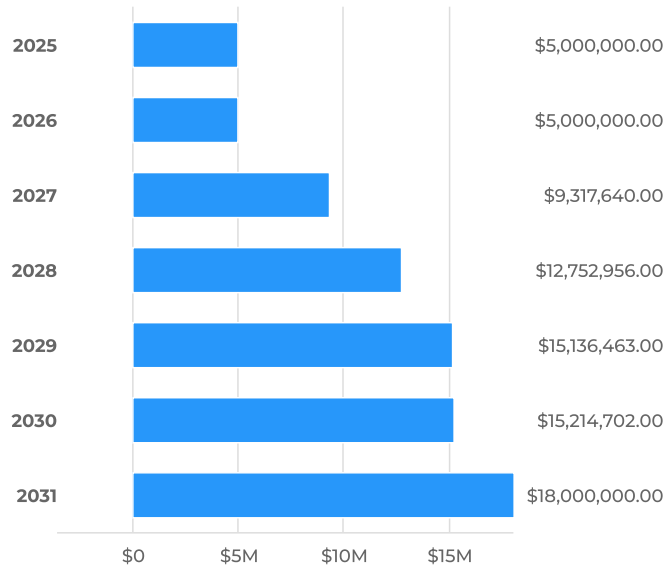
Details

S/TIP MPMS #	102571
Program Element	Communications & Signal Improvements - Transit Projects

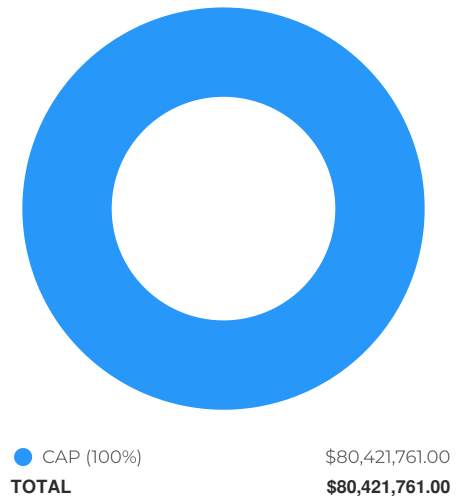
Capital Cost

Total Historical **\$19,578,239**
 FY2025 Budget **\$5,000,000**
 Total Budget (all years) **\$80.422M**
 Project Total **\$100M**

Capital Cost by Year



Capital Cost for Budgeted Years



● CAP

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
CAP	\$19,578,239	\$5,000,000	\$5,000,000	\$9,317,640	\$12,752,956	\$15,136,463	\$15,214,702	\$18,000,000	\$100,000,000
Total	\$19,578,239	\$5,000,000	\$5,000,000	\$9,317,640	\$12,752,956	\$15,136,463	\$15,214,702	\$18,000,000	\$100,000,000

Funding Sources

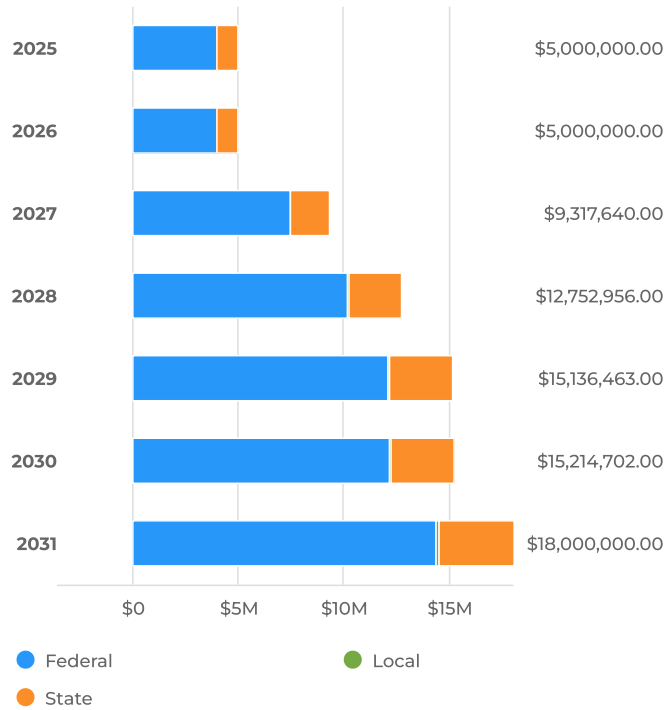
Total Historical
\$19,578,239

FY2025 Budget
\$5,000,000

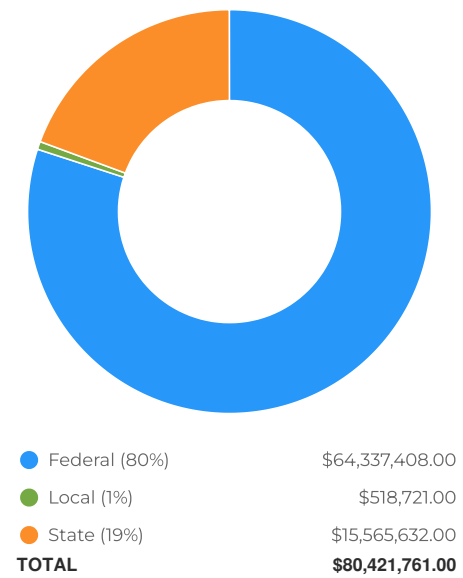
Total Budget (all years)
\$80.422M

Project Total
\$100M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
State	\$3,789,368	\$967,750	\$967,750	\$1,803,429	\$2,468,335	\$2,929,662	\$2,944,806	\$3,483,900	\$19,35
Federal	\$15,662,591	\$4,000,000	\$4,000,000	\$7,454,112	\$10,202,365	\$12,109,170	\$12,171,761	\$14,400,000	\$79,99
Local	\$126,280	\$32,250	\$32,250	\$60,099	\$82,256	\$97,631	\$98,135	\$116,100	\$645,0
Total	\$19,578,239	\$5,000,000	\$5,000,000	\$9,317,640	\$12,752,956	\$15,136,463	\$15,214,702	\$18,000,000	\$100,0

Southwest Connection Improvement Program (SCIP)

Overview

Request Owner	Capital Budgets, SEPTA
Department	Communications, Signal Systems and Technology Improvements
Type	Capital Improvement
Project Number	CRLAI

Description

Reconfiguration and rebuilding of signals, track, catenary, and interlockings from 30th Street Station to Phil Interlocking. Work includes new track special work, overhead contact systems (OCS), updated signal systems, and new PTC systems.

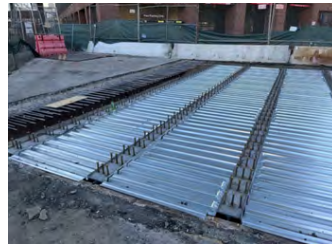
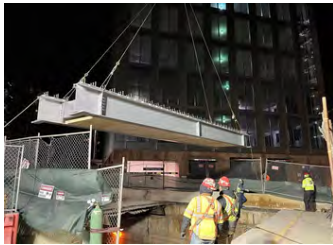
Schedule/Status (Calendar Year):

Construction: 2017 - 2025

Location: City of Philadelphia

Service Area: System-wide

Images



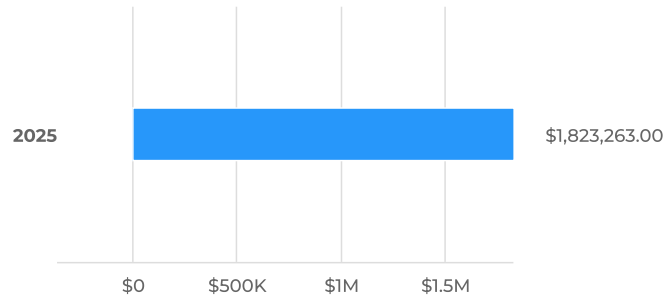
Details

S/TIP MPMS #	102571
Program Element	Communications & Signal Improvements - Railroad Projects

Capital Cost

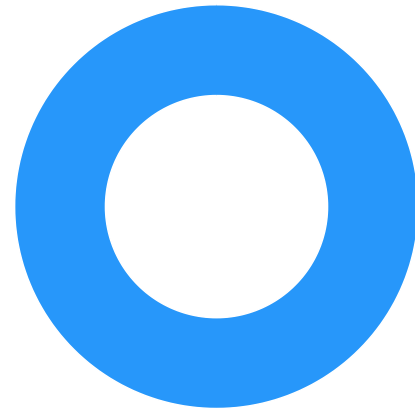
Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$59,676,737	\$1,823,263	\$1.823M	\$61.5M

Capital Cost by Year



● CAP

Capital Cost for Budgeted Years



● CAP (100%)

TOTAL

\$1,823,263.00

\$1,823,263.00

Capital Cost Breakdown

Capital Cost	Historical	FY2025	Total
CAP	\$59,676,737	\$1,823,263	\$61,500,000
Total	\$59,676,737	\$1,823,263	\$61,500,000

Funding Sources

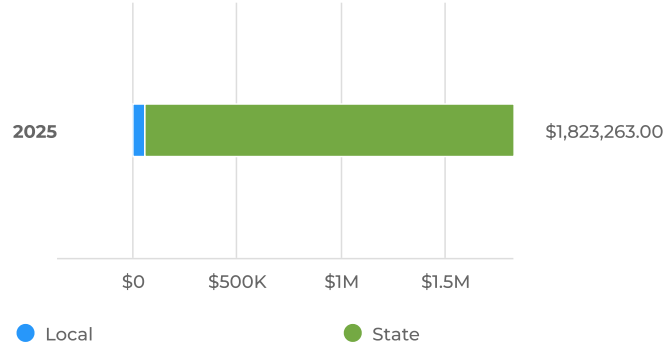
Total Historical
\$59,676,737

FY2025 Budget
\$1,823,263

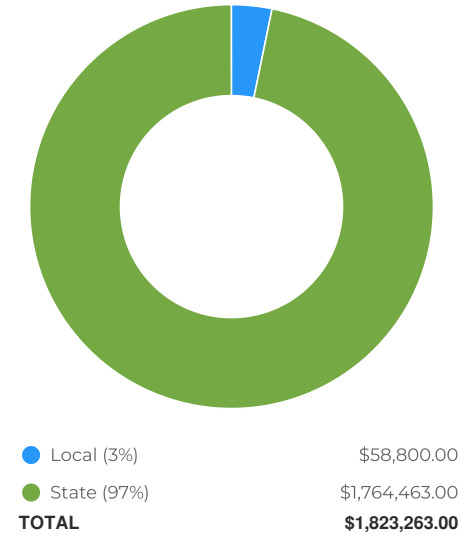
Total Budget (all years)
\$1.823M

Project Total
\$61.5M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	Historical	FY2025	Total
State	\$57,752,162	\$1,764,463	\$59,516,625
Local	\$1,924,575	\$58,800	\$1,983,375
Total	\$59,676,737	\$1,823,263	\$61,500,000

Telecommunications System Replacement

Overview

Request Owner	Capital Budgets, SEPTA
Department	Communications, Signal Systems and Technology Improvements
Type	Capital Improvement
Project Number	CCCPX

Description

This project will replace SEPTA's current telecommunications services with a new Voice over IP (VoIP) system. The resulting network will provide a secure, cost-effective, and high-reliability infrastructure for the voice systems. It will utilize existing internal cables and provides a method for integration into existing third-party systems, such as those used in the Control Center and Customer Call Centers. The project will also deliver additional benefits, including the option to migrate other services currently operating on the legacy phone system currently used at rail transit stations.

Schedule/Status (Calendar Year):

Design & Implementation: 2022-2025

Location: System-wide

Service Area: System-wide

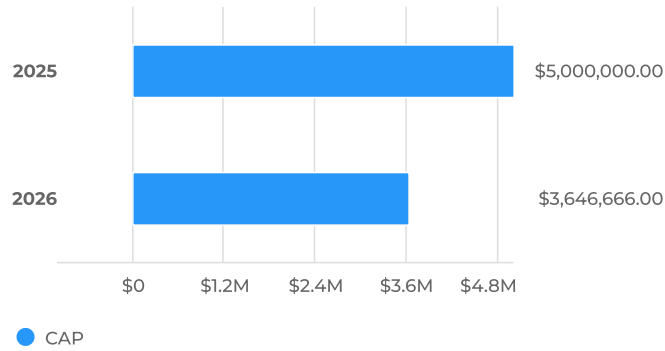
Details

S/TIP MPMS #	102571
Program Element	Communications & Signal Improvements – System-Wide Projects

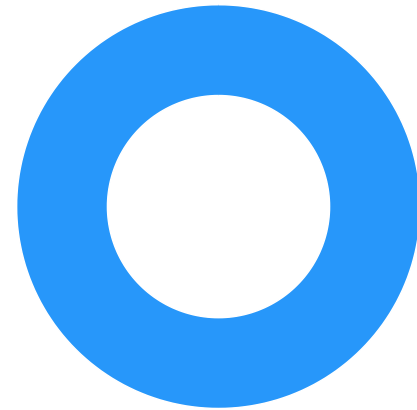
Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$5,063,334	\$5,000,000	\$8.647M	\$13.71M

Capital Cost by Year



Capital Cost for Budgeted Years



● CAP (100%)	\$8,646,666.00
TOTAL	\$8,646,666.00

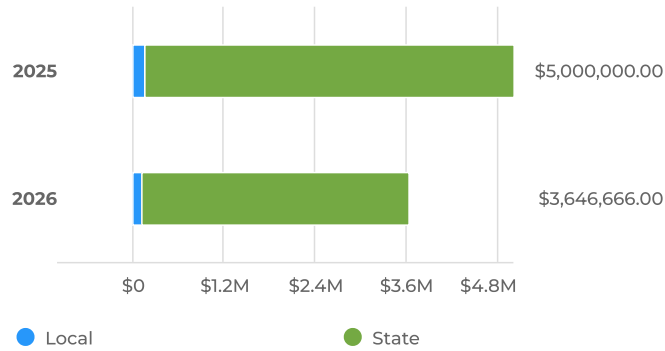
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	Total
CAP	\$5,063,334	\$5,000,000	\$3,646,666	\$13,710,000
Total	\$5,063,334	\$5,000,000	\$3,646,666	\$13,710,000

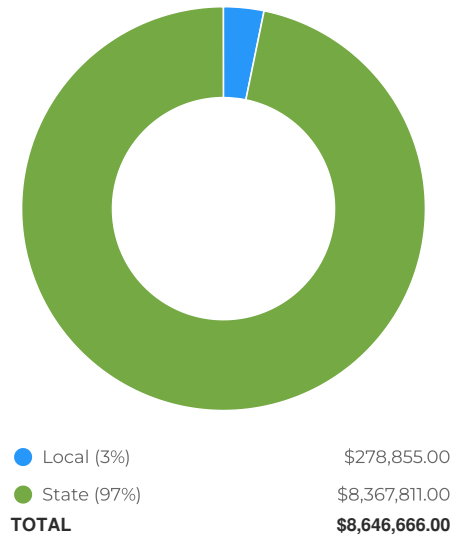
Funding Sources

Total Historical **\$5,063,334**
 FY2025 Budget **\$5,000,000**
 Total Budget (all years) **\$8.647M**
 Project Total **\$13.71M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown				
Funding Sources	Historical	FY2025	FY2026	Total
State	\$4,900,041	\$4,838,750	\$3,529,061	\$13,267,852
Local	\$163,293	\$161,250	\$117,605	\$442,148
Total	\$5,063,334	\$5,000,000	\$3,646,666	\$13,710,000

Transit Asset Management System

Overview

Request Owner	Capital Budgets, SEPTA
Department	Communications, Signal Systems and Technology Improvements
Type	Capital Improvement
Project Number	CHXAM

Description

The project includes the development and implementation of a system-wide asset management program to facilitate the requirements of the FTA Transit Asset Management Final Rule. This project includes the creation and implementation of asset management processes, as well as the deployment of software systems that will have the data necessary to accurately track existing asset inventory and conditions.

Schedule/Status (Calendar Year):

Design and Implementation: 2011 - 2025

Location: City of Philadelphia

Service Area: System-wide

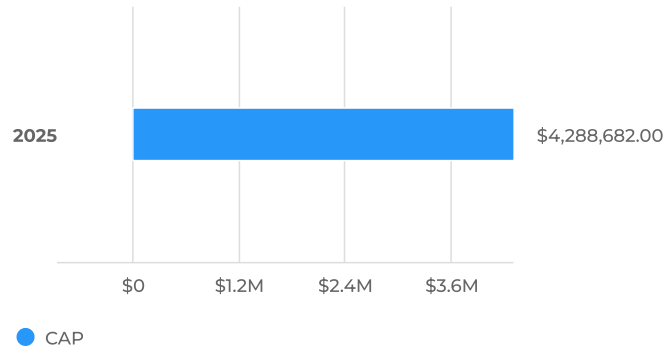
Details

S/TIP MPMS #	102571
Program Element	Technology Improvements

Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$6,711,317	\$4,288,682	\$4.289M	\$11M

Capital Cost by Year



Capital Cost for Budgeted Years



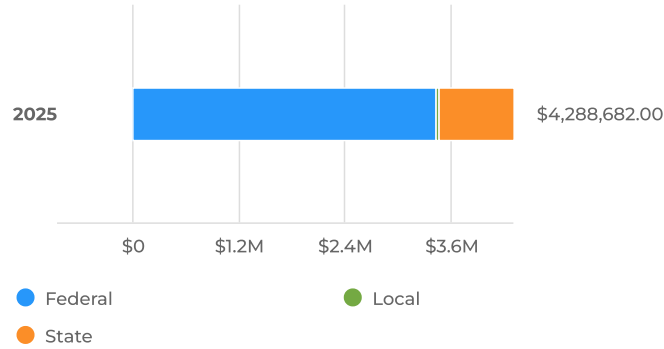
Capital Cost Breakdown

Capital Cost	Historical	FY2025	Total
CAP	\$6,711,317	\$4,288,682	\$10,999,999
Total	\$6,711,317	\$4,288,682	\$10,999,999

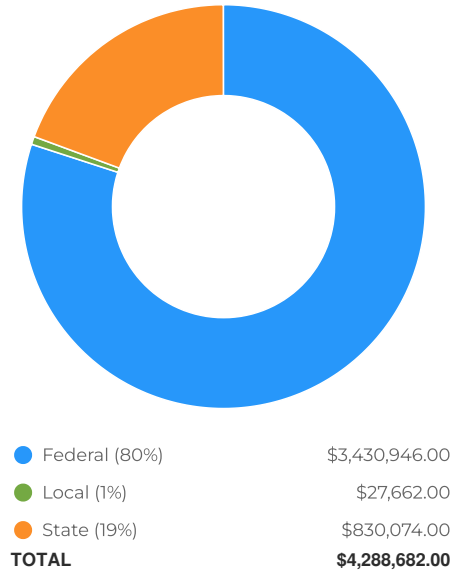
Funding Sources

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$6,711,317	\$4,288,682	\$4.289M	\$11M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	Historical	FY2025	Total
State	\$1,298,975	\$830,074	\$2,129,049
Federal	\$5,369,054	\$3,430,946	\$8,800,000
Local	\$43,288	\$27,662	\$70,950
Total	\$6,711,317	\$4,288,682	\$10,999,999

Video Systems Refreshment Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Communications, Signal Systems and Technology Improvements
Type	Capital Improvement
Project Number	CHCVS

Description

Replacement and upgrade of existing security cameras and video system components throughout the SEPTA system in stations and on vehicle fleets, including inward-facing cameras within Regional Railcars and crash hardened digital video recording devices in the bus fleet. A digital evidence management system will also be provided to allow SEPTA to securely collect, manage, store, review, and share digital evidence.

Schedule/Status (Calendar Year):

Design: 2017 - 2024

Construction: Ongoing to 2031

Location: System-wide

Service Area: System-wide

Details

S/TIP MPMS #	102571
Program Element	Technology Improvements

Capital Cost

Total Historical
\$17,100,000

FY2025 Budget
\$2,000,000

Total Budget (all years)
\$50.9M

Project Total
\$68M

Capital Cost by Year



Capital Cost for Budgeted Years



● CAP

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
CAP	\$17,100,000	\$2,000,000	\$2,000,000	\$8,000,000	\$7,979,644	\$8,000,000	\$12,000,000	\$10,920,355	\$67,999,999
Total	\$17,100,000	\$2,000,000	\$2,000,000	\$8,000,000	\$7,979,644	\$8,000,000	\$12,000,000	\$10,920,355	\$67,999,999

Funding Sources

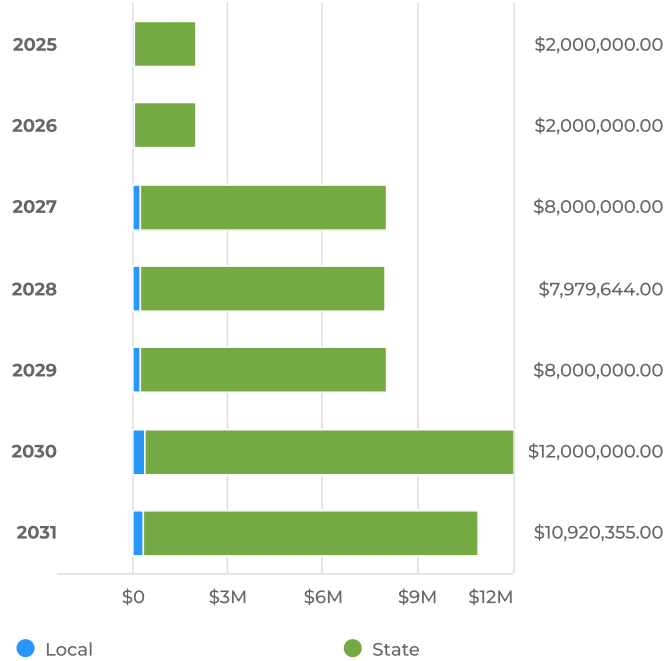
Total Historical
\$17,100,000

FY2025 Budget
\$2,000,000

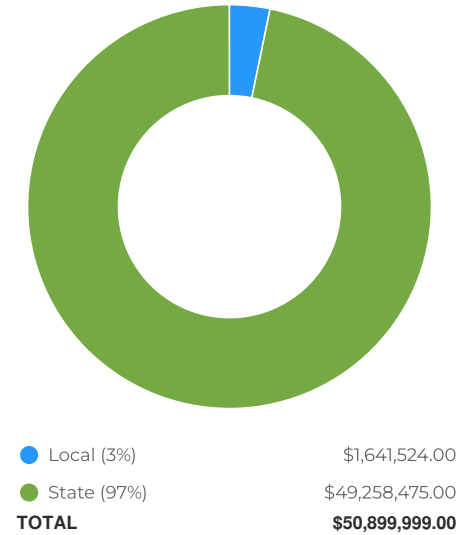
Total Budget (all years)
\$50.9M

Project Total
\$68M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
State	\$16,548,525	\$1,935,500	\$1,935,500	\$7,742,000	\$7,722,301	\$7,742,000	\$11,613,000	\$10,568,174	\$65,807,0
Local	\$551,475	\$64,500	\$64,500	\$258,000	\$257,343	\$258,000	\$387,000	\$352,181	\$2,192,99
Total	\$17,100,000	\$2,000,000	\$2,000,000	\$8,000,000	\$7,979,644	\$8,000,000	\$12,000,000	\$10,920,355	\$67,999,9

FINANCIAL OBLIGATIONS REQUESTS

Amtrak Trackage

Overview

Request Owner	Capital Budgets, SEPTA
Department	Financial Obligations
Type	Capital Improvement

Description

This agreement provides a payment mechanism for SEPTA's use of Amtrak tracks to operate the Trenton, Wilmington/Newark and Paoli/Thorndale Regional Rail service, and portions of the Chestnut Hill West, Airport and Cynwyd Regional Rail Lines. With the enactment of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), Congress mandated that a standardized methodology be developed to allocate costs among the Northeast Corridor (NEC) owners and operators that ensure each agency takes the full financial responsibility for its use of shared NEC infrastructure and related facilities. Payments made to Amtrak under this agreement are SEPTA's costs based on methodologies and policies established by the NEC Infrastructure and Operations Advisory Commission for all NEC users pursuant to PRIIA.

Schedule / Status (Calendar Year): Ongoing

Location: System-wide

Service Area: System-wide

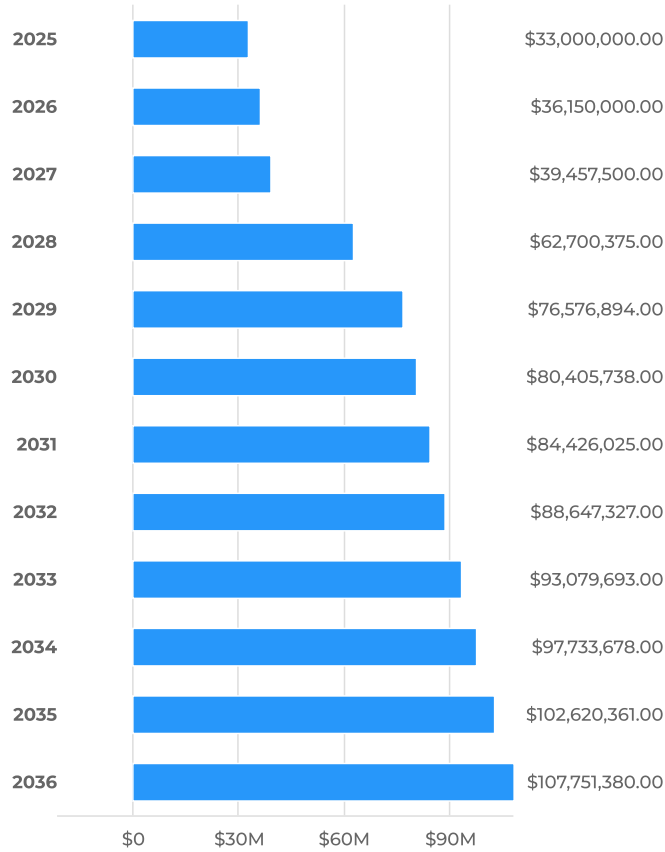
Details

S/TIP MPMS #	59966
Type of Project	Capital Leases

Capital Cost

Total Historical **\$100,227,452**
 FY2025 Budget **\$33,000,000**
 Total Budget (all years) **\$902.549M**
 Project Total **\$1.003B**

Capital Cost by Year



Capital Cost for Budgeted Years



● CAL

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY
CAL	\$100,227,452	\$33,000,000	\$36,150,000	\$39,457,500	\$62,700,375	\$76,576,894	\$80,405,738	\$84,426,025	\$8
Total	\$100,227,452	\$33,000,000	\$36,150,000	\$39,457,500	\$62,700,375	\$76,576,894	\$80,405,738	\$84,426,025	\$8

Funding Sources

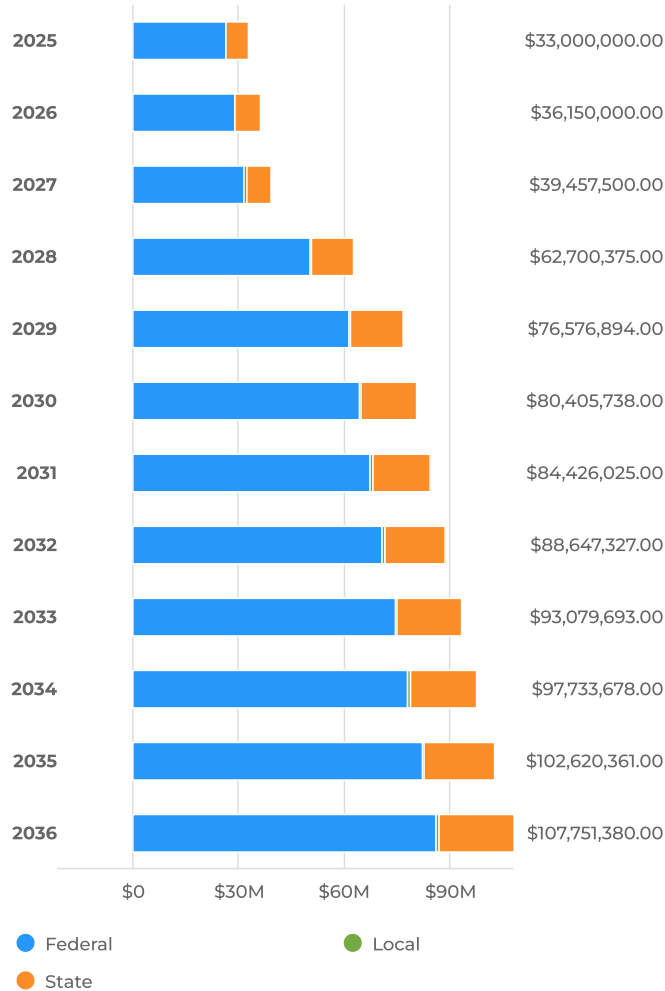
Total Historical
\$100,227,452

FY2025 Budget
\$33,000,000

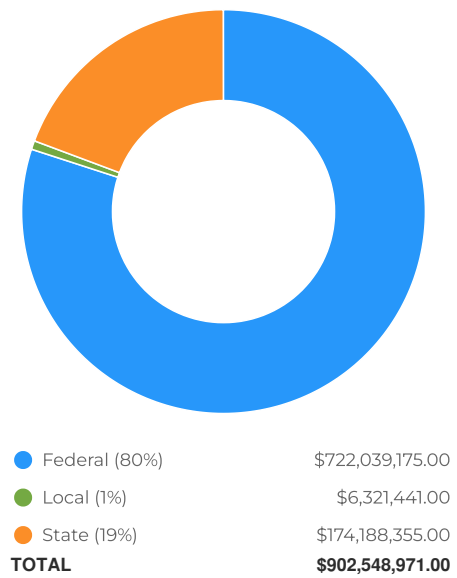
Total Budget (all years)
\$902.549M

Project Total
\$1.003B

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
State	\$19,399,023	\$6,387,150	\$6,996,832	\$7,137,000	\$12,135,658	\$14,821,458	\$15,562,531	\$16,340,657	\$17,179,788
Federal	\$80,181,962	\$26,400,000	\$28,920,000	\$31,566,000	\$50,160,300	\$61,261,515	\$64,324,590	\$67,540,820	\$70,821,361
Local	\$646,467	\$212,850	\$233,168	\$754,500	\$404,417	\$493,921	\$518,617	\$544,548	\$571,519
Total	\$100,227,452	\$33,000,000	\$36,150,000	\$39,457,500	\$62,700,375	\$76,576,894	\$80,405,738	\$84,426,025	\$88,647,327

Communication Towers

Overview

Request Owner	Capital Budgets, SEPTA
Department	Financial Obligations
Type	Capital Improvement

Description

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, Lincoln Plaza Center, Newtown Square, and New Britain.

Schedule / Status (Calendar Year): Ongoing

Location: System-wide

Service Area: System-wide

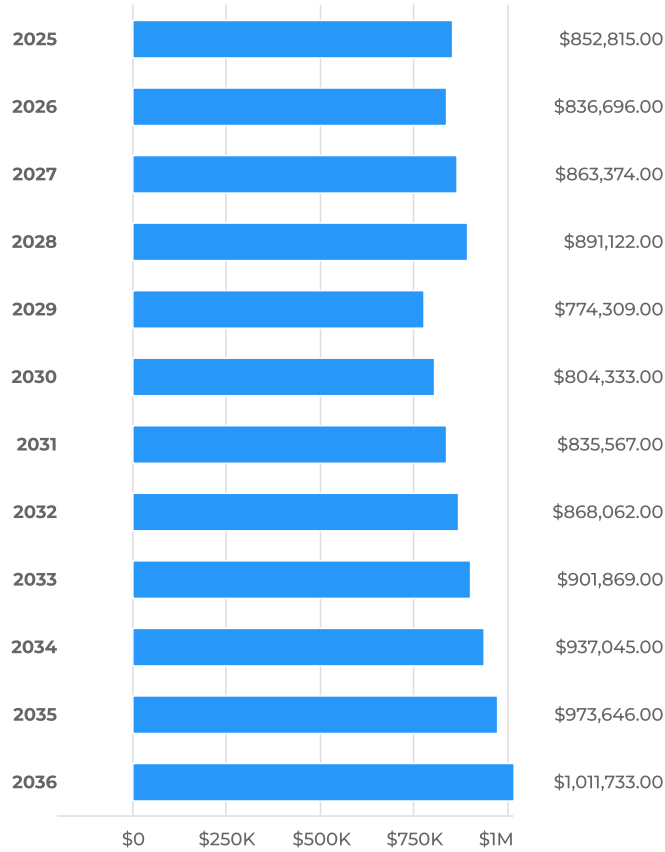
Details

S/TIP MPMS #	59966
Type of Project	Capital Leases

Capital Cost

FY2025 Budget **\$852,815** Total Budget (all years) **\$10.551M** Project Total **\$10.551M**

Capital Cost by Year



Capital Cost for Budgeted Years



● CAL

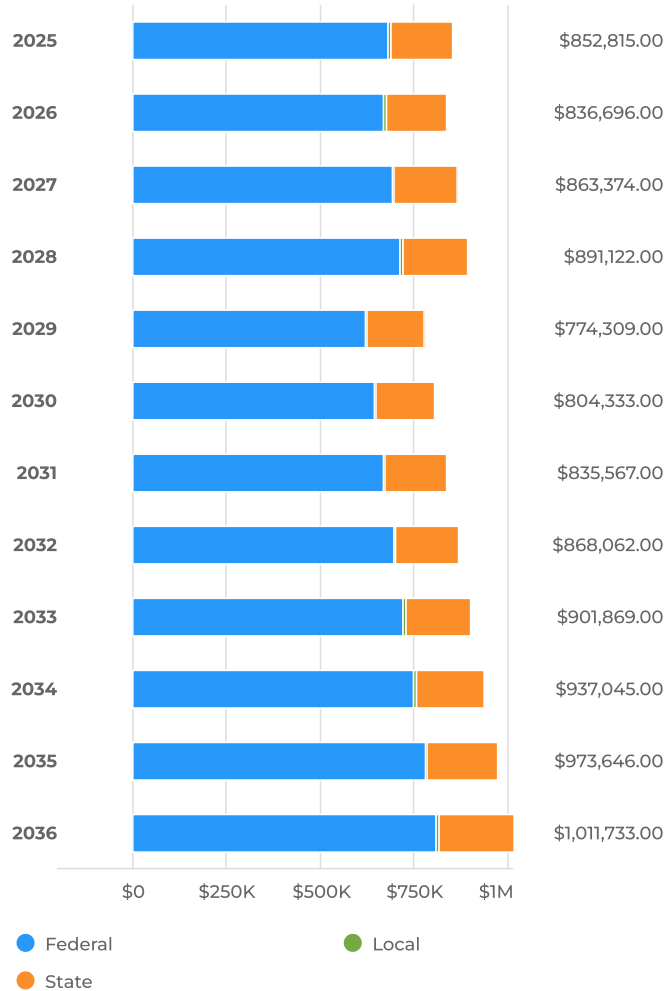
Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CAL	\$852,815	\$836,696	\$863,374	\$891,122	\$774,309	\$804,333	\$835,567	\$868,062	\$901,869	\$937,045	\$973,646	\$1,011,733
Total	\$852,815	\$836,696	\$863,374	\$891,122	\$774,309	\$804,333	\$835,567	\$868,062	\$901,869	\$937,045	\$973,646	\$1,011,733

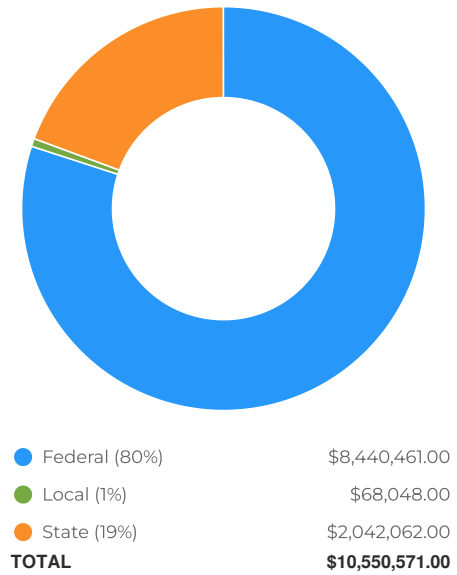
Funding Sources

FY2025 Budget **\$852,815** Total Budget (all years) **\$10.551M** Project Total **\$10.551M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown											
Funding Sources	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035
State	\$165,062	\$161,943	\$167,106	\$172,476	\$149,868	\$155,678	\$161,724	\$168,013	\$174,557	\$181,365	\$188,232
Federal	\$682,252	\$669,357	\$690,700	\$712,898	\$619,447	\$643,467	\$668,455	\$694,450	\$721,495	\$749,636	\$777,774
Local	\$5,501	\$5,396	\$5,568	\$5,748	\$4,994	\$5,188	\$5,388	\$5,599	\$5,817	\$6,044	\$6,261
Total	\$852,815	\$836,696	\$863,374	\$891,122	\$774,309	\$804,333	\$835,567	\$868,062	\$901,869	\$937,045	\$973,646

Copiers

Overview

Request Owner	Capital Budgets, SEPTA
Department	Financial Obligations
Type	Capital Improvement

Description

This lease provides for rental of copiers, which are dispersed throughout SEPTA's headquarters and transportation/maintenance facilities.

Schedule/Status (Calendar Year): Ongoing

Location: Bucks, Delaware, Montgomery, and Philadelphia Counties

Service Area: System-wide

Details

S/TIP MPMS #	59966
Type of Project	Capital Leases

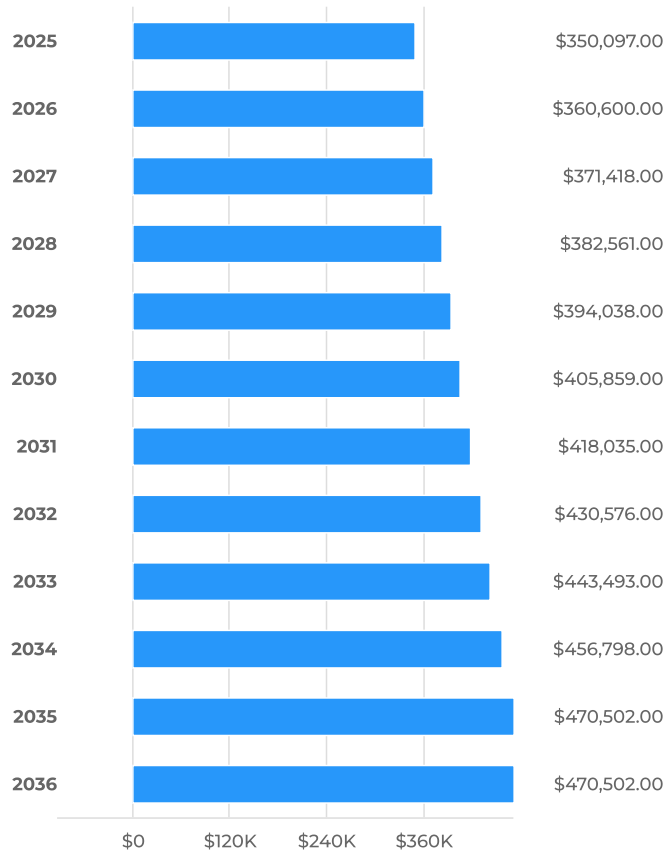
Capital Cost

FY2025 Budget
\$350,097

Total Budget (all years)
\$4.954M

Project Total
\$4.954M

Capital Cost by Year



Capital Cost for Budgeted Years



● CAL

Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CAL	\$350,097	\$360,600	\$371,418	\$382,561	\$394,038	\$405,859	\$418,035	\$430,576	\$443,493	\$456,798	\$470,502	\$470,502
Total	\$350,097	\$360,600	\$371,418	\$382,561	\$394,038	\$405,859	\$418,035	\$430,576	\$443,493	\$456,798	\$470,502	\$470,502

Funding Sources

FY2025 Budget

\$350,097

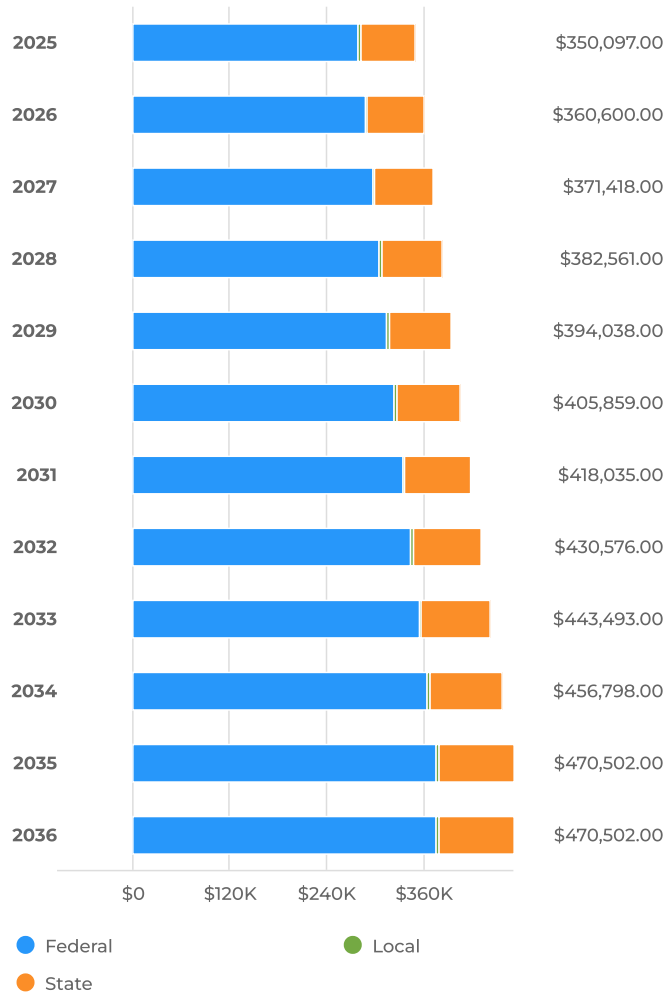
Total Budget (all years)

\$4.954M

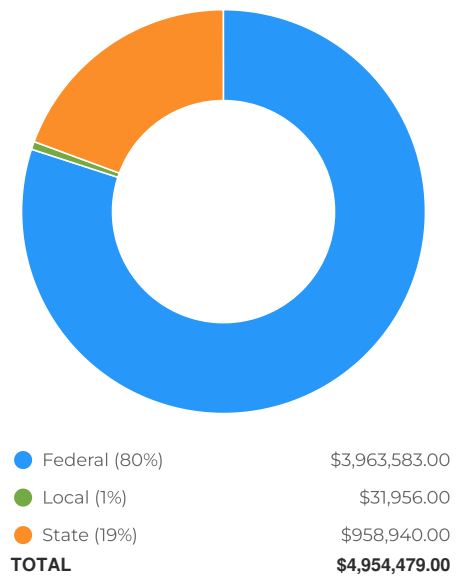
Project Total

\$4.954M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown											
Funding Sources	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035
State	\$67,761	\$69,794	\$71,888	\$74,045	\$76,266	\$78,554	\$80,911	\$83,338	\$85,838	\$88,413	\$91,038
Federal	\$280,078	\$288,480	\$297,134	\$306,049	\$315,230	\$324,687	\$334,428	\$344,461	\$354,794	\$365,438	\$376,474
Local	\$2,258	\$2,326	\$2,396	\$2,467	\$2,542	\$2,618	\$2,696	\$2,777	\$2,861	\$2,947	\$3,034
Total	\$350,097	\$360,600	\$371,418	\$382,561	\$394,038	\$405,859	\$418,035	\$430,576	\$443,493	\$456,798	\$470,502

Partner Projects

Overview

Request Owner	Capital Budgets, SEPTA
Department	Financial Obligations
Type	Capital Improvement

Description

Funding is programmed to support joint benefit infrastructure projects with partner transportation agencies, such as Amtrak and New Jersey Transit.

Schedule / Status (Calendar Year): Ongoing

Location: System-wide

Service Area: System-wide

Details

S/TIP MPMS #	59966
Type of Project	Partner Projects

Capital Cost

FY2025 Budget

\$5,000,000

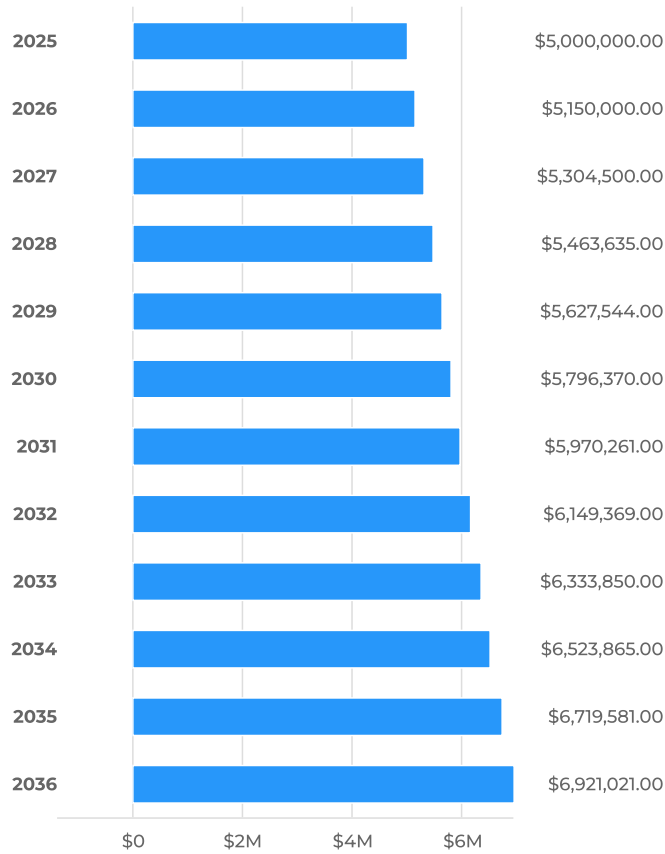
Total Budget (all years)

\$70.96M

Project Total

\$70.96M

Capital Cost by Year



Capital Cost for Budgeted Years



● CAL

Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033
CAL	\$5,000,000	\$5,150,000	\$5,304,500	\$5,463,635	\$5,627,544	\$5,796,370	\$5,970,261	\$6,149,369	\$6,333,850
Total	\$5,000,000	\$5,150,000	\$5,304,500	\$5,463,635	\$5,627,544	\$5,796,370	\$5,970,261	\$6,149,369	\$6,333,850

Funding Sources

FY2025 Budget

\$5,000,000

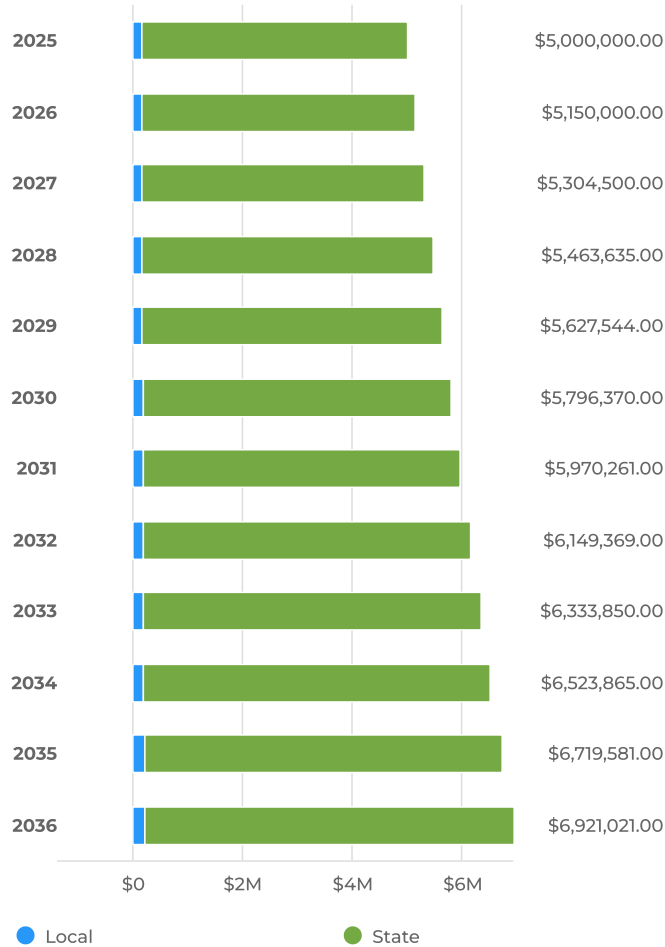
Total Budget (all years)

\$70.96M

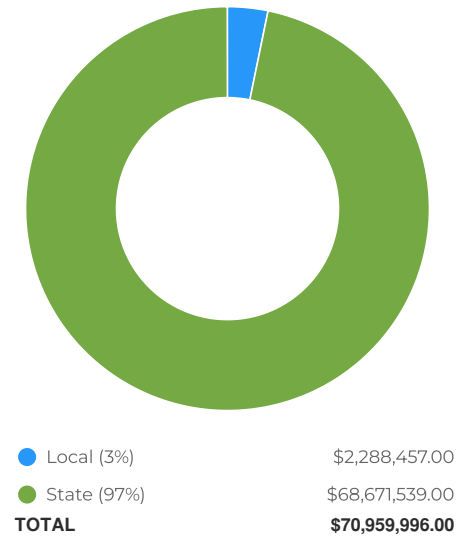
Project Total

\$70.96M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033
State	\$4,838,750	\$4,983,913	\$5,133,430	\$5,287,433	\$5,446,056	\$5,609,437	\$5,777,720	\$5,951,052	\$6,129,584
Local	\$161,250	\$166,087	\$171,070	\$176,202	\$181,488	\$186,933	\$192,541	\$198,317	\$204,266
Total	\$5,000,000	\$5,150,000	\$5,304,500	\$5,463,635	\$5,627,544	\$5,796,370	\$5,970,261	\$6,149,369	\$6,333,850

Payments on Capital Grant Receipts Bond, Series 2011/2017

Overview

Request Owner	Capital Budgets, SEPTA
Department	Financial Obligations
Type	Capital Improvement

Description

Acquisition of 120 Silverliner V Regional Railcars - These electric multiple-unit (EMU) cars have replaced the Silverliner II and III railcars, and provided additional cars to supplement the regional rail car fleet. Vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations. The total cost for this project of \$319.7 million is funded through a combination of grants and capital financing.

Rehabilitation of the Wayne Junction Intermodal Facility - The Wayne Junction Intermodal Facility was originally constructed at the turn of the 20th Century. This project provided 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 provided for the enhancement of passenger amenities such as lighting, signage, shelters, audio and visual public announcement system, windscreens, benches, HVAC systems, and sanitary systems. Structural improvements included station building rehabilitation and ADA accessibility modifications, such as high-level platforms, elevators, stairway renovations, passenger tunnel improvements, new canopies and shelters. The total project cost of \$29.4 million is funded through a Federal Transit Administration Bus and Bus Facilities Livability Grant and capital financing.

In October 2017, the Authority advance refunded a portion of Capital Grant Receipts Bonds, Series 2011 ("Series 2011 Bonds"), to reduce future debt service payments. The final maturity date of the newly issued Series 2017 Bonds was unchanged from the Series 2011 Bonds.

Schedule / Status (Calendar Year): 2029 is the final year of debt service funding for Series 2011/2017 Bonds.

Location: System-wide

Service Area: System-wide

Details

S/TIP MPMS #	60275
Type of Project	Debt Service

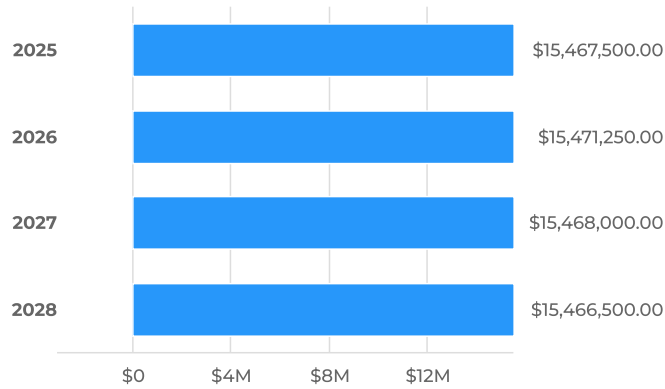
Capital Cost

FY2025 Budget **\$15,467,500**

 Total Budget (all years) **\$61.873M**

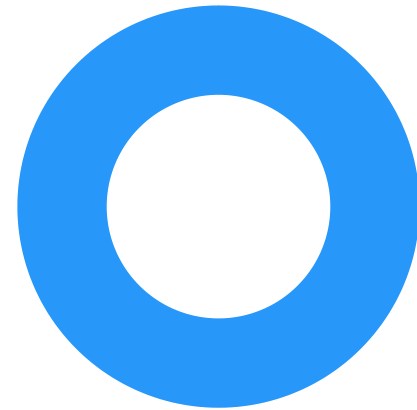
 Project Total **\$61.873M**

Capital Cost by Year



● DS

Capital Cost for Budgeted Years



● DS (100%)

TOTAL

\$61,873,250.00

\$61,873,250.00

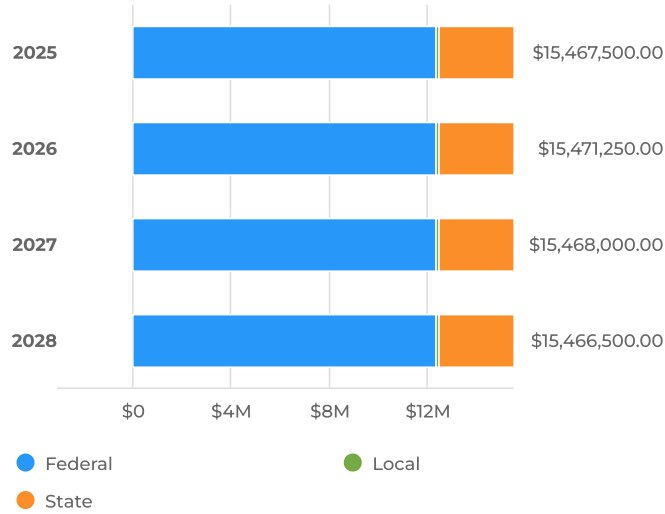
Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2028	Total
DS	\$15,467,500	\$15,471,250	\$15,468,000	\$15,466,500	\$61,873,250
Total	\$15,467,500	\$15,471,250	\$15,468,000	\$15,466,500	\$61,873,250

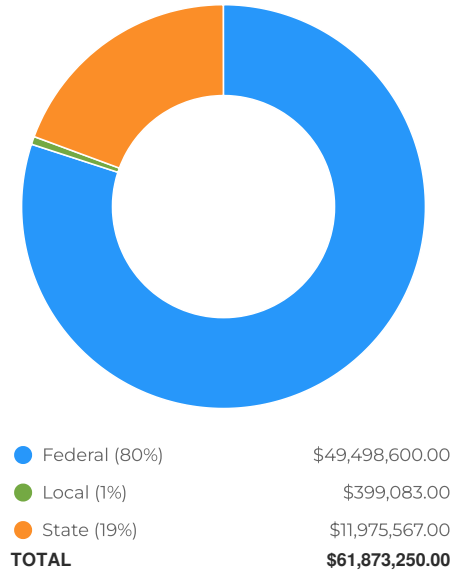
Funding Sources

FY2025 Budget **\$15,467,500** Total Budget (all years) **\$61.873M** Project Total **\$61.873M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	FY2027	FY2028	Total
State	\$2,993,735	\$2,994,460	\$2,993,831	\$2,993,541	\$11,975,567
Federal	\$12,374,000	\$12,377,000	\$12,374,400	\$12,373,200	\$49,498,600
Local	\$99,765	\$99,790	\$99,769	\$99,759	\$399,083
Total	\$15,467,500	\$15,471,250	\$15,468,000	\$15,466,500	\$61,873,250

Payments on Capital Grant Receipts Bonds, Series 2020

Overview

Request Owner	Capital Budgets, SEPTA
Department	Financial Obligations
Type	Capital Improvement

Description

Acquisition of 140 Hybrid (Diesel-Electric) Buses – These buses replaced diesel buses acquired in 2004. The vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations. The buses have electronic exterior and interior destination signs, voice announcement of bus destination and upcoming bus stops, interior video display monitors and the capability for SEPTA's Control Center to broadcast messages directly to passengers. These buses are equipped with on-board video surveillance and automatic passenger counting systems. The buses are also equipped with enhanced passenger amenities such as USB Charging Ports, Cellular Router for real time critical vehicle data on demand and a dual-purpose Passenger Wi-fi system, and a QPod Wheelchair Restraint System to decrease wheelchair and scooter ambulatory device tipping.

Schedule/Status (Calendar Year): 2031 is the final year of debt service.

Location: System-wide

Service Area: System-wide

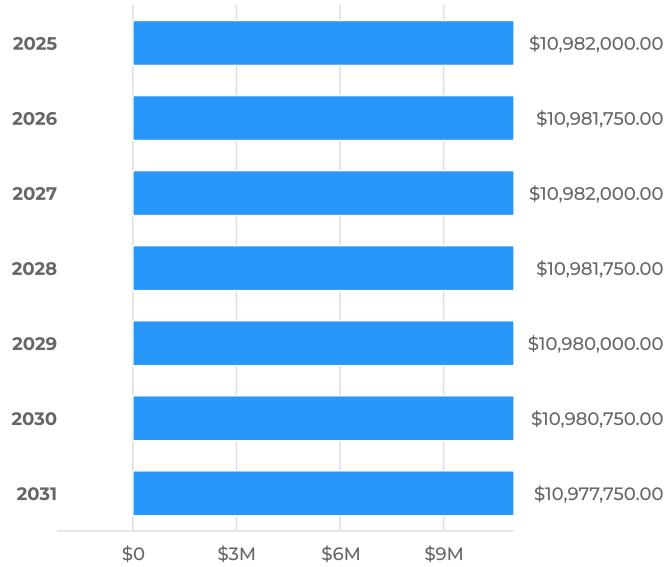
Details

S/TIP MPMS #	60275
Type of Project	Debt Service

Capital Cost

FY2025 Budget **\$10,982,000**
 Total Budget (all years) **\$76.866M**
 Project Total **\$76.866M**

Capital Cost by Year



Capital Cost for Budgeted Years



● DS

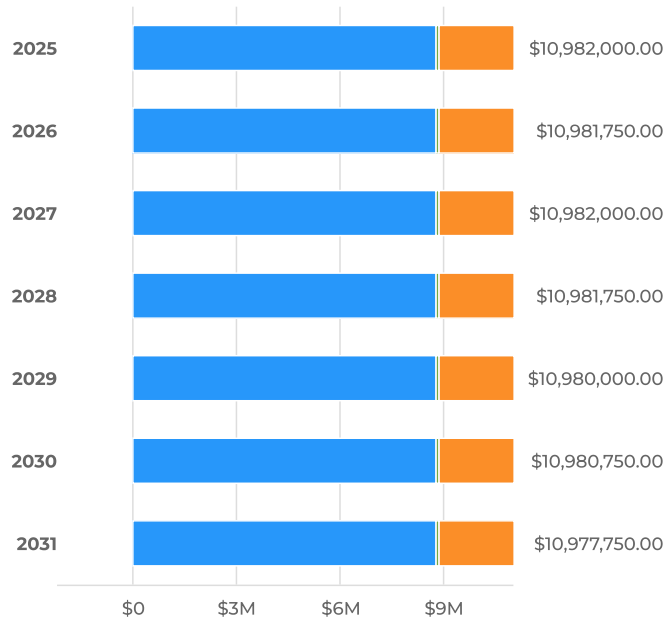
Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
DS	\$10,982,000	\$10,981,750	\$10,982,000	\$10,981,750	\$10,980,000	\$10,980,750	\$10,977,750	\$76,866,000
Total	\$10,982,000	\$10,981,750	\$10,982,000	\$10,981,750	\$10,980,000	\$10,980,750	\$10,977,750	\$76,866,000

Funding Sources

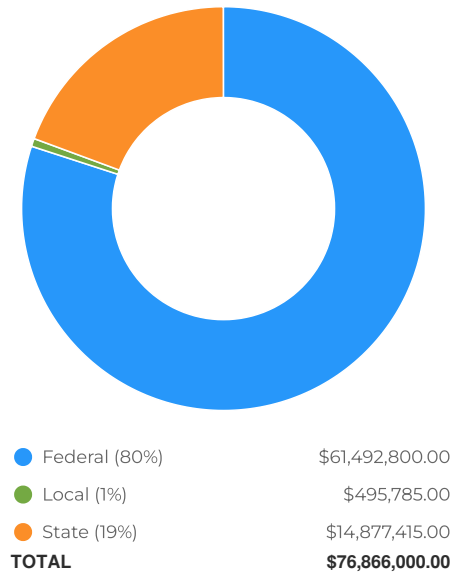
FY2025 Budget **\$10,982,000** Total Budget (all years) **\$76.866M** Project Total **\$76.866M**

Funding Sources by Year



● Federal
● State
● Local

Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
State	\$2,125,566	\$2,125,518	\$2,125,566	\$2,125,518	\$2,125,179	\$2,125,324	\$2,124,744	\$14,877,415
Federal	\$8,785,600	\$8,785,400	\$8,785,600	\$8,785,400	\$8,784,000	\$8,784,600	\$8,782,200	\$61,492,800
Local	\$70,834	\$70,832	\$70,834	\$70,832	\$70,821	\$70,826	\$70,806	\$495,785
Total	\$10,982,000	\$10,981,750	\$10,982,000	\$10,981,750	\$10,980,000	\$10,980,750	\$10,977,750	\$76,866,000

Payments on Fixed Rate Revenue Refunding Bonds, Series 2017/2019 (PTAF)

Overview

Request Owner	Capital Budgets, SEPTA
Department	Financial Obligations
Type	Capital Improvement

Description

Proceeds from the Fixed Rate Revenue Refunding Bonds ("Series 2010 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. In October 2017, the Authority advance refunded a portion of the Series 2010 Bonds to reduce future debt service payments. In December 2019, the Authority refunded a portion of the Series 2010 bonds to further reduce future debt service payments. The final maturity of the Series 2017 and 2019 bonds was unchanged from the Series 2010 bonds.

Schedule / Status (Calendar Year): 2018 is the final year of debt service funding for Series 2017/2019 Bonds.

Location: System-wide

Service Area: System-wide

Details

S/TIP MPMS #	60275
Type of Project	Debt Service

Capital Cost

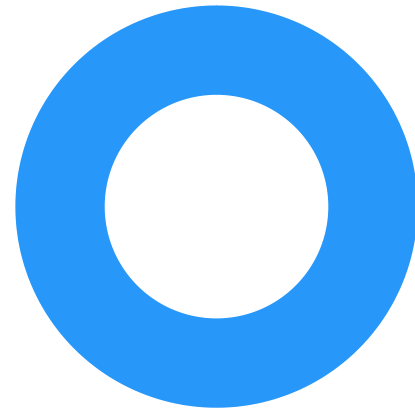
FY2025 Budget **\$12,127,500**
 Total Budget (all years) **\$35.137M**
 Project Total **\$35.137M**

Capital Cost by Year



● DS

Capital Cost for Budgeted Years



● DS (100%) \$35,136,500.00
TOTAL **\$35,136,500.00**

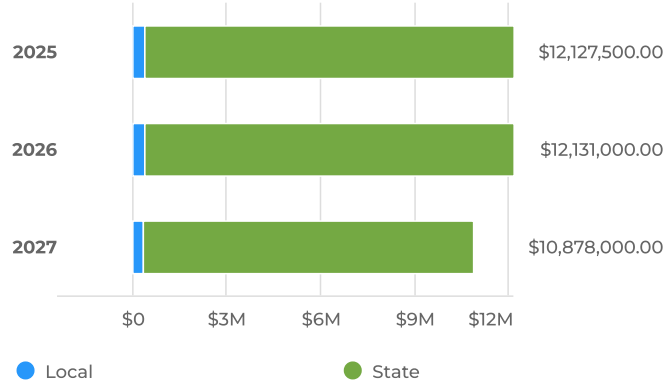
Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	Total
DS	\$12,127,500	\$12,131,000	\$10,878,000	\$35,136,500
Total	\$12,127,500	\$12,131,000	\$10,878,000	\$35,136,500

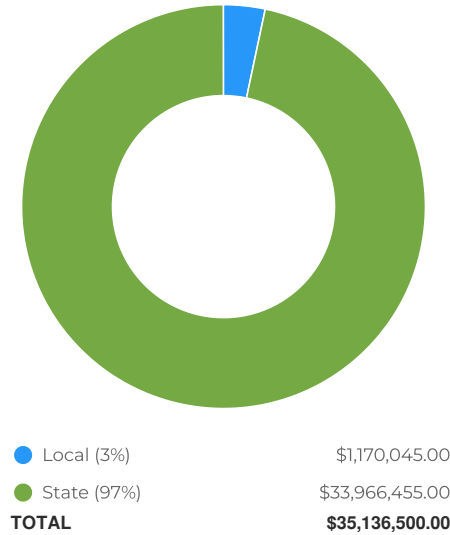
Funding Sources

FY2025 Budget Total Budget (all years) Project Total
\$12,127,500 **\$35.137M** **\$35.137M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown				
Funding Sources	FY2025	FY2026	FY2027	Total
State	\$11,723,654	\$11,727,038	\$10,515,763	\$33,966,455
Local	\$403,846	\$403,962	\$362,237	\$1,170,045
Total	\$12,127,500	\$12,131,000	\$10,878,000	\$35,136,500

Payments on State Motor Vehicle Sales Tax Bonds, Series 2022

Overview

Request Owner	Capital Budgets, SEPTA
Department	Financial Obligations
Type	Capital Improvement

Description

In October 2022, SEPTA issued bonds in the amount of \$550 M to support SEPTA's Capital Program, which is based on PennDOT's prior approval for SEPTA to issue debt pursuant to Section 1514(f) of Title 74 of the Pennsylvania Consolidated Statutes. The funds will be utilized for the refinancing of SEPTA's outstanding EB-5 Loan as well as various state of good repair infrastructure, ADA Accessibility station, and rail fleet replacement projects.

Schedule / Status (Calendar Year):

2052 is the final year of debt service funding for other Capital Financing (estimated).

Location: System-wide

Service Area: System-wide

Details

S/TIP MPMS #	60275
Type of Project	Debt Service

Capital Cost

FY2025 Budget

\$35,962,325

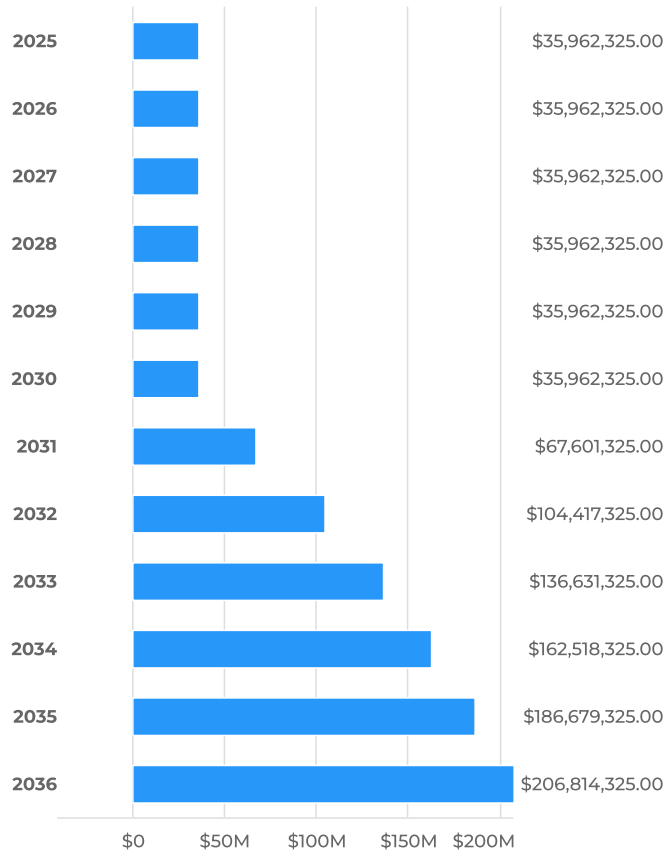
Total Budget (all years)

\$1.08B

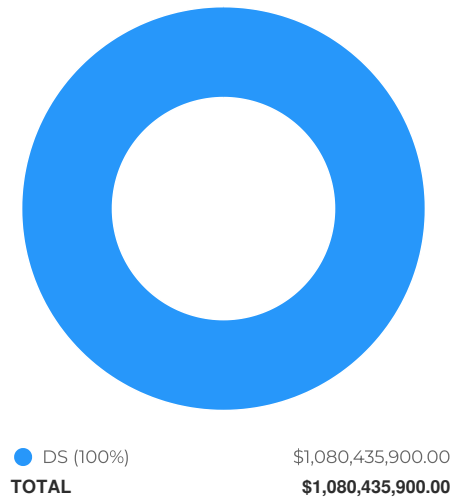
Project Total

\$1.08B

Capital Cost by Year



Capital Cost for Budgeted Years



● DS

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
DS	\$0	\$35,962,325	\$35,962,325	\$35,962,325	\$35,962,325	\$35,962,325	\$35,962,325	\$67,601,325	\$104,417,325
Total	\$0	\$35,962,325	\$35,962,325	\$35,962,325	\$35,962,325	\$35,962,325	\$35,962,325	\$67,601,325	\$104,417,325

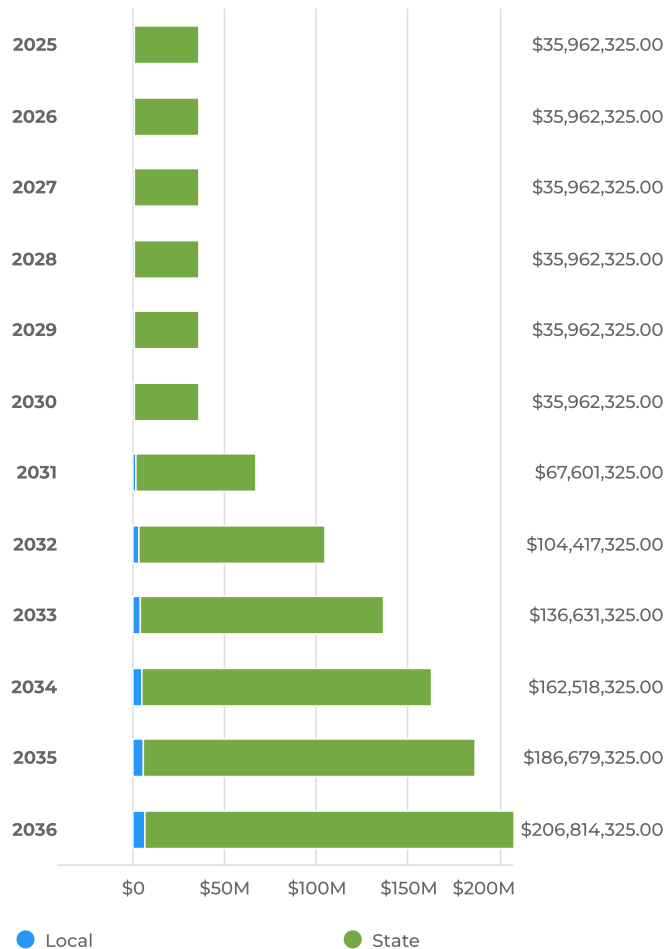
Funding Sources

FY2025 Budget
\$35,962,325

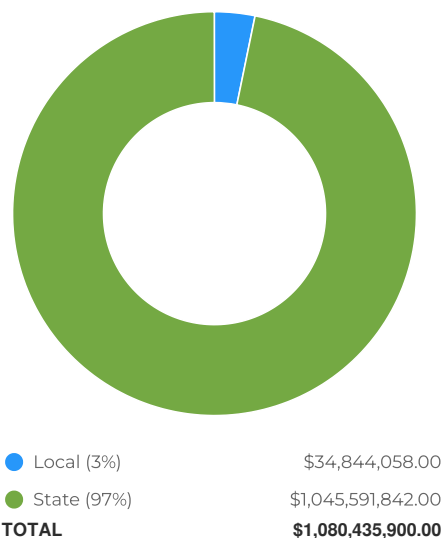
Total Budget (all years)
\$1.08B

Project Total
\$1.08B

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033
State	\$34,802,540	\$34,802,540	\$34,802,540	\$34,802,540	\$34,802,540	\$34,802,540	\$65,421,182	\$101,049,866	\$136,631,325
Local	\$1,159,785	\$1,159,785	\$1,159,785	\$1,159,785	\$1,159,785	\$1,159,785	\$2,180,143	\$3,367,459	\$34,844,058
Total	\$35,962,325	\$35,962,325	\$35,962,325	\$35,962,325	\$35,962,325	\$35,962,325	\$67,601,325	\$104,417,325	\$136,631,325

Warehouse Leases

Overview

Request Owner	Capital Budgets, SEPTA
Department	Financial Obligations
Type	Capital Improvement

Description

Funding to support warehouse/storeroom facility rental costs at the following locations: 3344 Market Street (Upper Chichester, PA), 4700 Wissahickon Ave (Philadelphia, PA), & 6250 Baltimore Pike (Yeadon, PA).

Schedule/Status (Calendar Year): Ongoing

Location: Bucks, Delaware, Montgomery, and Philadelphia Counties

Service Area: System-wide

Details

S/TIP MPMS #	59966
Type of Project	Capital Leases

Location

Address: 4700 Wissahickon Ave



Capital Cost

FY2025 Budget

\$1,148,456

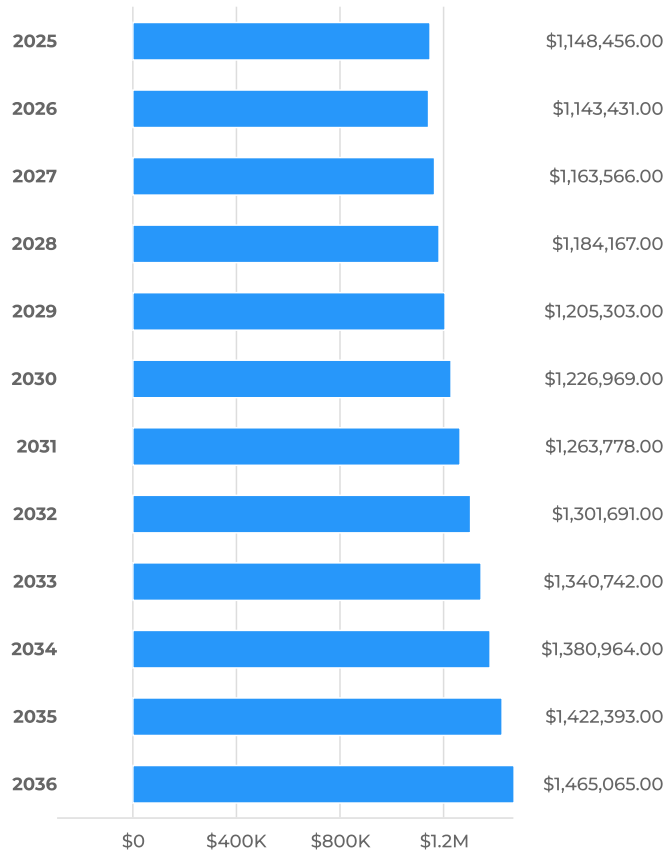
Total Budget (all years)

\$15.247M

Project Total

\$15.247M

Capital Cost by Year



Capital Cost for Budgeted Years



● CAL

Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033
CAL	\$1,148,456	\$1,143,431	\$1,163,566	\$1,184,167	\$1,205,303	\$1,226,969	\$1,263,778	\$1,301,691	\$1,340,742
Total	\$1,148,456	\$1,143,431	\$1,163,566	\$1,184,167	\$1,205,303	\$1,226,969	\$1,263,778	\$1,301,691	\$1,340,742

Funding Sources

FY2025 Budget

\$1,148,456

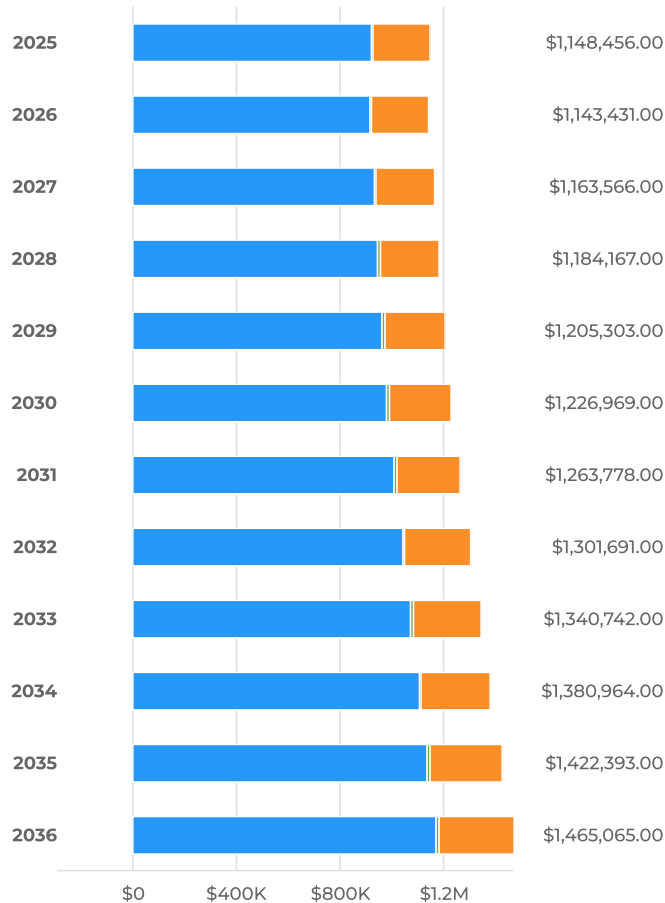
Total Budget (all years)

\$15.247M

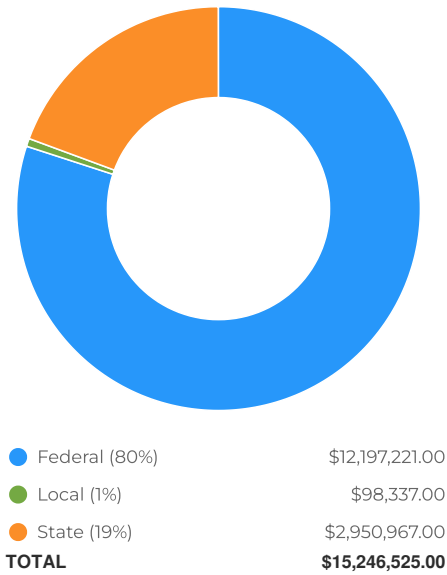
Project Total

\$15.247M

Funding Sources by Year



Funding Sources for Budgeted Years



● Federal
● State

● Local

Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
State		\$222,284	\$221,311	\$225,208	\$229,196	\$233,287	\$237,480	\$244,604	\$251,943
Federal	\$0	\$918,765	\$914,745	\$930,853	\$947,334	\$964,242	\$981,575	\$1,011,023	\$1,041,353
Local		\$7,407	\$7,375	\$7,505	\$7,637	\$7,774	\$7,914	\$8,151	\$8,395
Total	\$0	\$1,148,456	\$1,143,431	\$1,163,566	\$1,184,167	\$1,205,303	\$1,226,969	\$1,263,778	\$1,301,691

INFRASTRUCTURE SAFETY RENEWAL PROGRAM (ISRP) REQUESTS

Infrastructure Safety Renewal Program (ISRP)

Overview

Request Owner	Capital Budgets, SEPTA
Department	Infrastructure Safety Renewal Program (ISRP)
Type	Capital Improvement
Project Number	ISBR (Railroad - B&B), ISBC (City - B&B), ISPC (City -Power), ISPR (Railroad -Power), ISCS (C&S), ISTR (Track), ISYS (Support), ISCL (Civil)

Description

The annual Infrastructure Safety Renewal Program (ISRP) provides for the restoration by SEPTA forces of SEPTA's City and Suburban transit and railroad infrastructure to a state of good repair. Projects to be advanced include:

- **Track and Right-of-Way** - Renewal or replacement of track, switches, and special work including yard and shop areas, track surfacing, culverts, bridges, retaining wall, and grade crossing improvements.
- **Regional Rail:** Regional Rail (RRD) Tie, Surface, and Brush Cutting Program; RRD Open Deck Bridge Timber Renewal; Track Bumper Replacement Program; West Trenton (Neshaminy) Continuous Welded Rail (CWR); Railroad Curve Worn Rail. City/Suburban Transit-City/Suburban Transit High Speed Special Track Work Renewal; Trolley Track Renewal Program; Market-Frankford Line (MFL) Direct Fixation Fastener Replacement; Track Bumper Replacement Program; STD Grade Crossing Renewal; Embedded Special Work; MSHL Tie Renewal.
- **City/Suburban Transit:** City/Suburban Transit High Speed Special Track Work Renewal; Trolley Track Renewal Program; Market-Frankford Line (MFL) Direct Fixation Fastener Replacement; Track Bumper Replacement Program; STD Grade Crossing Renewal; Embedded Special Work; MSHL Tie Renewal.
- **Station Facilities** - Rehabilitation and ADA Accessibility improvements of station buildings and associated facilities, including roofs and canopies, ticket offices and waiting rooms, platforms, lighting, sanitary facilities, and parking.
- **Regional Rail:** Platform Improvements Program; Paoli Line Station Improvements Program; Pedestrian Tunnel Improvement Program; Center City RRD Stations Security Improvements; Station Improvements Program; Wallingford Platform Extension; Center City Dewatering Pump Upgrades.
- **City/Suburban Transit:** Station Entrance Improvements; Norristown High Speed Line (NHSL) Station Improvements; MFL Station Renewal Program; 69th Street Master Plan; 33rd & Dickenson Loop Improvement; Media-Sharon Hill Line (MSHL) Platform Improvements; Broad Street Subway (BSS) Station Renewal Program.
- **Communications and Signals Systems** - Rehabilitation of signal systems and select communications equipment.
- **Regional Rail:** Communications & Signals Cable Installation Program; Pedestrian Crossings Program; Crossing Flasher Upgrades.
- **City/Suburban Transit:** Erie Interlocking Microprocessor Tech Refresh Project; Green Line Communications Based Train Control (CBTC) Upgrade; Market-Frankford Line Switch Machine Replacement; Market-Frankford Line Tech Refresh; Train Stop Replacement; PD-1 Relay Replacement.
- **Regional Rail/City/Suburban Transit:** Communications & Signals Standards Renewal Project Phase 2; Distributed Communications System (DCS) Project Phase 2; Security Camera Program.
- **Power Systems** - Rehabilitation of electric traction and power systems and associated components including catenary and support structures, feeders, and transmission lines, and localized and centralized control facilities.
- **Regional Rail:** Substation Control Battery Replacement RRD; Sectionalizing Switch/Remote Terminal Unit (RTU)/Section Insulators (SI) Replacement Program; Feeder and Signal Component Replacement; Negative Return System Improvement Program; Fox Chase Line Catenary Replacement; Wire Train Platform Replacement; Third Feeder Installation - Wayne Junction to Jenkintown; Airport Line Overhead Catenary System (OCS) Replacement Design.
- **City/Suburban Transit:** Manhole Rehabilitation Program; AC Power & Lighting Cable Replacement Program; City/Suburban Transit Substation Improvement Program; Trackless Trolley Power System Upgrade Program; 4/0 Trolley Wire Replacement Program; Suburban Transit LED Lighting Upgrade Program; Stinger System Replacement at Bridge Street Carhouse.
- **Maintenance/Support Facilities** - Rehabilitation of shops, maintenance/storage yards, and associated maintenance and support facilities, including improvements or replacement of air compressors, sump pumps, tunnel lighting, duct banks, vehicle servicing equipment, and other support functions.
- **Regional Rail:** RRD Vent Well Reconstruction; Critical Catenary Structural Rehabilitation Program; Facilities Improvement Program (F.I.T.); Compressor House Upgrades.
- **City/Suburban Transit:** Vent Well and Emergency Exit Rehabilitation; Pump Room Overhaul Program; Facilities Improvement Team (F.I.T.); Garage and Shop Improvement Program; Ejector Room Replacement Program; Subway Column Rehab; V-Tag Wayside and Control System Upgrade; Motor Generator Improvement Program.
- **Civil Infrastructure Program**
- **Regional Rail:** Dynamic Envelope Striping and Delineators; Culvert Improvement Project

- **City/Suburban Transit:** Route 1 Pullover Improvements; Victory Crossing

Schedule/Status (Calendar Year): Ongoing

Location: System-wide

Service Area: System-wide

Images



Overbrook Maintenance Facility
Generator Installation



Overbrook Maintenance Facility 1



Overbrook Maintenance Facility
Generator Installation



Warminster Platform Improvements



Details

S/TIP MPMS #

90497

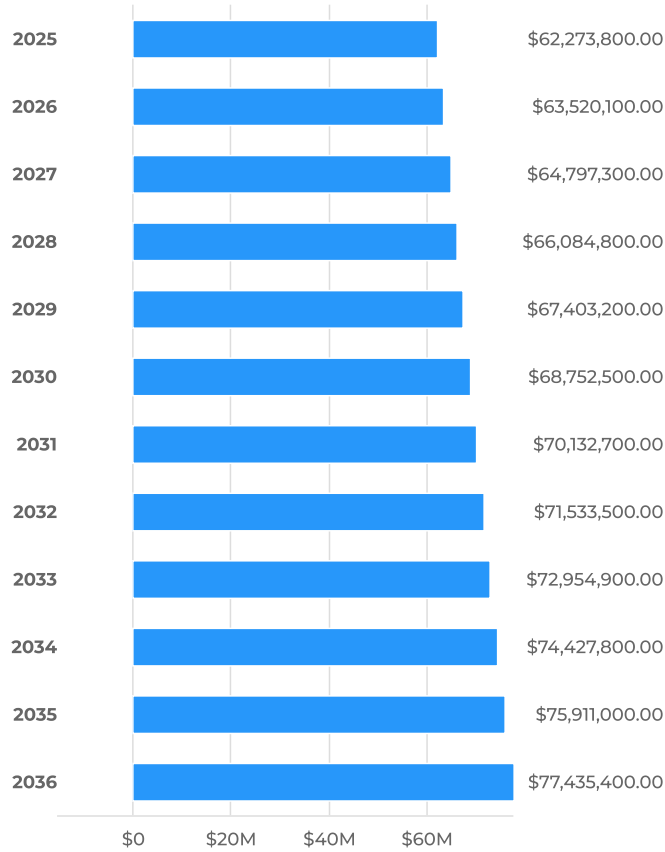
Program Element

Power Systems

Capital Cost

FY2025 Budget **\$62,273,800** Total Budget (all years) **\$835.227M** Project Total **\$835.227M**

Capital Cost by Year



Capital Cost for Budgeted Years



ERC

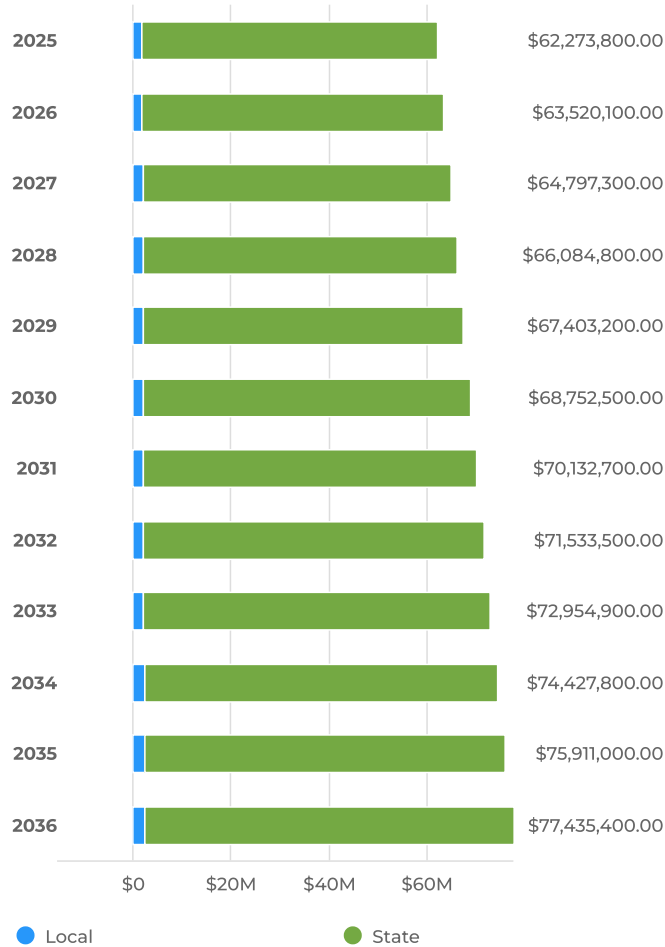
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	\$0	\$62,273,800	\$63,520,100	\$64,797,300	\$66,084,800	\$67,403,200	\$68,752,500	\$70,132,700	\$71,533,500
Total	\$0	\$62,273,800	\$63,520,100	\$64,797,300	\$66,084,800	\$67,403,200	\$68,752,500	\$70,132,700	\$71,533,500

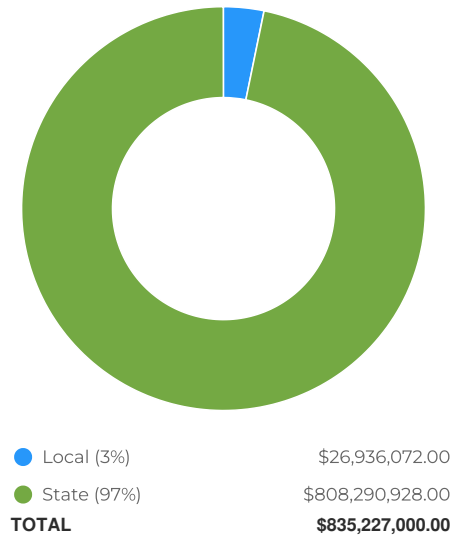
Funding Sources

FY2025 Budget **\$62,273,800** Total Budget (all years) **\$835.227M** Project Total **\$835.227M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
State	\$0	\$60,265,470	\$61,471,577	\$62,707,587	\$63,953,565	\$65,229,447	\$66,535,232	\$67,870,920	\$69,202,000
Local	\$0	\$2,008,330	\$2,048,523	\$2,089,713	\$2,131,235	\$2,173,753	\$2,217,268	\$2,261,780	\$2,300,000
Total	\$0	\$62,273,800	\$63,520,100	\$64,797,300	\$66,084,800	\$67,403,200	\$68,752,500	\$70,132,700	\$71,502,000

MAINTENANCE/TRANSPORTATION SHOPS AND OFFICES REQUESTS

1234 Market Street Headquarters Improvements

Overview

Request Owner	Capital Budgets, SEPTA
Department	Maintenance/Transportation Shops and Offices
Type	Capital Improvement
Project Number	CHIMS

Description

The 1234 Market Street office building was built in 1973 and has served as SEPTA's Headquarters since June 1994. Many critical building components are beyond their useful life and require rehabilitation. This project includes the repair and replacement of existing electrical switchgear, elevators, life safety systems, and HVAC units. Additionally, SEPTA will evaluate building space utilization and implement changes to maximize the building's efficiency and marketability to maximize leasing opportunities.

Schedule/Status (Calendar Year): Design and Construction 2024 – 2031

Location: City of Philadelphia

Service Area: City of Philadelphia

Details

S/TIP MPMS #	102569
Program Element	Maintenance/Transportation Facilities and Offices

Location



Capital Cost

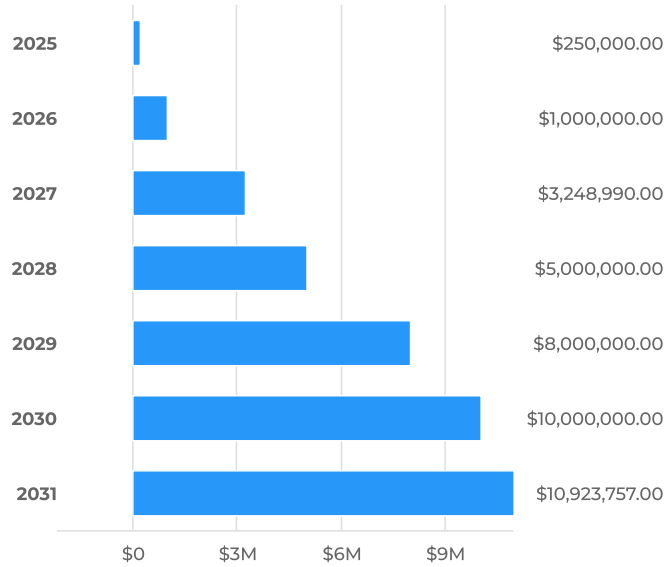
Total Historical
\$6,577,253

FY2025 Budget
\$250,000

Total Budget (all years)
\$38.423M

Project Total
\$45M

Capital Cost by Year



Capital Cost for Budgeted Years



ERC

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
ERC	\$6,577,253	\$250,000	\$1,000,000	\$3,248,990	\$5,000,000	\$8,000,000	\$10,000,000	\$10,923,757	\$45,000,000
Total	\$6,577,253	\$250,000	\$1,000,000	\$3,248,990	\$5,000,000	\$8,000,000	\$10,000,000	\$10,923,757	\$45,000,000

Funding Sources

Total Historical
\$6,577,253

FY2025 Budget
\$250,000

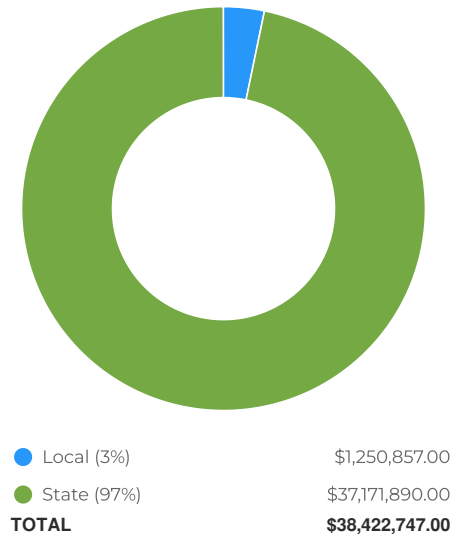
Total Budget (all years)
\$38.423M

Project Total
\$45M

Funding Sources by Year



Funding Sources for Budgeted Years



● Local ● State

Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
State	\$6,365,137	\$241,938	\$944,046	\$3,156,190	\$4,838,750	\$7,742,000	\$9,677,500	\$10,571,466	\$43,537,027
Local	\$212,116	\$8,062	\$55,954	\$92,800	\$161,250	\$258,000	\$322,500	\$352,291	\$1,462,973
Total	\$6,577,253	\$250,000	\$1,000,000	\$3,248,990	\$5,000,000	\$8,000,000	\$10,000,000	\$10,923,757	\$45,000,000

5800 Bustleton Roof Replacement

Overview

Request Owner	Capital Budgets, SEPTA
Department	Maintenance/Transportation Shops and Offices
Type	Capital Improvement
Project Number	CRIBB

Description

Replacement of the roof at SEPTA's office building located at 5800 Bustleton Avenue.

Schedule/Status (Calendar Year): 2025 – 2027 Design and Construction

Location: City of Philadelphia

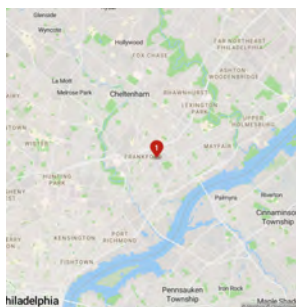
Service Area: City of Philadelphia

Details

S/TIP MPMS #	102567
Program Element	Roof Program

Location

Address: 5800 Bustleton Avenue



Capital Cost

FY2025 Budget

\$351,094

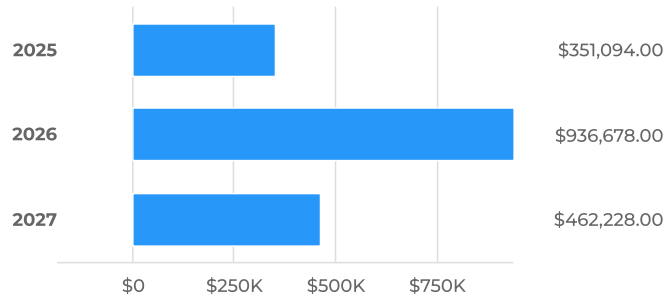
Total Budget (all years)

\$1.75M

Project Total

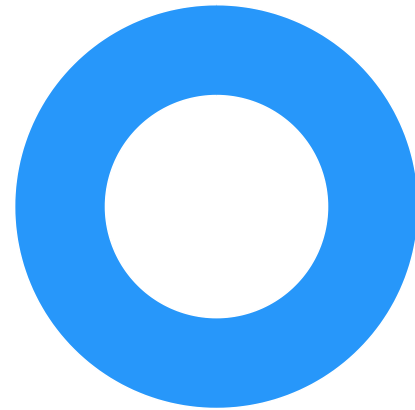
\$1.75M

Capital Cost by Year



● ERC

Capital Cost for Budgeted Years



● ERC (100%)

\$1,750,000.00

TOTAL

\$1,750,000.00

Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	Total
ERC	\$351,094	\$936,678	\$462,228	\$1,750,000
Total	\$351,094	\$936,678	\$462,228	\$1,750,000

Funding Sources

FY2025 Budget

\$351,094

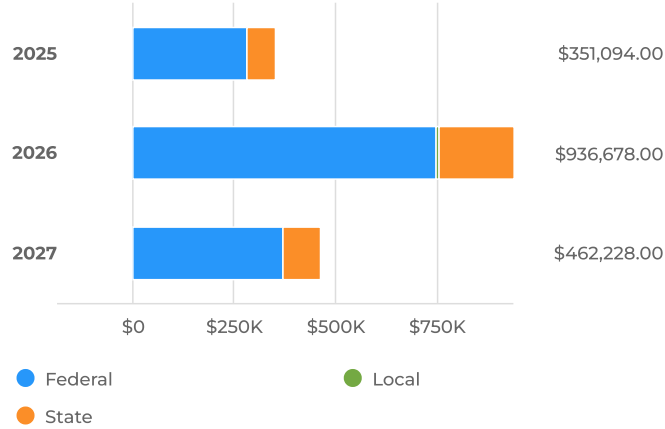
Total Budget (all years)

\$1.75M

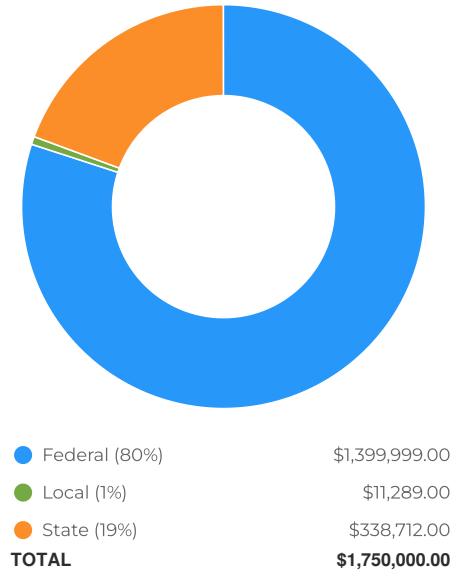
Project Total

\$1.75M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	FY2027	Total
State	\$67,954	\$181,294	\$89,464	\$338,712
Federal	\$280,875	\$749,342	\$369,782	\$1,399,999
Local	\$2,265	\$6,042	\$2,982	\$11,289
Total	\$351,094	\$936,678	\$462,228	\$1,750,000

Boiler Replacement Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Maintenance/Transportation Shops and Offices
Type	Capital Improvement
Project Number	CCIBL

Description

Boilers at various SEPTA facilities have exceeded their useful life and will be replaced with new energy-efficient boilers.

Schedule/Status (Calendar Year): Design & Construction 2025 - 2036

Location: Delaware, Montgomery, and Philadelphia Counties

Service Area: System-wide

Details

S/TIP MPMS #	102569
Program Element	Maintenance/Transportation Facilities and Offices

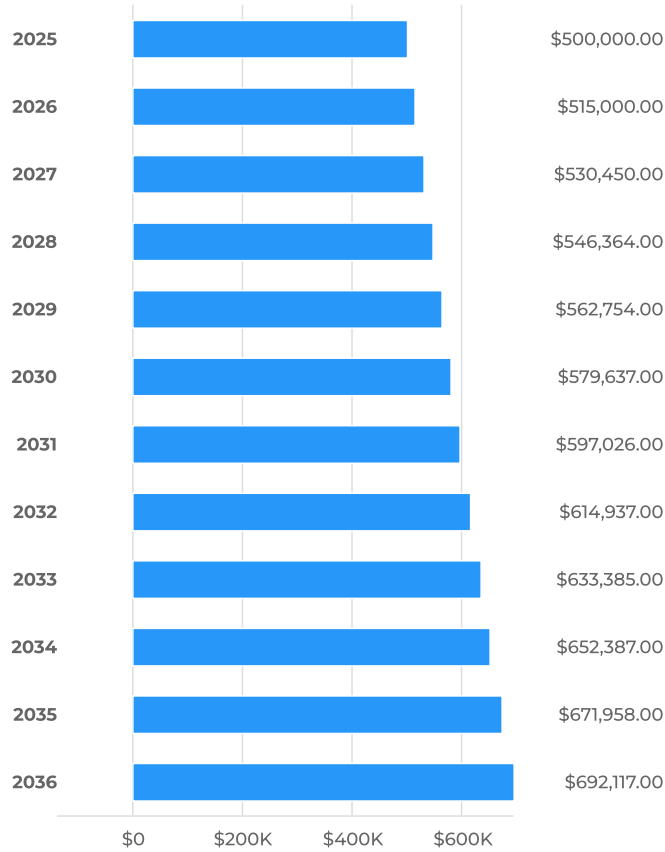
Capital Cost

FY2025 Budget
\$500,000

Total Budget (all years)
\$7.096M

Project Total
\$7.096M

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC

Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	\$500,000	\$515,000	\$530,450	\$546,364	\$562,754	\$579,637	\$597,026	\$614,937	\$633,385	\$652,387	\$671,958	\$692,117
Total	\$500,000	\$515,000	\$530,450	\$546,364	\$562,754	\$579,637	\$597,026	\$614,937	\$633,385	\$652,387	\$671,958	\$692,117

Funding Sources

FY2025 Budget

\$500,000

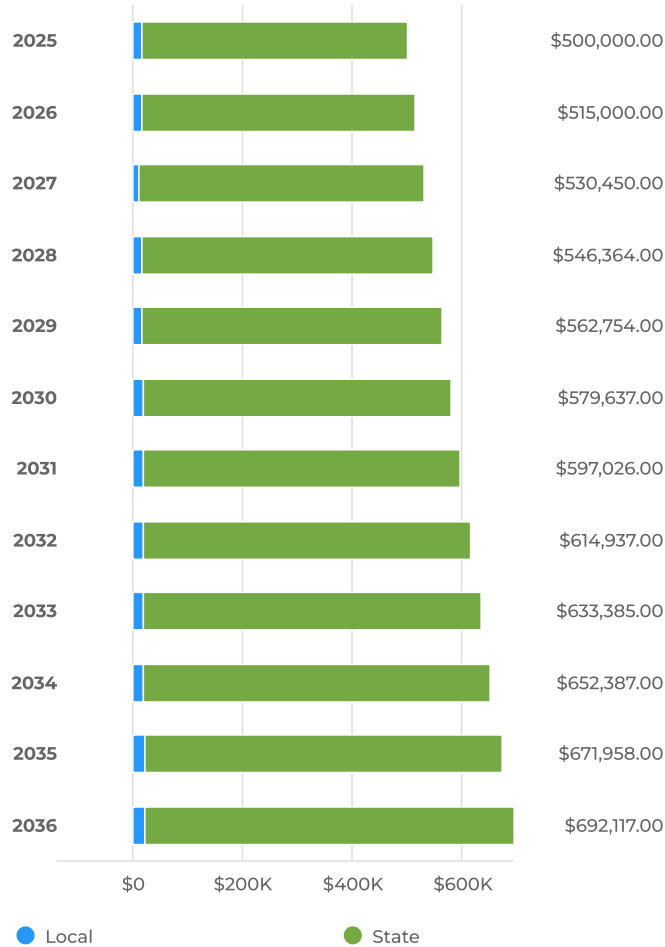
Total Budget (all years)

\$7.096M

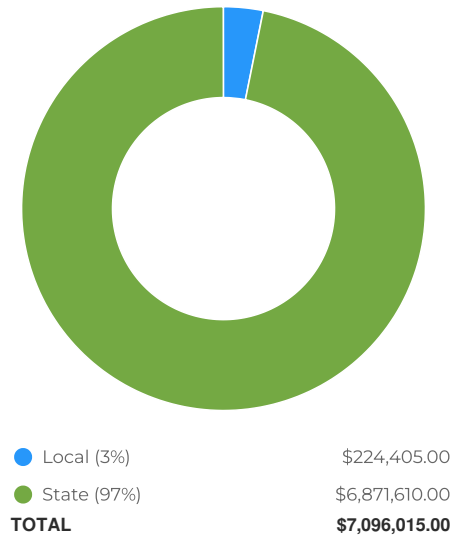
Project Total

\$7.096M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown											
Funding Sources	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035
State	\$483,875	\$498,391	\$517,785	\$528,743	\$544,606	\$560,944	\$577,772	\$595,105	\$612,958	\$631,347	\$650,665
Local	\$16,125	\$16,609	\$12,665	\$17,621	\$18,148	\$18,693	\$19,254	\$19,832	\$20,427	\$21,040	\$21,693
Total	\$500,000	\$515,000	\$530,450	\$546,364	\$562,754	\$579,637	\$597,026	\$614,937	\$633,385	\$652,387	\$671,958

Bus Lift Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Maintenance/Transportation Shops and Offices
Type	Capital Improvement
Project Number	CCIBP

Description

The Bus Lift Program will replace in-ground and portable lifts that have exceeded their useful life at select SEPTA City Transit and Suburban Transit bus maintenance facilities. SEPTA operates over 300 bus lifts at eight Depots, some of which were installed in the early 1980s.

Schedule/Status (Calendar Year): 2024 – 2036 Design and Construction

Location: Delaware, Montgomery, and Philadelphia Counties

Service Area: System-wide

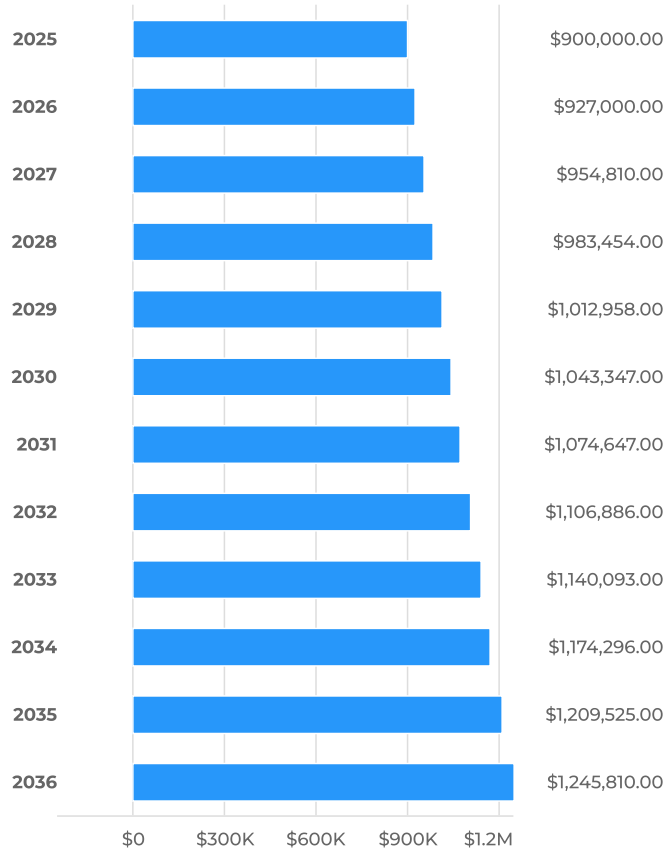
Details

S/TIP MPMS #	102569
Program Element	Maintenance/Transportation Facilities and Offices

Capital Cost

FY2025 Budget **\$900,000** Total Budget (all years) **\$12.773M** Project Total **\$12.773M**

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC

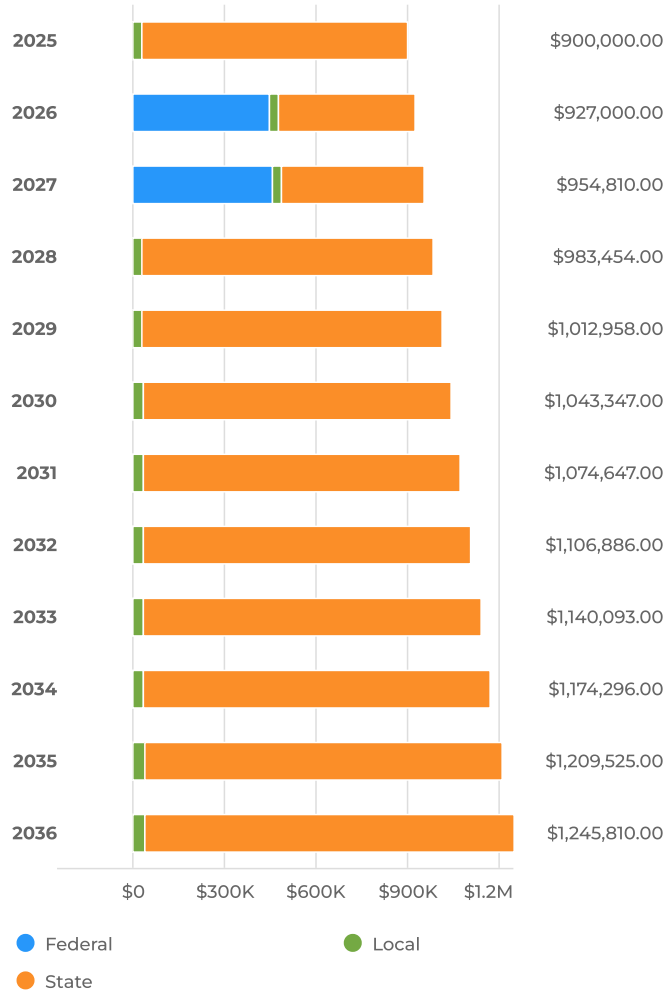
Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	\$900,000	\$927,000	\$954,810	\$983,454	\$1,012,958	\$1,043,347	\$1,074,647	\$1,106,886	\$1,140,093	\$1,174,296
Total	\$900,000	\$927,000	\$954,810	\$983,454	\$1,012,958	\$1,043,347	\$1,074,647	\$1,106,886	\$1,140,093	\$1,174,296

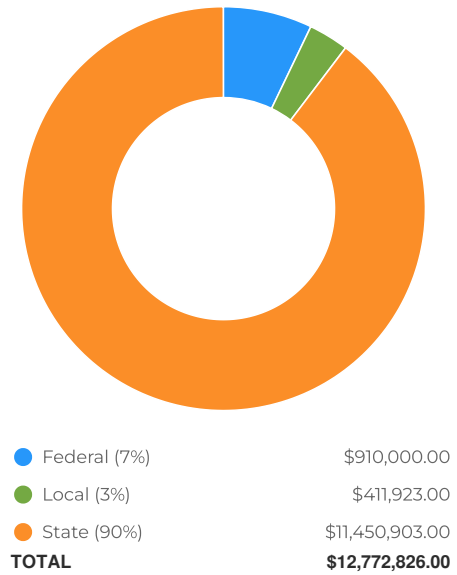
Funding Sources

FY2025 Budget **\$900,000** Total Budget (all years) **\$12.773M** Project Total **\$12.773M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown										
Funding Sources	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
State	\$870,975	\$447,104	\$464,017	\$951,738	\$980,290	\$1,009,699	\$1,039,990	\$1,071,189	\$1,103,325	\$1,136,518
Federal		\$450,000	\$460,000							
Local	\$29,025	\$29,896	\$30,793	\$31,716	\$32,668	\$33,648	\$34,657	\$35,697	\$36,768	\$37,839
Total	\$900,000	\$927,000	\$954,810	\$983,454	\$1,012,958	\$1,043,347	\$1,074,647	\$1,106,886	\$1,140,093	\$1,174,296

Courtland Shop Improvements

Overview

Request Owner	Capital Budgets, SEPTA
Department	Maintenance/Transportation Shops and Offices
Type	Capital Improvement
Project Number	CCMCR

Description

This project will address the conditions at SEPTA's Courtland Track and Carpentry Facility. The design phase will evaluate renovation of the existing facility and relocating SEPTA crews to new facility at Midvale.

Schedule/Status (Calendar Year):

Design: 2017 – 2024

Construction: 2025 – 2027

Location: City of Philadelphia

Service Area: System-wide

Images

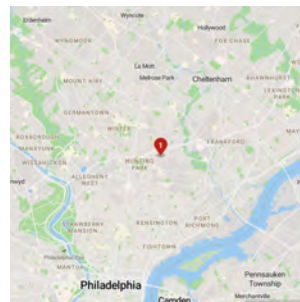


Courtland Track Shop

Details

S/TIP MPMS #	102569
Program Element	Maintenance/Transportation Facilities and Offices

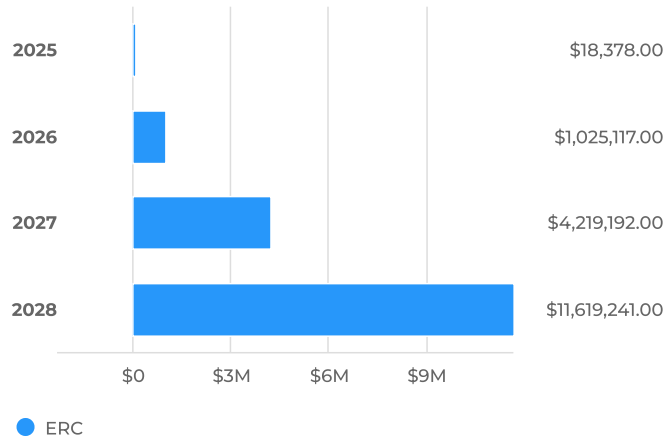
Location



Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$5,618,071	\$18,378	\$16.882M	\$22.5M

Capital Cost by Year



Capital Cost for Budgeted Years



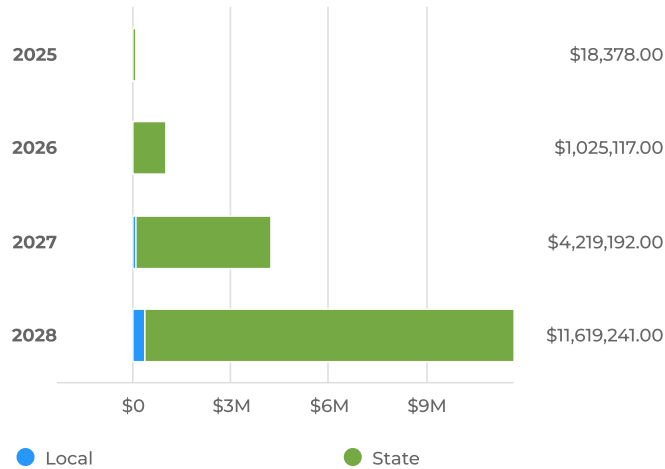
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	Total
ERC	\$5,618,071	\$18,378	\$1,025,117	\$4,219,192	\$11,619,241	\$22,499,999
Total	\$5,618,071	\$18,378	\$1,025,117	\$4,219,192	\$11,619,241	\$22,499,999

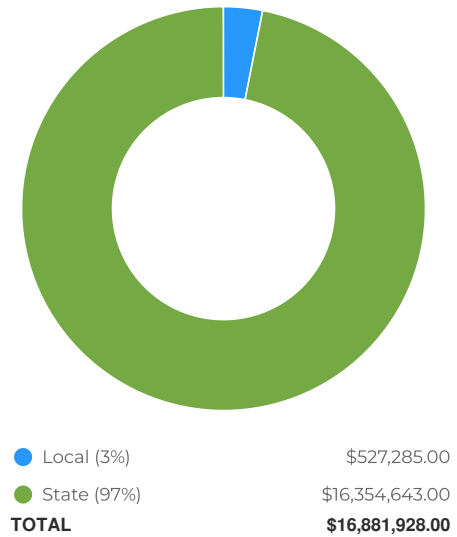
Funding Sources

Total Historical **\$5,618,071** FY2025 Budget **\$18,378** Total Budget (all years) **\$16.882M** Project Total **\$22.5M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown						
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	Total
State	\$5,436,888	\$17,786	\$992,057	\$4,100,280	\$11,244,520	\$21,791,531
Local	\$181,183	\$592	\$33,060	\$118,912	\$374,721	\$708,468
Total	\$5,618,071	\$18,378	\$1,025,117	\$4,219,192	\$11,619,241	\$22,499,999

Decatur Warehouse Purchase and Upgrades

Overview

Request Owner	Capital Budgets, SEPTA
Department	Maintenance/Transportation Shops and Offices
Type	Capital Improvement

Description

SEPTA began leasing the Decatur Warehouse in 2020. Decatur is a 135,000 square foot facility that serves as SEPTA's primary warehouse for materials. Located in North Philadelphia, SEPTA will acquire the property and perform various upgrades to improve operations.

Schedule/Status (Calendar Year): 2025 - 2026 Implementation

Location: City of Philadelphia

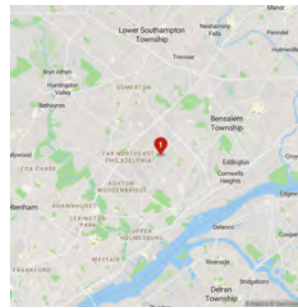
Service Area: City of Philadelphia

Details

S/TIP MPMS #	102569
Program Element	Maintenance/Transportation Facilities and Offices

Location

Address: 10551 Decatur Road



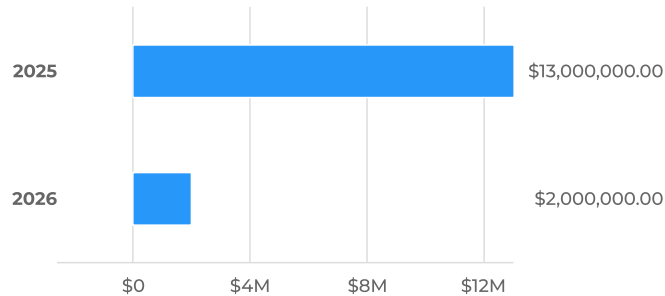
Capital Cost

FY2025 Budget
\$13,000,000

Total Budget (all years)
\$15M

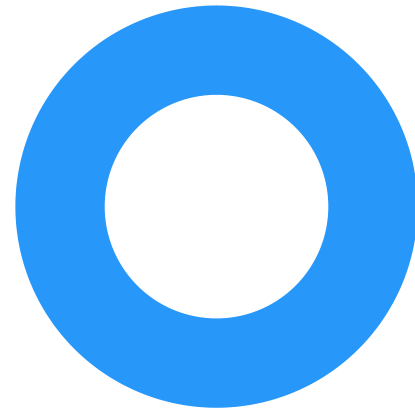
Project Total
\$15M

Capital Cost by Year



● ERC

Capital Cost for Budgeted Years



● ERC (100%)

TOTAL

\$15,000,000.00

\$15,000,000.00

Capital Cost Breakdown

Capital Cost	FY2025	FY2026	Total
ERC	\$13,000,000	\$2,000,000	\$15,000,000
Total	\$13,000,000	\$2,000,000	\$15,000,000

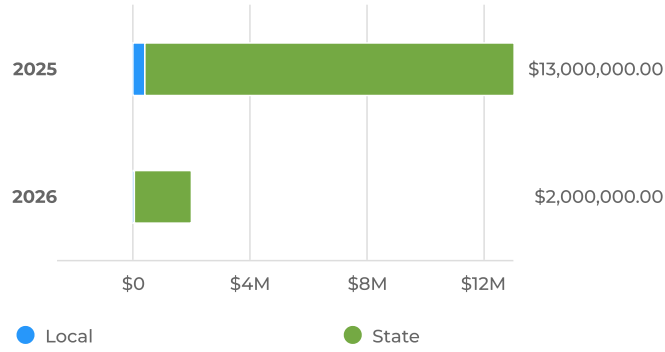
Funding Sources

FY2025 Budget
\$13,000,000

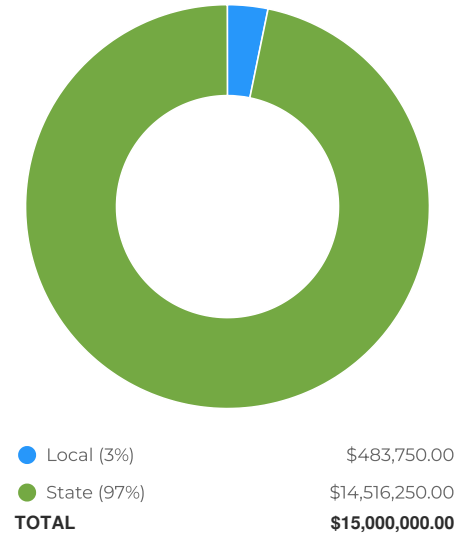
Total Budget (all years)
\$15M

Project Total
\$15M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	FY2025	FY2026	Total
State	\$12,580,750	\$1,935,500	\$14,516,250
Local	\$419,250	\$64,500	\$483,750
Total	\$13,000,000	\$2,000,000	\$15,000,000

Environmental Clean Up and Protection

Overview

Request Owner	Capital Budgets, SEPTA
Department	Maintenance/Transportation Shops and Offices
Type	Capital Improvement
Project Number	CHXCC

Description

Activities include remediation associated with underground storage tanks, lead-based paint, asbestos, contaminated soil, and groundwater. Site assessments to determine environmental exposure prior to acquiring properties are included under this program. The program also includes activities that will reduce SEPTA's environmental footprint, such as recycling containers and trash compactors.

Schedule/Status (Calendar Year): Ongoing

Location: Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties

Service Area: System-wide

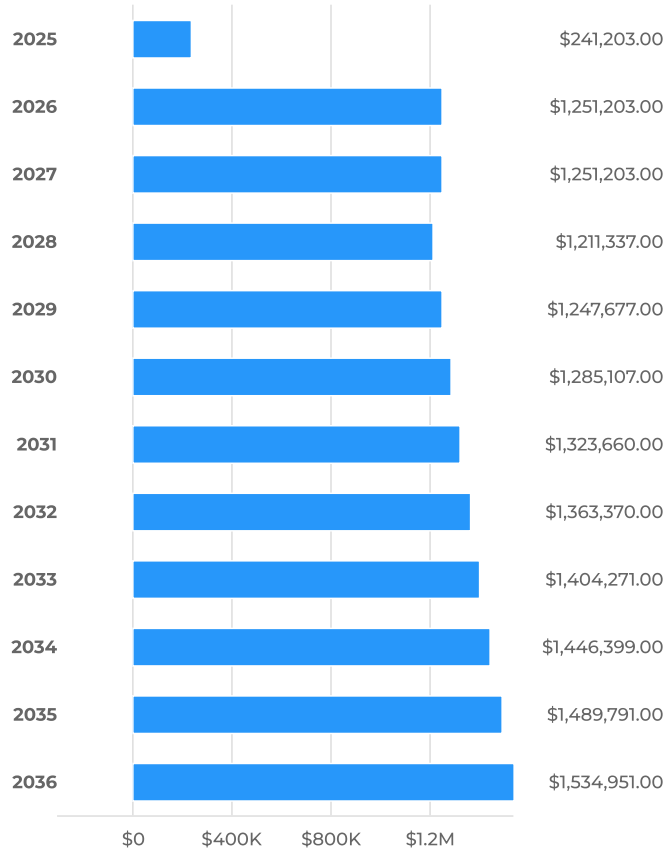
Details

S/TIP MPMS #	102569
Program Element	Maintenance/Transportation Facilities and Offices

Capital Cost

Total Historical **\$13,463,985** FY2025 Budget **\$241,203** Total Budget (all years) **\$15.05M** Project Total **\$28.514M**

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC

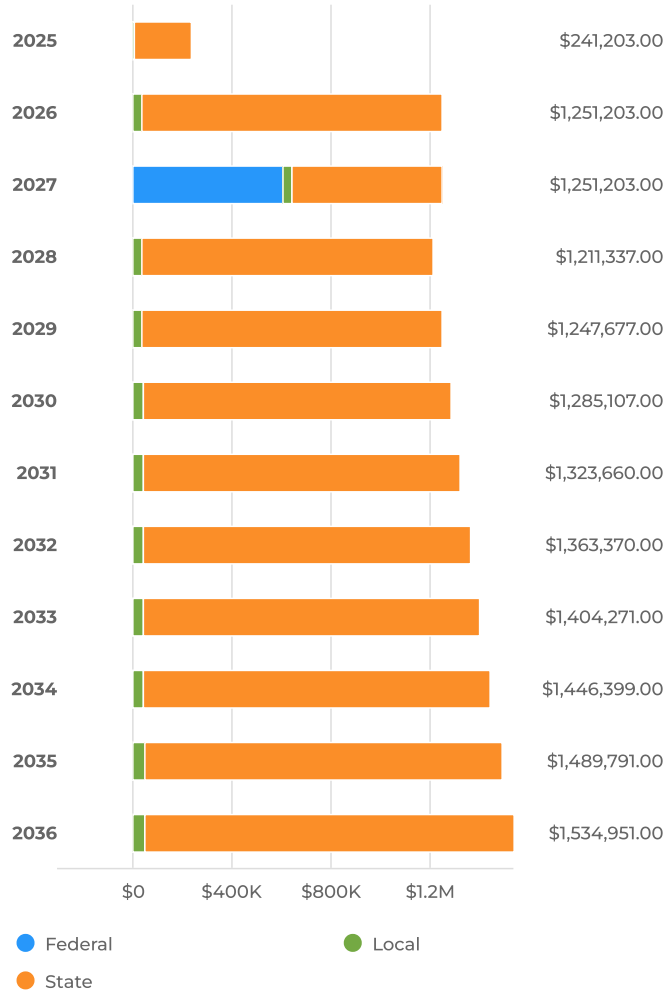
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	\$13,463,985	\$241,203	\$1,251,203	\$1,251,203	\$1,211,337	\$1,247,677	\$1,285,107	\$1,323,660	\$1,363,370
Total	\$13,463,985	\$241,203	\$1,251,203	\$1,251,203	\$1,211,337	\$1,247,677	\$1,285,107	\$1,323,660	\$1,363,370

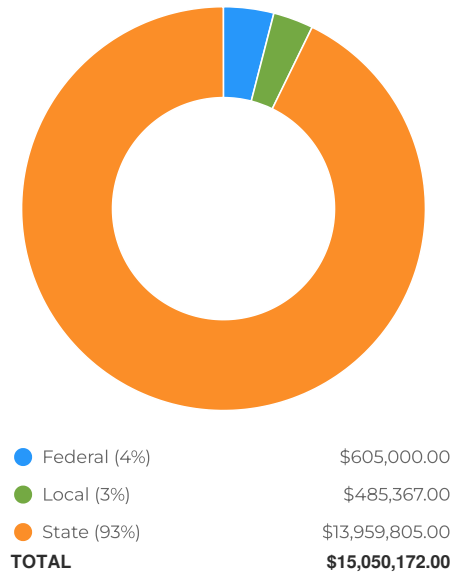
Funding Sources

Total Historical **\$13,463,985** FY2025 Budget **\$241,203** Total Budget (all years) **\$15.05M** Project Total **\$28.514M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
State	\$13,029,771	\$233,424	\$1,210,852	\$605,852	\$1,172,271	\$1,207,440	\$1,243,663	\$1,280,972	\$1,319,401
Federal				\$605,000					
Local	\$434,214	\$7,779	\$40,351	\$40,351	\$39,066	\$40,237	\$41,444	\$42,688	\$43,969
Total	\$13,463,985	\$241,203	\$1,251,203	\$1,251,203	\$1,211,337	\$1,247,677	\$1,285,107	\$1,323,660	\$1,363,370

Facilities Critical Infrastructure Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Maintenance/Transportation Shops and Offices
Type	Capital Improvement
Project Number	CCGFC

Description

The Facilities Critical Infrastructure Program will provide annual renovation and renewal of critical infrastructure at SEPTA facilities including heating, ventilation, air conditioning, plumbing, and lighting. This is an ongoing systemwide program to address critical needs to keep the SEPTA system operating reliably and safely.

Schedule/Status (Calendar Year): Ongoing

Location: Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties

Service Area: System-wide

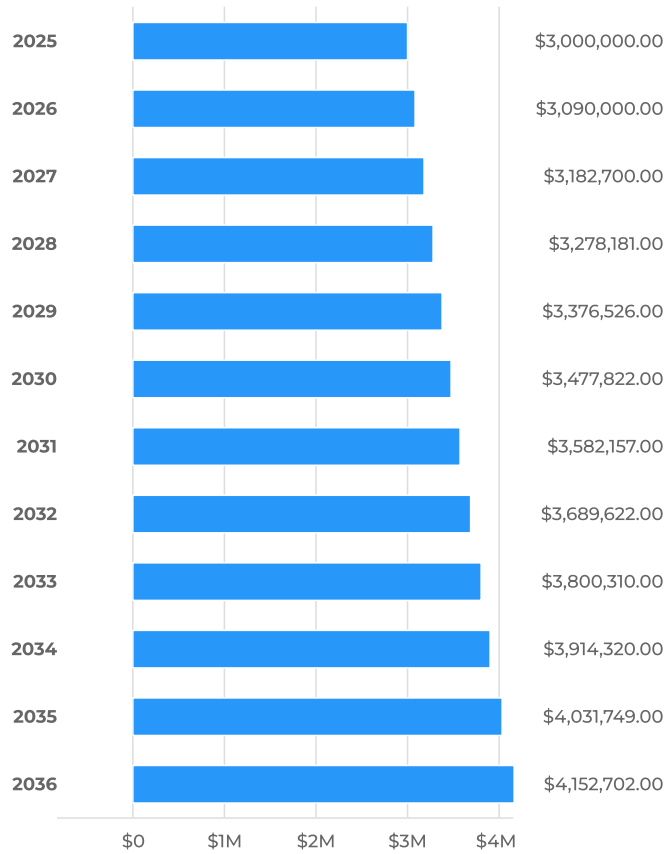
Details

S/TIP MPMS #	102569
Program Element	Maintenance/Transportation Facilities and Offices

Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$8,877,394	\$3,000,000	\$42.576M	\$51.453M

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	\$8,877,394	\$3,000,000	\$3,090,000	\$3,182,700	\$3,278,181	\$3,376,526	\$3,477,822	\$3,582,157	\$3,689,622
Total	\$8,877,394	\$3,000,000	\$3,090,000	\$3,182,700	\$3,278,181	\$3,376,526	\$3,477,822	\$3,582,157	\$3,689,622

Funding Sources

Total Historical

\$8,877,394

FY2025 Budget

\$3,000,000

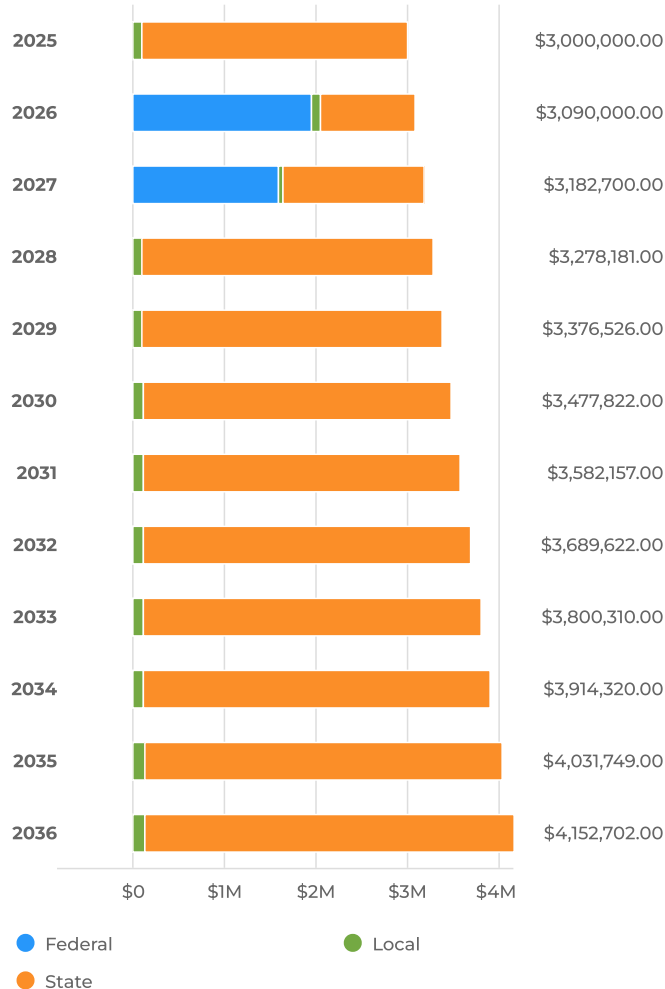
Total Budget (all years)

\$42.576M

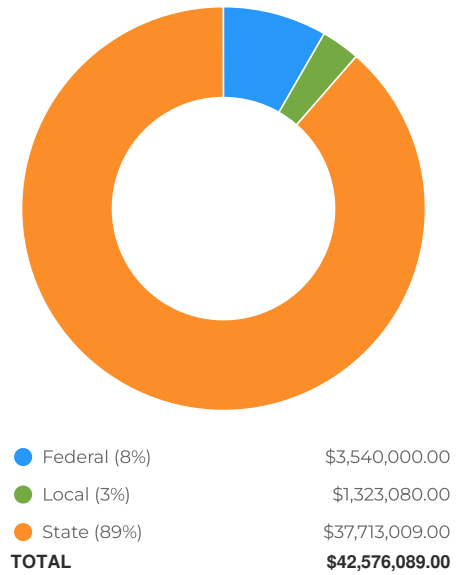
Project Total

\$51.453M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
State	\$8,591,098	\$2,903,250	\$1,040,348	\$1,540,058	\$3,172,460	\$3,267,633	\$3,365,662	\$3,466,632	\$3,570,631
Federal			\$1,950,000	\$1,590,000					
Local	\$286,296	\$96,750	\$99,652	\$52,642	\$105,721	\$108,893	\$112,160	\$115,525	\$118,991
Total	\$8,877,394	\$3,000,000	\$3,090,000	\$3,182,700	\$3,278,181	\$3,376,526	\$3,477,822	\$3,582,157	\$3,689,622

Facilities Furnishings Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Maintenance/Transportation Shops and Offices
Type	Capital Improvement

Description

This program will replace various facility furnishings throughout the Authority. Replacements will include Bus and Rail Operations facility furniture along with 1234 Market Street cubicle and office furniture. This program also includes planning and implementing a tracking and inventory program for Authority furnishings.

Schedule/Status (Calendar Year): Ongoing

Location: System-wide

Service Area: System-wide

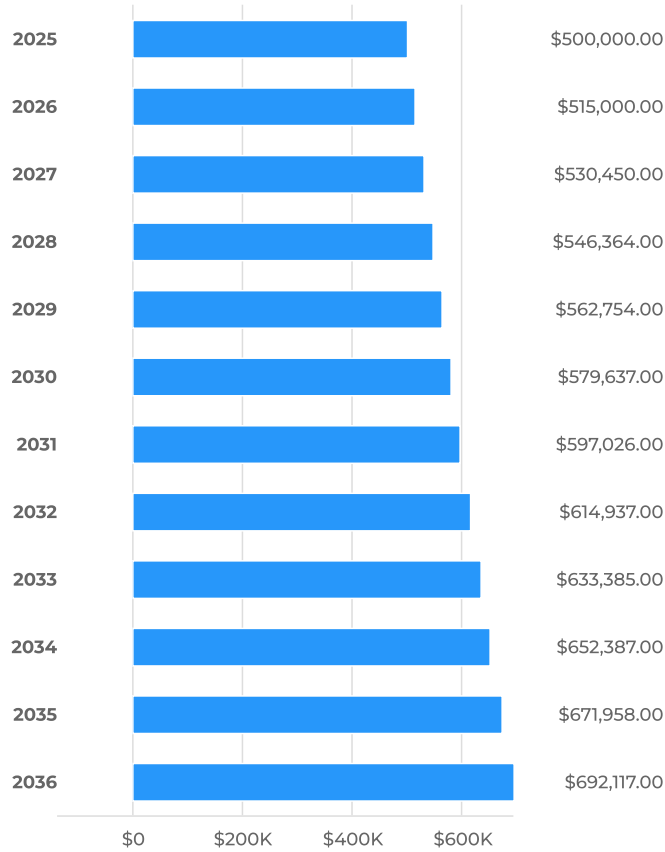
Details

S/TIP MPMS #	102569
Program Element	Maintenance/Transportation Facilities and Offices

Capital Cost

Total Historical **\$1,452,835**
 FY2025 Budget **\$500,000**
 Total Budget (all years) **\$7.096M**
 Project Total **\$8.549M**

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC

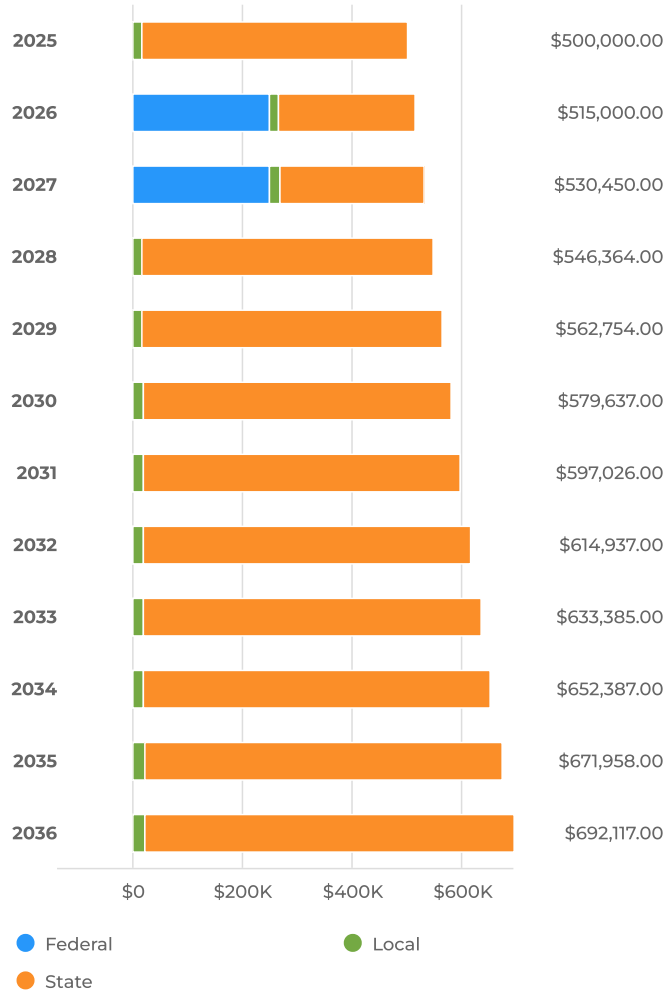
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	F
ERC	\$1,452,835	\$500,000	\$515,000	\$530,450	\$546,364	\$562,754	\$579,637	\$597,026	\$614,937	\$633,385	\$
Total	\$1,452,835	\$500,000	\$515,000	\$530,450	\$546,364	\$562,754	\$579,637	\$597,026	\$614,937	\$633,385	\$

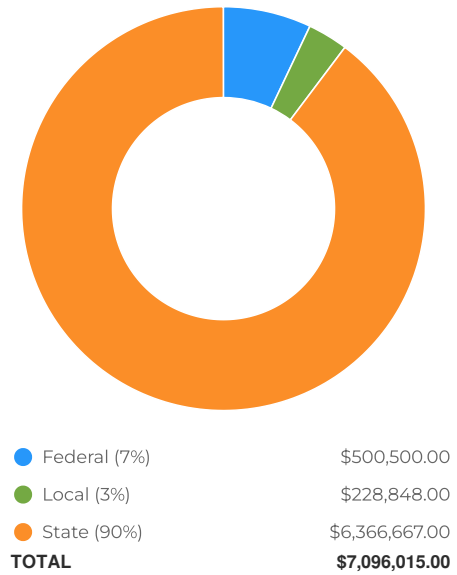
Funding Sources

Total Historical **\$1,452,835** FY2025 Budget **\$500,000** Total Budget (all years) **\$7.096M** Project Total **\$8.549M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown											
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	
State	\$1,405,981	\$483,875	\$248,391	\$262,843	\$528,743	\$544,604	\$560,944	\$577,772	\$595,105	\$612,958	
Federal			\$250,000	\$250,500							
Local	\$46,854	\$16,125	\$16,609	\$17,107	\$17,621	\$18,150	\$18,693	\$19,254	\$19,832	\$20,427	
Total	\$1,452,835	\$500,000	\$515,000	\$530,450	\$546,364	\$562,754	\$579,637	\$597,026	\$614,937	\$633,385	

Frankford Depot Roof Replacement

Overview

Request Owner	Capital Budgets, SEPTA
Department	Maintenance/Transportation Shops and Offices
Type	Capital Improvement
Project Number	CCGFD

Description

This project will replace the SEPTA Frankford Depot roof with a new roofing system, replace mechanical equipment, upgrade fire alarm and fire suppression equipment.

Schedule/Status (Calendar Year):

Design: 2024 – 2025

Construction: 2025 – 2029

Location: City of Philadelphia

Service Area: City of Philadelphia

Images



Aerial view of the Frankford Depot roof which needs replacing.



Scope of the work from an alternative angle.

Details

S/TIP MPMS #	102567
Program Element	Roof Program

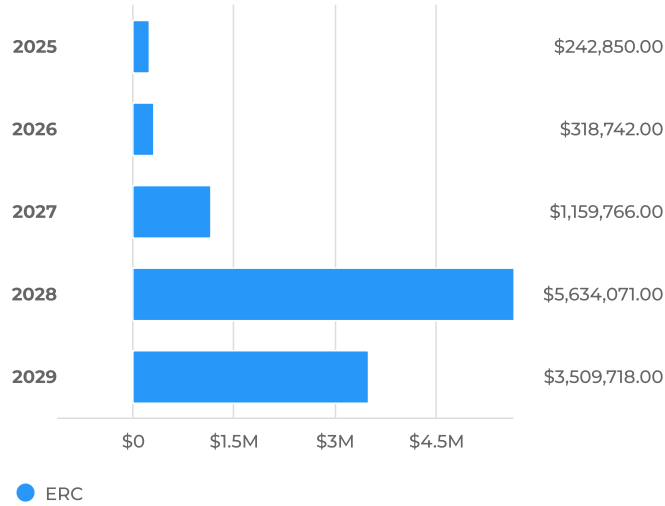
Location



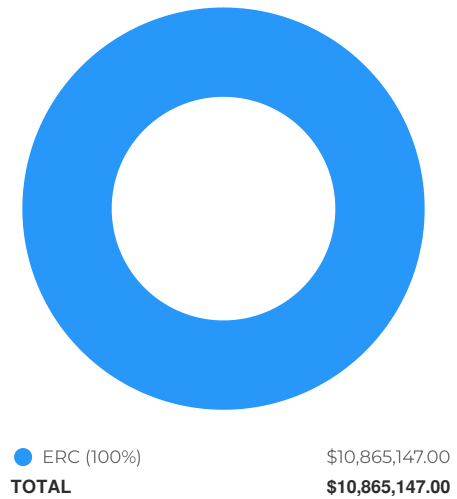
Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$8,000,000	\$242,850	\$10.865M	\$18.865M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
ERC	\$8,000,000	\$242,850	\$318,742	\$1,159,766	\$5,634,071	\$3,509,718	\$18,865,147
Total	\$8,000,000	\$242,850	\$318,742	\$1,159,766	\$5,634,071	\$3,509,718	\$18,865,147

Funding Sources

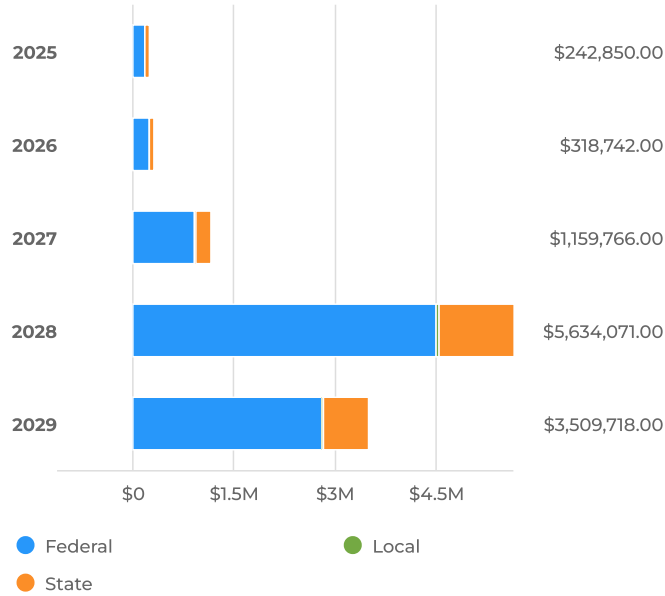
Total Historical
\$8,000,000

FY2025 Budget
\$242,850

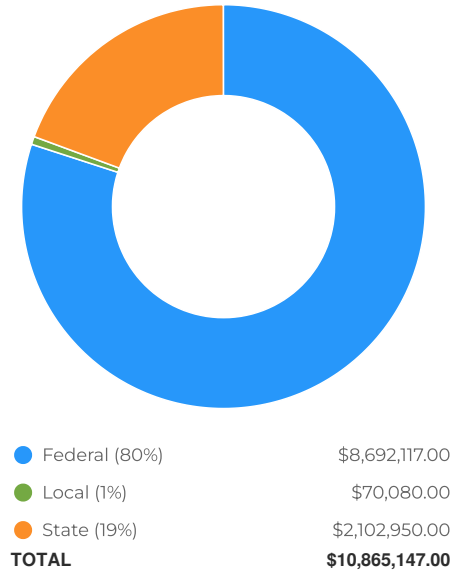
Total Budget (all years)
\$10.865M

Project Total
\$18.865M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
State	\$1,548,400	\$47,004	\$61,693	\$224,473	\$1,090,474	\$679,306	\$3,651,350
Federal	\$6,400,000	\$194,280	\$254,993	\$927,813	\$4,507,257	\$2,807,774	\$15,092,117
Local	\$51,600	\$1,566	\$2,056	\$7,480	\$36,340	\$22,638	\$121,680
Total	\$8,000,000	\$242,850	\$318,742	\$1,159,766	\$5,634,071	\$3,509,718	\$18,865,147

Frazer Rail Shop and Yard Expansion

Overview

Request Owner	Capital Budgets, SEPTA
Department	Maintenance/Transportation Shops and Offices
Type	Capital Improvement
Project Number	CRMFS

Description

Phased upgrade of the Frazer Maintenance Facility to accommodate the expansion of SEPTA's Regional Railcar and locomotive fleets. Work includes extending existing storage tracks and adding new storage tracks; major upgrades to the repair shop and equipment, including the wheel truing machine and drop table; construction of a shop extension, train washer building, storage building; utility upgrades and stormwater improvements. In addition, the roof and mechanical equipment will be replaced.

Note: The design and construction of a new Frazer Transportation Building that was previously part of this project became its own project due to the scope and budget.

Schedule/Status (Calendar Year):

Design (2016 – 2021) is complete.

Phase 1 (retaining wall and storage tracks) is complete.

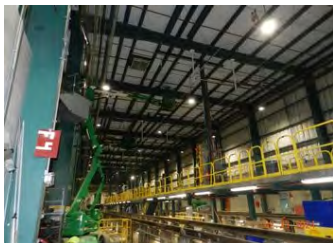
Phase 2 (repair shop expansion) construction is complete.

Phase 3 (shop and yard expansion): Construction: 2022 – 2026

Location: Chester County

Service Area: System-wide

Images



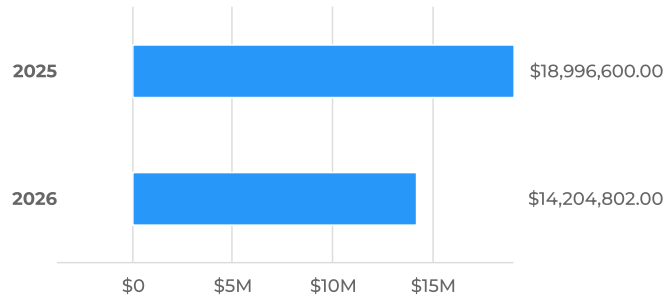
Details

S/TIP MPMS #	102569
Program Element	Maintenance/Transportation Facilities and Offices

Capital Cost

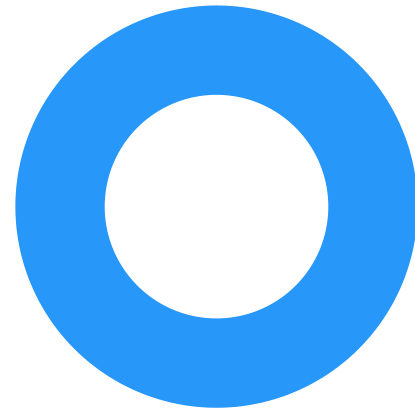
Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$105,798,598	\$18,996,600	\$33.201M	\$139M

Capital Cost by Year



● ERC

Capital Cost for Budgeted Years



● ERC (100%)

TOTAL

\$33,201,402.00

\$33,201,402.00

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	Total
ERC	\$105,798,598	\$18,996,600	\$14,204,802	\$139,000,000
Total	\$105,798,598	\$18,996,600	\$14,204,802	\$139,000,000

Funding Sources

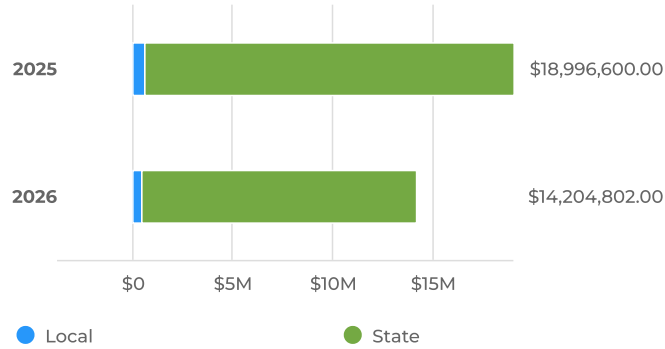
Total Historical
\$105,798,598

FY2025 Budget
\$18,996,600

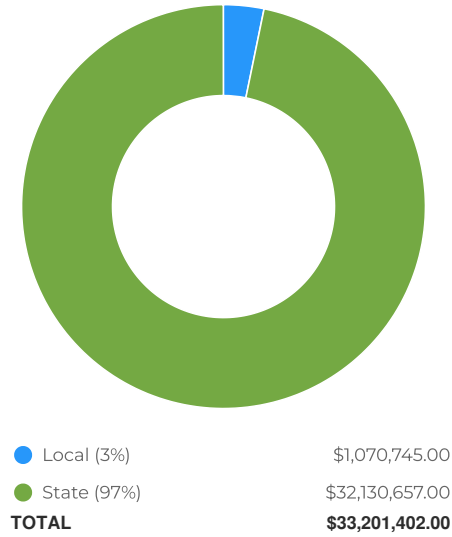
Total Budget (all years)
\$33.201M

Project Total
\$139M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown				
Funding Sources	Historical	FY2025	FY2026	Total
State	\$102,386,593	\$18,383,960	\$13,746,697	\$134,517,250
Local	\$3,412,005	\$612,640	\$458,105	\$4,482,750
Total	\$105,798,598	\$18,996,600	\$14,204,802	\$139,000,000

Frazer Transportation Building

Overview

Request Owner	Capital Budgets, SEPTA
Department	Maintenance/Transportation Shops and Offices
Type	Capital Improvement
Project Number	CRMFT

Description

A new transportation building at SEPTA's Frazer Railroad facility will be constructed to accommodate expanded staff, including train crews, and provide functional quarters for the Yardmaster. In addition, there will be a new elevated exterior track section [E-Cleaning Track] installed which will be utilized to provide for additional train vehicle cleaning and maintenance capacity within the shop complex.

Schedule/Status (Calendar Year):

Design: 2024 – 2025

Construction: 2025 – 2028

Location: Chester County

Service Area: System-wide

Images



Details

S/TIP MPMS #	102569
Program Element	Maintenance/Transportation Facilities and Offices

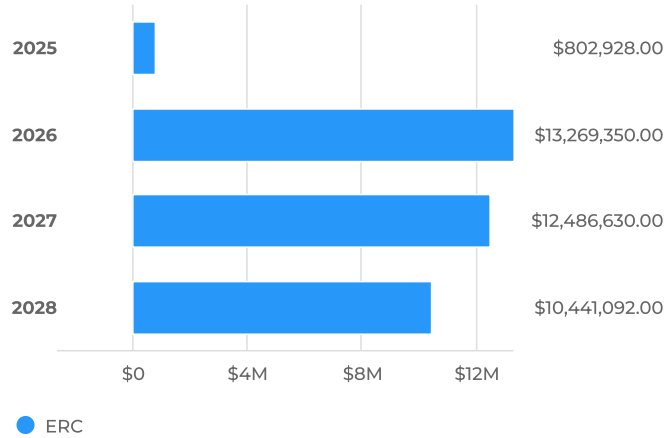
Capital Cost

FY2025 Budget
\$802,928

Total Budget (all years)
\$37M

Project Total
\$37M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2028	Total
ERC	\$802,928	\$13,269,350	\$12,486,630	\$10,441,092	\$37,000,000
Total	\$802,928	\$13,269,350	\$12,486,630	\$10,441,092	\$37,000,000

Funding Sources

FY2025 Budget

\$802,928

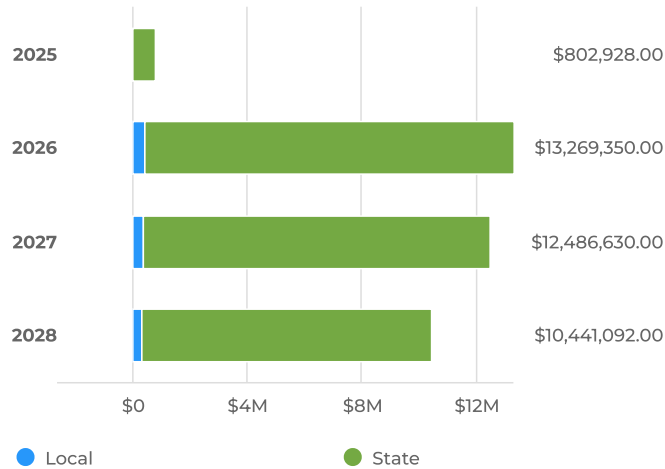
Total Budget (all years)

\$37M

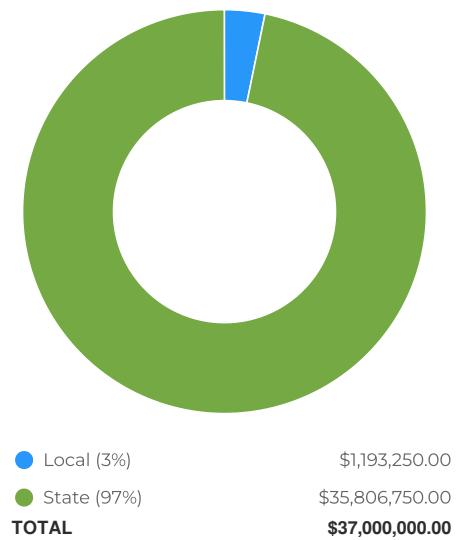
Project Total

\$37M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	FY2027	FY2028	Total
State	\$777,034	\$12,841,413	\$12,083,936	\$10,104,367	\$35,806,750
Local	\$25,894	\$427,937	\$402,694	\$336,725	\$1,193,250
Total	\$802,928	\$13,269,350	\$12,486,630	\$10,441,092	\$37,000,000

Garage / Shop Overhead Doors

Overview

Request Owner	Capital Budgets, SEPTA
Department	Maintenance/Transportation Shops and Offices
Type	Capital Improvement
Project Number	CCIGD

Description

Overhead and fire doors, which have exceeded their useful life, at various SEPTA facilities will be replaced. New doors will improve security, save energy, and increase fire safety at SEPTA bus depots.

Schedule/Status (Calendar Year): Design and Construction 2030 - 2036

Location: Delaware and Philadelphia Counties

Service Area: Bucks, Delaware, and Philadelphia Counties

Details

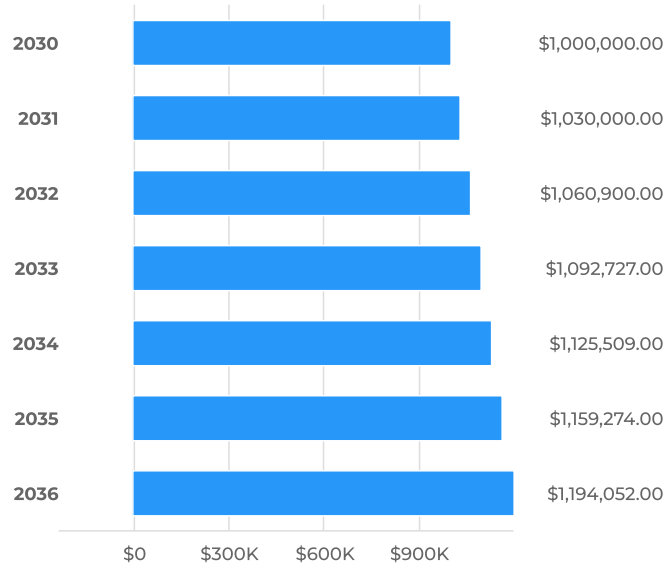
S/TIP MPMS #	102569
Program Element	Maintenance/Transportation Facilities and Offices

Capital Cost

Total Budget (all years)
\$7.662M

Project Total
\$7.662M

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC

Capital Cost Breakdown

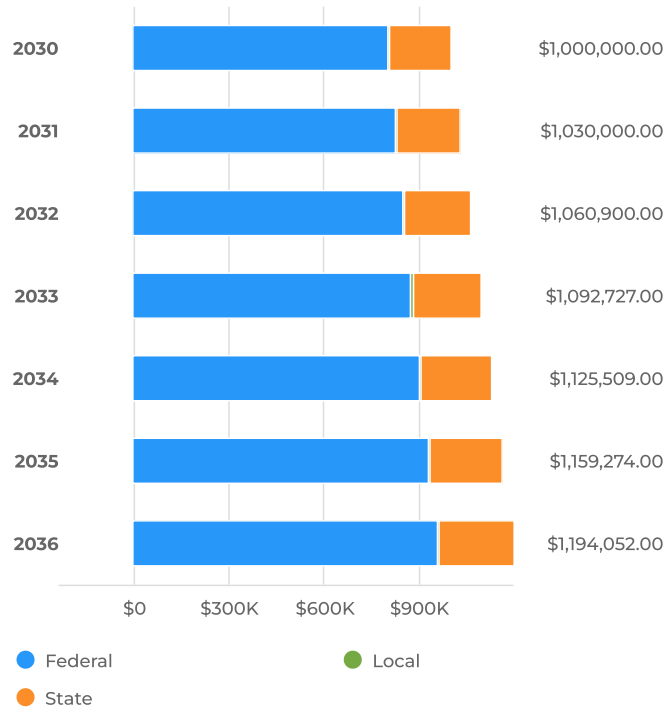
Capital Cost	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	Total
ERC	\$1,000,000	\$1,030,000	\$1,060,900	\$1,092,727	\$1,125,509	\$1,159,274	\$1,194,052	\$7,662,462
Total	\$1,000,000	\$1,030,000	\$1,060,900	\$1,092,727	\$1,125,509	\$1,159,274	\$1,194,052	\$7,662,462

Funding Sources

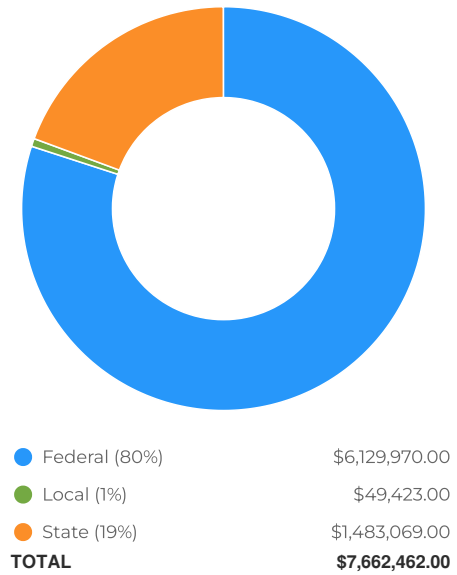
Total Budget (all years)
\$7.662M

Project Total
\$7.662M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown								
Funding Sources	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	Total
State	\$193,550	\$199,357	\$205,337	\$211,497	\$217,842	\$224,377	\$231,109	\$1,483,069
Federal	\$800,000	\$824,000	\$848,720	\$874,182	\$900,407	\$927,419	\$955,242	\$6,129,970
Local	\$6,450	\$6,643	\$6,843	\$7,048	\$7,260	\$7,478	\$7,701	\$49,423
Total	\$1,000,000	\$1,030,000	\$1,060,900	\$1,092,727	\$1,125,509	\$1,159,274	\$1,194,052	\$7,662,462

Maintenance Facilities Improvement Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Maintenance/Transportation Shops and Offices
Type	Capital Improvement
Project Number	CCIMF

Description

This project will address the conditions at SEPTA's various maintenance facilities and implement necessary improvements to improve safety and efficiency. Facilities will be identified and budgeted for improvements.

Schedule/Status (Calendar Year): 2030 – 2036 Evaluation and Implementation

Location: Regionwide

Service Area: Regionwide

Details

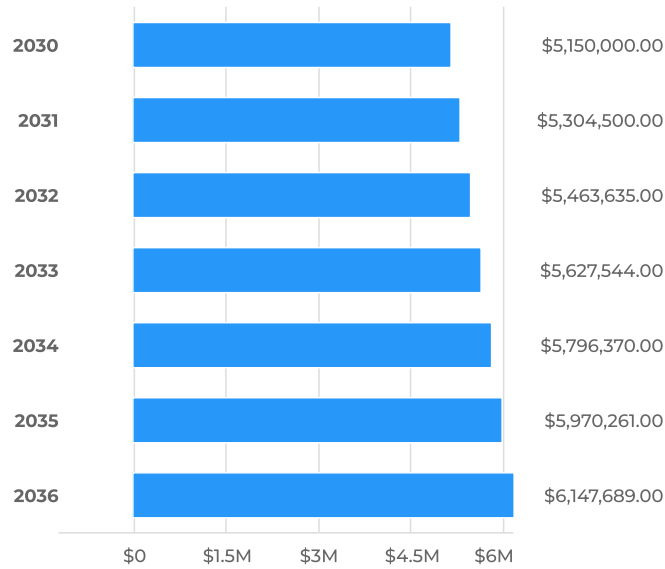
S/TIP MPMS #	102569
Program Element	Maintenance/Transportation Facilities and Offices

Capital Cost

Total Budget (all years)
\$39.46M

Project Total
\$39.46M

Capital Cost by Year



Capital Cost for Budgeted Years



ERC

Capital Cost Breakdown

Capital Cost	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	Total
ERC	\$5,150,000	\$5,304,500	\$5,463,635	\$5,627,544	\$5,796,370	\$5,970,261	\$6,147,689	\$39,459,999
Total	\$5,150,000	\$5,304,500	\$5,463,635	\$5,627,544	\$5,796,370	\$5,970,261	\$6,147,689	\$39,459,999

Funding Sources

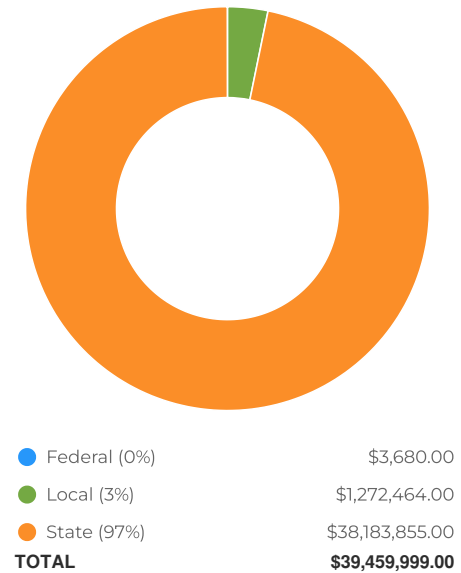
Total Budget (all years)
\$39.46M

Project Total
\$39.46M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown								
Funding Sources	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	Total
State	\$4,983,913	\$5,133,430	\$5,283,872	\$5,446,056	\$5,609,437	\$5,777,721	\$5,949,426	\$38,183,855
Federal			\$3,680					\$3,680
Local	\$166,087	\$171,070	\$176,083	\$181,488	\$186,933	\$192,540	\$198,263	\$1,272,464
Total	\$5,150,000	\$5,304,500	\$5,463,635	\$5,627,544	\$5,796,370	\$5,970,261	\$6,147,689	\$39,459,999

Maintenance, Stations and Substations Roof Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Maintenance/Transportation Shops and Offices
Type	Capital Improvement
Project Number	CCIRP

Description

The Maintenance, Stations and Substations Roof Program will replace and upgrade existing roofs at maintenance facilities, stations, and substations throughout the SEPTA system. Work may include replacement of mechanical equipment.

Schedule/Status (Calendar Year): Ongoing

Location: Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties

Service Area: System-wide

Details

S/TIP MPMS #	102567
Program Element	Roof Program

Capital Cost

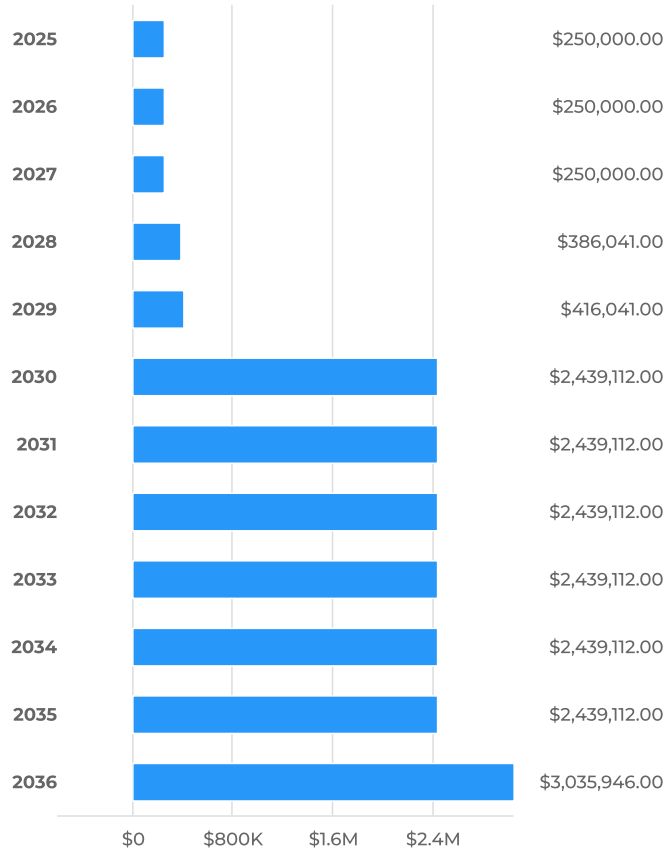
Total Historical
\$1,275,635

FY2025 Budget
\$250,000

Total Budget (all years)
\$19.223M

Project Total
\$20.498M

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033
ERC	\$1,275,635	\$250,000	\$250,000	\$250,000	\$386,041	\$416,041	\$2,439,112	\$2,439,112	\$2,439,112	\$2,439,112
Total	\$1,275,635	\$250,000	\$250,000	\$250,000	\$386,041	\$416,041	\$2,439,112	\$2,439,112	\$2,439,112	\$2,439,112

Funding Sources

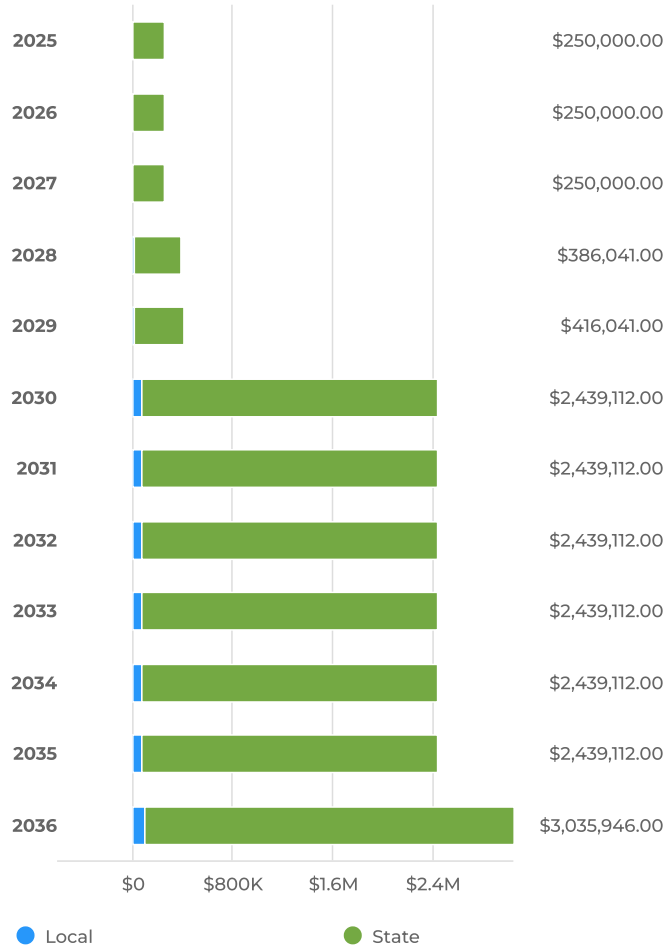
Total Historical
\$1,275,635

FY2025 Budget
\$250,000

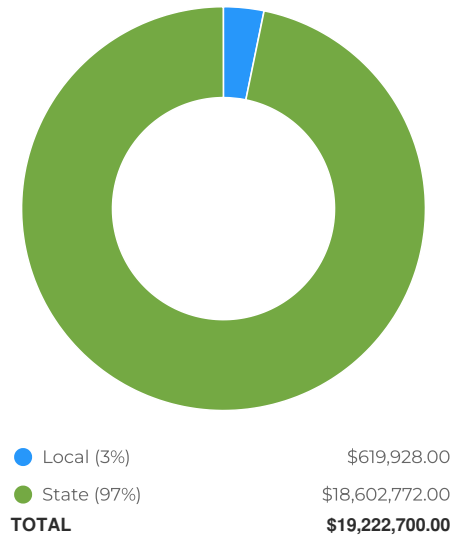
Total Budget (all years)
\$19.223M

Project Total
\$20.498M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown										
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033
State	\$1,234,496	\$241,938	\$241,938	\$241,938	\$373,591	\$402,624	\$2,360,451	\$2,360,451	\$2,360,451	\$2,360,451
Local	\$41,139	\$8,062	\$8,062	\$8,062	\$12,450	\$13,417	\$78,661	\$78,661	\$78,661	\$78,661
Total	\$1,275,635	\$250,000	\$250,000	\$250,000	\$386,041	\$416,041	\$2,439,112	\$2,439,112	\$2,439,112	\$2,439,112

Powelton Yard Facility Improvements

Overview

Request Owner	Capital Budgets, SEPTA
Department	Maintenance/Transportation Shops and Offices
Type	Capital Improvement
Project Number	CRMPY

Description

Improvements to the Powelton Yard Facility include building repairs, new windows, new bathrooms, and replacement of the storeroom facility currently housed in a former railroad boxcar.

Schedule/Status (Calendar Year):

Design (2015 – 2019) is complete.

Construction: 2021 - 2026

Location: City of Philadelphia

Service Area: City of Philadelphia

Details

S/TIP MPMS #	102569
Program Element	Maintenance/Transportation Facilities and Offices

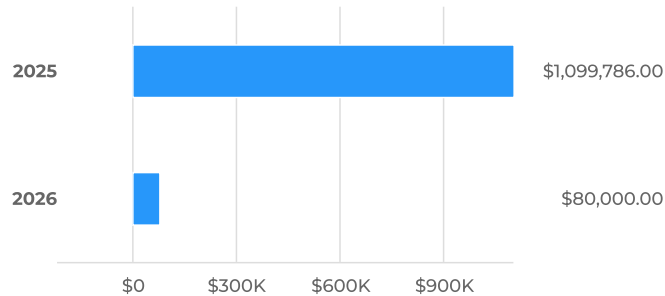
Location



Capital Cost

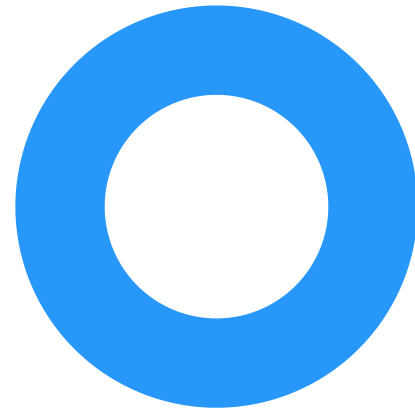
Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$5,320,214	\$1,099,786	\$1.18M	\$6.5M

Capital Cost by Year



● ERC

Capital Cost for Budgeted Years



● ERC (100%)

TOTAL

\$1,179,786.00

\$1,179,786.00

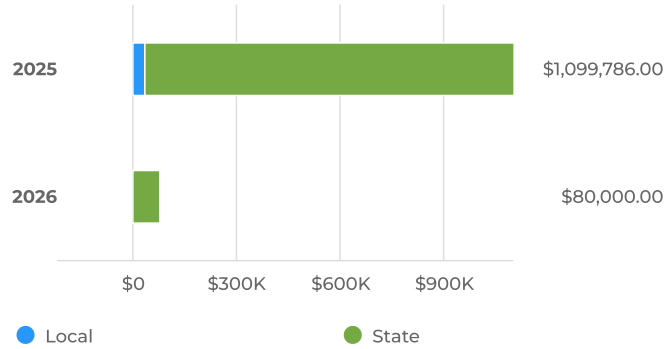
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	Total
ERC	\$5,320,214	\$1,099,786	\$80,000	\$6,500,000
Total	\$5,320,214	\$1,099,786	\$80,000	\$6,500,000

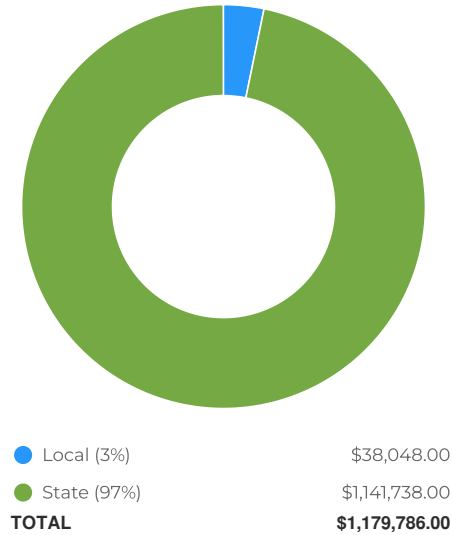
Funding Sources

Total Historical **\$5,320,214**
 FY2025 Budget **\$1,099,786**
 Total Budget (all years) **\$1.18M**
 Project Total **\$6.5M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown				
Funding Sources	Historical	FY2025	FY2026	Total
State	\$5,148,637	\$1,064,318	\$77,420	\$6,290,375
Local	\$171,577	\$35,468	\$2,580	\$209,625
Total	\$5,320,214	\$1,099,786	\$80,000	\$6,500,000

Southern Garage Roof Replacement

Overview

Request Owner	Capital Budgets, SEPTA
Department	Maintenance/Transportation Shops and Offices
Type	Capital Improvement

Description

The SEPTA Southern Garage's existing roof system, fire alarm and fire suppression equipment will be replaced and upgraded.

Schedule/Status (Calendar Year):

Design & Construction 2028 - 2031

Location: City of Philadelphia

Service Area: City of Philadelphia

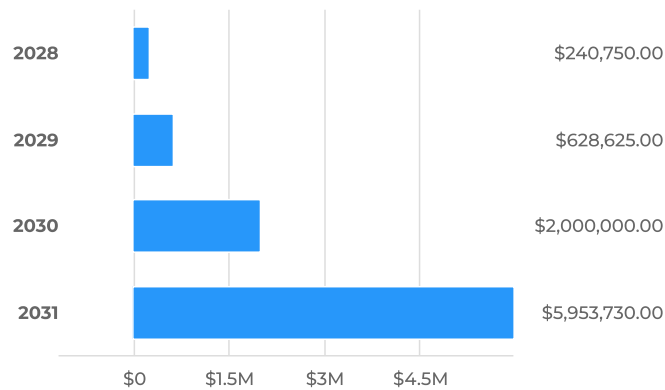
Details

S/TIP MPMS #	102567
Program Element	Roof Program

Capital Cost

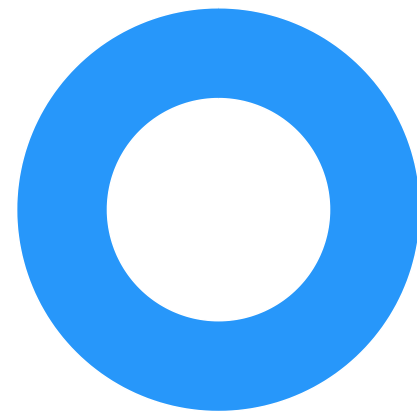
Total Historical	Total Budget (all years)	Project Total
\$4,176,895	\$8.823M	\$13M

Capital Cost by Year



● ERC

Capital Cost for Budgeted Years



● ERC (100%)

TOTAL

\$8,823,105.00

\$8,823,105.00

Capital Cost Breakdown

Capital Cost	Historical	FY2028	FY2029	FY2030	FY2031	Total
ERC	\$4,176,895	\$240,750	\$628,625	\$2,000,000	\$5,953,730	\$13,000,000
Total	\$4,176,895	\$240,750	\$628,625	\$2,000,000	\$5,953,730	\$13,000,000

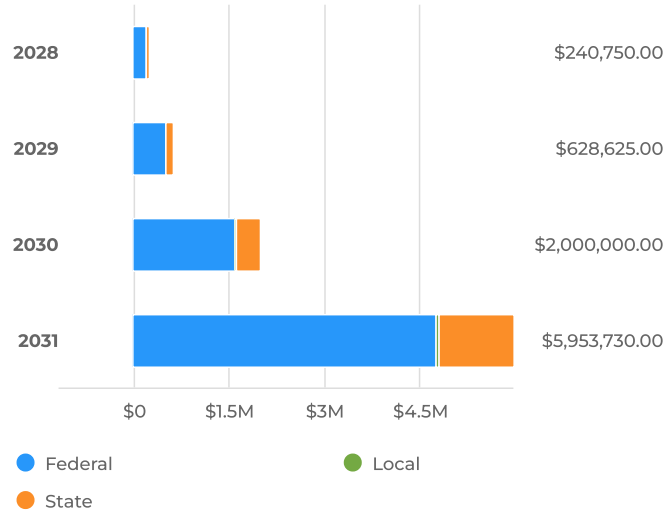
Funding Sources

Total Historical
\$4,176,895

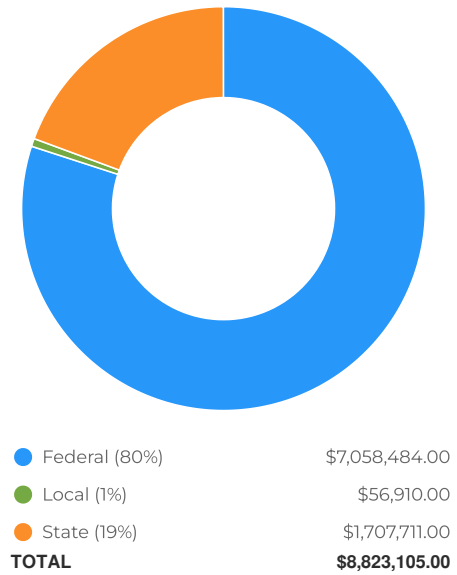
Total Budget (all years)
\$8.823M

Project Total
\$13M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2028	FY2029	FY2030	FY2031	Total
State	\$808,438	\$46,597	\$121,670	\$387,100	\$1,152,344	\$2,516,149
Federal	\$3,341,516	\$192,600	\$502,900	\$1,600,000	\$4,762,984	\$10,400,000
Local	\$26,941	\$1,553	\$4,055	\$12,900	\$38,402	\$83,851
Total	\$4,176,895	\$240,750	\$628,625	\$2,000,000	\$5,953,730	\$13,000,000

Steel Wheel Lift Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Maintenance/Transportation Shops and Offices
Type	Capital Improvement
Project Number	CCMW2 (Phase 2)

Description

Rebuilding/modernization or replacement of truck and body hoist systems at various SEPTA steel wheel shops. These hoists are used to facilitate body and truck separation and to elevate railcars to safe heights and hold them as required to perform inspections and repairs under the rail vehicles. SEPTA operates (12) lifts at seven (7) shops with an average equipment age of 35 years.

Schedule/Status (Calendar Year):

Design and Construction: 2023 – 2029

Location: Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties

Service Area: System-wide

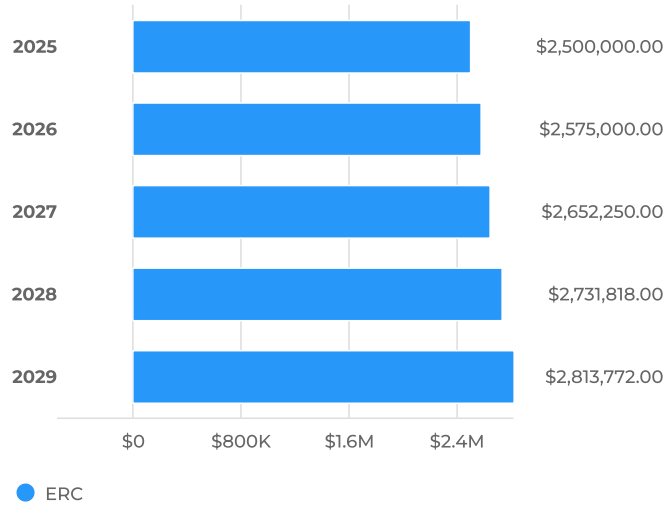
Details

S/TIP MPMS #	102569
Program Element	Maintenance/Transportation Facilities and Offices

Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$985,250	\$2,500,000	\$13.273M	\$14.258M

Capital Cost by Year



Capital Cost for Budgeted Years



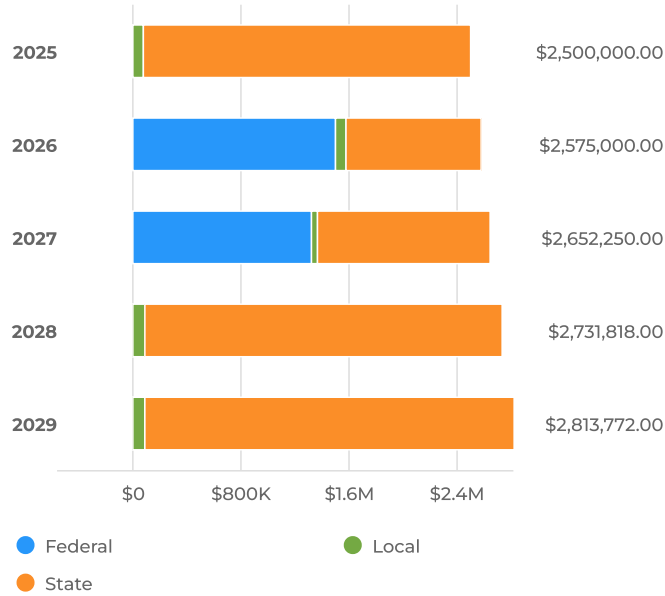
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
ERC	\$985,250	\$2,500,000	\$2,575,000	\$2,652,250	\$2,731,818	\$2,813,772	\$14,258,090
Total	\$985,250	\$2,500,000	\$2,575,000	\$2,652,250	\$2,731,818	\$2,813,772	\$14,258,090

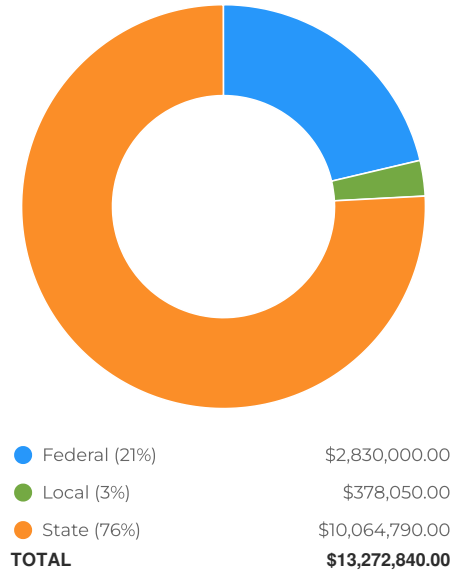
Funding Sources

Total Historical **\$985,250**
 FY2025 Budget **\$2,500,000**
 Total Budget (all years) **\$13.273M**
 Project Total **\$14.258M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
State	\$953,476	\$2,419,375	\$991,956	\$1,286,715	\$2,643,716	\$2,723,028	\$11,018,266
Federal			\$1,500,000	\$1,330,000			\$2,830,000
Local	\$31,774	\$80,625	\$83,044	\$35,535	\$88,102	\$90,744	\$409,824
Total	\$985,250	\$2,500,000	\$2,575,000	\$2,652,250	\$2,731,818	\$2,813,772	\$14,258,090

Vehicle Engineering & Maintenance Shop Equipment Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Maintenance/Transportation Shops and Offices
Type	Capital Improvement
Project Number	CCMMP

Description

This project provides for replacement of vehicle and shop equipment critical to maintaining SEPTA's fleet and infrastructure. The project covers a variety of material handling and shop equipment including cranes, wheel presses, rail fabrication equipment, parts washers, machine tools, and other shop systems. This is an ongoing system-wide program to address critical needs to keep the SEPTA system operating reliably and safely.

Schedule/Status (Calendar Year): Ongoing

Location: System-wide

Service Area: System-wide

Program Element: Maintenance/Transportation Facilities and Offices

Images



Maintenance Shop Equipment - Fall Arrest System

Details

S/TIP MPMS #	102569
Program Element	Maintenance/Transportation Facilities and Offices

Capital Cost

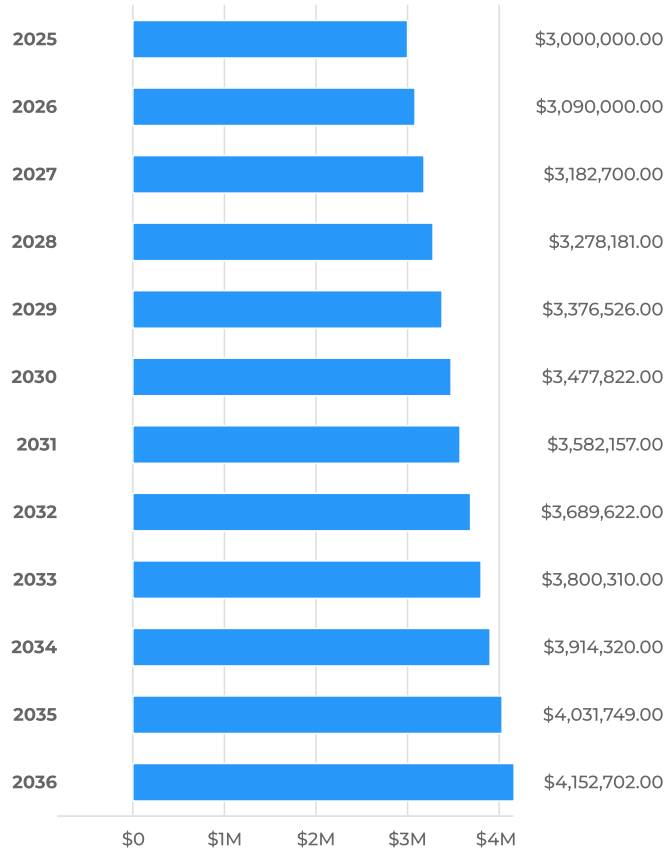
Total Historical
\$10,709,282

FY2025 Budget
\$3,000,000

Total Budget (all years)
\$42.576M

Project Total
\$53.285M

Capital Cost by Year



Capital Cost for Budgeted Years



ERC

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	\$10,709,282	\$3,000,000	\$3,090,000	\$3,182,700	\$3,278,181	\$3,376,526	\$3,477,822	\$3,582,157	\$3,689,622
Total	\$10,709,282	\$3,000,000	\$3,090,000	\$3,182,700	\$3,278,181	\$3,376,526	\$3,477,822	\$3,582,157	\$3,689,622

Funding Sources

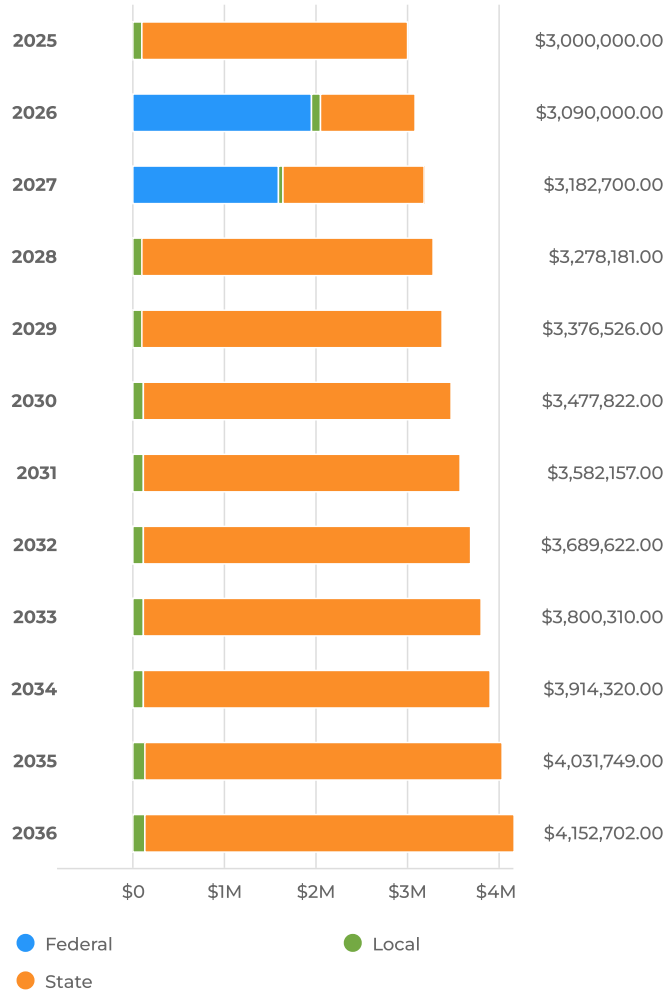
Total Historical
\$10,709,282

FY2025 Budget
\$3,000,000

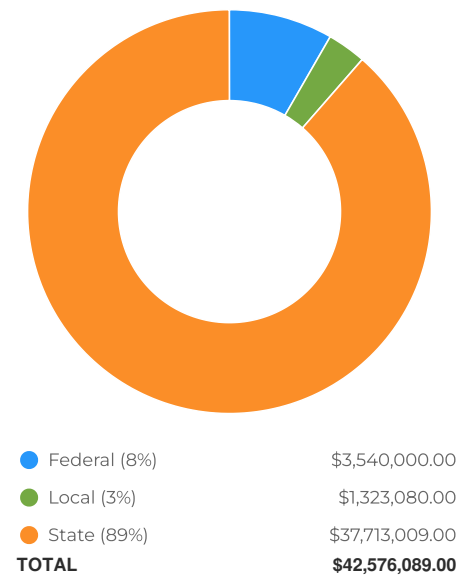
Total Budget (all years)
\$42.576M

Project Total
\$53.285M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
State	\$10,363,908	\$2,903,250	\$1,040,348	\$1,540,058	\$3,172,460	\$3,267,633	\$3,365,662	\$3,466,632	\$3,570,631
Federal			\$1,950,000	\$1,590,000					
Local	\$345,374	\$96,750	\$99,652	\$52,642	\$105,721	\$108,893	\$112,160	\$115,525	\$118,991
Total	\$10,709,282	\$3,000,000	\$3,090,000	\$3,182,700	\$3,278,181	\$3,376,526	\$3,477,822	\$3,582,157	\$3,689,622

Vehicle Washer Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Maintenance/Transportation Shops and Offices
Type	Capital Improvement
Project Number	CCISP

Description

Replacement and refurbishment of vehicle washers are used at multiple shops system-wide. The project includes procurement of portable vehicle washers that can be deployed more effectively at some locations. The new washers will serve to keep vehicles clean and extend the service lives of SEPTA equipment. The new washers will also use less energy, contributing to SEPTA's sustainability goals.

Schedule/Status (Calendar Year): Design and Construction (2024 – 2033)

Location: Delaware, Montgomery, and Philadelphia Counties

Service Area: System-wide

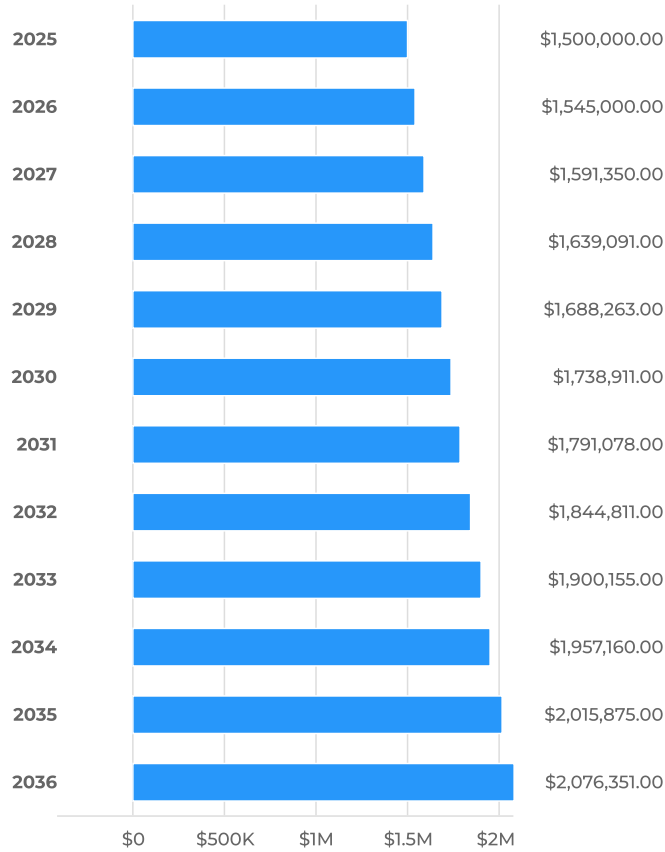
Details

S/TIP MPMS #	102569
Program Element	Maintenance/Transportation Facilities and Offices

Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$2,015,044	\$1,500,000	\$21.288M	\$23.303M

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC

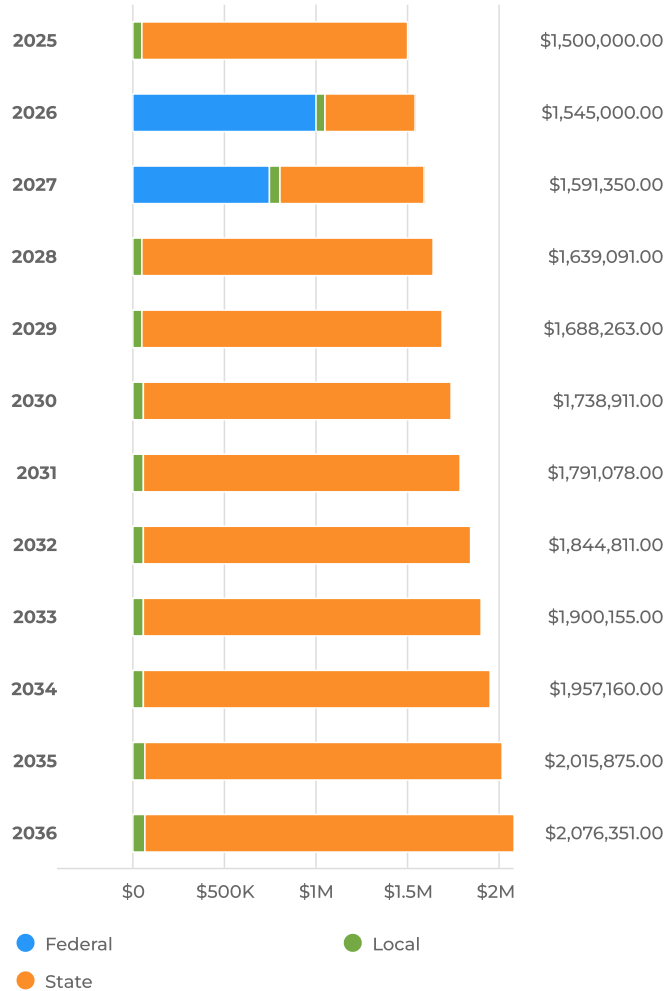
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	\$2,015,044	\$1,500,000	\$1,545,000	\$1,591,350	\$1,639,091	\$1,688,263	\$1,738,911	\$1,791,078	\$1,844,811
Total	\$2,015,044	\$1,500,000	\$1,545,000	\$1,591,350	\$1,639,091	\$1,688,263	\$1,738,911	\$1,791,078	\$1,844,811

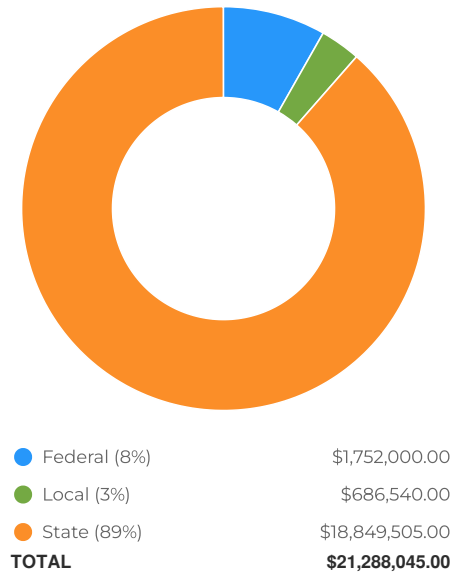
Funding Sources

Total Historical **\$2,015,044** FY2025 Budget **\$1,500,000** Total Budget (all years) **\$21.288M** Project Total **\$23.303M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
State	\$1,950,059	\$1,451,625	\$495,174	\$788,029	\$1,586,230	\$1,633,817	\$1,682,831	\$1,733,316	\$1,785,316
Federal			\$1,000,000	\$752,000					
Local	\$64,985	\$48,375	\$49,826	\$51,321	\$52,861	\$54,446	\$56,080	\$57,762	\$59,495
Total	\$2,015,044	\$1,500,000	\$1,545,000	\$1,591,350	\$1,639,091	\$1,688,263	\$1,738,911	\$1,791,078	\$1,844,811

Victory Shop and Storage

Overview

Request Owner	Capital Budgets, SEPTA
Department	Maintenance/Transportation Shops and Offices
Type	Capital Improvement
Project Number	CAGVS

Description

Replacement of the existing deteriorated shop and storage facilities located at 103 Victory Avenue. Work also includes improvements to parking and vehicle circulation, installation of a stormwater management system and replacement of the salt dome.

Schedule/Status (Calendar Year):

Design: 2024

Construction: 2025 – 2028

Location: Delaware County

Service Area: Delaware, Montgomery, and Philadelphia Counties

Details

S/TIP MPMS #	102569
Program Element	Maintenance/Transportation Facilities and Offices

Location

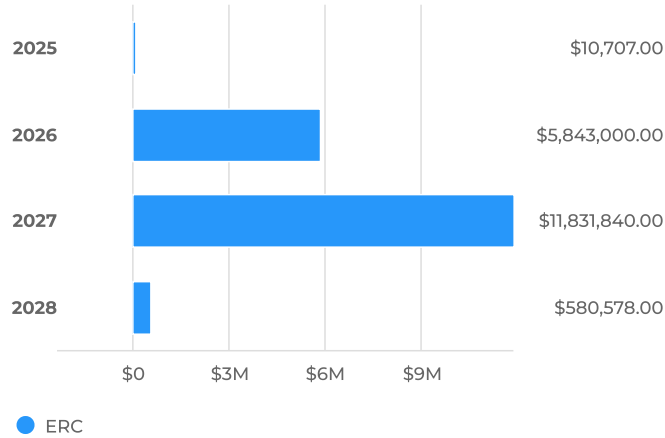
Address: 103 Victory Avenue



Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$483,875	\$10,707	\$18.266M	\$18.75M

Capital Cost by Year



Capital Cost for Budgeted Years



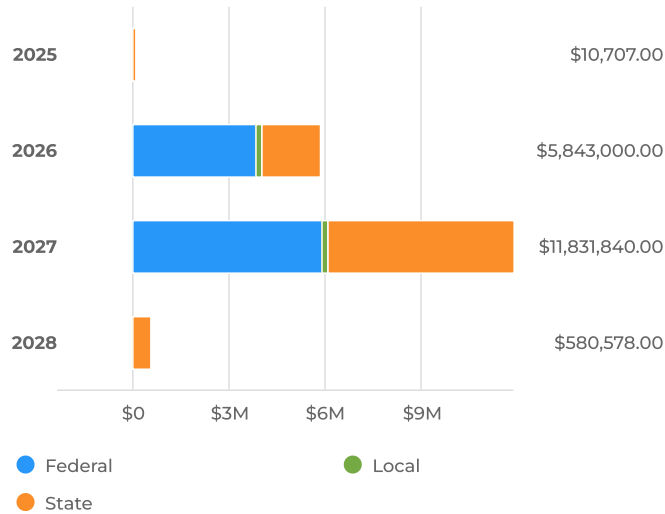
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	Total
ERC	\$483,875	\$10,707	\$5,843,000	\$11,831,840	\$580,578	\$18,750,000
Total	\$483,875	\$10,707	\$5,843,000	\$11,831,840	\$580,578	\$18,750,000

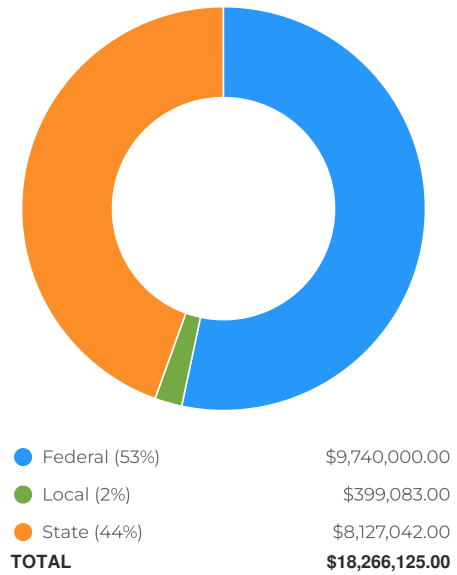
Funding Sources

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$483,875	\$10,707	\$18.266M	\$18.75M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	Total
State	\$468,270	\$10,362	\$1,829,563	\$5,725,263	\$561,854	\$8,595,312
Federal			\$3,825,000	\$5,915,000		\$9,740,000
Local	\$15,605	\$345	\$188,437	\$191,577	\$18,724	\$414,688
Total	\$483,875	\$10,707	\$5,843,000	\$11,831,840	\$580,578	\$18,750,000

Wheel Truing Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Maintenance/Transportation Shops and Offices
Type	Capital Improvement
Project Number	CCMWT, CCMT2 (Phase 2)

Description

The Wheel Truing Program will recondition and rebuild wheel truing machines that have exceeded their useful life. The equipment is key to the resurfacing of train wheels and ensure equipment availability and safe operations.

Schedule/Status (Calendar Year):

Design and Construction: 2024 – 2029

Location: Delaware and Philadelphia Counties

Service Area: System-wide

Details

S/TIP MPMS #	102569
Program Element	Maintenance/Transportation Facilities and Offices

Capital Cost

FY2025 Budget

\$294,678

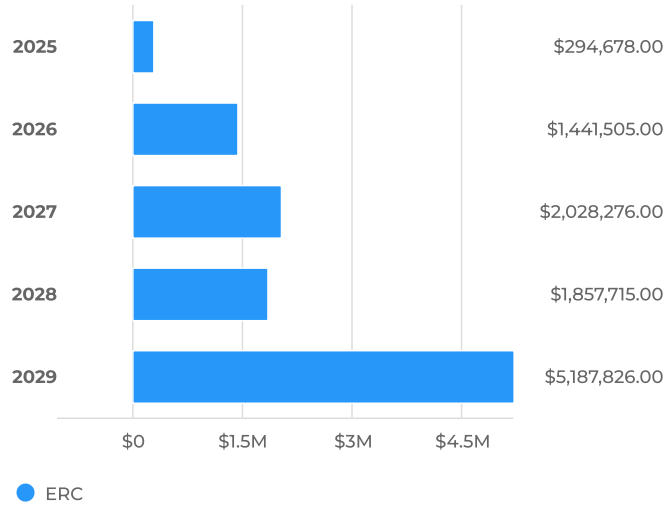
Total Budget (all years)

\$10.81M

Project Total

\$10.81M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2029	Total
ERC	\$294,678	\$1,441,505	\$2,028,276	\$1,857,715	\$5,187,826	\$10,810,000
Total	\$294,678	\$1,441,505	\$2,028,276	\$1,857,715	\$5,187,826	\$10,810,000

Funding Sources

FY2025 Budget

\$294,678

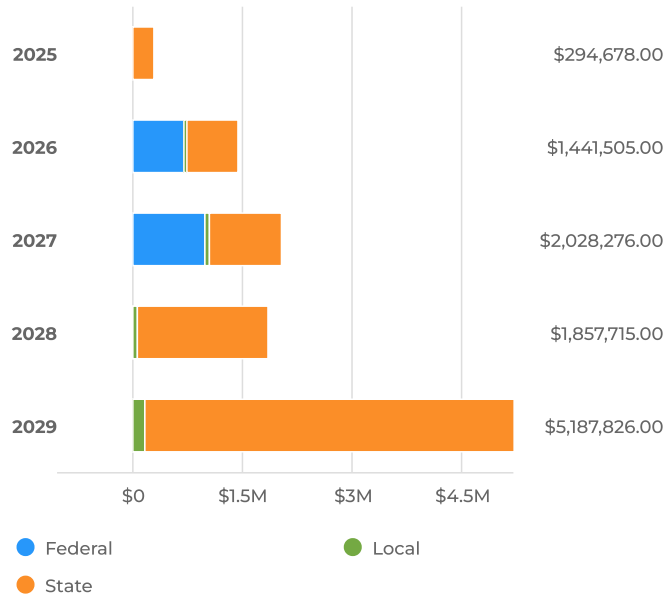
Total Budget (all years)

\$10.81M

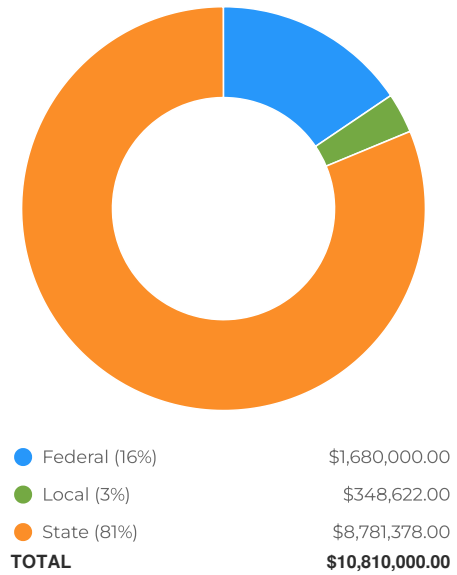
Project Total

\$10.81M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	FY2027	FY2028	FY2029	Total
State	\$285,175	\$695,016	\$982,864	\$1,797,804	\$5,020,519	\$8,781,378
Federal		\$700,000	\$980,000			\$1,680,000
Local	\$9,503	\$46,489	\$65,412	\$59,911	\$167,307	\$348,622
Total	\$294,678	\$1,441,505	\$2,028,276	\$1,857,715	\$5,187,826	\$10,810,000

Wyoming Complex Stormwater Retrofits

Overview

Request Owner	Capital Budgets, SEPTA
Department	Maintenance/Transportation Shops and Offices
Type	Capital Improvement
Project Number	CCMWW

Description

This project will reconfigure stormwater management and improve pavement conditions in the existing parking lot at SEPTA's Wyoming Complex which includes Wyoming, Berridge and Courtland shops. This is a joint effort working with the Philadelphia Water Department.

Schedule/Status (Calendar Year):

Design (2020 – 2022) is complete.

Construction: 2022 – 2026

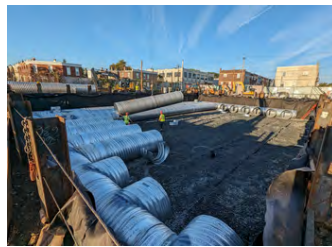
Location: City of Philadelphia

Service Area: City of Philadelphia

Images



Excavation for the Wyoming Complex Stormwater Project.



Completed paving and striping of the project.

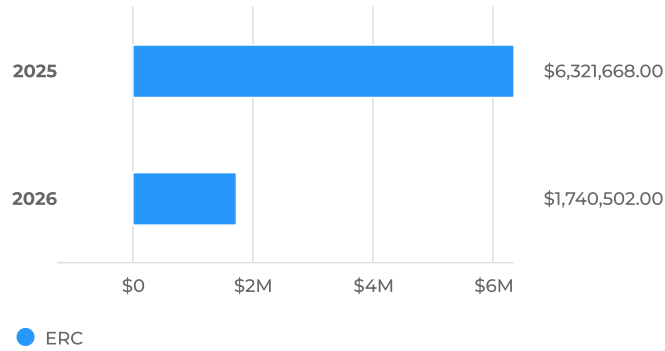
Details

S/TIP MPMS #	102569
Program Element	Maintenance/Transportation Facilities and Offices

Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$5,289,569	\$6,321,668	\$8.062M	\$13.352M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown				
Capital Cost	Historical	FY2025	FY2026	Total
ERC	\$5,289,569	\$6,321,668	\$1,740,502	\$13,351,739
Total	\$5,289,569	\$6,321,668	\$1,740,502	\$13,351,739

Funding Sources

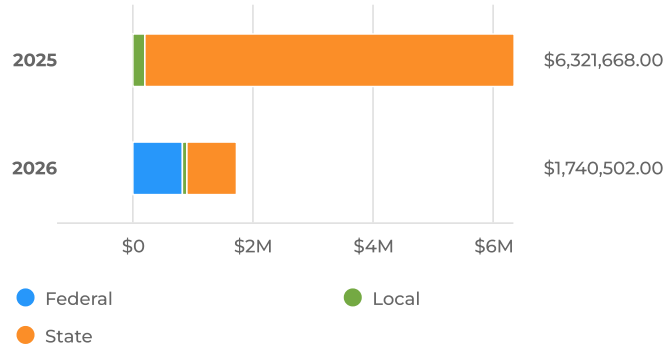
Total Historical
\$5,289,569

FY2025 Budget
\$6,321,668

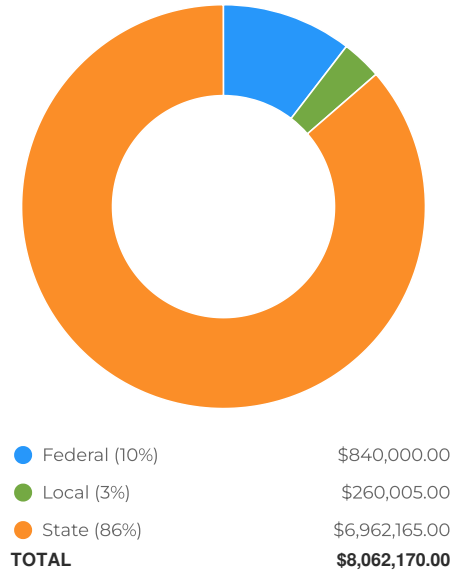
Total Budget (all years)
\$8.062M

Project Total
\$13.352M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	Total
State	\$5,118,980	\$6,117,794	\$844,371	\$12,081,145
Federal			\$840,000	\$840,000
Local	\$170,589	\$203,874	\$56,131	\$430,594
Total	\$5,289,569	\$6,321,668	\$1,740,502	\$13,351,739

Zero Emission Bus (ZEB) Fleet Transition Facility Upgrades

Overview

Request Owner	Capital Budgets, SEPTA
Department	Maintenance/Transportation Shops and Offices
Type	Capital Improvement
Project Number	CRPPR

Description

While public transit is already a sustainable form of transportation compared to single-occupancy vehicles, transit agencies have an opportunity to further contribute to regional and national greenhouse gas reduction goals and improve local air quality by transitioning away from diesel-powered buses. SEPTA is planning for a full transition to ZEBs, which could include a combination of Battery Electric Buses and Fuel Cell Electric Buses, by the year 2040, if adequate funding is made available for the investments that will be necessary to charge and fuel these new buses.

SEPTA has secured \$107.66 M for ZEB infrastructure projects through the FTA's Low or No Emissions Vehicle Program. Projects include:

- Midvale Electric Bus Infrastructure (\$5.75M total)
- Allegheny, Callowhill, and Comly Zero-Emission Bus Power Resiliency Project (\$29.2M total)
- Zero-Emission Bus Transition Facility Safety & Resiliency Improvements (\$100M total)

Overall, these projects will provide for the design and construction of additional or upgraded electric infrastructure including redundant power feeds, backup generators, substations, ventilation enhancements, and fire safety improvements at Midvale, Allegheny, Callowhill, Comly, Frankford, Frontier, Germantown, Southern, and Victory bus depots. These upgrades will make it possible for SEPTA to start procuring a significant number of ZEBs in the next few years. SEPTA will continue to apply for funds through the FTA Low-No program to advance this transition.

Schedule/Status (Calendar Year):

Design: 2024 – 2025

Construction: 2026 - 2032

Location: System-wide

Service Area: System-wide

Details

S/TIP MPMS #	102569
Program Element	Maintenance/Transportation Facilities and Offices

Capital Cost

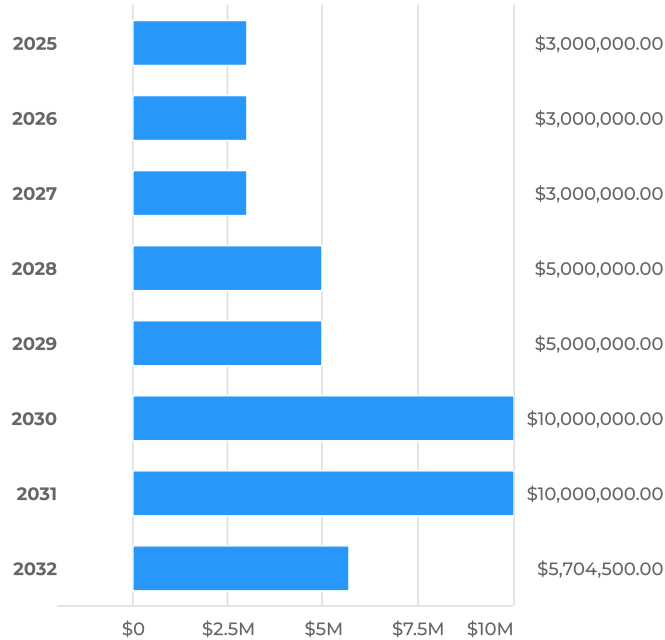
Total Historical
\$105,295,500

FY2025 Budget
\$3,000,000

Total Budget (all years)
\$44.705M

Project Total
\$150M

Capital Cost by Year



Capital Cost for Budgeted Years



ERC

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	\$105,295,500	\$3,000,000	\$3,000,000	\$3,000,000	\$5,000,000	\$5,000,000	\$10,000,000	\$10,000,000	\$5,704,500
Total	\$105,295,500	\$3,000,000	\$3,000,000	\$3,000,000	\$5,000,000	\$5,000,000	\$10,000,000	\$10,000,000	\$5,704,500

Funding Sources

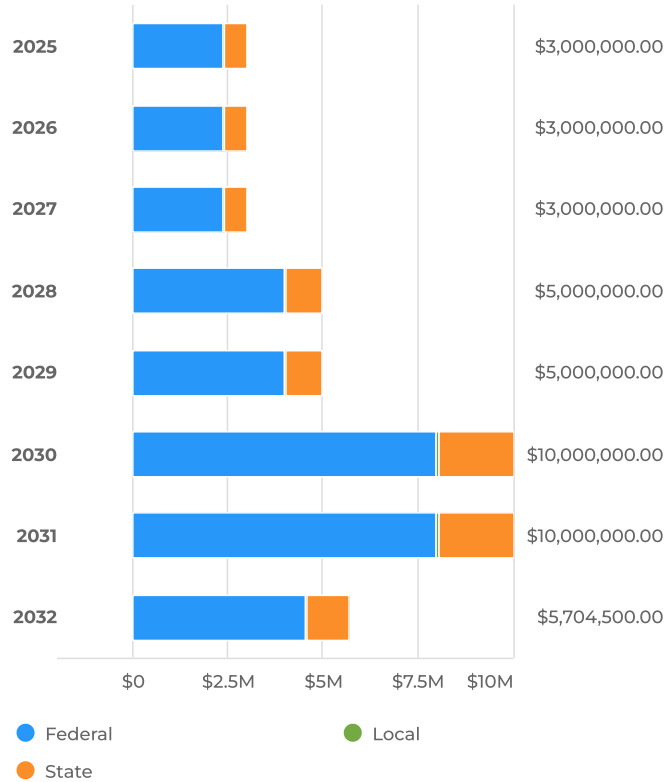
Total Historical
\$105,295,500

FY2025 Budget
\$3,000,000

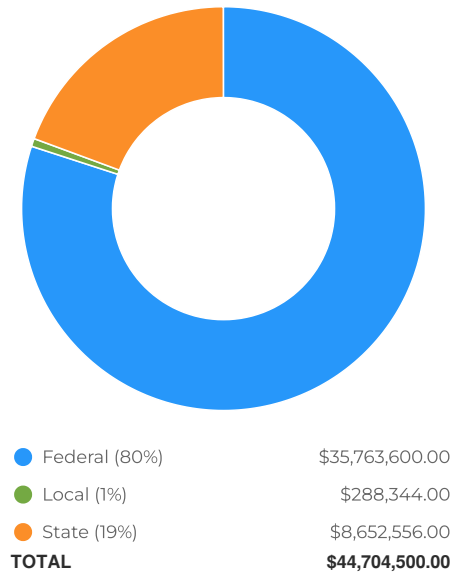
Total Budget (all years)
\$44.705M

Project Total
\$150M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
State	\$20,379,944	\$580,650	\$580,650	\$580,650	\$967,750	\$967,750	\$1,935,500	\$1,935,500	\$1,104,100
Federal	\$84,236,400	\$2,400,000	\$2,400,000	\$2,400,000	\$4,000,000	\$4,000,000	\$8,000,000	\$8,000,000	\$4,563,600
Local	\$679,156	\$19,350	\$19,350	\$19,350	\$32,250	\$32,250	\$64,500	\$64,500	\$36,794
Total	\$105,295,500	\$3,000,000	\$3,000,000	\$3,000,000	\$5,000,000	\$5,000,000	\$10,000,000	\$10,000,000	\$5,704,500

PROJECTS OF SIGNIFICANCE REQUESTS

Airport Corridor Improvements

Overview

Request Owner	Capital Budgets, SEPTA
Department	Projects of Significance
Type	Capital Improvement
Project Number	CCIN3

Description

The project includes design & construction of new track segments along the Airport Line to separate SEPTA regional rail services from freight rail operations. Separating from freight operations creates the opportunity for increased frequency to and from Philadelphia International Airport. As part of the project, the Eastwick Regional Rail station will be reconstructed and made fully ADA accessible.

This project was part of the Norristown & Airport Line Freight Separation project in Track and Right-of-Way Improvements section of the previous FY2024 Capital Budget.

Schedule/Status (Calendar Year):

Design: 2025 - 2027

Construction: 2032 - 2036

Location: Montgomery and Philadelphia Counties

Service Area: Montgomery and Philadelphia Counties

Details

S/TIP MPMS #	115472
Type of Project	Regional Rail Master Plan Implementation

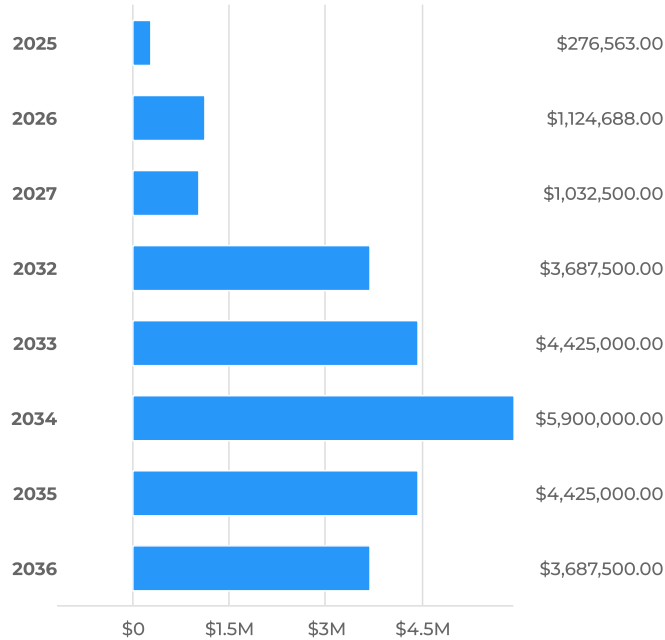
Capital Cost

FY2025 Budget
\$276,563

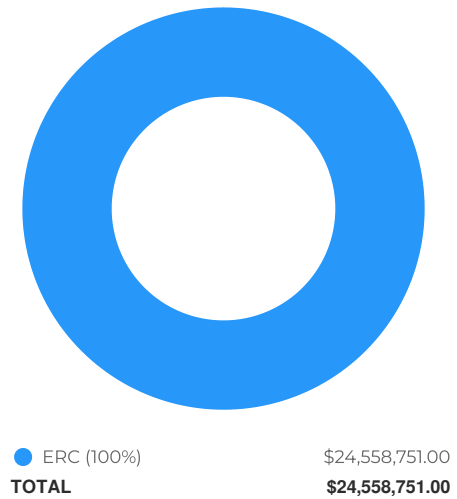
Total Budget (all years)
\$24.559M

Project Total
\$24.559M

Capital Cost by Year



Capital Cost for Budgeted Years



ERC

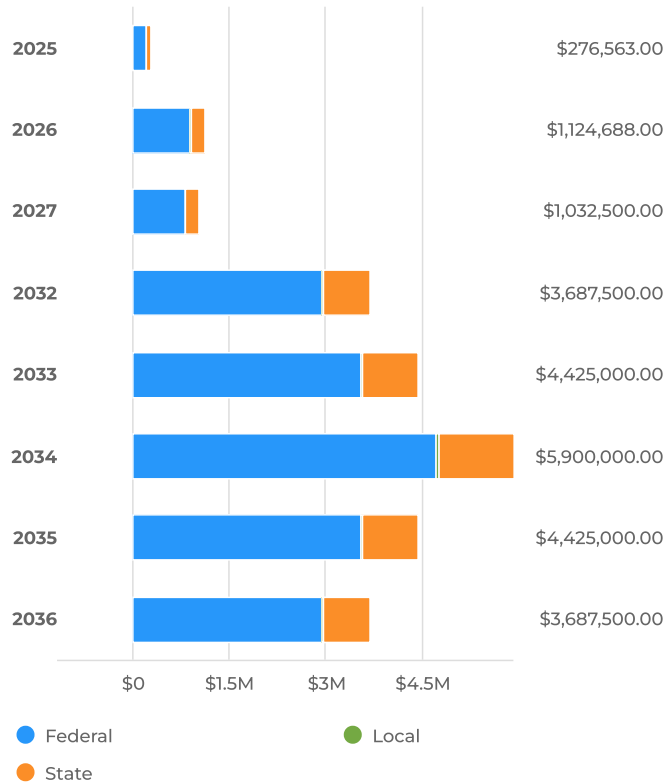
Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2032	FY2033	FY2034	FY2035	FY2036	Total
ERC	\$276,563	\$1,124,688	\$1,032,500	\$3,687,500	\$4,425,000	\$5,900,000	\$4,425,000	\$3,687,500	\$24,558,751
Total	\$276,563	\$1,124,688	\$1,032,500	\$3,687,500	\$4,425,000	\$5,900,000	\$4,425,000	\$3,687,500	\$24,558,751

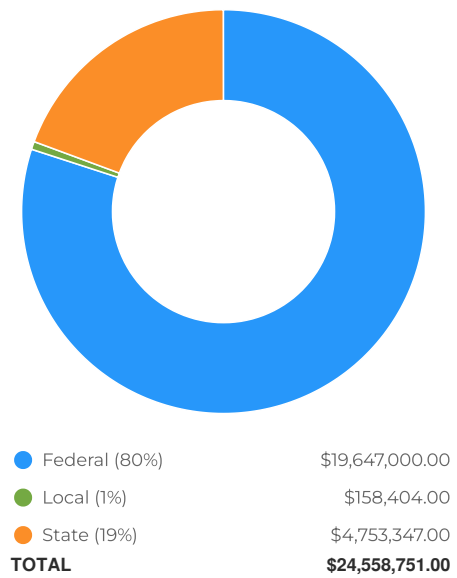
Funding Sources

FY2025 Budget **\$276,563** Total Budget (all years) **\$24.559M** Project Total **\$24.559M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	FY2025	FY2026	FY2027	FY2032	FY2033	FY2034	FY2035	FY2036	Total
State	\$53,529	\$217,683	\$199,840	\$713,716	\$856,459	\$1,141,945	\$856,459	\$713,716	\$4,753,347
Federal	\$221,250	\$899,750	\$826,000	\$2,950,000	\$3,540,000	\$4,720,000	\$3,540,000	\$2,950,000	\$19,647,000
Local	\$1,784	\$7,255	\$6,660	\$23,784	\$28,541	\$38,055	\$28,541	\$23,784	\$158,404
Total	\$276,563	\$1,124,688	\$1,032,500	\$3,687,500	\$4,425,000	\$5,900,000	\$4,425,000	\$3,687,500	\$24,558,751

Boulevard Direct Phase B

Overview

Request Owner	Capital Budgets, SEPTA
Department	Projects of Significance
Type	Capital Improvement
Project Number	CC5DB

Description

The Direct Bus Phase B project will build upon the existing Roosevelt Boulevard Direct Bus Service between Neshaminy Mall in Bucks County and Frankford Transportation Center in Philadelphia. Direct Bus B will extend the service from the Frankford Transportation Center to Wissahickon Transportation Center. Direct Bus B will include 20 enhanced bus stations at 10 locations along Roosevelt Boulevard, Hunting Park Drive, and Ridge Avenue. The City of Philadelphia is installing 12 of the bus stations along Roosevelt Boulevard, and SEPTA, utilizing grant funds, will install 8 of the bus stations along Hunting Park Drive & Ridge Avenue. The enhanced bus stations will improve overall site conditions at each location including accessibility enhancements, lighting, landscaping, and real-time information.

In November 2019, SEPTA was selected to receive \$2 million through the Federal Transit Administration (FTA) FY 2019 Buses and Bus Facilities Grant Program to support implementation.

Schedule/Status (Calendar Year):

Design: 2021 – 2024

Construction: 2025 - 2028

Location: City of Philadelphia

Service Area: City of Philadelphia

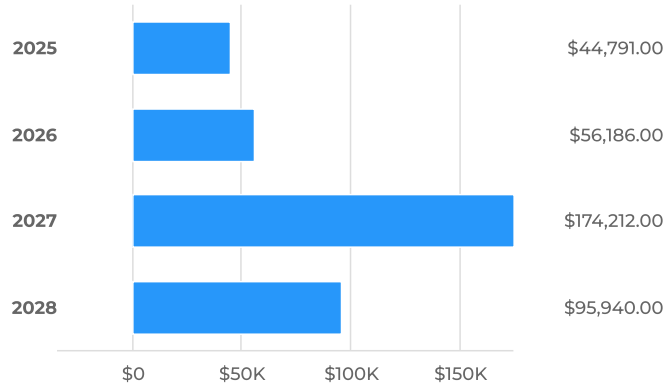
Details

S/TIP MPMS #	115472
Type of Project	Bus End of Line Projects

Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$2,128,869	\$44,791	\$371.129K	\$2.5M

Capital Cost by Year



● ERC

Capital Cost for Budgeted Years

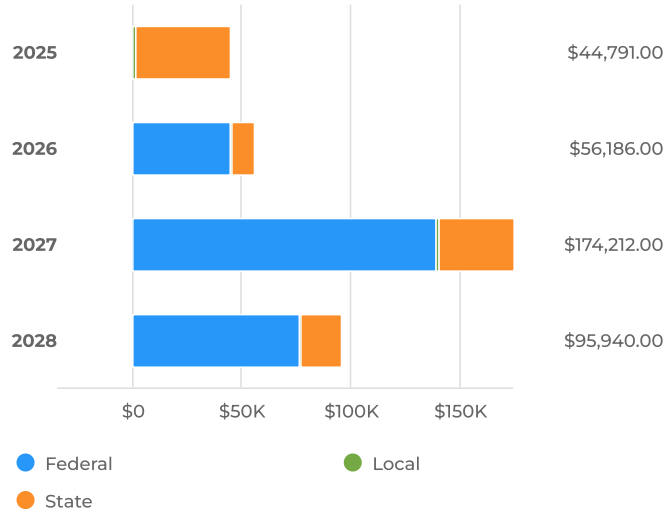


Capital Cost Breakdown						
Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	Total
ERC	\$2,128,869	\$44,791	\$56,186	\$174,212	\$95,940	\$2,499,998
Total	\$2,128,869	\$44,791	\$56,186	\$174,212	\$95,940	\$2,499,998

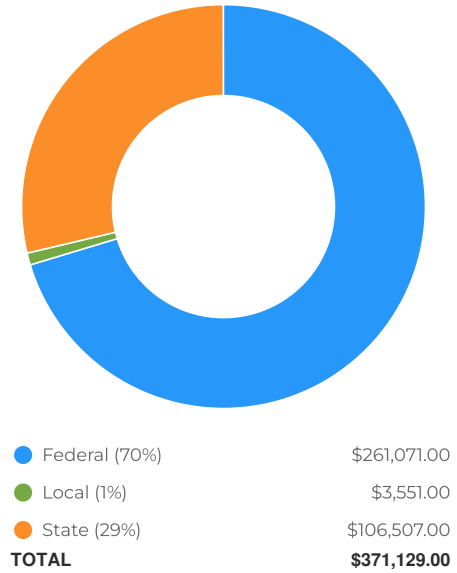
Funding Sources

Total Historical **\$2,128,869**
 FY2025 Budget **\$44,791**
 Total Budget (all years) **\$371.129K**
 Project Total **\$2.5M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	Total
State	\$2,060,213	\$43,346	\$10,874	\$33,718	\$18,569	\$2,166,720
Federal			\$44,949	\$139,370	\$76,752	\$261,071
Local	\$68,656	\$1,445	\$363	\$1,124	\$619	\$72,207
Total	\$2,128,869	\$44,791	\$56,186	\$174,212	\$95,940	\$2,499,998

Broad Street Line (BSL) Vehicle Replacement and Infrastructure

Overview

Request Owner	Capital Budgets, SEPTA
Department	Projects of Significance
Type	Capital Improvement
Project Number	CCS69 (Master Plan)

Description

This project includes the purchase of modern trainsets to replace the aging Broad Street Line (BSL) rail cars. Included within the project's budget is vehicle specification development, as well as signal system and infrastructure improvements needed to enhance operational efficiency of the new railcars.

Modernization of the signal system on the BSL will improve operational reliability for the train control systems on the entire corridor.

Schedule/Status (Calendar Year):

Rail Vehicle Design: 2026 - 2027

Rail Vehicle Acquisition: 2033 - 2036

Location: City of Philadelphia

Service Area: City of Philadelphia

Images



Existing Broad St. rail car that is approaching the end of its useful life.

Details

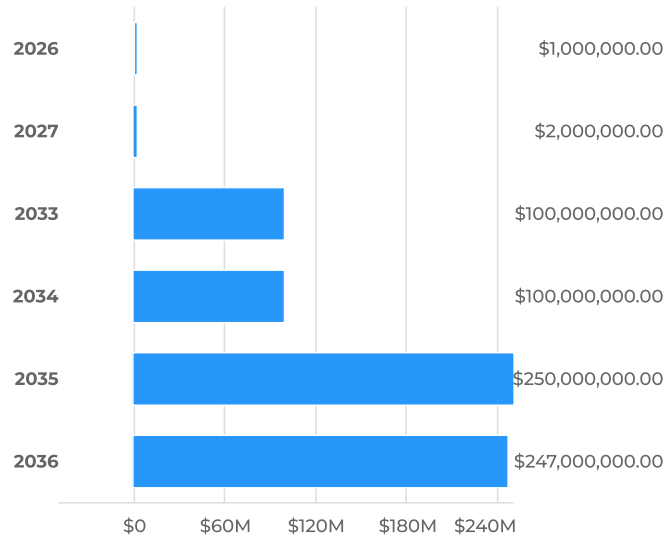
S/TIP MPMS #	115472
Type of Project	Rail Vehicle Replacement and Infrastructure Improvements

Capital Cost

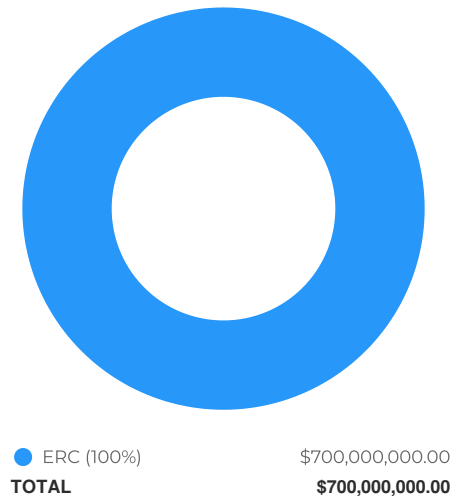
Total Budget (all years)
\$700M

Project Total
\$700M

Capital Cost by Year



Capital Cost for Budgeted Years



ERC

Capital Cost Breakdown

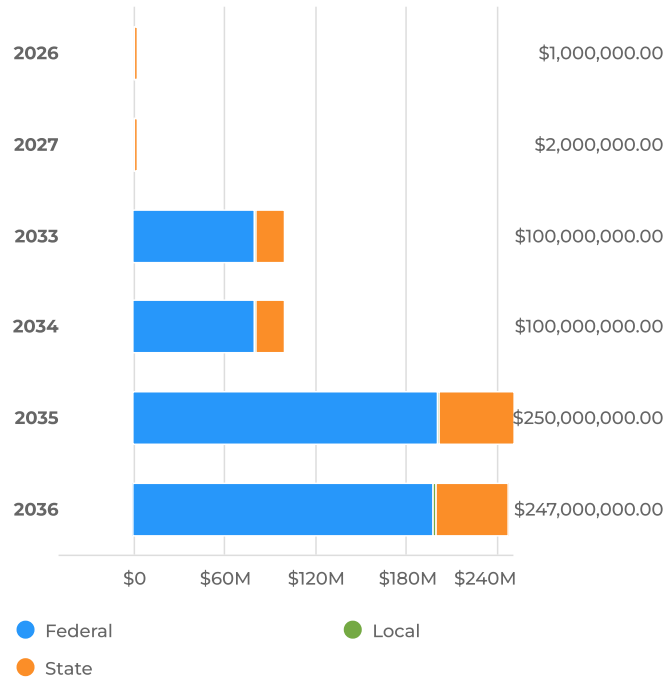
Capital Cost	FY2026	FY2027	FY2033	FY2034	FY2035	FY2036	Total
ERC	\$1,000,000	\$2,000,000	\$100,000,000	\$100,000,000	\$250,000,000	\$247,000,000	\$700,000,000
Total	\$1,000,000	\$2,000,000	\$100,000,000	\$100,000,000	\$250,000,000	\$247,000,000	\$700,000,000

Funding Sources

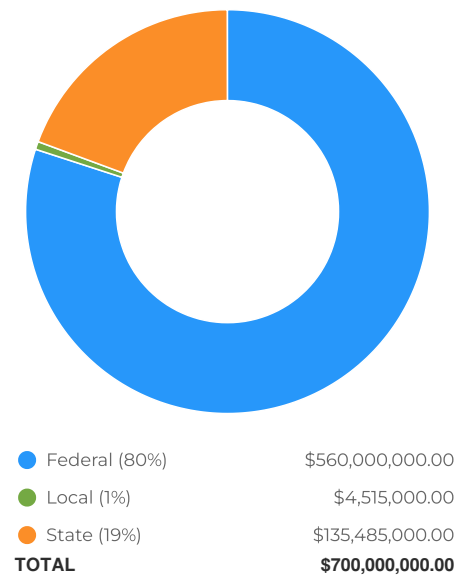
Total Budget (all years)
\$700M

Project Total
\$700M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown							
Funding Sources	FY2026	FY2027	FY2033	FY2034	FY2035	FY2036	Total
State	\$193,550	\$387,100	\$19,355,000	\$19,355,000	\$48,387,500	\$47,806,850	\$135,485,000
Federal	\$800,000	\$1,600,000	\$80,000,000	\$80,000,000	\$200,000,000	\$197,600,000	\$560,000,000
Local	\$6,450	\$12,900	\$645,000	\$645,000	\$1,612,500	\$1,593,150	\$4,515,000
Total	\$1,000,000	\$2,000,000	\$100,000,000	\$100,000,000	\$250,000,000	\$247,000,000	\$700,000,000

Bus Network Enhancements: Bus Stop Improvements

Overview

Request Owner	Capital Budgets, SEPTA
Department	Projects of Significance
Type	Capital Improvement
Project Number	CC5BP

Description

A key goal of Bus Revolution is to ensure SEPTA's bus network is more equitable by increasing opportunities for disadvantaged communities, who depend on public transportation to meet their needs more than the population at large. Projects will be informed by the results of the Bus Revolution to ensure investments serve the people most dependent on transit resulting in better service and customer experience. These infrastructure improvements include Better Bus Stops and bus stop signage improvements, such as ePaper.

Better Bus Stops:

Convenient access to SEPTA's extensive bus network is critical for riders. SEPTA collaborates with municipalities, counties, developers, and planning entities to ensure that new or existing bus stops are appropriately sited, accessible for all riders, and of the highest quality for our customers.

ePaper:

To provide riders with the most updated and accurate information, SEPTA will transition from static signage to electronic, or ePaper displays, which is a solar-powered digital display of passenger information, such as rider alerts and route information, at bus stops, rail platforms, and other facilities.

Schedule/Status (Calendar Year): Ongoing

Location: System-Wide

Service Area: System-Wide

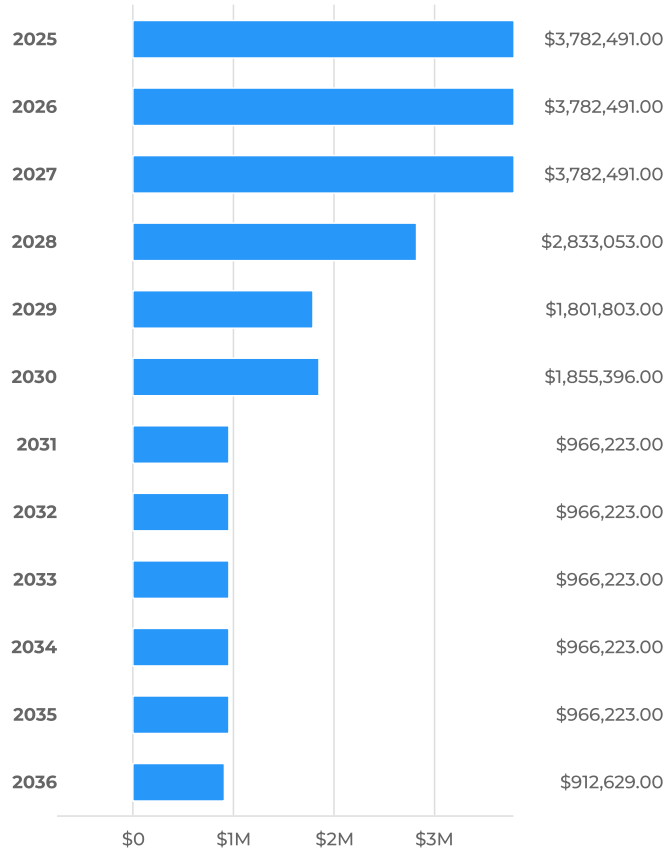
Details

S/TIP MPMS #	115472
Type of Project	Bus Revolution (Bus Network Enhancements: Bus Stop Improvements)

Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$722,010	\$3,782,491	\$23.581M	\$24.303M

Capital Cost by Year



Capital Cost for Budgeted Years



ERC

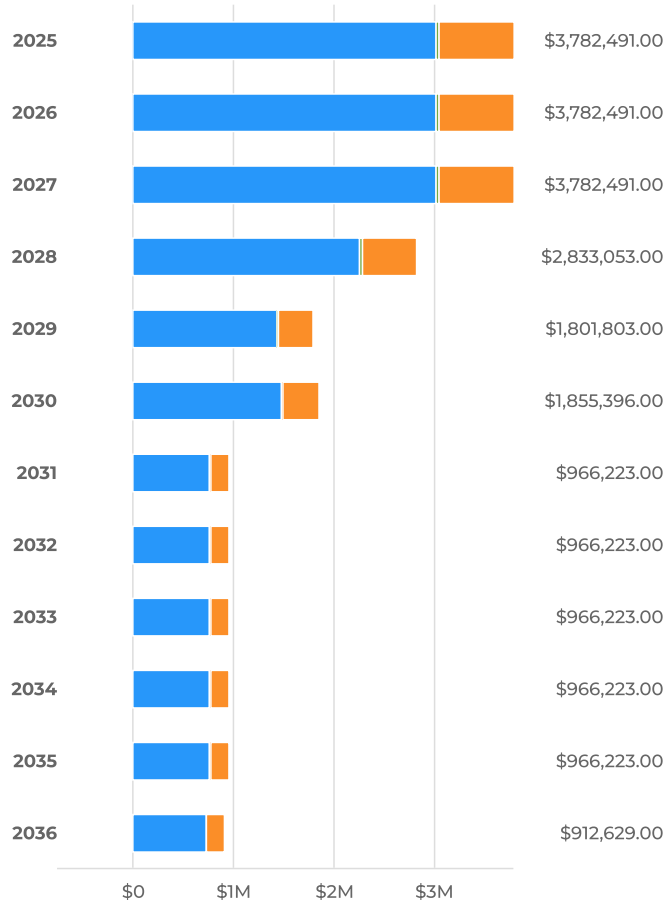
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033
ERC	\$722,010	\$3,782,491	\$3,782,491	\$3,782,491	\$2,833,053	\$1,801,803	\$1,855,396	\$966,223	\$966,223	\$966,223
Total	\$722,010	\$3,782,491	\$3,782,491	\$3,782,491	\$2,833,053	\$1,801,803	\$1,855,396	\$966,223	\$966,223	\$966,223

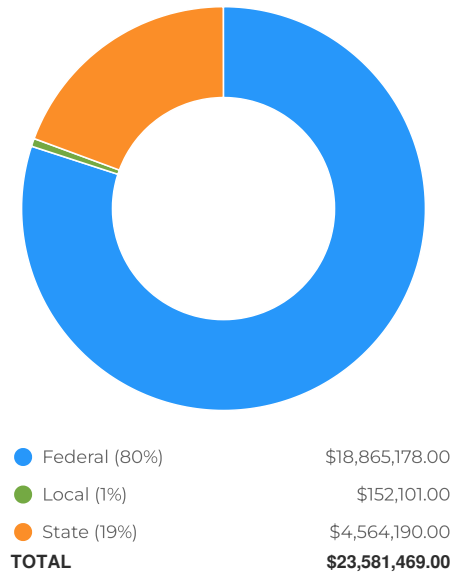
Funding Sources

Total Historical **\$722,010** FY2025 Budget **\$3,782,491** Total Budget (all years) **\$23.581M** Project Total **\$24.303M**

Funding Sources by Year



Funding Sources for Budgeted Years



● Federal
● State
● Local

Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
State	\$139,745	\$732,101	\$732,101	\$732,101	\$548,337	\$348,739	\$359,112	\$187,012	\$187,012	\$187,012	\$187,012	\$187,012	\$187,012
Federal	\$577,608	\$3,025,993	\$3,025,993	\$3,025,993	\$2,266,442	\$1,441,442	\$1,484,317	\$772,979	\$772,979	\$772,979	\$772,979	\$772,979	\$772,979
Local	\$4,657	\$24,397	\$24,397	\$24,397	\$18,274	\$11,622	\$11,967	\$6,232	\$6,232	\$6,232	\$6,232	\$6,232	\$6,232
Total	\$722,010	\$3,782,491	\$3,782,491	\$3,782,491	\$2,833,053	\$1,801,803	\$1,855,396	\$966,223	\$966,223	\$966,223	\$966,223	\$966,223	\$912,629

Bus Network Enhancements: Transit Priority Projects

Overview

Request Owner	Capital Budgets, SEPTA
Department	Projects of Significance
Type	Capital Improvement
Project Number	CC5BP

Description

A key goal of the Bus Revolution is to ensure SEPTA's bus network is more equitable by increasing opportunities for disadvantaged communities, who depend on public transportation to meet their needs more than the population at large. Projects will be informed by the results of Bus Revolution network redesign to ensure investments serve the people most dependent on transit, resulting in better service and customer experience. These infrastructure improvements include right-of-way enhancements including transit priority measures, bus end of line facilities, bus wayfinding, and enhanced bus stops.

Transit Priority interventions will leverage projects often being led by other organizations along high-impact corridors, including:

- Olney Avenue
- 19th/20th Streets
- 7th/8th Streets
- Chestnut/Walnut Streets
- West Market/JFK Streets
- Erie Avenue
- West Chester Pike

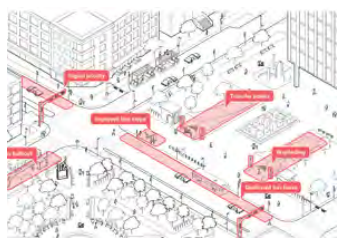
Schedule/Status (Calendar Year): Ongoing

Location: System-Wide

Service Area: System-Wide

Program Element: Bus Revolution

Images



A map showcasing how SEPTA's improved bus transit



SEPTA Bus on a Transit Priority Lane

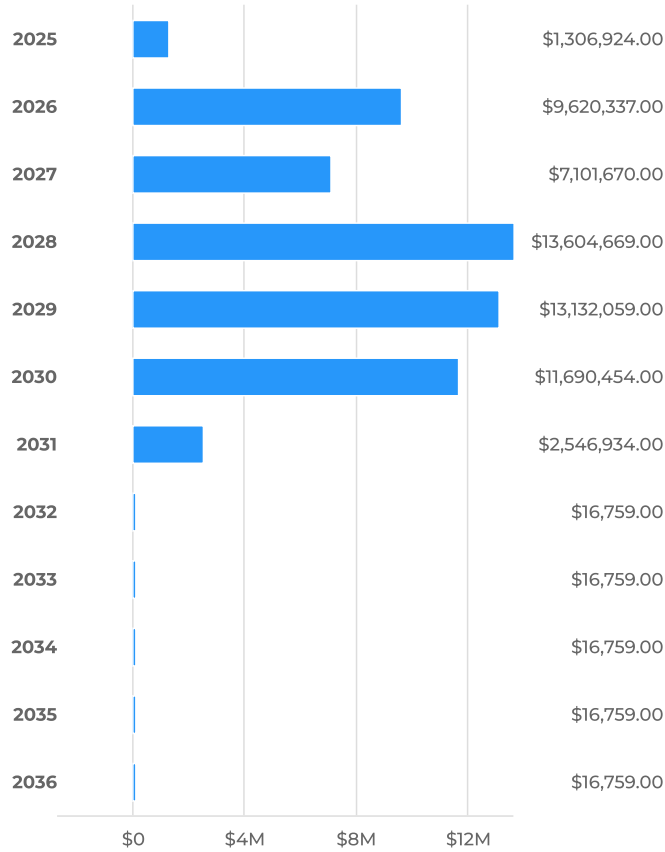
Details

S/TIP MPMS #	115472
Type of Project	Bus Revolution (Bus Network Enhancements: Transit Priority Projects)

Capital Cost

Total Historical **\$613,042** FY2025 Budget **\$1,306,924** Total Budget (all years) **\$59.087M** Project Total **\$59.7M**

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	\$613,042	\$1,306,924	\$9,620,337	\$7,101,670	\$13,604,669	\$13,132,059	\$11,690,454	\$2,546,934	\$16,759	\$16,759	\$16,759	\$16,759	\$16,759
Total	\$613,042	\$1,306,924	\$9,620,337	\$7,101,670	\$13,604,669	\$13,132,059	\$11,690,454	\$2,546,934	\$16,759	\$16,759	\$16,759	\$16,759	\$16,759

Funding Sources

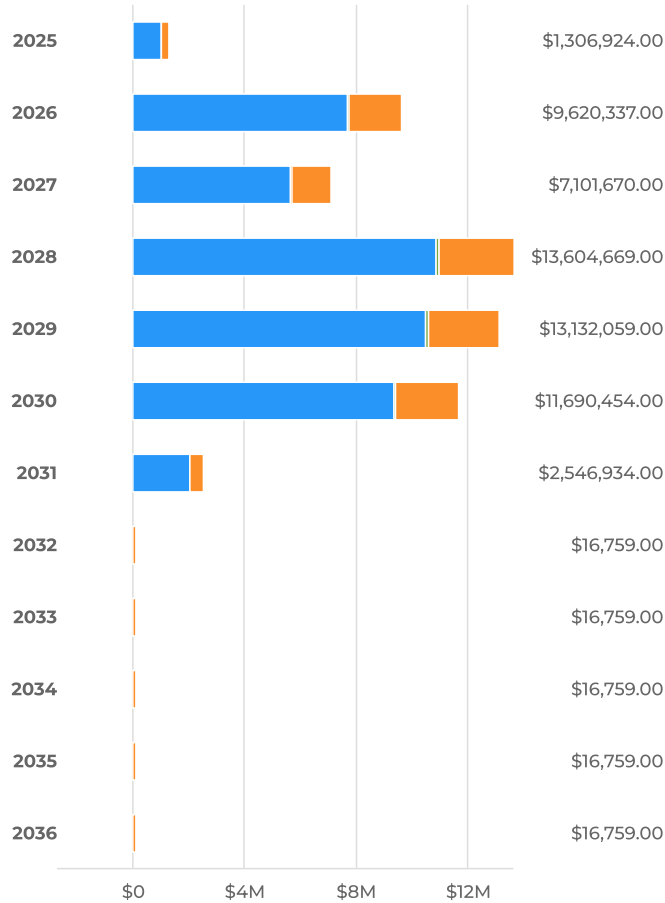
Total Historical
\$613,042

FY2025 Budget
\$1,306,924

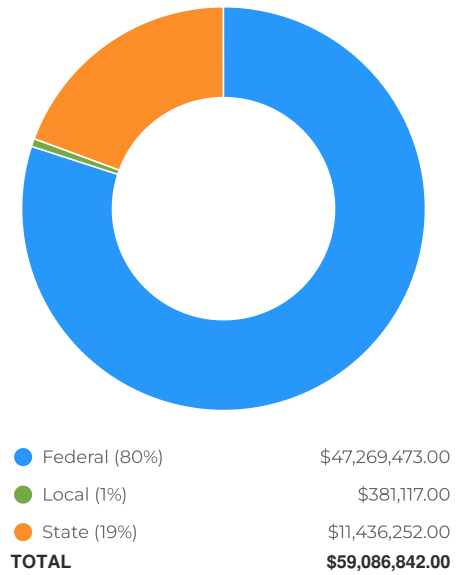
Total Budget (all years)
\$59.087M

Project Total
\$59.7M

Funding Sources by Year



Funding Sources for Budgeted Years



● Federal
● State
● Local

Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
State	\$118,654	\$252,955	\$1,862,015	\$1,374,528	\$2,633,183	\$2,541,710	\$2,262,687	\$492,959	\$3,243
Federal	\$490,434	\$1,045,539	\$7,696,270	\$5,681,336	\$10,883,735	\$10,505,648	\$9,352,363	\$2,037,547	\$13,407
Local	\$3,954	\$8,430	\$62,052	\$45,806	\$87,751	\$84,701	\$75,404	\$16,428	\$109
Total	\$613,042	\$1,306,924	\$9,620,337	\$7,101,670	\$13,604,669	\$13,132,059	\$11,690,454	\$2,546,934	\$16,759

Coatesville Service Restoration

Overview

Request Owner	Capital Budgets, SEPTA
Department	Projects of Significance
Type	Capital Improvement
Project Number	CR2CS

Description

The Coatesville Service Restoration project will restore rail service on the Paoli/Thorndale Regional Rail Line from its existing terminus at Thorndale, Chester County, to a new terminus in Coatesville, Chester County. Regional Rail service beyond Thorndale was discontinued in 1996. PennDOT is reconstructing the Coatesville Station with completion expected in late 2025. The new station will be ADA accessible and include improved lighting, overhead canopies, elevators, and a passenger connection for crossing the tracks. Amtrak Keystone Line trains will serve the station.

For SEPTA to restore Regional Rail service, additional track and signal infrastructure improvements are needed along the line. SEPTA, in coordination with PennDOT, Amtrak, & Chester County, will facilitate the design of track and signal infrastructure improvements that are necessary to operate an efficient service to Coatesville Station. While designing the infrastructure upgrades, SEPTA will coordinate with its partners to schedule implementation and secure funding for construction and operations.

Schedule/Status (Calendar Year): 2024 – 2028 Planning (including Study & Evaluation)

Location: City of Coatesville (Chester County)

Service Area: Chester, Delaware, Montgomery, and Philadelphia Counties

Images



Coatesville Station Site
Coatesville Station Site

Existing site image



Coatesville Track Upgrades
Track Upgrades at Coatesville

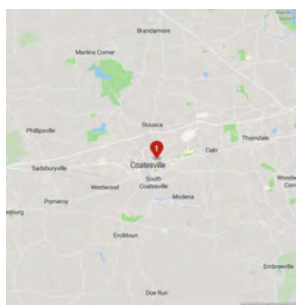
Existing site image

Details

S/TIP MPMS #	115472
Type of Project	Regional Rail Master Plan Implementation

Location

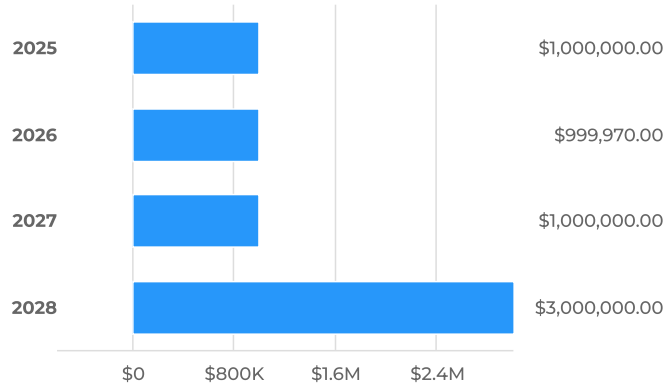
Address: Coatesville Station



Capital Cost

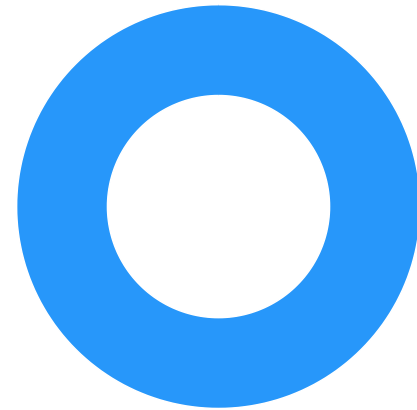
Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$1,000,000	\$1,000,000	\$6M	\$7M

Capital Cost by Year



● ERC

Capital Cost for Budgeted Years



● ERC (100%)

TOTAL

\$5,999,970.00

\$5,999,970.00

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	Total
ERC	\$1,000,000	\$1,000,000	\$999,970	\$1,000,000	\$3,000,000	\$6,999,970
Total	\$1,000,000	\$1,000,000	\$999,970	\$1,000,000	\$3,000,000	\$6,999,970

Funding Sources

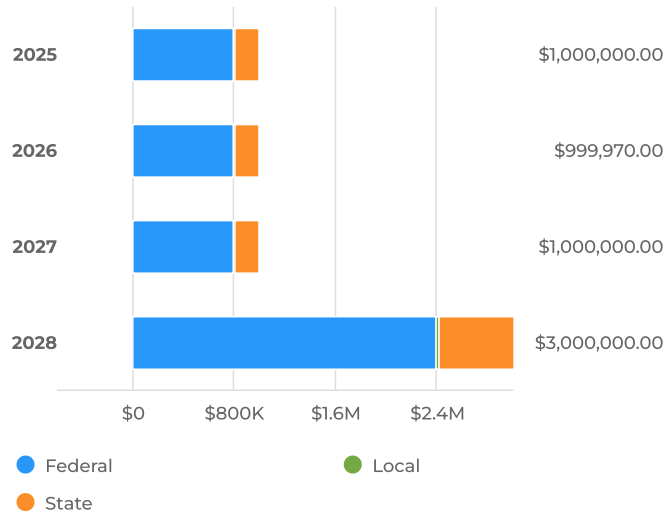
Total Historical
\$1,000,000

FY2025 Budget
\$1,000,000

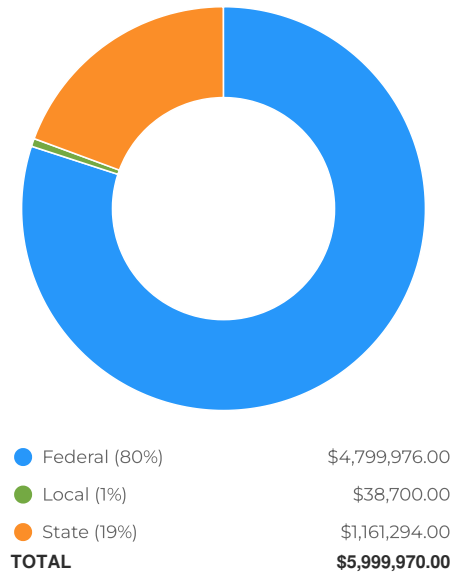
Total Budget (all years)
\$6M

Project Total
\$7M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	Total
State	\$193,550	\$193,550	\$193,544	\$193,550	\$580,650	\$1,354,844
Federal	\$800,000	\$800,000	\$799,976	\$800,000	\$2,400,000	\$5,599,976
Local	\$6,450	\$6,450	\$6,450	\$6,450	\$19,350	\$45,150
Total	\$1,000,000	\$1,000,000	\$999,970	\$1,000,000	\$3,000,000	\$6,999,970

Exton Station Multimodal Improvements

Overview

Request Owner	Capital Budgets, SEPTA
Department	Projects of Significance
Type	Capital Improvement
Project Number	CCIES

Description

This project will design and implement Phase 2 of Exton Station on the Paoli-Thorndale Regional Rail Line multimodal improvements, including the construction of a bus loop with bus shelter. Derived from the recommendations of the Bus Revolution, the planned bus circulator loop will promote intermodal access to the station.

A key goal of Bus Revolution is to ensure SEPTA's bus network is more equitable by increasing opportunities for low-income individuals and people of color, who rely on public transportation to meet their needs more than the population at large. Projects will be informed by the results of the Bus Revolution to ensure investments serve the people most dependent on transit, resulting in better service and customer experience.

Schedule/Status (Calendar Year):

Design & Construction 2023 – 2028

Location: Chester County

Service Area: Chester County

Images



March 2020 Ribbon Cutting for Phase 1 Completion

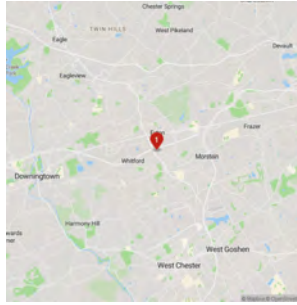
Phase 1 involved the complete renewal and modernization of Exton Station facilities, which included high level platforms, a station building, and upgrades to rail infrastructure designed to make the station compliant with the Americans with Disabilities Act (ADA).

Details

S/TIP MPMS #	93588
Type of Project	Bus Revolution (Bus End of Line Projects)

Location

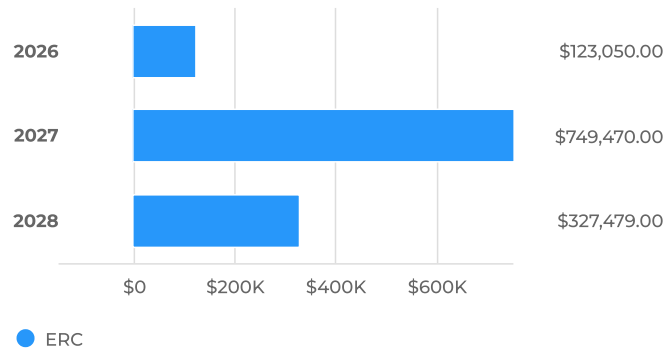
Address: 445 Walkertown Road



Capital Cost

Total Historical **\$4,800,000** Total Budget (all years) **\$1.2M** Project Total **\$6M**

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown					
Capital Cost	Historical	FY2026	FY2027	FY2028	Total
ERC	\$4,800,000	\$123,050	\$749,470	\$327,479	\$5,999,999
Total	\$4,800,000	\$123,050	\$749,470	\$327,479	\$5,999,999

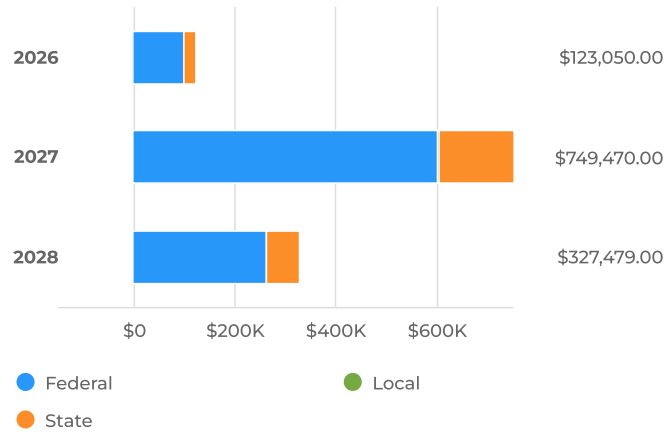
Funding Sources

Total Historical
\$4,800,000

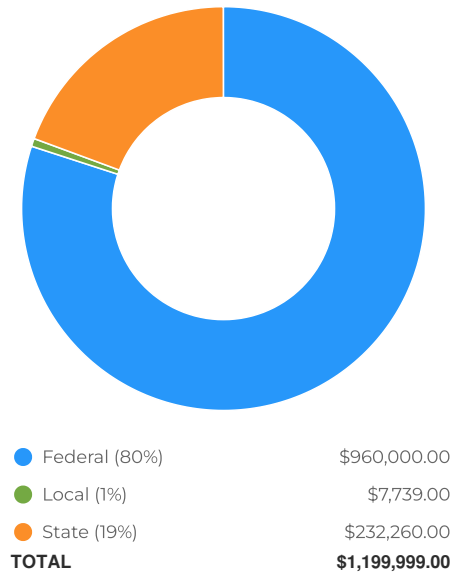
Total Budget (all years)
\$1.2M

Project Total
\$6M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2026	FY2027	FY2028	Total
State	\$929,040	\$23,816	\$145,060	\$63,384	\$1,161,300
Federal	\$3,840,000	\$98,440	\$599,577	\$261,983	\$4,800,000
Local	\$30,960	\$794	\$4,833	\$2,112	\$38,699
Total	\$4,800,000	\$123,050	\$749,470	\$327,479	\$5,999,999

Future Bus End of Line Projects

Overview

Request Owner	Capital Budgets, SEPTA
Department	Projects of Significance
Type	Capital Improvement

Description

Property acquisition, design, and construction of bus end-of-line facilities at locations are to be determined throughout the SEPTA service area.

Schedule/Status (Calendar Year):
Design & Construction: 2030 – 2036

Location: System-wide

Service Area: System-wide

Details

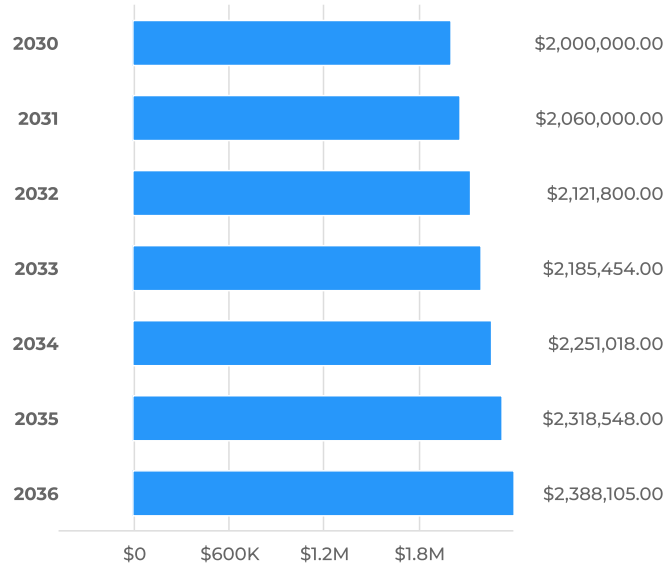
S/TIP MPMS #	115472
Type of Project	Bus Revolution (Bus End of Line Projects)

Capital Cost

Total Budget (all years)
\$15.325M

Project Total
\$15.325M

Capital Cost by Year



Capital Cost for Budgeted Years



ERC

Capital Cost Breakdown

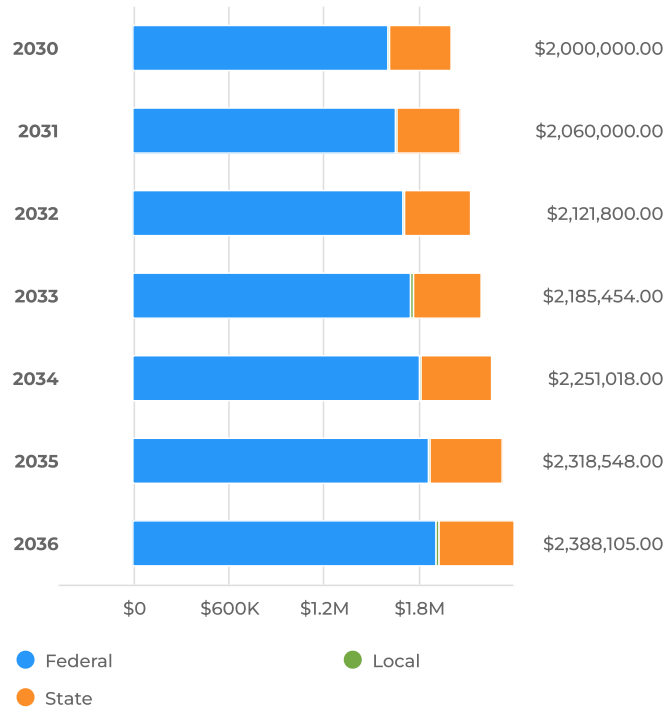
Capital Cost	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	Total
ERC	\$2,000,000	\$2,060,000	\$2,121,800	\$2,185,454	\$2,251,018	\$2,318,548	\$2,388,105	\$15,324,925
Total	\$2,000,000	\$2,060,000	\$2,121,800	\$2,185,454	\$2,251,018	\$2,318,548	\$2,388,105	\$15,324,925

Funding Sources

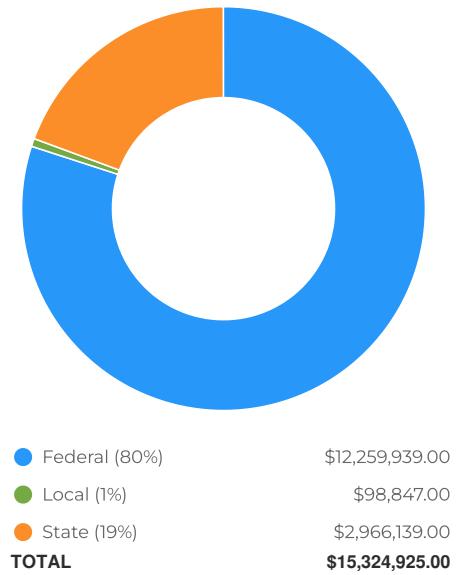
Total Budget (all years)
\$15.325M

Project Total
\$15.325M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown								
Funding Sources	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	Total
State	\$387,100	\$398,713	\$410,674	\$422,995	\$435,684	\$448,755	\$462,218	\$2,966,139
Federal	\$1,600,000	\$1,648,000	\$1,697,440	\$1,748,363	\$1,800,814	\$1,854,838	\$1,910,484	\$12,259,939
Local	\$12,900	\$13,287	\$13,686	\$14,096	\$14,520	\$14,955	\$15,403	\$98,847
Total	\$2,000,000	\$2,060,000	\$2,121,800	\$2,185,454	\$2,251,018	\$2,318,548	\$2,388,105	\$15,324,925

Knights Road Loop/End of Line

Overview

Request Owner	Capital Budgets, SEPTA
Department	Projects of Significance
Type	Capital Improvement
Project Number	CCIKR

Description

Property acquisition, design, and construction of bus end-of-line facility at 12123 Knights Road in Philadelphia. End-of-line facilities provide designated spaces for SEPTA buses to layover, improving operations and amenities for riders and operators.

Schedule/Status (Calendar Year):

Design & Construction: 2025 – 2028

Location: City of Philadelphia

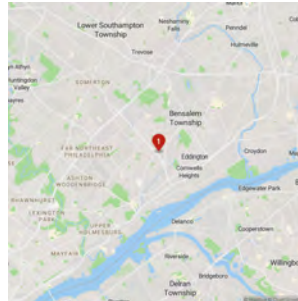
Service Area: City of Philadelphia

Details

S/TIP MPMS #	115472
Type of Project	Bus Revolution (Bus End of Line Projects)

Location

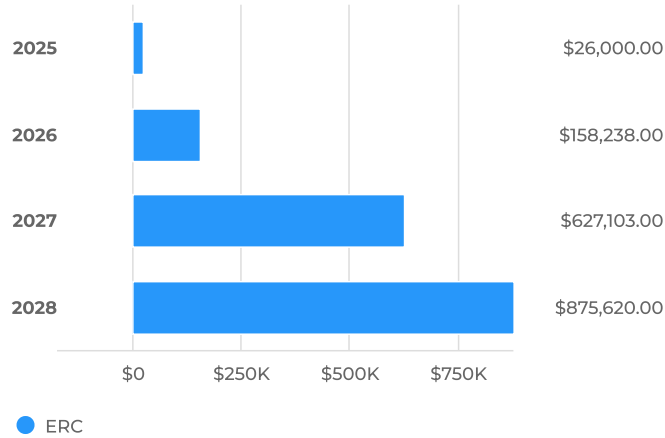
Address: 12123 Knights Road



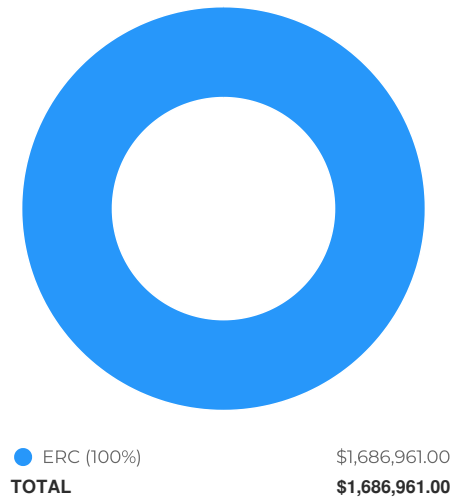
Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$3,193,038	\$26,000	\$1.687M	\$4.88M

Capital Cost by Year



Capital Cost for Budgeted Years



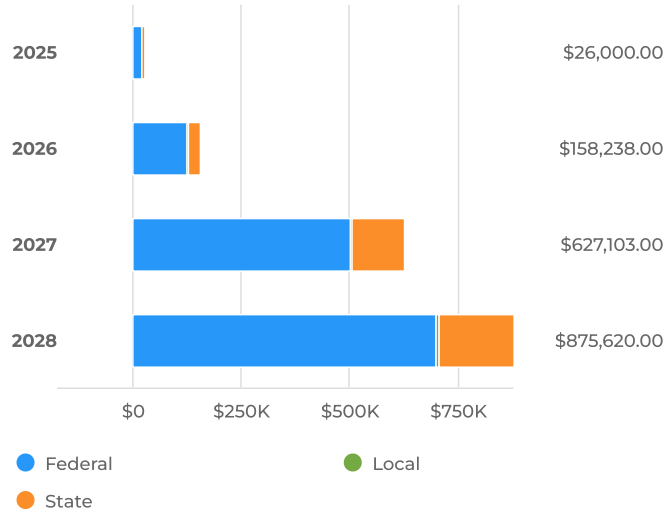
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	Total
ERC	\$3,193,038	\$26,000	\$158,238	\$627,103	\$875,620	\$4,879,999
Total	\$3,193,038	\$26,000	\$158,238	\$627,103	\$875,620	\$4,879,999

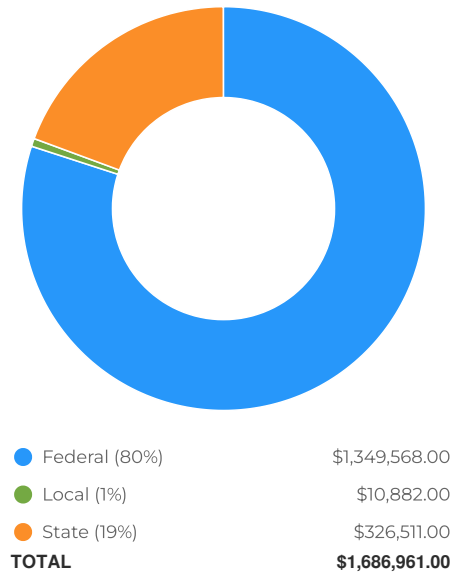
Funding Sources

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$3,193,038	\$26,000	\$1.687M	\$4.88M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	Total
State	\$618,012	\$5,032	\$30,627	\$121,376	\$169,476	\$944,523
Federal	\$2,554,431	\$20,800	\$126,590	\$501,682	\$700,496	\$3,903,999
Local	\$20,595	\$168	\$1,021	\$4,045	\$5,648	\$31,477
Total	\$3,193,038	\$26,000	\$158,238	\$627,103	\$875,620	\$4,879,999

Mainline–Schuylkill Bridges and Interlockings (30th Street Station to Suburban Station)

Overview

Request Owner	Capital Budgets, SEPTA
Department	Projects of Significance
Type	Capital Improvement
Project Number	CRBS3 (Bridges Phase 3), CRLSI (Interlocking)

Description

When the Center City Commuter Connection Tunnel was built in the early 1980s to connect the Pennsylvania and Reading Railroads, it created the only fully electrified, through-running railroad in North America and the heart of SEPTA's Regional Rail network.

With all Regional Rail lines culminating in this stretch of track, the underlying infrastructure plays a crucial role in SEPTA's ability to provide a reliable and frequent service. While the connection between Suburban Station and Jefferson Station consists of modern infrastructure, the seven bridges between Suburban Station and 30th Street Station were originally built in 1929 and require significant rehabilitation: MP 0.49 (21st Street); MP 0.58 (22nd Street); MPs 0.61, 0.64 and 0.68 (22nd Street/23rd Street); MP 0.72 (CSX Tracks); and MP 0.76 (Schuylkill River).

SEPTA will rehabilitate these bridges, while phasing the work to keep service running. Additionally, while reconstructing the bridges, SEPTA will replace and upgrade railroad right-of-way infrastructure including signals, interlockings, and power lines.

Phase 1 (completed) included critical repairs to bridges MP 0.49 and MP 0.58.

Phase 2 will include duct bank and cable work (see Mainline-Schuylkill Bridges - Ductbank in the Bridge Program).

Phase 3 will include the complete rehabilitation of all seven bridges and the replacement and reconfiguration of the Schuylkill & Broad Interlockings to achieve a State of Good Repair.

Schedule/Status (Calendar Year):

Design: 2024-2026

Construction: 2027-2035

Location: City of Philadelphia

Service Area: System-wide

Images



Highlights key areas where improvements will be made to the Mainline Schuylkill Bridges and Interlockings.



A SEPTA train traverses the Mainline Schuylkill Viaduct heading into Center City.

Details

S/TIP MPMS #	95402
Type of Project	Regional Rail Master Plan Implementation

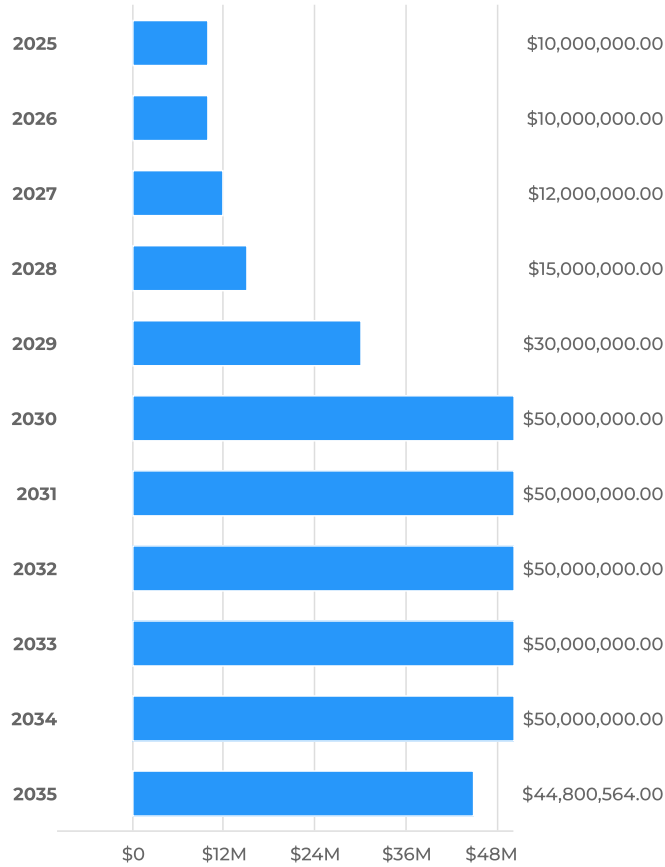
Location



Capital Cost

Total Historical **\$28,199,436**
 FY2025 Budget **\$10,000,000**
 Total Budget (all years) **\$371.801M**
 Project Total **\$400M**

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	\$28,199,436	\$10,000,000	\$10,000,000	\$12,000,000	\$15,000,000	\$30,000,000	\$50,000,000	\$50,000,000	\$50,000,000
Total	\$28,199,436	\$10,000,000	\$10,000,000	\$12,000,000	\$15,000,000	\$30,000,000	\$50,000,000	\$50,000,000	\$50,000,000

Funding Sources

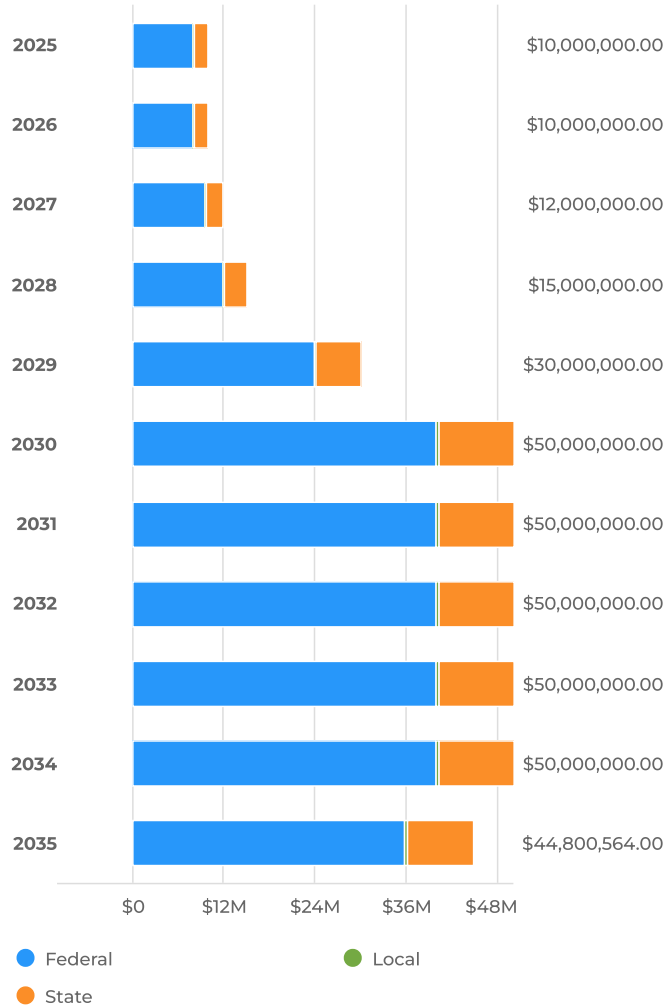
Total Historical
\$28,199,436

FY2025 Budget
\$10,000,000

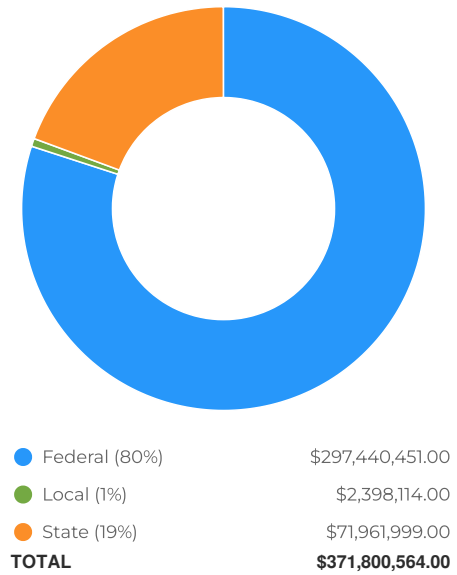
Total Budget (all years)
\$371.801M

Project Total
\$400M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
State	\$5,458,001	\$1,935,500	\$1,935,500	\$2,322,600	\$2,903,250	\$5,806,500	\$9,677,500	\$9,677,500	\$9,677,500
Federal	\$22,559,549	\$8,000,000	\$8,000,000	\$9,600,000	\$12,000,000	\$24,000,000	\$40,000,000	\$40,000,000	\$40,000,000
Local	\$181,886	\$64,500	\$64,500	\$77,400	\$96,750	\$193,500	\$322,500	\$322,500	\$322,500
Total	\$28,199,436	\$10,000,000	\$10,000,000	\$12,000,000	\$15,000,000	\$30,000,000	\$50,000,000	\$50,000,000	\$50,000,000

Market-Frankford Line (MFL) Vehicle Replacement and Infrastructure

Overview

Request Owner	Capital Budgets, SEPTA
Department	Projects of Significance
Type	Capital Improvement
Project Number	CCLMF (MFL Signal System), CC2MF (Vehicles), and CCS69 (Master Plan)

Description

In February 2024, SEPTA was awarded \$317 million by the Federal Transit Administration (FTA) to support the replacement of Market-Frankford Line (MFL) M-4 railcars. SEPTA awarded the contract for the vehicles in July 2024. Included within the project's budget are vehicle specification development, vehicle production costs, signal system design and construction, and facility improvements, such as at 69th St. and Bridge St. Yard.

Modernization of the signal system on the Market-Frankford Line will also improve operational reliability for the train control systems on the entire corridor.

Schedule/Status (Calendar Year):

Rail Vehicle Design was completed in 2022.

Rail Vehicle Acquisition: 2024–2034

MFL Signal System: Design (2023–2025), Construction (2025–2032)

MFL Shop Facilities (Bridge Street Yard & 69 Street Yard): 2025-2030 Design and Construction

Location: Delaware and Philadelphia Counties

Service Area: Delaware and Philadelphia Counties

Images



Current M4 rail car in use on the Market-Frankford Line that will be replaced.



Renderings of the new replacement MFL cars.



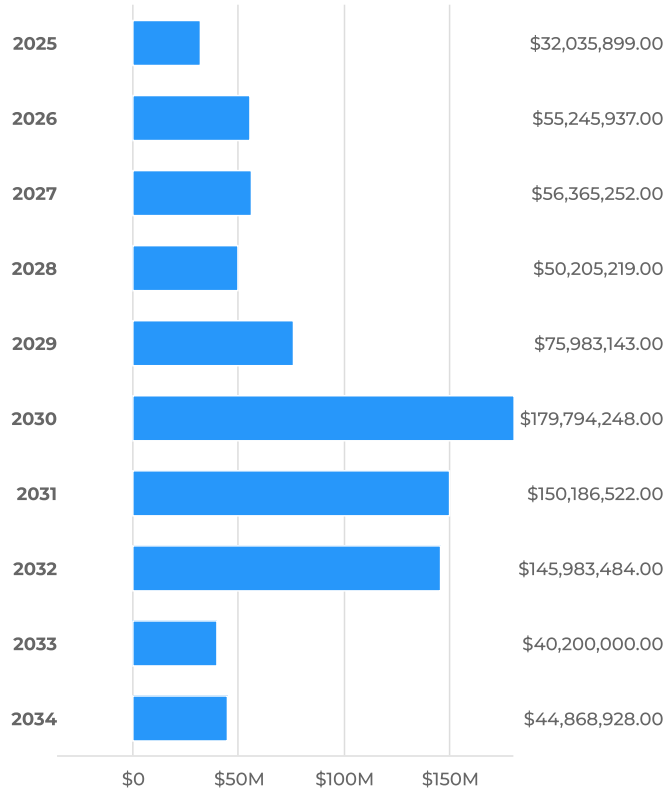
Details

S/TIP MPMS #	115472
Type of Project	Rail Vehicle Replacement and Infrastructure Improvements

Capital Cost

Total Historical **\$334,131,368**
 FY2025 Budget **\$32,035,899**
 Total Budget (all years) **\$830.869M**
 Project Total **\$1.165B**

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
ERC	\$334,131,368	\$32,035,899	\$55,245,937	\$56,365,252	\$50,205,219	\$75,983,143	\$179,794,248	\$150,186,522
Total	\$334,131,368	\$32,035,899	\$55,245,937	\$56,365,252	\$50,205,219	\$75,983,143	\$179,794,248	\$150,186,522

Funding Sources

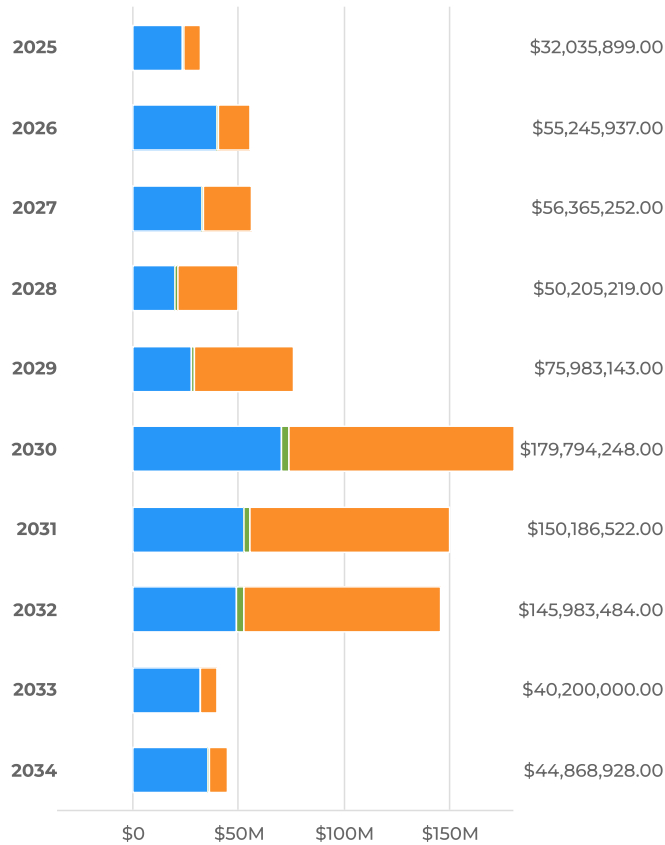
Total Historical
\$334,131,368

FY2025 Budget
\$32,035,899

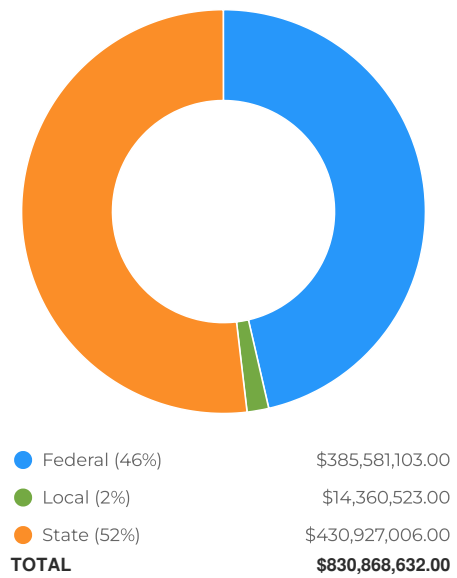
Total Budget (all years)
\$830.869M

Project Total
\$1.165B

Funding Sources by Year



Funding Sources for Budgeted Years



● Federal
● State
● Local

Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
State	\$64,671,126	\$7,776,741	\$14,754,256	\$22,565,673	\$28,798,964	\$46,836,666	\$106,053,852	\$94,245,806
Federal	\$267,305,094	\$24,000,000	\$40,000,000	\$33,047,584	\$20,446,538	\$27,585,658	\$70,206,181	\$52,800,000
Local	\$2,155,148	\$259,158	\$491,681	\$751,995	\$959,717	\$1,560,819	\$3,534,215	\$3,140,716
Total	\$334,131,368	\$32,035,899	\$55,245,937	\$56,365,252	\$50,205,219	\$75,983,143	\$179,794,248	\$150,186,522

Micro Transit Service Implementation

Overview

Request Owner	Capital Budgets, SEPTA
Department	Projects of Significance
Type	Capital Improvement
Project Number	CC5MT (Vehicles); CFIFF (Frontier Facility Upgrades for Micro Transit Services)

Description

Micro transit is a new on demand mode designed to improve service delivery in low-density, suburban jurisdictions. The mode will use new, smaller vehicles. The new vehicle specification will be coordinated with CCT for future paratransit fleet procurements.

Schedule/Status (Calendar Year):

Vehicle Acquisition & Implementation 2025 – 2026

Location: City of Philadelphia

Service Area: Bucks, Chester, Delaware, and Montgomery Counties

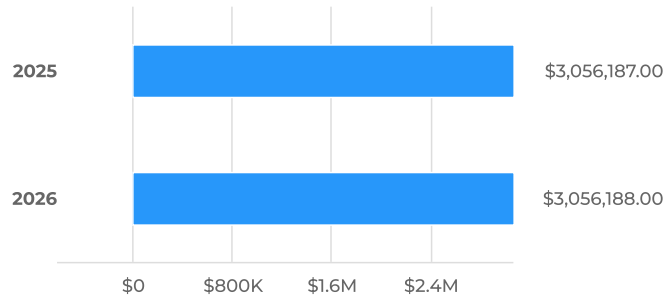
Details

S/TIP MPMS #	115472
Type of Project	Bus End of Line Projects

Capital Cost

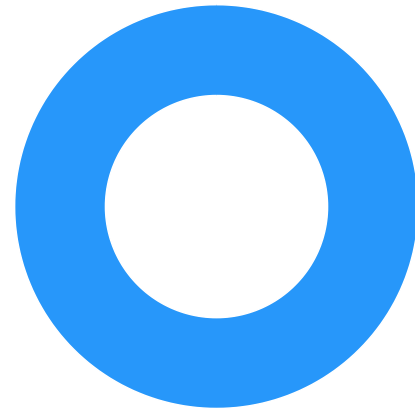
FY2025 Budget **\$3,056,187** Total Budget (all years) **\$6.112M** Project Total **\$6.112M**

Capital Cost by Year



● ERC

Capital Cost for Budgeted Years



● ERC (100%)

TOTAL

\$6,112,375.00

\$6,112,375.00

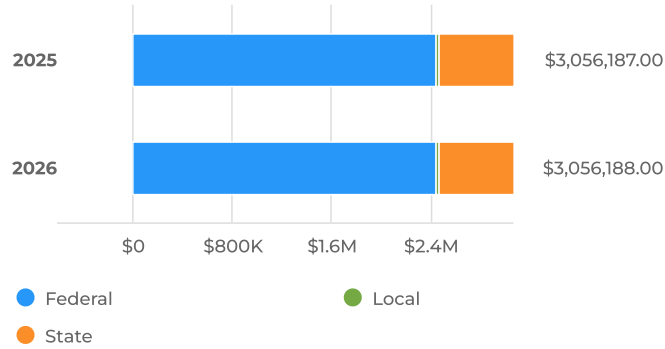
Capital Cost Breakdown

Capital Cost	FY2025	FY2026	Total
ERC	\$3,056,187	\$3,056,188	\$6,112,375
Total	\$3,056,187	\$3,056,188	\$6,112,375

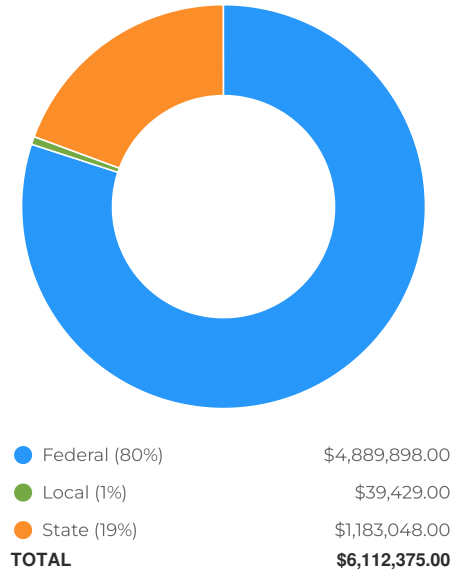
Funding Sources

FY2025 Budget **\$3,056,187** Total Budget (all years) **\$6.112M** Project Total **\$6.112M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	Total
State	\$591,524	\$591,524	\$1,183,048
Federal	\$2,444,949	\$2,444,949	\$4,889,898
Local	\$19,714	\$19,715	\$39,429
Total	\$3,056,187	\$3,056,188	\$6,112,375

Neshaminy Boulevard Loop/End of Line

Overview

Request Owner	Capital Budgets, SEPTA
Department	Projects of Significance
Type	Capital Improvement
Project Number	CRMEL

Description

Property acquisition, design, and construction of bus end-of-line facility at 3805 Neshaminy Boulevard in Bucks County. End-of-line facilities provide designated spaces for SEPTA buses to layover, improving operations and amenities for riders and operators.

Schedule/Status (Calendar Year):
Design & Construction: 2026 – 2028

Location: Bucks County

Service Area: Bucks County, City of Philadelphia

Details

S/TIP MPMS #	115472
Type of Project	Bus End of Line Projects

Location

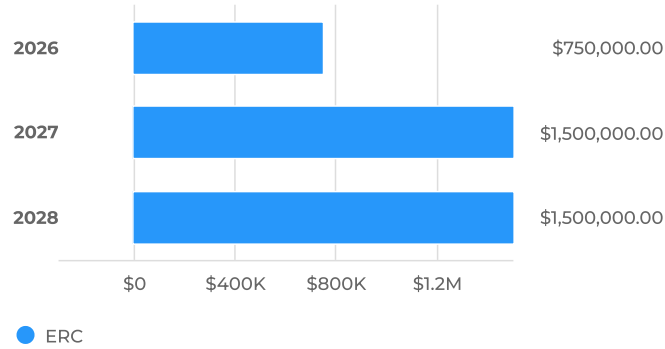


Capital Cost

Total Budget (all years)
\$3.75M

Project Total
\$3.75M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

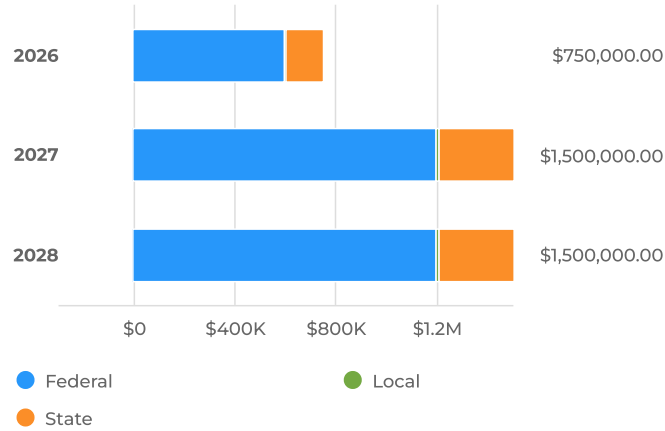
Capital Cost	FY2026	FY2027	FY2028	Total
ERC	\$750,000	\$1,500,000	\$1,500,000	\$3,750,000
Total	\$750,000	\$1,500,000	\$1,500,000	\$3,750,000

Funding Sources

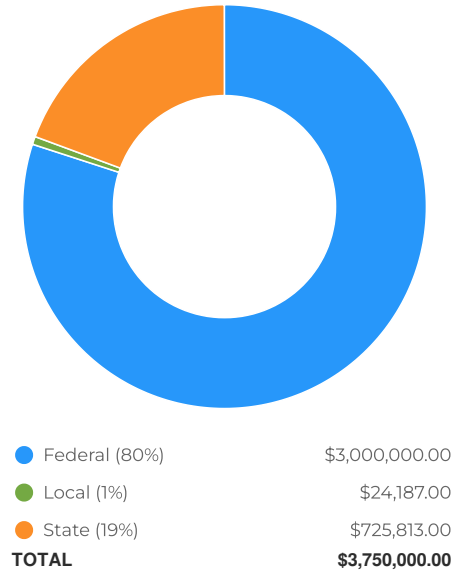
Total Budget (all years)
\$3.75M

Project Total
\$3.75M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2026	FY2027	FY2028	Total
State	\$145,163	\$290,325	\$290,325	\$725,813
Federal	\$600,000	\$1,200,000	\$1,200,000	\$3,000,000
Local	\$4,837	\$9,675	\$9,675	\$24,187
Total	\$750,000	\$1,500,000	\$1,500,000	\$3,750,000

Norristown Corridor Improvements

Overview

Request Owner	Capital Budgets, SEPTA
Department	Projects of Significance
Type	Capital Improvement
Project Number	CCIN3

Description

The project includes design & construction of new track segments along the Manayunk/Norristown Line to separate SEPTA regional rail services from freight rail operations. Separating from freight operations creates the opportunity for increased frequency on the Manayunk/Norristown with through-running service to the Philadelphia International Airport. As part of the project, the Norristown Regional Rail stations will be reconstructed and made fully ADA accessible.

This project was part of the Norristown & Airport Line Freight Separation project in Track and Right-of-Way Improvements section of the previous FY2024 Capital Budget.

Schedule/Status (Calendar Year):

Design: 2025 - 2027

Construction: 2032 - 2036

Location: Montgomery and Philadelphia Counties

Service Area: Montgomery and Philadelphia Counties

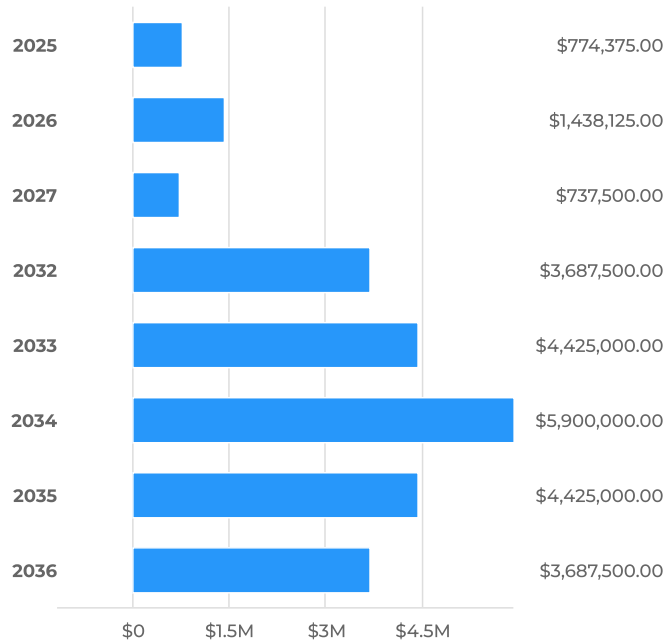
Details

S/TIP MPMS #	115472
Type of Project	Regional Rail Master Plan Implementation

Capital Cost

FY2025 Budget **\$774,375** Total Budget (all years) **\$25.075M** Project Total **\$25.075M**

Capital Cost by Year



Capital Cost for Budgeted Years



ERC

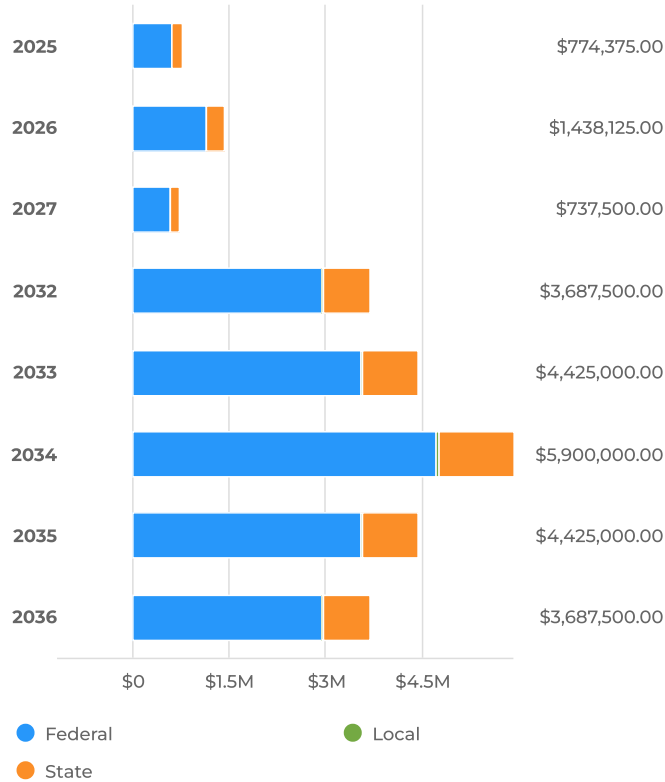
Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2032	FY2033	FY2034	FY2035	FY2036	Total
ERC	\$774,375	\$1,438,125	\$737,500	\$3,687,500	\$4,425,000	\$5,900,000	\$4,425,000	\$3,687,500	\$25,075,000
Total	\$774,375	\$1,438,125	\$737,500	\$3,687,500	\$4,425,000	\$5,900,000	\$4,425,000	\$3,687,500	\$25,075,000

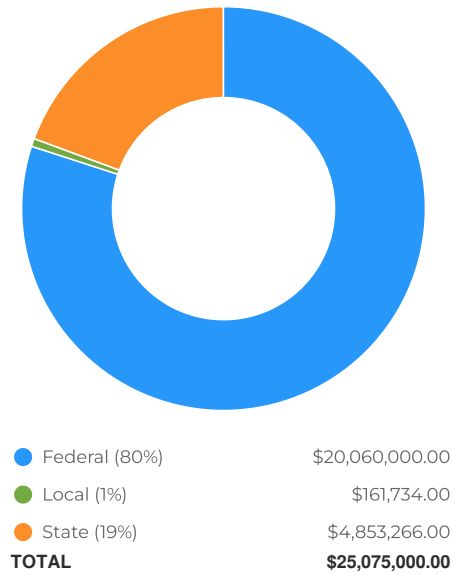
Funding Sources

FY2025 Budget **\$774,375** Total Budget (all years) **\$25.075M** Project Total **\$25.075M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	FY2025	FY2026	FY2027	FY2032	FY2033	FY2034	FY2035	FY2036	Total
State	\$149,880	\$278,349	\$142,743	\$713,715	\$856,459	\$1,141,945	\$856,459	\$713,716	\$4,853,266
Federal	\$619,500	\$1,150,500	\$590,000	\$2,950,000	\$3,540,000	\$4,720,000	\$3,540,000	\$2,950,000	\$20,060,000
Local	\$4,995	\$9,276	\$4,757	\$23,785	\$28,541	\$38,055	\$28,541	\$23,784	\$161,734
Total	\$774,375	\$1,438,125	\$737,500	\$3,687,500	\$4,425,000	\$5,900,000	\$4,425,000	\$3,687,500	\$25,075,000

North Philadelphia Infrastructure

Overview

Request Owner	Capital Budgets, SEPTA
Department	Projects of Significance
Type	Capital Improvement

Description

As SEPTA advances the Regional Rail Master Plan, it has become clear that the confluence of systems around North Philadelphia Station will play a significant role in SEPTA's ability to deliver more frequent and reliable service. In order for SEPTA to realize a vision with Metro-style frequencies, SEPTA must begin assessing and advancing infrastructure projects along this critical stretch of the system. Work will include an evaluation of the existing state of good repair needs, improvements to rail infrastructure to enable greater frequencies, and opportunities to create better connected, fully accessible stations. SEPTA will work closely with external stakeholders and community members as this work begins.

Schedule/Status (Calendar Year):

Design & Construction: 2024 - 2029

Location: City of Philadelphia

Service Area: City of Philadelphia

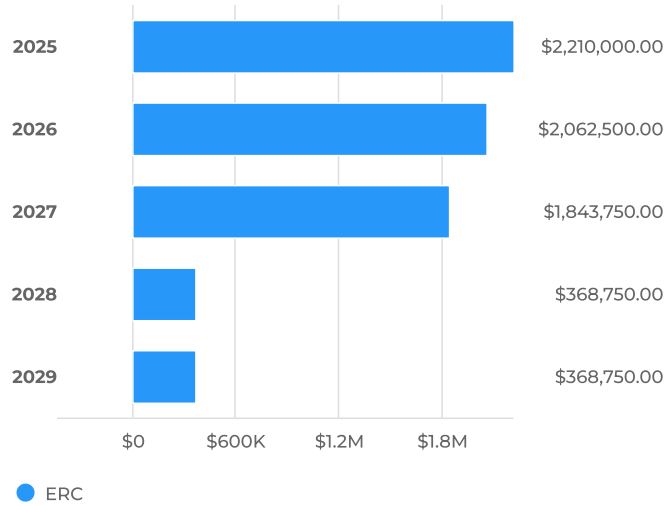
Details

S/TIP MPMS #	115472
Type of Project	Regional Rail Master Plan Implementation

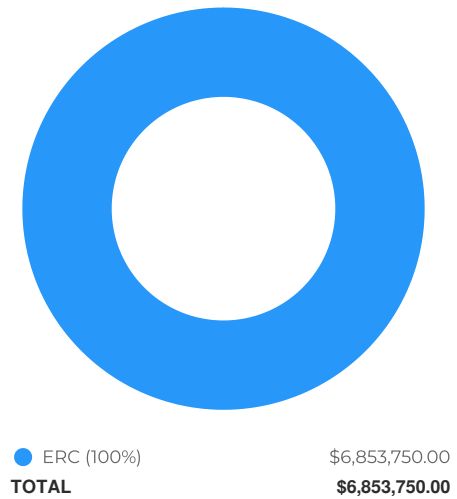
Capital Cost

Total Historical **\$110,625**
 FY2025 Budget **\$2,210,000**
 Total Budget (all years) **\$6.854M**
 Project Total **\$6.964M**

Capital Cost by Year



Capital Cost for Budgeted Years



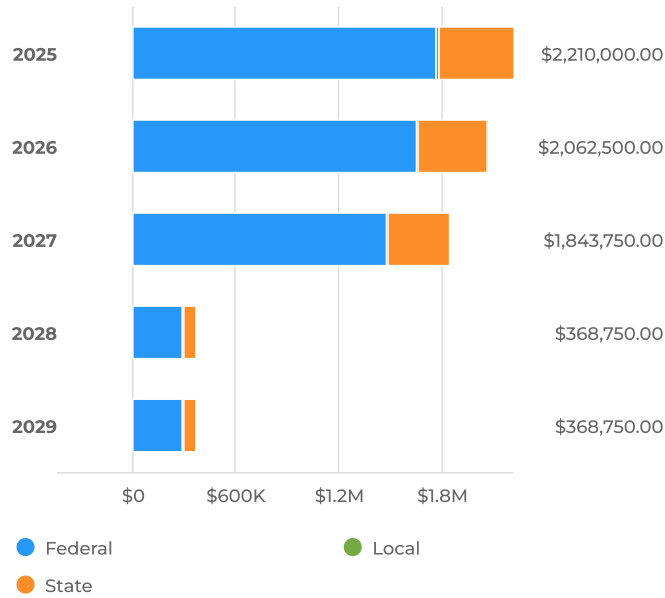
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
ERC	\$110,625	\$2,210,000	\$2,062,500	\$1,843,750	\$368,750	\$368,750	\$6,964,375
Total	\$110,625	\$2,210,000	\$2,062,500	\$1,843,750	\$368,750	\$368,750	\$6,964,375

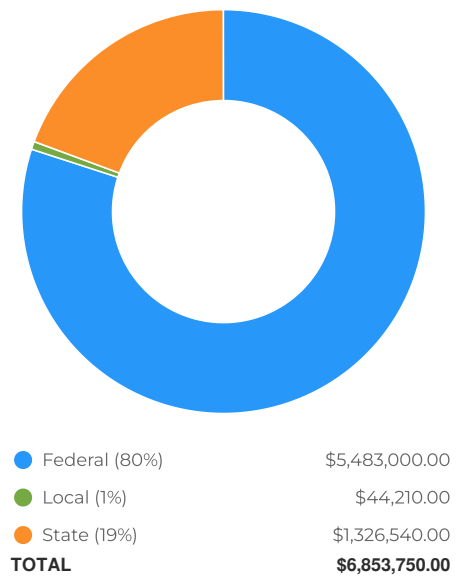
Funding Sources

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$110,625	\$2,210,000	\$6.854M	\$6.964M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
State	\$21,411	\$427,745	\$399,196	\$356,857	\$71,371	\$71,371	\$1,347,951
Federal	\$88,500	\$1,768,000	\$1,650,000	\$1,475,000	\$295,000	\$295,000	\$5,571,500
Local	\$714	\$14,255	\$13,304	\$11,893	\$2,379	\$2,379	\$44,924
Total	\$110,625	\$2,210,000	\$2,062,500	\$1,843,750	\$368,750	\$368,750	\$6,964,375

Regional Rail Master Plan Program Management

Overview

Request Owner	Capital Budgets, SEPTA
Department	Projects of Significance
Type	Capital Improvement
Project Number	CRRRR (Master Plan)

Description

This project will progress concepts and alternatives evaluated through the Regional Rail Master Plan effort, including more detailed alternative analysis and concept design. Work may include progression of appropriate NEPA work with a focus on increasing grant program readiness. Specific components for further study are currently being identified but will include continued coordination with external stakeholders.

Schedule/Status (Calendar Year): 2024 – 2032 Program Management

Location: System-Wide

Service Area: System-Wide

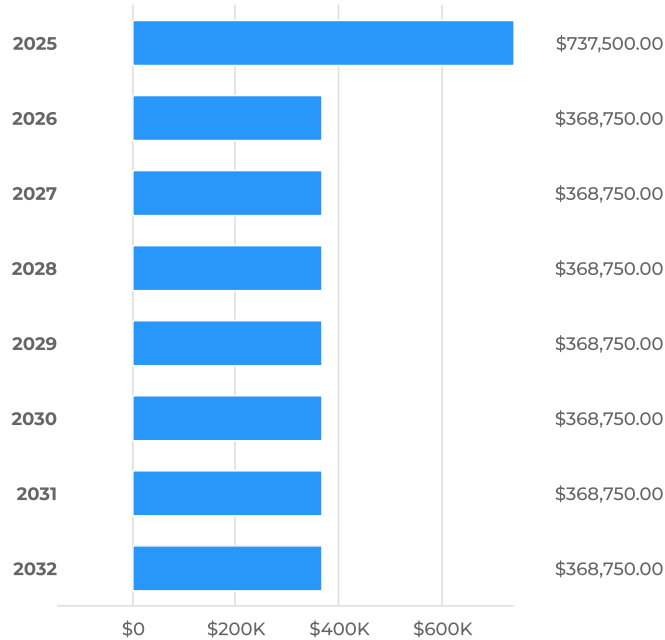
Details

S/TIP MPMS #	115472
Type of Project	Regional Rail Master Plan Implementation

Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$88,500	\$737,500	\$3.319M	\$3.407M

Capital Cost by Year



Capital Cost for Budgeted Years



ERC

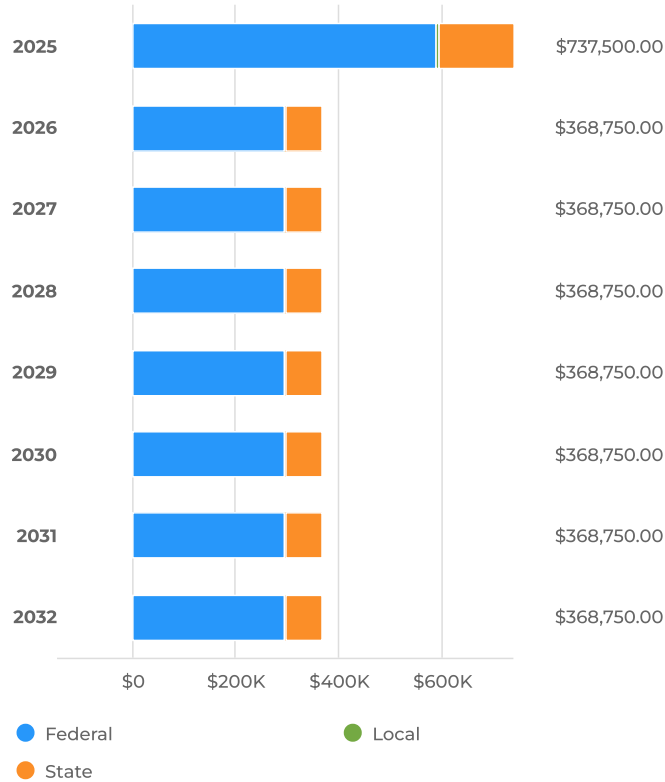
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	Total
ERC	\$88,500	\$737,500	\$368,750	\$368,750	\$368,750	\$368,750	\$368,750	\$368,750	\$368,750	\$3,407,250
Total	\$88,500	\$737,500	\$368,750	\$368,750	\$368,750	\$368,750	\$368,750	\$368,750	\$368,750	\$3,407,250

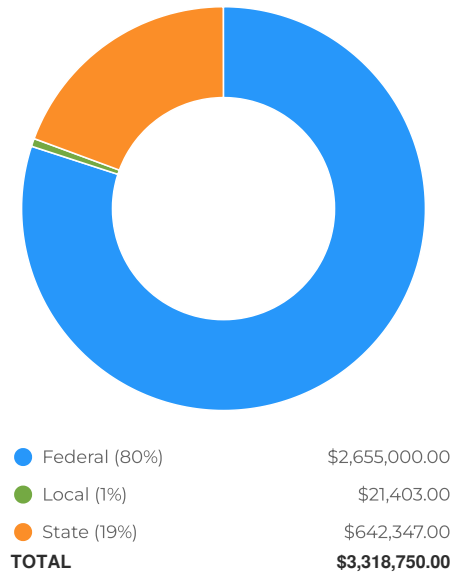
Funding Sources

Total Historical **\$88,500**
 FY2025 Budget **\$737,500**
 Total Budget (all years) **\$3.319M**
 Project Total **\$3.407M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown										
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	Total
State	\$17,129	\$142,743	\$71,372	\$71,372	\$71,372	\$71,372	\$71,372	\$71,372	\$71,372	\$659,476
Federal	\$70,800	\$590,000	\$295,000	\$295,000	\$295,000	\$295,000	\$295,000	\$295,000	\$295,000	\$2,725,800
Local	\$571	\$4,757	\$2,378	\$2,378	\$2,378	\$2,378	\$2,378	\$2,378	\$2,378	\$21,974
Total	\$88,500	\$737,500	\$368,750	\$368,750	\$368,750	\$368,750	\$368,750	\$368,750	\$368,750	\$3,407,250

Regional Railcars Silverliner IV Replacement and Infrastructure

Overview

Request Owner	Capital Budgets, SEPTA
Department	Projects of Significance
Type	Capital Improvement
Project Number	CCRSR

Description

The current Silverliner IV railcar fleet was manufactured between 1974 and 1976 and is approaching 50 years of service. Funding programmed will provide for vehicle design specifications, infrastructure improvements, and a partial fleet replacement that supports Reimagining Regional Rail Master Plan implementation. Note that the Silverliner IV Replacement and Infrastructure project is one of SEPTA's Projects of Significance that remains underfunded. As of FY 2025, a gap of more than \$1 billion remains to fully fund this and other Projects of Significance throughout the Capital Program.

The new Silverliner VI fleet will provide SEPTA with the opportunity to improve the passenger experience and operating efficiency. A fundamental design goal for the Silverliner VI is the overall energy cost reduction associated with fleet operation and maintenance. The Silverliner VI will feature equipment requiring lower energy density compared to older fleets, thus resulting in a significantly lower per unit energy consumption rate. Technology-based enhancements will also be featured in the design of the Silverliner VI EMU fleet. The railcar will be designed to have a lower tare weight, resulting in increased energy efficiency. The reduction of the maximum operating speed will significantly reduce the amount of energy consumed by the vehicle propulsion system. The regenerative braking capabilities will enable the vehicle to generate energy for reuse by other trains. Additional energy conservation measures include enhanced LED lighting controls, improved air compressor control, and adaptive HVAC controls.

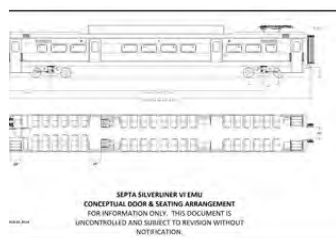
Additionally, the new Silverliner VI cars will fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations. The cars will include passenger amenities, such as bicycle and micromobility storage areas, automated station announcements, and video displays that include destination information and upcoming station stops. The railcars will feature wider aisles and gangways to permit easier movement within the vehicle, and wider side doors that will decrease the time needed to board and alight from the train. Such enhancements will increase the operating efficiency of SEPTA Regional Rail service, providing our customers with faster service while reducing energy consumption.

Schedule/Status (Calendar Year): 2025 – 2036 Design, Procurement, and Delivery/Construction

Location: Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties

Service Area: System-Wide

Images



Schematic of the seating and door arrangement for the Silverliner VI replacement. Allows for better access for those with disabilities.

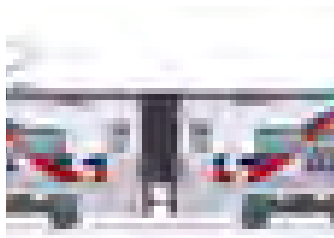


Image of the Silverliner VI doors which allow for better access for those with disabilities.

Details

S/TIP MPMS #	115472
Type of Project	Rail Vehicle Replacement and Infrastructure Improvements

Capital Cost

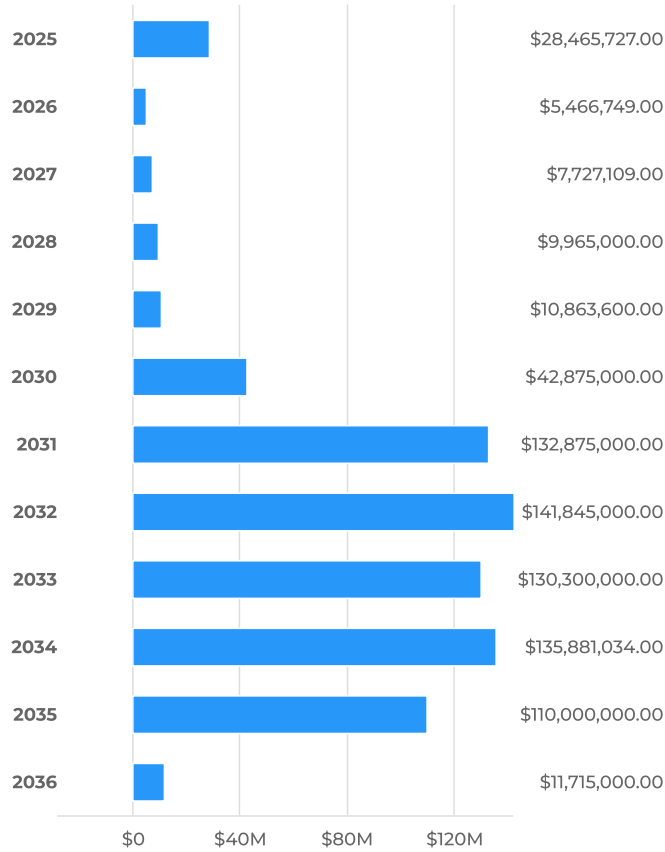
Total Historical
\$90,790,000

FY2025 Budget
\$28,465,727

Total Budget (all years)
\$767.979M

Project Total
\$858.769M

Capital Cost by Year



Capital Cost for Budgeted Years



ERC

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	\$90,790,000	\$28,465,727	\$5,466,749	\$7,727,109	\$9,965,000	\$10,863,600	\$42,875,000	\$132,875,000	\$141,845,000
Total	\$90,790,000	\$28,465,727	\$5,466,749	\$7,727,109	\$9,965,000	\$10,863,600	\$42,875,000	\$132,875,000	\$141,845,000

Funding Sources

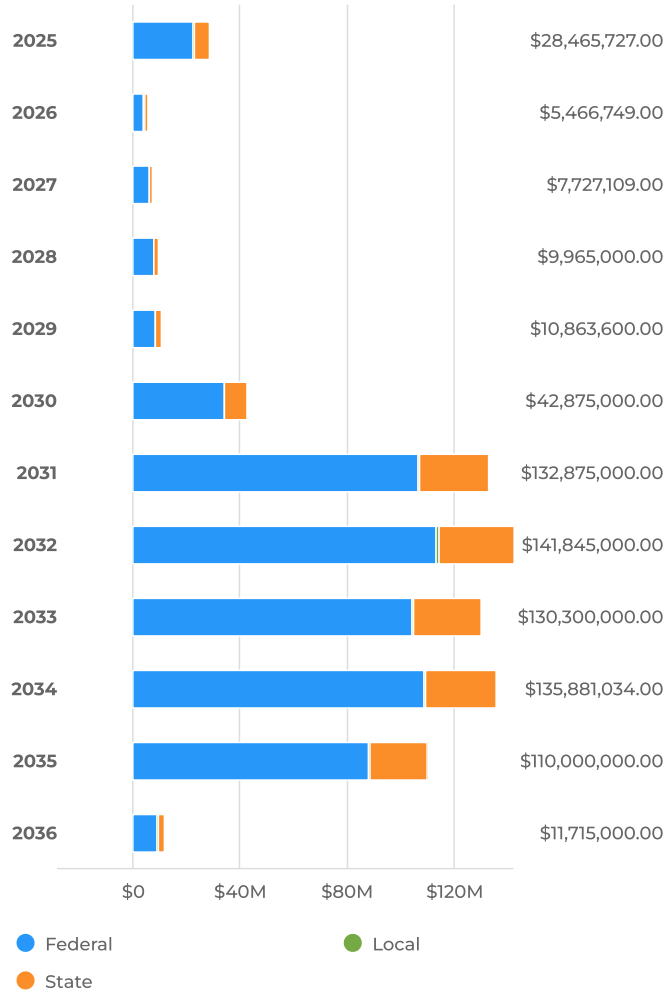
Total Historical
\$90,790,000

FY2025 Budget
\$28,465,727

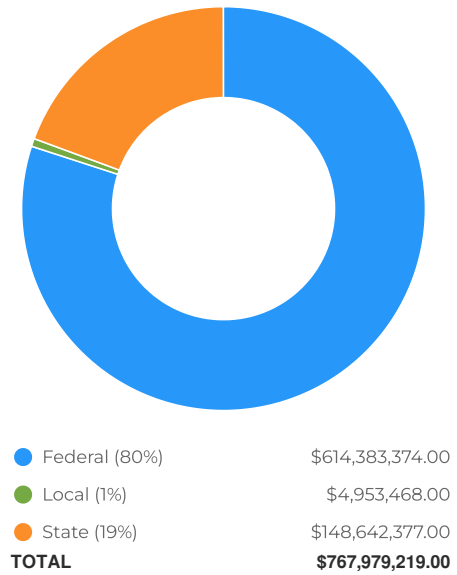
Total Budget (all years)
\$767.979M

Project Total
\$858.769M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
State	\$17,572,405	\$5,509,541	\$1,058,089	\$1,495,582	\$1,928,726	\$2,102,650	\$8,298,456	\$25,717,956	\$27,400,000
Federal	\$72,632,000	\$22,772,581	\$4,373,399	\$6,181,687	\$7,972,000	\$8,690,880	\$34,300,000	\$106,300,000	\$113,000,000
Local	\$585,595	\$183,605	\$35,261	\$49,840	\$64,274	\$70,070	\$276,544	\$857,044	\$914,000
Total	\$90,790,000	\$28,465,727	\$5,466,749	\$7,727,109	\$9,965,000	\$10,863,600	\$42,875,000	\$132,875,000	\$141,845,034

South Philadelphia Transportation Center

Overview

Request Owner	Capital Budgets, SEPTA
Department	Projects of Significance
Type	Capital Improvement
Project Number	CCSST

Description

Work on a new South Philadelphia Transportation Center, which was selected by the Federal Transit Administration (FTA) to receive \$9.8 M in grant funding to construct new End of Line facilities in South Philadelphia for both east-west & north-south routes.

Schedule/Status (Calendar Year):

Design: 2023 – 2025

Construction: 2025 – 2029

Location: City of Philadelphia

Service Area: City of Philadelphia

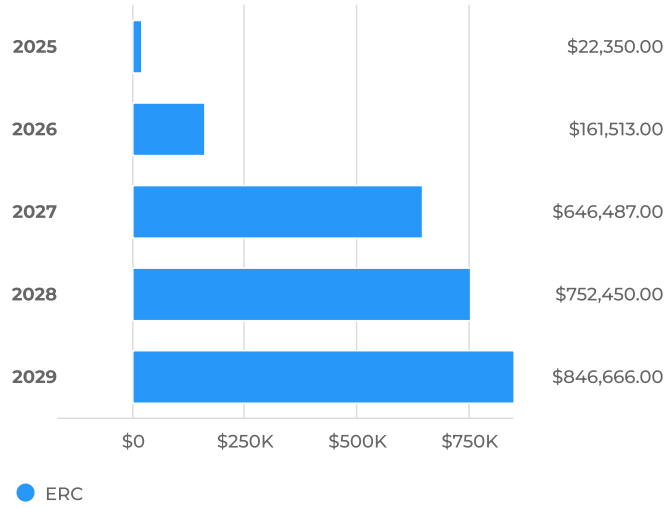
Details

S/TIP MPMS #	115472
Type of Project	Bus Revolution (Bus End of Line Projects)

Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$9,820,533	\$22,350	\$2.429M	\$12.25M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
ERC	\$9,820,533	\$22,350	\$161,513	\$646,487	\$752,450	\$846,666	\$12,249,999
Total	\$9,820,533	\$22,350	\$161,513	\$646,487	\$752,450	\$846,666	\$12,249,999

Funding Sources

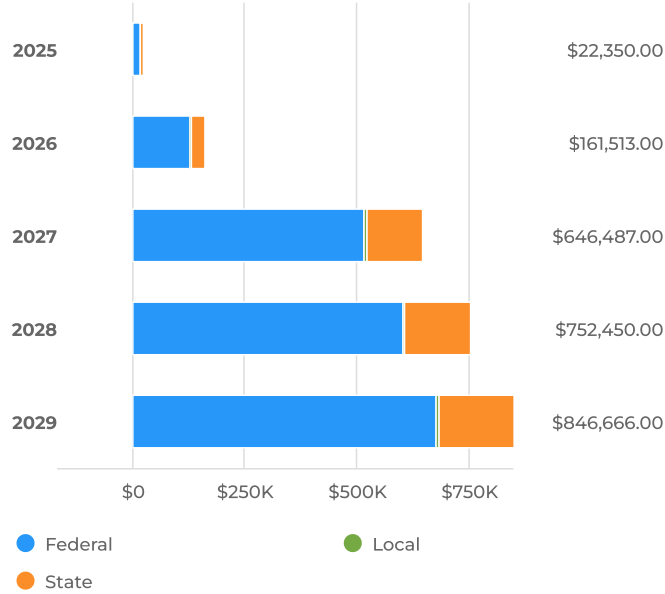
Total Historical
\$9,820,533

FY2025 Budget
\$22,350

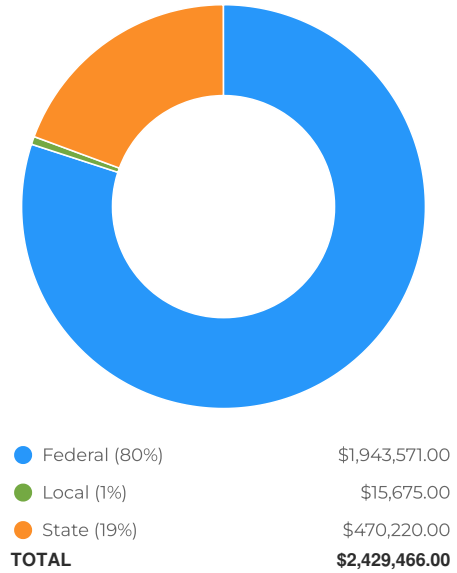
Total Budget (all years)
\$2.429M

Project Total
\$12.25M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
State	\$1,900,764	\$4,325	\$31,260	\$125,127	\$145,636	\$163,872	\$2,370,984
Federal	\$7,856,426	\$17,880	\$129,210	\$517,189	\$601,960	\$677,332	\$9,799,997
Local	\$63,343	\$145	\$1,043	\$4,171	\$4,854	\$5,462	\$79,018
Total	\$9,820,533	\$22,350	\$161,513	\$646,487	\$752,450	\$846,666	\$12,249,999

Trolley Modernization

Overview

Request Owner	Capital Budgets, SEPTA
Department	Projects of Significance
Type	Capital Improvement
Project Number	CCSTS (19th & 37th St. Trolley Station), CC36S (22nd, 33rd, & 36th St. Trolley Stations), CCR36 (Route 36), CCLGS (Green Line Signal System), CCMHM (Heavy Maintenance Facility), CC3AA (Trolley Modernization Program – Phase 1 Engineering Assessment), and CC3AP (Vehicles)

Description

The Trolley Modernization program will help deliver SEPTA's vision of an accessible, fast, and easy-to-use trolley system. SEPTA is committing approximately \$1.983 billion (B) to the Trolley Modernization program, which consists of \$1.736 B over the next 12 years (FY 2025 to FY 2036) and almost \$247 million (M) of prior year funding. However, Trolley Modernization is one of SEPTA's Projects of Significance that remains underfunded. As of FY 2025, a gap of more than \$1 B remains to fully fund this and other Projects of Significance throughout the Capital Program. Programmed funds will enable SEPTA to advance the acquisition of 130 new ADA-accessible streetcars to replace the Authority's aging fleet and upgrade trolley network infrastructure to improve safety, accessibility, capacity, and reliability.

SEPTA's Trolley system is the largest in North America and serves tens of thousands of transit-dependent riders in Philadelphia and Delaware counties every day. The current vehicles are over 40 years old and were acquired prior to the passage of the ADA when people with disabilities, seniors, and anyone with mobility issues or using a stroller were not able to take full advantage of the connections they provide. Trolley Modernization opens the doors to these communities with new, low-floor vehicles and improved station infrastructure that will make the system fully ADA-accessible.

This program advances equity by improving trolley access and service that disproportionately serves people of color, low-income populations, and individuals with disabilities. SEPTA's Trolley Modernization project will catalyze over 38,000 permanent jobs and create an increase of \$5.8 B in property values across the region.

Specific activities will include the following:

- Acquisition of 130 new, 86-foot-long ADA accessible trolley vehicles. (Contract awarded)
- Property acquisition, design, and construction of a new Trolley Heavy Maintenance Facility in Southwest Philadelphia. (Property acquired and facility design is underway)
- ADA Accessibility and State of Good Repair Improvements at 19th, 22nd, 33rd, 36th and 37th Street Trolley Stations.
- Trolley Tunnel State of Good Repair Program, including the overhaul of the 40th Street Substation and Center City tunnel improvements.
- Design of modern stations and identification of new station locations with public input and community engagement.
- Study and advancement of end-of-line improvements and extensions.
- Coordination with utilities, the City of Philadelphia, and Delaware County.
- Design and construction for Bridge, Communication & Signals, Power, and Track system upgrades.

For further project information, please visit www.septa.org/trolley-modernization (<https://www.septa.org/trolley-modernization/>).

Schedule/Status (Calendar Year):

Trolley Vehicle Acquisition: 2023 – 2033

Design & Construction: 2023 – 2036

Location: Delaware County and City of Philadelphia

Service Area: Delaware County and City of Philadelphia

Images





Details

S/TIP MPMS #

115472

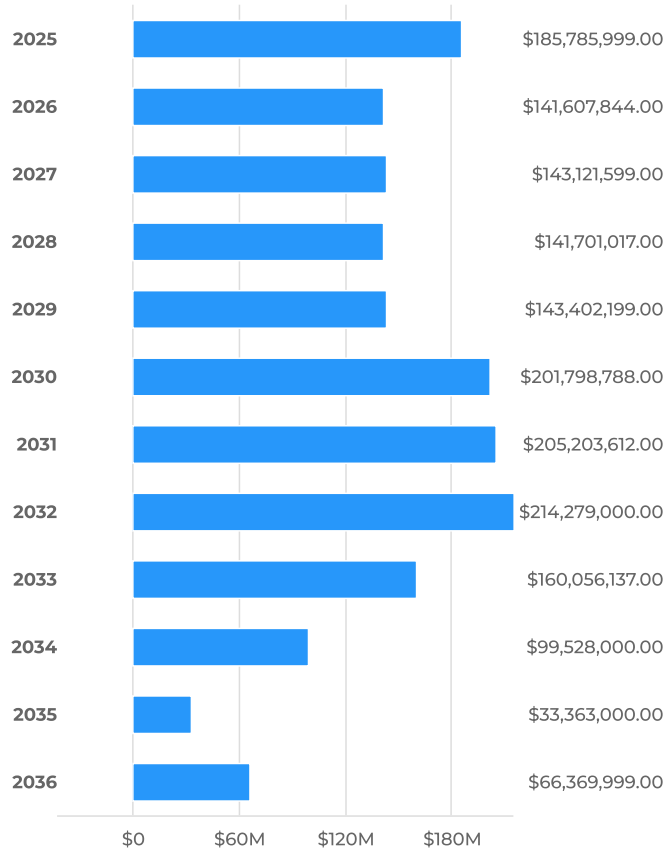
Type of Project

Trolley Modernization

Capital Cost

Total Historical **\$246,645,364** FY2025 Budget **\$185,785,999** Total Budget (all years) **\$1.736B** Project Total **\$1.983B**

Capital Cost by Year



Capital Cost for Budgeted Years



ERC

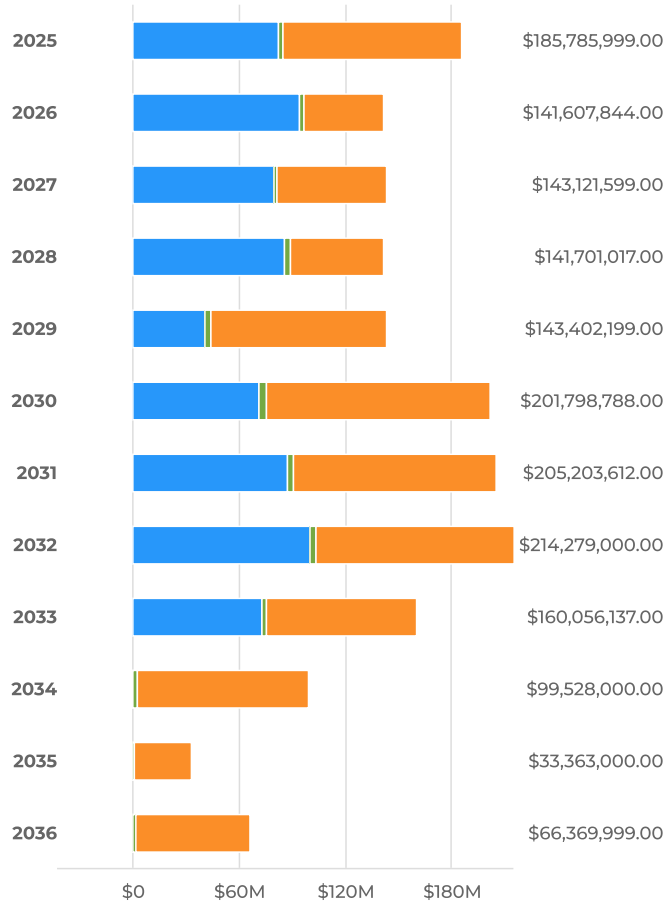
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
ERC	\$246,645,364	\$185,785,999	\$141,607,844	\$143,121,599	\$141,701,017	\$143,402,199	\$201,798,788	\$205,203,6
Total	\$246,645,364	\$185,785,999	\$141,607,844	\$143,121,599	\$141,701,017	\$143,402,199	\$201,798,788	\$205,203,6

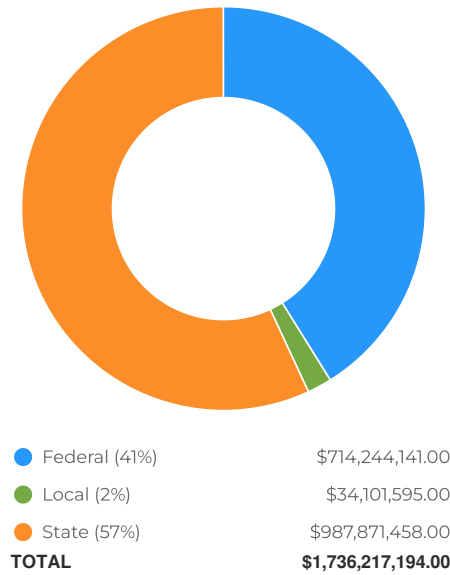
Funding Sources

Total Historical **\$246,645,364** FY2025 Budget **\$185,785,999** Total Budget (all years) **\$1.736B** Project Total **\$1.983B**

Funding Sources by Year



Funding Sources for Budgeted Years



● Federal
● Local
● State

Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
State	\$166,361,134	\$101,103,516	\$45,038,149	\$61,407,201	\$52,789,781	\$99,372,840	\$126,372,074	\$114,180,
Federal	\$74,740,291	\$81,962,041	\$94,514,103	\$79,501,051	\$86,043,849	\$40,717,787	\$71,215,400	\$87,217,8
Local	\$5,543,939	\$2,720,442	\$2,055,592	\$2,213,347	\$2,867,387	\$3,311,572	\$4,211,314	\$3,805,04
Total	\$246,645,364	\$185,785,999	\$141,607,844	\$143,121,599	\$141,701,017	\$143,402,199	\$201,798,788	\$205,203,

Wissahickon Transportation Center

Overview

Request Owner	Capital Budgets, SEPTA
Department	Projects of Significance
Type	Capital Improvement
Project Number	CCTWS

Description

This project will expand and improve the Wissahickon Transportation Center (WTC) in Philadelphia to effectively accommodate its ridership and enhance the transportation network, intermodal connections, and access to jobs and essential services. Expansion of the WTC will allow vehicles and pedestrians to safely navigate the area while reducing congestion. These improvements will strategically position the facility for future connectivity with the Roosevelt Boulevard Direct Bus project.

Schedule/Status (Calendar Year):

Design is complete (2017 - 2023).

Construction: 2023 - 2026

Location: City of Philadelphia

Service Area: Montgomery and Philadelphia Counties

Images



Rendering of the new facility (looking southeast)



Rendering of the new facility (aerial view)



Construction of the new facility (Jan. 2024)



Render of the new facility (looking Southwest)

Details

S/TIP MPMS #	115472
Type of Project	Bus Revolution (Bus End of Line Projects)

Location

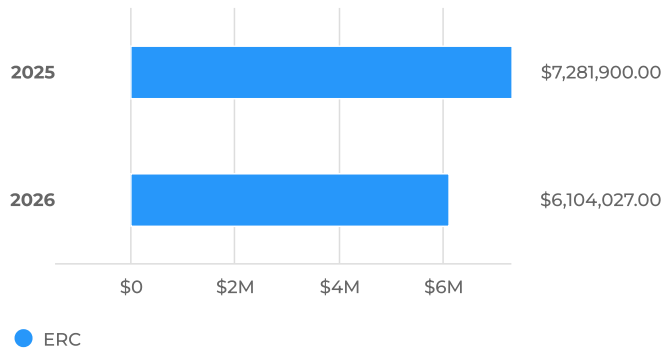
Address: 4900 Ridge Avenue



Capital Cost

Total Historical **\$36,614,073**
 FY2025 Budget **\$7,281,900**
 Total Budget (all years) **\$13.386M**
 Project Total **\$50M**

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown				
Capital Cost	Historical	FY2025	FY2026	Total
ERC	\$36,614,073	\$7,281,900	\$6,104,027	\$50,000,000
Total	\$36,614,073	\$7,281,900	\$6,104,027	\$50,000,000

Funding Sources

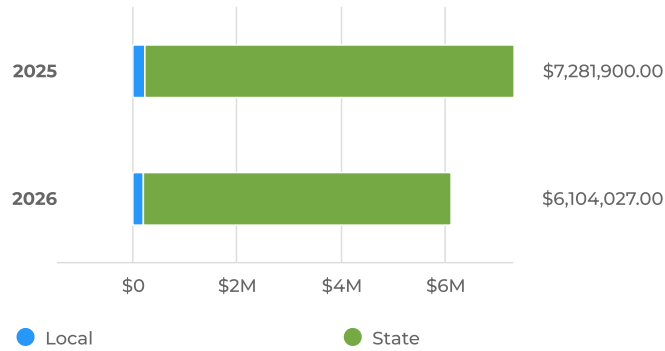
Total Historical
\$36,614,073

FY2025 Budget
\$7,281,900

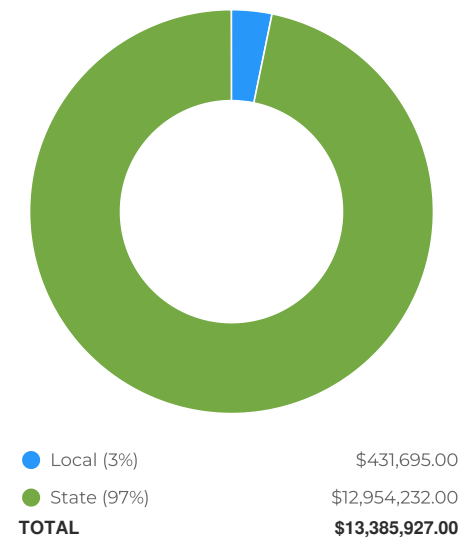
Total Budget (all years)
\$13.386M

Project Total
\$50M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown				
Funding Sources	Historical	FY2025	FY2026	Total
State	\$7,086,654	\$7,047,059	\$5,907,173	\$20,040,886
Federal	\$29,291,258	\$0	\$0	\$29,291,258
Local	\$236,161	\$234,841	\$196,854	\$667,856
Total	\$36,614,073	\$7,281,900	\$6,104,027	\$50,000,000

RESILIENCY AND SUSTAINABILITY PROGRAM REQUESTS



Climate Adaptation and Mitigation Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Resiliency and Sustainability Program
Type	Capital Improvement

Description

The goal of this program is to identify, assess, and mitigate the climate risks, threats, and vulnerabilities of the infrastructure owned by the Authority. SEPTA will fund projects to prepare for and address the potential impacts of climate change and implement adaptation practices to improve transit system resilience. Implementation will begin with a comprehensive study of the challenges posed by the consequences of climate change to SEPTA's Metro system, Regional Rail network, and facilities.

Schedule/Status (Calendar Year): 2025 - 2028 and 2030 - 2036

Location: System-wide

Service Area: Region-wide

Details

S/TIP MPMS #	121366
Program Element	Resiliency & Sustainability Projects

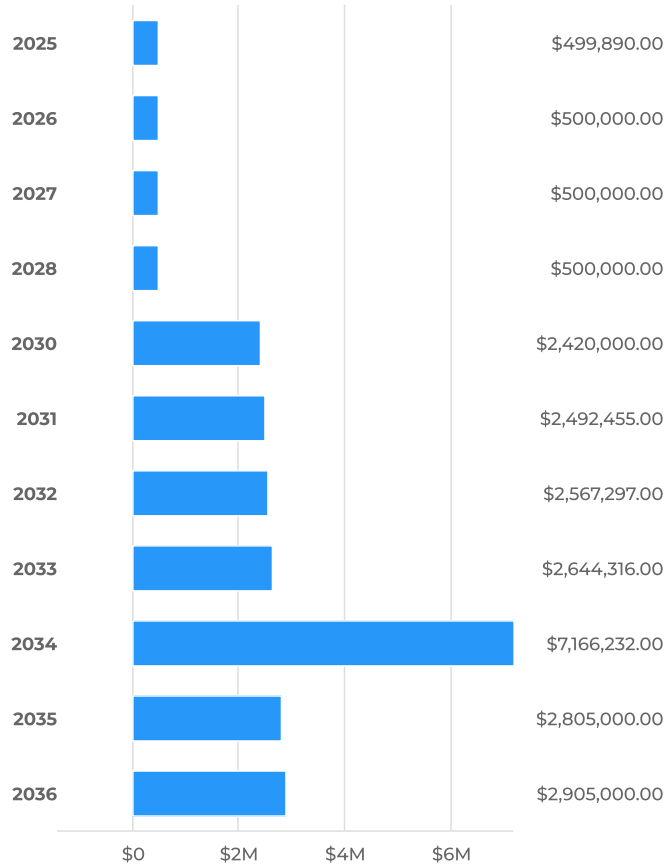
Capital Cost

FY2025 Budget
\$499,890

Total Budget (all years)
\$25M

Project Total
\$25M

Capital Cost by Year



Capital Cost for Budgeted Years



ERC

Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035
ERC	\$499,890	\$500,000	\$500,000	\$500,000	\$2,420,000	\$2,492,455	\$2,567,297	\$2,644,316	\$7,166,232	\$2,805,000
Total	\$499,890	\$500,000	\$500,000	\$500,000	\$2,420,000	\$2,492,455	\$2,567,297	\$2,644,316	\$7,166,232	\$2,805,000

Funding Sources

FY2025 Budget
\$499,890

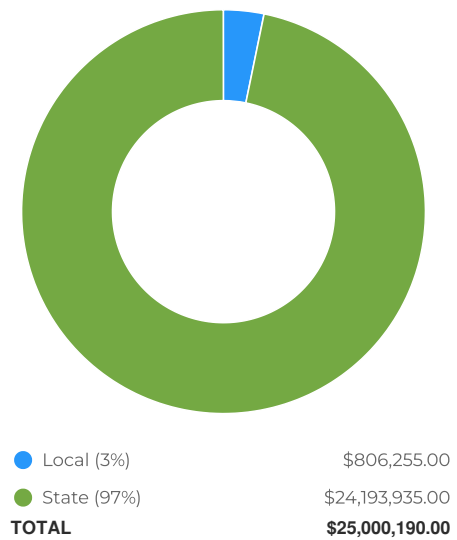
Total Budget (all years)
\$25M

Project Total
\$25M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown										
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2030	FY2031	FY2032	FY2033	FY2034
State	\$0	\$483,769	\$483,875	\$483,875	\$483,875	\$2,341,955	\$2,412,073	\$2,484,502	\$2,559,037	\$6,935,000
Local	\$0	\$16,121	\$16,125	\$16,125	\$16,125	\$78,045	\$80,382	\$82,795	\$85,279	\$231,110
Total	\$0	\$499,890	\$500,000	\$500,000	\$500,000	\$2,420,000	\$2,492,455	\$2,567,297	\$2,644,316	\$7,166,110

Jenkintown Flood Mitigation

Overview

Request Owner	Capital Budgets, SEPTA
Department	Resiliency and Sustainability Program
Type	Capital Improvement
Project Number	CRRJD

Description

Implementation of a drainage improvement strategy at Jenkintown Station, a key hub in the Regional Rail network. The project includes three specific initiatives: a study of drainage patterns and contributory areas; development of downstream improvements using best stormwater management practices; construction of a new box culvert and detention system at Culvert 10.38 and reinforcement of Bridge 10.97. Additionally, the stream North of Jenkintown Station will be widened.

Schedule/Status (Calendar Year): 2022 – 2025 Construction

Location: Montgomery County

Service Area: Bucks, Montgomery, and Philadelphia Counties

Details

S/TIP MPMS #	121366
Program Element	Safe, Clean, and Secure Projects

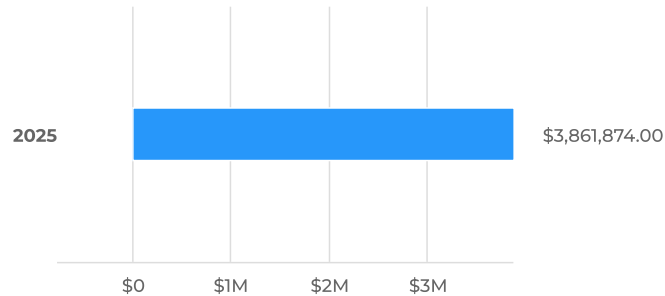
Location



Capital Cost

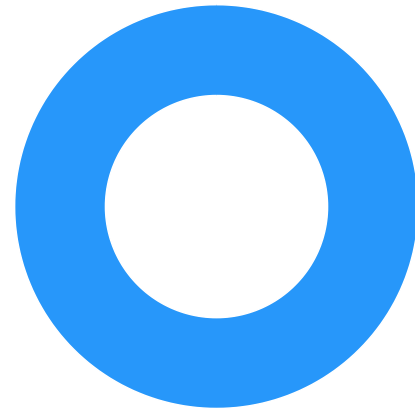
Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$16,120,000	\$3,861,874	\$3.862M	\$19.982M

Capital Cost by Year



● ERC

Capital Cost for Budgeted Years



● ERC (100%)

TOTAL

\$3,861,874.00

\$3,861,874.00

Capital Cost Breakdown

Capital Cost	Historical	FY2025	Total
ERC	\$16,120,000	\$3,861,874	\$19,981,874
Total	\$16,120,000	\$3,861,874	\$19,981,874

Funding Sources

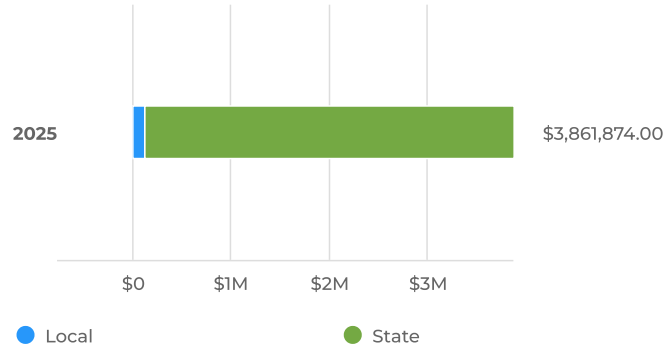
Total Historical
\$16,120,000

FY2025 Budget
\$3,861,874

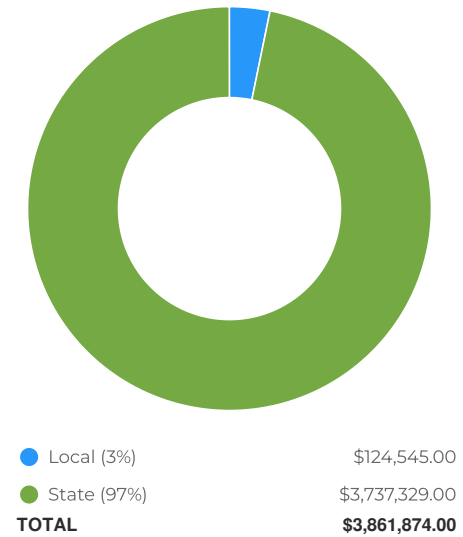
Total Budget (all years)
\$3.862M

Project Total
\$19.982M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	Historical	FY2025	Total
State	\$15,600,130	\$3,737,329	\$19,337,459
Local	\$519,870	\$124,545	\$644,415
Total	\$16,120,000	\$3,861,874	\$19,981,874

NHSL Slope Stabilization at Rebel Hill

Overview

Request Owner	Capital Budgets, SEPTA
Department	Resiliency and Sustainability Program
Type	Capital Improvement
Project Number	CRLRH

Description

The SEPTA Norristown High Speed Line (NHSL) passes adjacent to a near vertical rock cut between New Gulf Road and Interstate 76 (Schuylkill Expressway), in Upper Merion Township, Montgomery County known as Rebel Hill. Constant erosion from precipitation events has caused the rock slope through this area to become increasingly unstable over time. Consequently, falling rock debris has the potential to damage the NHSL Right of Way. The project will design and construct slope stabilization measures to mitigate these risks.

Schedule/Status (Calendar Year):

Design & Construction: 2026 – 2029

Location: Delaware and Montgomery Counties

Service Area: System-wide

Details

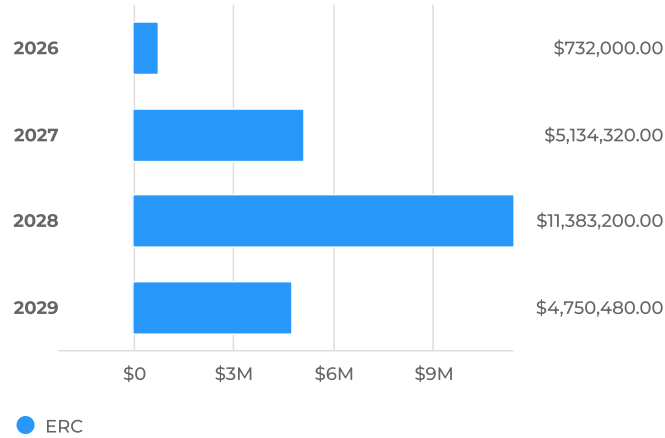
S/TIP MPMS #	121366
Program Element	Resiliency & Sustainability Projects

Capital Cost

Total Budget (all years)
\$22M

Project Total
\$22M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

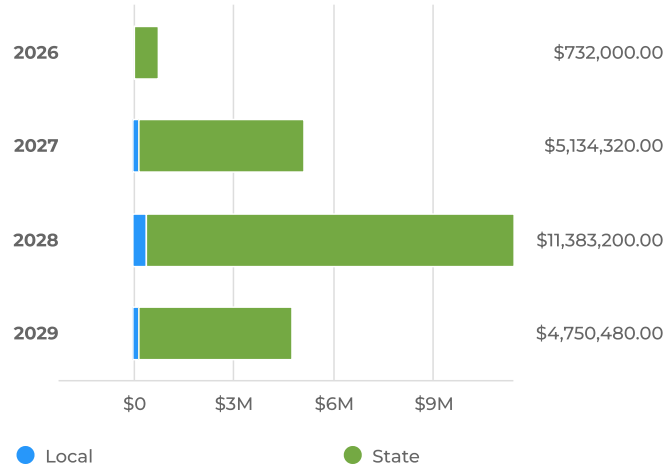
Capital Cost	FY2026	FY2027	FY2028	FY2029	Total
ERC	\$732,000	\$5,134,320	\$11,383,200	\$4,750,480	\$22,000,000
Total	\$732,000	\$5,134,320	\$11,383,200	\$4,750,480	\$22,000,000

Funding Sources

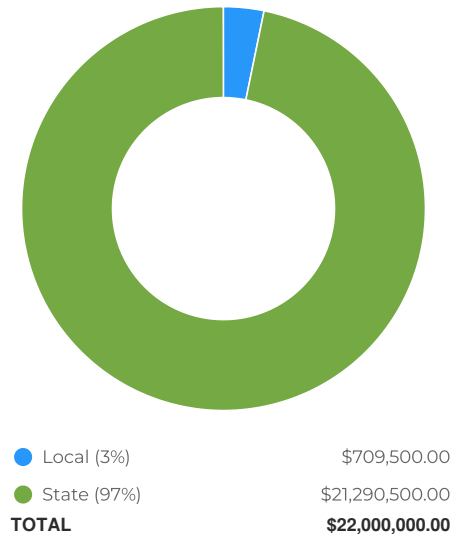
Total Budget (all years)
\$22M

Project Total
\$22M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2026	FY2027	FY2028	FY2029	Total
State	\$708,393	\$4,968,738	\$11,016,092	\$4,597,277	\$21,290,500
Local	\$23,607	\$165,582	\$367,108	\$153,203	\$709,500
Total	\$732,000	\$5,134,320	\$11,383,200	\$4,750,480	\$22,000,000

On-Site Power For Major Facilities

Overview

Request Owner	Capital Budgets, SEPTA
Department	Resiliency and Sustainability Program
Type	Capital Improvement
Project Number	CCPPM

Description

Installation of emergency back-up power and power system upgrades and at major SEPTA maintenance and transportation facilities.

Schedule/Status (Calendar Year): 2030 – 2036 Construction

Location: Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties

Service Area: System-wide

Details

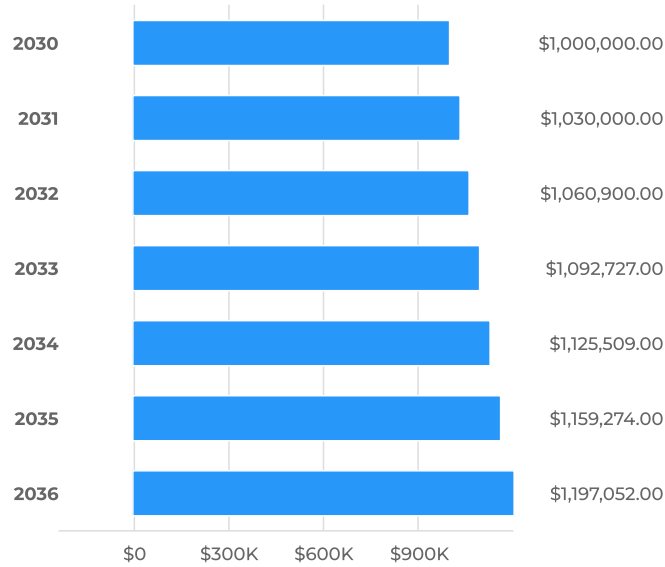
S/TIP MPMS #	121366
Program Element	Resiliency & Sustainability Projects

Capital Cost

Total Budget (all years)
\$7.665M

Project Total
\$7.665M

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC

Capital Cost Breakdown

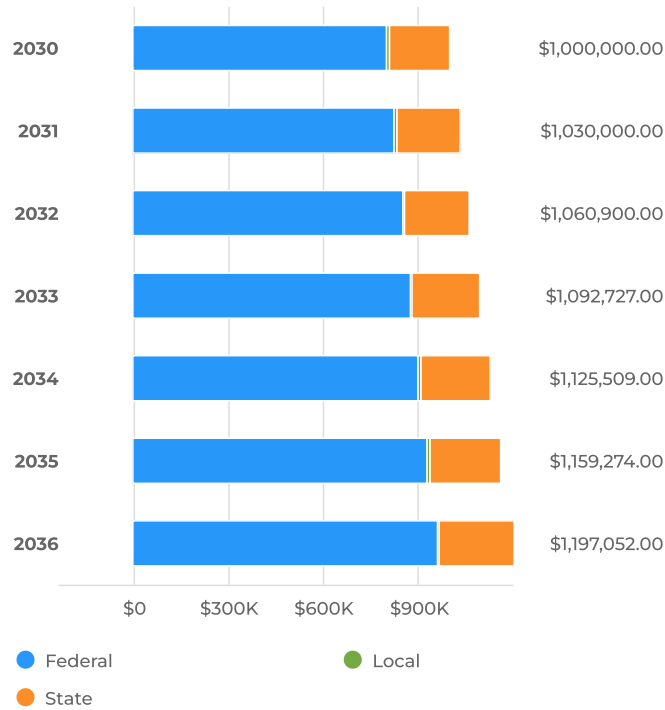
Capital Cost	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	Total
ERC	\$1,000,000	\$1,030,000	\$1,060,900	\$1,092,727	\$1,125,509	\$1,159,274	\$1,197,052	\$7,665,462
Total	\$1,000,000	\$1,030,000	\$1,060,900	\$1,092,727	\$1,125,509	\$1,159,274	\$1,197,052	\$7,665,462

Funding Sources

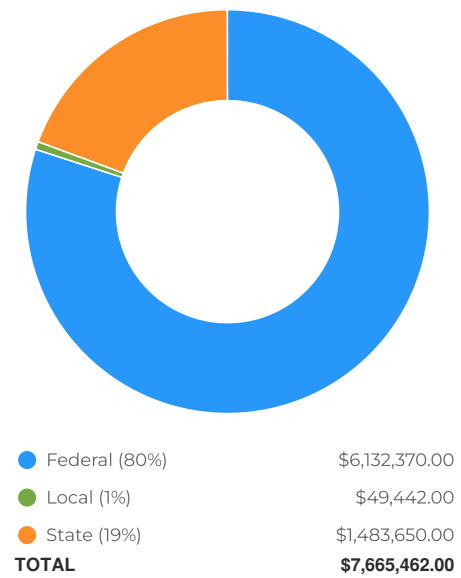
Total Budget (all years)
\$7.665M

Project Total
\$7.665M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown								
Funding Sources	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	Total
State	\$193,550	\$199,357	\$205,337	\$211,497	\$217,842	\$224,378	\$231,689	\$1,483,650
Federal	\$800,000	\$824,000	\$848,720	\$874,182	\$900,407	\$927,419	\$957,642	\$6,132,370
Local	\$6,450	\$6,643	\$6,843	\$7,048	\$7,260	\$7,477	\$7,721	\$49,442
Total	\$1,000,000	\$1,030,000	\$1,060,900	\$1,092,727	\$1,125,509	\$1,159,274	\$1,197,052	\$7,665,462

Tropical Storm Ida Response & Recovery

Overview

Request Owner	Capital Budgets, SEPTA
Department	Resiliency and Sustainability Program
Type	Capital Improvement
Project Number	CRXID

Description

This project will address damage caused by Tropical Storm Ida flooding in September 2021, most notably to signal systems along the Manayunk/Norristown Regional Rail Line.

Schedule/Status (Calendar Year): 2025 – 2029

Location: Montgomery and Philadelphia Counties

Service Area: Montgomery and Philadelphia Counties

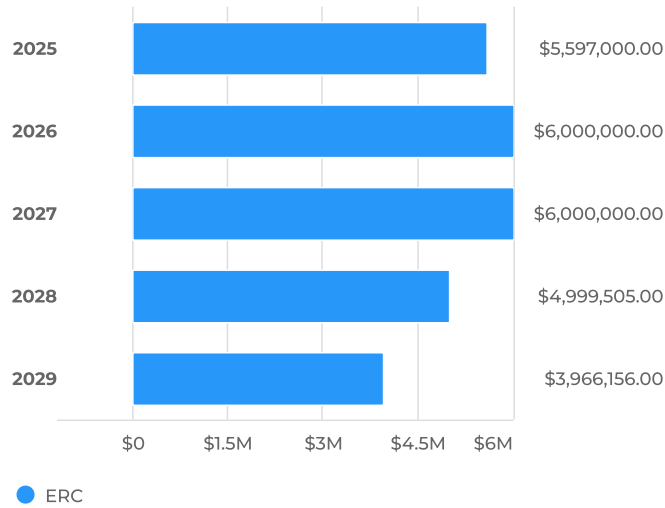
Details

S/TIP MPMS #	121366
Program Element	Resiliency & Sustainability Projects

Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$7,436,156	\$5,597,000	\$26.563M	\$33.999M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
ERC	\$7,436,156	\$5,597,000	\$6,000,000	\$6,000,000	\$4,999,505	\$3,966,156	\$33,998,817
Total	\$7,436,156	\$5,597,000	\$6,000,000	\$6,000,000	\$4,999,505	\$3,966,156	\$33,998,817

Funding Sources

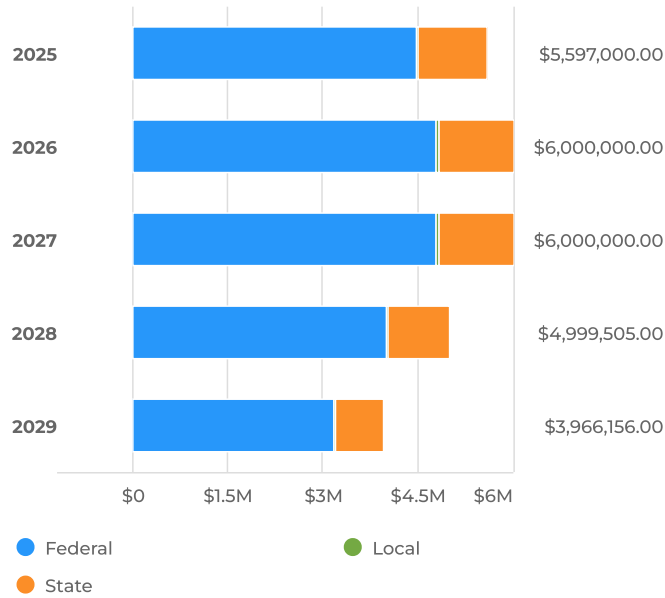
Total Historical
\$7,436,156

FY2025 Budget
\$5,597,000

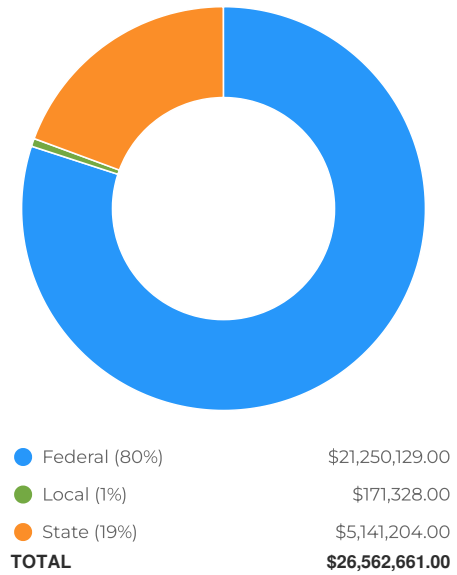
Total Budget (all years)
\$26.563M

Project Total
\$33.999M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
State	\$1,439,268	\$1,083,300	\$1,161,300	\$1,161,300	\$967,654	\$767,650	\$6,580,472
Federal	\$5,948,924	\$4,477,600	\$4,800,000	\$4,800,000	\$3,999,604	\$3,172,925	\$27,199,053
Local	\$47,964	\$36,100	\$38,700	\$38,700	\$32,247	\$25,581	\$219,292
Total	\$7,436,156	\$5,597,000	\$6,000,000	\$6,000,000	\$4,999,505	\$3,966,156	\$33,998,817

SEPTA KEY PROGRAM REQUESTS

SEPTA Key Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	SEPTA Key Program
Type	Capital Improvement
Project Number	SEPTA CPMS #s CRIFC (Key) and CRIF2 (Key 2.0)

Description

SEPTA Key Program

The SEPTA Key project has modernized SEPTA's antiquated fare payment and collection system by replacing it with a system that utilizes contactless payment devices and readers. Fare Kiosks located in stations and other terminal locations improve customer convenience for fare instrument purchases. Key Cards are also widely available in retail establishments throughout the SEPTA service area and are reloadable via the following methods: 1) at Fare Kiosks or ticket offices; 2) automatically through an account with SEPTA; 3) through an on-line transaction or the Call Center; or 4) through the SEPTA Key app.

SEPTA Key is unique as it includes all of SEPTA's service modes. SEPTA Key deployment has been completed for Bus, Metro (Trolley, Trackless Trolley, and High-Speed Lines), Regional Rail, and CCT. SEPTA upgraded the contactless readers at faregates and validators to be able to accept mobile tickets (Key Tix) and contactless credit cards, mobile wallets, etc. Key Partner Programs are cost-saving programs offering unique benefits to encourage ridership on SEPTA and these are now available to employers, colleges and universities, and social agencies.

SEPTA will be piloting new 3-D Gates at 69th Street to determine their effectiveness in reducing fare evasion. These gates are full height, designed to remove the ability to jump over, crawl under, etc., to evade paying a fare. Pilot is scheduled to launch for customer use in April 2024.

The SEPTA Key project will be completed in 2025.

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

Key Program Schedule/Status (Calendar Year): 2012 - 2025 Construction

SEPTA Key 2.0

The SEPTA Key 2.0 Fare Payment System project will upgrade the existing system to a next-generation, account-based electronic fare collection system which is necessary to meet future needs to provide a more flexible and secure back-office system as well as the replacement of obsolete field equipment. The goals and objectives of the SEPTA Key 2.0 Fare Payment System support the implementation of the SEPTA Forward Strategic Plan including: improve the customer experience with simple, intuitive interfaces; use modern technology to streamline operations & reduce fare evasion; improve financial controls; maximize system flexibility with an open architecture to integrate with other mobility providers; enhance data security; and deploy equitable fare policies. In addition to the System Upgrade, SEPTA Key 2.0 will also include the following:

- Parking System- To support revenue collection at SEPTA controlled parking lots and garages. The Parking System will be integrated with the new core Fare Payment System and provide open lot, garage, and permit parking.

- Continual Fare Media Order - This contract will provide for new forms of fare media inventory required to support future fare collection operations and sales. The types of fare media include:

- Extended-Use Media (reloadable smart cards)
- Limited-Use Media (Disposable Smart media aka DSM)
- Paper Tickets (QR-code)

- Building Access System - SEPTA will procure the supplies, equipment and software required to support building access at designated SEPTA facilities accessed by SEPTA staff, contractors and building tenants.

- Call Center Operations - The build-out, equipping, and staffing of a call center to process inbound calls and contacts from SEPTA Key customers. Please visit www.septakey.org (<https://www.septakey.org/>) for further details.

Key 2.0 Schedule/Status (Calendar Year): 2026 - 2034 Design & Construction

Location: System-wide

Service Area: System-wide

Images



PROJECT GOALS - SEPTA Key 2.0



The benefits and goals of SEPTA's Key 2.0 plan.



A SEPTA Key transaction which will be improved with the implementation of this project.



The use of a QR code to scan a customer's ticket.

Details

S/TIP MPMS #

60611

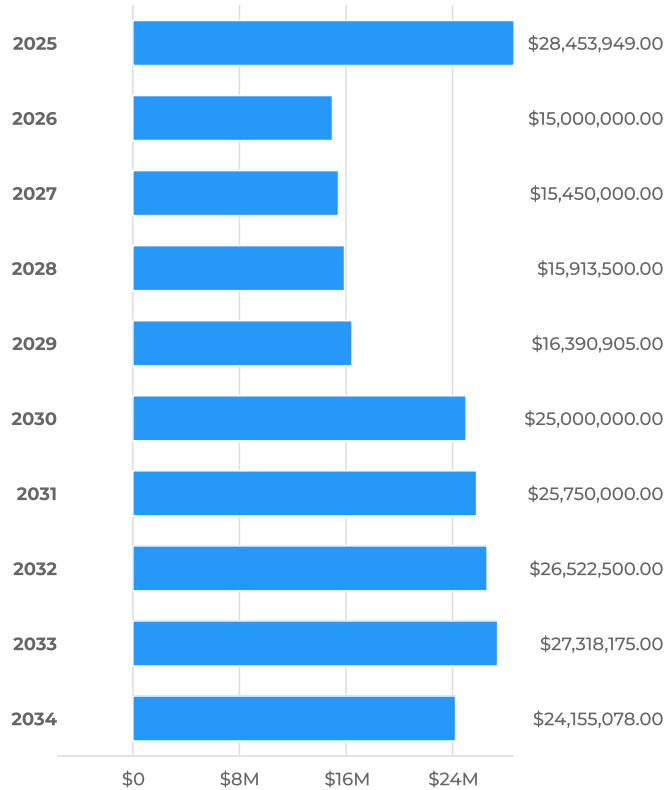
Program Element

SEPTA Key

Capital Cost

Total Historical **\$335,285,483**
 FY2025 Budget **\$28,453,949**
 Total Budget (all years) **\$219.954M**
 Project Total **\$555.24M**

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY
ERC	\$335,285,483	\$28,453,949	\$15,000,000	\$15,450,000	\$15,913,500	\$16,390,905	\$25,000,000	\$25,750,000	\$21
Total	\$335,285,483	\$28,453,949	\$15,000,000	\$15,450,000	\$15,913,500	\$16,390,905	\$25,000,000	\$25,750,000	\$2

Funding Sources

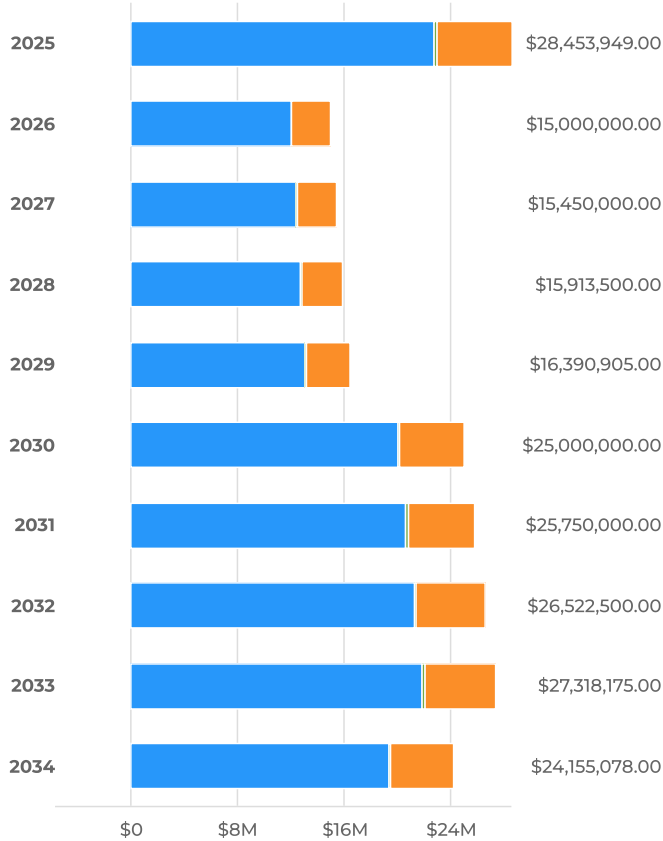
Total Historical
\$335,285,483

FY2025 Budget
\$28,453,949

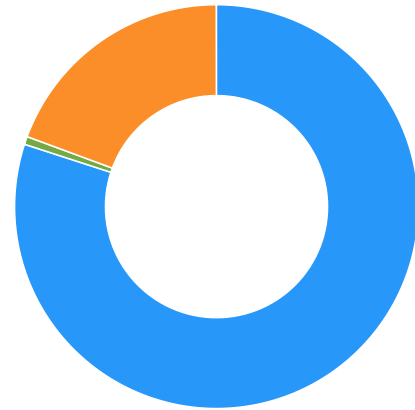
Total Budget (all years)
\$219.954M

Project Total
\$555.24M

Funding Sources by Year



Funding Sources for Budgeted Years



● Federal (80%)	\$175,963,285.00
● Local (1%)	\$1,418,704.00
● State (19%)	\$42,572,118.00
TOTAL	\$219,954,107.00

● Federal
● State
● Local

Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
State	\$64,894,505	\$5,507,262	\$2,903,250	\$2,990,348	\$3,080,058	\$3,172,460	\$4,838,750	\$4,983,912	\$5,075,000
Federal	\$268,228,386	\$22,763,159	\$12,000,000	\$12,360,000	\$12,730,800	\$13,112,724	\$20,000,000	\$20,600,000	\$21,200,000
Local	\$2,162,592	\$183,528	\$96,750	\$99,652	\$102,642	\$105,721	\$161,250	\$166,088	\$170,000
Total	\$335,285,483	\$28,453,949	\$15,000,000	\$15,450,000	\$15,913,500	\$16,390,905	\$25,000,000	\$25,750,000	\$26,522,500

SAFE, CLEAN, AND SECURE PROGRAM REQUESTS

2026 Events Preparedness Initiative

Overview

Request Owner	Capital Budgets, SEPTA
Department	Safe, Clean, and Secure Program
Type	Capital Improvement
Project Number	CCI26

Description

In 2026, the City of Philadelphia will host numerous large-scale events, including the celebration of our nation's 250th birthday (Semiquincentennial), the FIFA World Cup, and Major League Baseball's All-Star Game. To prepare for these events, SEPTA will work with regional partners to deploy numerous upgrades to stations and facilities, such as platform, paint, and headhouse repairs/upgrades and beautification efforts where appropriate, that will keep passengers safe.

Schedule/Status (Calendar Year): 2024 – 2025 Planning & Implementation

Location: Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties

Service Area: System-wide

Details

S/TIP MPMS #	121367
Program Element	Safe, Clean, and Secure Projects

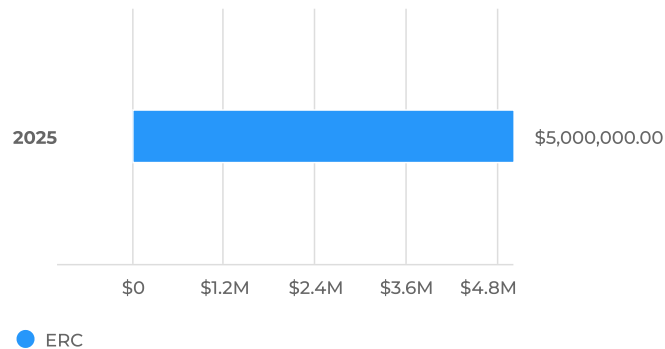
Capital Cost

FY2025 Budget
\$5,000,000

Total Budget (all years)
\$5M

Project Total
\$5M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown		
Capital Cost	FY2025	Total
ERC	\$5,000,000	\$5,000,000
Total	\$5,000,000	\$5,000,000

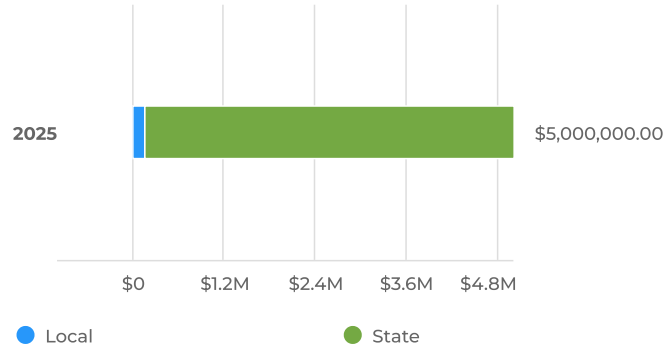
Funding Sources

FY2025 Budget
\$5,000,000

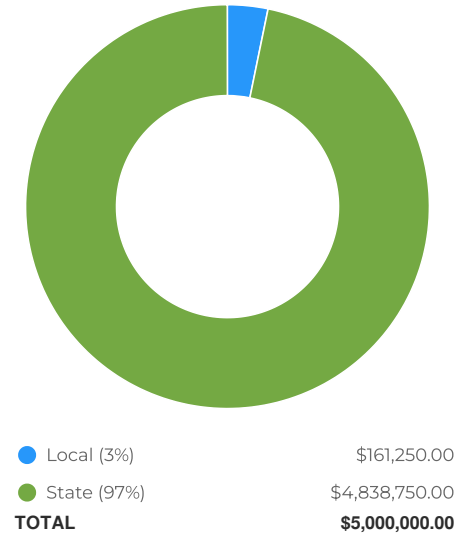
Total Budget (all years)
\$5M

Project Total
\$5M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown		
Funding Sources	FY2025	Total
State	\$4,838,750	\$4,838,750
Local	\$161,250	\$161,250
Total	\$5,000,000	\$5,000,000

Cleaning Equipment

Overview

Request Owner	Capital Budgets, SEPTA
Department	Safe, Clean, and Secure Program
Type	Capital Improvement
Project Number	CHICE

Description

The project provides for the purchase of various cleaning equipment and the construction of a 5,000 sq. ft. cleaning equipment storage facility at Fern Rock Shop. The project will improve SEPTA's cleaning capabilities and help keep stations and facilities safe and clean for riders and staff.

Schedule/Status (Calendar Year): Ongoing

Location: Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties

Service Area: System-wide

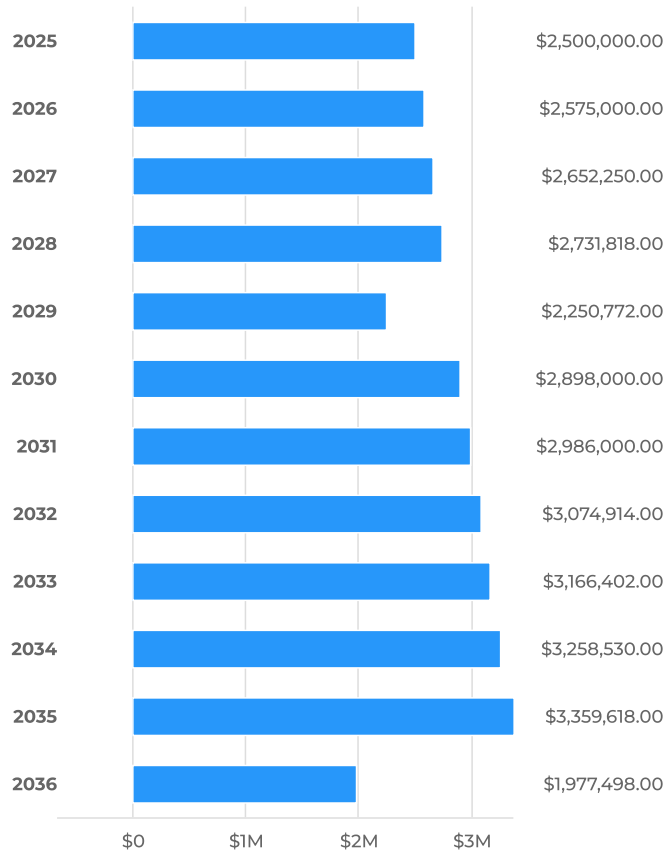
Details

S/TIP MPMS #	121367
Program Element	Safe, Clean, and Secure Projects

Capital Cost

FY2025 Budget **\$2,500,000** Total Budget (all years) **\$33.431M** Project Total **\$33.431M**

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC

Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033
ERC	\$2,500,000	\$2,575,000	\$2,652,250	\$2,731,818	\$2,250,772	\$2,898,000	\$2,986,000	\$3,074,914	\$3,166,402
Total	\$2,500,000	\$2,575,000	\$2,652,250	\$2,731,818	\$2,250,772	\$2,898,000	\$2,986,000	\$3,074,914	\$3,166,402

Funding Sources

FY2025 Budget

\$2,500,000

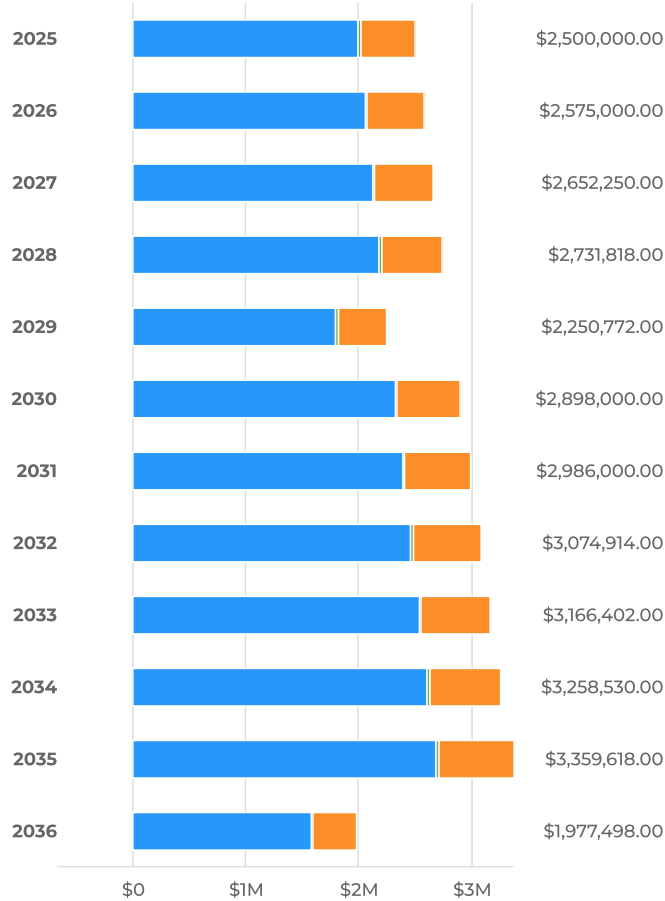
Total Budget (all years)

\$33.431M

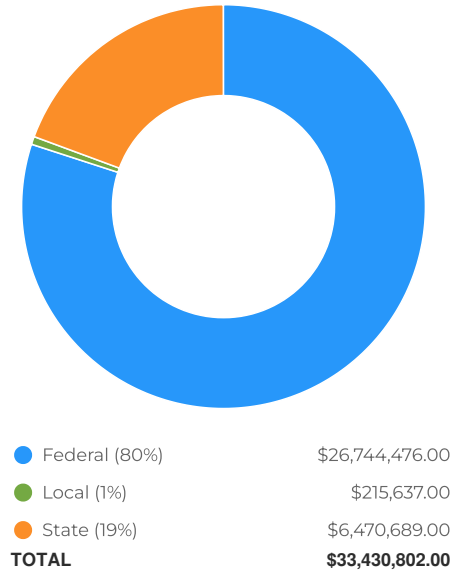
Project Total

\$33.431M

Funding Sources by Year



Funding Sources for Budgeted Years



● Federal
● State
● Local

Funding Sources Breakdown

Funding Sources	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033
State	\$483,875	\$498,391	\$513,343	\$530,150	\$435,936	\$559,360	\$577,940	\$595,150	\$612,857
Federal	\$2,000,000	\$2,060,000	\$2,121,800	\$2,184,000	\$1,800,308	\$2,320,000	\$2,388,800	\$2,459,931	\$2,533,121
Local	\$16,125	\$16,609	\$17,107	\$17,668	\$14,528	\$18,640	\$19,260	\$19,833	\$20,424
Total	\$2,500,000	\$2,575,000	\$2,652,250	\$2,731,818	\$2,250,772	\$2,898,000	\$2,986,000	\$3,074,914	\$3,166,402

Escalator / Elevator Improvement Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Safe, Clean, and Secure Program
Type	Capital Improvement
Project Number	CCSEE

Description

Modernization and upgrades to the escalators and elevators throughout the SEPTA system, including design, construction, and integration of an escalator remote monitoring system.

Schedule/Status (Calendar Year): Ongoing

Location: City of Philadelphia

Service Area: System-wide

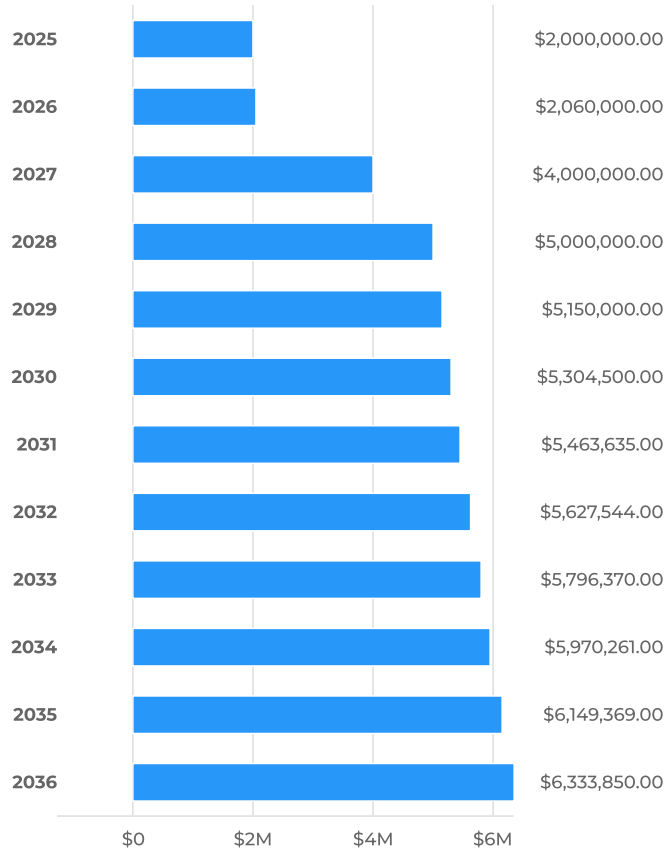
Details

S/TIP MPMS #	121367
Program Element	Safe, Clean, and Secure Projects

Capital Cost

Total Historical **\$7,716,297**
 FY2025 Budget **\$2,000,000**
 Total Budget (all years) **\$58.856M**
 Project Total **\$66.572M**

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	\$7,716,297	\$2,000,000	\$2,060,000	\$4,000,000	\$5,000,000	\$5,150,000	\$5,304,500	\$5,463,635	\$5,627,544
Total	\$7,716,297	\$2,000,000	\$2,060,000	\$4,000,000	\$5,000,000	\$5,150,000	\$5,304,500	\$5,463,635	\$5,627,544

Funding Sources

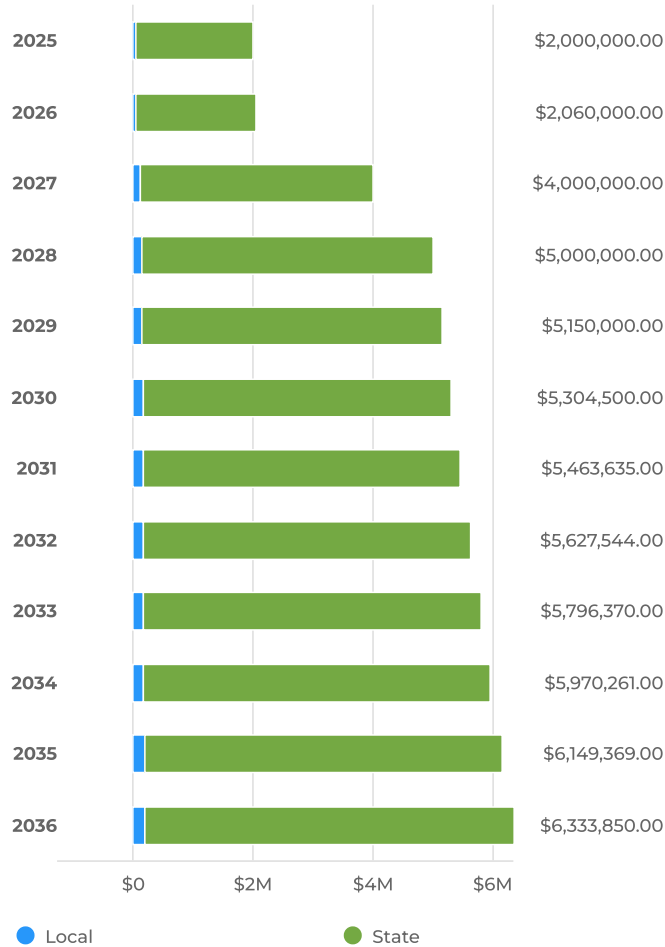
Total Historical
\$7,716,297

FY2025 Budget
\$2,000,000

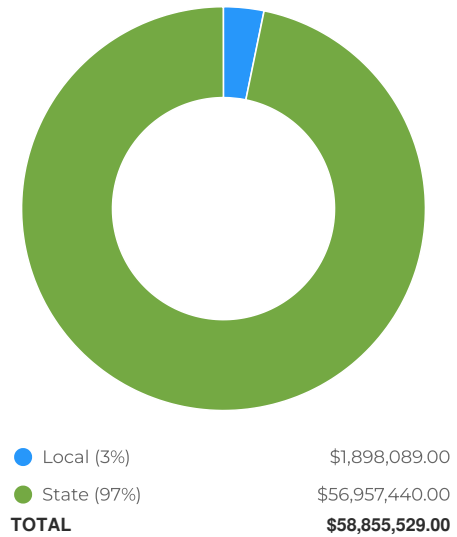
Total Budget (all years)
\$58.856M

Project Total
\$66.572M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
State	\$7,467,447	\$1,935,500	\$1,993,565	\$3,871,000	\$4,838,750	\$4,983,913	\$5,133,430	\$5,287,433	\$5,446,056
Local	\$248,850	\$64,500	\$66,435	\$129,000	\$161,250	\$166,087	\$171,070	\$176,202	\$181,488
Total	\$7,716,297	\$2,000,000	\$2,060,000	\$4,000,000	\$5,000,000	\$5,150,000	\$5,304,500	\$5,463,635	\$5,627,544

Fare Evasion Technology Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Safe, Clean, and Secure Program
Type	Capital Improvement
Project Number	CRIFA (Pilot Program), CCIFE

Description

SEPTA is experiencing significant fare evasion at numerous Metro stations. To improve passenger safety and reduce fare evasion, SEPTA is presently implementing the Fare Evasion Pilot Program to install and test new 3D Detection faregates (3D faregates) at the 69th Street Transportation Center. This program will provide for broader implementation at stations (to be determined) on the Metro network.

Note: This project appeared in the previous FY 2024 Capital Budget as the Fare Evasion Pilot Program.

Schedule/Status (Calendar Year):

Implementation: 2023 - 2026

Location: Delaware County, City of Philadelphia

Service Area: Delaware County, City of Philadelphia

Images



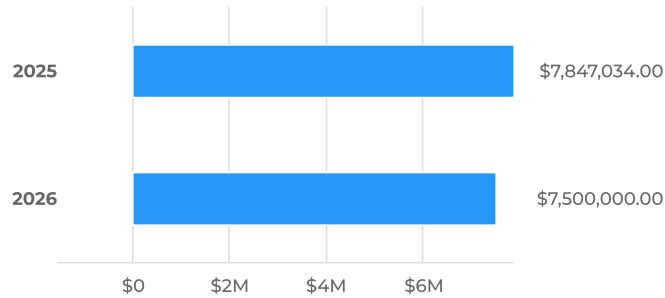
Details

S/TIP MPMS #	121367
Program Element	Safe, Clean, and Secure Projects

Capital Cost

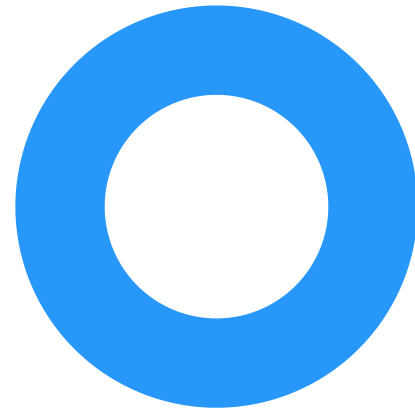
Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$1,052,966	\$7,847,034	\$15.347M	\$16.4M

Capital Cost by Year



● ERC

Capital Cost for Budgeted Years



● ERC (100%)	\$15,347,034.00
TOTAL	\$15,347,034.00

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	Total
ERC	\$1,052,966	\$7,847,034	\$7,500,000	\$16,400,000
Total	\$1,052,966	\$7,847,034	\$7,500,000	\$16,400,000

Funding Sources

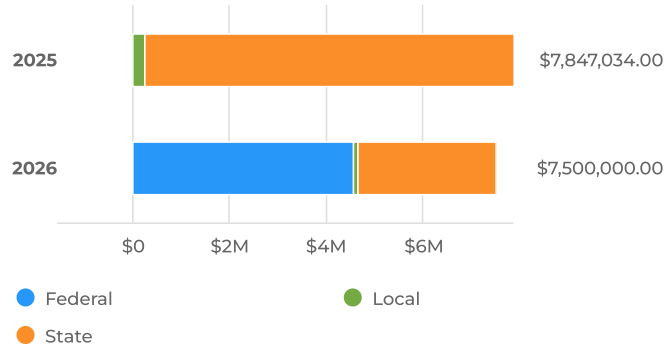
Total Historical
\$1,052,966

FY2025 Budget
\$7,847,034

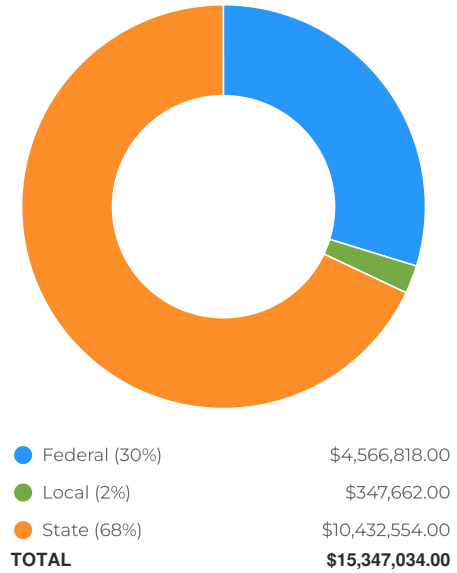
Total Budget (all years)
\$15.347M

Project Total
\$16.4M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	Total
State	\$1,019,008	\$7,593,967	\$2,838,587	\$11,451,562
Federal			\$4,566,818	\$4,566,818
Local	\$33,958	\$253,067	\$94,595	\$381,620
Total	\$1,052,966	\$7,847,034	\$7,500,000	\$16,400,000

Fern Rock Transportation Center Pedestrian Access

Overview

Request Owner	Capital Budgets, SEPTA
Department	Safe, Clean, and Secure Program
Type	Capital Improvement

Description

This project will provide an undergrade pedestrian connection from the neighborhood immediately east of Fern Rock Transportation Center. SEPTA is working with the City of Philadelphia to determine the safest, most accessible, and efficient path of travel for this connection.

Schedule/Status (Calendar Year):

Design: 2024 – 2025

Construction: 2026 – 2028

Location: City of Philadelphia

Service Area: Bucks, Montgomery, and Philadelphia Counties

Details

S/TIP MPMS #	121367
Program Element	Safe, Clean, and Secure Projects

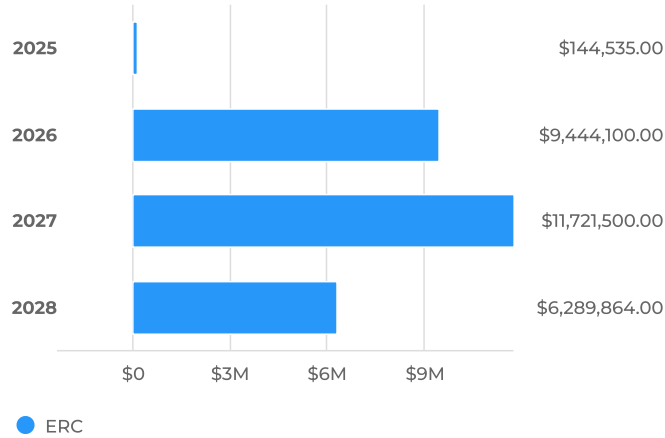
Location



Capital Cost

Total Historical **\$2,400,000**
 FY2025 Budget **\$144,535**
 Total Budget (all years) **\$27.6M**
 Project Total **\$30M**

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	Total
ERC	\$2,400,000	\$144,535	\$9,444,100	\$11,721,500	\$6,289,864	\$29,999,999
Total	\$2,400,000	\$144,535	\$9,444,100	\$11,721,500	\$6,289,864	\$29,999,999

Funding Sources

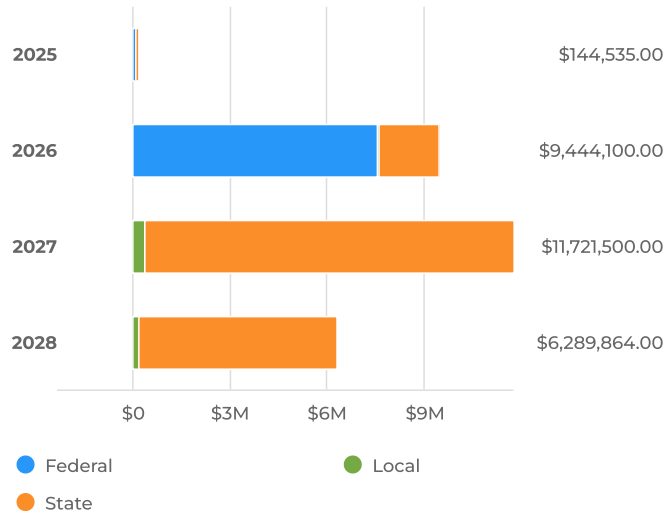
Total Historical
\$2,400,000

FY2025 Budget
\$144,535

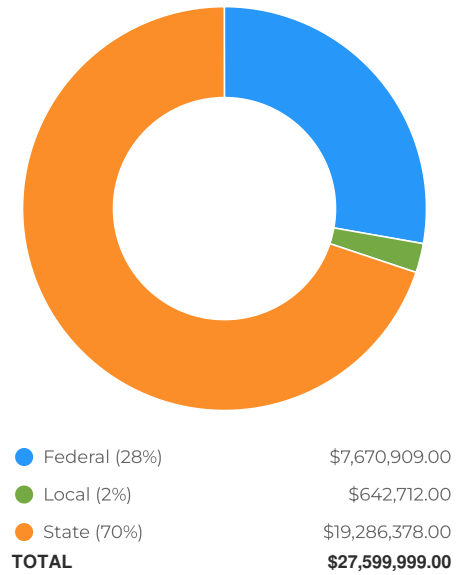
Total Budget (all years)
\$27.6M

Project Total
\$30M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	Total
State	\$2,322,600	\$27,975	\$1,827,905	\$11,343,482	\$6,087,016	\$21,608,978
Federal		\$115,629	\$7,555,280	\$0	\$0	\$7,670,909
Local	\$77,400	\$931	\$60,915	\$378,018	\$202,848	\$720,112
Total	\$2,400,000	\$144,535	\$9,444,100	\$11,721,500	\$6,289,864	\$29,999,999

Fern Rock Transportation Center Safety Improvements

Overview

Request Owner	Capital Budgets, SEPTA
Department	Safe, Clean, and Secure Program
Type	Capital Improvement
Project Number	CRSFI

Description

Safety improvements at Fern Rock Transportation Center Railroad Station, which serves the Lansdale/Doylestown, Warminster and West Trenton Regional Rail Lines and provides connecting service to the Broad Street Line. Work includes overhauling the elevator, platform repairs, fencing installation, lighting, and related station modifications.

Schedule/Status (Calendar Year):

Design was completed in 2022.

Construction: 2025 - 2028

Location: City of Philadelphia

Service Area: Bucks, Montgomery, and Philadelphia Counties

Images



Potential area for new fencing/barrier.



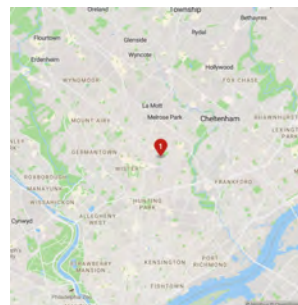
Rendering of the proposed barrier for the Fern Rock Transportation Center.



Details

S/TIP MPMS #	121367
Program Element	Safe, Clean, and Secure Projects

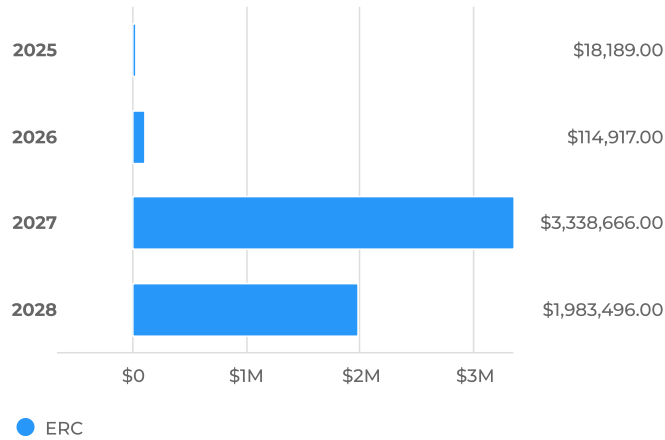
Location



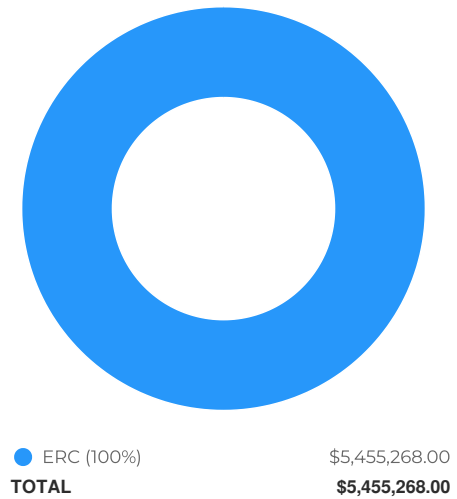
Capital Cost

Total Historical **\$17,044,731**
 FY2025 Budget **\$18,189**
 Total Budget (all years) **\$5.455M**
 Project Total **\$22.5M**

Capital Cost by Year



Capital Cost for Budgeted Years



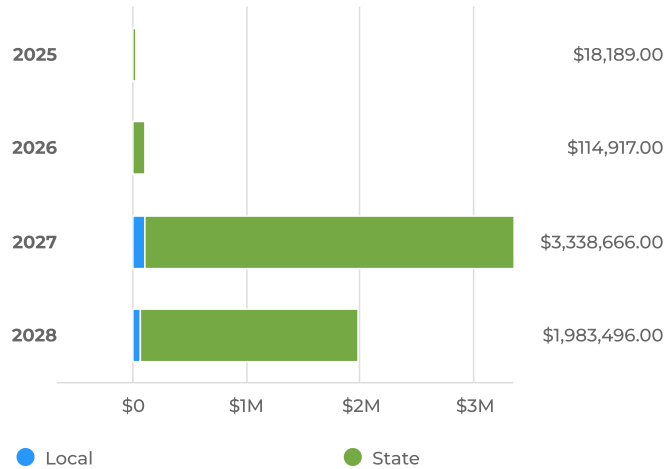
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	Total
ERC	\$17,044,731	\$18,189	\$114,917	\$3,338,666	\$1,983,496	\$22,499,999
Total	\$17,044,731	\$18,189	\$114,917	\$3,338,666	\$1,983,496	\$22,499,999

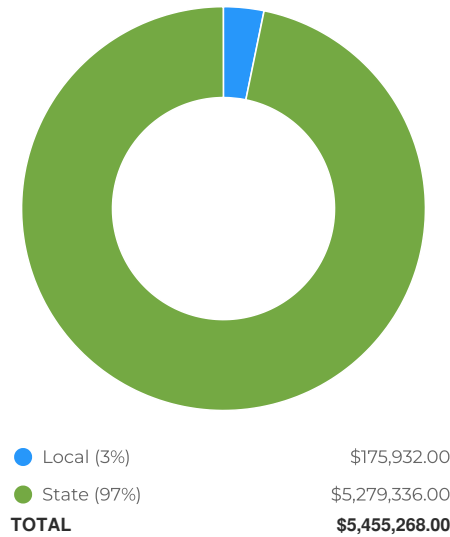
Funding Sources

Total Historical **\$17,044,731**
 FY2025 Budget **\$18,189**
 Total Budget (all years) **\$5.455M**
 Project Total **\$22.5M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown						
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	Total
State	\$16,495,038	\$17,603	\$111,211	\$3,230,994	\$1,919,528	\$21,774,374
Local	\$549,693	\$586	\$3,706	\$107,672	\$63,968	\$725,625
Total	\$17,044,731	\$18,189	\$114,917	\$3,338,666	\$1,983,496	\$22,499,999

Grade Crossing Enhancement Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Safe, Clean, and Secure Program
Type	Capital Improvement
Project Number	CRLGC

Description

This safety project will renew and upgrade various railroad and trolley highway grade crossing locations within the SEPTA system, including the addition of passive and/or active safety enhancements.

Schedule/Status (Calendar Year): Ongoing

Location: Bucks, Delaware, Montgomery, and Philadelphia Counties

Service Area: System-wide

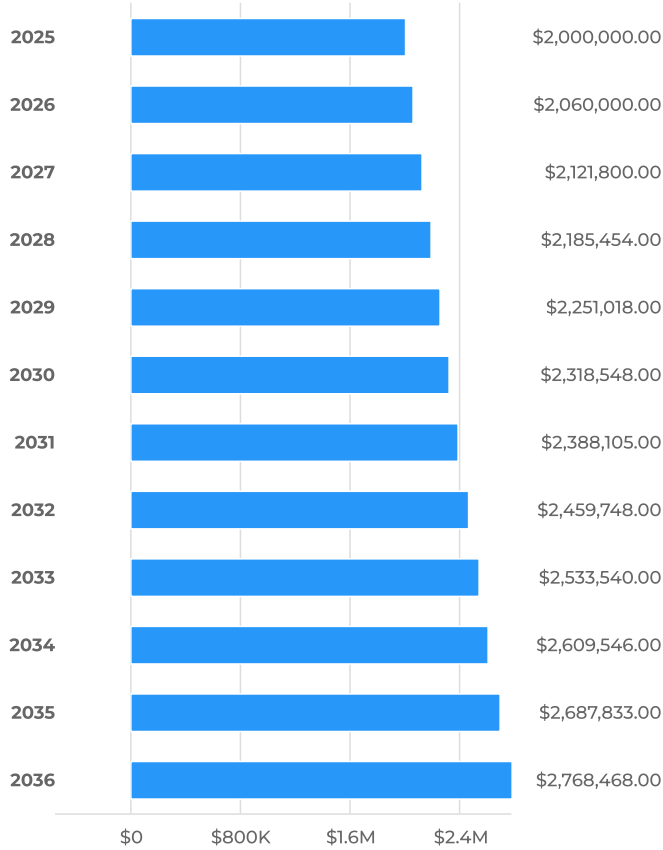
Details

S/TIP MPMS #	121367
Program Element	Safe, Clean, and Secure Projects

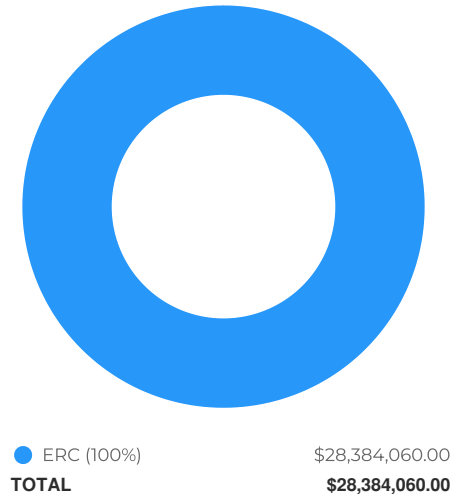
Capital Cost

Total Historical **\$7,371,818**
 FY2025 Budget **\$2,000,000**
 Total Budget (all years) **\$28.384M**
 Project Total **\$35.756M**

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC

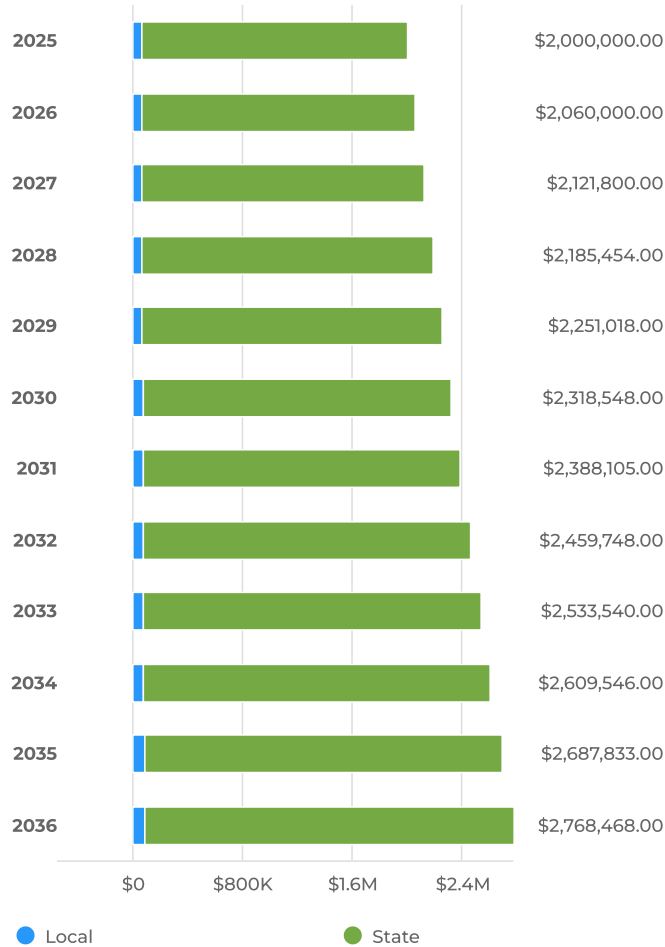
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	\$7,371,818	\$2,000,000	\$2,060,000	\$2,121,800	\$2,185,454	\$2,251,018	\$2,318,548	\$2,388,105	\$2,459,748
Total	\$7,371,818	\$2,000,000	\$2,060,000	\$2,121,800	\$2,185,454	\$2,251,018	\$2,318,548	\$2,388,105	\$2,459,748

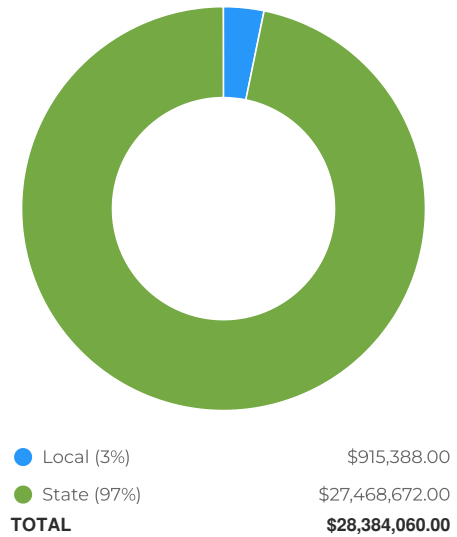
Funding Sources

Total Historical **\$7,371,818** FY2025 Budget **\$2,000,000** Total Budget (all years) **\$28.384M** Project Total **\$35.756M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
State	\$7,134,077	\$1,935,500	\$1,993,565	\$2,053,372	\$2,114,973	\$2,178,422	\$2,243,775	\$2,311,088	\$2,380,421
Local	\$237,741	\$64,500	\$66,435	\$68,428	\$70,481	\$72,596	\$74,773	\$77,017	\$79,327
Total	\$7,371,818	\$2,000,000	\$2,060,000	\$2,121,800	\$2,185,454	\$2,251,018	\$2,318,548	\$2,388,105	\$2,459,748

Lawndale Station Grade Separation & High-Level Platform

Overview

Request Owner	Capital Budgets, SEPTA
Department	Safe, Clean, and Secure Program
Type	Capital Improvement
Project Number	CRSLI

Description

Construction of a grade separated pedestrian access to Lawndale Station on the Fox Chase Regional Rail Line. This project also includes the installation of a high-level platform and passenger shelters.

Schedule/Status (Calendar Year):

Design: 2017 - 2025
Construction: 2025 - 2028

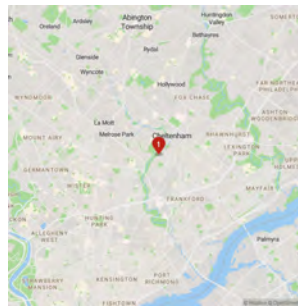
Location: City of Philadelphia

Service Area: City of Philadelphia

Details

S/TIP MPMS #	121367
Program Element	Safe, Clean, and Secure Projects

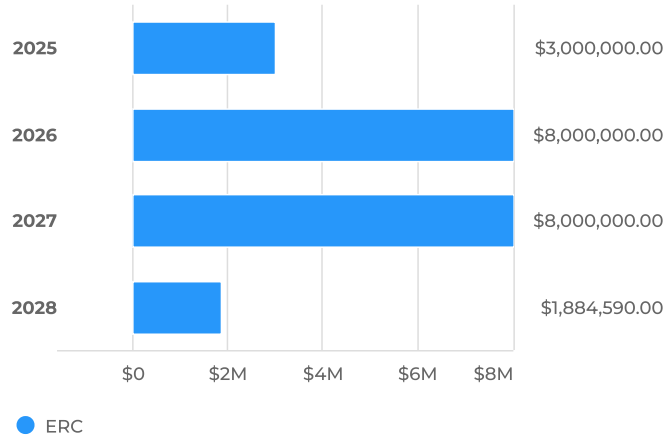
Location



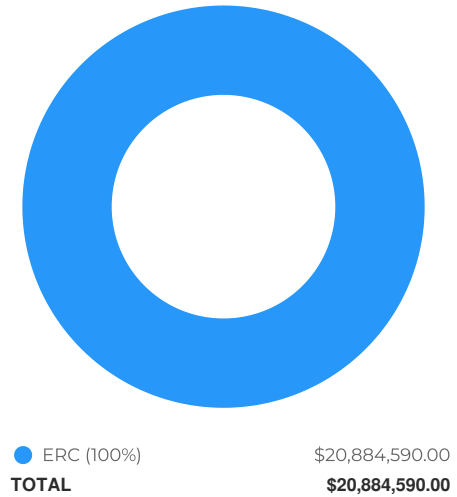
Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$4,415,409	\$3,000,000	\$20.885M	\$25.3M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown						
Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	Total
ERC	\$4,415,409	\$3,000,000	\$8,000,000	\$8,000,000	\$1,884,590	\$25,299,999
Total	\$4,415,409	\$3,000,000	\$8,000,000	\$8,000,000	\$1,884,590	\$25,299,999

Funding Sources

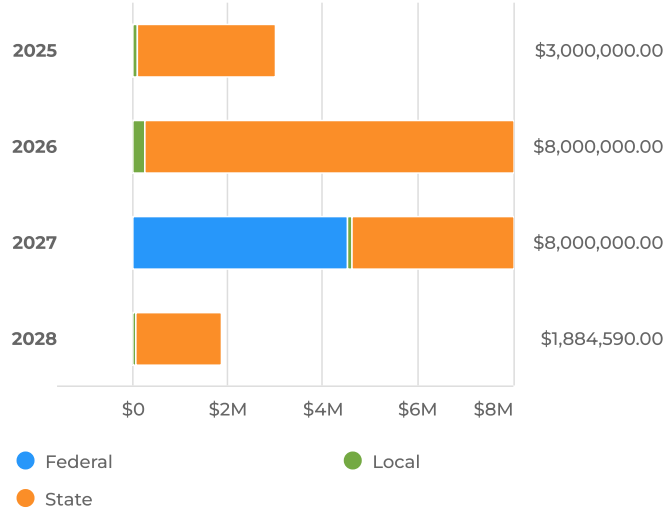
Total Historical
\$4,415,409

FY2025 Budget
\$3,000,000

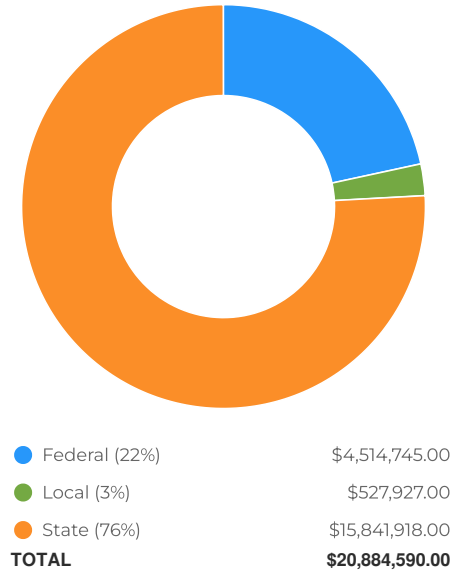
Total Budget (all years)
\$20.885M

Project Total
\$25.3M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	Total
State	\$4,273,012	\$2,903,250	\$7,742,000	\$3,372,856	\$1,823,812	\$20,114,930
Federal				\$4,514,745		\$4,514,745
Local	\$142,397	\$96,750	\$258,000	\$112,399	\$60,778	\$670,324
Total	\$4,415,409	\$3,000,000	\$8,000,000	\$8,000,000	\$1,884,590	\$25,299,999

Light Rail Vehicle (LRV) Collision Avoidance System

Overview

Request Owner	Capital Budgets, SEPTA
Department	Safe, Clean, and Secure Program
Type	Capital Improvement
Project Number	CCVCA

Description

This project will implement collision warning technology, a safety system that uses radar, lasers, or cameras to detect hazards and provide warnings to the operator along with automatic emergency braking. SEPTA will install a Collision Avoidance System on 108 subway-surface trolleys.

Schedule/Status (Calendar Year): 2025 – 2027 Implementation

Location: City of Philadelphia

Service Area: City of Philadelphia

Details

S/TIP MPMS #	121367
Program Element	Safe, Clean, and Secure Projects

Capital Cost

FY2025 Budget

\$615,250

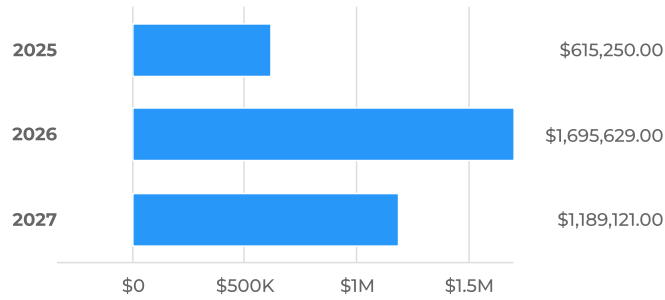
Total Budget (all years)

\$3.5M

Project Total

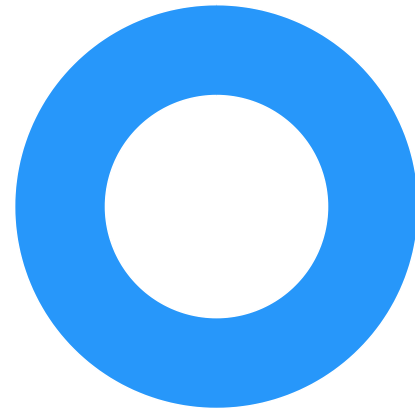
\$3.5M

Capital Cost by Year



● ERC

Capital Cost for Budgeted Years



● ERC (100%)

\$3,500,000.00

TOTAL

\$3,500,000.00

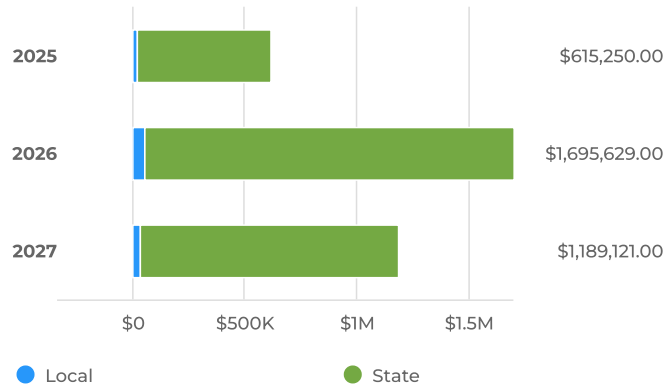
Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	Total
ERC	\$615,250	\$1,695,629	\$1,189,121	\$3,500,000
Total	\$615,250	\$1,695,629	\$1,189,121	\$3,500,000

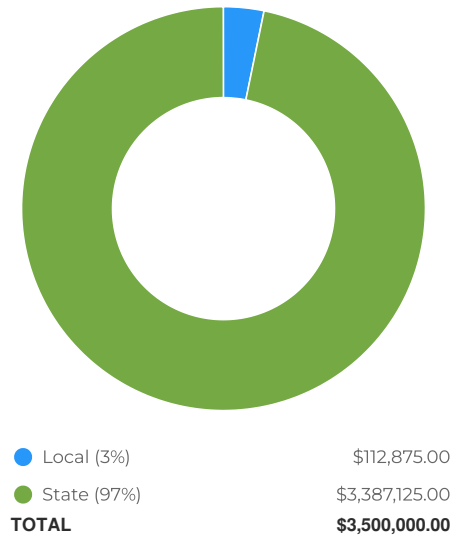
Funding Sources

FY2025 Budget Total Budget (all years) Project Total
\$615,250 **\$3.5M** **\$3.5M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown				
Funding Sources	FY2025	FY2026	FY2027	Total
State	\$595,408	\$1,640,945	\$1,150,772	\$3,387,125
Local	\$19,842	\$54,684	\$38,349	\$112,875
Total	\$615,250	\$1,695,629	\$1,189,121	\$3,500,000

NRG Station Ventilation Improvements

Overview

Request Owner	Capital Budgets, SEPTA
Department	Safe, Clean, and Secure Program
Type	Capital Improvement
Project Number	CRSVN

Description

Replacement and upgrade of the existing ventilation systems and installation of a smoke abatement system at NRG Station.

Schedule/Status (Calendar Year):

Phase 1 is complete.

Phase 2: Implementation 2029 – 2036

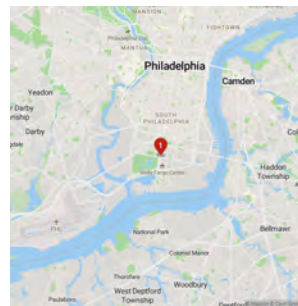
Location: City of Philadelphia

Service Area: City of Philadelphia

Details

S/TIP MPMS #	121367
Program Element	Safe, Clean, and Secure Projects

Location



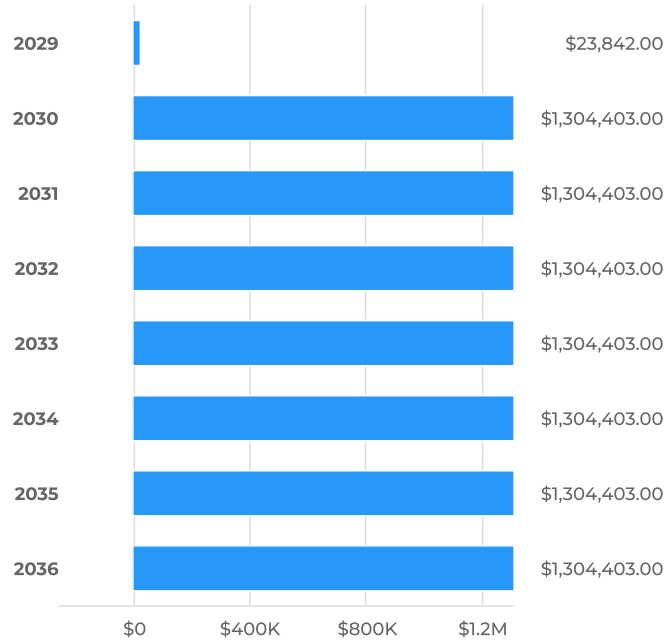
Capital Cost

Total Historical
\$845,336

Total Budget (all years)
\$9.155M

Project Total
\$10M

Capital Cost by Year



Capital Cost for Budgeted Years



ERC

Capital Cost Breakdown

Capital Cost	Historical	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	Total
ERC	\$845,336	\$23,842	\$1,304,403	\$1,304,403	\$1,304,403	\$1,304,403	\$1,304,403	\$1,304,403	\$1,304,403	\$9,9
Total	\$845,336	\$23,842	\$1,304,403	\$1,304,403	\$1,304,403	\$1,304,403	\$1,304,403	\$1,304,403	\$1,304,403	\$9,9

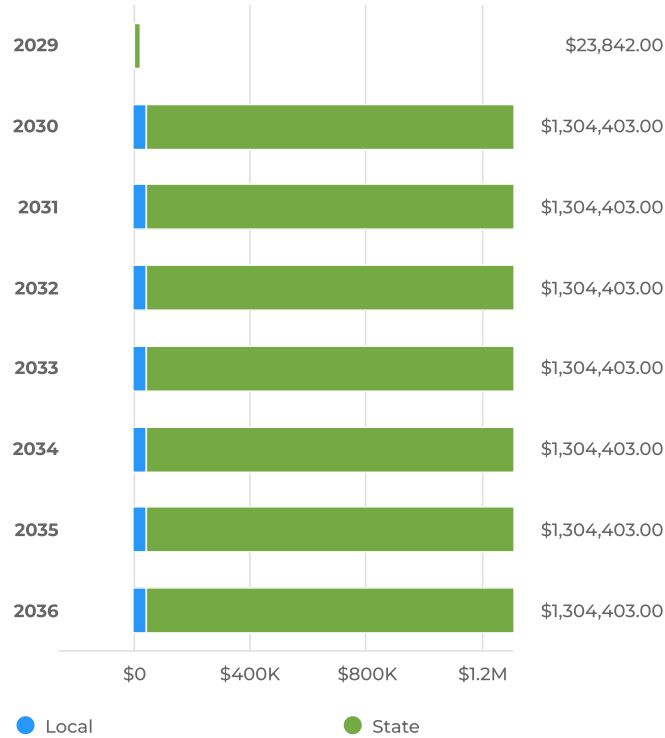
Funding Sources

Total Historical
\$845,336

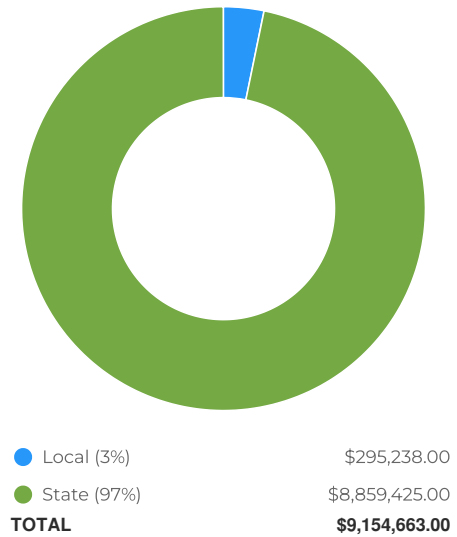
Total Budget (all years)
\$9.155M

Project Total
\$10M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown										
Funding Sources	Historical	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	Tot
State	\$818,074	\$23,073	\$1,262,336	\$1,262,336	\$1,262,336	\$1,262,336	\$1,262,336	\$1,262,336	\$1,262,336	\$9,154,663
Local	\$27,262	\$769	\$42,067	\$42,067	\$42,067	\$42,067	\$42,067	\$42,067	\$42,067	\$32,000
Total	\$845,336	\$23,842	\$1,304,403	\$1,304,403	\$1,304,403	\$1,304,403	\$1,304,403	\$1,304,403	\$1,304,403	\$9,154,663

Regional Rail Grade Crossing Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Safe, Clean, and Secure Program
Type	Capital Improvement
Project Number	CRLRG

Description

This safety project will renew and upgrade various railroad & highway grade crossing locations within the SEPTA system, including the addition of passive and/or active safety enhancements. This project is supported by two Federal Highway Administration (FHWA) Commuter Authority Rail Safety Improvement (CARSI) grants totaling \$18.3M.

Schedule/Status (Calendar Year):

Design and Construction: 2023 - 2029

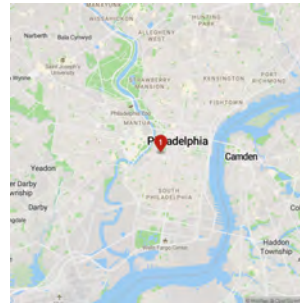
Location: Bucks, Delaware, Montgomery, and Philadelphia Counties

Service Area: System-wide

Details

S/TIP MPMS #	121367
Program Element	Safe, Clean, and Secure Projects

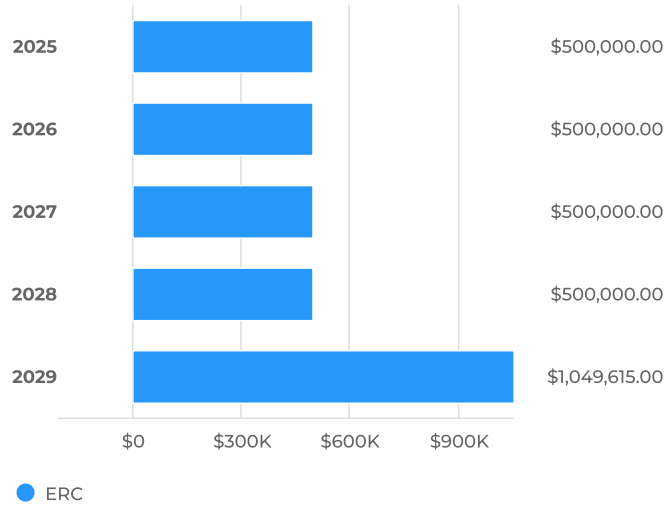
Location



Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$18,950,385	\$500,000	\$3.05M	\$22M

Capital Cost by Year



Capital Cost for Budgeted Years

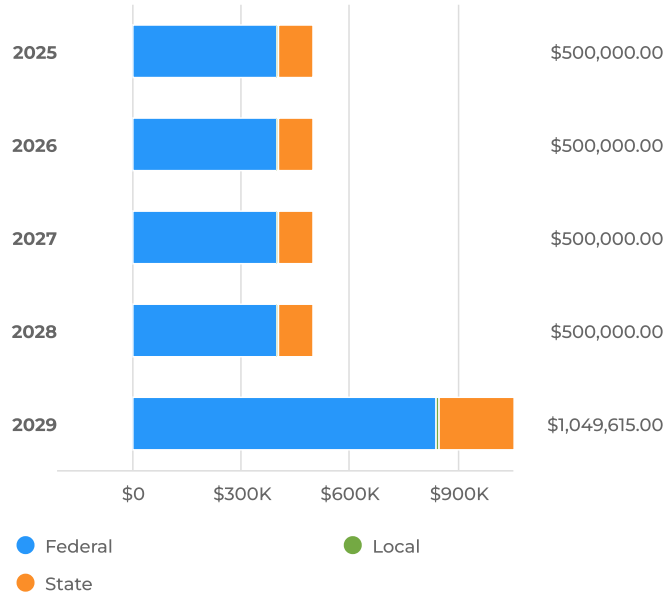


Capital Cost Breakdown							
Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
ERC	\$18,950,385	\$500,000	\$500,000	\$500,000	\$500,000	\$1,049,615	\$22,000,000
Total	\$18,950,385	\$500,000	\$500,000	\$500,000	\$500,000	\$1,049,615	\$22,000,000

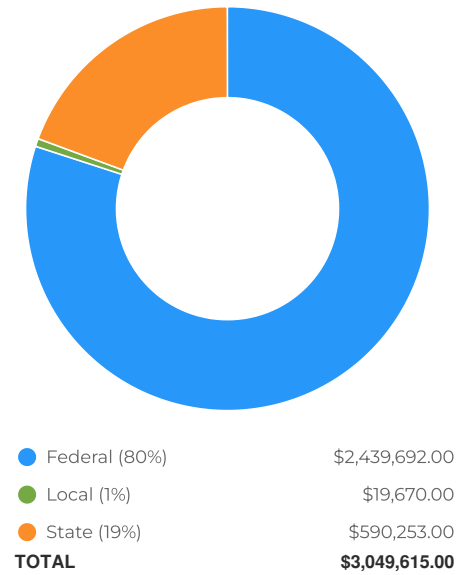
Funding Sources

Total Historical **\$18,950,385** FY2025 Budget **\$500,000** Total Budget (all years) **\$3.05M** Project Total **\$22M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
State	\$3,667,847	\$96,775	\$96,775	\$96,775	\$96,775	\$203,153	\$4,258,100
Federal	\$15,160,308	\$400,000	\$400,000	\$400,000	\$400,000	\$839,692	\$17,600,000
Local	\$122,230	\$3,225	\$3,225	\$3,225	\$3,225	\$6,770	\$141,900
Total	\$18,950,385	\$500,000	\$500,000	\$500,000	\$500,000	\$1,049,615	\$22,000,000

Safety and Security Infrastructure Hardening Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Safe, Clean, and Secure Program
Type	Capital Improvement
Project Number	CRPCS

Description

Infrastructure improvements and modifications throughout the SEPTA system will improve the safety and security of both passengers and assets.

This program includes culvert and retaining wall replacement and renewal. It will also allow SEPTA to perform analysis and conceptual design of key safety and security initiatives. This is an ongoing system-wide program to address critical needs to keep the SEPTA system operating reliably and safely.

Schedule/Status (Calendar Year): Ongoing

Location: Bucks, Delaware, Montgomery, and Philadelphia Counties

Service Area: System-wide

Details

S/TIP MPMS #	121367
Program Element	Safe, Clean, and Secure Projects

Capital Cost

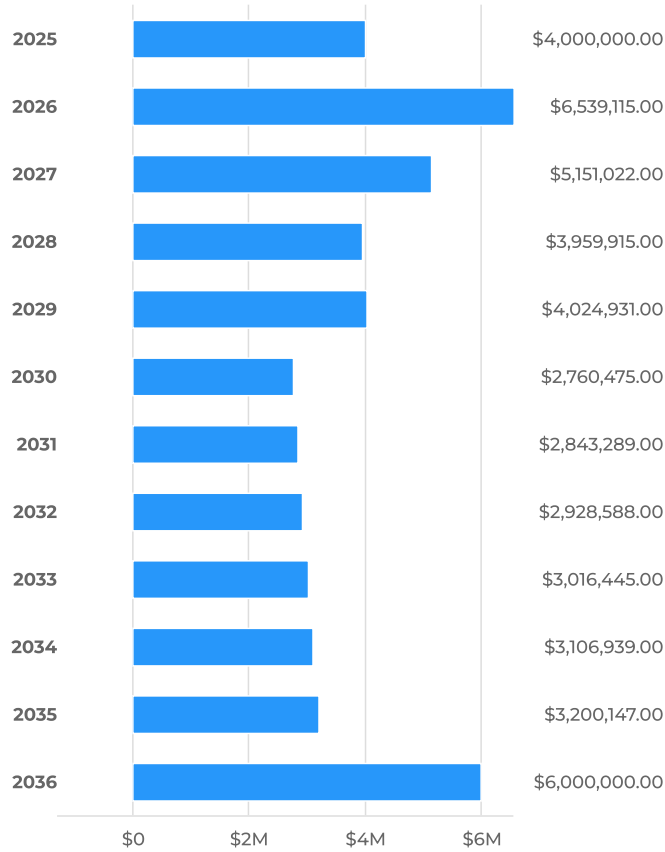
Total Historical
\$20,624,764

FY2025 Budget
\$4,000,000

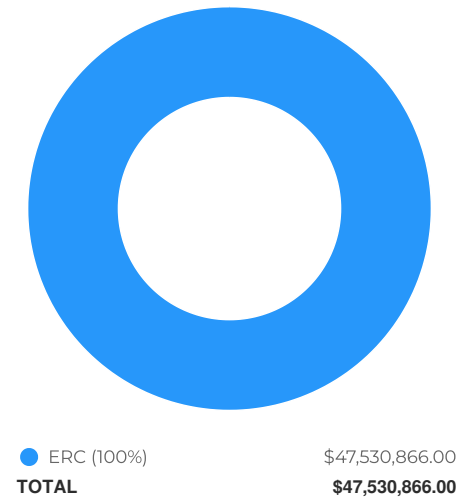
Total Budget (all years)
\$47.531M

Project Total
\$68.156M

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	\$20,624,764	\$4,000,000	\$6,539,115	\$5,151,022	\$3,959,915	\$4,024,931	\$2,760,475	\$2,843,289	\$2,928,588
Total	\$20,624,764	\$4,000,000	\$6,539,115	\$5,151,022	\$3,959,915	\$4,024,931	\$2,760,475	\$2,843,289	\$2,928,588

Funding Sources

Total Historical
\$20,624,764

FY2025 Budget
\$4,000,000

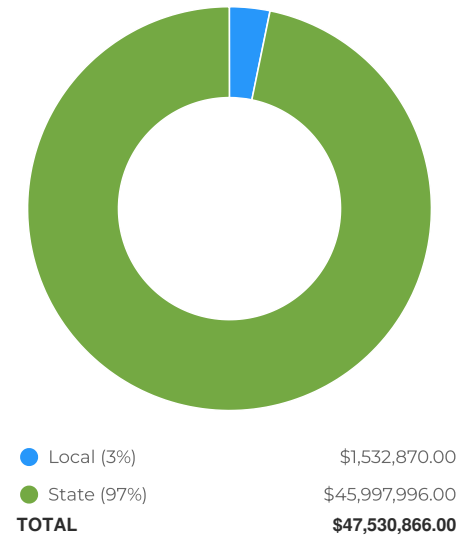
Total Budget (all years)
\$47.531M

Project Total
\$68.156M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
State	\$8,733,403	\$3,871,000	\$6,328,229	\$4,984,901	\$3,832,208	\$3,895,127	\$2,671,450	\$2,751,593	\$2,834,141
Federal	\$11,602,898								
Local	\$288,463	\$129,000	\$210,886	\$166,121	\$127,707	\$129,804	\$89,025	\$91,696	\$94,447
Total	\$20,624,764	\$4,000,000	\$6,539,115	\$5,151,022	\$3,959,915	\$4,024,931	\$2,760,475	\$2,843,289	\$2,928,588

Safety and Security Shop, Yard, & Office Hardening

Overview

Request Owner	Capital Budgets, SEPTA
Department	Safe, Clean, and Secure Program
Type	Capital Improvement
Project Number	CCMHA

Description

Infrastructure improvements and modifications throughout SEPTA's shops, yards, and offices to improve the safety and security of employees and assets. This program will allow SEPTA to perform analysis and conceptual design of key safety and security initiatives.

Schedule/Status (Calendar Year): Ongoing

Location: Bucks, Delaware, Montgomery, and Philadelphia Counties

Service Area: System-wide

Details

S/TIP MPMS #	121367
Program Element	Safe, Clean, and Secure Projects

Capital Cost

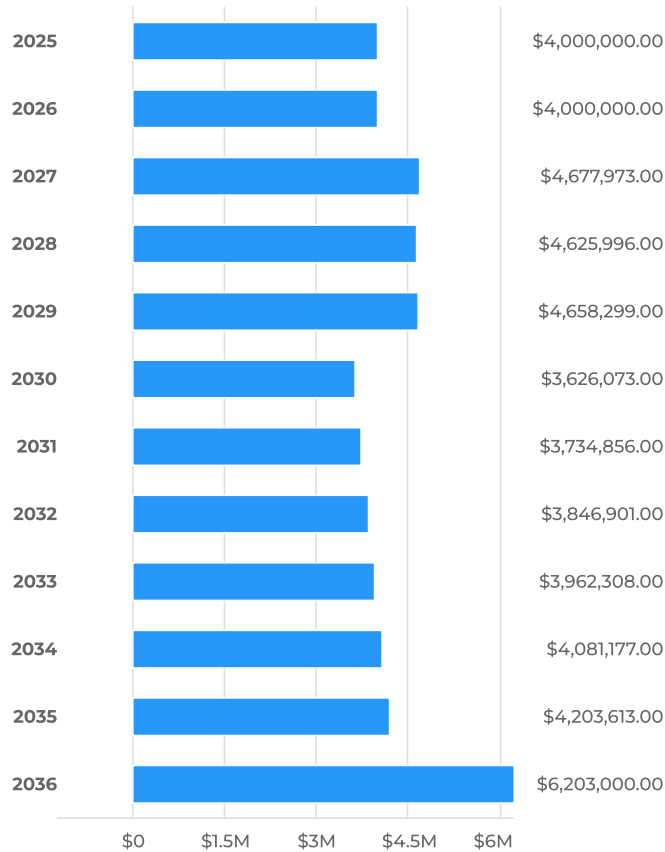
Total Historical
\$7,383,188

FY2025 Budget
\$4,000,000

Total Budget (all years)
\$51.62M

Project Total
\$59.003M

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	\$7,383,188	\$4,000,000	\$4,000,000	\$4,677,973	\$4,625,996	\$4,658,299	\$3,626,073	\$3,734,856	\$3,846,901
Total	\$7,383,188	\$4,000,000	\$4,000,000	\$4,677,973	\$4,625,996	\$4,658,299	\$3,626,073	\$3,734,856	\$3,846,901

Funding Sources

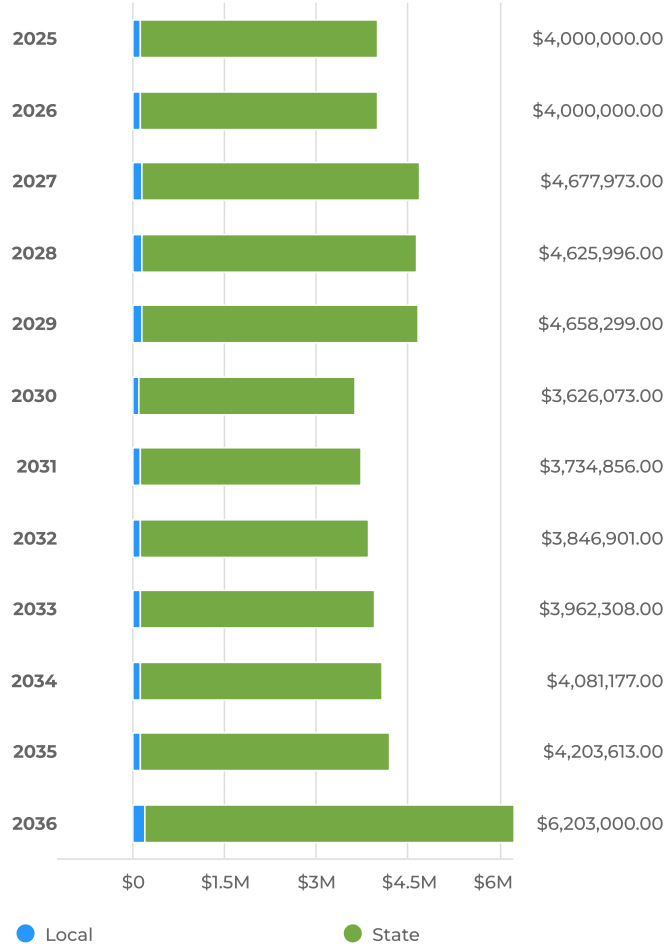
Total Historical
\$7,383,188

FY2025 Budget
\$4,000,000

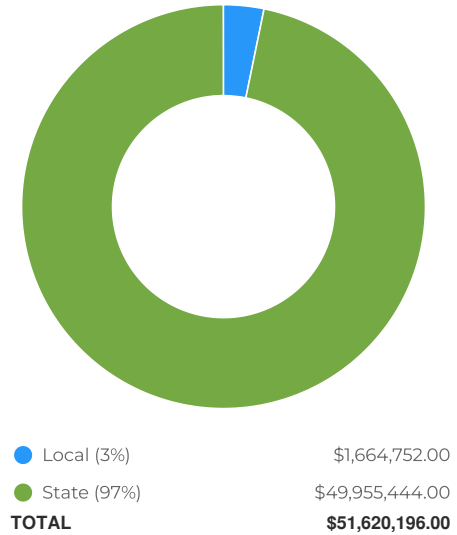
Total Budget (all years)
\$51.62M

Project Total
\$59.003M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
State	\$3,125,576	\$3,871,000	\$3,871,000	\$4,527,108	\$4,476,808	\$4,508,069	\$3,509,132	\$3,614,406	\$3,722,839
Federal	\$4,152,531								
Local	\$105,081	\$129,000	\$129,000	\$150,865	\$149,188	\$150,230	\$116,941	\$120,450	\$124,062
Total	\$7,383,188	\$4,000,000	\$4,000,000	\$4,677,973	\$4,625,996	\$4,658,299	\$3,626,073	\$3,734,856	\$3,846,901

SEPTA Transit Police Department Equipment

Overview

Request Owner	Capital Budgets, SEPTA
Department	Safe, Clean, and Secure Program
Type	Capital Improvement
Project Number	CHYPD

Description

This project will provide equipment for the SEPTA Police Department to support and enhance the department's effectiveness in fulfilling its mission, improve operational capabilities, and ensure the safety of passengers and personnel. The SEPTA Police Department plays a critical role in ensuring the safety and security of thousands of riders and employees who utilize SEPTA services daily.

SEPTA's Police Department's Mission is to:

- Work in partnership with other SEPTA employees and customers.
- Provide a safe and secure work and travel environment.
- Enhance the quality of life on our system through law enforcement efforts that reduce the fear and incidence of crime.

Schedule/Status (Calendar Year): Ongoing

Location: System-wide

Service Area: System-wide

Details

S/TIP MPMS #	121367
Program Element	Safe, Clean, and Secure Projects

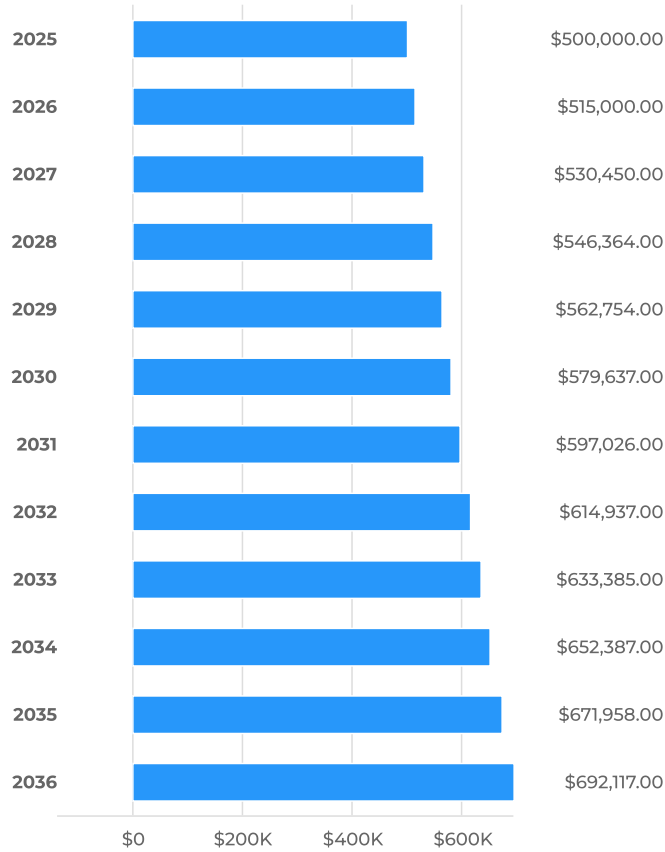
Capital Cost

FY2025 Budget
\$500,000

Total Budget (all years)
\$7.096M

Project Total
\$7.096M

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC

Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	\$500,000	\$515,000	\$530,450	\$546,364	\$562,754	\$579,637	\$597,026	\$614,937	\$633,385	\$652,387	\$671,958	\$692,117
Total	\$500,000	\$515,000	\$530,450	\$546,364	\$562,754	\$579,637	\$597,026	\$614,937	\$633,385	\$652,387	\$671,958	\$692,117

Funding Sources

FY2025 Budget

\$500,000

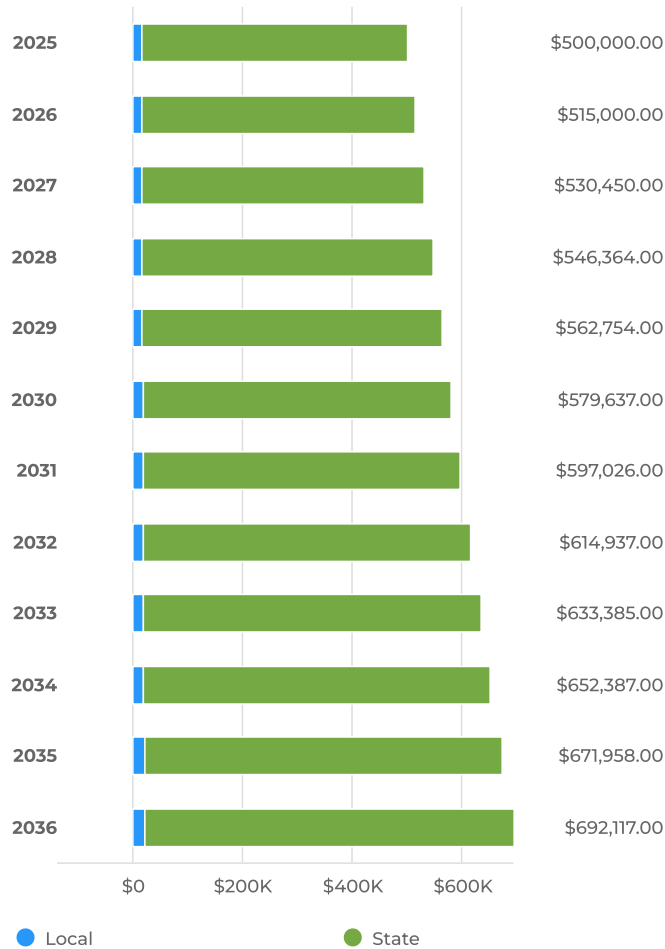
Total Budget (all years)

\$7.096M

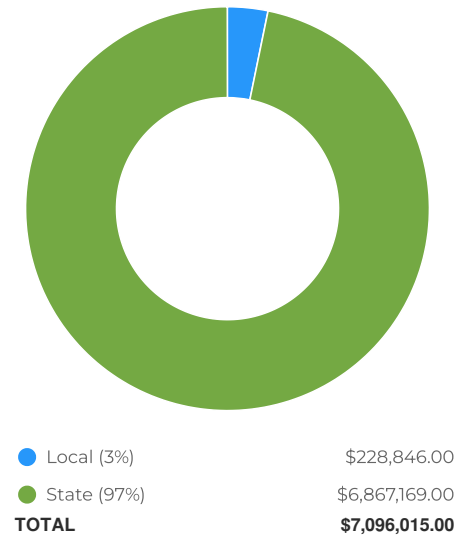
Project Total

\$7.096M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown											
Funding Sources	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035
State	\$483,875	\$498,391	\$513,343	\$528,744	\$544,605	\$560,944	\$577,772	\$595,105	\$612,958	\$631,348	\$650,348
Local	\$16,125	\$16,609	\$17,107	\$17,620	\$18,149	\$18,693	\$19,254	\$19,832	\$20,427	\$21,039	\$21,639
Total	\$500,000	\$515,000	\$530,450	\$546,364	\$562,754	\$579,637	\$597,026	\$614,937	\$633,385	\$652,387	\$671,987

Tank Replacement Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Safe, Clean, and Secure Program
Type	Capital Improvement
Project Number	CCITT

Description

Annual renovation and renewal of critical infrastructure at SEPTA facilities including heating, ventilation, air conditioning, plumbing, and lighting. This is an ongoing system-wide program to address critical needs to keep the SEPTA system operating reliably and safely.

Schedule/Status (Calendar Year): Ongoing

Location: Bucks, Delaware, Chester, Montgomery, and Philadelphia Counties

Service Area: System-wide

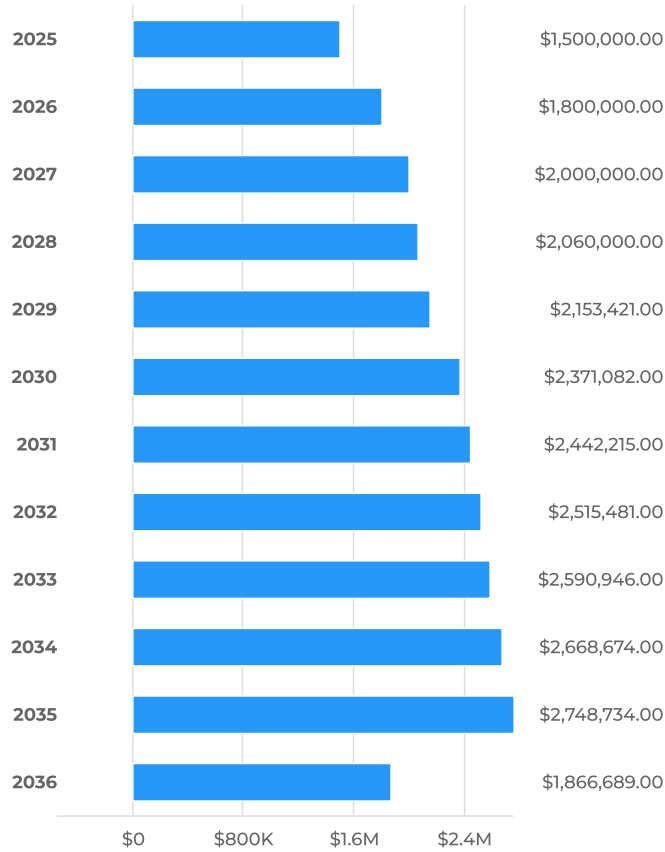
Details

S/TIP MPMS #	121367
Program Element	Safe, Clean, and Secure Projects

Capital Cost

Total Historical **\$5,712,757**
 FY2025 Budget **\$1,500,000**
 Total Budget (all years) **\$26.717M**
 Project Total **\$32.43M**

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC

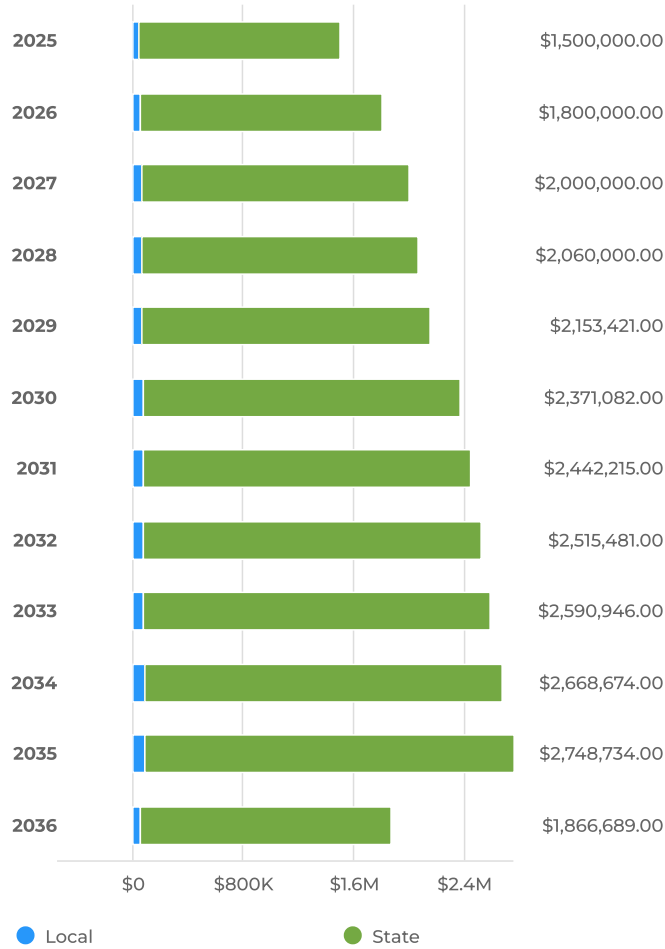
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	\$5,712,757	\$1,500,000	\$1,800,000	\$2,000,000	\$2,060,000	\$2,153,421	\$2,371,082	\$2,442,215	\$2,515,481
Total	\$5,712,757	\$1,500,000	\$1,800,000	\$2,000,000	\$2,060,000	\$2,153,421	\$2,371,082	\$2,442,215	\$2,515,481

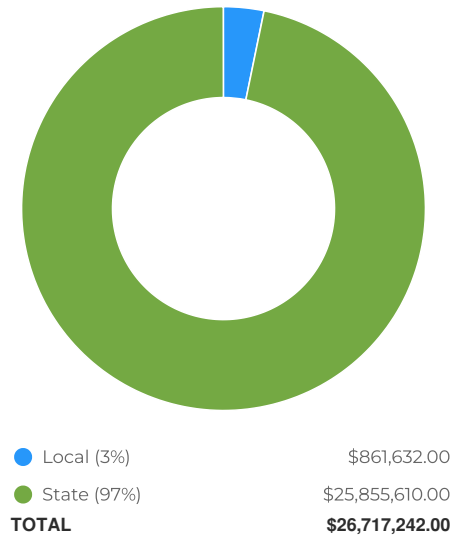
Funding Sources

Total Historical **\$5,712,757** FY2025 Budget **\$1,500,000** Total Budget (all years) **\$26.717M** Project Total **\$32.43M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
State	\$5,528,521	\$1,451,625	\$1,741,950	\$1,935,500	\$1,993,565	\$2,083,973	\$2,294,615	\$2,363,453	\$2,434,357
Local	\$184,236	\$48,375	\$58,050	\$64,500	\$66,435	\$69,448	\$76,467	\$78,762	\$81,124
Total	\$5,712,757	\$1,500,000	\$1,800,000	\$2,000,000	\$2,060,000	\$2,153,421	\$2,371,082	\$2,442,215	\$2,515,481

Transit Security Grant Projects

Overview

Request Owner	Capital Budgets, SEPTA
Department	Safe, Clean, and Secure Program
Type	Capital Improvement
Project Number	CHY24 to CHY36 if awarded

Description

Through the U.S. Department of Homeland Security (DHS), the competitive annual Transit Security Grant Program (TSGP) provides funds to operators of public transportation systems to protect critical surface transportation assets and the traveling public from acts of terrorism, and to increase the resilience of transit infrastructure. From this grant program, SEPTA has funded closed circuit television (CCTV) cameras on vehicles; 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 using specially trained anti-terrorism teams; hazardous material identification kits for Special Operations and Response Teams (SORT); purchase of explosive detection devices, intrusion detection and surveillance equipment, and bulletproof vests; Special Operations and Response Teams (SORT) and K-9 patrol teams; upgraded mobile communications and Control Center monitoring equipment; installation of video surveillance cameras at transit facilities; implementation of a radio interoperability system (RIOS); maintenance of a computer aided dispatch and records management system (CAD/RMS) for the Philadelphia region; and perimeter fencing and security cameras at SEPTA's Fern Rock facility. Last year, SEPTA received a \$10M grant to support cybersecurity initiatives. SEPTA will continue to fund eligible projects from this grant program.

Schedule/Status (Calendar Year): Ongoing

Location: System-wide

Service Area: Region-wide

Details

S/TIP MPMS #	121367
Program Element	Safe, Clean, and Secure Projects

Vacuum Cleaning Trains

Overview

Request Owner	Capital Budgets, SEPTA
Department	Safe, Clean, and Secure Program
Type	Capital Improvement
Project Number	CR2VT

Description

The project provides for the purchase of self-propelled vacuum cleaning trains to accelerate and economize the cleaning of SEPTA rail tunnels within Philadelphia.

Schedule/Status (Calendar Year): 2025 – 2029 Procurement and Delivery

Location: City of Philadelphia

Service Area: City of Philadelphia

Details

S/TIP MPMS #	121367
Program Element	Safe, Clean, and Secure Projects

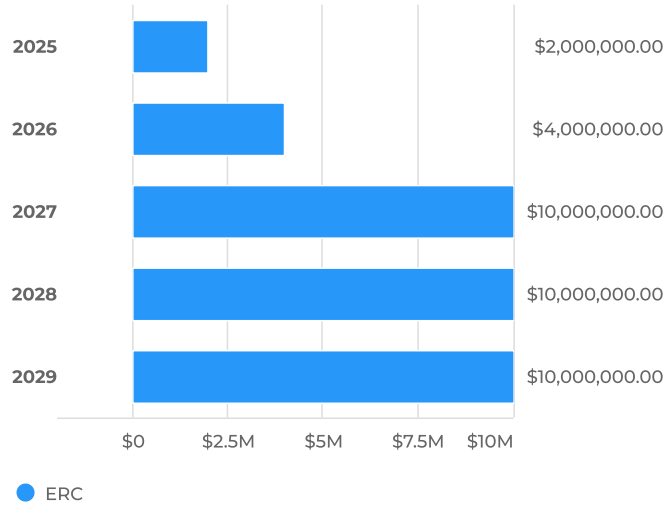
Capital Cost

FY2025 Budget
\$2,000,000

Total Budget (all years)
\$36M

Project Total
\$36M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown						
Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2029	Total
ERC	\$2,000,000	\$4,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$36,000,000
Total	\$2,000,000	\$4,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$36,000,000

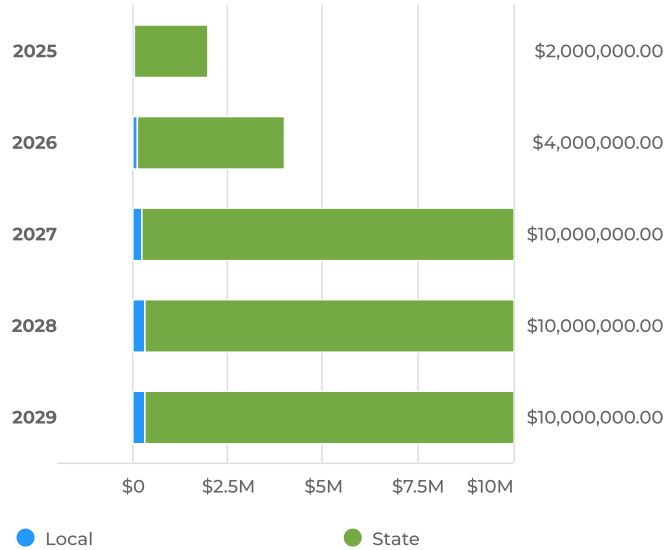
Funding Sources

FY2025 Budget
\$2,000,000

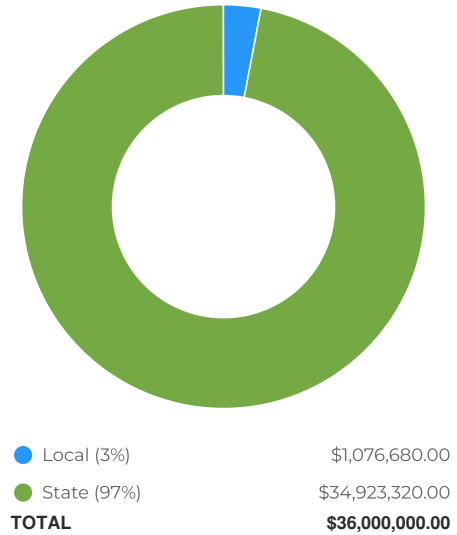
Total Budget (all years)
\$36M

Project Total
\$36M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown						
Funding Sources	FY2025	FY2026	FY2027	FY2028	FY2029	Total
State	\$1,935,500	\$3,871,000	\$9,761,820	\$9,677,500	\$9,677,500	\$34,923,320
Local	\$64,500	\$129,000	\$238,180	\$322,500	\$322,500	\$1,076,680
Total	\$2,000,000	\$4,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$36,000,000

STATIONS, LOOPS AND PARKING IMPROVEMENTS REQUESTS

11th Street Station

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CCSII

Description

Improvements to 11th Street Station on the Market-Frankford Line will make the station fully ADA accessible. The project provides for installation of elevators and accessibility improvements; renovation of existing platforms and station interior; new signage, lighting, and security cameras; and waterproofing improvements.

This project is being supported by an FTA All Stations Accessibility Program (ASAP) competitive grant award.

Schedule/Status (Calendar Year):

Design: 2019 – 2024

Construction: 2024 – 2028

Location: City of Philadelphia

Service Area: City of Philadelphia

Images



Details

S/TIP MPMS #	77183
Program Element	Transit Rail Station ADA Accessibility and Improvements Program

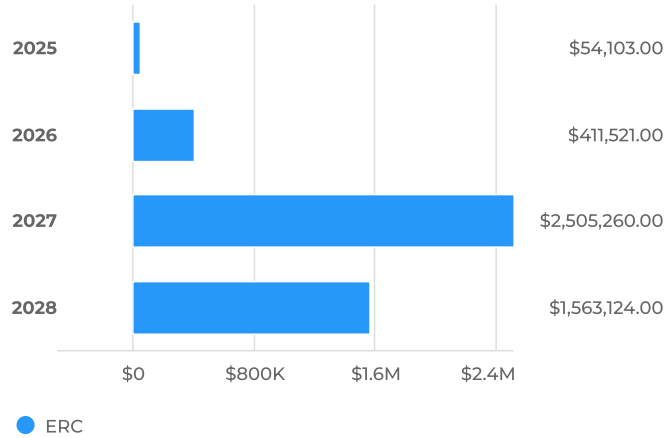
Location



Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$19,272,588	\$54,103	\$4.534M	\$23.807M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown						
Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	Total
ERC	\$19,272,588	\$54,103	\$411,521	\$2,505,260	\$1,563,124	\$23,806,596
Total	\$19,272,588	\$54,103	\$411,521	\$2,505,260	\$1,563,124	\$23,806,596

Funding Sources

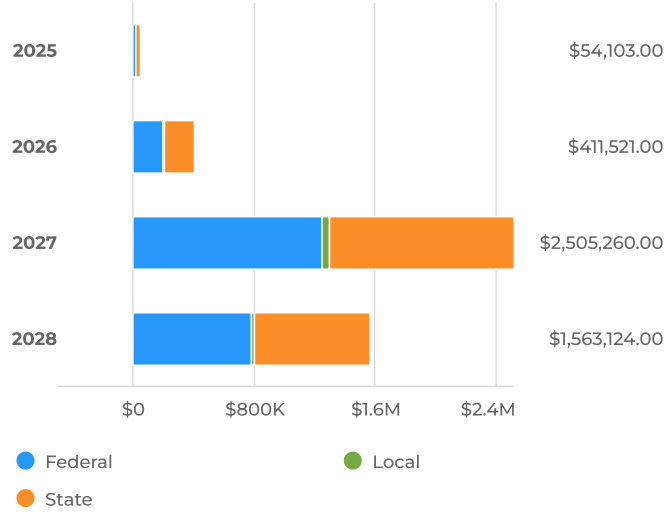
Total Historical
\$19,272,588

FY2025 Budget
\$54,103

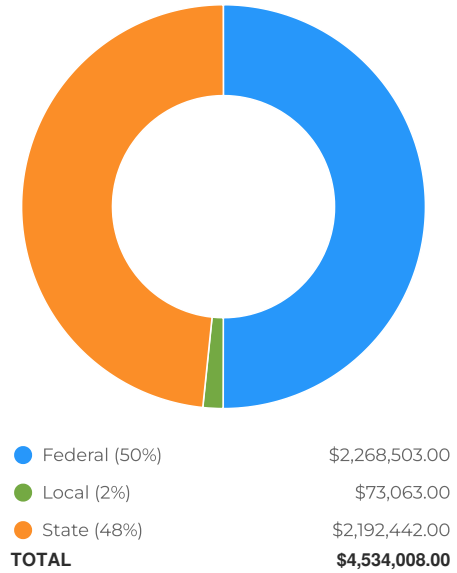
Total Budget (all years)
\$4.534M

Project Total
\$23.807M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	Total
State		\$26,179	\$199,125	\$1,210,781	\$756,357	\$2,192,442
Federal	\$19,272,588	\$27,051	\$205,760	\$1,254,130	\$781,562	\$21,541,091
Local		\$873	\$6,636	\$40,349	\$25,205	\$73,063
Total	\$19,272,588	\$54,103	\$411,521	\$2,505,260	\$1,563,124	\$23,806,596

34th Street Station

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CCS34

Description

Improvements to the 34th Street Station on the Market-Frankford Line will make the station fully ADA accessible. The project provides for the installation of elevators and accessibility improvements; renovation of existing platforms and station interior; new signage, lighting and security cameras; and waterproofing improvements.

Schedule/Status (Calendar Year):

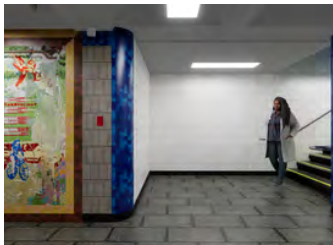
Design: 2023 – 2024

Construction: 2025 – 2028

Location: City of Philadelphia

Service Area: City of Philadelphia

Images



Renderings of the potential inside look of 34th St. Station.



Rendering of the elevator addition for better disability access.

Details

S/TIP MPMS #	77183
Program Element	Transit Rail Station ADA Accessibility and Improvements Program (MFL)

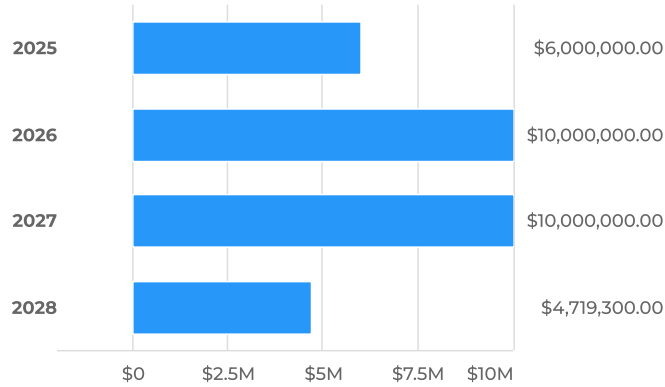
Location



Capital Cost

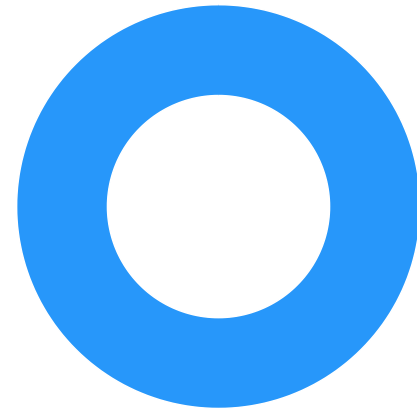
Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$2,280,700	\$6,000,000	\$30.719M	\$33M

Capital Cost by Year



● ERC

Capital Cost for Budgeted Years



● ERC (100%)

TOTAL

\$30,719,300.00

\$30,719,300.00

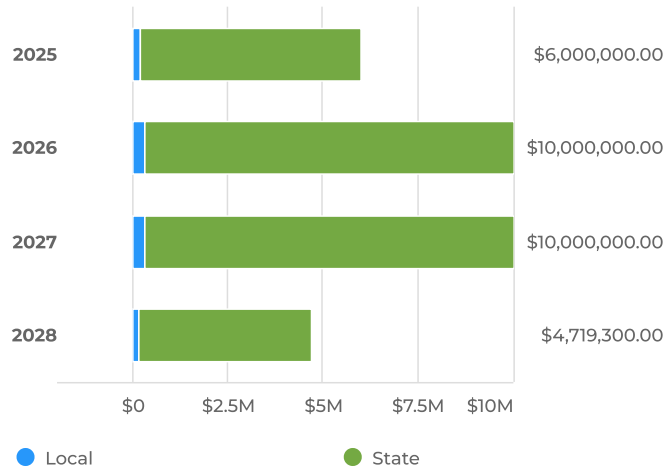
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	Total
ERC	\$2,280,700	\$6,000,000	\$10,000,000	\$10,000,000	\$4,719,300	\$33,000,000
Total	\$2,280,700	\$6,000,000	\$10,000,000	\$10,000,000	\$4,719,300	\$33,000,000

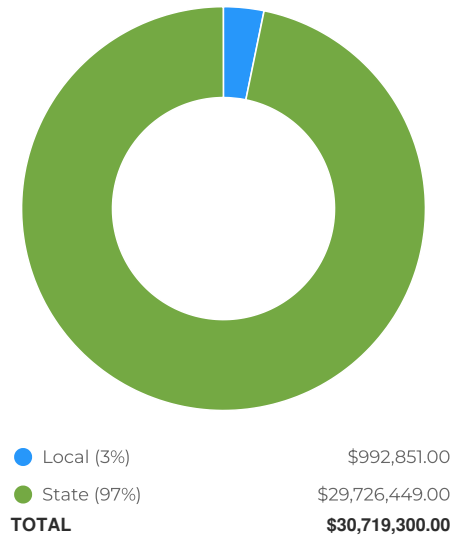
Funding Sources

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$2,280,700	\$6,000,000	\$30.719M	\$33M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown						
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	Total
State	\$2,207,147	\$5,806,500	\$9,677,500	\$9,675,346	\$4,567,103	\$31,933,596
Local	\$73,553	\$193,500	\$322,500	\$324,654	\$152,197	\$1,066,404
Total	\$2,280,700	\$6,000,000	\$10,000,000	\$10,000,000	\$4,719,300	\$33,000,000

69th Street Transportation Center Multi-Modal & ADA Improvements

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement

Description

The 69th Street Transportation Center project aims to enhance the commuter experience at the transportation hub. Located in Upper Darby, Pennsylvania, the center serves as a crucial transit nexus, connecting various modes of transportation, including buses, trolleys, and trains.

The project includes design and construction of:

- Infrastructure renewal- stairwells, beams, HVAC systems
- New flooring, lighting, interior windows/facade
- Wayfinding, site improvements, and bus terminal upgrades

This project also includes improvements around the site, including the north access roadway and streambank restoration along Cobbs Creek.

Schedule/Status (Calendar Year):

Design & Construction: 2025 - 2027

Location: System-wide

Service Area: System-wide

Images



69th Street Transportation Center
69th St. Transportation Center

Details

S/TIP MPMS #	77183
Program Element	Multi-Modal Station Improvements and ADA Accessibility Projects

Location

Address: 6901 Market Street



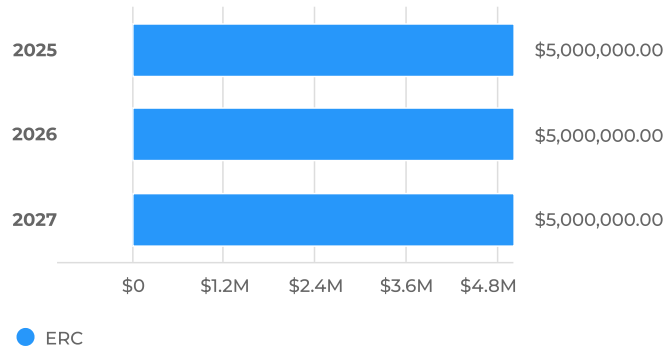
Capital Cost

FY2025 Budget
\$5,000,000

Total Budget (all years)
\$15M

Project Total
\$15M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	Total
ERC	\$5,000,000	\$5,000,000	\$5,000,000	\$15,000,000
Total	\$5,000,000	\$5,000,000	\$5,000,000	\$15,000,000

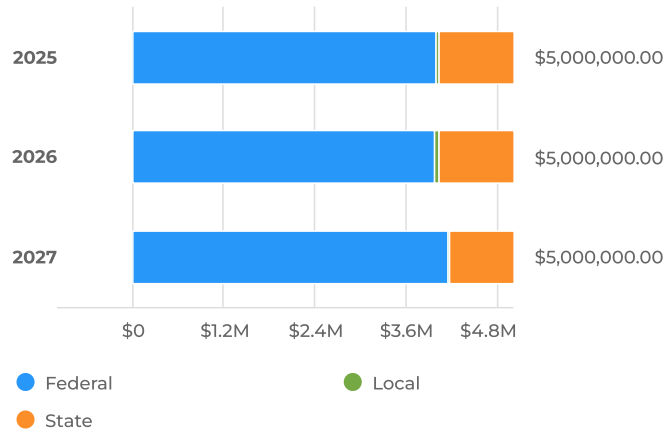
Funding Sources

FY2025 Budget
\$5,000,000

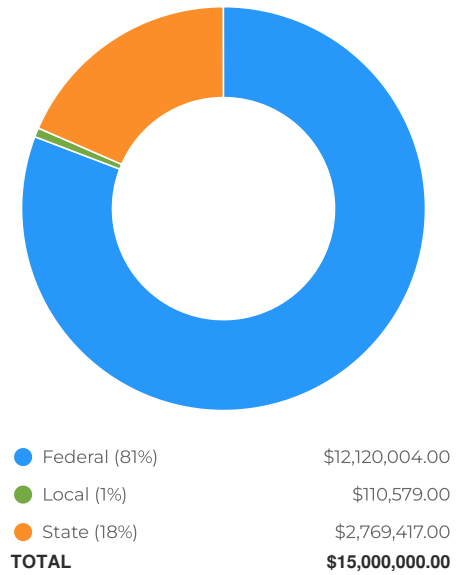
Total Budget (all years)
\$15M

Project Total
\$15M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	FY2027	Total
State	\$967,750	\$967,750	\$833,917	\$2,769,417
Federal	\$4,000,000	\$3,968,604	\$4,151,400	\$12,120,004
Local	\$32,250	\$63,646	\$14,683	\$110,579
Total	\$5,000,000	\$5,000,000	\$5,000,000	\$15,000,000

ADA Bridge Plates

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CRSBR

Description

This project will provide replacement and additional bridge plates at rail stations to assist passengers with disabilities or special needs to board railcars over gaps that exist between station platforms and vehicles.

Schedule/Status (Calendar Year):

Design and Equipment Delivery: 2019 - 2024

Substantial Completion: 2025

Location: Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties

Service Area: System-wide

Images



ADA Plates being utilized on a SEPTA station after installation.

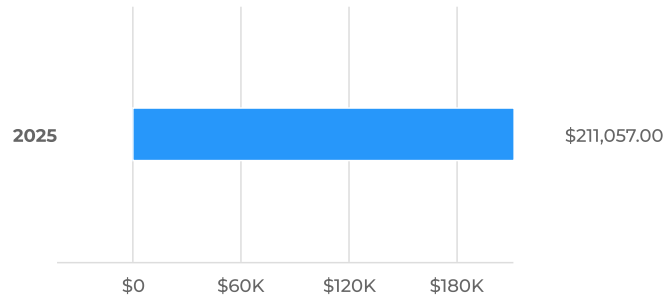
Details

S/TIP MPMS #	77183
Program Element	Multi-Modal Station Improvements and ADA Accessibility Projects

Capital Cost

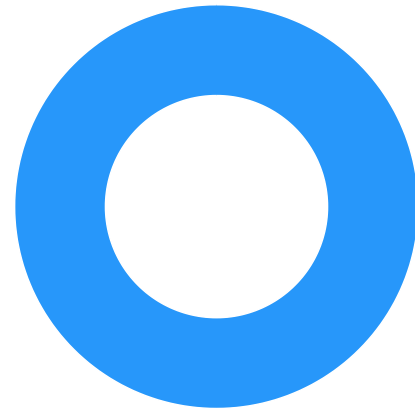
Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$4,288,943	\$211,057	\$211.057K	\$4.5M

Capital Cost by Year



● ERC

Capital Cost for Budgeted Years



● ERC (100%)
TOTAL

\$211,057.00
\$211,057.00

Capital Cost Breakdown

Capital Cost	Historical	FY2025	Total
ERC	\$4,288,943	\$211,057	\$4,500,000
Total	\$4,288,943	\$211,057	\$4,500,000

Funding Sources

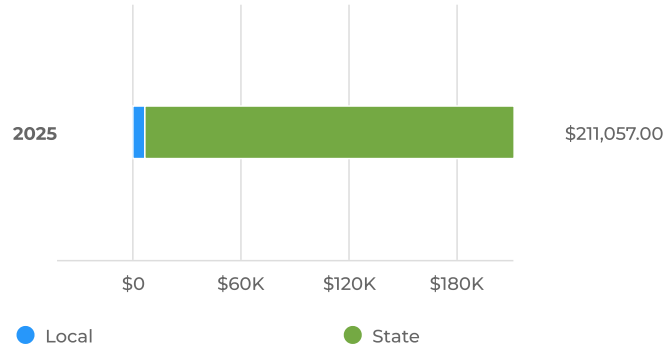
Total Historical
\$4,288,943

FY2025 Budget
\$211,057

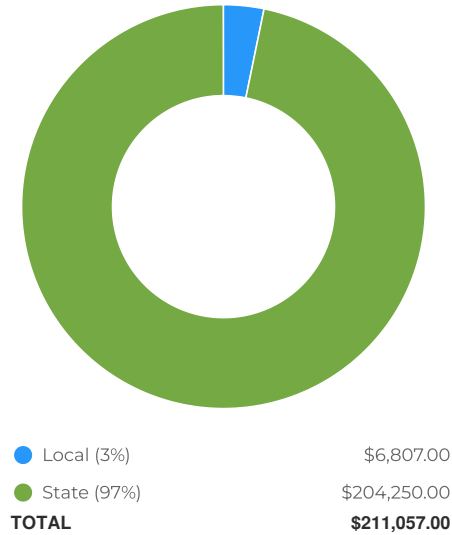
Total Budget (all years)
\$211.057K

Project Total
\$4.5M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	Historical	FY2025	Total
State	\$4,150,625	\$204,250	\$4,354,875
Local	\$138,318	\$6,807	\$145,125
Total	\$4,288,943	\$211,057	\$4,500,000

Additional Regional Rail and Rail Transit ADA Stations

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement

Description

Stations programmed in FY 2030 - 2036 will be modernized and made ADA accessible. A detailed scope of work for these stations and additional Regional Railroad rail transit stations identified for capital improvements will be developed as they are designed. Stations include but are not limited to the following:

- **Chestnut Hill East Regional Rail Line:**
 - Stenton Station
 - Wyndmoor Station
- **Manayunk/Norristown Regional Rail Line:**
 - East Falls Station
 - Ivy Ridge Station
 - Wissahickon Station
- **Norristown High Speed Line:** Stations to-be-determined
- **Paoli/Thorndale Regional Rail Line:**
 - Devon Station
 - Wynnewood Station
- **Regional Rail Mainline:**
 - Glenside Station
- **Warminster Line:**
 - Roslyn Station

Schedule/Status (Calendar Year):

Design & Construction: 2030 - 2036

Location: Chester, Montgomery, and Philadelphia Counties

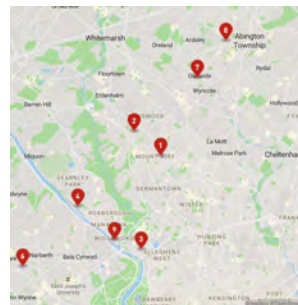
Service Area: Chester, Montgomery, and Philadelphia Counties

Details

S/TIP MPMS #	77183
Program Element	Regional Rail Station ADA Accessibility and Improvement Program

Location

Address: 5100 Rochelle Avenue



Capital Cost

Total Budget (all years)
\$224.974M

Project Total
\$224.974M

Capital Cost by Year



ERC

Capital Cost for Budgeted Years



Capital Cost Breakdown

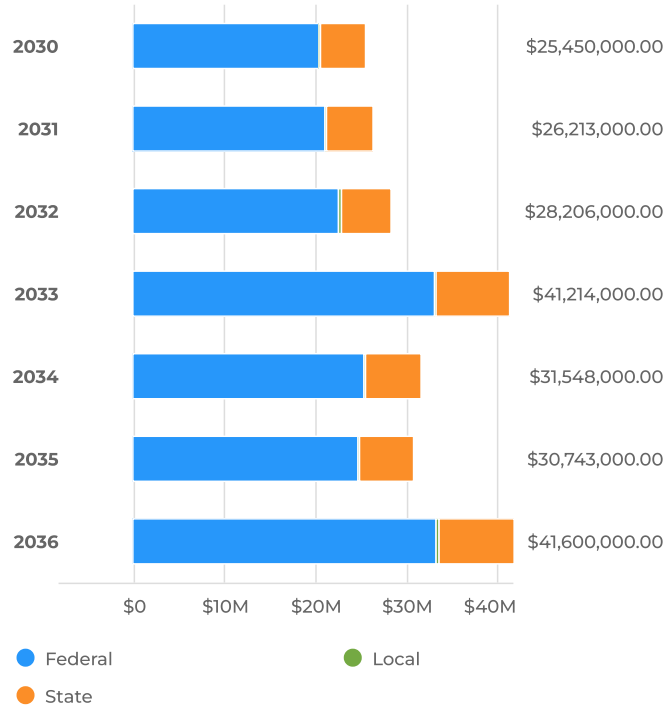
Capital Cost	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	Total
ERC	\$25,450,000	\$26,213,000	\$28,206,000	\$41,214,000	\$31,548,000	\$30,743,000	\$41,600,000	\$224,974,000
Total	\$25,450,000	\$26,213,000	\$28,206,000	\$41,214,000	\$31,548,000	\$30,743,000	\$41,600,000	\$224,974,000

Funding Sources

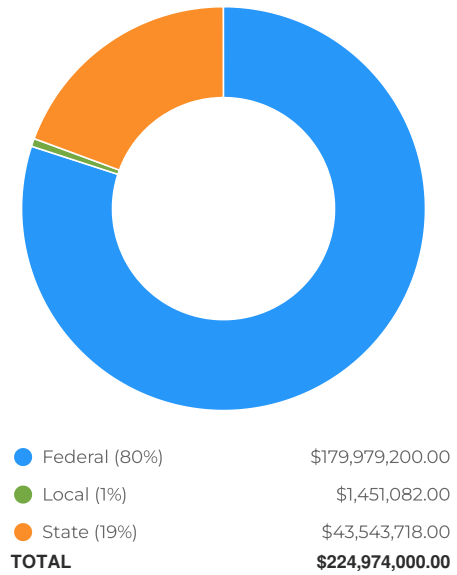
Total Budget (all years)
\$224.974M

Project Total
\$224.974M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown								
Funding Sources	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	Total
State	\$4,925,848	\$5,073,526	\$5,459,271	\$7,976,970	\$6,106,115	\$5,950,308	\$8,051,680	\$43,543,718
Federal	\$20,360,000	\$20,970,400	\$22,564,800	\$32,971,200	\$25,238,400	\$24,594,400	\$33,280,000	\$179,979,200
Local	\$164,152	\$169,074	\$181,929	\$265,830	\$203,485	\$198,292	\$268,320	\$1,451,082
Total	\$25,450,000	\$26,213,000	\$28,206,000	\$41,214,000	\$31,548,000	\$30,743,000	\$41,600,000	\$224,974,000

Ardmore Transportation Center on the Paoli/Thorndale Line

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CRSAT

Description

Improvements to the Ardmore Transportation Center on the Paoli/Thorndale Regional Rail Line will be completed in two phases.

Phase 1 will make this station fully ADA accessible with enhancements that include a new inbound station building; outbound shelters; high and low-level platforms; canopies; passenger amenities; tunnel accessibility improvements; elevators and accessible pathways; improved lighting; new signage; landscaping and site improvements including stormwater management; and installing of foundations for a future parking garage.

Phase 2 includes building an accessible multi-level parking garage with about 500 spaces; landscaping; site improvements; bus berthing area inside the garage; and improved vehicle and pedestrian access to Lancaster Avenue. Due to reduced ridership from the COVID-19 pandemic and with the Reimagining Regional Rail initiative, SEPTA is re-evaluating its station parking project schedules.

Phase 1 Schedule/Status (Calendar Year):

Design: 2009 – 2016

Construction: 2019 – 2025

Phase 2 Schedule/Status (Calendar Year):

A schedule and funding plan for Phase 2 will be developed as ridership levels increase and the necessity for additional parking becomes clearer.

Location: Montgomery County

Service Area: Chester, Delaware, Montgomery, and Philadelphia Counties

Images



Construction at Ardmore Transportation Center on the future elevator wall and canopy.



Construction on the future elevator wall.

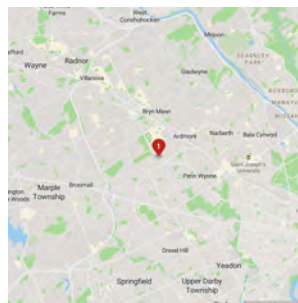


Construction on the canopy.

Details

S/TIP MPMS #	73214
Program Element	Regional Rail Station ADA Accessibility and Improvement Program

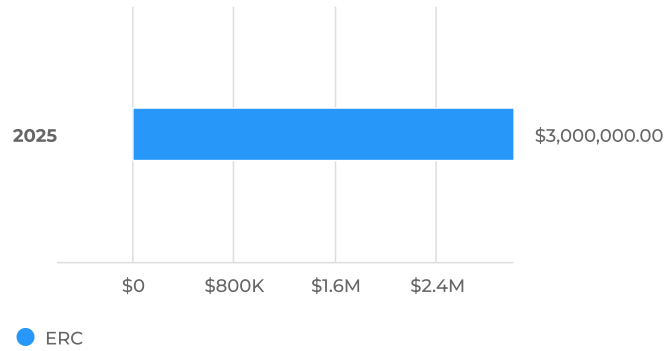
Location



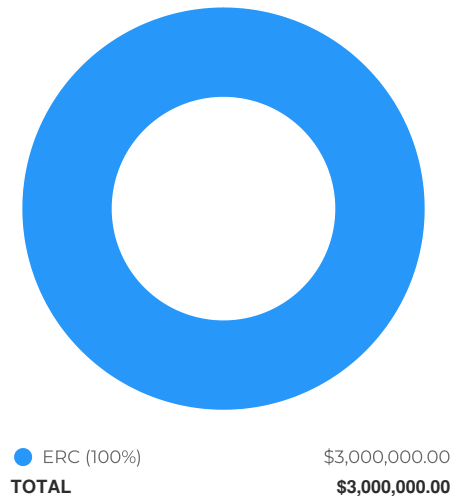
Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$50,601,817	\$3,000,000	\$3M	\$53.602M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown			
Capital Cost	Historical	FY2025	Total
ERC	\$50,601,817	\$3,000,000	\$53,601,817
Total	\$50,601,817	\$3,000,000	\$53,601,817

Funding Sources

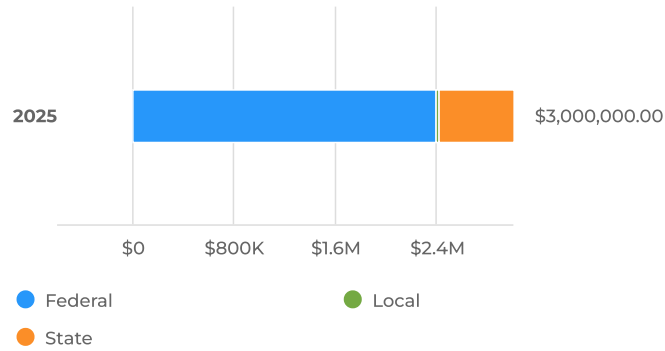
Total Historical
\$50,601,817

FY2025 Budget
\$3,000,000

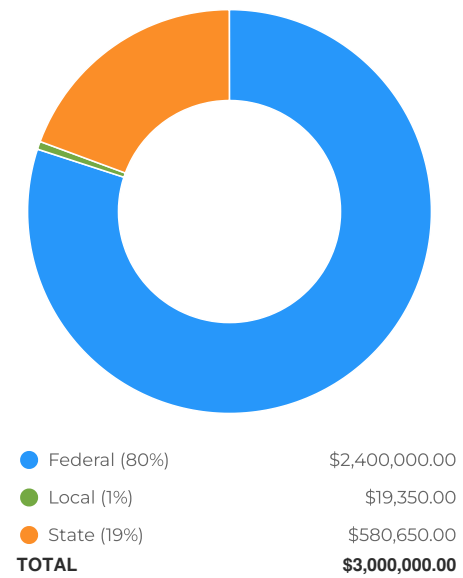
Total Budget (all years)
\$3M

Project Total
\$53.602M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	Historical	FY2025	Total
State	\$9,793,982	\$580,650	\$10,374,632
Federal	\$40,481,454	\$2,400,000	\$42,881,454
Local	\$326,381	\$19,350	\$345,731
Total	\$50,601,817	\$3,000,000	\$53,601,817

Bicycle Transit Access Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CRSBP

Description

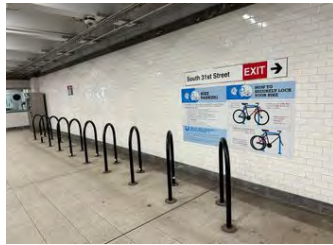
The Bicycle Transit Access Program will install new bicycle parking shelters, racks and other bicycle-access-related improvements at select SEPTA stations. Vehicle retrofit kits to accommodate micromobility on-board trains and trolleys. The addition of bicycle parking amenities and security at SEPTA stations and on vehicles will encourage more customers to use micromobility to transit and expand opportunities to access SEPTA stations.

Schedule/Status (Calendar Year): Ongoing

Location: System-wide

Service Area: System-wide

Images



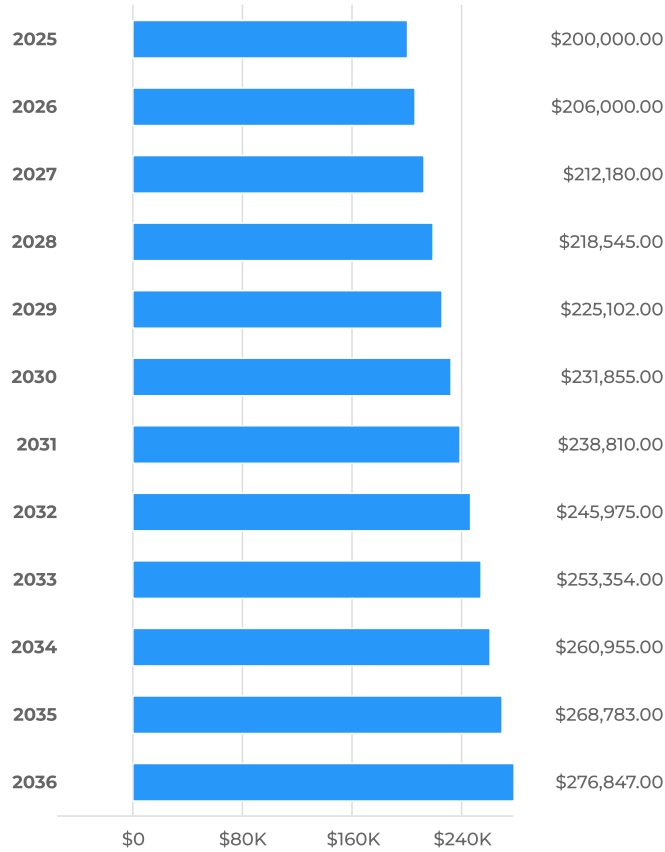
Details

S/TIP MPMS #	77183
Program Element	Multi-Modal Station Improvements and ADA Accessibility Projects

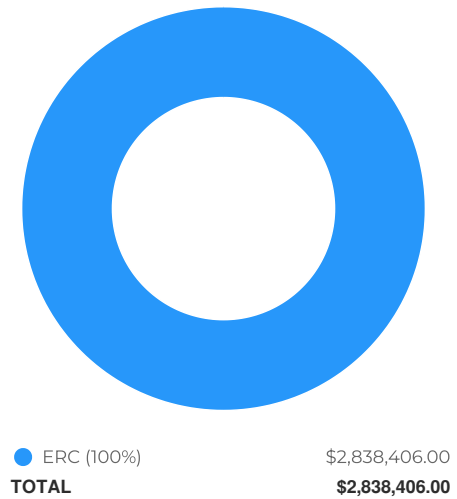
Capital Cost

Total Historical **\$446,788**
 FY2025 Budget **\$200,000**
 Total Budget (all years) **\$2.838M**
 Project Total **\$3.285M**

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC

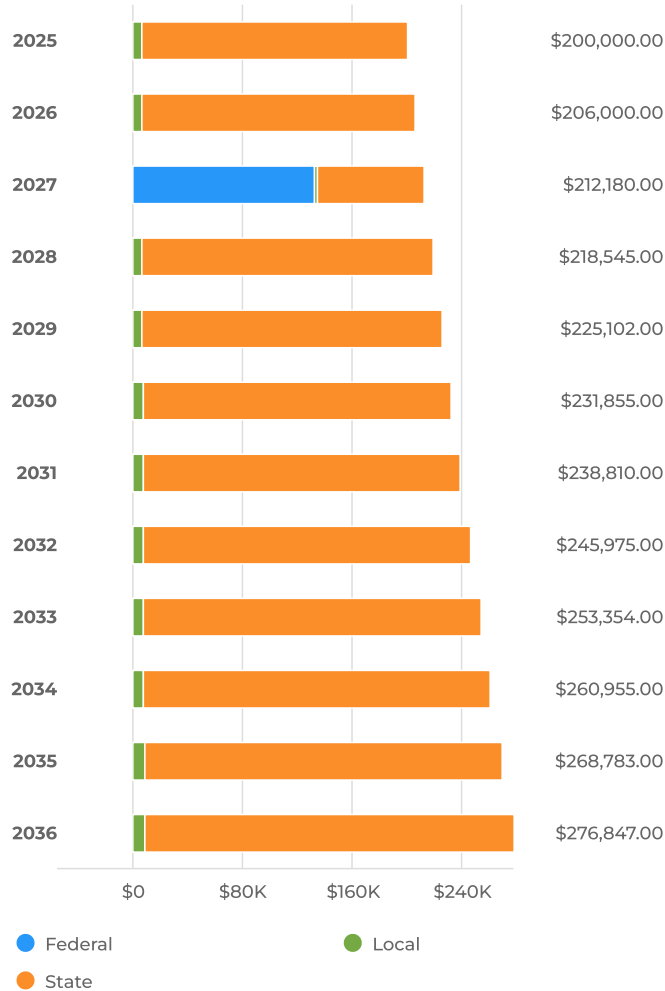
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	\$446,788	\$200,000	\$206,000	\$212,180	\$218,545	\$225,102	\$231,855	\$238,810	\$245,975	\$253,354	\$260,955
Total	\$446,788	\$200,000	\$206,000	\$212,180	\$218,545	\$225,102	\$231,855	\$238,810	\$245,975	\$253,354	\$260,955

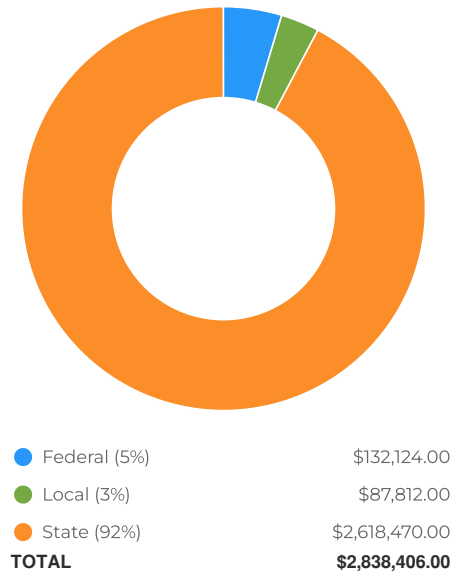
Funding Sources

Total Historical **\$446,788** FY2025 Budget **\$200,000** Total Budget (all years) **\$2.838M** Project Total **\$3.285M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown											
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
State	\$432,379	\$193,550	\$199,357	\$76,940	\$211,497	\$217,842	\$224,378	\$231,109	\$238,042	\$245,183	\$253,354
Federal				\$132,124							
Local	\$14,409	\$6,450	\$6,643	\$3,116	\$7,048	\$7,260	\$7,477	\$7,701	\$7,933	\$8,171	\$8,171
Total	\$446,788	\$200,000	\$206,000	\$212,180	\$218,545	\$225,102	\$231,855	\$238,810	\$245,975	\$253,354	\$260,955

Bridgeport Station

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CCSBI

Description

As part of the rehabilitation of the Bridgeport Viaduct at Mile Post 12.81 (Schuylkill River) on the Norristown High Speed Line (NHSL), improvements will be made to Bridgeport Station to make the station fully ADA accessible. This project will also include rehabilitation of station facilities, including improvements to existing platforms and shelters, accessibility improvements including ramps and handrails/ guardrails, new signage, lighting and security cameras, and stormwater management.

Schedule/Status (Calendar Year):

Design & Construction: 2025 - 2026

Location: Montgomery County

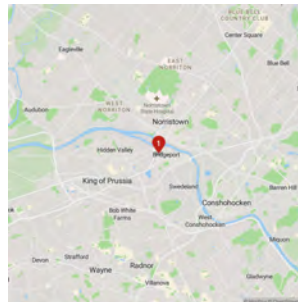
Service Area: Delaware and Montgomery Counties

Details

S/TIP MPMS #	77183
Program Element	Transit Rail Station ADA Accessibility and Improvements Program (NHSL)

Location

Address: Bridgeport



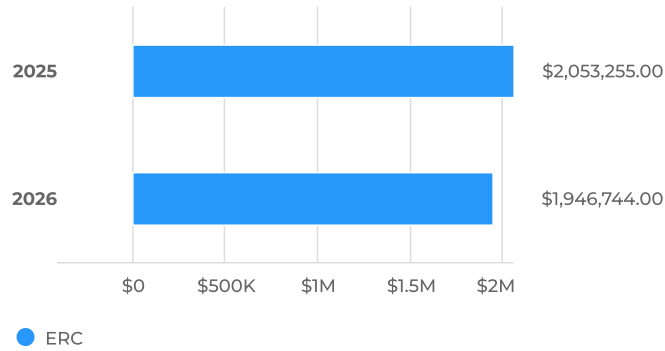
Capital Cost

FY2025 Budget
\$2,053,255

Total Budget (all years)
\$4M

Project Total
\$4M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown			
Capital Cost	FY2025	FY2026	Total
ERC	\$2,053,255	\$1,946,744	\$3,999,999
Total	\$2,053,255	\$1,946,744	\$3,999,999

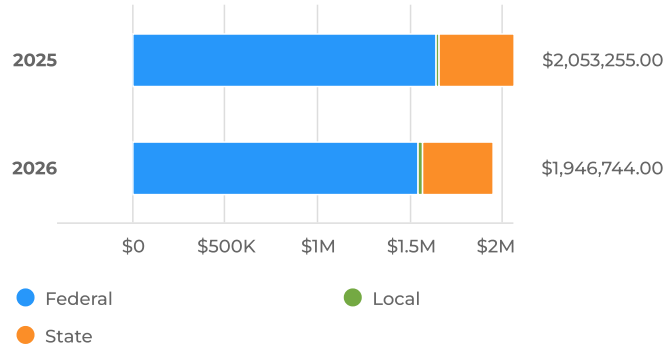
Funding Sources

FY2025 Budget
\$2,053,255

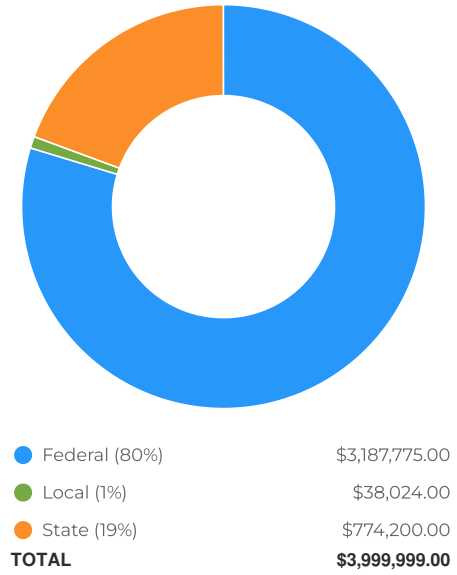
Total Budget (all years)
\$4M

Project Total
\$4M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	Total
State	\$397,408	\$376,792	\$774,200
Federal	\$1,642,604	\$1,545,171	\$3,187,775
Local	\$13,243	\$24,781	\$38,024
Total	\$2,053,255	\$1,946,744	\$3,999,999

Bristol Station on the Trenton Line

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CRSBS

Description

This project will make the Bristol Station on the Trenton Regional Rail Line fully ADA-accessible and includes full-length high-level platforms, ADA-accessible ramps and new stairs, new passenger shelters, and passenger amenities.

Schedule/Status (Calendar Year):

Design: 2022 – 2024

Construction: 2025 – 2028

Location: Bucks County

Service Area: Bucks and Philadelphia Counties, and New Jersey (State)

Images



Ramp/stair configurations are subject to change.



Alternative angle, ramp/stair configurations are subject to change.

Details

S/TIP MPMS #	77183
Program Element	Regional Rail Station ADA Accessibility and Improvement Program

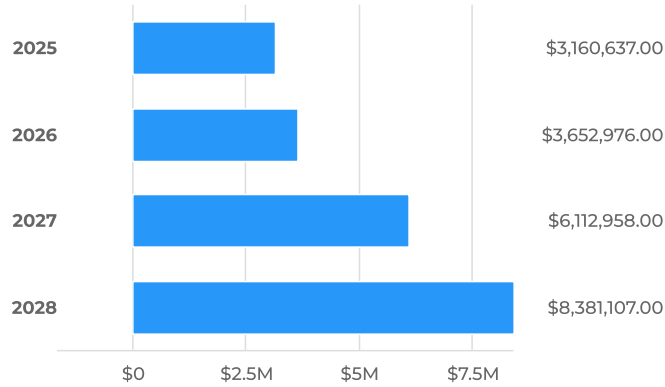
Location



Capital Cost

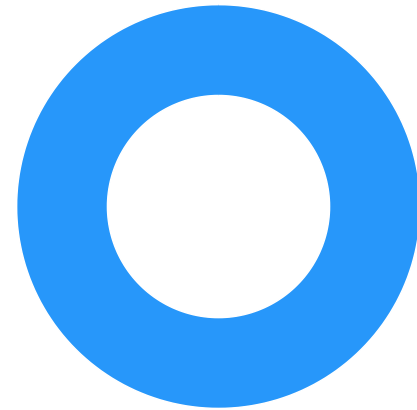
Total Historical **\$21,692,321**
 FY2025 Budget **\$3,160,637**
 Total Budget (all years) **\$21.308M**
 Project Total **\$43M**

Capital Cost by Year



● ERC

Capital Cost for Budgeted Years



● ERC (100%)

TOTAL

\$21,307,678.00

\$21,307,678.00

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	Total
ERC	\$21,692,321	\$3,160,637	\$3,652,976	\$6,112,958	\$8,381,107	\$42,999,999
Total	\$21,692,321	\$3,160,637	\$3,652,976	\$6,112,958	\$8,381,107	\$42,999,999

Funding Sources

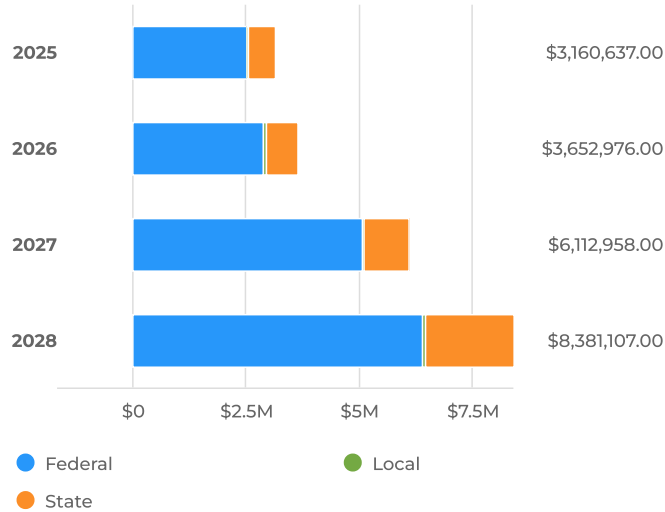
Total Historical
\$21,692,321

FY2025 Budget
\$3,160,637

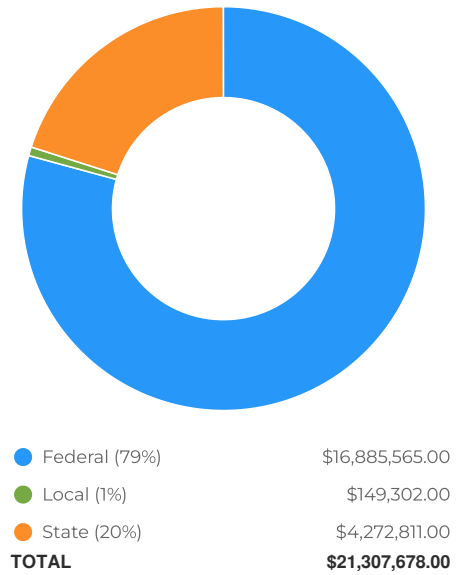
Total Budget (all years)
\$21.308M

Project Total
\$43M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	Total
State	\$4,198,549	\$611,741	\$707,034	\$1,019,540	\$1,934,496	\$8,471,360
Federal	\$17,353,857	\$2,528,510	\$2,899,443	\$5,075,467	\$6,382,145	\$34,239,422
Local	\$139,915	\$20,386	\$46,499	\$17,951	\$64,466	\$289,217
Total	\$21,692,321	\$3,160,637	\$3,652,976	\$6,112,958	\$8,381,107	\$42,999,999

Center City Concourses

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CCI25

Description

Multiphase improvements to the Center City Concourses will enhance accessibility and bring the concourse network to a State of Good Repair. This program will include new finishes, lighting and security features, structural rehabilitation, new drainage, and electrical upgrades.

Major capital improvements will be advanced in the following phases:

- Phase 1 (Complete): Center Square under South Penn Street passing over South Broad concourse and terminating at Juniper Street.
- Phase 2: East Suburban Station entrance adjacent to Love Park continuing in front of the Municipal Services Building and terminating at the Market East Concourse (North).
- Phase 3: (Complete) Concourse from 15th Street Station to Dilworth Park and West Trolley entrance.
- Phase 4: East Market Street Concourse (North and South Corridors).
- Phase 5: 8th Street concourse on North and South side of Market Street including structural repairs and water proofing,
- Phase 6: Corridor from City Hall Station to Juniper Street.
- Phase 7: Corridors in Suburban Station between 17th and 16th Streets.
- Phase 8: South Broad Concourse from City Hall to Spruce Street.

Schedule/Status (Calendar Year):

- **Phase 2 & 4:** Design: 2020 – 2023, Construction: 2021 - 2024
- **Phase 5:** Construction: 2023 - 2024
- **Phases 6 – 8:** Design & Construction: 2024 - 2029

Location: City of Philadelphia

Service Area: City of Philadelphia

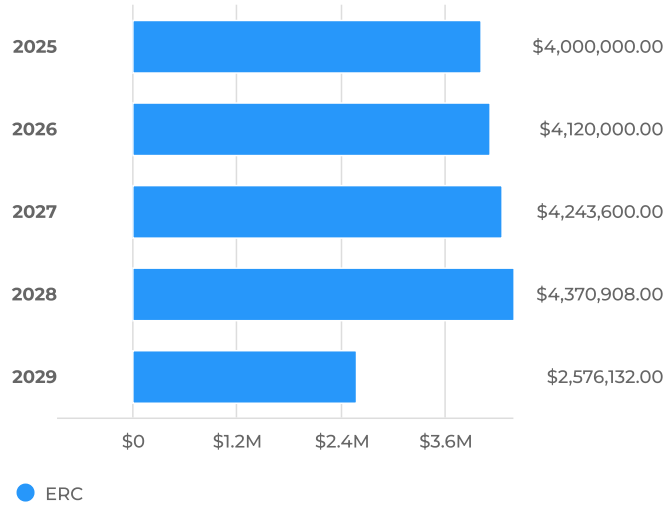
Details

S/TIP MPMS #	77183
Program Element	Multi-Modal Station Improvements and ADA Accessibility Projects

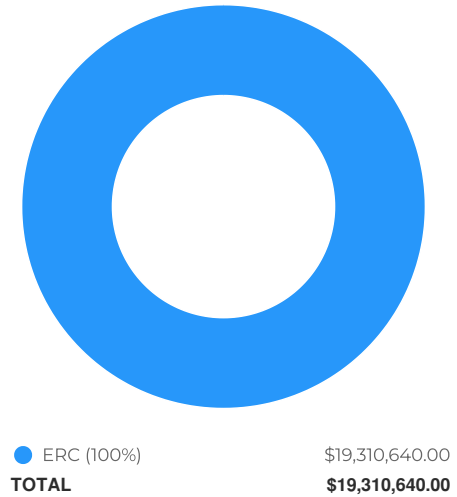
Capital Cost

Total Historical **\$40,343,986**
 FY2025 Budget **\$4,000,000**
 Total Budget (all years) **\$19.311M**
 Project Total **\$59.655M**

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
ERC	\$40,343,986	\$4,000,000	\$4,120,000	\$4,243,600	\$4,370,908	\$2,576,132	\$59,654,626
Total	\$40,343,986	\$4,000,000	\$4,120,000	\$4,243,600	\$4,370,908	\$2,576,132	\$59,654,626

Funding Sources

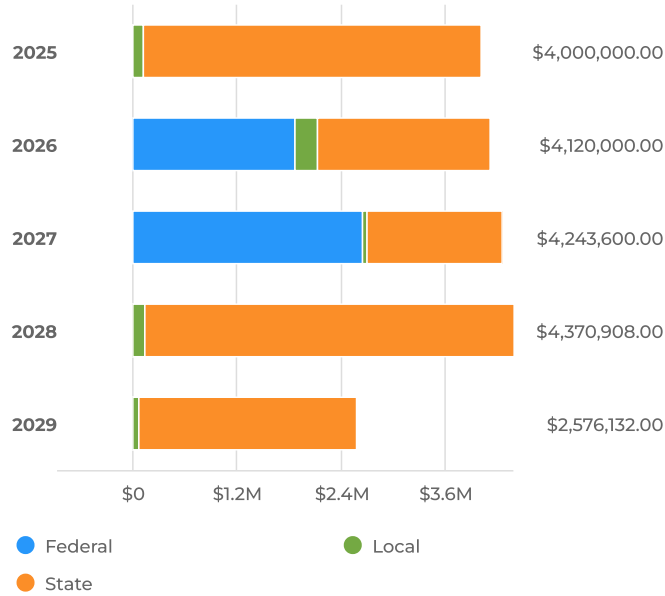
Total Historical
\$40,343,986

FY2025 Budget
\$4,000,000

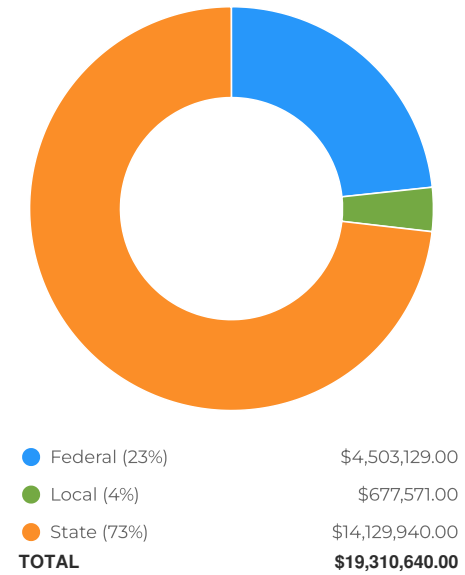
Total Budget (all years)
\$19.311M

Project Total
\$59.655M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
State	\$39,042,893	\$3,871,000	\$1,997,130	\$1,538,812	\$4,229,946	\$2,493,052	\$53,172,833
Federal			\$1,860,649	\$2,642,480			\$4,503,129
Local	\$1,301,093	\$129,000	\$262,221	\$62,308	\$140,962	\$83,080	\$1,978,664
Total	\$40,343,986	\$4,000,000	\$4,120,000	\$4,243,600	\$4,370,908	\$2,576,132	\$59,654,626

Chester City Transportation Center Multi-Modal & ADA Improvements

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement

Description

The Chester Transportation Center project aims to enhance the rider experience at the transportation hub. Located in Chester City, Pennsylvania, the center serves as a crucial transit nexus, connecting multiple bus routes and Regional Rail via the Wilmington/Newark Line.

The project includes design and construction of:

- Infrastructure renewal-stairwells, beams, HVAC systems, security cameras & systems
- New flooring, lighting, interior windows/facade
- Wayfinding, site improvements, and bus terminal upgrades

The project will enhance Chester City Transportation Center's accessibility and functionality. In addition to ADA improvements, the project aims to optimize the efficiency and safety of the center through various multi-modal enhancements that will create a more user-friendly environment for commuters and streamline the transit experience among various modes, alleviate congestion, and promote sustainable transportation practices that will enhance the overall quality of life for commuters and residents in and around the city.

Schedule/Status (Calendar Year):

Design & Construction: 2025 - 2027

Location: City of Chester (Chester County)

Service Area: City of Chester, Delaware County, Delaware (State)

Details

S/TIP MPMS #	77183
Program Element	Multi-Modal Station Improvements and ADA Accessibility Projects

Location

Address: 595 Avenue of the States



Capital Cost

FY2025 Budget

\$1,000,000

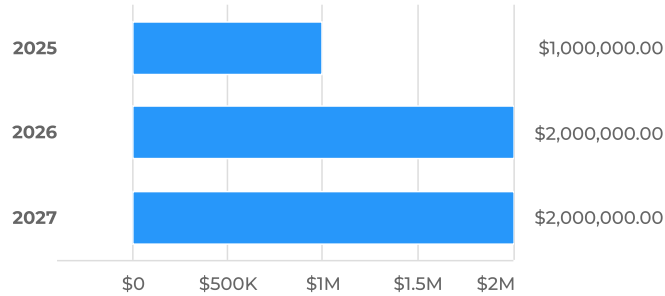
Total Budget (all years)

\$5M

Project Total

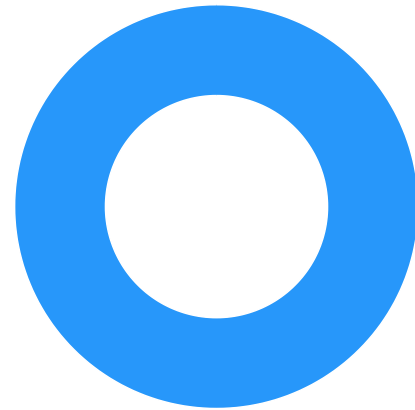
\$5M

Capital Cost by Year



ERC

Capital Cost for Budgeted Years



ERC (100%)

\$5,000,000.00

TOTAL

\$5,000,000.00

Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	Total
ERC	\$1,000,000	\$2,000,000	\$2,000,000	\$5,000,000
Total	\$1,000,000	\$2,000,000	\$2,000,000	\$5,000,000

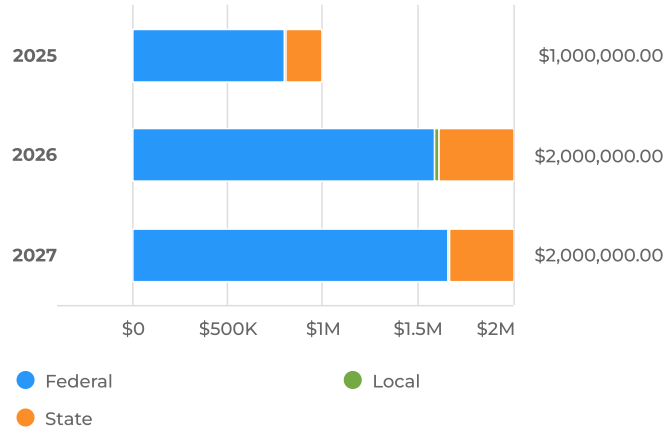
Funding Sources

FY2025 Budget
\$1,000,000

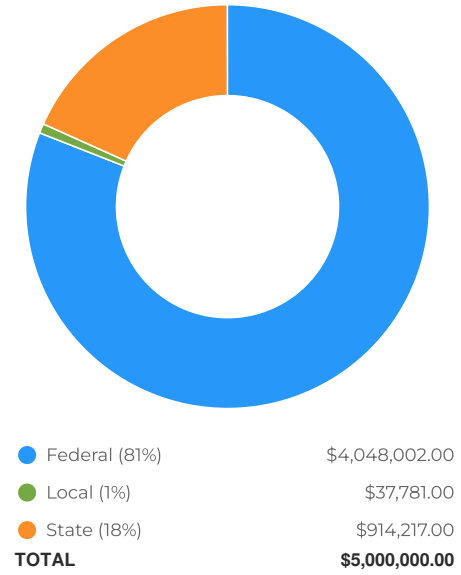
Total Budget (all years)
\$5M

Project Total
\$5M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	FY2027	Total
State	\$193,550	\$387,100	\$333,567	\$914,217
Federal	\$800,000	\$1,587,442	\$1,660,560	\$4,048,002
Local	\$6,450	\$25,458	\$5,873	\$37,781
Total	\$1,000,000	\$2,000,000	\$2,000,000	\$5,000,000

Chestnut Hill East Station on the Chestnut Hill East Line

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CRSCE

Description

Accessibility improvements at the Chestnut Hill East Regional Rail Station will include construction of a high-level platform, station building improvements and an ADA-accessible pathway at the station.

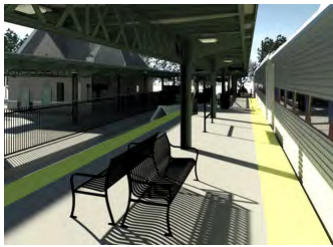
Schedule/Status (Calendar Year):

Construction: 2024 – 2027

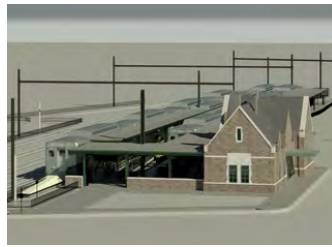
Location: City of Philadelphia

Service Area: City of Philadelphia

Images



Chestnut Hill improvement rendering (platform view).



Chestnut Hill rendering (view from Bethlehem Pike).

Details

S/TIP MPMS #	77183
Program Element	Regional Rail Station ADA Accessibility and Improvement Program

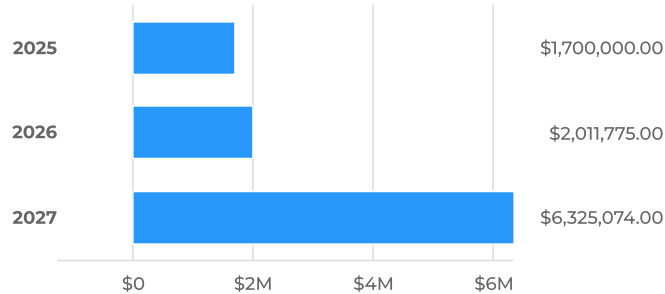
Location



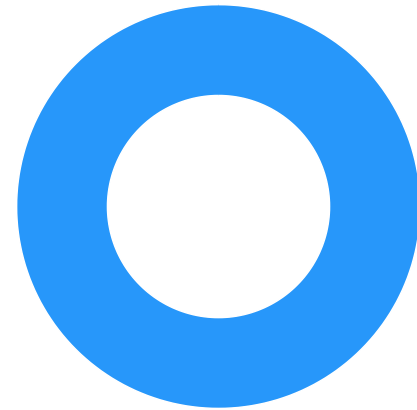
Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$3,963,151	\$1,700,000	\$10.037M	\$14M

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC (100%) \$10,036,849.00
TOTAL \$10,036,849.00

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	Total
ERC	\$3,963,151	\$1,700,000	\$2,011,775	\$6,325,074	\$14,000,000
Total	\$3,963,151	\$1,700,000	\$2,011,775	\$6,325,074	\$14,000,000

Funding Sources

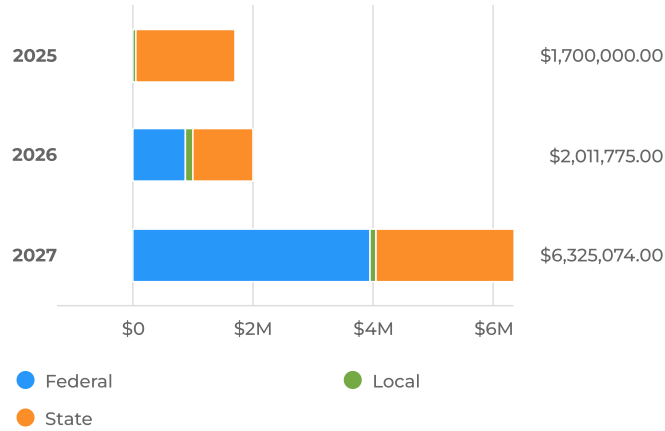
Total Historical
\$3,963,151

FY2025 Budget
\$1,700,000

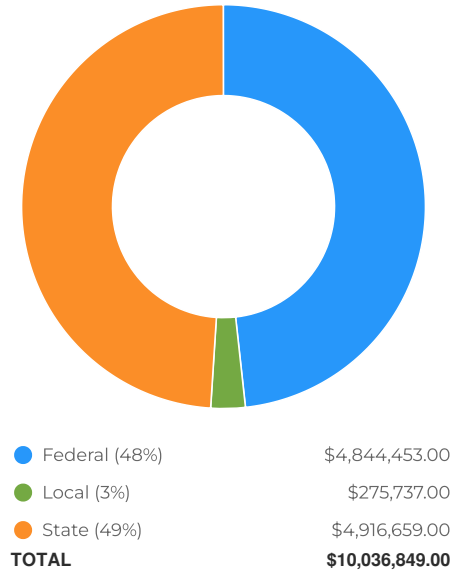
Total Budget (all years)
\$10.037M

Project Total
\$14M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	Total
State	\$3,835,339	\$1,645,175	\$996,895	\$2,274,589	\$8,751,998
Federal			\$886,838	\$3,957,615	\$4,844,453
Local	\$127,812	\$54,825	\$128,042	\$92,870	\$403,549
Total	\$3,963,151	\$1,700,000	\$2,011,775	\$6,325,074	\$14,000,000

Chinatown Station on the Broad-Ridge Spur

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CCSSBB (Design) & CCST

Description

Improvements to Chinatown Station on the Broad-Ridge Spur will make the station fully ADA accessible. The project provides for installing elevators and accessibility improvements; renovation of platforms and station interiors; new signage, lighting, and security cameras; and waterproofing improvements. This project is being supported by an FTA All Stations Accessibility Program grant.

Schedule/Status (Calendar Year):

Design: 2023 - 2024

Construction: 2025 – 2028

Location: City of Philadelphia

Service Area: City of Philadelphia

Images



Existing station



Details

S/TIP MPMS #	77183
Program Element	Transit Rail Station ADA Accessibility and Improvements Program (BSL)

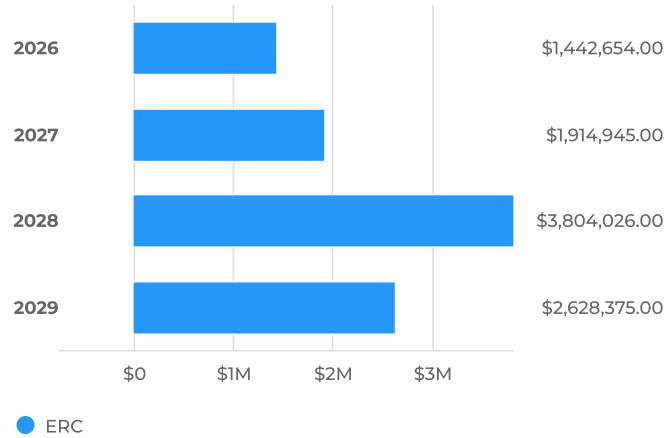
Location



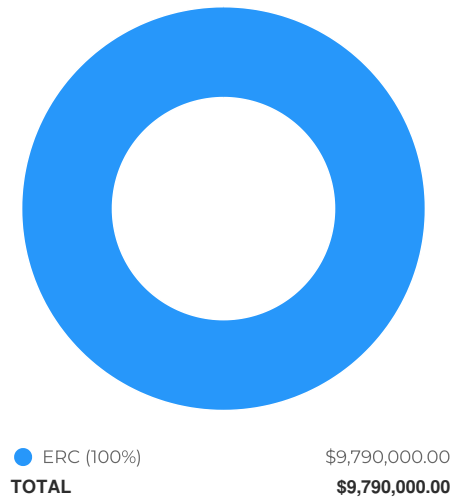
Capital Cost

Total Historical **\$15,210,000** Total Budget (all years) **\$9.79M** Project Total **\$25M**

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown						
Capital Cost	Historical	FY2026	FY2027	FY2028	FY2029	Total
ERC	\$15,210,000	\$1,442,654	\$1,914,945	\$3,804,026	\$2,628,375	\$25,000,000
Total	\$15,210,000	\$1,442,654	\$1,914,945	\$3,804,026	\$2,628,375	\$25,000,000

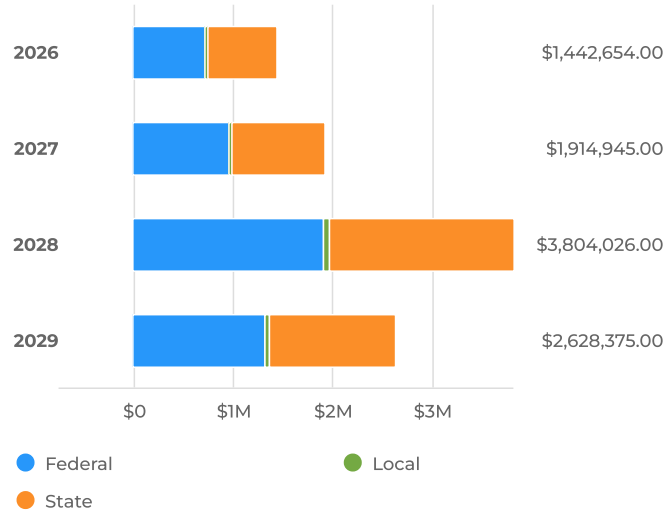
Funding Sources

Total Historical
\$15,210,000

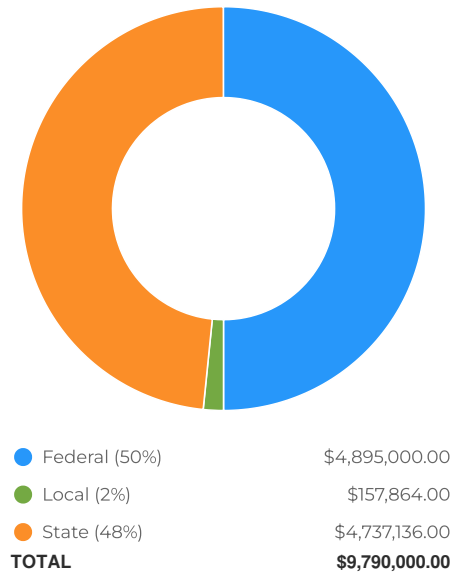
Total Budget (all years)
\$9.79M

Project Total
\$25M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown						
Funding Sources	Historical	FY2026	FY2027	FY2028	FY2029	Total
State		\$698,064	\$926,594	\$1,840,673	\$1,271,805	\$4,737,136
Federal	\$15,210,000	\$721,327	\$957,472	\$1,902,013	\$1,314,188	\$20,105,000
Local		\$23,263	\$30,879	\$61,340	\$42,382	\$157,864
Total	\$15,210,000	\$1,442,654	\$1,914,945	\$3,804,026	\$2,628,375	\$25,000,000

City Hall & 15th Street Stations

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CCSCH (City Hall)

Description

Rehabilitation of City Hall Station on the Broad Street Line and 15th Street Station on the Market-Frankford Line (MFL) to make the stations fully ADA accessible; bring the stations to a state of good repair; improve customer use, safety, and security; and reduce heavy maintenance costs. 15th Street Station rehabilitation was completed in 2020. The project will:

- Provide full access for riders with disabilities through installation of 14 new elevators and ramps to all levels of both stations, new and wider ramped corridors, and accessible fare line gates:
- Improve passenger flow with reconfigured fare lines, wider stairs and railings, and more open areas on platforms and the 15th Street Mezzanine.
- Update station interiors and systems including new architectural finishes, signs, Art-in-Transit, lighting and public address systems, fire alarm system, closed-circuit TV and security systems.
- Provide structural repairs and upgrades, mechanical and natural ventilation, and improvements to prevent/intercept water infiltration and inflow, new fire suppression systems and new employee restrooms.

The City Hall / 15th Street Stations project is being advanced in phases:

- Dilworth Park Phase and 15th Street Station (complete)
- Interlocking Reconfiguration:
- Modification of Fairmount interlocking to allow for track outages necessary to complete project construction and provide for greater future operational flexibility.
- Inter-Station Connections and City Hall Station structural work (underpinnings):
- New and widened corridors with ramps, improved ventilation structures, platform wall openings, and new elevator shaft ways from the City Hall Station mezzanines to the platforms.
- City Hall Station:
- Upgrades within City Hall Station include fitting out the elevator shaft ways with elevators and new or renovated platforms, stairs, lighting, and amenities.
- The Broad Street Subway City Hall Reverse Signaling project as part of the Broad Street Subway Line Signals project in Communications, Signals and Technology Improvements supports the City Hall Underpinning project.
- Phase I design implemented on the City Hall Station was completed in 2023.
- Phase II construction will be completed in 2029.

Schedule/Status (Calendar Year):

City Hall Station Design: 2019 – 2023

Construction: 2020 - 2031

Location: City of Philadelphia

Service Area: City of Philadelphia

Details

S/TIP MPMS #	60335
Program Element	Transit Rail Station ADA Accessibility and Improvements Program

Location



Capital Cost

Total Historical **\$84,456,497**
 FY2025 Budget **\$8,050,308**
 Total Budget (all years) **\$104.579M**
 Project Total **\$189.035M**

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
ERC	\$84,456,497	\$8,050,308	\$8,000,000	\$12,000,000	\$15,000,000	\$20,000,000	\$25,000,000	\$16,528,194	\$189,0
Total	\$84,456,497	\$8,050,308	\$8,000,000	\$12,000,000	\$15,000,000	\$20,000,000	\$25,000,000	\$16,528,194	\$189,0

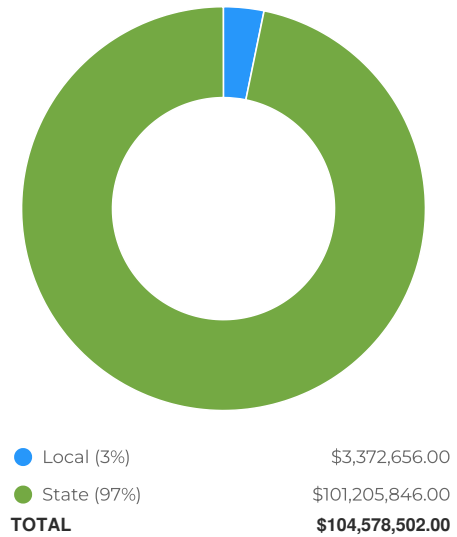
Funding Sources

Total Historical **\$84,456,497** FY2025 Budget **\$8,050,308** Total Budget (all years) **\$104.579M** Project Total **\$189.035M**

Funding Sources by Year



Funding Sources for Budgeted Years



● Local ● State

Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
State	\$81,732,775	\$7,790,686	\$7,742,000	\$11,613,000	\$14,516,250	\$19,355,000	\$24,193,750	\$15,995,160	\$182,948,514
Local	\$2,723,722	\$259,622	\$258,000	\$387,000	\$483,750	\$645,000	\$806,250	\$533,034	\$6,091,381
Total	\$84,456,497	\$8,050,308	\$8,000,000	\$12,000,000	\$15,000,000	\$20,000,000	\$25,000,000	\$16,528,194	\$189,035,000

Conshohocken Station Parking

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CRSCC

Description

SEPTA is working with stakeholders to pursue a joint development opportunity at Conshohocken Station. The joint development would provide structured parking for SEPTA riders and new housing units. Simultaneously, SEPTA is designing a temporary surface lot to provide additional parking capacity in the near term. In support of PennDOT's I-76 Integrated Corridor Management (ICM) Program, the project originally included property acquisition, design, and construction of a smart parking garage. SEPTA is maintaining the same allocation of funding for the project (\$48.33M). The current budget for the surface parking lot is \$7M, and the budget for the joint development is \$41.33M.

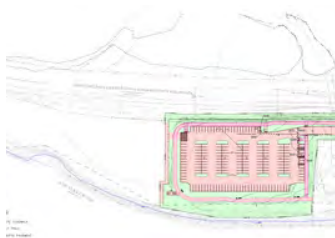
Schedule/Status (Calendar Year):

Construction: 2025 – 2027

Location: Montgomery County

Service Area: Montgomery and Philadelphia Counties

Images

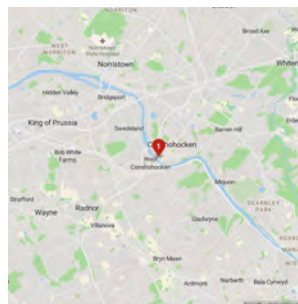


Preliminary concept sketch of Conshohocken Station's parking lot.

Details

S/TIP MPMS #	60540
Program Element	Parking Improvements

Location



Capital Cost

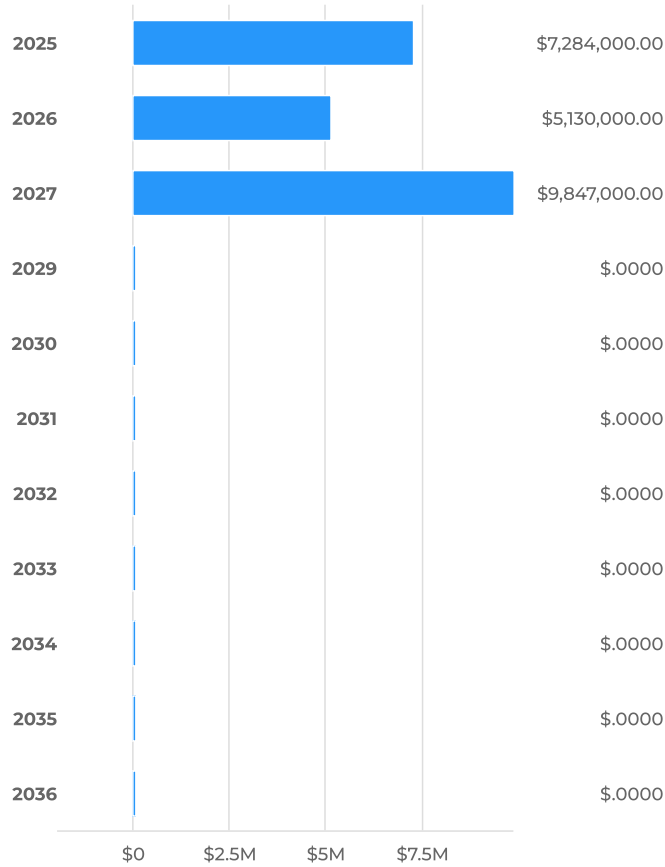
Total Historical
\$26,070,000

FY2025 Budget
\$7,284,000

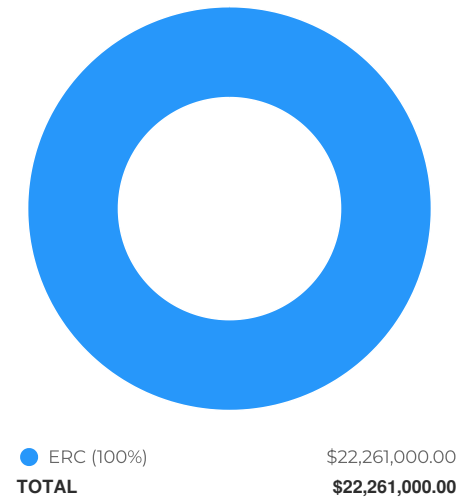
Total Budget (all years)
\$22.261M

Project Total
\$48.331M

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035
ERC	\$26,070,000	\$7,284,000	\$5,130,000	\$9,847,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$26,070,000	\$7,284,000	\$5,130,000	\$9,847,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Sources

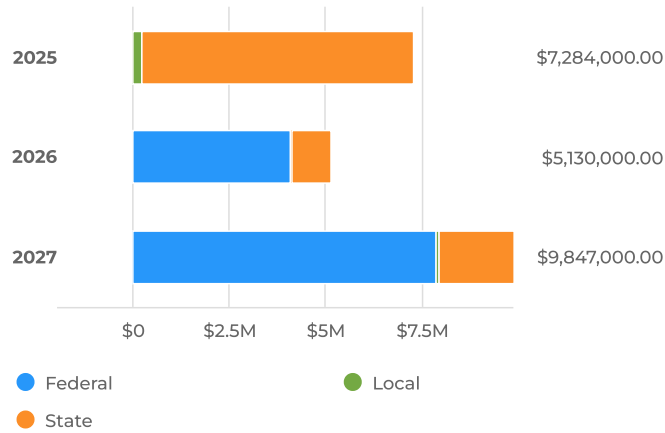
Total Historical
\$26,070,000

FY2025 Budget
\$7,284,000

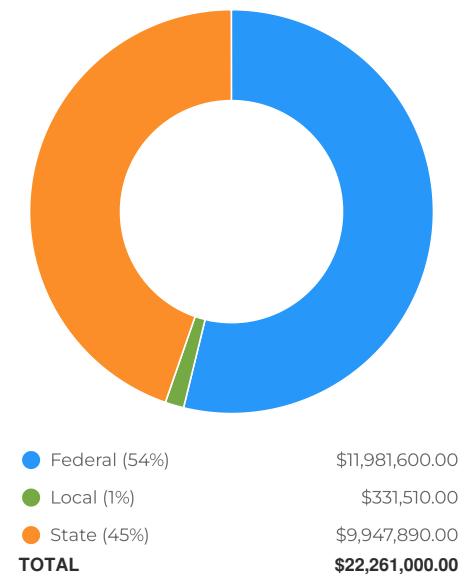
Total Budget (all years)
\$22.261M

Project Total
\$48.331M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	Total
State	\$5,045,849	\$7,049,091	\$992,912	\$1,905,887	\$14,993,739
Federal	\$20,856,000		\$4,104,000	\$7,877,600	\$32,837,600
Local	\$168,152	\$234,909	\$33,088	\$63,513	\$499,662
Total	\$26,070,000	\$7,284,000	\$5,130,000	\$9,847,000	\$48,331,000

Cornwells Heights Station Reconfiguration on the Trenton Line

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CRSHC

Description

This project will make the Cornwells Heights Station on the Northeast Corridor, serving Amtrak Keystone Services trains and the SEPTA Trenton Line Regional Rail Line fully ADA accessible and includes full-length high-level platforms, new passenger shelters, security improvements and passenger amenities. The reconstructed station will have a pedestrian overpass with elevators between the platforms that will allow safe, convenient movement between the two platforms and the parking lots on its north side.

Design will be implemented from 2024-2025.
Construction will be implemented between 2026 - 2029.

This project is supported by a \$30.5 million Federal Railroad Administration Federal-State Partnership for Intercity Passenger Rail competitive grant award and I-95 Congestion Mitigation Flex funding.

Schedule/Status (Calendar Year):

Design: 2024 – 2025
Construction: 2026 – 2029

Location: Bucks County

Service Area: Bucks County, City of Philadelphia, New Jersey (State)

Images



Rendering of Cornwells Heights Reconstruction

Details

S/TIP MPMS #	77183
Program Element	Regional Rail Station ADA Accessibility and Improvement Program

Location

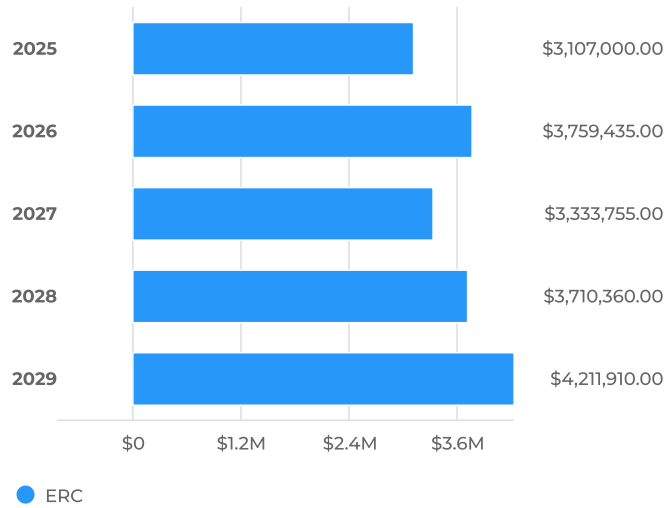
Address: 790 Station Avenue



Capital Cost

Total Historical **\$42,877,540**
 FY2025 Budget **\$3,107,000**
 Total Budget (all years) **\$18.122M**
 Project Total **\$61M**

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
ERC	\$42,877,540	\$3,107,000	\$3,759,435	\$3,333,755	\$3,710,360	\$4,211,910	\$61,000,000
Total	\$42,877,540	\$3,107,000	\$3,759,435	\$3,333,755	\$3,710,360	\$4,211,910	\$61,000,000

Funding Sources

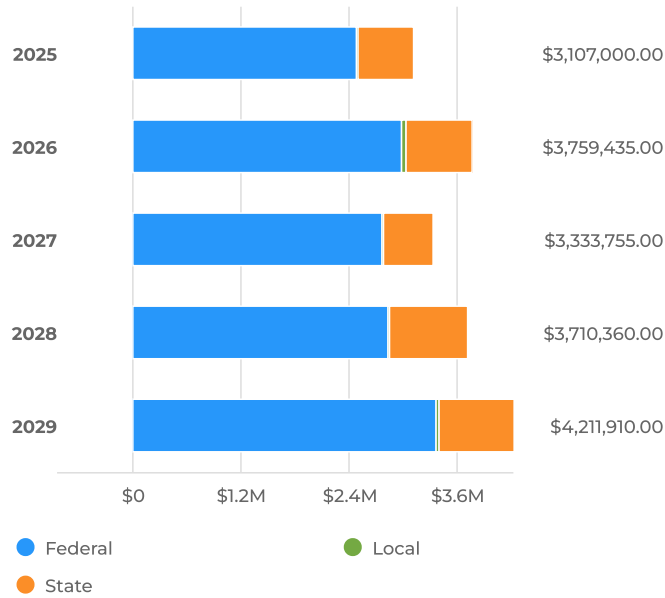
Total Historical
\$42,877,540

FY2025 Budget
\$3,107,000

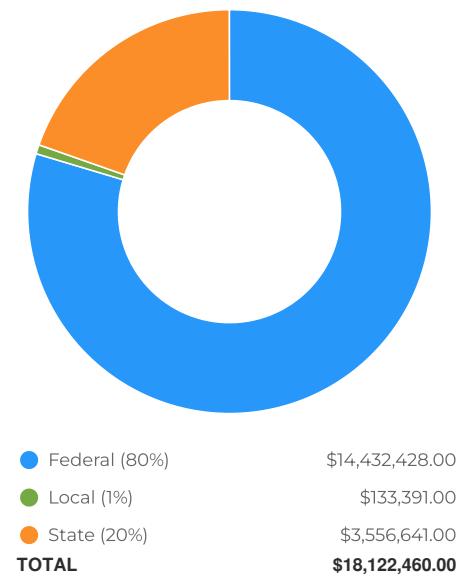
Total Budget (all years)
\$18.122M

Project Total
\$61M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
State	\$8,298,948	\$601,360	\$727,639	\$556,015	\$856,412	\$815,215	\$11,855,589
Federal	\$34,302,032	\$2,485,600	\$2,983,942	\$2,767,950	\$2,825,408	\$3,369,528	\$48,734,460
Local	\$276,560	\$20,040	\$47,854	\$9,790	\$28,540	\$27,167	\$409,951
Total	\$42,877,540	\$3,107,000	\$3,759,435	\$3,333,755	\$3,710,360	\$4,211,910	\$61,000,000

Design for Broad Street Subway Station ADA Accessibility

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CCSSB (Design)

Description

SEPTA is simultaneously designing accessibility improvements for nine Broad Street Subway stations to reach the goal of a fully accessible Broad Street Line by 2032. SEPTA will implement construction for each station as soon as operational needs allow. Design will be performed for the following station projects: Chinatown, Ellsworth-Federal, Fairmount Stations (Mainline and Broad-Ridge Spur), Hunting Park, Logan, Lombard-South, Snyder and Wyoming.

Commencing design now also allows SEPTA to pursue competitive funding that will be made available via the federal All Stations Accessibility Program (ASAP), a new program created by the Infrastructure Investment and Jobs Act (IIJA) that provides funding specifically for ADA Accessibility improvements at legacy rail stations. SEPTA was selected to receive \$56M through the ASAP for construction of Erie, Chinatown, Fairmount, and Snyder Stations on the BSL.

Schedule/Status (Calendar Year):

Design: 2023 – 2026

Location: City of Philadelphia

Service Area: City of Philadelphia

Images

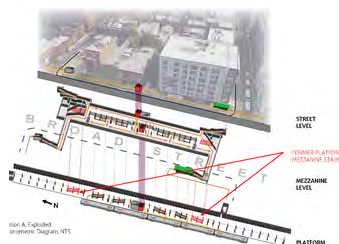


Image of the proposed ADA improvements to the Broad St. Station (South side).

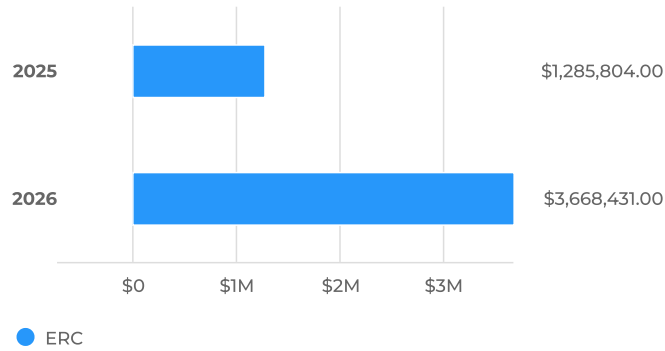
Details

S/TIP MPMS #	77183
Program Element	Transit Rail Station ADA Accessibility and Improvements Program (BSL)

Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$7,045,765	\$1,285,804	\$4.954M	\$12M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown				
Capital Cost	Historical	FY2025	FY2026	Total
ERC	\$7,045,765	\$1,285,804	\$3,668,431	\$12,000,000
Total	\$7,045,765	\$1,285,804	\$3,668,431	\$12,000,000

Funding Sources

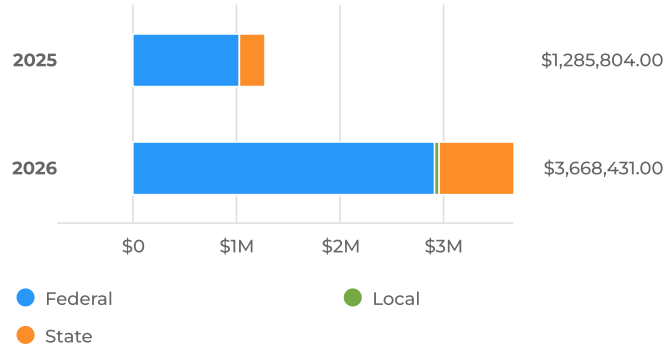
Total Historical
\$7,045,765

FY2025 Budget
\$1,285,804

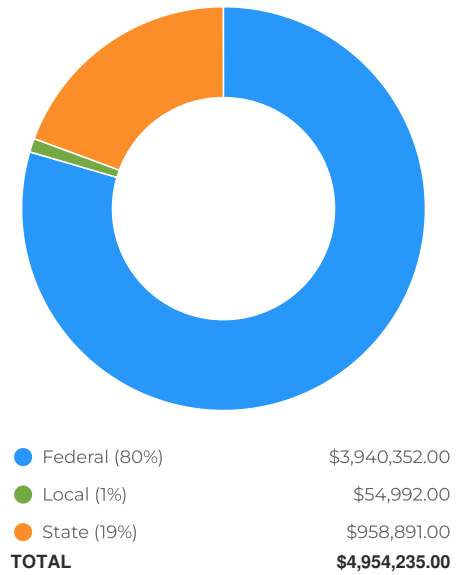
Total Budget (all years)
\$4.954M

Project Total
\$12M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	Total
State	\$1,363,708	\$248,867	\$710,024	\$2,322,599
Federal	\$5,636,612	\$1,028,643	\$2,911,709	\$9,576,964
Local	\$45,445	\$8,294	\$46,698	\$100,437
Total	\$7,045,765	\$1,285,804	\$3,668,431	\$12,000,000

Ellsworth-Federal Station

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CCSSB (Design)

Description

Improvements to Ellsworth-Federal Station on the Broad Street Line will make the station fully ADA accessible. The project provides for elevators and accessibility improvements, renovation of existing platforms and station interior; new signage, lighting and security cameras; and waterproofing improvements.

Schedule/Status (Calendar Year):

Design: 2023 - 2024

Construction: 2029 – 2031

Location: City of Philadelphia

Service Area: City of Philadelphia

Details

S/TIP MPMS #	77183
Program Element	Transit Rail Station ADA Accessibility and Improvements Program (BSL)

Location

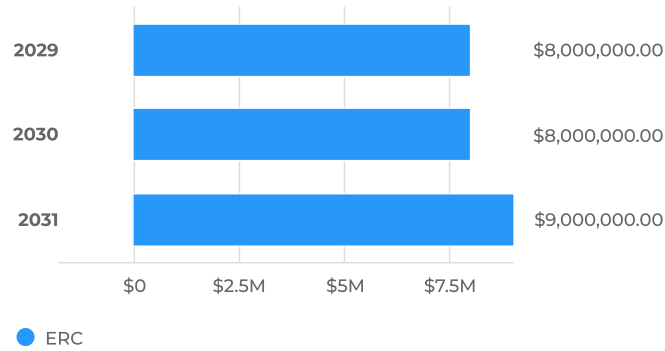


Capital Cost

Total Budget (all years)
\$25M

Project Total
\$25M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

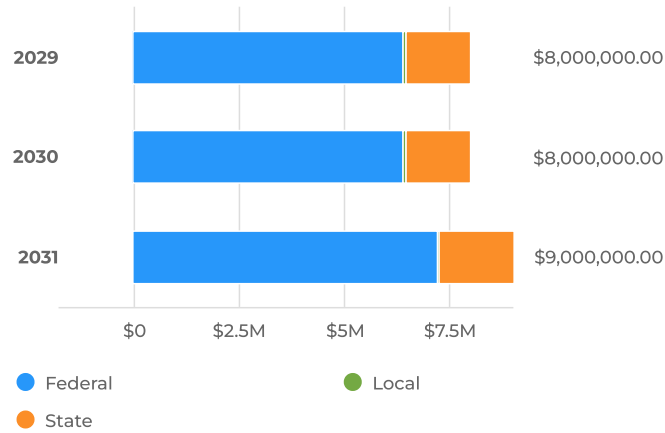
Capital Cost	FY2029	FY2030	FY2031	Total
ERC	\$8,000,000	\$8,000,000	\$9,000,000	\$25,000,000
Total	\$8,000,000	\$8,000,000	\$9,000,000	\$25,000,000

Funding Sources

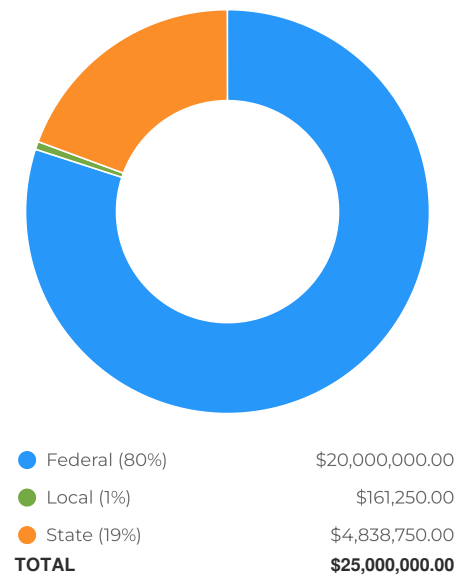
Total Budget (all years)
\$25M

Project Total
\$25M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2029	FY2030	FY2031	Total
State	\$1,548,400	\$1,548,400	\$1,741,950	\$4,838,750
Federal	\$6,400,000	\$6,400,000	\$7,200,000	\$20,000,000
Local	\$51,600	\$51,600	\$58,050	\$161,250
Total	\$8,000,000	\$8,000,000	\$9,000,000	\$25,000,000

Erie Station

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CCSMI

Description

Improvements to the Erie station on the Broad Street Line will make the station fully ADA accessible. Work includes installation of three (3) ADA accessible elevators with one being between street level and the mezzanine level of the station, and the other two being located within the paid areas of the mezzanine level and will serve the north and southbound platforms. The project will also provide for the construction of headhouses for the elevator and station entrances at street level; new signage and lighting, security features including surveillance cameras, ADA compliant communications system upgrades for the AVPA, emergency call boxes, passenger amenities; and drainage and waterproofing improvements. This project is being supported by an FTA All Stations Accessibility Program grant.

Schedule/Status (Calendar Year):

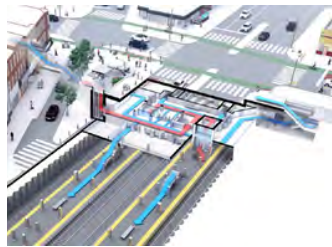
Design: 2021 – 2023

Construction: 2024 – 2027

Location: City of Philadelphia

Service Area: City of Philadelphia

Images

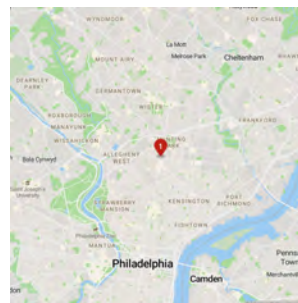


Rendering of Erie Station.

Details

S/TIP MPMS #	77183
Program Element	Transit Rail Station ADA Accessibility and Improvements Program (BSL)

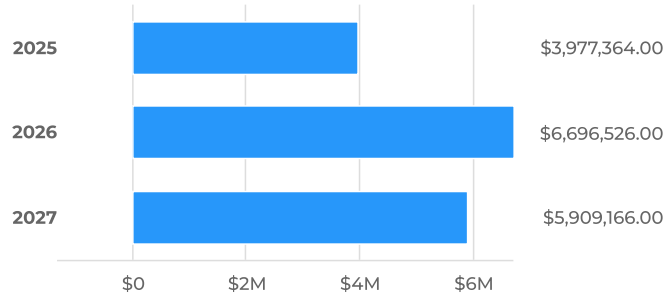
Location



Capital Cost

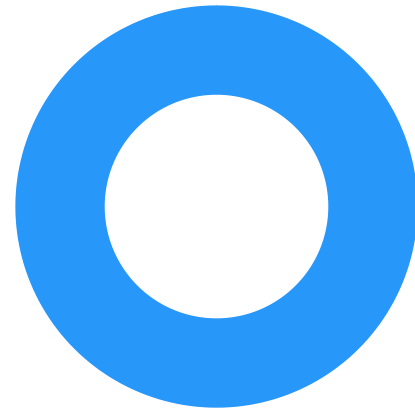
Total Historical **\$21,416,944**
 FY2025 Budget **\$3,977,364**
 Total Budget (all years) **\$16.583M**
 Project Total **\$38M**

Capital Cost by Year



● ERC

Capital Cost for Budgeted Years



● ERC (100%) \$16,583,056.00
TOTAL **\$16,583,056.00**

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	Total
ERC	\$21,416,944	\$3,977,364	\$6,696,526	\$5,909,166	\$38,000,000
Total	\$21,416,944	\$3,977,364	\$6,696,526	\$5,909,166	\$38,000,000

Funding Sources

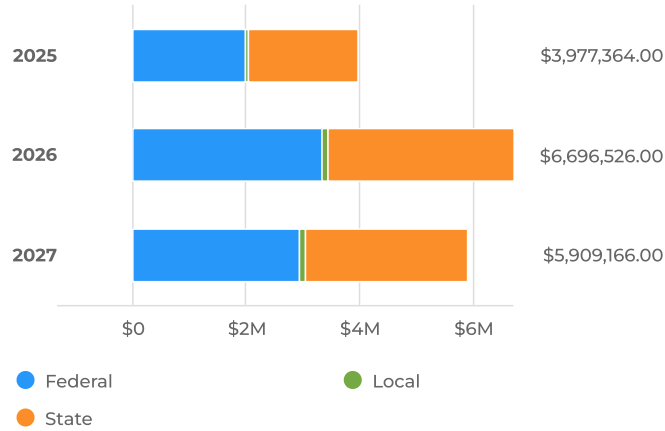
Total Historical
\$21,416,944

FY2025 Budget
\$3,977,364

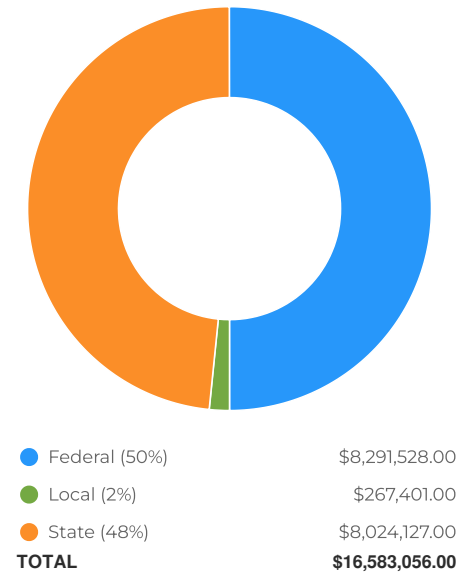
Total Budget (all years)
\$16.583M

Project Total
\$38M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	Total
State		\$1,924,547	\$3,240,282	\$2,859,298	\$8,024,127
Federal	\$21,416,944	\$1,988,682	\$3,348,263	\$2,954,583	\$29,708,472
Local		\$64,135	\$107,981	\$95,285	\$267,401
Total	\$21,416,944	\$3,977,364	\$6,696,526	\$5,909,166	\$38,000,000

Fairmount Station

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CCSSB (Design) & CCSFA

Description

Improvements to Fairmount Station on the Broad Street Line and Broad-Ridge Spur to make both platform levels of the station fully ADA accessible. The project provides for installation of elevators and accessibility improvements; renovation of existing platforms and station interiors; new signage, lighting, and security cameras; and waterproofing improvements. This project is being supported by an FTA All Stations Accessibility Program grant.

Schedule/Status (Calendar Year):

Design: 2023 – 2024

Construction: 2025 – 2028

Location: City of Philadelphia

Service Area: City of Philadelphia

Images



Existing Station.

Details

S/TIP MPMS #	77183
Program Element	Transit Rail Station ADA Accessibility and Improvements Program (BSL)

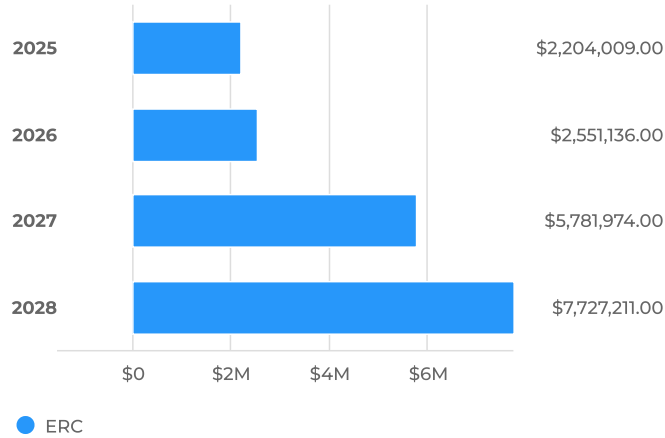
Location



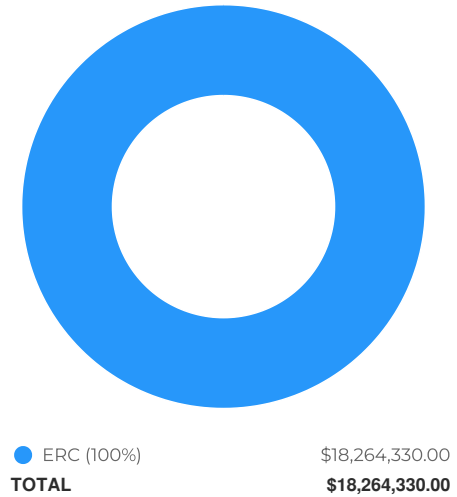
Capital Cost

Total Historical **\$16,784,670**
 FY2025 Budget **\$2,204,009**
 Total Budget (all years) **\$18.264M**
 Project Total **\$35.049M**

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown						
Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	Total
ERC	\$16,784,670	\$2,204,009	\$2,551,136	\$5,781,974	\$7,727,211	\$35,049,000
Total	\$16,784,670	\$2,204,009	\$2,551,136	\$5,781,974	\$7,727,211	\$35,049,000

Funding Sources

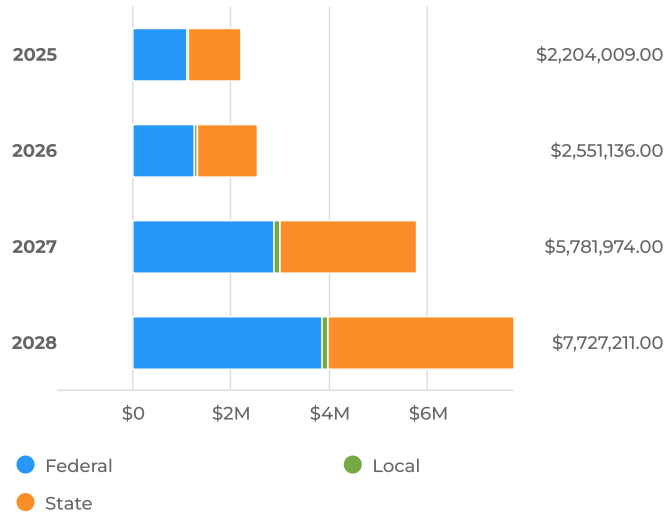
Total Historical
\$16,784,670

FY2025 Budget
\$2,204,009

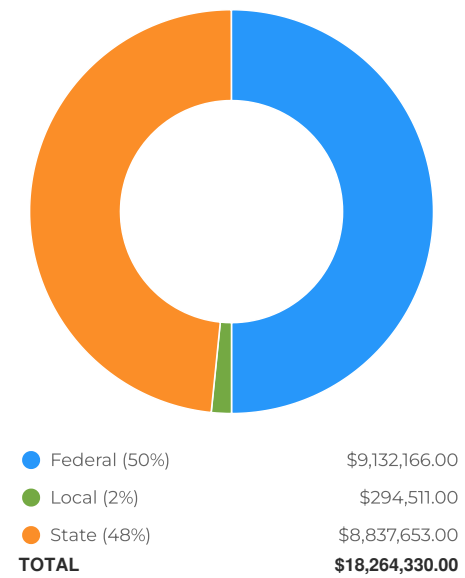
Total Budget (all years)
\$18.264M

Project Total
\$35.049M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	Total
State		\$1,066,465	\$1,234,431	\$2,797,753	\$3,739,004	\$8,837,653
Federal	\$16,784,670	\$1,102,005	\$1,275,568	\$2,890,987	\$3,863,606	\$25,916,836
Local		\$35,539	\$41,137	\$93,234	\$124,601	\$294,511
Total	\$16,784,670	\$2,204,009	\$2,551,136	\$5,781,974	\$7,727,211	\$35,049,000

Hunting Park Station

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CCSSB (Design)

Description

Improvements to Hunting Park Station on the Broad Street Line will make the station fully ADA accessible. The project provides for elevators and accessibility improvements; renovation of existing platforms and station interior; new signage, lighting, and security cameras; and waterproofing improvements.

Schedule/Status (Calendar Year):

Design: 2024

Construction: 2027 – 2030

Location: City of Philadelphia

Service Area: City of Philadelphia

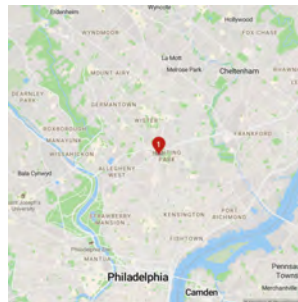
Images



Details

S/TIP MPMS #	77183
Program Element	Transit Rail Station ADA Accessibility and Improvements Program (BSL)

Location

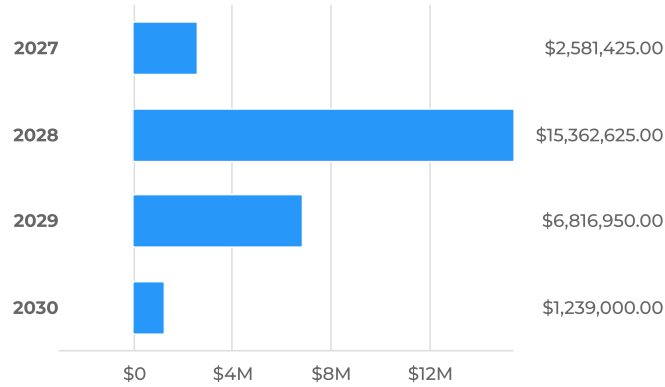


Capital Cost

Total Budget (all years)
\$26M

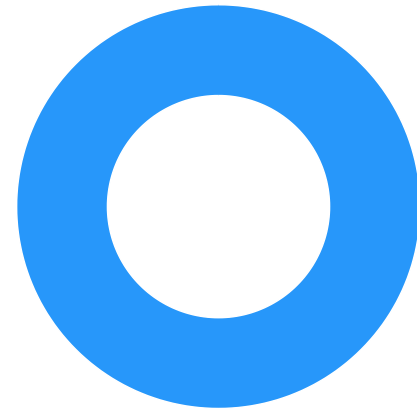
Project Total
\$26M

Capital Cost by Year



● ERC

Capital Cost for Budgeted Years



● ERC (100%)

TOTAL

\$26,000,000.00

\$26,000,000.00

Capital Cost Breakdown

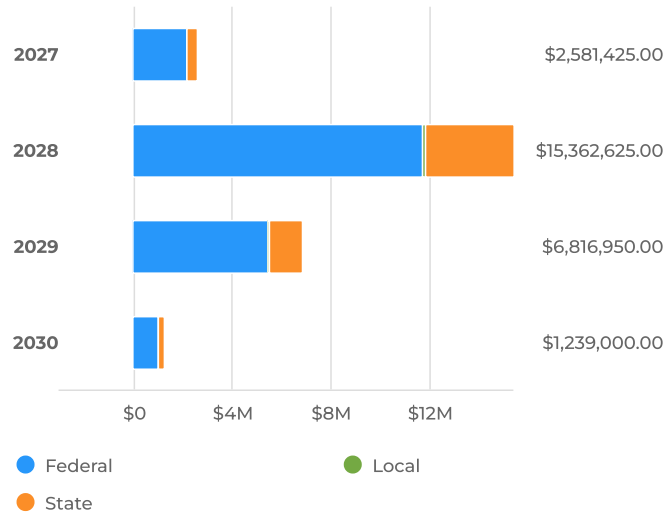
Capital Cost	FY2027	FY2028	FY2029	FY2030	Total
ERC	\$2,581,425	\$15,362,625	\$6,816,950	\$1,239,000	\$26,000,000
Total	\$2,581,425	\$15,362,625	\$6,816,950	\$1,239,000	\$26,000,000

Funding Sources

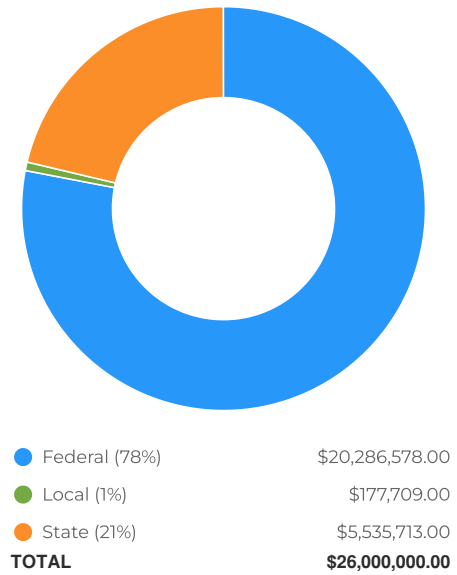
Total Budget (all years)
\$26M

Project Total
\$26M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2027	FY2028	FY2029	FY2030	Total
State	\$430,539	\$3,545,945	\$1,319,421	\$239,808	\$5,535,713
Federal	\$2,143,306	\$11,698,512	\$5,453,560	\$991,200	\$20,286,578
Local	\$7,580	\$118,168	\$43,969	\$7,992	\$177,709
Total	\$2,581,425	\$15,362,625	\$6,816,950	\$1,239,000	\$26,000,000

Jenkintown-Wyncote Station on the Regional Rail Mainline

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CRSJP

Description

Improvements will make the Jenkintown-Wyncote Station fully ADA accessible. This station will receive new full-length high-level platforms; new pedestrian overpasses and elevators; new passenger shelters; accessible pathways and handrails/guardrails; new signage and lighting; stormwater management systems and landscaping.

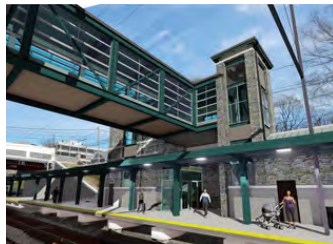
Schedule/Status (Calendar Year):

Construction: 2025 – 2029

Location: Montgomery County

Service Area: Bucks, Montgomery, and Philadelphia Counties

Images



Rendering of the improved Jenkintown-Wyncote Station.

Details

S/TIP MPMS #	77183
Program Element	Regional Rail Station ADA Accessibility and Improvement Program

Location

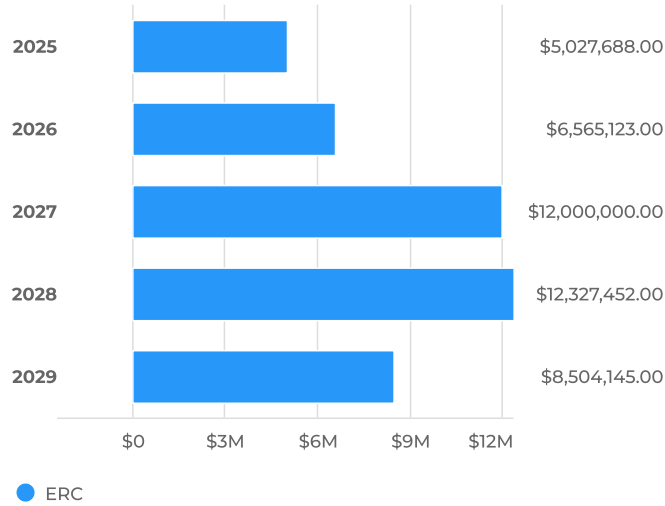
Address: 2 Greenwood Avenue



Capital Cost

Total Historical **\$11,575,592**
 FY2025 Budget **\$5,027,688**
 Total Budget (all years) **\$44.424M**
 Project Total **\$56M**

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
ERC	\$11,575,592	\$5,027,688	\$6,565,123	\$12,000,000	\$12,327,452	\$8,504,145	\$56,000,000
Total	\$11,575,592	\$5,027,688	\$6,565,123	\$12,000,000	\$12,327,452	\$8,504,145	\$56,000,000

Funding Sources

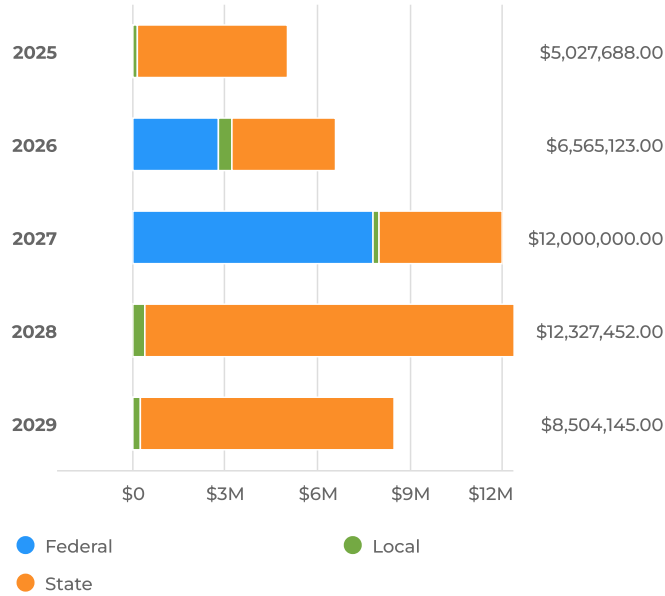
Total Historical
\$11,575,592

FY2025 Budget
\$5,027,688

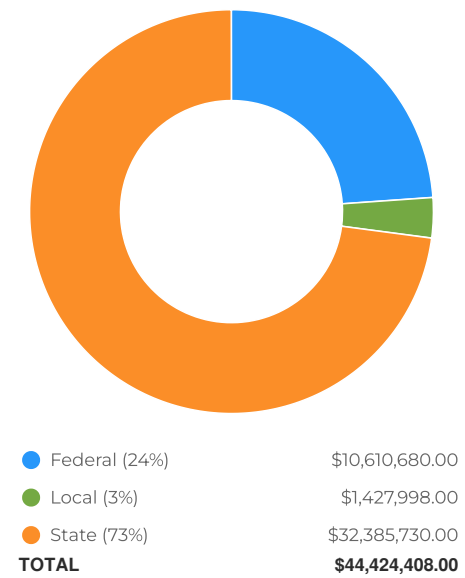
Total Budget (all years)
\$44.424M

Project Total
\$56M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
State	\$11,202,279	\$4,865,545	\$3,353,398	\$4,007,009	\$11,929,892	\$8,229,886	\$43,588,009
Federal			\$2,793,882	\$7,816,798			\$10,610,680
Local	\$373,313	\$162,143	\$417,843	\$176,193	\$397,560	\$274,259	\$1,801,311
Total	\$11,575,592	\$5,027,688	\$6,565,123	\$12,000,000	\$12,327,452	\$8,504,145	\$56,000,000

Logan Station

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CCSSB (Design)

Description

Improvements to Logan Station on the Broad Street Line will make the station fully ADA accessible. The project provides for installation of elevators and accessibility improvements; renovation of existing platforms and station interior; new signage, lighting, and security cameras; and waterproofing improvements.

Schedule/Status (Calendar Year):

Construction 2029 - 2032

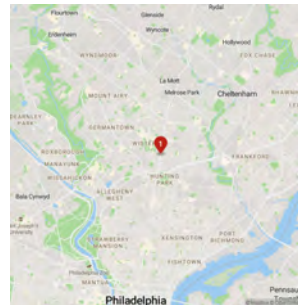
Location: City of Philadelphia

Service Area: City of Philadelphia

Details

S/TIP MPMS #	77183
Program Element	Transit Rail Station ADA Accessibility and Improvements Program (BSL)

Location

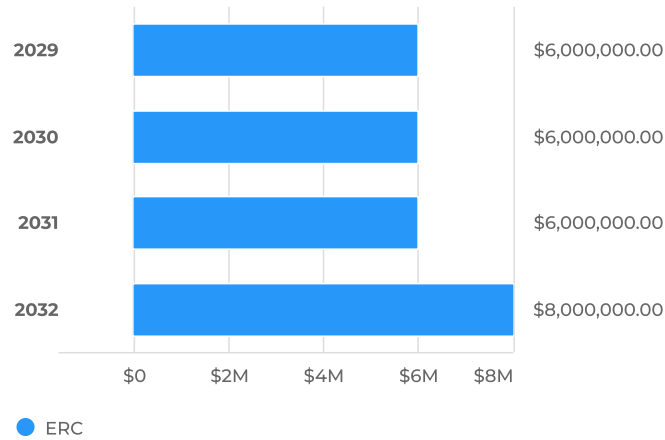


Capital Cost

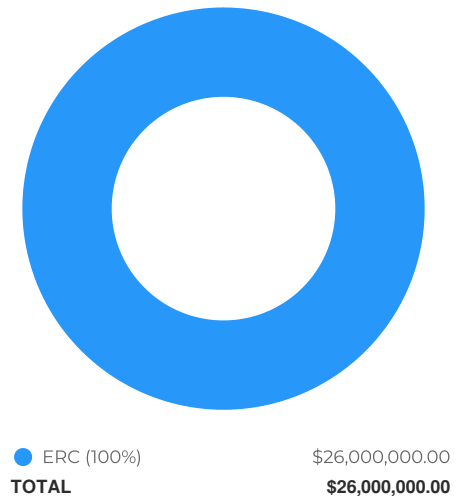
Total Budget (all years)
\$26M

Project Total
\$26M

Capital Cost by Year



Capital Cost for Budgeted Years



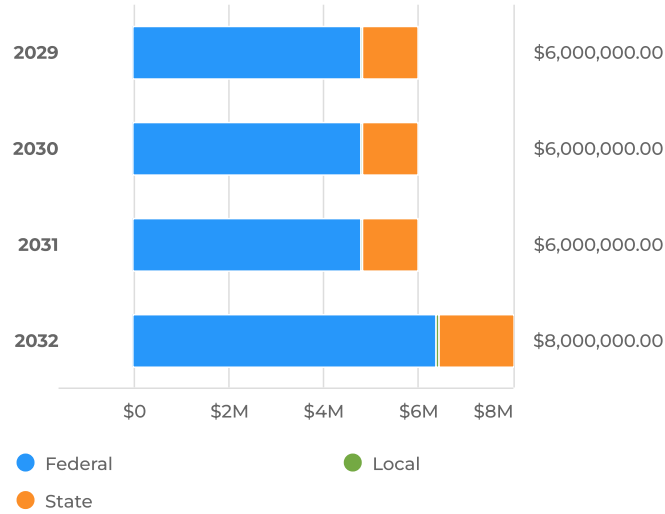
Capital Cost Breakdown					
Capital Cost	FY2029	FY2030	FY2031	FY2032	Total
ERC	\$6,000,000	\$6,000,000	\$6,000,000	\$8,000,000	\$26,000,000
Total	\$6,000,000	\$6,000,000	\$6,000,000	\$8,000,000	\$26,000,000

Funding Sources

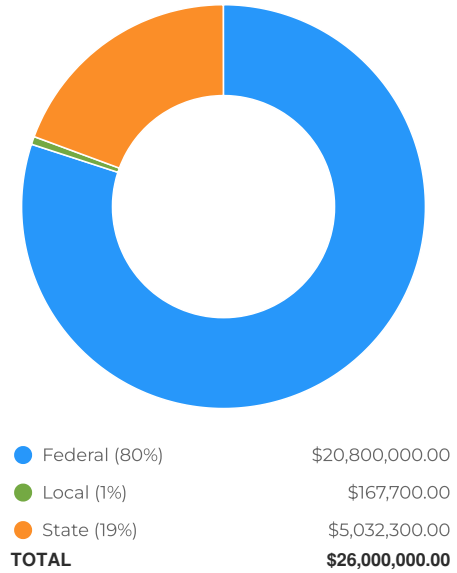
Total Budget (all years)
\$26M

Project Total
\$26M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2029	FY2030	FY2031	FY2032	Total
State	\$1,161,300	\$1,161,300	\$1,161,300	\$1,548,400	\$5,032,300
Federal	\$4,800,000	\$4,800,000	\$4,800,000	\$6,400,000	\$20,800,000
Local	\$38,700	\$38,700	\$38,700	\$51,600	\$167,700
Total	\$6,000,000	\$6,000,000	\$6,000,000	\$8,000,000	\$26,000,000

Lombard-South Station

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CCSSB (Design)

Description

Improvements to Lombard-South Station on the Broad Street Line will make the station fully ADA accessible. The project provides for installation of elevators and accessibility improvements; renovation of existing platforms and station interior; new signage, lighting, and security cameras; and waterproofing improvements.

Schedule/Status (Calendar Year):

Construction: 2027– 2029

Location: City of Philadelphia

Service Area: City of Philadelphia

Images



Rendering of the Lombard-South Station ADA improvements.

Details

S/TIP MPMS #	77183
Program Element	Transit Rail Station ADA Accessibility and Improvements Program (BSL)

Location

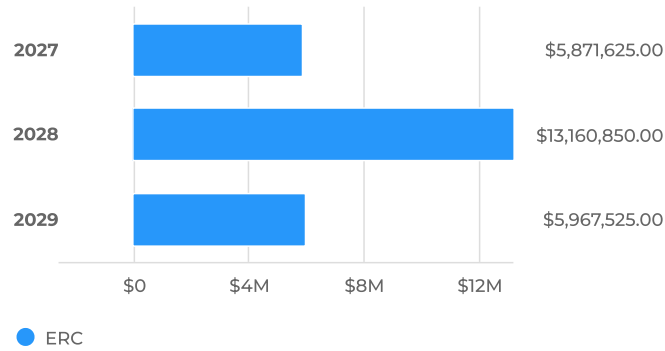


Capital Cost

Total Budget (all years)
\$25M

Project Total
\$25M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

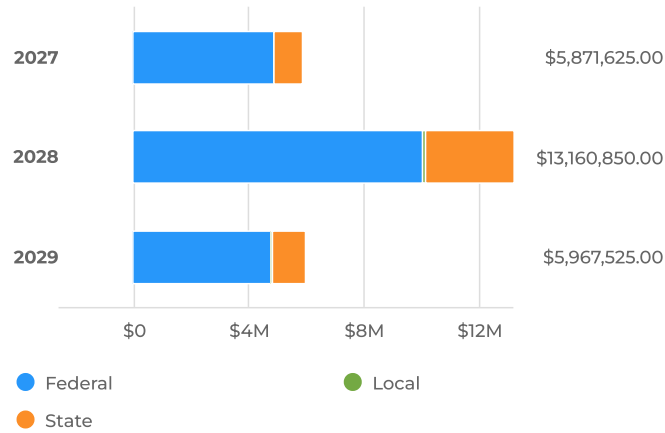
Capital Cost	FY2027	FY2028	FY2029	Total
ERC	\$5,871,625	\$13,160,850	\$5,967,525	\$25,000,000
Total	\$5,871,625	\$13,160,850	\$5,967,525	\$25,000,000

Funding Sources

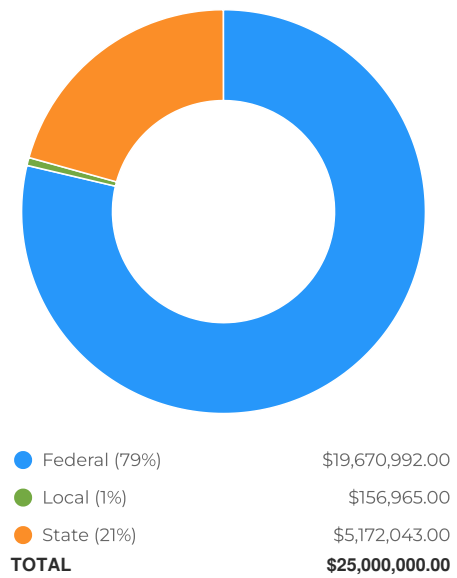
Total Budget (all years)
\$25M

Project Total
\$25M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2027	FY2028	FY2029	Total
State	\$979,290	\$3,037,739	\$1,155,014	\$5,172,043
Federal	\$4,875,093	\$10,021,879	\$4,774,020	\$19,670,992
Local	\$17,242	\$101,232	\$38,491	\$156,965
Total	\$5,871,625	\$13,160,850	\$5,967,525	\$25,000,000

Malvern Station on the Paoli/Thorndale Line

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CRRMS

Description

This project will make the Malvern Station fully ADA accessible and include full-length high-level platforms, new passenger shelters, security improvements and passenger amenities.

Schedule/Status (Calendar Year):

Design: 2023 – 2026

Construction: 2027 – 2028

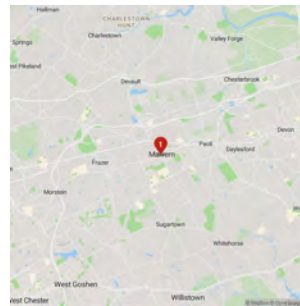
Location: Chester County

Service Area: Chester, Montgomery, and Philadelphia Counties

Details

S/TIP MPMS #	77183
Program Element	Regional Rail Station ADA Accessibility and Improvement Program

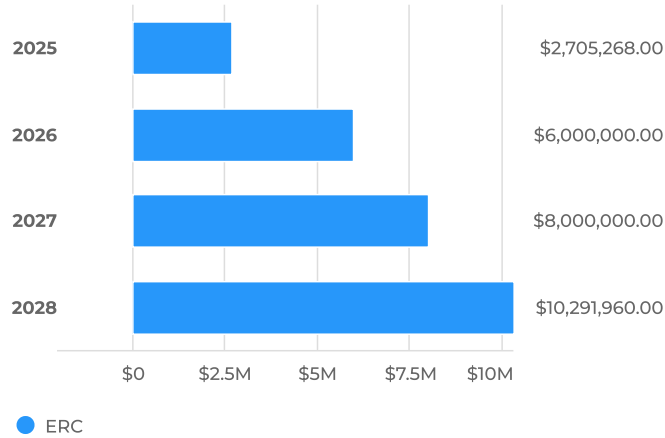
Location



Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$8,002,772	\$2,705,268	\$26.997M	\$35M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown						
Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	Total
ERC	\$8,002,772	\$2,705,268	\$6,000,000	\$8,000,000	\$10,291,960	\$35,000,000
Total	\$8,002,772	\$2,705,268	\$6,000,000	\$8,000,000	\$10,291,960	\$35,000,000

Funding Sources

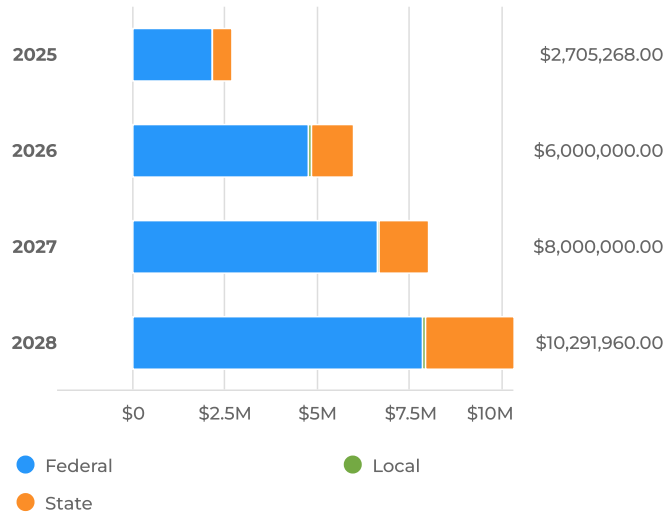
Total Historical
\$8,002,772

FY2025 Budget
\$2,705,268

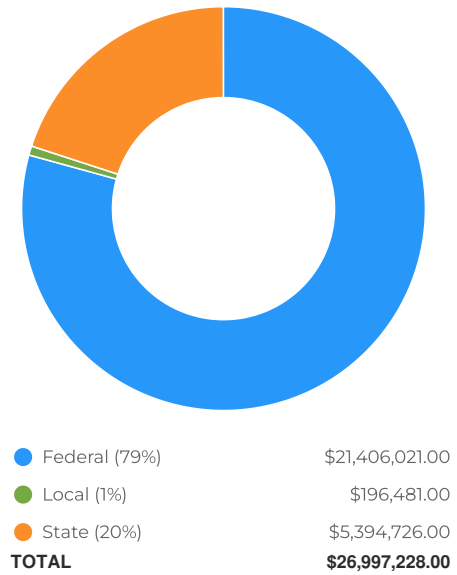
Total Budget (all years)
\$26.997M

Project Total
\$35M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	Total
State	\$1,548,936	\$523,606	\$1,161,300	\$1,334,268	\$2,375,552	\$6,943,662
Federal	\$6,402,218	\$2,164,214	\$4,762,325	\$6,642,240	\$7,837,242	\$27,808,239
Local	\$51,618	\$17,448	\$76,375	\$23,492	\$79,166	\$248,099
Total	\$8,002,772	\$2,705,268	\$6,000,000	\$8,000,000	\$10,291,960	\$35,000,000

Marcus Hook Station on the Wilmington Line

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CRSMH

Description

This project will make the Marcus Hook station fully ADA accessible and includes full-length high-level platforms, new passenger shelters, security improvements and passenger amenities.

Schedule/Status (Calendar Year):

Design: 2023 – 2025

Construction: 2026 – 2029

Location: Delaware County

Service Area: Delaware and Philadelphia Counties, State of Delaware

Images



Existing Station.

Details

S/TIP MPMS #	77183
Program Element	Regional Rail Station ADA Accessibility and Improvement Program

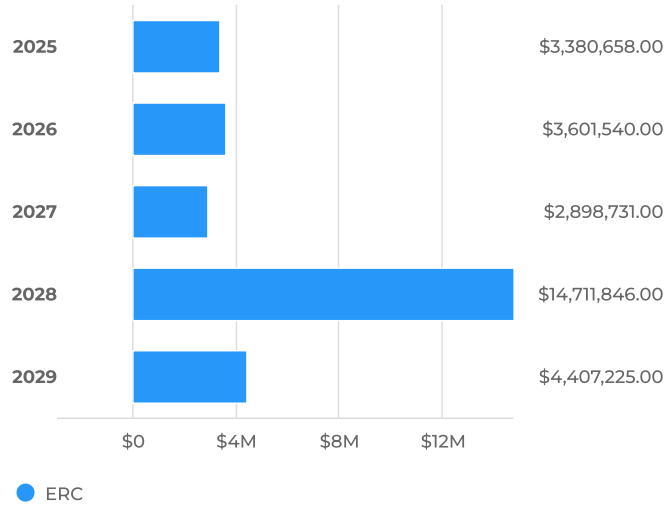
Location



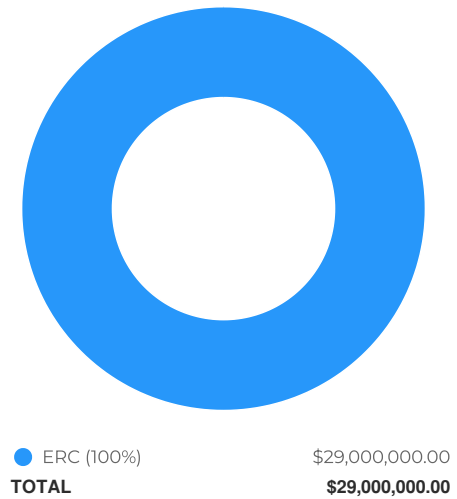
Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$4,000,000	\$3,380,658	\$29M	\$33M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown							
Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
ERC	\$4,000,000	\$3,380,658	\$3,601,540	\$2,898,731	\$14,711,846	\$4,407,225	\$33,000,000
Total	\$4,000,000	\$3,380,658	\$3,601,540	\$2,898,731	\$14,711,846	\$4,407,225	\$33,000,000

Funding Sources

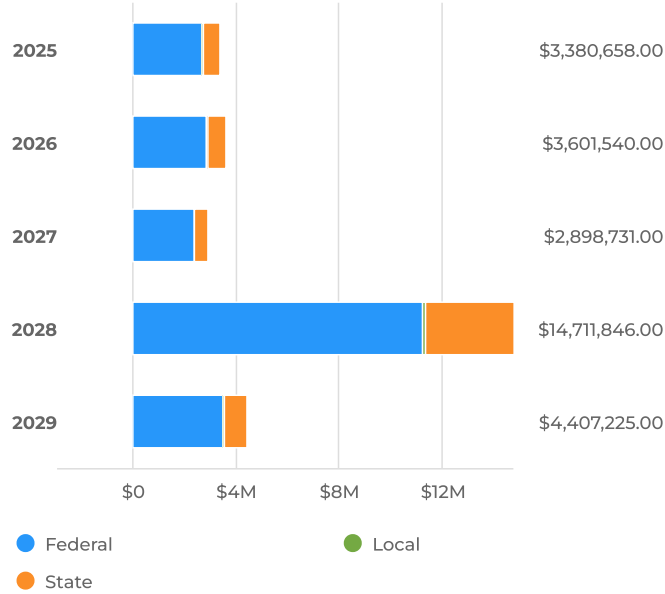
Total Historical
\$4,000,000

FY2025 Budget
\$3,380,658

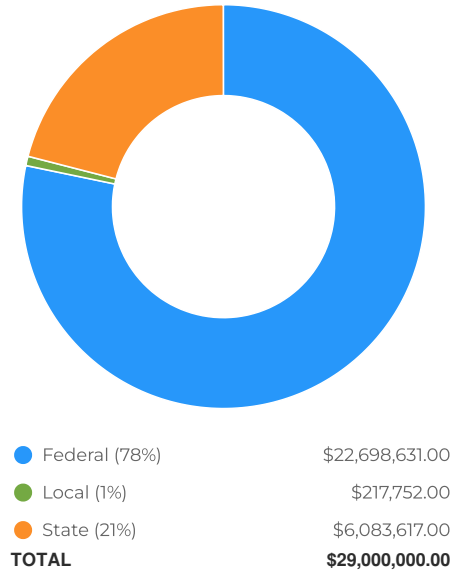
Total Budget (all years)
\$29M

Project Total
\$33M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown							
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
State	\$774,200	\$654,326	\$697,078	\$483,460	\$3,395,735	\$853,018	\$6,857,817
Federal	\$3,200,000	\$2,704,526	\$2,858,617	\$2,406,759	\$11,202,949	\$3,525,780	\$25,898,631
Local	\$25,800	\$21,806	\$45,845	\$8,512	\$113,162	\$28,427	\$243,552
Total	\$4,000,000	\$3,380,658	\$3,601,540	\$2,898,731	\$14,711,846	\$4,407,225	\$33,000,000

Noble Station on the West Trenton Line

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CRSNS

Description

The Noble Station on the West Trenton Regional Rail Line will be made ADA accessible and include a storage track for operational efficiency. Work will also include full-length high-level platforms; canopies and passenger shelters; accessible pathways, sidewalks, and handrails/ guardrails; new signage, lighting and security cameras; stormwater management systems and landscaping. SEPTA is coordinating this project with PennDOT’s replacement of the adjacent Route 611 bridge.

Phase 1 includes stairs and ramps that connect to PennDOT Route 611 Bridge and will be constructed by PennDOT. The remainder of the project will be completed in Phase 2.

Phase 2 Schedule/Status (Calendar Year):

Construction: 2025 – 2029

Location: Montgomery County

Service Area: Bucks, Montgomery, and Philadelphia Counties, State of New Jersey

Images



Current image of Noble Station.

Details

S/TIP MPMS #	77183
Program Element	Regional Rail Station ADA Accessibility and Improvement Program

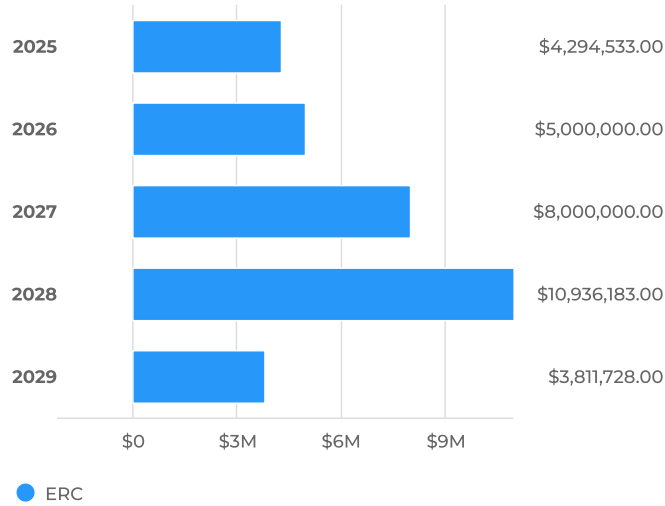
Location



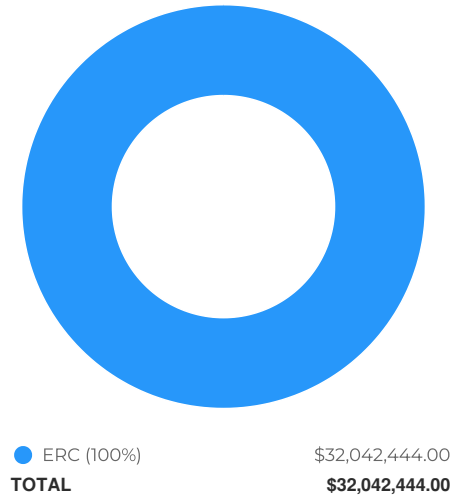
Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$1,757,556	\$4,294,533	\$32.042M	\$33.8M

Capital Cost by Year



Capital Cost for Budgeted Years



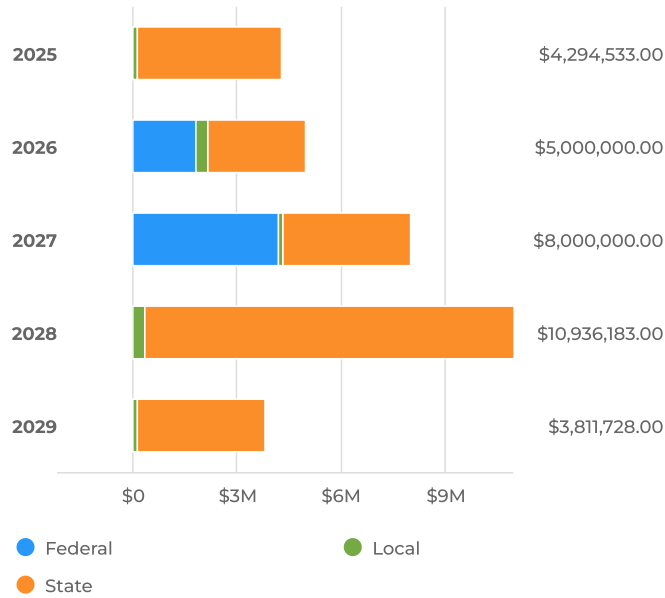
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
ERC	\$1,757,556	\$4,294,533	\$5,000,000	\$8,000,000	\$10,936,183	\$3,811,728	\$33,800,000
Total	\$1,757,556	\$4,294,533	\$5,000,000	\$8,000,000	\$10,936,183	\$3,811,728	\$33,800,000

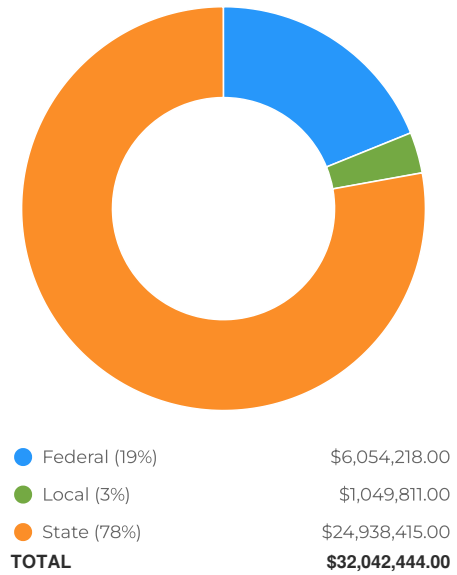
Funding Sources

Total Historical **\$1,757,556** FY2025 Budget **\$4,294,533** Total Budget (all years) **\$32.042M** Project Total **\$33.8M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
State	\$1,700,875	\$4,156,034	\$2,838,750	\$3,671,340	\$10,583,491	\$3,688,800	\$26,639,290
Federal			\$1,843,020	\$4,211,198			\$6,054,218
Local	\$56,681	\$138,499	\$318,230	\$117,462	\$352,692	\$122,928	\$1,106,492
Total	\$1,757,556	\$4,294,533	\$5,000,000	\$8,000,000	\$10,936,183	\$3,811,728	\$33,800,000

Norristown Transportation Center Multi-Modal & ADA Improvements

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement

Description

The Norristown Transportation Center project aims to enhance the rider experience at the transportation hub. Located in the Municipality of Norristown, Pennsylvania, the center serves as a crucial transit nexus, connecting multiple bus routes, SEPTA Metro M Line, and Regional Rail via the Manayunk/Norristown Line.

The project includes design and construction of:

- Infrastructure renewal-stairwells, beams, HVAC systems, security cameras & systems
- Upgraded flooring, lighting, interior windows/facade
- Wayfinding, path of travel & site improvements, and bus terminal upgrades

The project will enhance accessibility and functionality at the Norristown Transportation Center, which serves as a vital nexus for commuters. Besides Americans with Disabilities Act (ADA) improvements, work includes but is not limited to the installation of tactile paving and upgrades to pedestrian walkways, signage, lighting fixtures, and seating arrangements, to foster a more user-friendly environment for commuters, as well as optimize the efficiency and safety of the center through various multi-modal enhancements.

Schedule/Status (Calendar Year):

Design & Construction: 2025 - 2027

Location: System-wide

Service Area: System-wide

Details

S/TIP MPMS #	77183
Program Element	Multi-Modal Station Improvements and ADA Accessibility Projects

Location



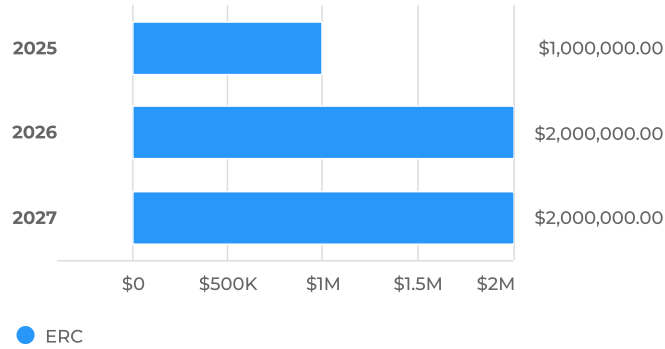
Capital Cost

FY2025 Budget
\$1,000,000

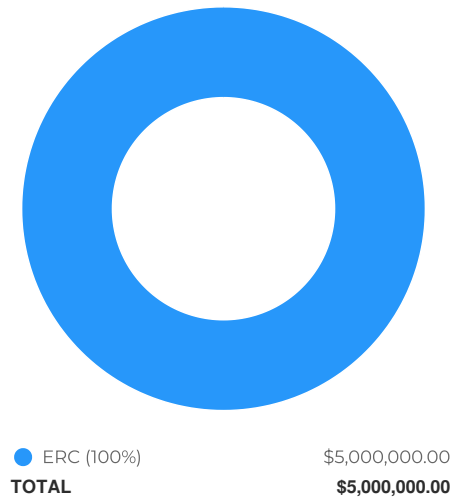
Total Budget (all years)
\$5M

Project Total
\$5M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	Total
ERC	\$1,000,000	\$2,000,000	\$2,000,000	\$5,000,000
Total	\$1,000,000	\$2,000,000	\$2,000,000	\$5,000,000

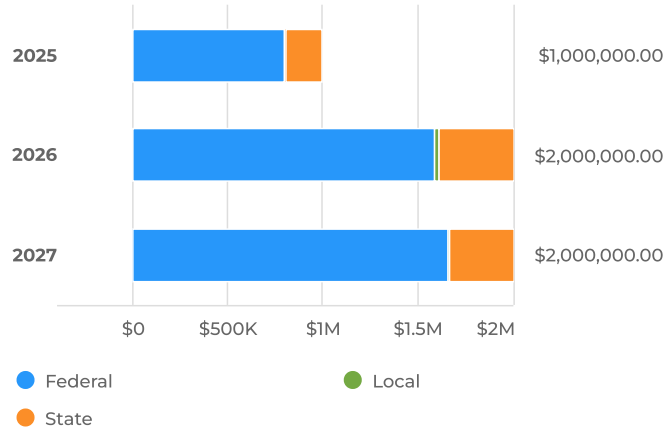
Funding Sources

FY2025 Budget
\$1,000,000

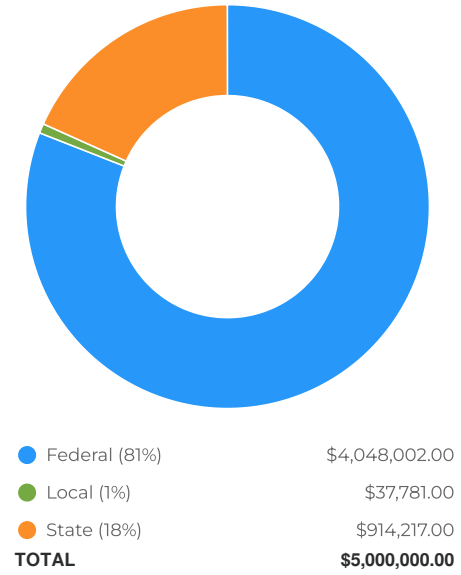
Total Budget (all years)
\$5M

Project Total
\$5M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	FY2027	Total
State	\$193,550	\$387,100	\$333,567	\$914,217
Federal	\$800,000	\$1,587,442	\$1,660,560	\$4,048,002
Local	\$6,450	\$25,458	\$5,873	\$37,781
Total	\$1,000,000	\$2,000,000	\$2,000,000	\$5,000,000

Paoli Transportation Center on the Paoli/Thorndale Line

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CRTPL

Description

This project provides for the engineering and construction of a new multimodal transportation center in Paoli, Chester County. The facility is on SEPTA's Paoli/Thorndale Regional Rail Line and Amtrak's Harrisburg Line. Connecting services include Bus Routes 92, 106, 204, and 206. The project includes three phases. Phase 1, completed in September 2019, made the existing station ADA accessible.

Phase 2 includes construction of an additional high-level platform on the outbound side, passenger amenities, enhanced bus facilities, improved station access. A companion PennDOT project (<https://www.penn.dot.pa.gov/RegionalOffices/district-6/ConstructionsProjectsAndRoadwork/ChesterCounty/Pages/North-Valley-Road-Bridge-Relocation.aspx>) will consist of the extension of Darby Road over the railroad, including a new bridge connecting to the station, and the removal of the North Valley Road bridge. This companion project must be completed prior to Phase 2 advancement.

Phase 3 includes the construction of an accessible multi-level parking garage. Due to reduced ridership from the COVID-19 pandemic and with the Reimagining Regional Rail initiative, SEPTA is re-evaluating its station parking project schedules. A schedule and funding plan for Phase 3 will be developed as ridership levels increase and the necessity for additional parking becomes clearer.

Schedule/Status (Calendar Year):

Phase 2 Design & Construction: 2029 – 2036

Phase 3: To-be-determined per above.

Location: Chester County

Service Area: Chester, Delaware, Montgomery, and Philadelphia Counties

Details

S/TIP MPMS #	60574
Program Element	Regional Rail Station ADA Accessibility and Improvement Program

Location

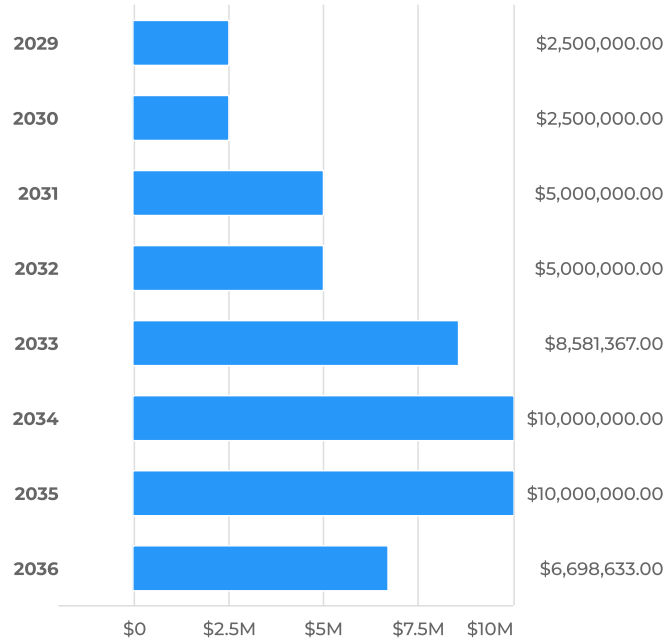


Capital Cost

Total Budget (all years)
\$50.28M

Project Total
\$50.28M

Capital Cost by Year



Capital Cost for Budgeted Years



ERC

Capital Cost Breakdown

Capital Cost	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	Total
ERC	\$2,500,000	\$2,500,000	\$5,000,000	\$5,000,000	\$8,581,367	\$10,000,000	\$10,000,000	\$6,698,633	\$50,280,000
Total	\$2,500,000	\$2,500,000	\$5,000,000	\$5,000,000	\$8,581,367	\$10,000,000	\$10,000,000	\$6,698,633	\$50,280,000

Funding Sources

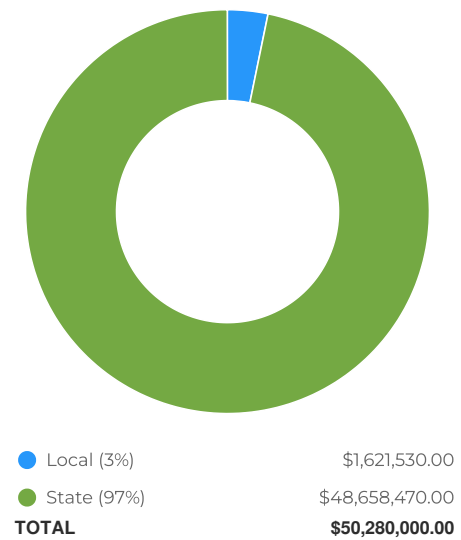
Total Budget (all years)
\$50.28M

Project Total
\$50.28M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	Total
State	\$2,419,375	\$2,419,375	\$4,838,750	\$4,838,750	\$8,304,618	\$9,677,500	\$9,677,500	\$6,482,602	\$48,658,470
Local	\$80,625	\$80,625	\$161,250	\$161,250	\$276,749	\$322,500	\$322,500	\$216,031	\$1,621,530
Total	\$2,500,000	\$2,500,000	\$5,000,000	\$5,000,000	\$8,581,367	\$10,000,000	\$10,000,000	\$6,698,633	\$50,280,000

Rail Transit Wayfinding & Signage

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CRBWF

Description

Complete redesign and replacement of the signage and wayfinding system for the various heavy rail and light rail lines that make up the “SEPTA Metro” system – Market-Frankford Line, Broad Street Line, Norristown High Speed Line, and trolleys. Over a multi-year research and engagement process, SEPTA developed a unified design and wayfinding language that can be applied consistently to these diverse lines, in order to make using them as a single network easier for everyone, regardless of language, ability, or level of familiarity. The project includes directional signage, maps, exit, policy, and safety related signage, pylon structures and electrical signage, in addition to the standardization of sign frame locations and construction specifications, and substrate standards. The project also includes a new standard process and database for tracking sign locations, content, and conditions to simplify maintenance moving forward. In addition to physical wayfinding, the project also includes coordinated modernization efforts for SEPTA’s website, mobile app, and data feeds.

Schedule/Status (Calendar Year):

Design: 2021 – 2024

Construction: 2024 - 2026

Location: Delaware, Montgomery, and Philadelphia Counties

Service Area: Delaware, Montgomery, and Philadelphia Counties

Images



Image with descriptions of SEPTA's wayfinding and transit signage iconography.



Example of SEPTA's wayfinding and signage.



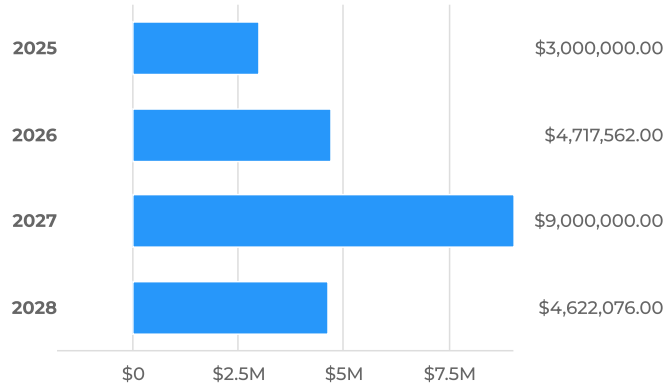
Details

S/TIP MPMS #	77183
Program Element	Multi-Modal Station Improvements and ADA Accessibility Projects

Capital Cost

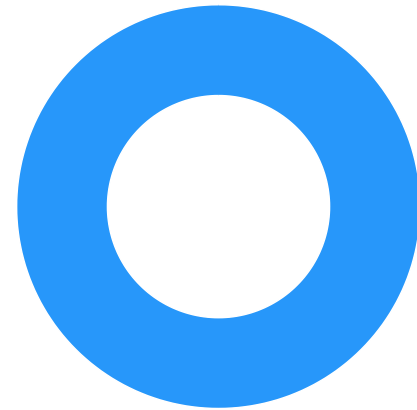
Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$18,660,362	\$3,000,000	\$21.34M	\$40M

Capital Cost by Year



● ERC

Capital Cost for Budgeted Years



● ERC (100%)

TOTAL

\$21,339,638.00

\$21,339,638.00

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	Total
ERC	\$18,660,362	\$3,000,000	\$4,717,562	\$9,000,000	\$4,622,076	\$40,000,000
Total	\$18,660,362	\$3,000,000	\$4,717,562	\$9,000,000	\$4,622,076	\$40,000,000

Funding Sources

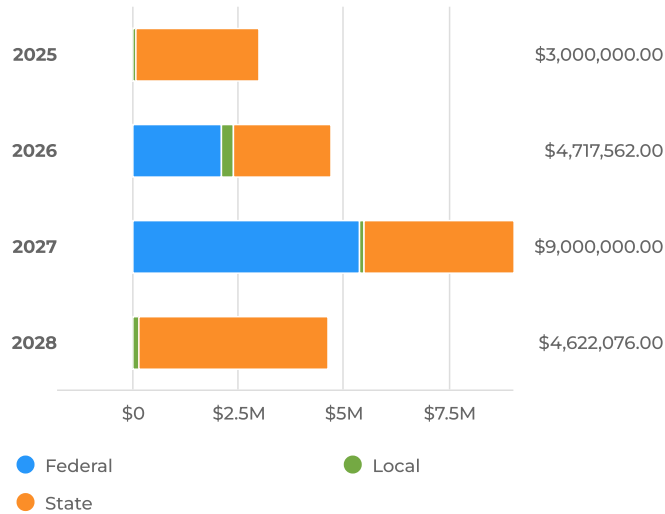
Total Historical
\$18,660,362

FY2025 Budget
\$3,000,000

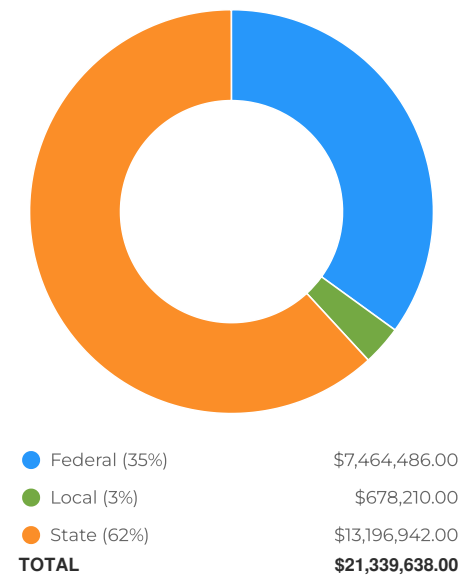
Total Budget (all years)
\$21.34M

Project Total
\$40M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	Total
State	\$18,058,565	\$2,903,250	\$2,315,421	\$3,505,257	\$4,473,014	\$31,255,507
Federal			\$2,101,888	\$5,362,598		\$7,464,486
Local	\$601,797	\$96,750	\$300,253	\$132,145	\$149,062	\$1,280,007
Total	\$18,660,362	\$3,000,000	\$4,717,562	\$9,000,000	\$4,622,076	\$40,000,000

Regional Rail Station Roof Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CRSRO

Description

Annual program of phased construction of various station roofs along the Regional Rail network. Work will include roof repair, renewal, and/or replacement.

Schedule/Status (Calendar Year): Ongoing

Location: Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties

Service Area: System-wide

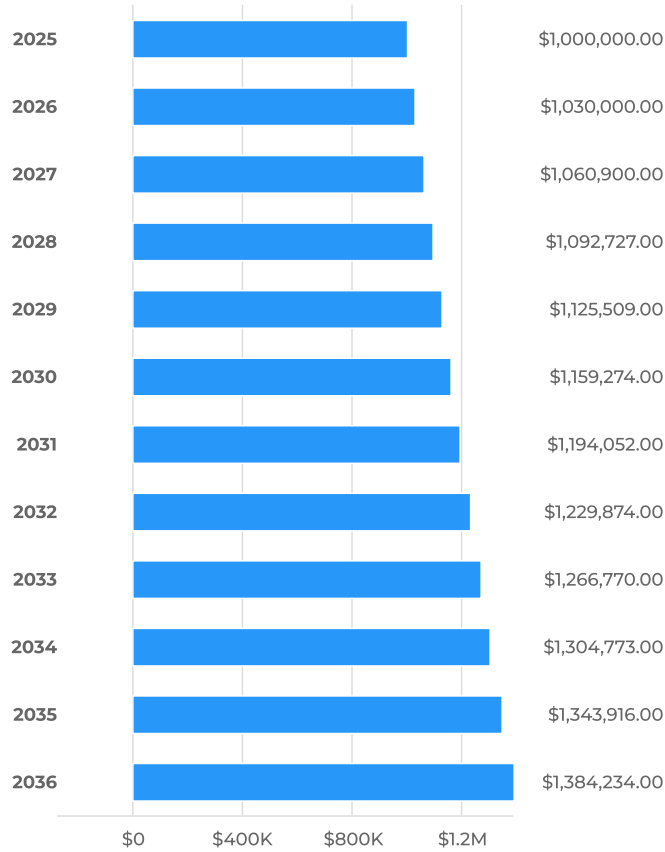
Details

S/TIP MPMS #	77183
Program Element	Regional Rail Station ADA Accessibility and Improvement Program

Capital Cost

Total Historical **\$2,419,531**
 FY2025 Budget **\$1,000,000**
 Total Budget (all years) **\$14.192M**
 Project Total **\$16.612M**

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	\$2,419,531	\$1,000,000	\$1,030,000	\$1,060,900	\$1,092,727	\$1,125,509	\$1,159,274	\$1,194,052	\$1,229,874
Total	\$2,419,531	\$1,000,000	\$1,030,000	\$1,060,900	\$1,092,727	\$1,125,509	\$1,159,274	\$1,194,052	\$1,229,874

Funding Sources

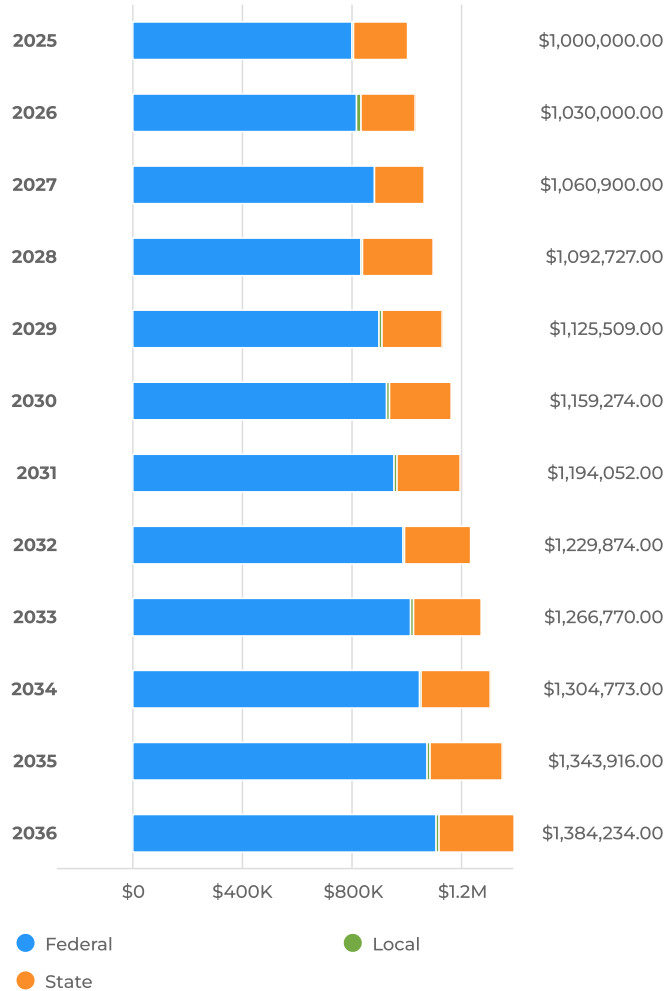
Total Historical
\$2,419,531

FY2025 Budget
\$1,000,000

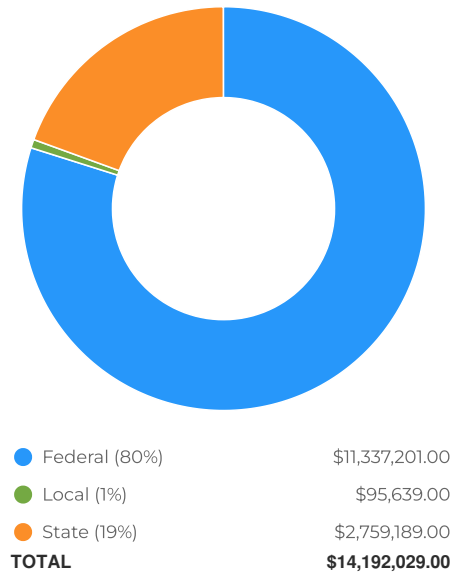
Total Budget (all years)
\$14.192M

Project Total
\$16.612M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
State	\$468,300	\$193,550	\$199,356	\$176,940	\$252,219	\$217,842	\$224,377	\$231,108	\$238,042
Federal	\$1,935,625	\$800,000	\$817,532	\$880,844	\$832,103	\$900,407	\$927,419	\$955,242	\$983,899
Local	\$15,606	\$6,450	\$13,112	\$3,116	\$8,405	\$7,260	\$7,478	\$7,702	\$7,933
Total	\$2,419,531	\$1,000,000	\$1,030,000	\$1,060,900	\$1,092,727	\$1,125,509	\$1,159,274	\$1,194,052	\$1,229,874

Snyder Station

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CCSSB (Design) & CCSYS

Description

Improvements to Snyder Station on the Broad Street Line will make the station fully ADA accessible. The project is for two elevators (one street to mezzanine and one mezzanine to platform), accessibility improvements, renovation of existing platforms and station interior; new signage, lighting, AVPA, security cameras; and waterproofing improvements. This project is being supported by an FTA All Stations Accessibility Program (ASAP) grant.

Schedule/Status (Calendar Year):

Design: 2023 – 2024

Construction: 2025 – 2027

Location: City of Philadelphia

Service Area: City of Philadelphia

Images



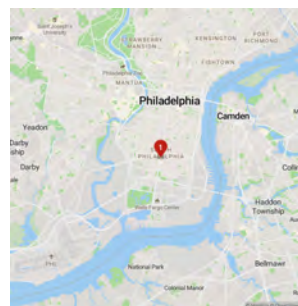
Existing Station



Details

S/TIP MPMS #	77183
Program Element	Transit Rail Station ADA Accessibility and Improvements Program (BSL)

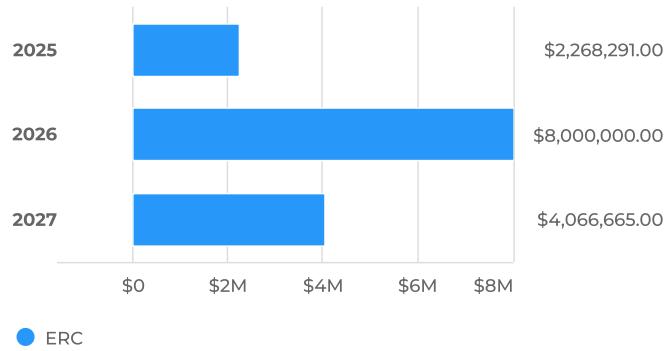
Location



Capital Cost

Total Historical **\$16,022,044**
 FY2025 Budget **\$2,268,291**
 Total Budget (all years) **\$14.335M**
 Project Total **\$30.357M**

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	Total
ERC	\$16,022,044	\$2,268,291	\$8,000,000	\$4,066,665	\$30,357,000
Total	\$16,022,044	\$2,268,291	\$8,000,000	\$4,066,665	\$30,357,000

Funding Sources

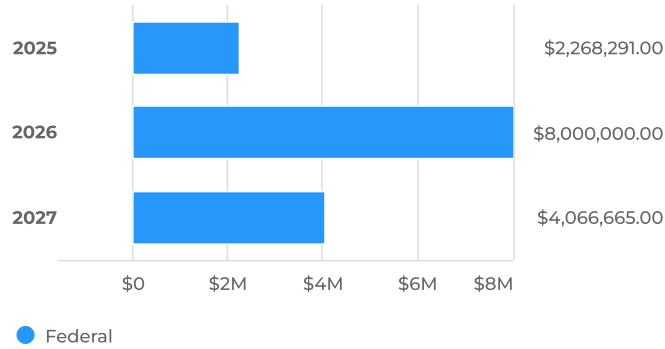
Total Historical
\$16,022,044

FY2025 Budget
\$2,268,291

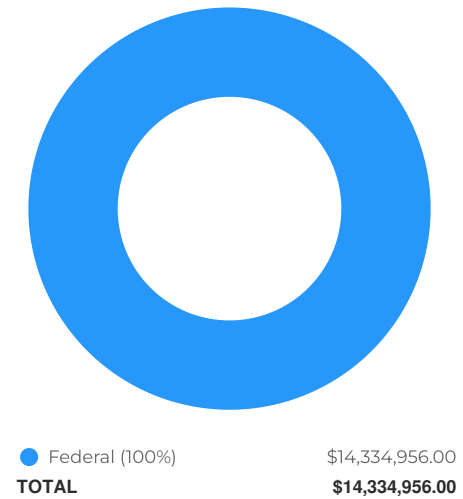
Total Budget (all years)
\$14.335M

Project Total
\$30.357M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown					
Funding Sources	Historical	FY2025	FY2026	FY2027	Total
Federal	\$16,022,044	\$2,268,291	\$8,000,000	\$4,066,665	\$30,357,000
Total	\$16,022,044	\$2,268,291	\$8,000,000	\$4,066,665	\$30,357,000

Spring Garden Station

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CCSPG

Description

Improvements to Spring Garden Station on the Market-Frankford Line will make the station fully ADA accessible. The project provides for the installation of elevators and accessibility improvements; renovation of existing platforms; and new signage, lighting, and security cameras. Work will be conducted concurrently with PennDOT's I-95 Reconstruction Project.

Schedule/Status (Calendar Year):

Design & Construction: 2025 - 2028

Location: City of Philadelphia

Service Area: City of Philadelphia

Details

S/TIP MPMS #	77183
Program Element	Transit Rail Station ADA Accessibility and Improvements Program (MFL)

Location

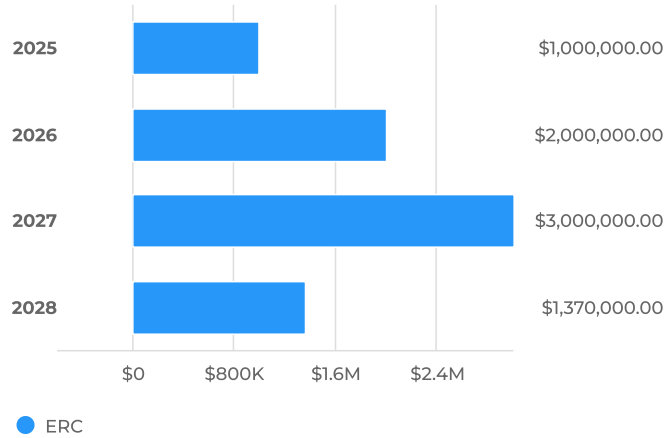
Address: 600 North Front Street



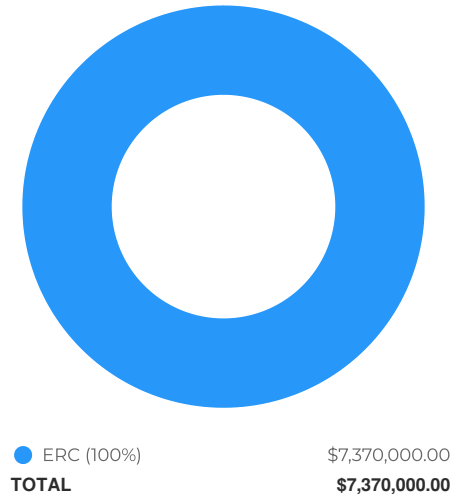
Capital Cost

FY2025 Budget **\$1,000,000** Total Budget (all years) **\$7.37M** Project Total **\$7.37M**

Capital Cost by Year



Capital Cost for Budgeted Years

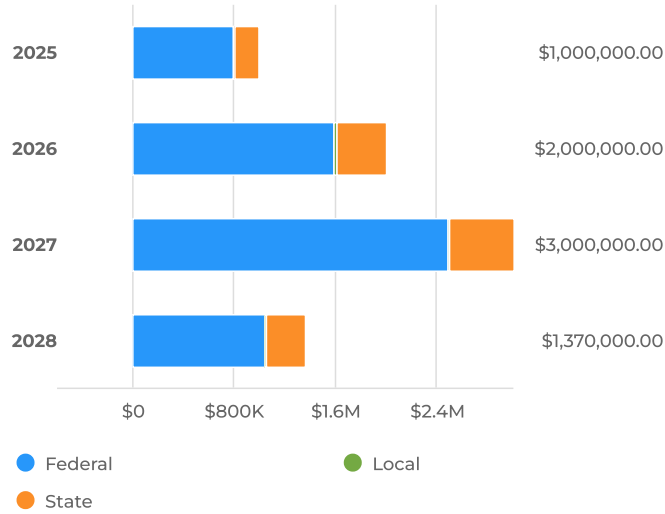


Capital Cost Breakdown					
Capital Cost	FY2025	FY2026	FY2027	FY2028	Total
ERC	\$1,000,000	\$2,000,000	\$3,000,000	\$1,370,000	\$7,370,000
Total	\$1,000,000	\$2,000,000	\$3,000,000	\$1,370,000	\$7,370,000

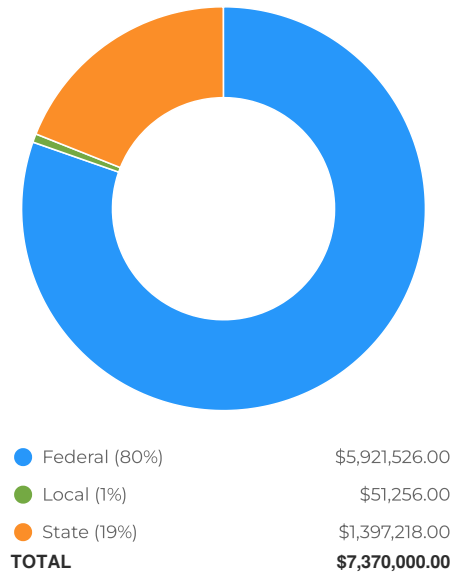
Funding Sources

FY2025 Budget **\$1,000,000** Total Budget (all years) **\$7.37M** Project Total **\$7.37M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	FY2027	FY2028	Total
State	\$193,550	\$387,100	\$500,350	\$316,218	\$1,397,218
Federal	\$800,000	\$1,587,442	\$2,490,840	\$1,043,244	\$5,921,526
Local	\$6,450	\$25,458	\$8,810	\$10,538	\$51,256
Total	\$1,000,000	\$2,000,000	\$3,000,000	\$1,370,000	\$7,370,000

Swarthmore Station on the Media/Elwyn Regional Rail Line

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CRSSW

Description

Improvements to the ADA path of travel at the Swarthmore Station on the Media/Elwyn Regional Rail Line. Work includes improvements to the tunnel and new ramps between the tunnel and platforms.

Schedule/Status (Calendar Year):

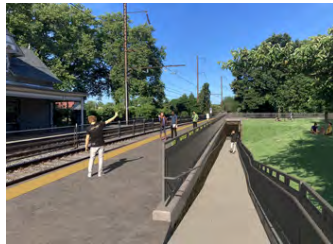
Design: 2022 – 2024

Construction: 2024 – 2026

Location: Delaware County

Service Area: Delaware and Philadelphia Counties

Images



Rendering of the Swarthmore Station.

Details

S/TIP MPMS #	77183
Program Element	Regional Rail Station ADA Accessibility and Improvement Program

Location

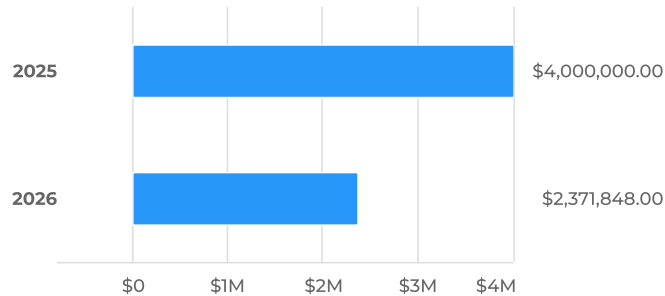
Address: 2 South Chester Road



Capital Cost

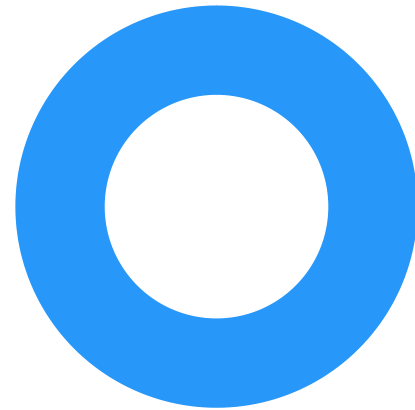
Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$5,628,152	\$4,000,000	\$6.372M	\$12M

Capital Cost by Year



● ERC

Capital Cost for Budgeted Years



● ERC (100%)	\$6,371,848.00
TOTAL	\$6,371,848.00

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	Total
ERC	\$5,628,152	\$4,000,000	\$2,371,848	\$12,000,000
Total	\$5,628,152	\$4,000,000	\$2,371,848	\$12,000,000

Funding Sources

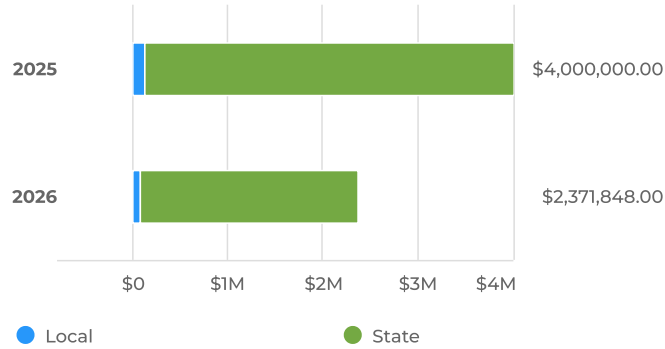
Total Historical
\$5,628,152

FY2025 Budget
\$4,000,000

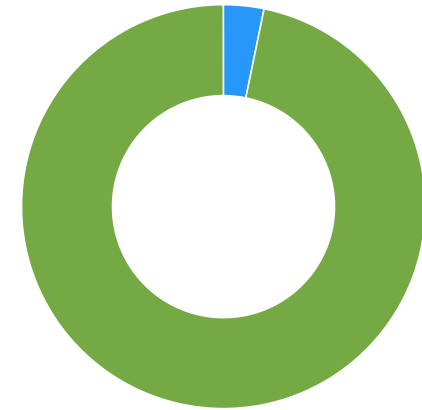
Total Budget (all years)
\$6.372M

Project Total
\$12M

Funding Sources by Year



Funding Sources for Budgeted Years



Local (3%)	\$205,492.00
State (97%)	\$6,166,356.00
TOTAL	\$6,371,848.00

Funding Sources Breakdown				
Funding Sources	Historical	FY2025	FY2026	Total
State	\$5,446,644	\$3,871,000	\$2,295,356	\$11,613,000
Local	\$181,508	\$129,000	\$76,492	\$387,000
Total	\$5,628,152	\$4,000,000	\$2,371,848	\$12,000,000

Tasker-Morris Station

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CCSTM

Description

Improvements to Tasker-Morris Station on the Broad Street Line will make the station fully ADA accessible. The project provides for installation of elevators and accessibility improvements; renovation of existing platforms and station interior; new signage, lighting, and security cameras; and waterproofing improvements.

Schedule/Status (Calendar Year):
Design is complete (2017 – 2021).
Construction: 2022 – 2026

Location: City of Philadelphia

Service Area: City of Philadelphia

Images



Rendering: Looking Northeast



Rendering: Looking South



Rendering: Looking East

Details

S/TIP MPMS #	77183
Program Element	Transit Rail Station ADA Accessibility and Improvements Program (BSL)

Location

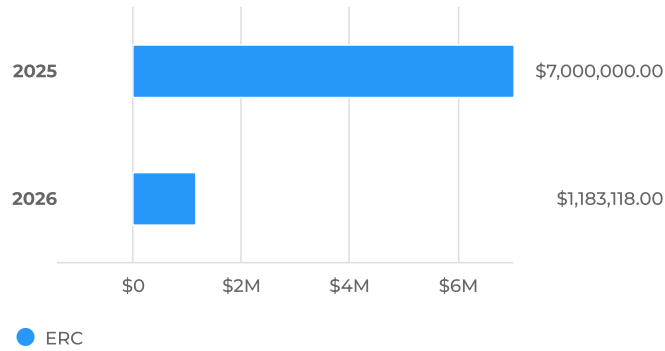
Address: 1600 South Broad Street



Capital Cost

Total Historical **\$11,021,882**
 FY2025 Budget **\$7,000,000**
 Total Budget (all years) **\$8.183M**
 Project Total **\$19.205M**

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown				
Capital Cost	Historical	FY2025	FY2026	Total
ERC	\$11,021,882	\$7,000,000	\$1,183,118	\$19,205,000
Total	\$11,021,882	\$7,000,000	\$1,183,118	\$19,205,000

Funding Sources

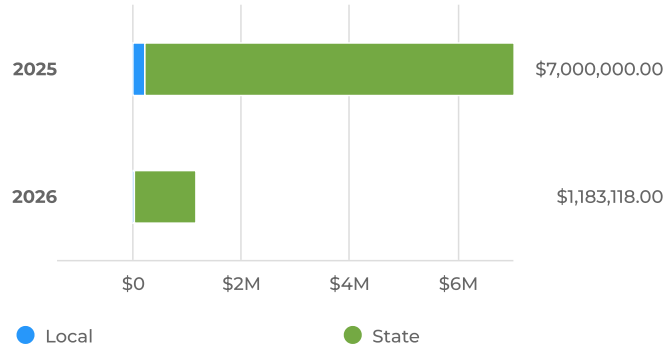
Total Historical
\$11,021,882

FY2025 Budget
\$7,000,000

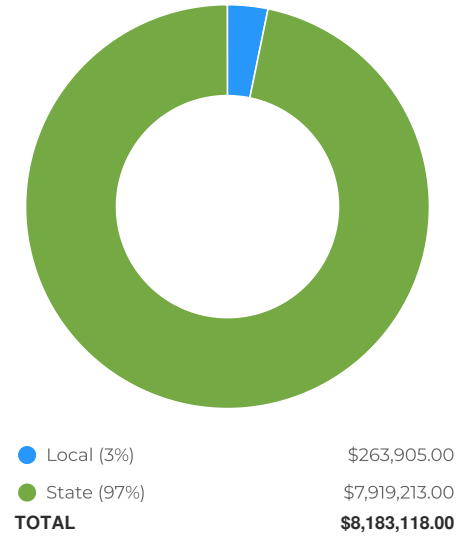
Total Budget (all years)
\$8.183M

Project Total
\$19.205M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown				
Funding Sources	Historical	FY2025	FY2026	Total
State	\$10,666,426	\$6,774,250	\$1,144,963	\$18,585,639
Local	\$355,456	\$225,750	\$38,155	\$619,361
Total	\$11,021,882	\$7,000,000	\$1,183,118	\$19,205,000

Villanova Station on the Norristown High Speed Line

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CCBVS

Description

Improvements will make Villanova Station on the NHSL fully ADA accessible. Rehabilitation of station facilities, including improvements to existing platforms and shelters; accessibility improvements including ramps, stairs and handrails/ guardrails; new signage, lighting, and security cameras; and stormwater management.

Schedule/Status (Calendar Year):

Design: 2021 – 2024

Construction: 2025 – 2027

Location: Delaware County

Service Area: Delaware and Philadelphia Counties

Images



Existing conditions of the platform at Villanova Station on the NHSL.



Rendering of the improvements to be made to the platform at Villanova Station on the NHSL.

Details

S/TIP MPMS #	77183
Program Element	Transit Rail Station ADA Accessibility and Improvements Program (NHSL)

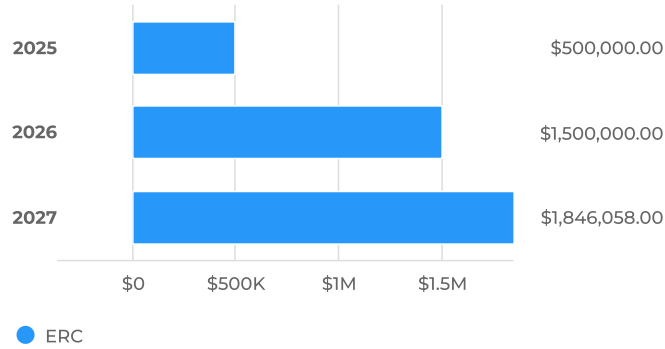
Location



Capital Cost

Total Historical **\$3,153,942**
 FY2025 Budget **\$500,000**
 Total Budget (all years) **\$3.846M**
 Project Total **\$7M**

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	Total
ERC	\$3,153,942	\$500,000	\$1,500,000	\$1,846,058	\$7,000,000
Total	\$3,153,942	\$500,000	\$1,500,000	\$1,846,058	\$7,000,000

Funding Sources

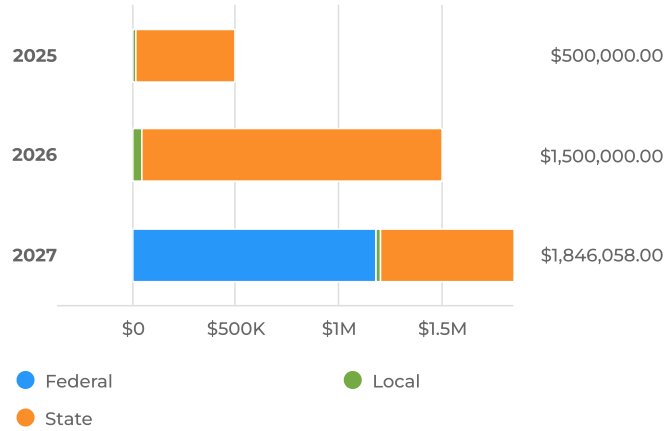
Total Historical
\$3,153,942

FY2025 Budget
\$500,000

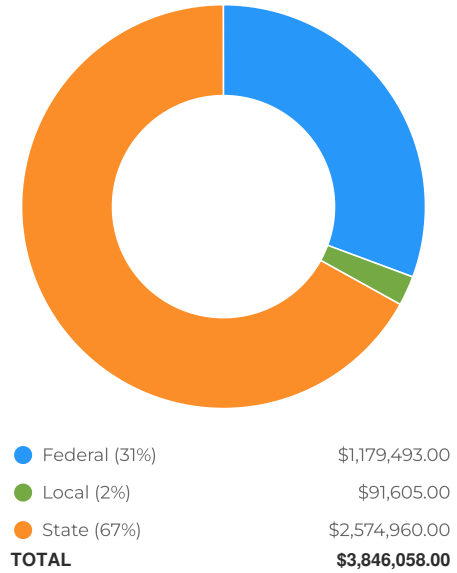
Total Budget (all years)
\$3.846M

Project Total
\$7M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	Total
State	\$3,052,227	\$483,875	\$1,451,625	\$639,460	\$5,627,187
Federal				\$1,179,493	\$1,179,493
Local	\$101,715	\$16,125	\$48,375	\$27,105	\$193,320
Total	\$3,153,942	\$500,000	\$1,500,000	\$1,846,058	\$7,000,000

Villanova Station on the Paoli/Thorndale Regional Rail Line

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CRSVA

Description

This project will make the station fully ADA accessible and includes full-length high-level platforms, new canopies, station building improvements, passenger shelters, security improvements and passenger amenities. Phase 1 was completed in 2019.

Phase 2 Schedule/Status (Calendar Year):

Design: 2021 – 2024

Construction: 2025 – 2027

Location: Delaware County

Service Area: Delaware and Philadelphia Counties

Images



Phase 2 Rendering of the Villanova Station on the Paoli-Thorndale Line.

Details

S/TIP MPMS #	15407
Program Element	Regional Rail Station ADA Accessibility and Improvement Program

Location

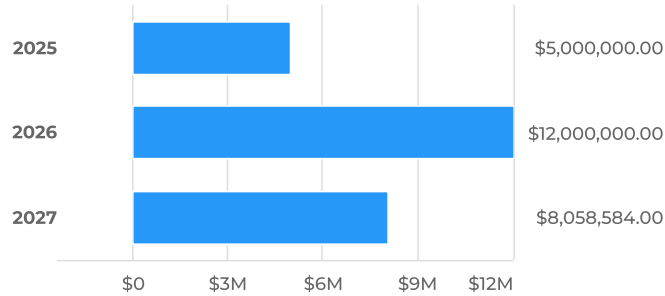
Address: 308 North Spring Mill Road



Capital Cost

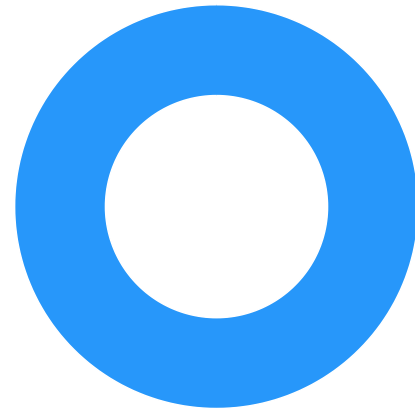
Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$1,941,416	\$5,000,000	\$25.059M	\$27M

Capital Cost by Year



● ERC

Capital Cost for Budgeted Years



● ERC (100%)

TOTAL

\$25,058,584.00

\$25,058,584.00

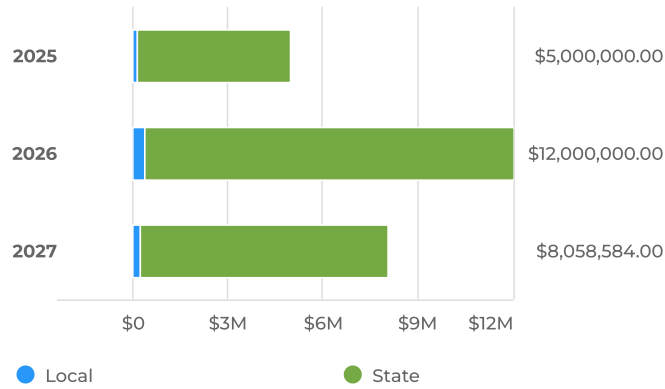
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	Total
ERC	\$1,941,416	\$5,000,000	\$12,000,000	\$8,058,584	\$27,000,000
Total	\$1,941,416	\$5,000,000	\$12,000,000	\$8,058,584	\$27,000,000

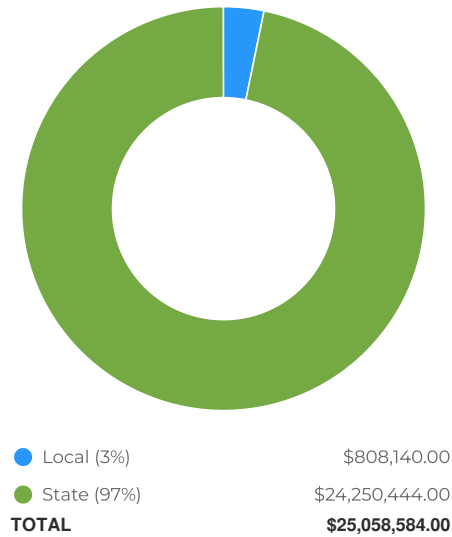
Funding Sources

Total Historical **\$1,941,416**
 FY2025 Budget **\$5,000,000**
 Total Budget (all years) **\$25.059M**
 Project Total **\$27M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown					
Funding Sources	Historical	FY2025	FY2026	FY2027	Total
State	\$1,878,805	\$4,838,750	\$11,613,000	\$7,798,694	\$26,129,249
Local	\$62,611	\$161,250	\$387,000	\$259,890	\$870,751
Total	\$1,941,416	\$5,000,000	\$12,000,000	\$8,058,584	\$27,000,000

Willow Grove Station on the Warminster Regional Rail Line

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CRSWG

Description

Relocation of Willow Grove Station on the Warminster Regional Rail Line will make the station fully ADA-accessible and address traffic congestion issues on Rt. 611 near the existing station.

Phase 1 includes track realignment and related right-of-way improvements to support Phase 2.

Phase 2 improvements will include new full length high-level center platform passenger shelters; accessible pathways and handrails/ guardrails; improved station access; parking expansion; new signage and lighting; stormwater management systems; and landscaping.

Schedule/Status (Calendar Year):

Phase 1 & 2 Design: 2018 – 2025

Phase 1 & 2 Construction: 2025 – 2028

Location: Montgomery County

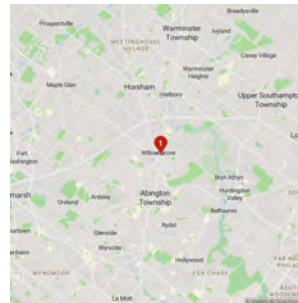
Service Area: Bucks, Montgomery, and Philadelphia Counties

Details

S/TIP MPMS #	77183
Program Element	Regional Rail Station ADA Accessibility and Improvement Program

Location

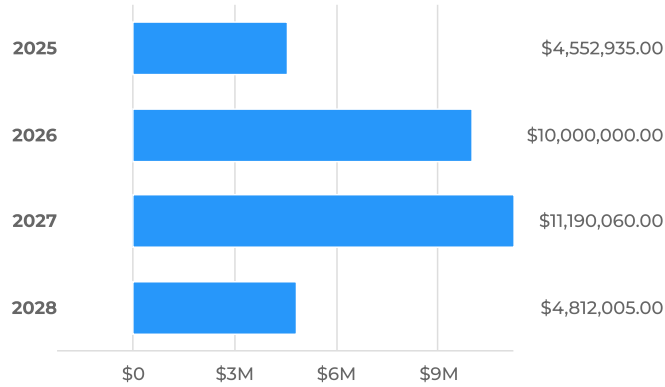
Address: 215 Davisville Road



Capital Cost

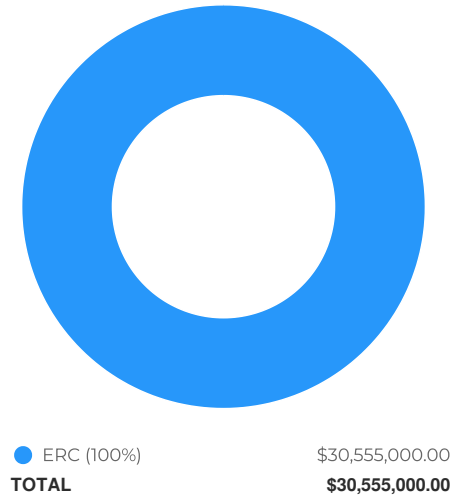
Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$4,444,999	\$4,552,935	\$30.555M	\$35M

Capital Cost by Year



● ERC

Capital Cost for Budgeted Years



Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	Total
ERC	\$4,444,999	\$4,552,935	\$10,000,000	\$11,190,060	\$4,812,005	\$34,999,999
Total	\$4,444,999	\$4,552,935	\$10,000,000	\$11,190,060	\$4,812,005	\$34,999,999

Funding Sources

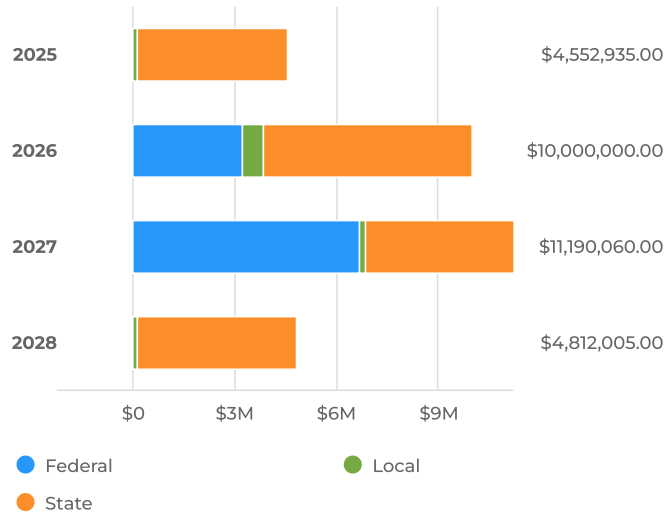
Total Historical
\$4,444,999

FY2025 Budget
\$4,552,935

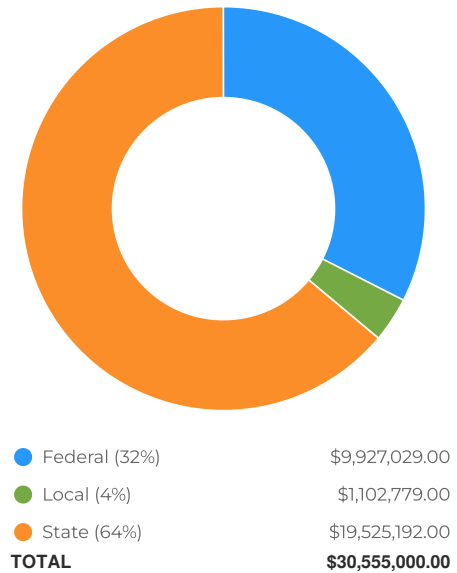
Total Budget (all years)
\$30.555M

Project Total
\$35M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	Total
State	\$4,301,648	\$4,406,103	\$6,130,684	\$4,331,587	\$4,656,818	\$23,826,840
Federal			\$3,232,857	\$6,694,172		\$9,927,029
Local	\$143,351	\$146,832	\$636,459	\$164,301	\$155,187	\$1,246,130
Total	\$4,444,999	\$4,552,935	\$10,000,000	\$11,190,060	\$4,812,005	\$34,999,999

Wyoming Station

Overview

Request Owner	Capital Budgets, SEPTA
Department	Stations, Loops and Parking Improvements
Type	Capital Improvement
Project Number	CCSSB (Design)

Description

Improvements to Wyoming Station on the Broad Street Line will make the station fully ADA accessible. The project provides for installation of elevators and accessibility improvements; renovation of existing platforms and station interiors; new signage, lighting, and security cameras; and waterproofing improvements. Design is being supported as part of the Design for Broad Street Subway Station ADA Accessibility project.

Schedule/Status (Calendar Year):

Construction: 2029 – 2031

Location: Philadelphia

Service Area: Philadelphia

Images

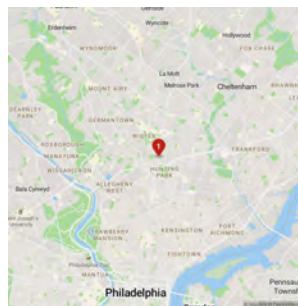


Rendering of the ADA improvements to Wyoming Station.

Details

S/TIP MPMS #	77183
Program Element	Transit Rail Station ADA Accessibility and Improvements Program (BSL)

Location

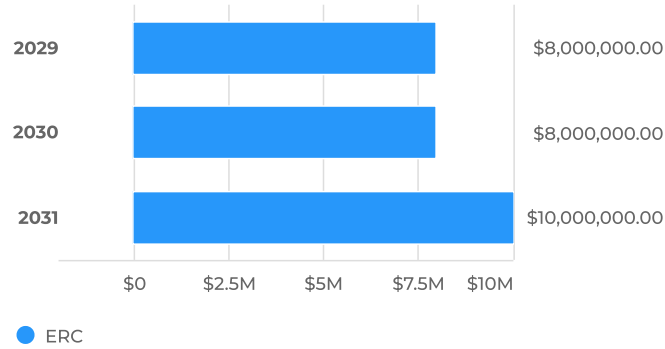


Capital Cost

Total Budget (all years)
\$26M

Project Total
\$26M

Capital Cost by Year



Capital Cost for Budgeted Years



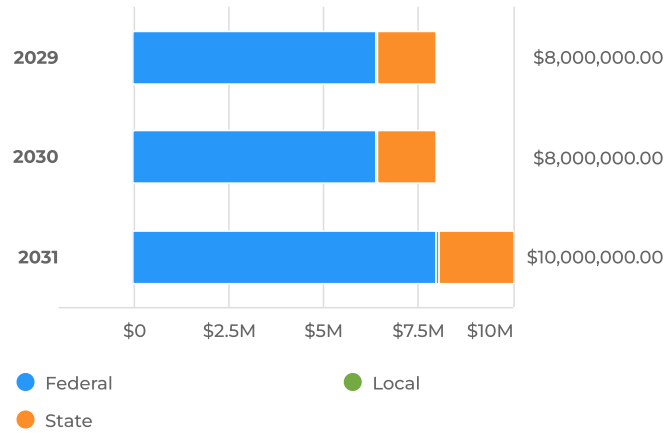
Capital Cost Breakdown				
Capital Cost	FY2029	FY2030	FY2031	Total
ERC	\$8,000,000	\$8,000,000	\$10,000,000	\$26,000,000
Total	\$8,000,000	\$8,000,000	\$10,000,000	\$26,000,000

Funding Sources

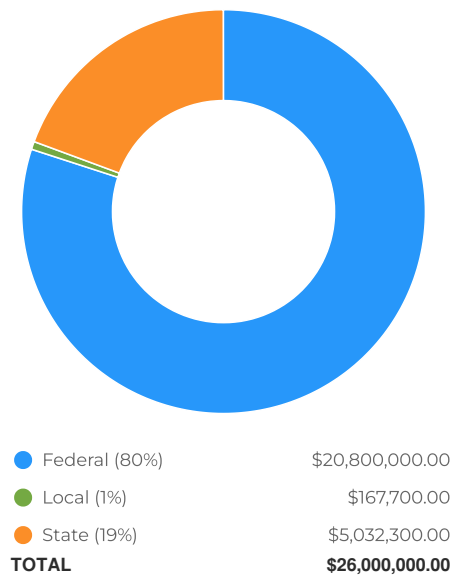
Total Budget (all years)
\$26M

Project Total
\$26M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2029	FY2030	FY2031	Total
State	\$1,548,400	\$1,548,400	\$1,935,500	\$5,032,300
Federal	\$6,400,000	\$6,400,000	\$8,000,000	\$20,800,000
Local	\$51,600	\$51,600	\$64,500	\$167,700
Total	\$8,000,000	\$8,000,000	\$10,000,000	\$26,000,000

SUBSTATIONS AND POWER IMPROVEMENTS REQUESTS



18th Street Switching Station

Overview

Request Owner	Capital Budgets, SEPTA
Department	Substations and Power Improvements
Type	Capital Improvement

Description

Overhaul of 18th Street Switching Station in the Center City Tunnel. Work includes new transformers, trolley breakers, feeder breakers, substation switchgear and protective relaying.

Design is being performed as part of the Substation Design and Equipment Purchase project (CPMS #CRPYS).

Schedule/Status (Calendar Year): 2028 – 2032 Construction

Location: City of Philadelphia

Service Area: System-wide

Images



Details

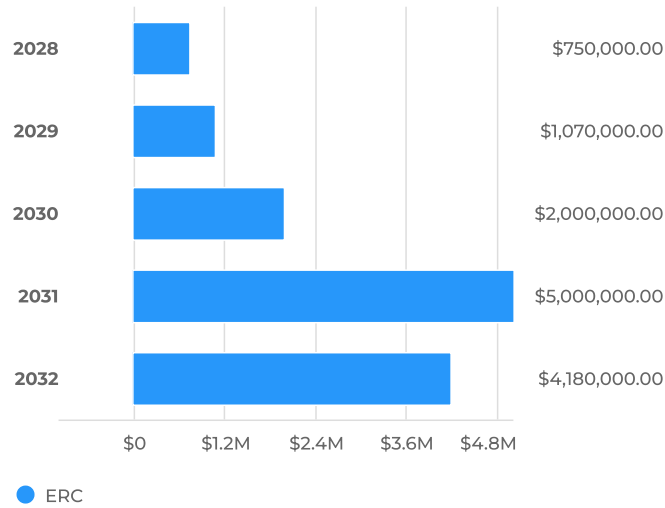
S/TIP MPMS #	60651
Program Element	Substation (Railroad Substations)

Capital Cost

Total Budget (all years)
\$13M

Project Total
\$13M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

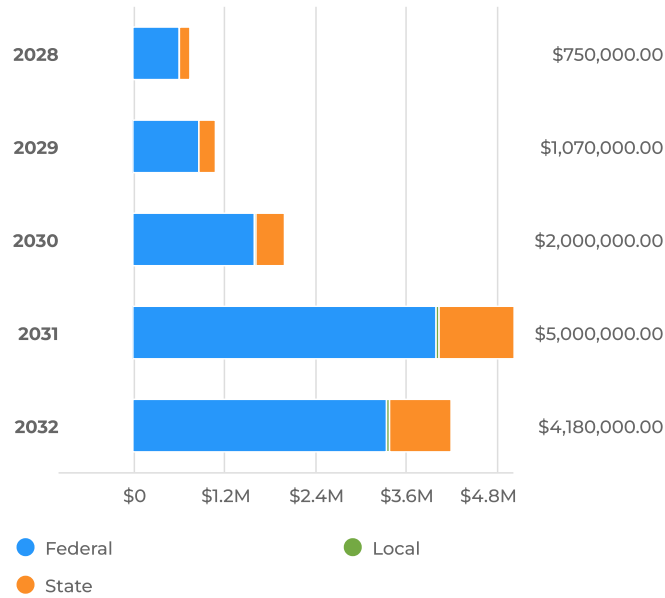
Capital Cost	FY2028	FY2029	FY2030	FY2031	FY2032	Total
ERC	\$750,000	\$1,070,000	\$2,000,000	\$5,000,000	\$4,180,000	\$13,000,000
Total	\$750,000	\$1,070,000	\$2,000,000	\$5,000,000	\$4,180,000	\$13,000,000

Funding Sources

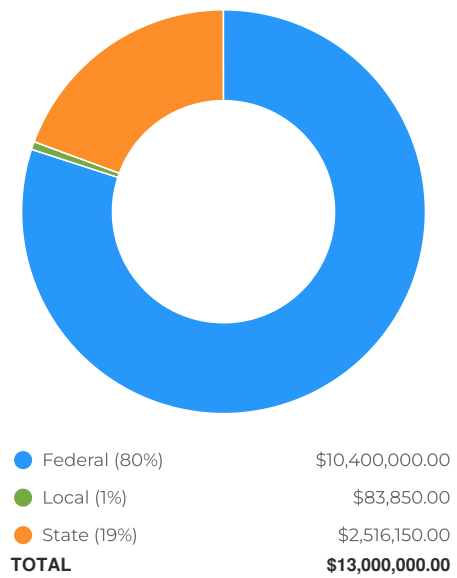
Total Budget (all years)
\$13M

Project Total
\$13M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2028	FY2029	FY2030	FY2031	FY2032	Total
State	\$145,163	\$207,098	\$387,100	\$967,750	\$809,039	\$2,516,150
Federal	\$600,000	\$856,000	\$1,600,000	\$4,000,000	\$3,344,000	\$10,400,000
Local	\$4,837	\$6,902	\$12,900	\$32,250	\$26,961	\$83,850
Total	\$750,000	\$1,070,000	\$2,000,000	\$5,000,000	\$4,180,000	\$13,000,000

30th Street West Catenary Replacement

Overview

Request Owner	Capital Budgets, SEPTA
Department	Substations and Power Improvements
Type	Capital Improvement
Project Number	CRPKS

Description

Replacement and upgrade of the overhead contact system includes catenary structures from 30th Street Station to 'K' Interlocking and the Powelton Yard Complex.

Schedule/Status (Calendar Year):

Design: 2015 – 2024

Construction: 2024 - 2028

Location: City of Philadelphia

Service Area: System-wide

Images



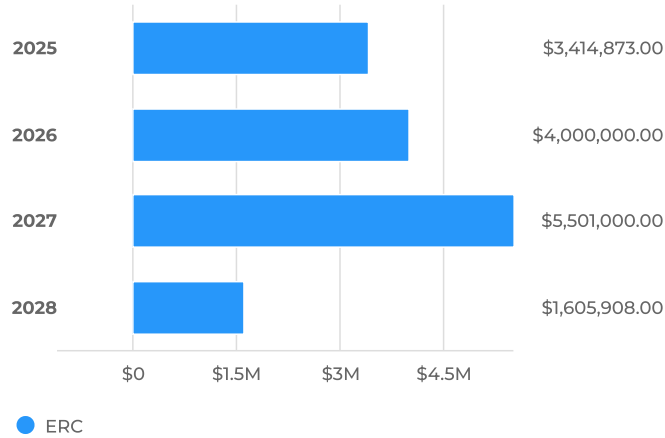
Details

S/TIP MPMS #	60651
Program Element	Power

Capital Cost

Total Historical **\$62,478,218**
 FY2025 Budget **\$3,414,873**
 Total Budget (all years) **\$14.522M**
 Project Total **\$77M**

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	Total
ERC	\$62,478,218	\$3,414,873	\$4,000,000	\$5,501,000	\$1,605,908	\$76,999,999
Total	\$62,478,218	\$3,414,873	\$4,000,000	\$5,501,000	\$1,605,908	\$76,999,999

Funding Sources

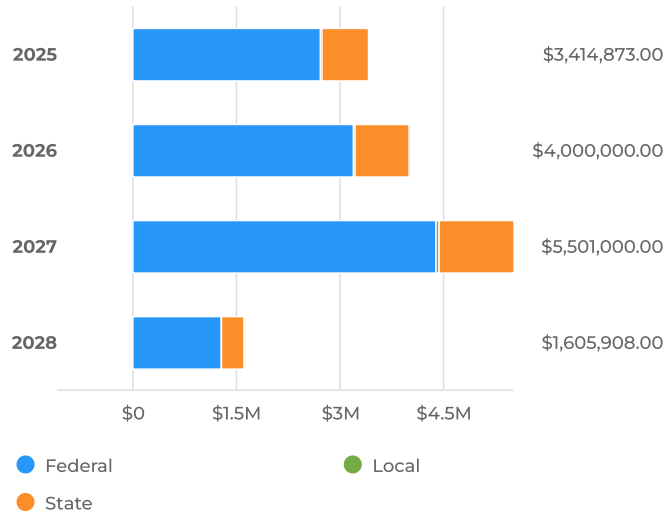
Total Historical
\$62,478,218

FY2025 Budget
\$3,414,873

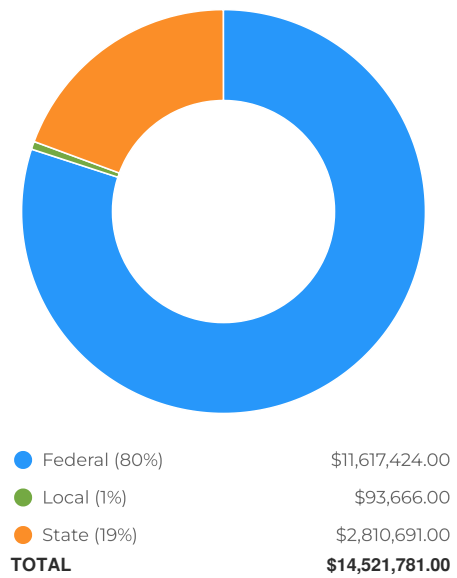
Total Budget (all years)
\$14.522M

Project Total
\$77M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	Total
State	\$12,092,659	\$660,949	\$774,200	\$1,064,719	\$310,823	\$14,903,350
Federal	\$49,982,575	\$2,731,898	\$3,200,000	\$4,400,800	\$1,284,726	\$61,599,999
Local	\$402,984	\$22,026	\$25,800	\$35,481	\$10,359	\$496,650
Total	\$62,478,218	\$3,414,873	\$4,000,000	\$5,510,000	\$1,605,908	\$76,999,999

Brill Substation

Overview

Request Owner	Capital Budgets, SEPTA
Department	Substations and Power Improvements
Type	Capital Improvement

Description

Replacement of major power components at Brill Substation, originally built in 1985, on the Airport Regional Rail Line. Work includes installing new transformers, trolley breakers, feeder breakers, substation switchgear and protective relaying.

Schedule/Status (Calendar Year):
Design & Construction 2027 – 2030

Location: City of Philadelphia

Service Area: City of Philadelphia

Details

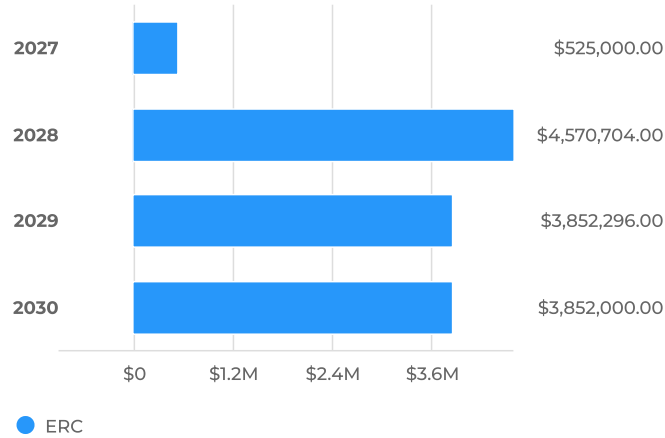
S/TIP MPMS #	60651
Program Element	Substation (Railroad Substations)

Capital Cost

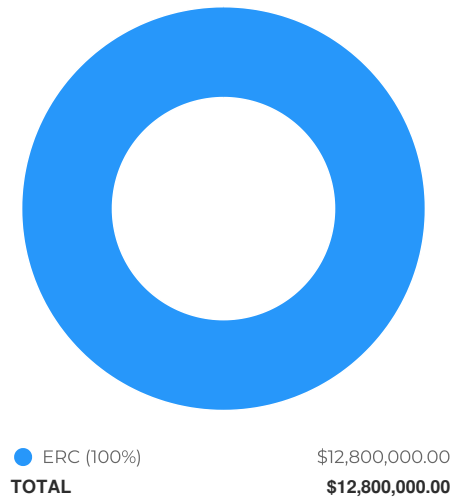
Total Budget (all years)
\$12.8M

Project Total
\$12.8M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

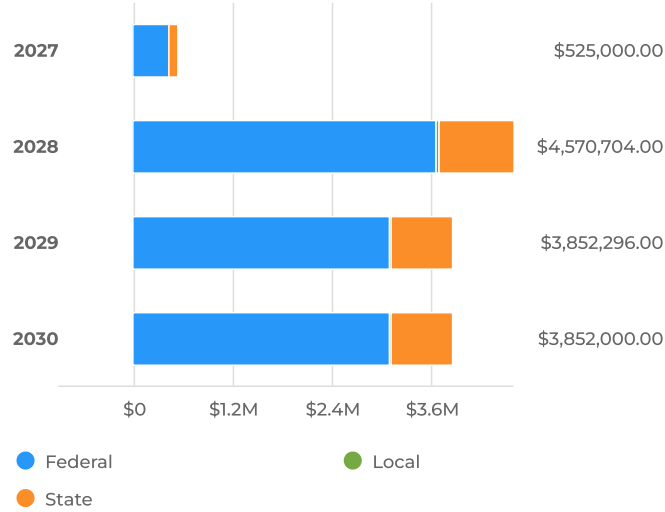
Capital Cost	FY2027	FY2028	FY2029	FY2030	Total
ERC	\$525,000	\$4,570,704	\$3,852,296	\$3,852,000	\$12,800,000
Total	\$525,000	\$4,570,704	\$3,852,296	\$3,852,000	\$12,800,000

Funding Sources

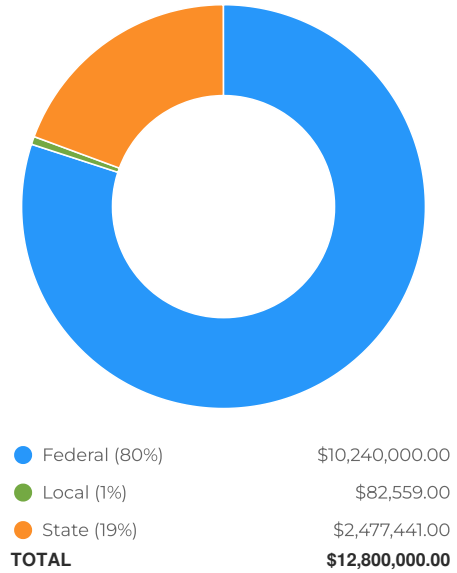
Total Budget (all years)
\$12.8M

Project Total
\$12.8M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2027	FY2028	FY2029	FY2030	Total
State	\$101,614	\$884,660	\$745,612	\$745,555	\$2,477,441
Federal	\$420,000	\$3,656,563	\$3,081,837	\$3,081,600	\$10,240,000
Local	\$3,386	\$29,481	\$24,847	\$24,845	\$82,559
Total	\$525,000	\$4,570,704	\$3,852,296	\$3,852,000	\$12,800,000

Cresheim Valley Substation

Overview

Request Owner	Capital Budgets, SEPTA
Department	Substations and Power Improvements
Type	Capital Improvement
Project Number	CRPHE, CRPHC

Description

Construction of a new substation for the Chestnut Hill East and West Regional Rail Lines. Work includes new transformers, trolley breakers, feeder breakers, substation switchgear and protective relaying. The new Cresheim Valley substation will consolidate the functions of the existing Chestnut Hill East substation, Allen's Lane switching station, and Amtrak's North Philadelphia substation.

Schedule/Status (Calendar Year):

Design: 2023 - 2024

Construction: 2025 - 2029

Location: City of Philadelphia

Service Area: Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties, New Jersey (State)

Images



Images of the existing switching stations at the Cresheim Valley facilities.

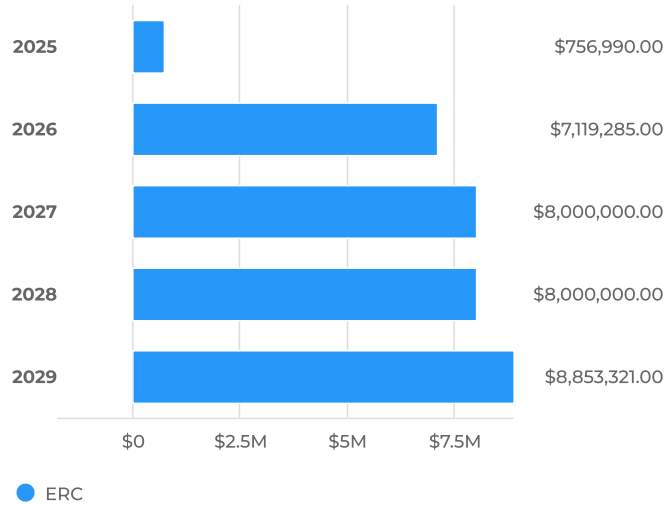
Details

S/TIP MPMS #	60651
Program Element	Substation (Railroad Substations)

Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$4,700,000	\$756,990	\$32.73M	\$37.43M

Capital Cost by Year



Capital Cost for Budgeted Years



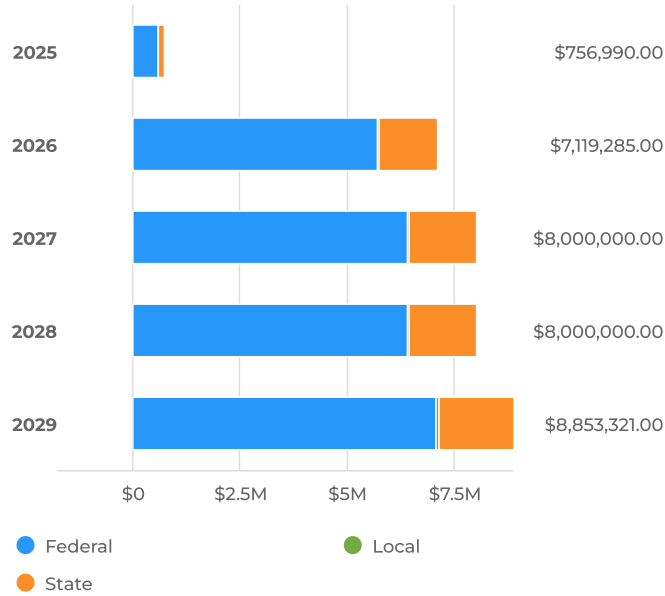
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
ERC	\$4,700,000	\$756,990	\$7,119,285	\$8,000,000	\$8,000,000	\$8,853,321	\$37,429,596
Total	\$4,700,000	\$756,990	\$7,119,285	\$8,000,000	\$8,000,000	\$8,853,321	\$37,429,596

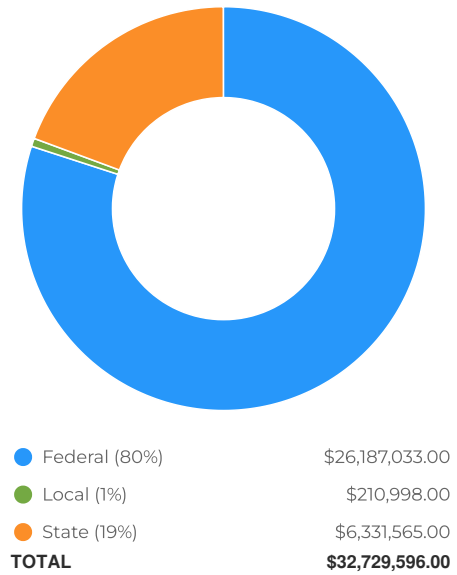
Funding Sources

Total Historical **\$4,700,000**
 FY2025 Budget **\$756,990**
 Total Budget (all years) **\$32.73M**
 Project Total **\$37.43M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
State	\$909,685	\$146,515	\$1,377,938	\$1,548,400	\$1,548,400	\$1,710,312	\$7,241,250
Federal	\$3,760,000	\$605,592	\$5,695,428	\$6,400,000	\$6,400,000	\$7,086,013	\$29,947,033
Local	\$30,315	\$4,883	\$45,919	\$51,600	\$51,600	\$56,996	\$241,313
Total	\$4,700,000	\$756,990	\$7,119,285	\$8,000,000	\$8,000,000	\$8,853,321	\$37,429,596

Ellen Substation

Overview

Request Owner	Capital Budgets, SEPTA
Department	Substations and Power Improvements
Type	Capital Improvement

Description

Overhaul of Ellen Substation, serving the Market-Frankford Line and a portion of the Rt. 15 Trolley. Work includes replacement and upgrade of existing breakers, rectifiers, transformers, relays and switch gears.

Design is being performed as part of the Substation Design and Equipment Purchase project (CPMS #CRPYS).

Schedule/Status (Calendar Year): 2027 – 2029 Construction

Location: City of Philadelphia

Service Area: Delaware and Philadelphia Counties

Details

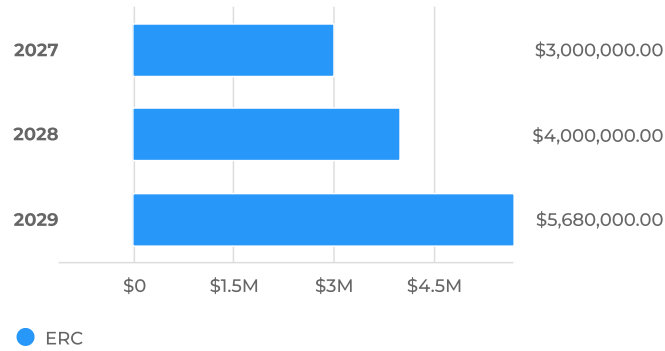
S/TIP MPMS #	60651
Program Element	Substations (Transit Substations)

Capital Cost

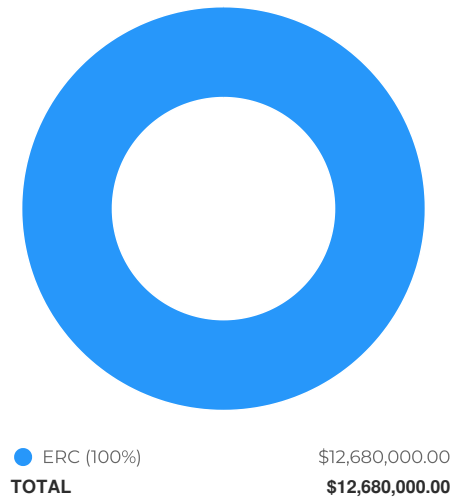
Total Budget (all years)
\$12.68M

Project Total
\$12.68M

Capital Cost by Year



Capital Cost for Budgeted Years



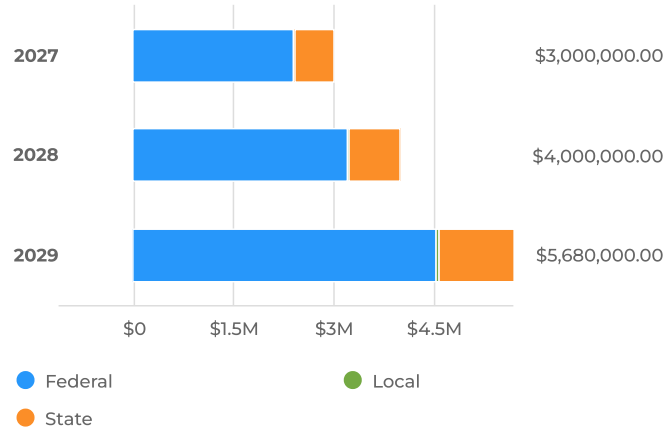
Capital Cost Breakdown				
Capital Cost	FY2027	FY2028	FY2029	Total
ERC	\$3,000,000	\$4,000,000	\$5,680,000	\$12,680,000
Total	\$3,000,000	\$4,000,000	\$5,680,000	\$12,680,000

Funding Sources

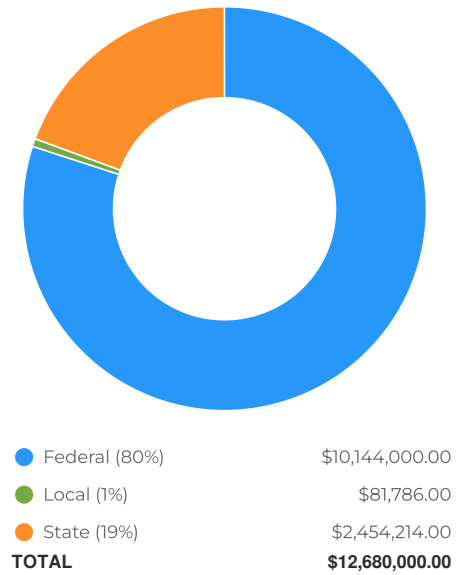
Total Budget (all years)
\$12.68M

Project Total
\$12.68M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2027	FY2028	FY2029	Total
State	\$580,650	\$774,200	\$1,099,364	\$2,454,214
Federal	\$2,400,000	\$3,200,000	\$4,544,000	\$10,144,000
Local	\$19,350	\$25,800	\$36,636	\$81,786
Total	\$3,000,000	\$4,000,000	\$5,680,000	\$12,680,000

Market Substation

Overview

Request Owner	Capital Budgets, SEPTA
Department	Substations and Power Improvements
Type	Capital Improvement

Description

Overhaul of the Market Substation, serving the Market-Frankford Line and City Trolley Lines. Work includes replacement and upgrade of existing breakers, rectifiers, transformers, relays and switch gears.

Design is being performed as part of the Substation Design and Equipment Purchase project (CPMS #CRPYS).

Schedule/Status (Calendar Year): 2025 – 2029 Construction

Location: City of Philadelphia

Service Area: Delaware and Philadelphia Counties

Images



Images of the current Market St. Substation.

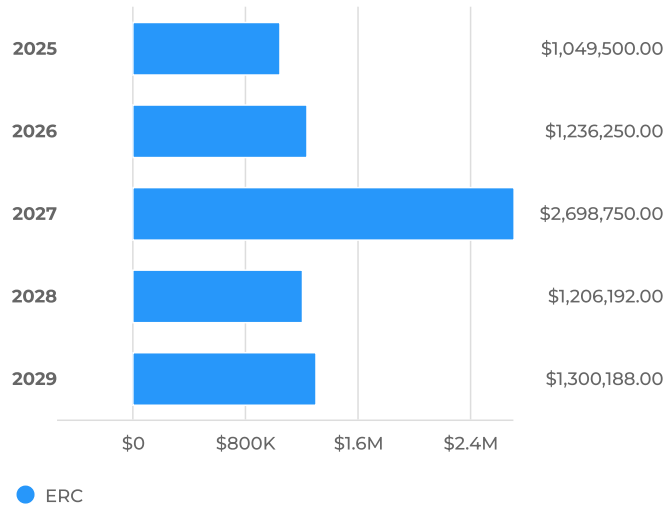
Details

S/TIP MPMS #	60651
Program Element	Substations (Transit Substations)

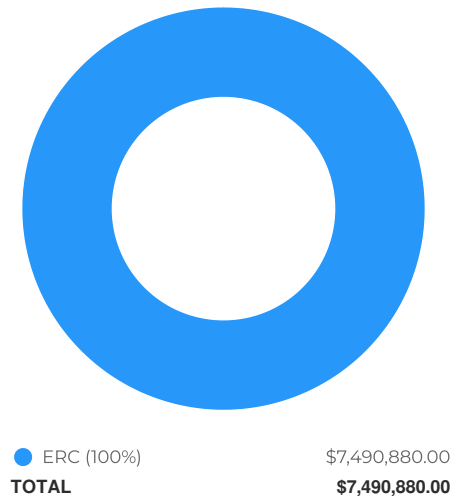
Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$7,510,000	\$1,049,500	\$7.491M	\$15.001M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
ERC	\$7,510,000	\$1,049,500	\$1,236,250	\$2,698,750	\$1,206,192	\$1,300,188	\$15,000,880
Total	\$7,510,000	\$1,049,500	\$1,236,250	\$2,698,750	\$1,206,192	\$1,300,188	\$15,000,880

Funding Sources

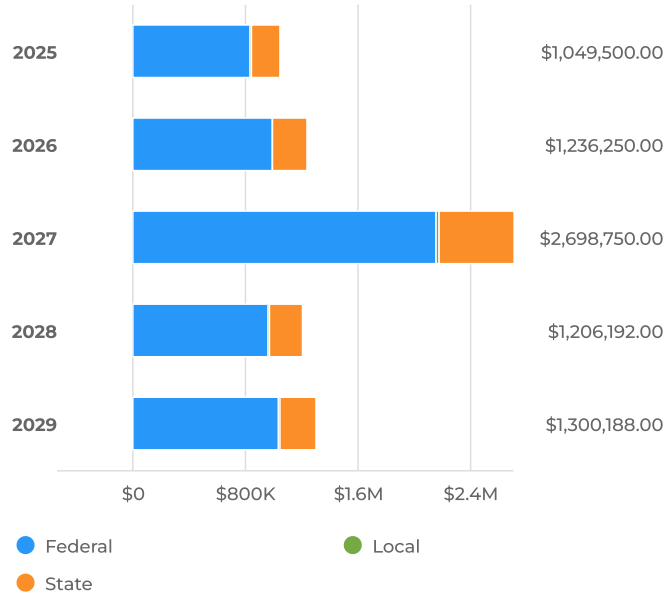
Total Historical
\$7,510,000

FY2025 Budget
\$1,049,500

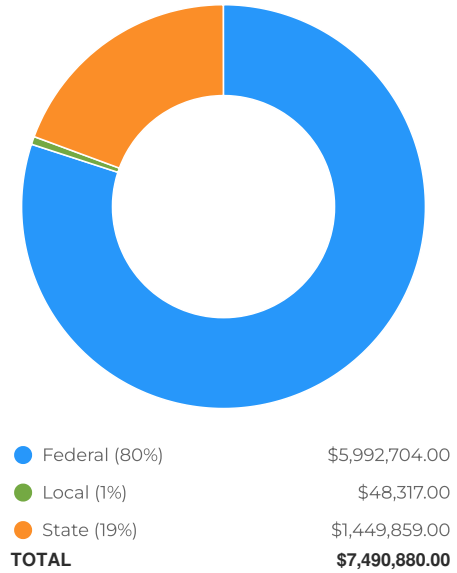
Total Budget (all years)
\$7.491M

Project Total
\$15.001M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
State	\$1,453,561	\$203,131	\$239,276	\$522,343	\$233,458	\$251,651	\$2,903,420
Federal	\$6,008,000	\$839,600	\$989,000	\$2,159,000	\$964,954	\$1,040,150	\$12,000,704
Local	\$48,439	\$6,769	\$7,974	\$17,407	\$7,780	\$8,387	\$96,756
Total	\$7,510,000	\$1,049,500	\$1,236,250	\$2,698,750	\$1,206,192	\$1,300,188	\$15,000,880

Park, Broad, Louden, Castor Substations

Overview

Request Owner	Capital Budgets, SEPTA
Department	Substations and Power Improvements
Type	Capital Improvement

Description

Overhaul of the following transit substations. Work includes replacement and upgrade of existing breakers, rectifiers, transformers, relays and switch gears.

- Park Substation, serving the Broad Street Line (BSS).
- Broad Substation, serving the BSS and Ridge Avenue Spur.
- Loudon Substation, serving the BSS and Route 75 Trackless Trolley.
- Castor Substation, serving the Route 59 Trackless Trolley.

Design is being performed as part of the Substation Design and Equipment Purchase project (CPMS #CRPYS).

Schedule/Status (Calendar Year): 2024 – 2030 Construction

Location: City of Philadelphia

Service Area: City of Philadelphia

Details

S/TIP MPMS #	60651
Program Element	Substations (Transit Substations)

Capital Cost

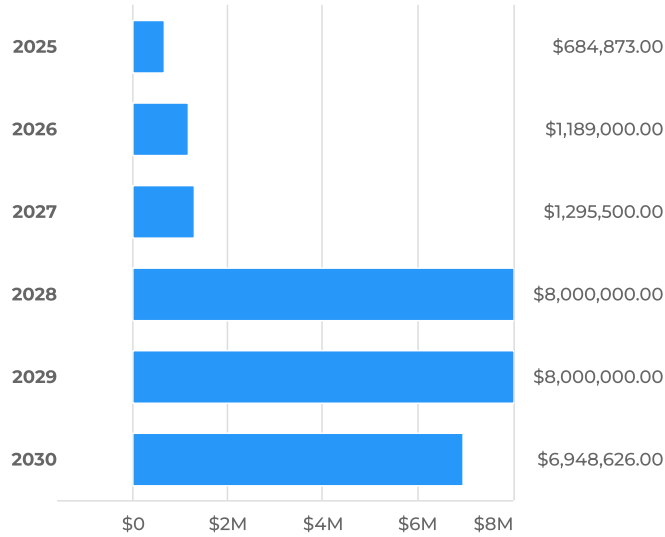
Total Historical
\$15,532,000

FY2025 Budget
\$684,873

Total Budget (all years)
\$26.118M

Project Total
\$41.65M

Capital Cost by Year



Capital Cost for Budgeted Years



ERC

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ERC	\$15,532,000	\$684,873	\$1,189,000	\$1,295,500	\$8,000,000	\$8,000,000	\$6,948,626	\$41,649,999
Total	\$15,532,000	\$684,873	\$1,189,000	\$1,295,500	\$8,000,000	\$8,000,000	\$6,948,626	\$41,649,999

Funding Sources

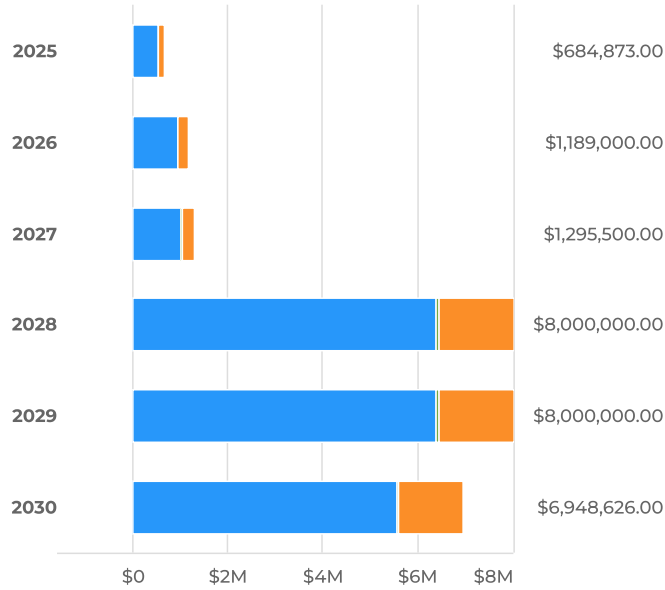
Total Historical
\$15,532,000

FY2025 Budget
\$684,873

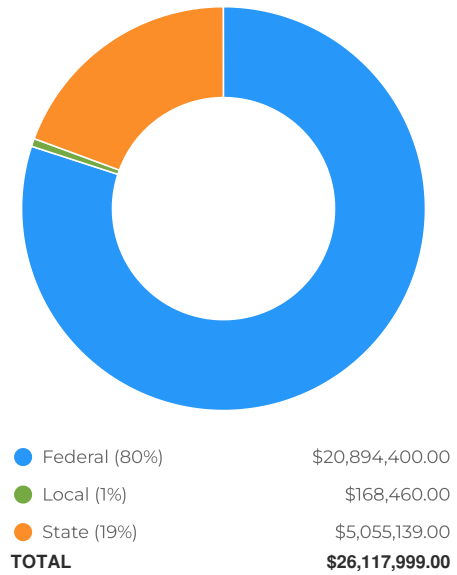
Total Budget (all years)
\$26.118M

Project Total
\$41.65M

Funding Sources by Year



Funding Sources for Budgeted Years



● Federal
● State

● Local

Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Total
State	\$3,006,219	\$132,557	\$230,131	\$250,744	\$1,548,400	\$1,548,400	\$1,344,907	\$8,061,358
Federal	\$12,425,600	\$547,899	\$951,200	\$1,036,400	\$6,400,000	\$6,400,000	\$5,558,901	\$33,320,000
Local	\$100,181	\$4,417	\$7,669	\$8,356	\$51,600	\$51,600	\$44,818	\$268,641
Total	\$15,532,000	\$684,873	\$1,189,000	\$1,295,500	\$8,000,000	\$8,000,000	\$6,948,626	\$41,649,999

Ranstead Substation

Overview

Request Owner	Capital Budgets, SEPTA
Department	Substations and Power Improvements
Type	Capital Improvement

Description

Overhaul of Ranstead Substation, serving the Market-Frankford Line and a portion of the City and Suburban Trolley Lines. Work includes replacement and upgrade of existing breakers, rectifiers, transformers, relays, and switch gears.

Design is being performed as part of the Substation Design and Equipment Purchase project (CPMS #CRPYS).

Schedule/Status (Calendar Year): 2029 – 2032 Construction

Location: City of Philadelphia

Service Area: Delaware and Philadelphia Counties

Details

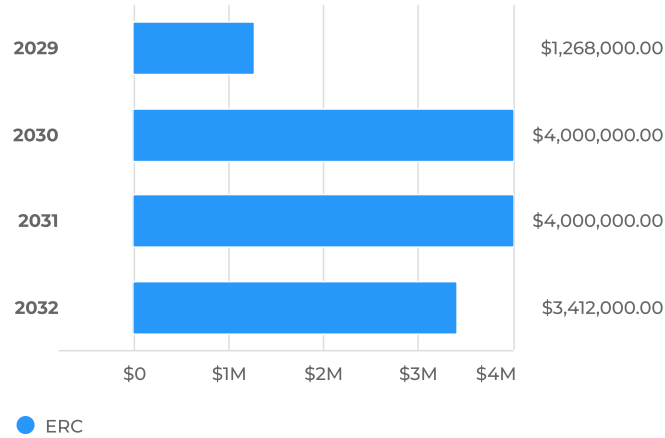
S/TIP MPMS #	60651
Program Element	Substations (Transit Substations)

Capital Cost

Total Budget (all years)
\$12.68M

Project Total
\$12.68M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

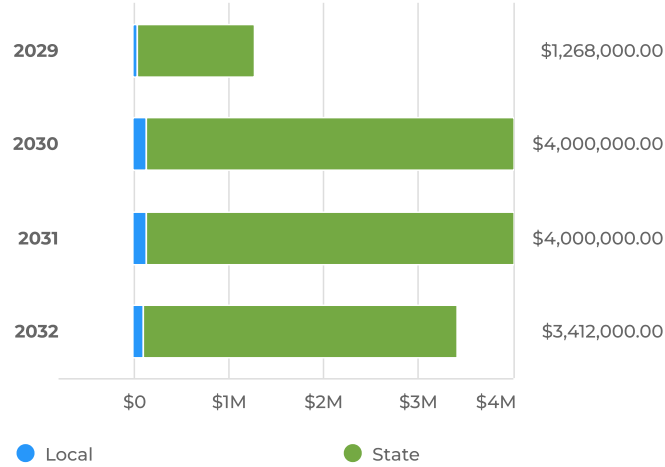
Capital Cost	FY2029	FY2030	FY2031	FY2032	Total
ERC	\$1,268,000	\$4,000,000	\$4,000,000	\$3,412,000	\$12,680,000
Total	\$1,268,000	\$4,000,000	\$4,000,000	\$3,412,000	\$12,680,000

Funding Sources

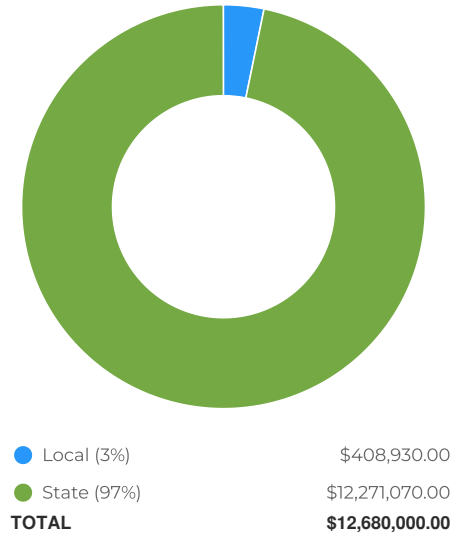
Total Budget (all years)
\$12.68M

Project Total
\$12.68M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2029	FY2030	FY2031	FY2032	Total
State	\$1,227,107	\$3,871,000	\$3,871,000	\$3,301,963	\$12,271,070
Local	\$40,893	\$129,000	\$129,000	\$110,037	\$408,930
Total	\$1,268,000	\$4,000,000	\$4,000,000	\$3,412,000	\$12,680,000

Regional Rail Automated Wire Scan Demonstration

Overview

Request Owner	Capital Budgets, SEPTA
Department	Substations and Power Improvements
Type	Capital Improvement
Project Number	CRLWD

Description

SEPTA will work in partnership to implement an automated wire scan of a portion of the SEPTA Regional Rail network's overhaed catenary system. SEPTA will provide operational support and direction and facilitate execution of the automated wire scan. The vendor will provide and operate the equipment for executing the scan, process its outputs, and provide a software interface for data evaluation.

Schedule/Status (Calendar Year):

Design: 2022 – 2023

Construction: 2024 – 2025

Location: Region-wide

Service Area: System-wide

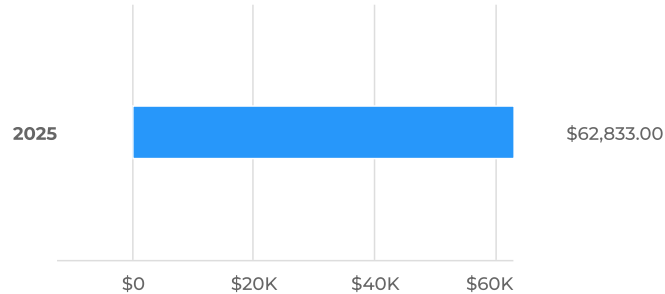
Details

S/TIP MPMS #	60651
Program Element	Power

Capital Cost

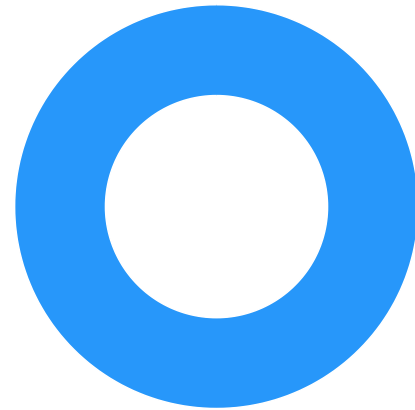
Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$277,166	\$62,833	\$62.833K	\$339.999K

Capital Cost by Year



ERC

Capital Cost for Budgeted Years



ERC (100%)
TOTAL

\$62,833.00
\$62,833.00

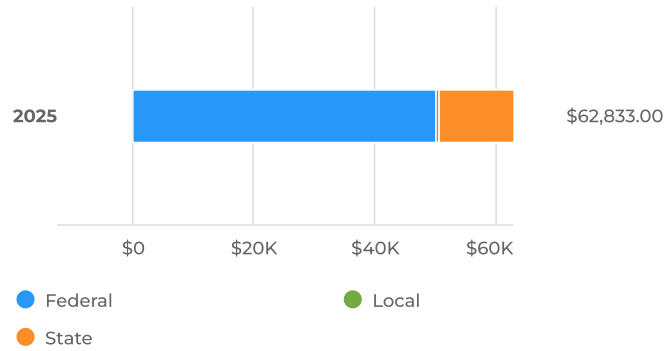
Capital Cost Breakdown

Capital Cost	Historical	FY2025	Total
ERC	\$277,166	\$62,833	\$339,999
Total	\$277,166	\$62,833	\$339,999

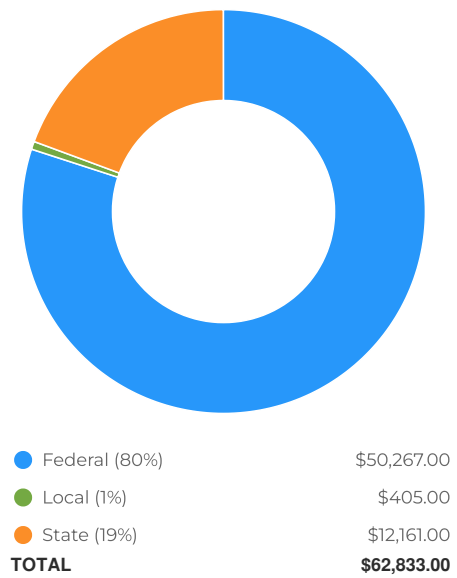
Funding Sources

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$277,166	\$62,833	\$62.833K	\$339.999K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	Historical	FY2025	Total
State	\$53,646	\$12,161	\$65,807
Federal	\$221,733	\$50,267	\$272,000
Local	\$1,787	\$405	\$2,192
Total	\$277,166	\$62,833	\$339,999

Regional Rail Substation Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Substations and Power Improvements
Type	Capital Improvement

Description

A multi-year overhaul of various regional rail substations. Work includes installing new breakers, rectifiers, transformers, relays, and switch gear.

Schedule/Status (Calendar Year): 2030 and Beyond Implementation

Location: Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties

Service Area: System-wide

Details

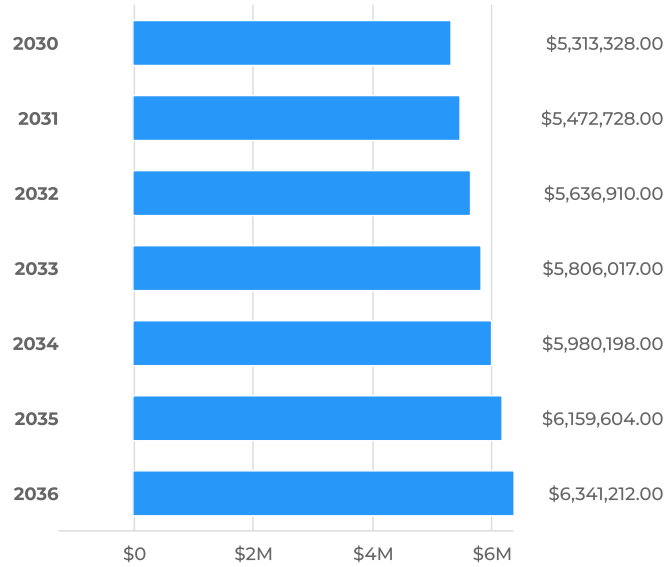
S/TIP MPMS #	60651
Program Element	Substation (Regional Rail Substations)

Capital Cost

Total Budget (all years)
\$40.71M

Project Total
\$40.71M

Capital Cost by Year



Capital Cost for Budgeted Years



ERC

Capital Cost Breakdown

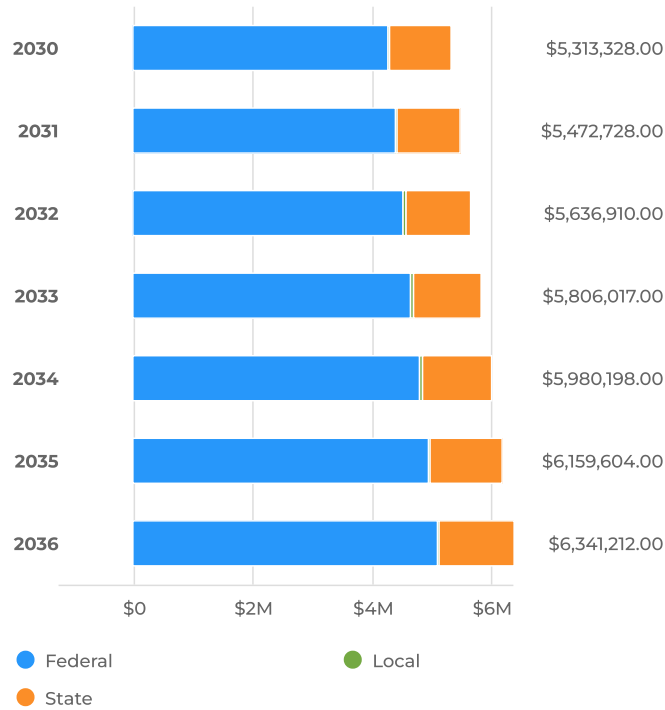
Capital Cost	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	Total
ERC	\$5,313,328	\$5,472,728	\$5,636,910	\$5,806,017	\$5,980,198	\$6,159,604	\$6,341,212	\$40,709,997
Total	\$5,313,328	\$5,472,728	\$5,636,910	\$5,806,017	\$5,980,198	\$6,159,604	\$6,341,212	\$40,709,997

Funding Sources

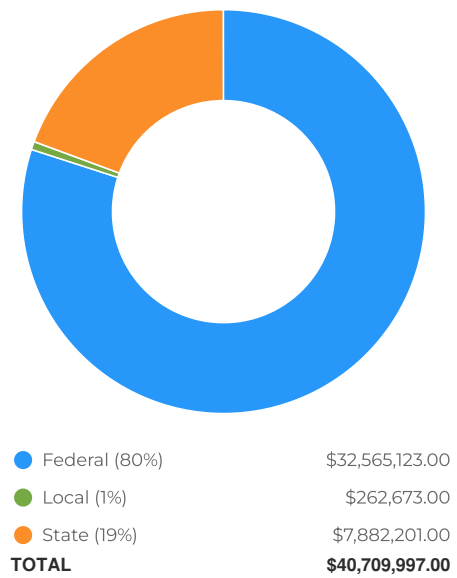
Total Budget (all years)
\$40.71M

Project Total
\$40.71M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown								
Funding Sources	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	Total
State	\$1,031,456	\$1,061,359	\$1,088,632	\$1,123,754	\$1,157,467	\$1,192,191	\$1,227,342	\$7,882,201
Federal	\$4,247,499	\$4,375,999	\$4,512,000	\$4,644,814	\$4,784,158	\$4,927,683	\$5,072,970	\$32,565,123
Local	\$34,373	\$35,370	\$36,278	\$37,449	\$38,573	\$39,730	\$40,900	\$262,673
Total	\$5,313,328	\$5,472,728	\$5,636,910	\$5,806,017	\$5,980,198	\$6,159,604	\$6,341,212	\$40,709,997

Substation Design and Equipment Purchase

Overview

Request Owner	Capital Budgets, SEPTA
Department	Substations and Power Improvements
Type	Capital Improvement
Project Number	CRPYS

Description

This program includes the design necessary for improvements to seven transit substations (Market, Ellen, Ranstead, Park, Broad, Loudon, and Castor), nine railroad substations and switching stations (Neshaminy, Bethayres, Yardley, Lansdale, Hatboro substations and 12th Street, 18th Street, and Portal switching stations), and one new substation at Woodbourne. The program also includes procuring long lead equipment such as auto transformers and circuit breakers required for the substation construction projects.

Schedule/Status (Calendar Year): 2016 – 2026 Design, Procurement, and Delivery/Installation

Location: Bucks, Montgomery, and Philadelphia Counties

Service Area: System-wide

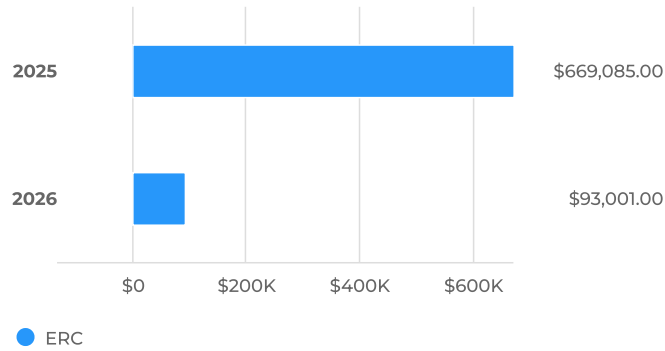
Details

S/TIP MPMS #	60651
Program Element	Substation (Multimodal Substation Overhaul Program)

Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$27,464,300	\$669,085	\$762.086K	\$28.226M

Capital Cost by Year



Capital Cost for Budgeted Years

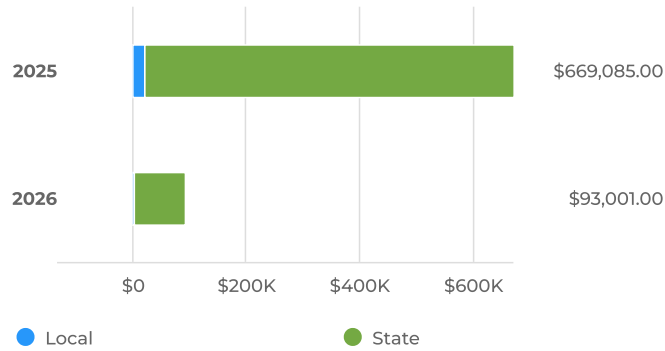


Capital Cost Breakdown				
Capital Cost	Historical	FY2025	FY2026	Total
ERC	\$27,464,300	\$669,085	\$93,001	\$28,226,386
Total	\$27,464,300	\$669,085	\$93,001	\$28,226,386

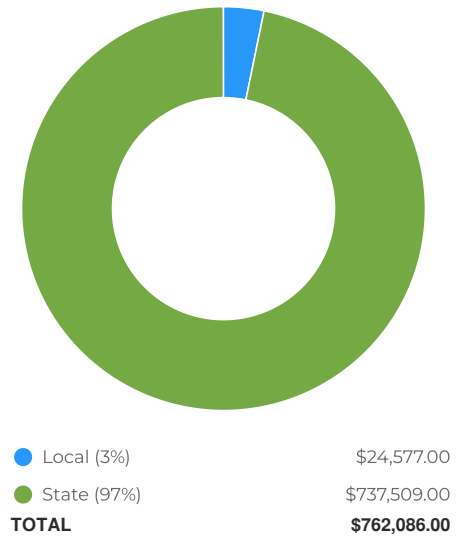
Funding Sources

Total Historical **\$27,464,300**
 FY2025 Budget **\$669,085**
 Total Budget (all years) **\$762.086K**
 Project Total **\$28.226M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown				
Funding Sources	Historical	FY2025	FY2026	Total
State	\$26,578,576	\$647,507	\$90,002	\$27,316,085
Local	\$885,724	\$21,578	\$2,999	\$910,301
Total	\$27,464,300	\$669,085	\$93,001	\$28,226,386

Supervisory Control and Data Acquisition (SCADA) System and Network Upgrade

Overview

Request Owner	Capital Budgets, SEPTA
Department	Substations and Power Improvements
Type	Capital Improvement

Description

SEPTA's expansive traction power infrastructure is monitored and controlled centrally from its Control Center through a complex Supervisory Control and Data Acquisition (SCADA) system. The SCADA system allows SEPTA's dispatch personnel to continuously monitor and control traction power substation and wayside equipment throughout SEPTA's City Transit, Suburban Transit, and Regional Rail Divisions. In addition to the traction power equipment, the SCADA system also monitors/controls primary lighting and signal circuits, pump rooms, intrusion and fire alarms, and various other points of indication/control.

This project will replace the existing aged legacy SCADA system that is becoming increasingly difficult to maintain due to the obsolescence of critical components and supporting communication infrastructure. The project will modernize the system and control room to improve operational efficiencies.

Schedule/Status (Calendar Year):

Design & Implementation: 2024 – 2029

Location: System-wide

Service Area: System-wide

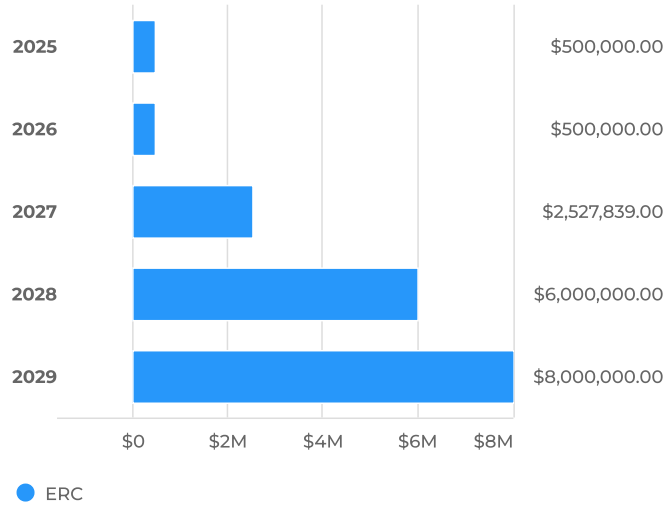
Details

S/TIP MPMS #	60651
Program Element	Substation (Multimodal Substation Overhaul Program)

Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$970,000	\$500,000	\$17.528M	\$18.498M

Capital Cost by Year



Capital Cost for Budgeted Years

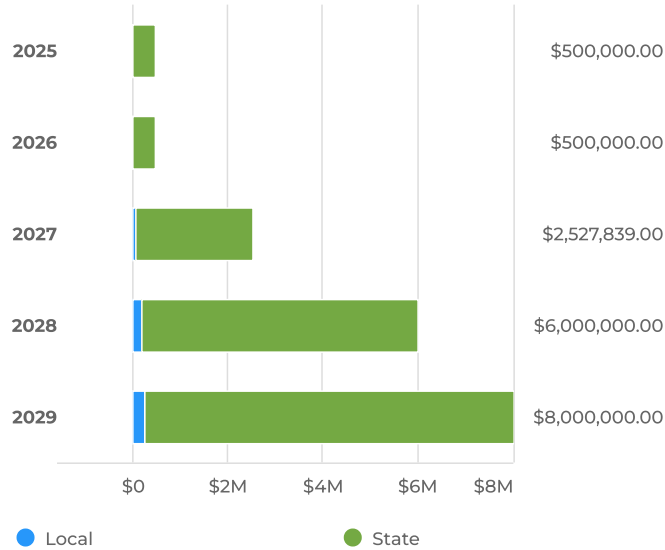


Capital Cost Breakdown							
Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
ERC	\$970,000	\$500,000	\$500,000	\$2,527,839	\$6,000,000	\$8,000,000	\$18,497,839
Total	\$970,000	\$500,000	\$500,000	\$2,527,839	\$6,000,000	\$8,000,000	\$18,497,839

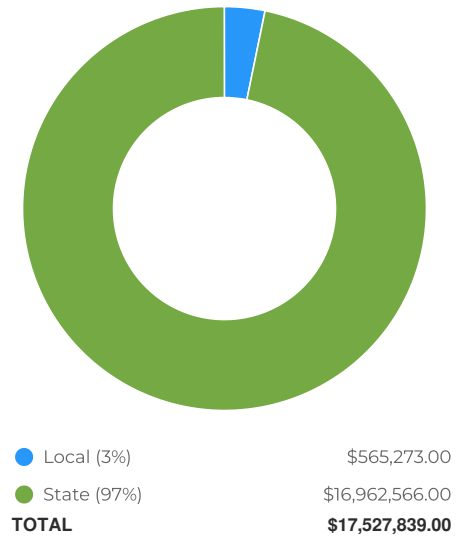
Funding Sources

Total Historical **\$970,000** FY2025 Budget **\$500,000** Total Budget (all years) **\$17.528M** Project Total **\$18.498M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	Total
State	\$938,717	\$483,875	\$483,875	\$2,446,316	\$5,806,500	\$7,742,000	\$17,901,283
Local	\$31,283	\$16,125	\$16,125	\$81,523	\$193,500	\$258,000	\$596,556
Total	\$970,000	\$500,000	\$500,000	\$2,527,839	\$6,000,000	\$8,000,000	\$18,497,839

Transit Substation Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Substations and Power Improvements
Type	Capital Improvement

Description

A multi-year overhaul of various rail transit substations. Work includes installing new breakers, rectifiers, transformers, relays, and switch gear.

Schedule/Status (Calendar Year): 2030 – 2036 Implementation

Location: City of Philadelphia

Service Area: City of Philadelphia

Details

S/TIP MPMS #	60651
Program Element	Substations (Transit Substations)

Capital Cost

Total Budget (all years)
\$114.937M

Project Total
\$114.937M

Capital Cost by Year



Capital Cost for Budgeted Years



ERC

Capital Cost Breakdown

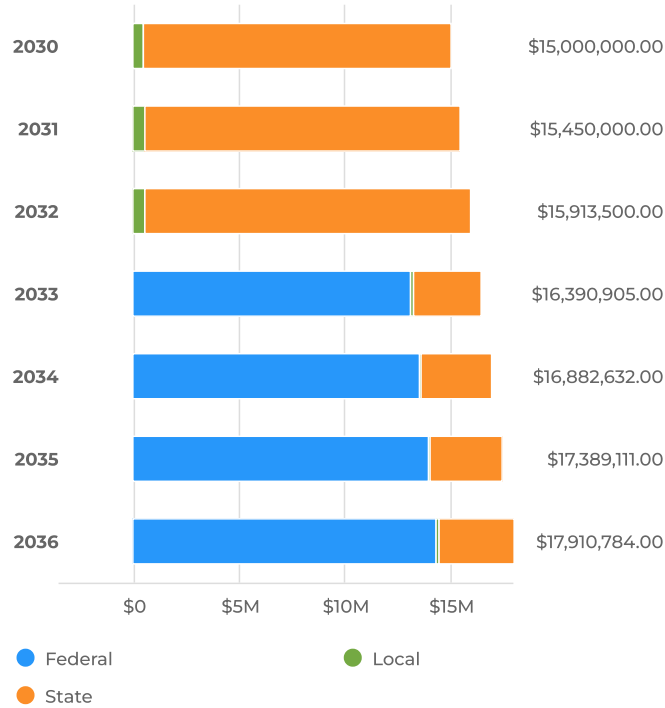
Capital Cost	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	Total
ERC	\$15,000,000	\$15,450,000	\$15,913,500	\$16,390,905	\$16,882,632	\$17,389,111	\$17,910,784	\$114,936,932
Total	\$15,000,000	\$15,450,000	\$15,913,500	\$16,390,905	\$16,882,632	\$17,389,111	\$17,910,784	\$114,936,932

Funding Sources

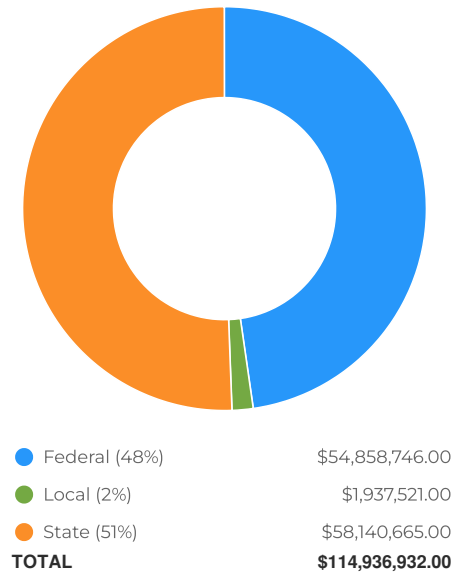
Total Budget (all years)
\$114.937M

Project Total
\$114.937M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown								
Funding Sources	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	Total
State	\$14,516,250	\$14,951,738	\$15,400,290	\$3,172,459	\$3,267,633	\$3,365,662	\$3,466,633	\$58,140,665
Federal				\$13,112,724	\$13,506,106	\$13,911,289	\$14,328,627	\$54,858,746
Local	\$483,750	\$498,262	\$513,210	\$105,722	\$108,893	\$112,160	\$115,524	\$1,937,521
Total	\$15,000,000	\$15,450,000	\$15,913,500	\$16,390,905	\$16,882,632	\$17,389,111	\$17,910,784	\$114,936,932

Wayne Junction Static Frequency Converters (SFC) #1-4

Overview

Request Owner	Capital Budgets, SEPTA
Department	Substations and Power Improvements
Type	Capital Improvement
Project Number	CRPWX

Description

The major components of the three Static Frequency Converters (SFCs), located adjacent to Wayne Junction Substation, are past their useful lives. SFCs are necessary to convert 230 kV 60 Hz power provided by PECO into a one-of-a-kind 24/12 kV 25 Hz auto transformer system. The construction of a new #4 converter must be completed before the replacement of the three existing converters is initiated to sustain service during construction. Design was completed in 2021.

Schedule/Status (Calendar Year):

Construction 2022 – 2028

Location: City of Philadelphia

Service Area: Bucks, Montgomery, and Philadelphia Counties

Images



Image of the current static frequency converters at Wayne Junction, all of which are near the end of their useful life.



Construction on the Wayne Junction Static Frequency Converter building.

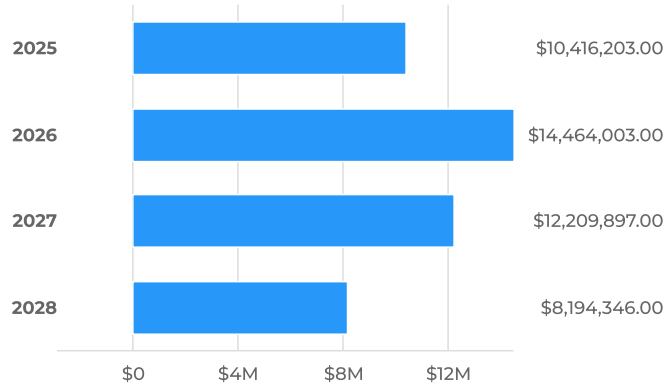
Details

S/TIP MPMS #	60651
Program Element	Substation (Railroad Substations)

Capital Cost

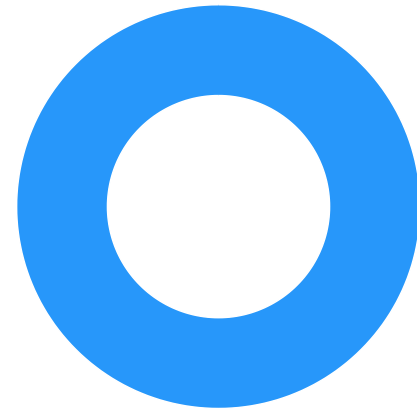
Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$56,431,093	\$10,416,203	\$45.284M	\$101.716M

Capital Cost by Year



● ERC

Capital Cost for Budgeted Years



● ERC (100%)	\$45,284,449.00
TOTAL	\$45,284,449.00

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	Total
ERC	\$56,431,093	\$10,416,203	\$14,464,003	\$12,209,897	\$8,194,346	\$101,715,542
Total	\$56,431,093	\$10,416,203	\$14,464,003	\$12,209,897	\$8,194,346	\$101,715,542

Funding Sources

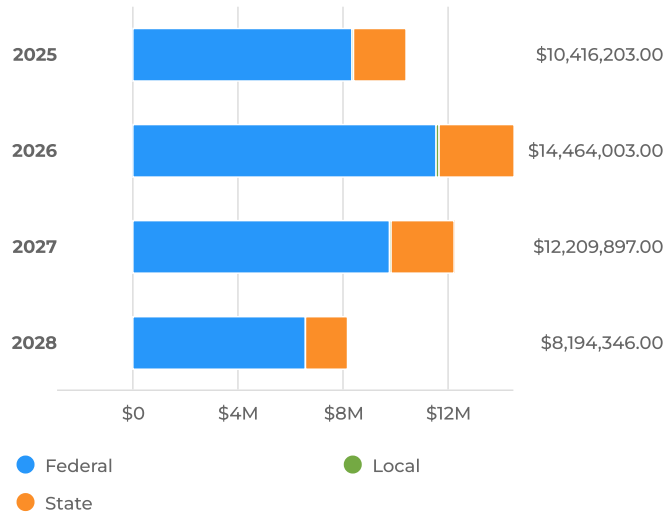
Total Historical
\$56,431,093

FY2025 Budget
\$10,416,203

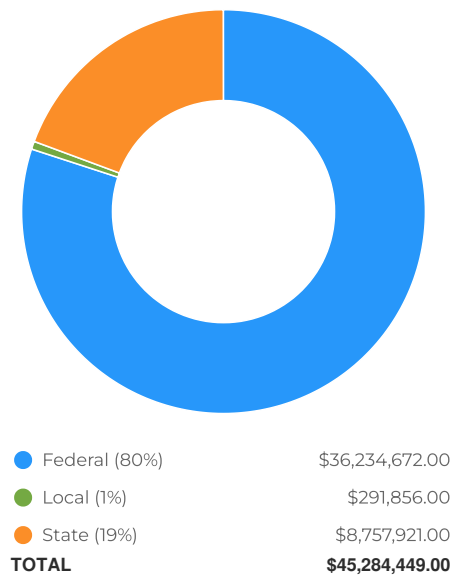
Total Budget (all years)
\$45.284M

Project Total
\$101.716M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	Total
State	\$10,902,409	\$2,012,396	\$2,798,202	\$2,363,340	\$1,583,983	\$19,660,330
Federal	\$45,165,364	\$8,336,744	\$11,572,552	\$9,767,799	\$6,557,577	\$81,400,036
Local	\$363,320	\$67,063	\$93,249	\$78,758	\$52,786	\$655,176
Total	\$56,431,093	\$10,416,203	\$14,464,003	\$12,209,897	\$8,194,346	\$101,715,542

Woodbourne Substation

Overview

Request Owner	Capital Budgets, SEPTA
Department	Substations and Power Improvements
Type	Capital Improvement

Description

Construction of a new Traction Power and Substation on the West Trenton Regional Rail Line. Design is being performed as part of the Substation Design and Equipment Purchase project (CPMS #CRPYS).

Schedule/Status (Calendar Year): Construction: 2025 – 2028

Location: Bucks County

Service Area: Bucks, Montgomery, and Philadelphia Counties

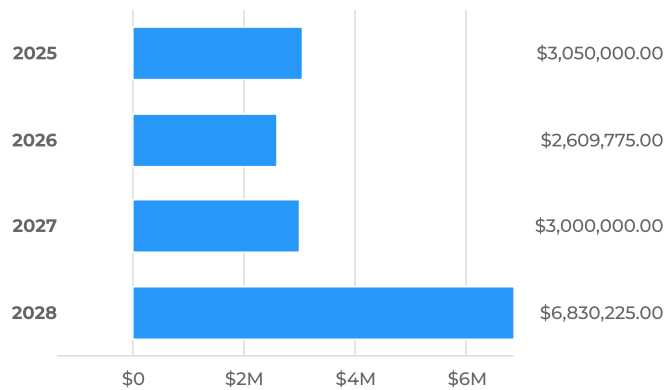
Details

S/TIP MPMS #	60651
Program Element	Substation (Railroad Substations)

Capital Cost

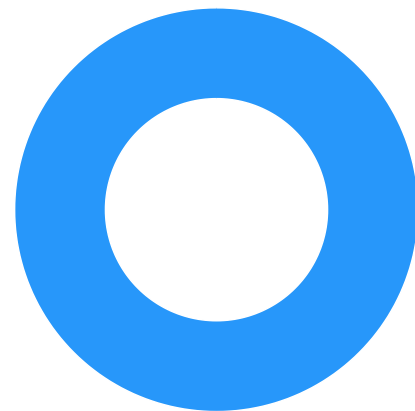
Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$8,000,000	\$3,050,000	\$15.49M	\$23.49M

Capital Cost by Year



● ERC

Capital Cost for Budgeted Years



● ERC (100%)
TOTAL

\$15,490,000.00
\$15,490,000.00

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	Total
ERC	\$8,000,000	\$3,050,000	\$2,609,775	\$3,000,000	\$6,830,225	\$23,490,000
Total	\$8,000,000	\$3,050,000	\$2,609,775	\$3,000,000	\$6,830,225	\$23,490,000

Funding Sources

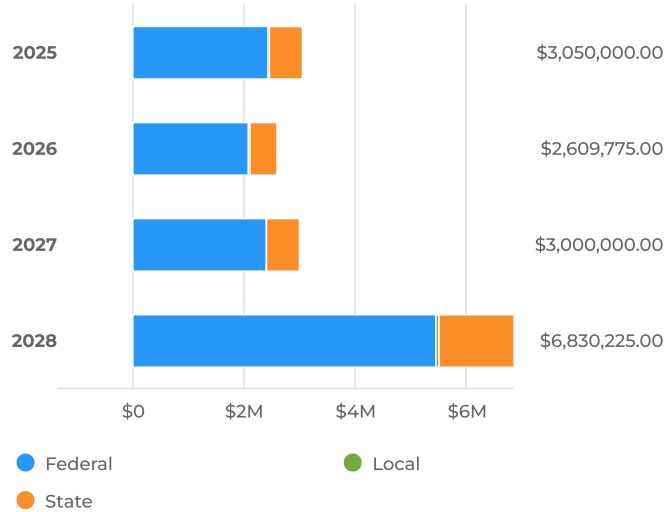
Total Historical
\$8,000,000

FY2025 Budget
\$3,050,000

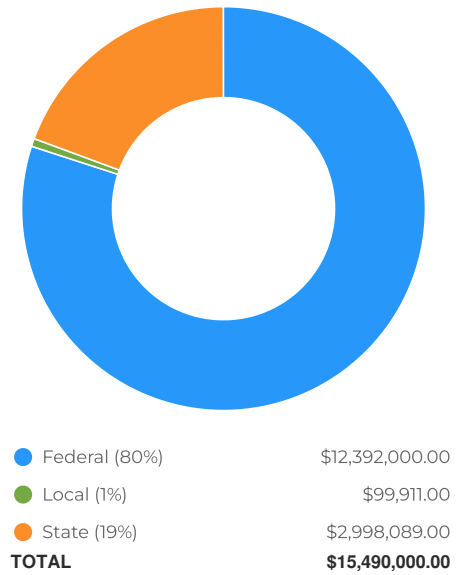
Total Budget (all years)
\$15.49M

Project Total
\$23.49M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	Total
State	\$1,548,400	\$590,327	\$505,122	\$580,650	\$1,321,990	\$4,546,489
Federal	\$6,400,000	\$2,440,000	\$2,087,820	\$2,400,000	\$5,464,180	\$18,792,000
Local	\$51,600	\$19,673	\$16,833	\$19,350	\$44,055	\$151,511
Total	\$8,000,000	\$3,050,000	\$2,609,775	\$3,000,000	\$6,830,225	\$23,490,000

TRACK AND RIGHT-OF-WAY IMPROVEMENTS REQUESTS

69th Street Yard Tracks Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Track and Right-of-Way Improvements
Type	Capital Improvement
Project Number	CAMMS

Description

Renewal of yard tracks and special track work for Suburban Transit Division Route 101/102 Trolley Lines and Market-Frankford Line tracks at the 69th Street maintenance complex.

Schedule/Status (Calendar Year):

Design: 2020 – 2022

Construction: 2023 – 2028

Location: Delaware County

Service Area: Delaware County

Details

S/TIP MPMS #	102565
Type of Project	Transit Track & ROW

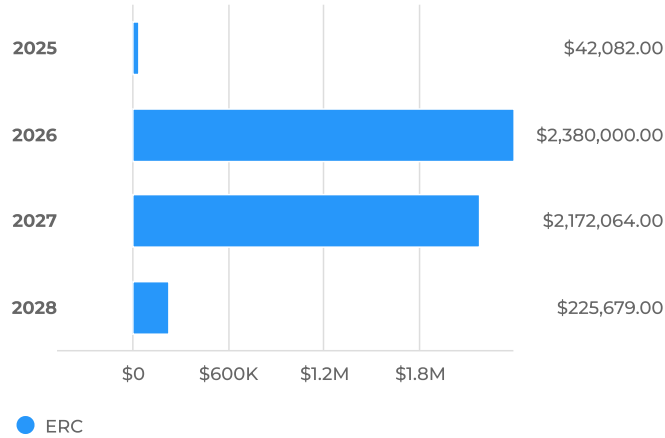
Location



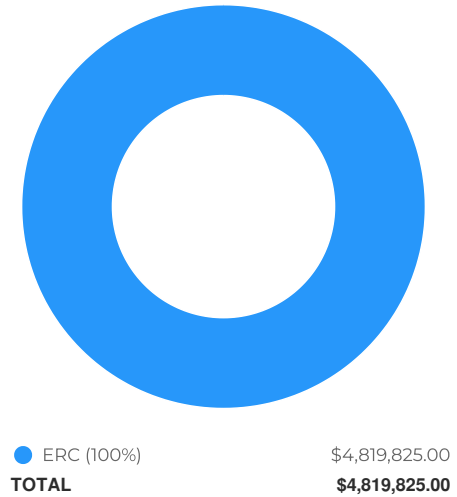
Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$2,280,175	\$42,082	\$4.82M	\$7.1M

Capital Cost by Year



Capital Cost for Budgeted Years



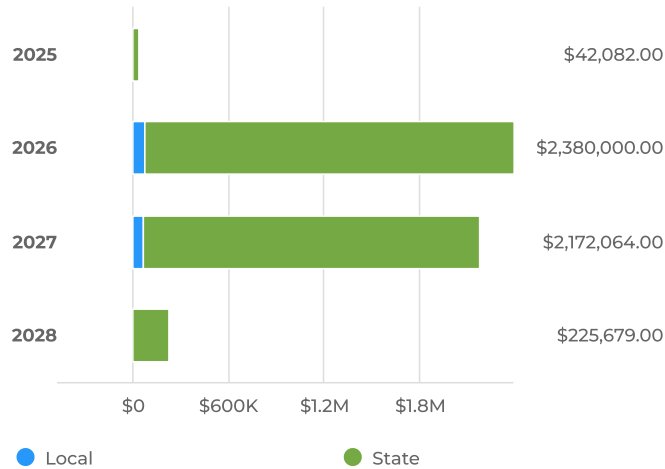
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	Total
ERC	\$2,280,175	\$42,082	\$2,380,000	\$2,172,064	\$225,679	\$7,100,000
Total	\$2,280,175	\$42,082	\$2,380,000	\$2,172,064	\$225,679	\$7,100,000

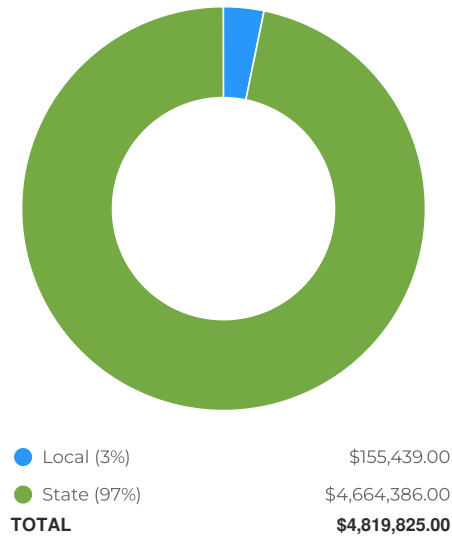
Funding Sources

Total Historical **\$2,280,175**
 FY2025 Budget **\$42,082**
 Total Budget (all years) **\$4.82M**
 Project Total **\$7.1M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown						
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	Total
State	\$2,206,639	\$40,725	\$2,303,245	\$2,102,015	\$218,401	\$6,871,025
Local	\$73,536	\$1,357	\$76,755	\$70,049	\$7,278	\$228,975
Total	\$2,280,175	\$42,082	\$2,380,000	\$2,172,064	\$225,679	\$7,100,000

Harrisburg Line Capacity Improvements – Track 2

Overview

Request Owner	Capital Budgets, SEPTA
Department	Track and Right-of-Way Improvements
Type	Capital Improvement
Project Number	CRRT2

Description

The project will rehabilitate and upgrade Track 2 from Glen to Thorn Interlocking in Chester County, PA, on the Amtrak-owned Harrisburg Line (Paoli-Thorndale Regional Rail line) between Philadelphia and Harrisburg. The Federal Railroad Administration (FRA) Federal-State Partnership Grant funded project will upgrade 10 miles of track to FRA class 3 standards (60 mph) and upgrade the signal system with bidirectional signals. This project is a joint effort of SEPTA, Amtrak, and PennDOT.

Schedule/Status (Calendar Year): Construction 2021 – 2026

Location: City of Philadelphia

Service Area: Delaware and Philadelphia Counties

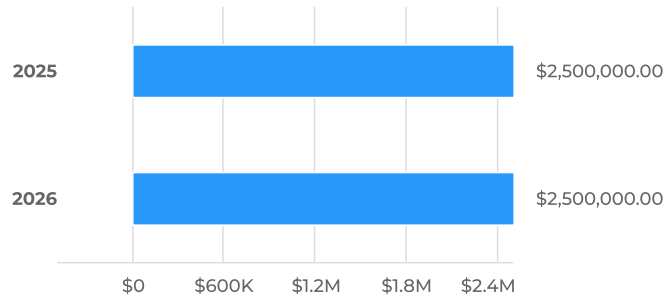
Details

S/TIP MPMS #	102565
Type of Project	Regional Rail Track & ROW

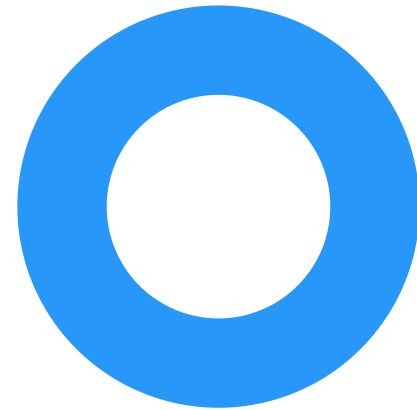
Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$29,400,000	\$2,500,000	\$5M	\$34.4M

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC (100%)	\$5,000,000.00
TOTAL	\$5,000,000.00

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	Total
ERC	\$29,400,000	\$2,500,000	\$2,500,000	\$34,400,000
Total	\$29,400,000	\$2,500,000	\$2,500,000	\$34,400,000

Funding Sources

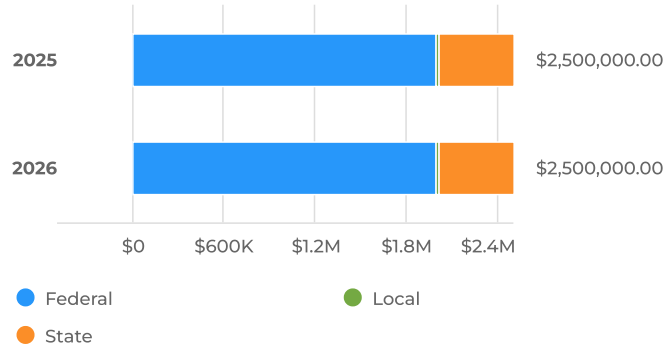
Total Historical
\$29,400,000

FY2025 Budget
\$2,500,000

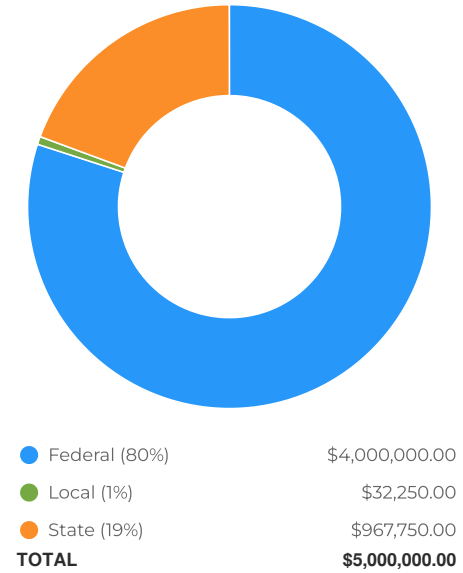
Total Budget (all years)
\$5M

Project Total
\$34.4M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	Total
State	\$5,690,370	\$483,875	\$483,875	\$6,658,120
Federal	\$23,520,000	\$2,000,000	\$2,000,000	\$27,520,000
Local	\$189,630	\$16,125	\$16,125	\$221,880
Total	\$29,400,000	\$2,500,000	\$2,500,000	\$34,400,000

Market-Frankford Haunch Repair

Overview

Request Owner	Capital Budgets, SEPTA
Department	Track and Right-of-Way Improvements
Type	Capital Improvement
Project Number	CCBFH

Description

This project consists of installing concrete haunch bearing repairs along the Market-Frankford Line's Frankford Elevated Rail segment. Work includes removal and replacement of deteriorated concrete, furnishing and installation of steel side plates and connection components, and furnishing/installation of bearing plate assembly for the grouted bearings.

Schedule/Status (Calendar Year): Ongoing

Location: City of Philadelphia

Service Area: Delaware and Philadelphia Counties

Details

S/TIP MPMS #	102565
Type of Project	Transit Track & ROW

Capital Cost

FY2025 Budget

\$1,000,000

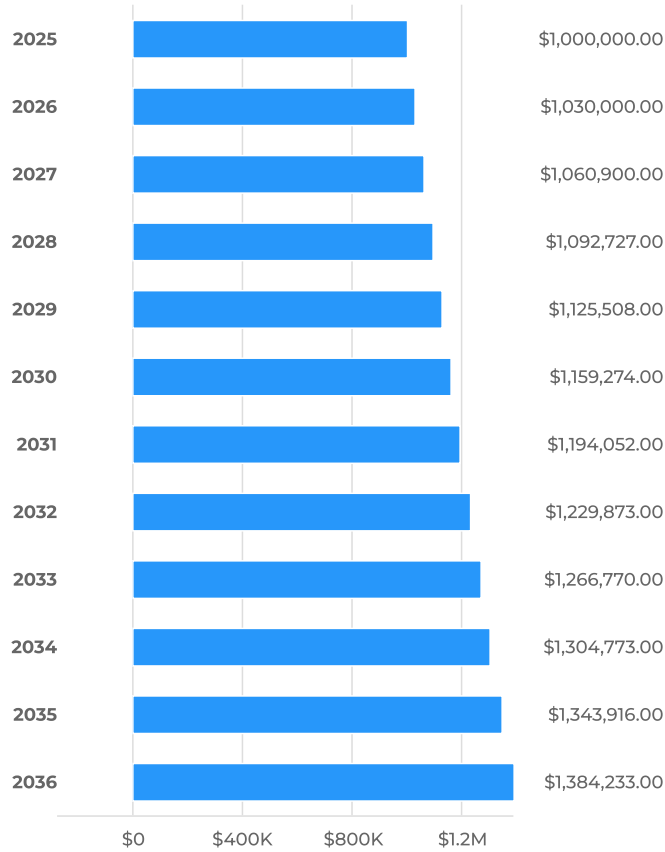
Total Budget (all years)

\$14.192M

Project Total

\$14.192M

Capital Cost by Year



Capital Cost for Budgeted Years



ERC

Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033
ERC	\$1,000,000	\$1,030,000	\$1,060,900	\$1,092,727	\$1,125,508	\$1,159,274	\$1,194,052	\$1,229,873	\$1,266,770
Total	\$1,000,000	\$1,030,000	\$1,060,900	\$1,092,727	\$1,125,508	\$1,159,274	\$1,194,052	\$1,229,873	\$1,266,770

Funding Sources

FY2025 Budget

\$1,000,000

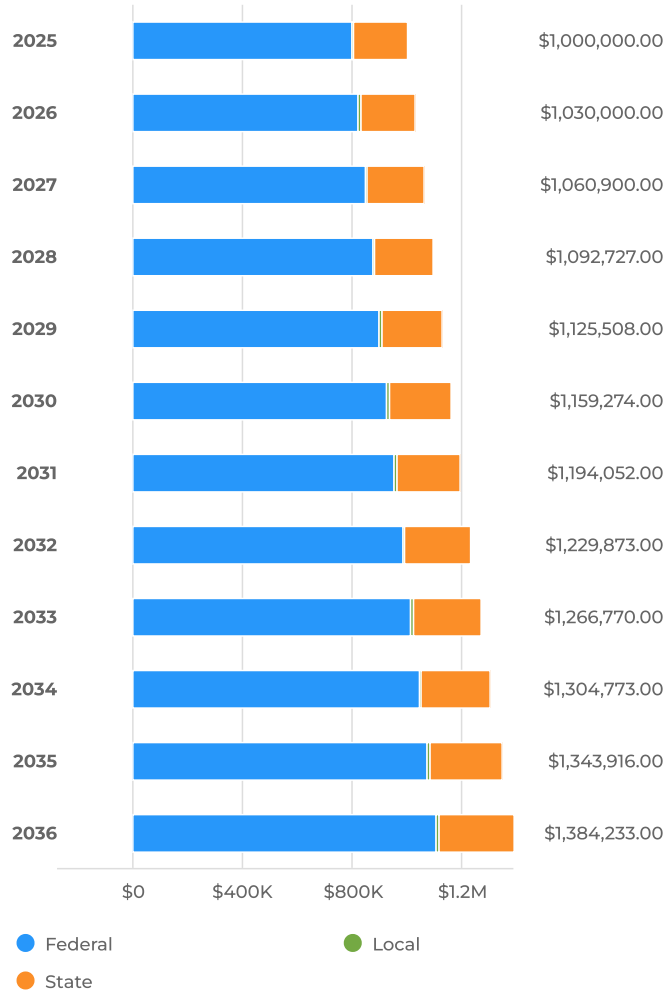
Total Budget (all years)

\$14.192M

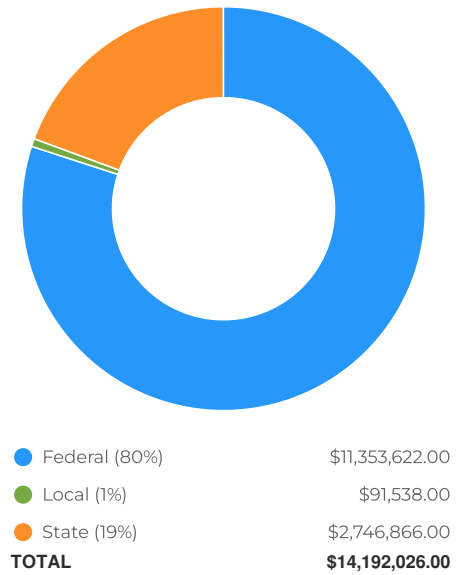
Project Total

\$14.192M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033
State	\$193,550	\$199,357	\$205,337	\$211,497	\$217,842	\$224,377	\$231,109	\$238,042	\$245,183
Federal	\$800,000	\$824,000	\$848,720	\$874,182	\$900,407	\$927,418	\$955,242	\$983,899	\$1,013,416
Local	\$6,450	\$6,643	\$6,843	\$7,048	\$7,259	\$7,479	\$7,701	\$7,932	\$8,171
Total	\$1,000,000	\$1,030,000	\$1,060,900	\$1,092,727	\$1,125,508	\$1,159,274	\$1,194,052	\$1,229,873	\$1,266,770

Market-Frankford Line Bridge Street Yard Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Track and Right-of-Way Improvements
Type	Capital Improvement
Project Number	CCGBY

Description

Renewal of yard tracks including 3rd rail for the Market-Frankford Line at the Bridge Street Yard.

Schedule/Status (Calendar Year):

Design is completed (2020 - 2021).

Construction: 2021 – 2027

Location: City of Philadelphia

Service Area: Delaware and Philadelphia Counties

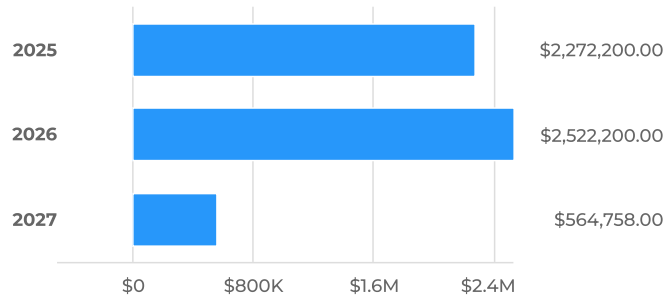
Details

S/TIP MPMS #	102565
Type of Project	Transit Track & ROW

Capital Cost

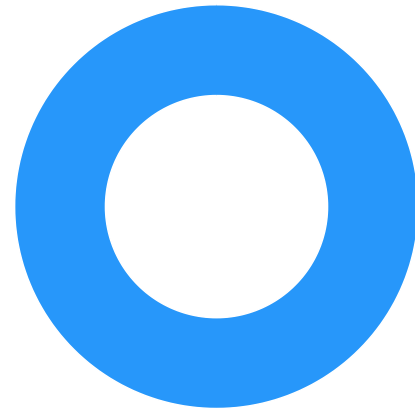
Total Historical **\$3,640,842**
 FY2025 Budget **\$2,272,200**
 Total Budget (all years) **\$5.359M**
 Project Total **\$9M**

Capital Cost by Year



● ERC

Capital Cost for Budgeted Years



● ERC (100%)

TOTAL

\$5,359,158.00

\$5,359,158.00

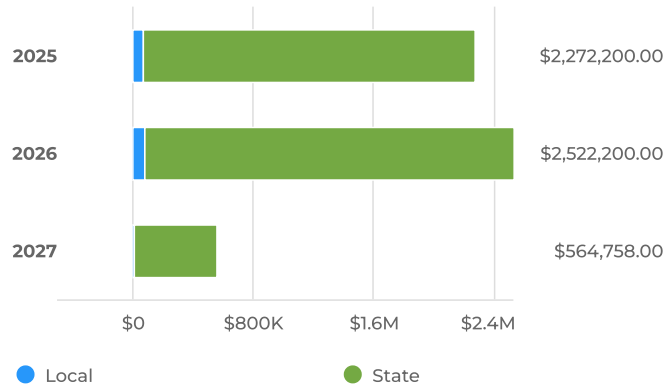
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	Total
ERC	\$3,640,842	\$2,272,200	\$2,522,200	\$564,758	\$9,000,000
Total	\$3,640,842	\$2,272,200	\$2,522,200	\$564,758	\$9,000,000

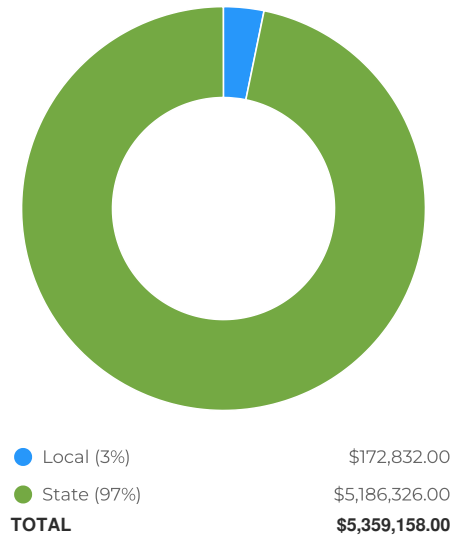
Funding Sources

Total Historical **\$3,640,842** FY2025 Budget **\$2,272,200** Total Budget (all years) **\$5.359M** Project Total **\$9M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	Total
State	\$3,523,425	\$2,198,922	\$2,440,859	\$546,545	\$8,709,751
Local	\$117,417	\$73,278	\$81,341	\$18,213	\$290,249
Total	\$3,640,842	\$2,272,200	\$2,522,200	\$564,758	\$9,000,000

Norristown High Speed Line Tie Replacement and Continuous Welded Rail

Overview

Request Owner	Capital Budgets, SEPTA
Department	Track and Right-of-Way Improvements
Type	Capital Improvement
Project Number	CARTR

Description

Renewal of ties and bridge timbers, and conversion of 100-pound bolted rail to 115-pound bolted rail for the Norristown High Speed Line (NHSL), including track surfacing, and new special track work. Project includes acquiring special rail maintenance of way (MOW) equipment including a tie handler, tie inserter/extractor, tamper, spiker, and spike puller.

Schedule/Status (Calendar Year):

Design is complete.

2014 – 2025 Construction

Location: Delaware and Montgomery Counties

Service Area: Delaware and Montgomery Counties

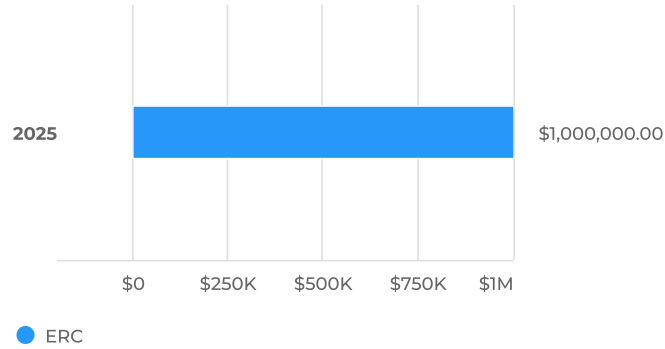
Details

S/TIP MPMS #	102565
Type of Project	Transit Track & ROW

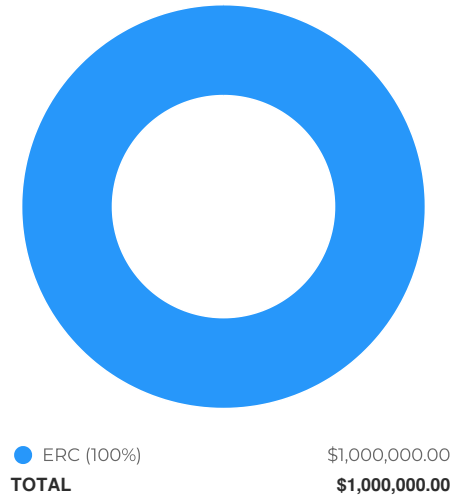
Capital Cost

Total Historical	FY2025 Budget	Total Budget (all years)	Project Total
\$40,000,000	\$1,000,000	\$1M	\$41M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown			
Capital Cost	Historical	FY2025	Total
ERC	\$40,000,000	\$1,000,000	\$41,000,000
Total	\$40,000,000	\$1,000,000	\$41,000,000

Funding Sources

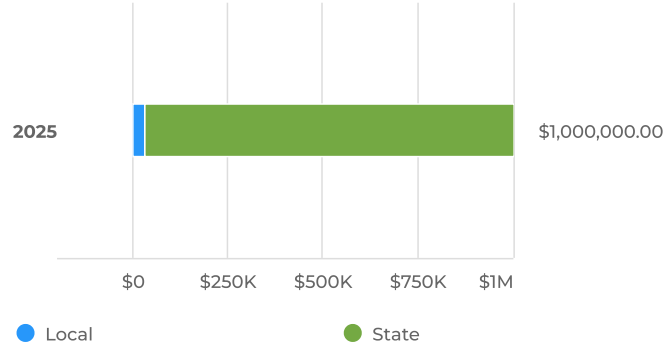
Total Historical
\$40,000,000

FY2025 Budget
\$1,000,000

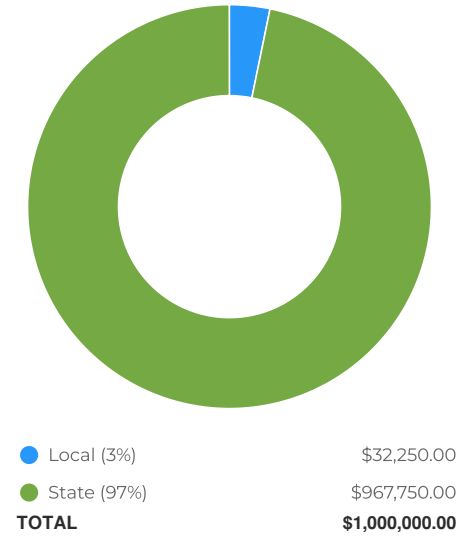
Total Budget (all years)
\$1M

Project Total
\$41M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	Historical	FY2025	Total
State	\$38,710,000	\$967,750	\$39,677,750
Local	\$1,290,000	\$32,250	\$1,322,250
Total	\$40,000,000	\$1,000,000	\$41,000,000

Removal of Abandoned Trolley Tracks

Overview

Request Owner	Capital Budgets, SEPTA
Department	Track and Right-of-Way Improvements
Type	Capital Improvement
Project Number	CRRRF

Description

Annual program to remove abandoned trolley tracks no longer in service along City of Philadelphia streets to improve safety in the public right-of-way.

Schedule/Status (Calendar Year): Ongoing

Location: City of Philadelphia

Service Area: City of Philadelphia

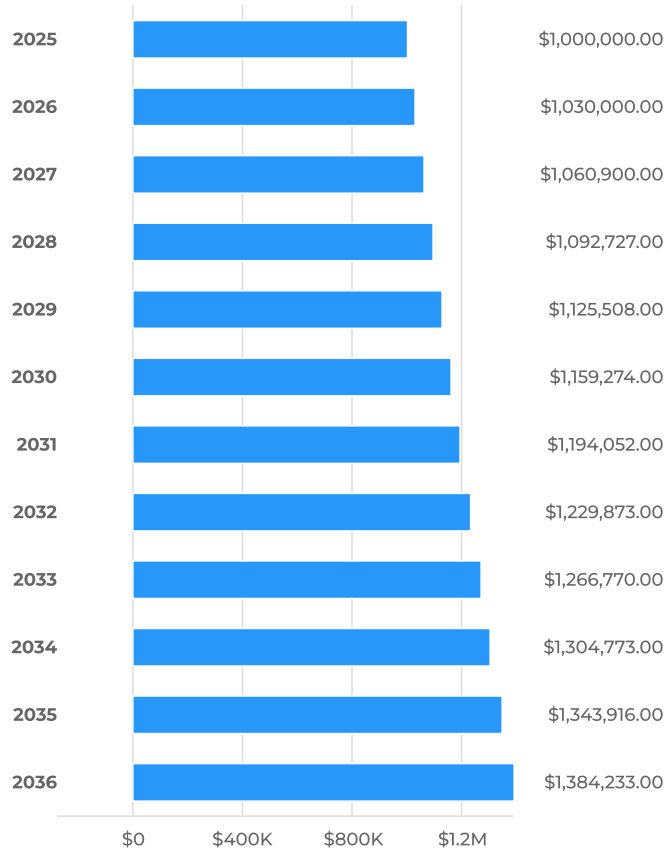
Details

S/TIP MPMS #	102565
Type of Project	Transit Track & ROW

Capital Cost

Total Historical **\$967,750** FY2025 Budget **\$1,000,000** Total Budget (all years) **\$14.192M** Project Total **\$15.16M**

Capital Cost by Year



Capital Cost for Budgeted Years



ERC

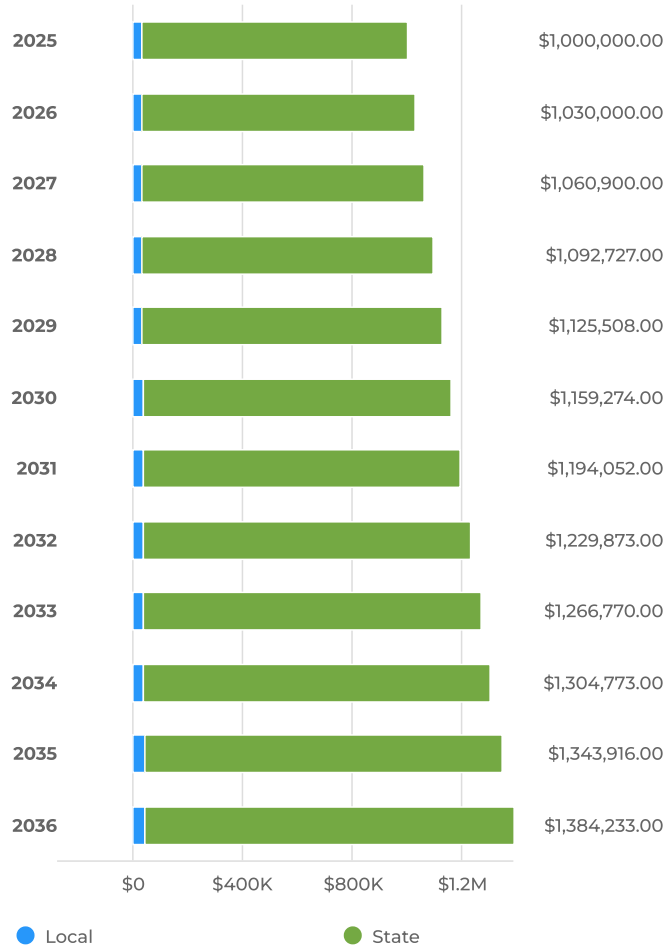
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	F
ERC	\$967,750	\$1,000,000	\$1,030,000	\$1,060,900	\$1,092,727	\$1,125,508	\$1,159,274	\$1,194,052	\$1,229,873	\$
Total	\$967,750	\$1,000,000	\$1,030,000	\$1,060,900	\$1,092,727	\$1,125,508	\$1,159,274	\$1,194,052	\$1,229,873	\$

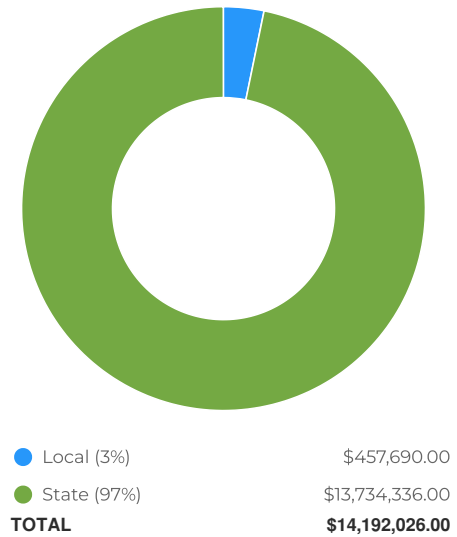
Funding Sources

Total Historical **\$967,750** FY2025 Budget **\$1,000,000** Total Budget (all years) **\$14.192M** Project Total **\$15.16M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown										
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
State	\$936,540	\$967,750	\$996,783	\$1,026,686	\$1,057,487	\$1,089,211	\$1,121,887	\$1,155,544	\$1,190,210	:
Local	\$31,210	\$32,250	\$33,217	\$34,214	\$35,240	\$36,297	\$37,387	\$38,508	\$39,663	:
Total	\$967,750	\$1,000,000	\$1,030,000	\$1,060,900	\$1,092,727	\$1,125,508	\$1,159,274	\$1,194,052	\$1,229,873	

Trolley Tunnel Track

Overview

Request Owner	Capital Budgets, SEPTA
Department	Track and Right-of-Way Improvements
Type	Capital Improvement
Project Number	CCRTT

Description

Annual program to renew track, ties, and curve worn rail in the City Transit Division Trolley Tunnel. The tunnel serves Trolley Routes 10, 11, 13, 34 and 36. This is an ongoing program to keep the City Trolley system operating reliably and safely.

Schedule/Status (Calendar Year): Ongoing

Location: City of Philadelphia

Service Area: City of Philadelphia

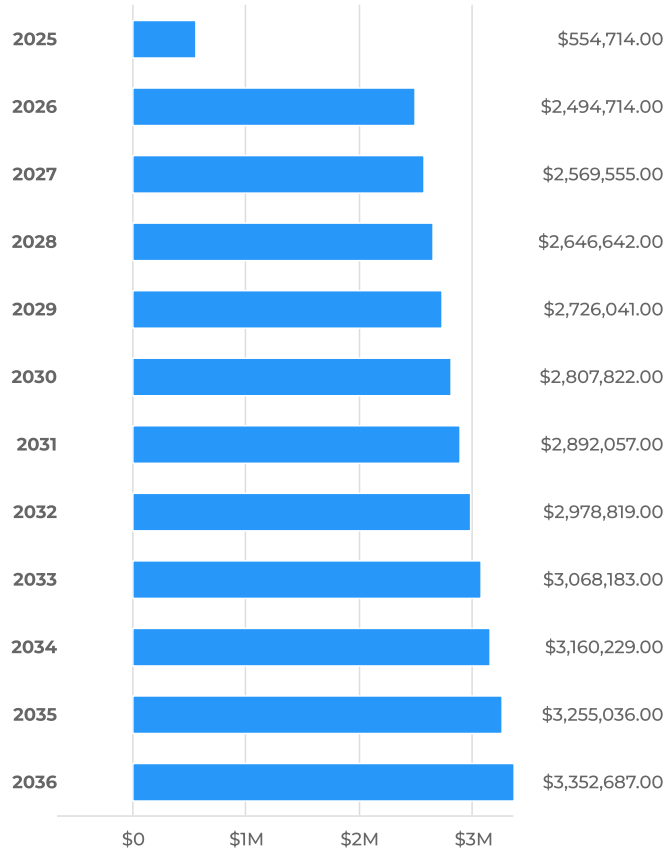
Details

S/TIP MPMS #	102565
Type of Project	Transit Track & ROW

Capital Cost

Total Historical **\$1,935,500**
 FY2025 Budget **\$554,714**
 Total Budget (all years) **\$32.506M**
 Project Total **\$34.442M**

Capital Cost by Year



Capital Cost for Budgeted Years



● ERC

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033
ERC	\$1,935,500	\$554,714	\$2,494,714	\$2,569,555	\$2,646,642	\$2,726,041	\$2,807,822	\$2,892,057	\$2,978,819	\$3,068,183
Total	\$1,935,500	\$554,714	\$2,494,714	\$2,569,555	\$2,646,642	\$2,726,041	\$2,807,822	\$2,892,057	\$2,978,819	\$3,068,183

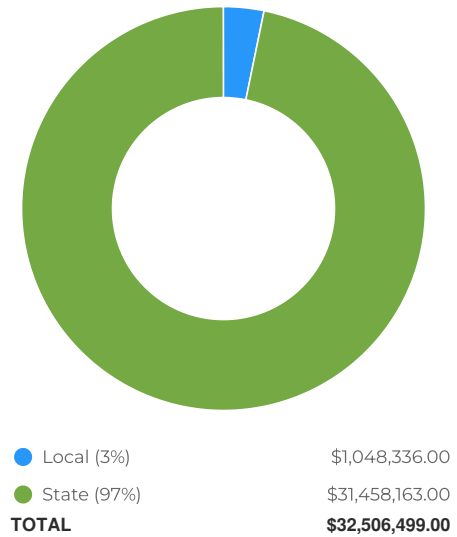
Funding Sources

Total Historical **\$1,935,500**
 FY2025 Budget **\$554,714**
 Total Budget (all years) **\$32.506M**
 Project Total **\$34.442M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown										
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033
State	\$1,873,080	\$536,824	\$2,414,259	\$2,486,687	\$2,561,288	\$2,638,126	\$2,717,270	\$2,798,788	\$2,882,752	\$2,978,819
Local	\$62,420	\$17,890	\$80,455	\$82,868	\$85,354	\$87,915	\$90,552	\$93,269	\$96,067	\$104,836
Total	\$1,935,500	\$554,714	\$2,494,714	\$2,569,555	\$2,646,642	\$2,726,041	\$2,807,822	\$2,892,057	\$2,978,819	\$3,068,183

VEHICLE ACQUISITIONS AND OVERHAULS REQUESTS

Automatic Passenger Counters

Overview

Request Owner	Capital Budgets, SEPTA
Department	Vehicle Acquisitions and Overhauls
Type	Capital Improvement
Project Number	CC5AP

Description

Automatic Passenger Counters (APCs) measure and monitor real-time transit ridership and operating characteristics for SEPTA's bus and rail transit fleets. APCs collect stop-level ridership, running time, on-time performance, speed, passenger miles, and other information necessary for smart schedule-making and transit planning and strategic decision-making. All new SEPTA vehicles come equipped with APCs upon delivery, but many SEPTA vehicles were delivered before SEPTA's APC program began and therefore require retrofit with the APC equipment. This project retrofits those existing fleets, including New Flyer 40-foot hybrid buses and trackless trolleys, Nova 40-foot and 60-foot buses, all trolley fleets, M-4 vehicles serving the Market-Frankford Line, and BIV cars serving the Broad Street Line.

Schedule/Status (Calendar Year): 2024 – 2027 Implementation

Location: Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties

Service Area: System-wide

Images



Details

S/TIP MPMS #	60582
Program Element	Vehicle Overhaul Program

Capital Cost

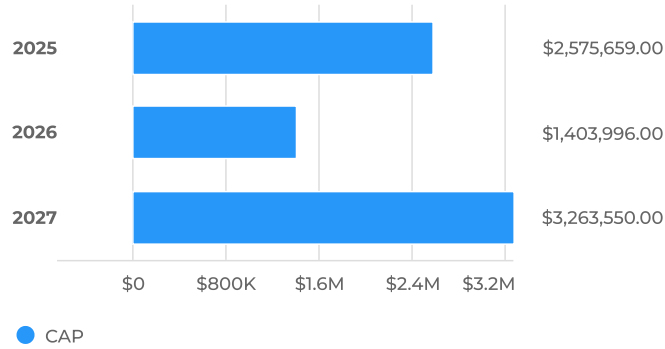
Total Historical
\$20,934,181

FY2025 Budget
\$2,575,659

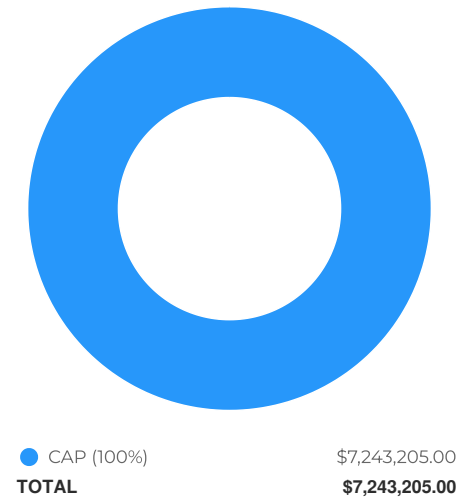
Total Budget (all years)
\$7.243M

Project Total
\$28.177M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	Total
CAP	\$20,934,181	\$2,575,659	\$1,403,996	\$3,263,550	\$28,177,386
Total	\$20,934,181	\$2,575,659	\$1,403,996	\$3,263,550	\$28,177,386

Funding Sources

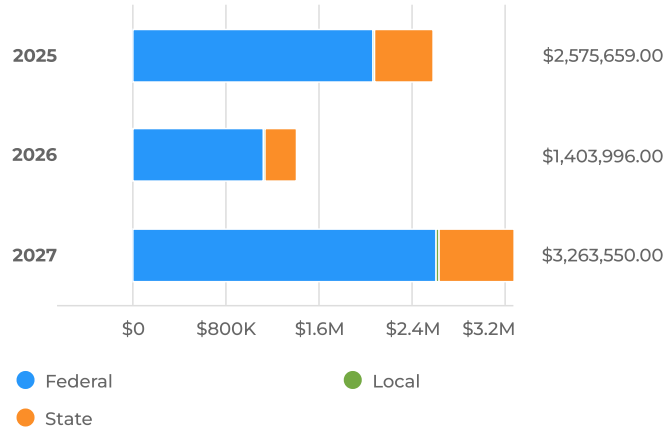
Total Historical
\$20,934,181

FY2025 Budget
\$2,575,659

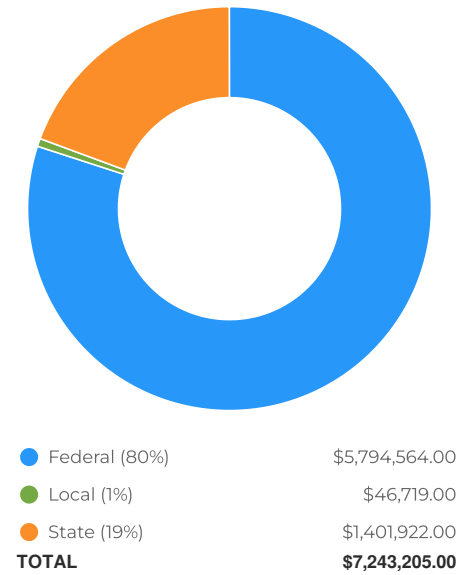
Total Budget (all years)
\$7.243M

Project Total
\$28.177M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	Total
State	\$4,051,811	\$498,519	\$271,743	\$631,660	\$5,453,733
Federal	\$16,747,345	\$2,060,527	\$1,123,197	\$2,610,840	\$22,541,909
Local	\$135,025	\$16,613	\$9,056	\$21,050	\$181,744
Total	\$20,934,181	\$2,575,659	\$1,403,996	\$3,263,550	\$28,177,386

Bus Purchase Program

Overview

Request Owner	Capital Budgets, SEPTA
Department	Vehicle Acquisitions and Overhauls
Type	Capital Improvement
Project Number	CC2ZB, CC5HE, CC438, CC5NF

Description

SEPTA is planning to fully transition to Zero-Emission Buses (ZEBs) by the year 2040 in support of SEPTA's sustainability plan. The Zero Emission Bus (ZEB) Master Plan provides groundwork for the bus fleet of the future. SEPTA has completed the first phase of analysis that examines the feasibility of procuring Battery Electric Buses (BEBs) and installing charging infrastructure to support the fleet. The next phase of the plan will evaluate Fuel Cell Electric Buses (FCEBs) and the necessary fueling infrastructure to support them.

340 40-Ft. Hybrid Bus Purchase:

To ensure the reliability and continuity of bus operations while the ZEB Master Plan and transition plan is finalized, the Authority contracted with New Flyer to purchase 220 hybrid buses with an option for 120 additional buses totaling 340 buses, which SEPTA has executed. This bus procurement will allow SEPTA to retire the last of the 40-foot all-diesel fleet that is now more than 15 years old (purchased in 2005).

20 New ZEB Buses:

SEPTA's purchase of 20 new ZEBs includes the following: 10 new 40-foot BEBs, five (5) new 60-foot BEBs, and five (5) new 60-foot FCEBs. The 10 new 40-foot BEBs will take advantage of Southern Depot's existing charging infrastructure and be used in revenue service along with the ZEB Retrofit Pilot program and FCEB buses for evaluation. The purchase of five (5) new 60-foot BEBs and five (5) new FCEBs will be assigned at Allegheny Depot, in which BEBs will be used to evaluate overhead/on-route charging. FCEBs will be used to evaluate the feasibility of off-site fueling.

10 FCEBs:

SEPTA was selected to receive an FTA Low or No Emission Vehicle Program grant award for the purchase of 10 hydrogen FCEBs (that will operate out of Midvale Depot) and the requisite fueling equipment.

38 Trackless Trolley Buses:

SEPTA will replace 38 trackless trolley buses that are reaching the end of their 18-year useful life.

Future Bus Purchases:

Future bus purchases will be guided by the ZEB Playbook and the results of the Bus Revolution.

Schedule/Status (Calendar Year):

- 340 40-Ft. Hybrid Delivery: 2023 - 2025
- 10 40-Ft. Fuel Cell Buses Delivery: 2024 - 2026
- 38 Trackless Trolley Buses Delivery: 2025 - 2027
- 20 New ZEB Buses Delivery: 2025 - 2026
- Future Bus Purchases Procurement and Delivery: 2028 – 2036

Location: System-wide

Service Area: System-wide

Images



Example picture of the Zero Emission Bus.



Image of an existing trackless trolley.

Details

S/TIP MPMS #

90512

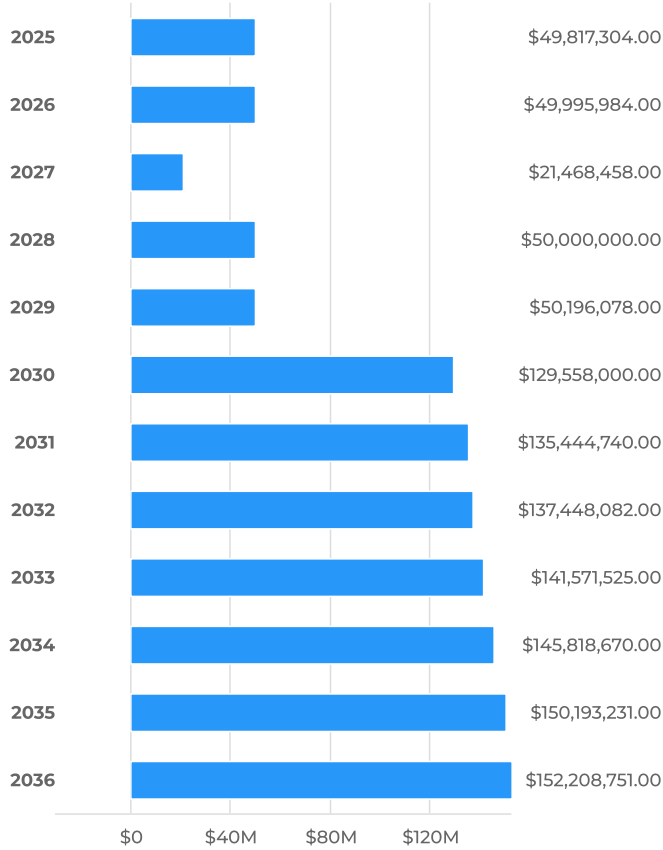
Program Element

Bus Purchase Program

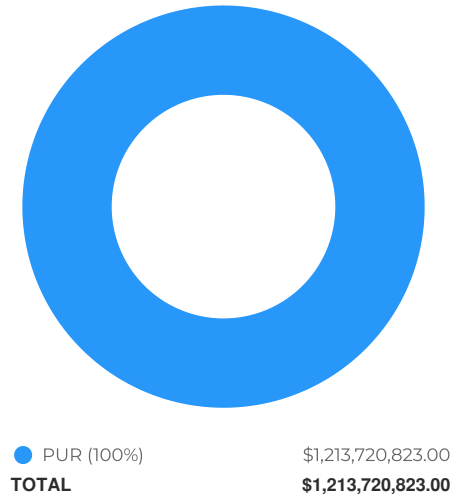
Capital Cost

Total Historical **\$331,013,055** FY2025 Budget **\$49,817,304** Total Budget (all years) **\$1.214B** Project Total **\$1.545B**

Capital Cost by Year



Capital Cost for Budgeted Years



● PUR

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
PUR	\$331,013,055	\$49,817,304	\$49,995,984	\$21,468,458	\$50,000,000	\$50,196,078	\$129,558,000	\$135,444,740
Total	\$331,013,055	\$49,817,304	\$49,995,984	\$21,468,458	\$50,000,000	\$50,196,078	\$129,558,000	\$135,444,740

Funding Sources

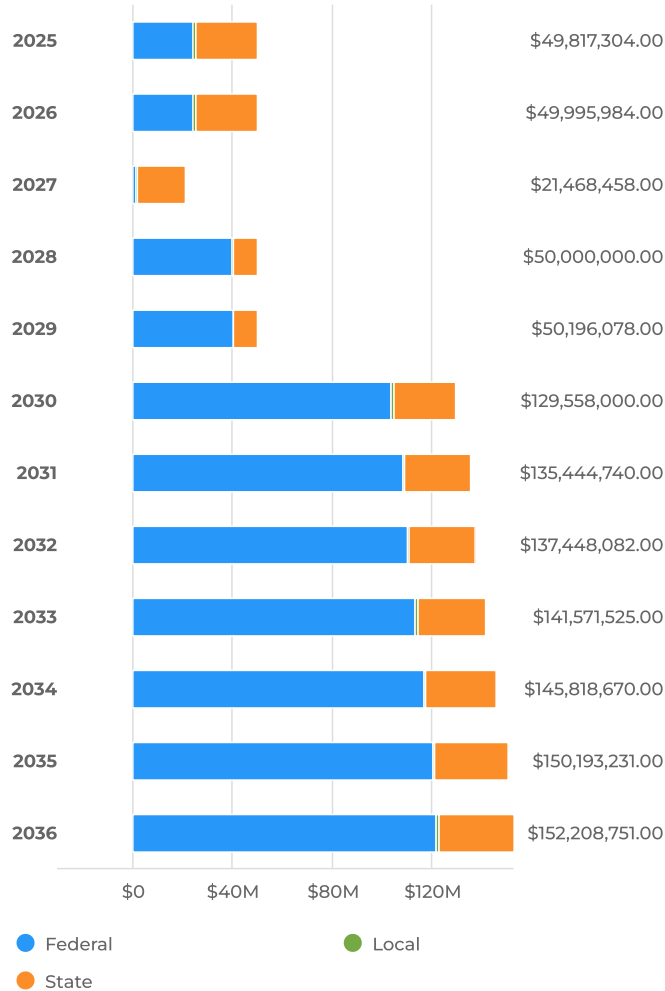
Total Historical
\$331,013,055

FY2025 Budget
\$49,817,304

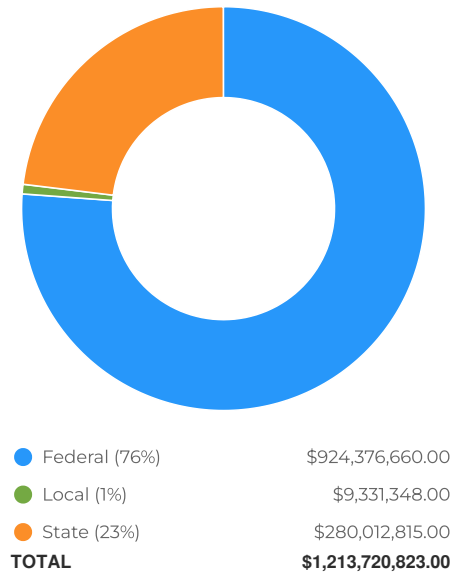
Total Budget (all years)
\$1.214B

Project Total
\$1.545B

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown								
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
State	\$64,067,577	\$24,674,522	\$24,709,106	\$19,187,603	\$9,677,500	\$9,715,451	\$25,075,951	\$26,215,329
Federal	\$264,810,444	\$24,320,510	\$24,463,454	\$1,641,433	\$40,000,000	\$40,156,862	\$103,646,400	\$108,355,793
Local	\$2,135,034	\$822,272	\$823,424	\$639,422	\$322,500	\$323,765	\$835,649	\$873,618
Total	\$331,013,055	\$49,817,304	\$49,995,984	\$21,468,458	\$50,000,000	\$50,196,078	\$129,558,000	\$135,444,740

Paratransit Vehicle Purchase

Overview

Request Owner	Capital Budgets, SEPTA
Department	Vehicle Acquisitions and Overhauls
Type	Capital Improvement
Project Number	CC5PA

Description

SEPTA routinely acquires new ADA-accessible vehicles for its paratransit and shared-ride services to replace vehicles that have exceeded their useful life of five (5) 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.

Schedule/Status (Calendar Year): Ongoing

Location: Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties

Service Area: System-wide

Details

S/TIP MPMS #	60599
Program Element	Paratransit Vehicle Acquisition

Capital Cost

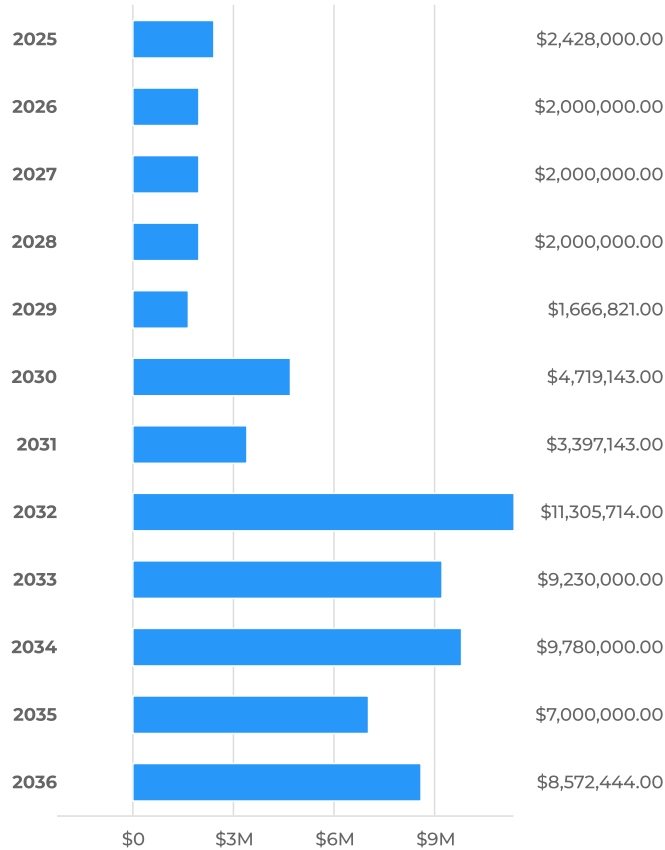
Total Historical
\$36,360,734

FY2025 Budget
\$2,428,000

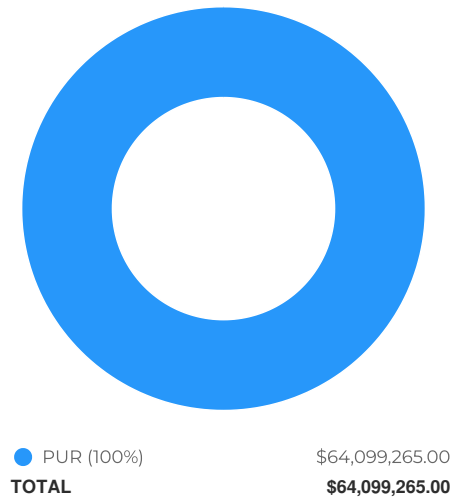
Total Budget (all years)
\$64.099M

Project Total
\$100.46M

Capital Cost by Year



Capital Cost for Budgeted Years



● PUR

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PUR	\$36,360,734	\$2,428,000	\$2,000,000	\$2,000,000	\$2,000,000	\$1,666,821	\$4,719,143	\$3,397,143	\$11,305,714
Total	\$36,360,734	\$2,428,000	\$2,000,000	\$2,000,000	\$2,000,000	\$1,666,821	\$4,719,143	\$3,397,143	\$11,305,714

Funding Sources

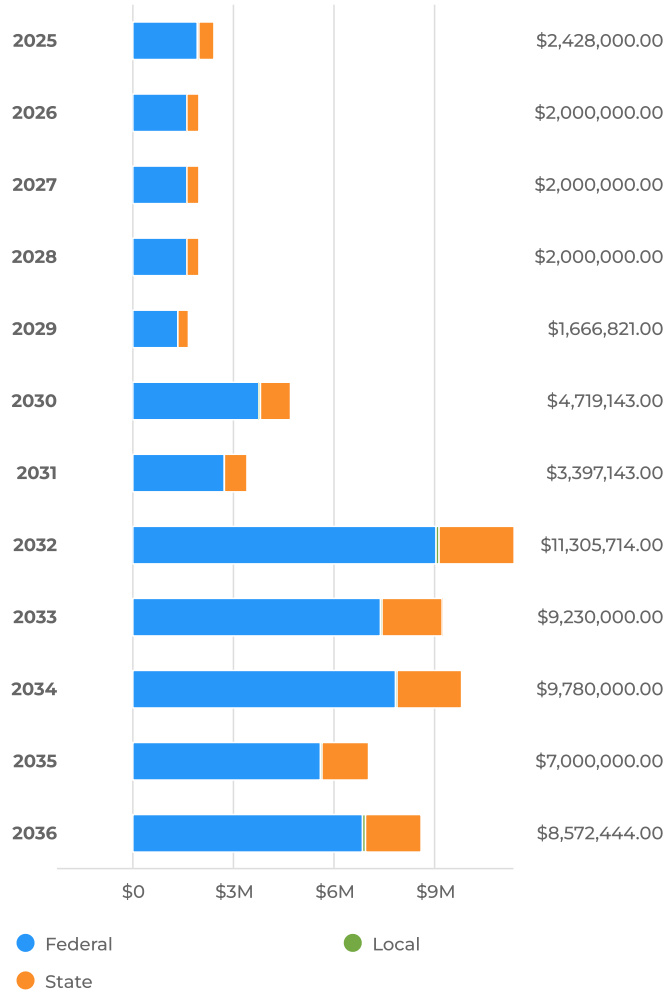
Total Historical
\$36,360,734

FY2025 Budget
\$2,428,000

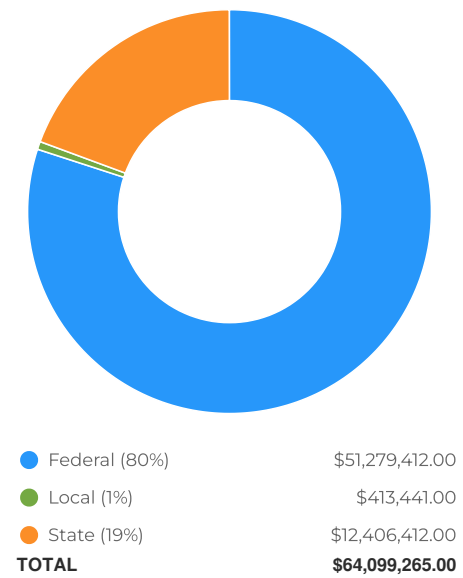
Total Budget (all years)
\$64.099M

Project Total
\$100.46M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
State	\$7,037,620	\$469,939	\$387,100	\$387,100	\$387,100	\$322,613	\$913,390	\$657,517	\$2,188,221
Federal	\$29,088,587	\$1,942,400	\$1,600,000	\$1,600,000	\$1,600,000	\$1,333,457	\$3,775,315	\$2,717,714	\$9,044,571
Local	\$234,527	\$15,661	\$12,900	\$12,900	\$12,900	\$10,751	\$30,438	\$21,912	\$72,922
Total	\$36,360,734	\$2,428,000	\$2,000,000	\$2,000,000	\$2,000,000	\$1,666,821	\$4,719,143	\$3,397,143	\$11,305,714

Utility Fleet Renewal (Non-Revenue Vehicles)

Overview

Request Owner	Capital Budgets, SEPTA
Department	Vehicle Acquisitions and Overhauls
Type	Capital Improvement
Project Number	CRWTR

Description

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. To have adequate and reliable utility vehicles, SEPTA has developed a program to periodically renew this fleet on a vehicle-by-vehicle basis, contingent upon the vehicle's age, condition and usage within the Authority.

The utility fleet comprises the following types of vehicles and equipment:

- Utility vehicles for transit and paratransit supervisors, and SEPTA police officers.
- Maintenance-of-way vehicles are used 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 are 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 include wreckers, tow tractors, man lifts and pick-up trucks.
- Miscellaneous equipment such as generators, compressors, trailers, floor scrubbers and welding units.
- The purchase of five (5) Work Train Locomotives is also included in this program.

Schedule/Status (Calendar Year): Ongoing

Location: System-wide

Service Area: System-wide

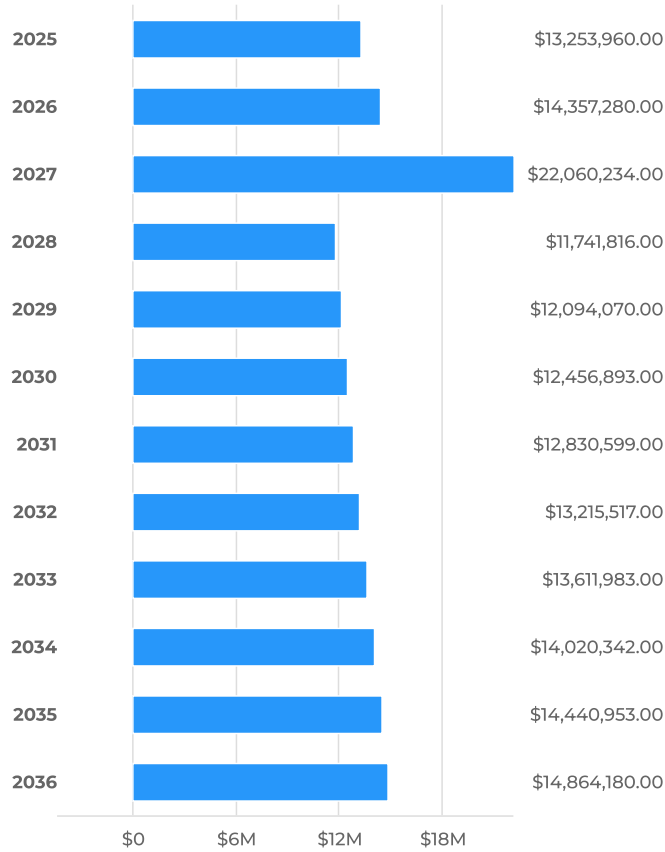
Details

S/TIP MPMS #	59973
Program Element	Utility Fleet Vehicle Acquisition

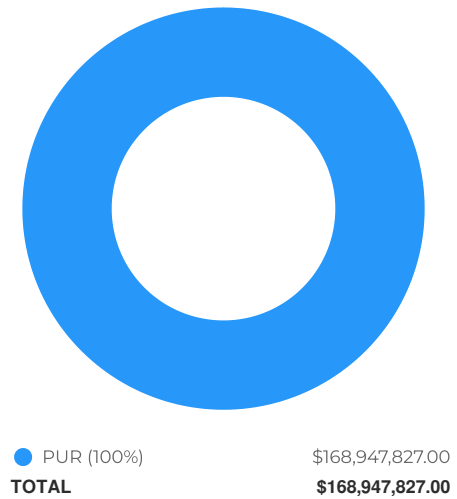
Capital Cost

Total Historical **\$8,216,776**
 FY2025 Budget **\$13,253,960**
 Total Budget (all years) **\$168.948M**
 Project Total **\$177.165M**

Capital Cost by Year



Capital Cost for Budgeted Years



● PUR

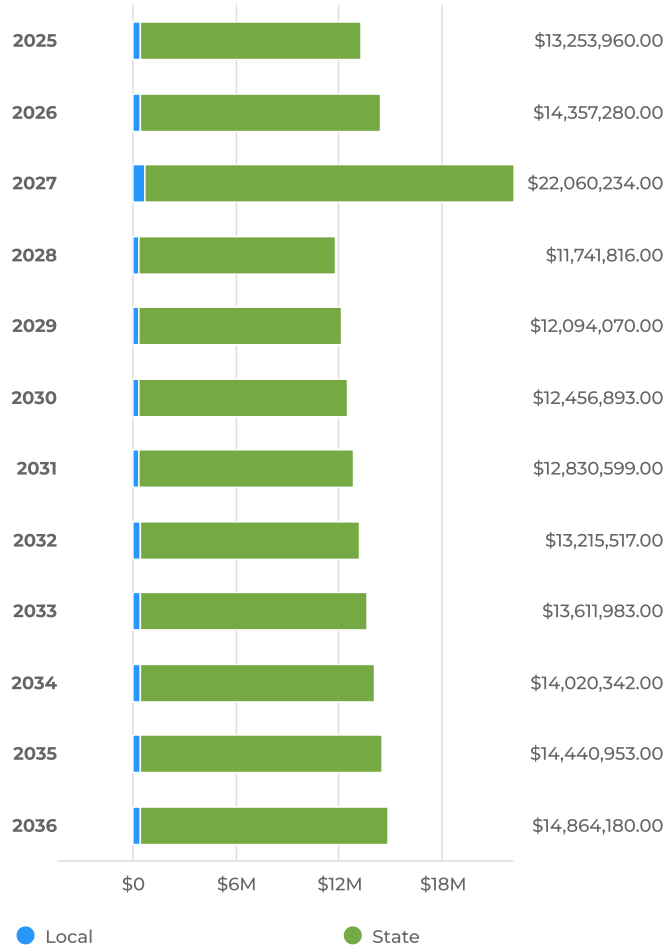
Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PUR	\$8,216,776	\$13,253,960	\$14,357,280	\$22,060,234	\$11,741,816	\$12,094,070	\$12,456,893	\$12,830,599	\$13,215,517
Total	\$8,216,776	\$13,253,960	\$14,357,280	\$22,060,234	\$11,741,816	\$12,094,070	\$12,456,893	\$12,830,599	\$13,215,517

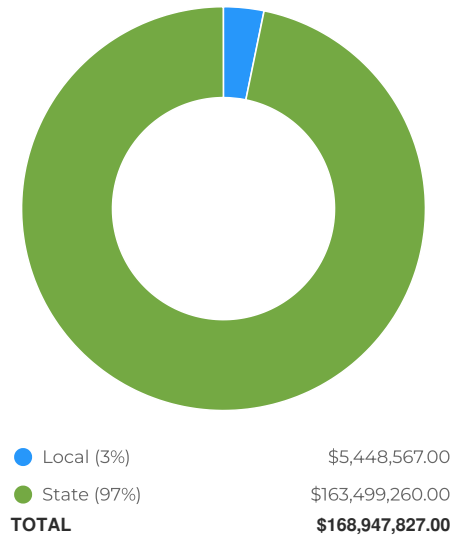
Funding Sources

Total Historical **\$8,216,776** FY2025 Budget **\$13,253,960** Total Budget (all years) **\$168.948M** Project Total **\$177.165M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2036
State	\$7,951,785	\$12,826,520	\$13,894,258	\$21,348,791	\$11,363,142	\$11,704,037	\$12,055,158	\$12,416,812	\$12,830,599
Local	\$264,991	\$427,440	\$463,022	\$711,443	\$378,674	\$390,033	\$401,735	\$413,787	\$426,000
Total	\$8,216,776	\$13,253,960	\$14,357,280	\$22,060,234	\$11,741,816	\$12,094,070	\$12,456,893	\$12,830,599	\$13,257,280

Vehicle Overhaul Program (VOH)

Overview

Request Owner	Capital Budgets, SEPTA
Department	Vehicle Acquisitions and Overhauls
Type	Capital Improvement
Project Number	VOH

Description

SEPTA's annual Vehicle Overhaul Program (VOH) provides for the systematic replacement or upgrade of systems on SEPTA's rolling stock and VOH support equipment. In addition to vehicle fleet overhauls, this program also provides for vehicle campaigns to address specific component overhaul needs of a bus or rail fleet. The VOH Program allows SEPTA to continue its overhaul of rolling stock, thus ensuring continued safe and reliable service, particularly for its increasingly aging rail vehicle fleet.

Vehicles are scheduled for overhauls during their service lives based on vehicle type and age to optimize performance throughout its useful service life. Prudent fleet management requires a program of preventive maintenance for optimal fleet reliability, service quality, efficient performance, and passenger comfort. Advanced vehicle overhaul scheduling and campaigns allow SEPTA to purchase material and produce rebuilt components efficiently and effectively.

Highlights of the FY 2025 program include the following activities:

- Bus Overhaul: 40-foot Nova hybrid buses, 60-foot Nova Articulated hybrid buses and prototypes for the midlife overhaul of New Flyer 40-foot Xcelsior hybrid and 30-foot MiDi Series fleets.
- Rail Overhaul: Broad Street B-IV cars, City and Suburban trolleys, Regional Rail Silverliner IV and V cars, Regional Rail Push-Pull cars, Market Frankford M-4 cars, Route 15 PCC-II Trolley Cars, Norristown High Speed Line N-5 cars, and support vehicles and equipment.
- Maintenance of Way equipment will also be overhauled.

Schedule/Status (Calendar Year): Ongoing

Location: System-wide

Service Area: System-wide

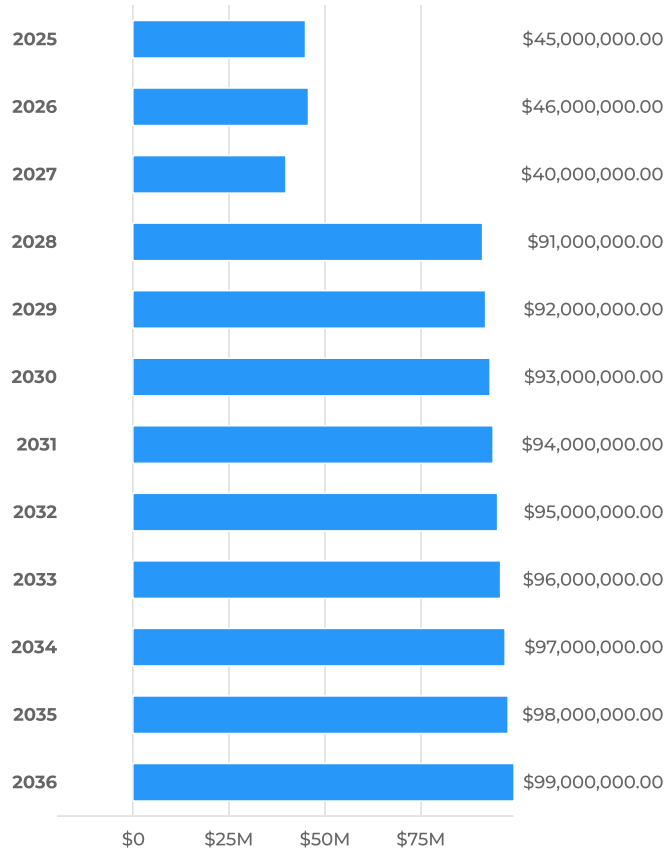
Details

S/TIP MPMS #	60582
Program Element	Vehicle Overhaul Program

Capital Cost

Total Historical **\$154,868,007**
 FY2025 Budget **\$45,000,000**
 Total Budget (all years) **\$986M**
 Project Total **\$1.141B**

Capital Cost by Year



Capital Cost for Budgeted Years



● CAP

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CAP	\$154,868,007	\$45,000,000	\$46,000,000	\$40,000,000	\$91,000,000	\$92,000,000	\$93,000,000	\$94,000,000	\$95,000,000
Total	\$154,868,007	\$45,000,000	\$46,000,000	\$40,000,000	\$91,000,000	\$92,000,000	\$93,000,000	\$94,000,000	\$95,000,000

Funding Sources

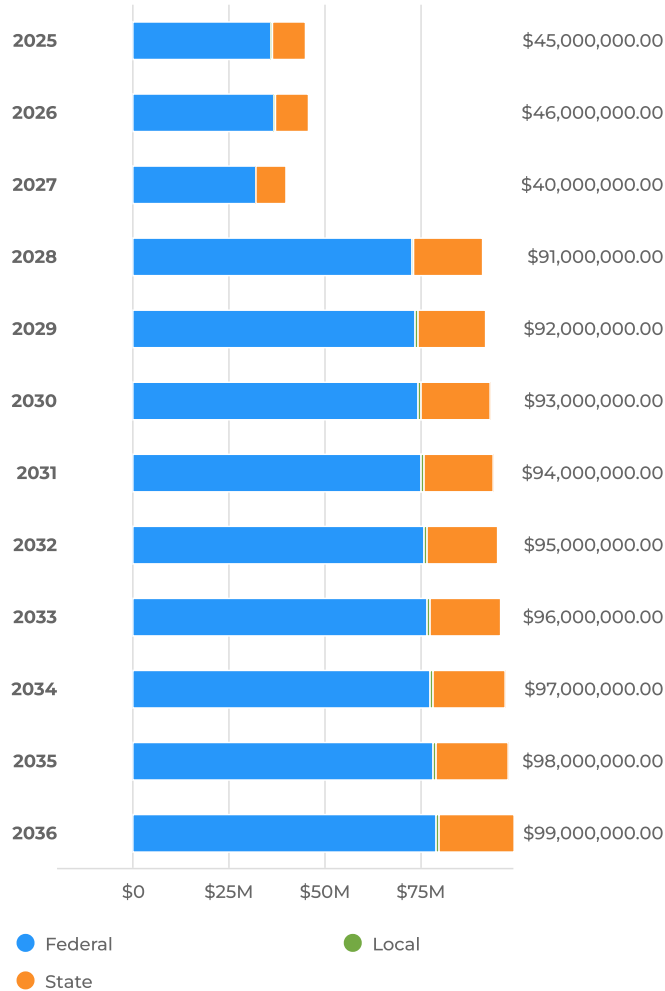
Total Historical
\$154,868,007

FY2025 Budget
\$45,000,000

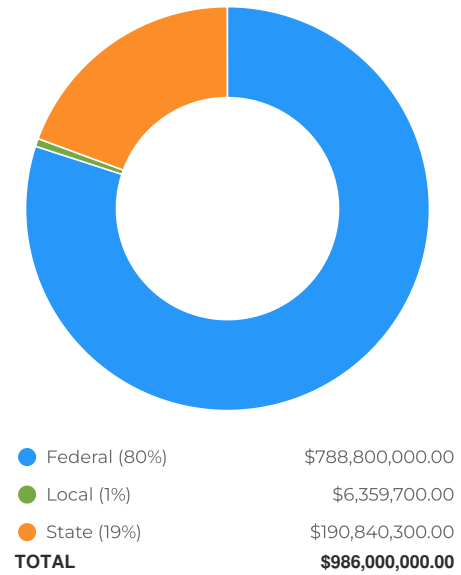
Total Budget (all years)
\$986M

Project Total
\$1.141B

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown									
Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
State	\$29,974,703	\$8,709,750	\$8,903,300	\$7,742,000	\$17,613,050	\$17,806,600	\$18,000,150	\$18,193,700	\$18,387,250
Federal	\$123,894,406	\$36,000,000	\$36,800,000	\$32,000,000	\$72,800,000	\$73,600,000	\$74,400,000	\$75,200,000	\$76,000,000
Local	\$998,898	\$290,250	\$296,700	\$258,000	\$586,950	\$593,400	\$599,850	\$606,300	\$612,750
Total	\$154,868,007	\$45,000,000	\$46,000,000	\$40,000,000	\$91,000,000	\$92,000,000	\$93,000,000	\$94,000,000	\$95,000,000

Zero Emission Bus (ZEB) Retrofit Pilot

Overview

Request Owner	Capital Budgets, SEPTA
Department	Vehicle Acquisitions and Overhauls
Type	Capital Improvement
Project Number	CC5CK

Description

SEPTA will pilot the retrofitting of 12 midlife diesel-hybrid buses with battery-electric bus technology. With the goal of achieving a 100 percent zero-emission bus fleet by 2040, retrofitting existing hybrid buses may be a cost-effective and sustainable practice for fleet conversion. This pilot will help inform SEPTA's decision-making for achieving broader implementation of ZEBs.

Schedule/Status (Calendar Year): 2024 - 2028 Implementation

Location: System-wide

Service Area: System-wide

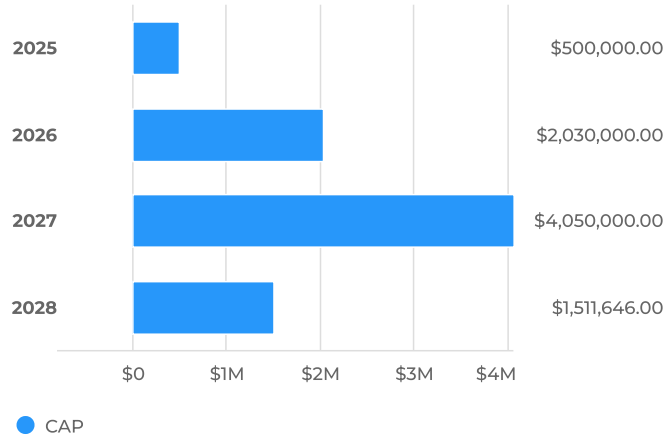
Details

S/TIP MPMS #	60582
Program Element	Vehicle Overhaul Program

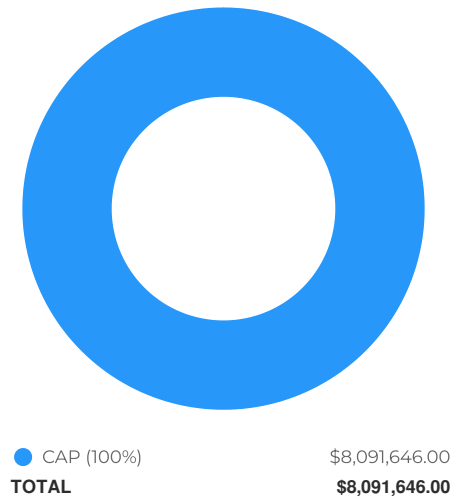
Capital Cost

Total Historical **\$1,000,000**
 FY2025 Budget **\$500,000**
 Total Budget (all years) **\$8.092M**
 Project Total **\$9.092M**

Capital Cost by Year



Capital Cost for Budgeted Years

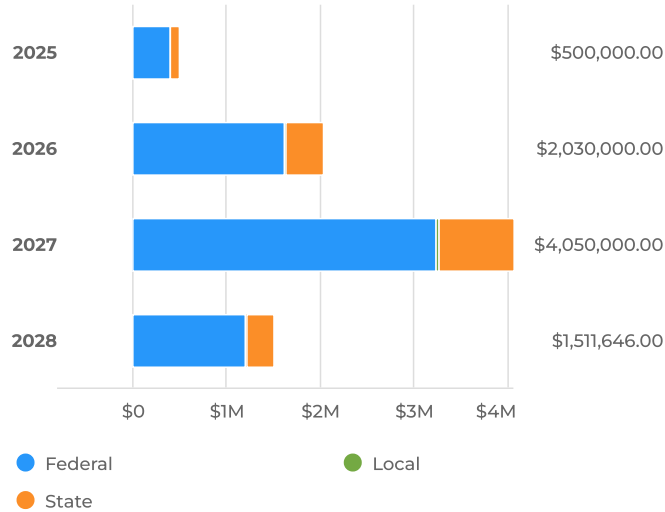


Capital Cost Breakdown						
Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	Total
CAP	\$1,000,000	\$500,000	\$2,030,000	\$4,050,000	\$1,511,646	\$9,091,646
Total	\$1,000,000	\$500,000	\$2,030,000	\$4,050,000	\$1,511,646	\$9,091,646

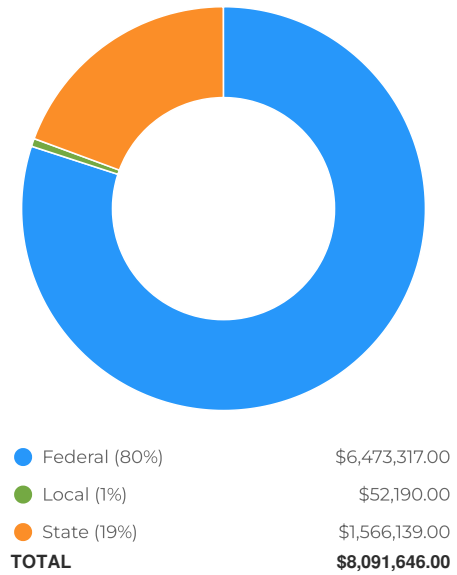
Funding Sources

Total Historical **\$1,000,000**
 FY2025 Budget **\$500,000**
 Total Budget (all years) **\$8.092M**
 Project Total **\$9.092M**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	Total
State	\$193,550	\$96,775	\$392,907	\$783,878	\$292,579	\$1,759,689
Federal	\$800,000	\$400,000	\$1,624,000	\$3,240,000	\$1,209,317	\$7,273,317
Local	\$6,450	\$3,225	\$13,093	\$26,122	\$9,750	\$58,640
Total	\$1,000,000	\$500,000	\$2,030,000	\$4,050,000	\$1,511,646	\$9,091,646