Pennsylvania - Transit Program (Status: TIP)

### Montgomery

MPMS# 90680	Ardmore Transit Center Line Item	
LIMITS Ardmore	Transit Center	No Let Date
IMPROVEMENT 1	Fransit Improvements	
MUNICIPALITIES:	Various	AQ Code:M8
PLANNING AREA:		DOD: 1
PROJECT MANAG	GER: CMP:	

This line item includes funding for the improvement of Ardmore Transit Center.

This line item will allow the advance of other phases, Preliminary Engineering, Final Design, Utility, Right-Of-Way, and Construction, to draw down funds when appropriate. This project will use Redevelopment Assistance Capital Program (RACP) funds.

#### See MPMS# 95401 and 73214

TIP Program Years (\$ 000)												
<u>Phase</u> <u>Fund</u> CON OTH	<u>FY2013</u> 15,500	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>
	15,500 Total FY2	0 2013-2016	0 15,5	0	0 Total FY	0 2017-2020	0	0	0 Total FY	0 2021-2024	0	0

Total For	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
Montgomery	\$15,500	\$0	\$0	\$0	\$15,500	\$0	\$0

10/9/2014

Pennsylvania - Transit Program (Status: TIP)

1,706

Total FY2013-2016

0

1,706

0

0

PennDOT								
MPMS# 82860 FTA SECTION 5310 P	ROGRAM	Return						
LIMITS Capital Assistance for Transportati	on of	No Let Date						
IMPROVEMENT Transit Improvements								
MUNICIPALITIES:		AQ Code:M10						
PLANNING AREA:		DOD:						
PROJECT MANAGER:	CMP:							
Capital Assistance for Purchase of Accessib	le Small Transit Vehicles Section 5310 F	Program						
The Section 5310 program is intended to support the provision of transportation services for elderly persons and persons with disabilities who cannot be reasonably accommodated by conventional public transportation services. The program provides an opportunity for private non profit organizations and designated public agencies to apply for State-administered Federal capital assistance to pay 80% of the purchase costs of new wheel chair accessible vehicles and other related transportation equipment. The remaining 20% must be provided by the applicant. Total programmed in FY13 - \$1,705,600 (\$1,364,480 FTA -5310/\$341,120 Local Match) The 4 agencies receiving funds are: Bucks County -Bucks County Transport, Inc - funds to be used for the purchase of 10 replacement buses - \$580,000 (\$646,000 FTA -5310/\$116,000 Local Match)								
Chester County -County of Chester - funds to be used for the	e purchase of 6 replacement buses -\$37(	0,000 (\$296,000 FTA-5310/\$74,000 Local Match)						
Delaware County -Community Transit of Delaware County, Inc funds to be used for the purchase of 4 replacement buses - \$211,600 (\$169,280 FTA- 5310/\$42,230 Local Match)								
Montgomery County -Suburban Transit Network, Inc - funds to be used for the purchase of 8 replacement buses - \$544,000 (\$435,200 FTA-5310/\$108,800 Local Match)								
TIP Program Years (\$ 000)								
Phase         Fund         FY2013         FY2014         FY201           CAR         5310         1.355         1.355         1.355	015 <u>FY2016</u> <u>FY2017</u> <u>FY2018</u> <u>FY20</u>	019 <u>FY2020</u> <u>FY2021 FY2022</u> <u>FY2023</u> <u>FY2024</u>						
CAP 5310 1,365 CAP LOC 341								

0

Total FY2017-2020

0

0

0

0

0

Total FY2021-2024

0

0

0

0

Pennsylvania - Transit Program (Status: TIP)

MPMS# 87534 Coatesville Train Station SR:0030

LIMITS North Third Avenue and Fleetwood Street

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

PennDOT

PLANNING AREA:

#### PROJECT MANAGER: W/DVRPC/LS

CMP:

This project will include design and construction of a new ADA accessible train station approximately 300 feet east of the current station with approximately 100 parking spaces. The new station will include improved lighting, level-boarding platforms, overhead canopy, elevators, a passenger connection for crossing the tracks, and track re-alignment. These station improvements, provided by the Statewide Keystone Corridor Line Item, will move the Keystone Corridor towards full ADA accessibility, and provide an improved environment to foster increased ridership.

Companion projects include a \$1,300,323 minor rehabilitation of the existing train station building for sustainable alternative. These improvements will be funded with a \$1,000,000 FTA earmark to the City, already in a grant, plus \$300,323 TE funds (see MPMS# 71195). This is in addition to \$977,500 (Home Town Streets/Safe Routes to School, MPMS# 79210) for streetscape improvements on Third Avenue from the station to Lincoln Highway. Transit Oriented Development is planned to integrate with and support the new train station.

The Coatesville Station located in Chester County is a component of the Keystone Corridor rail service between Philadelphia and Harrisburg. There are approximately seven Amtrak stops per day at the Coatesville Station. The Keystone line has multiple tracks, full electrification, and almost complete grade separation from the highway grid. The remaining three public highway grade crossings on the Philadelphia-Harrisburg segment are being eliminated with current projects. Speed on the line is now up to 110 mph.

		TIP Program Years (\$ 000)	
Phase         Fund           CON         5309           CON         1516           CON         5307           CON         5309           CON         516	FY2013         FY2014         FY2015         FY2016           4,000         1,000         6,000         6,000           6,000         3,000         3,000         3,000	<u>FY2017</u> FY2018 FY2019 FY2020	<u>FY2021 FY2022 FY2023 FY2024</u>
	0 5,000 15,000 0 Total FY2013-2016 20,000	0 0 0 0 Total FY2017-2020 0	0 0 0 0 Total FY2021-2024 0

Total For	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
PennDOT	\$1,706	\$5,000	\$15,000	\$0	\$21,706	\$0	\$0

AQ Code:M8

Pennsylvania - Transit Program (Status: TIP)

•							
Pottstown							
MPMS# 59935 Capital Operation	rating Assistance - Pottstown Area Rapid Transit (PART)						
LIMITS Pottstown Borough		No Let Date					
IMPROVEMENT Transit Improven	ments						
MUNICIPALITIES: Pottstown Boro	ough	AQ Code:M1					
PLANNING AREA: Developed Cor	ommunity	DOD: 4					
PROJECT MANAGER:	CMP: Not SOV Capacity Adding	Adding Subcorr(s): 9A					
This project covers the operating subsidies for the Pottstown Urban Transit System. Funds in this project may also be used for capital projects. Pottstown uses the majority of the annual appropriation for operating, and a small portion for equipment purchases and capital projects as required. Section 5340 funds are included with Section 5307 funds.							
Capital projects planned in FY13 -	FY16 include:						
FY 2013 Transit Admin Vehicle - \$35,000 (ITS) Farebox System Upgrade - \$	\$50,000						
FY2014 (ITS) Dianostic Upgrade - \$60,000	)						
FY2015							

Intermodal Transit Facility Improvements - \$55,000

#### FY2016

(ITS) Bus Timing Prediction Technology - \$45,000

	TIP Program Years (\$ 000)													
Phas	<u>e</u> <u>Fund</u>	<u>FY2013</u>	FY2014	FY2015	<u>FY2016</u>	<u>FY2017</u>	FY2018	FY2019	FY2020	<u>FY2021</u>	FY2022	FY2023	FY2024	٦
OP	5307	688												
OP	1513	940												
OP	LOC	64												
OP	5307		688											
OP	1513		940											
OP	LOC		64											
OP	5307			689										
OP	1513			940										
OP	LOC			64										
OP	5307				690									
OP	1513				940									
OP	LOC				64									
OP	5307					750								
OP	1513					940								
OP	LOC					64								
		1,692	1,692	1,693	1,694	1,754	0	0	0	0	0	0	C	)
		Total FY2	2013-2016	6,	771	Total FY2	2017-2020	1,7	754	Total FY	2021-2024	Ļ	0	

**Final Version** 

Pennsylvania - Transit Program (Status: TIP)

#### Pottstown

#### MPMS# 95739 Transportation Capital Improvements

LIMITS

### MUNICIPALITIES:

PLANNING AREA:

### PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A, 16A

This project covers the transit capital projects for basic improvements to the Pottstown Area Rapid Transit System. Capital projects include FY13, Transit Admin Vehicle, (\$35,000) and ITS Farebox System Upgrade, (\$50,000), FY14 ITS Diagnostic Upgrade, (\$60,000), FY15 Intermodal Transit Facility Improvements, (\$55,000) and FY16 ITS Bus Timing Prediction Technology, (\$45,000).

TIP Program Years (\$ 000)												
Phase Fund	FY2013	FY2014	FY2015	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	FY2019	<u>FY2020</u>	<u>FY2021</u>	FY2022	FY2023	FY2024
CAP 5307	34											
CAP 1517	50											
CAP LOC	1											
CAP 5307		58										
CAP LOC		2										
CAP 5307			53									
CAP LOC			2									
CAP 1517				45								
	85	60	55	45	0	0	0	0	0	0	0	0
	Total FY2	013-2016	:	245	Total FY	2017-2020	1	0	Total FY	2021-2024		0

Total For	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
Pottstown	\$1,777	\$1,752	\$1,748	\$1,739	\$7,016	\$1,754	\$0

### **Final Version**

No Let Date

AQ Code:M4

Pennsylvania - Transit Program (Status: TIP)

CEDTA

Statu	s TIP)			

**Final Version** 

SEPTA		
MPMS# 15407	Villanova Intermodal Station Accessibility SR:0030	
LIMITS Villanova	Station in Delaware County	No Let Date
IMPROVEMENT	Transit Improvements	
MUNICIPALITIES	: Radnor Township	AQ Code:A2
PLANNING AREA	: Developed Community	DOD: 0
PROJECT MANA	GER: CMP: Not SOV Capacity Adding	Adding Subcorr(s): 2C, 7B
<b>T</b> 1 · · · · ·		

This project includes the design and phased construction of accessibility improvements at Villanova Station. The total project cost is \$23.7 million.

SEPTA will use prior year funds and funds programmed in FY 2014 to advance Phase I of the Villanova Intermodal Station project. The total budget for Phase I is \$9,180,000. Phase I of the project provides for the construction of a pedestrian underpass, ramps and stairs, as well as preliminary engineering/design of the entire Villanova Intermodal Station project.

As a result of capital funding constraints, future phases of the project have been deferred in SEPTA's capital program. The budget for future phases is \$14,520,000. Pending availability of additional capital funds, future phases will include the construction of high level platforms on each side of the tracks to allow complete access to both sides of the rail line. Future improvements will also include bicycle storage, renovation of the station building, and renovation or replacement of the existing canopy structures on both sides of the tracks. The unfunded phases of this project are included in the Illustrative List of Unfunded Projects (MPMS #15407).

				Т	IP Progr	am Year	s (\$ 000	)					
<u>Phase</u> <u>Fund</u> CON 5307 CON 1514 BON CON LOC	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY20</u>	<u>24</u>
	0 Total FY2	0 0 0 Fotal FY2013-2016 0		0	0 Total FY	0 2017-2020	0	0	0 Total FY	0 2021-2024	0	0	0

Pennsylvania - Transit Program (Status: TIP)

#### SEPTA

10/9/2014

MPMS# 59966 Capital Asset Lease Program

LIMITS System-wide

**IMPROVEMENT** Transit Improvements **MUNICIPALITIES: Various** PLANNING AREA:

#### **PROJECT MANAGER:**

CMP: Not SOV Capacity Adding

The Capital Asset Lease Program provides for lease payments attributable to the acquisition, through financial leasing arrangements, of the following capital assets: Communications antennas, copiers, warehouse facilities, and Amtrak trackage. SEPTA's Amtrak lease provides for the right to use Amtrak tracks for SEPTA's Trenton, Wilmington/Newark and Paoli/Thorndale Regional Rail service, and portions of the Chestnut Hill West, Media/Elwyn, Airport and Cynwyd Regional Rail Lines. The lease payments to Amtrak represent SEPTA's allocated portion of Amtrak's cost to maintain and upgrade the right-of-way including protection of assets, maintenance and general administrative overhead.

		Т	IP Program	Years (\$ 000)					
Phase         Fund           CAL         5307           CAL         5307           CAL         1517           CAL         5309           CAL         5307           CAL         5307           CAL         5307           CAL         5309           CAL         1517           CAL         1514 BON           CAL         5307           CAL         5307           CAL         5307           CAL         5307           CAL         5309           CAL         1517           CAL         5309           CAL         1517           CAL         5309           CAL         1517           CAL         5309           CAL         1517           CAL         5307           CAL         5307	FY2013         FY2014         FY201           15,267         6,946         7,144         6,383           17,744         6,383         11,35         12,17           7,148         289         11,35         12,17           7,19         7,19         11,35         12,17	1 <u>5 FY2016</u> 77 8	<u>FY2017</u> FY 25,018 7,609 25		5,679 21,592 8,184	FY2021 5,678 21,593 8,184	FY2022 5,679 21,592 8,184	FY2023	<u>FY2024</u>
CAL 5307 CAL 5309 CAL 1517 CAL 5307							0,104	5,680 21,591 8,184	5,679
CAL 5309 CAL 1517	28,993 31,564 30,72		32,627 33,		35,455	35,455		35,455	21,592 8,184 <b>35,455</b>
	Total FY2013-2016 12	23,047	Total FY2017	7-2020 136,1	12	I otal FY	2021-2024	141,8	520

**Final Version** 

No Let Date

AQ Code:M1 DOD:

Pennsylvania - Transit Program (Status: TIP)

SEPTA

Pennsylvania - Transit Program (Status: TIP)

#### SEPTA

#### MPMS# 59973 Utility Fleet Renewal Program - Non Revenue Vehicles

LIMITS System-wide

IMPROVEMENT Transit Improvements MUNICIPALITIES: Various

PLANNING AREA:

#### PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

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No Let Date

AQ Code:M2 DOD:

Pennsylvania - Transit Program (Status: TIP)

#### SEPTA

#### MPMS# 60255 **Regional Rail Signal Modernization Program**

#### LIMITS System-wide railroad facilities

**IMPROVEMENT** Transit Improvements **MUNICIPALITIES: Various** 

PLANNING AREA:

#### PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

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

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

Prior year funds supported modernization of the Doylestown, Warminster, and Chestnut Hill East lines. Current TIP funding will support implementation of the Cynwyd, Norristown, and Chestnut Hill West lines. Projects currently programmed include but are not limited to:

Cynwyd Line Signals, Specialwork and ROW improvements - \$8.2 million (Prior years, FY 2013-2015)

Norristown Line Signals, Specialwork and ROW improvements - \$29.2 million (Prior years, FY 2013-2014)

Chestnut Hill West Line Signals, Interlocking and ROW improvements - \$14.9 million (Prior years, FY 2013)

Positive Train Control (PTC) - \$157 million (Prior years, FY 2013-2016)

					Т	IP Progra	am Year	s (\$ 000)	)					
Phase	<u>Fund</u>	<u>FY2013</u>	FY2014	FY2015	<u>FY2016</u>	<u>FY2017</u>	FY2018	FY2019	<u>FY2020</u>	<u>FY2021</u>	FY2022	FY2023	<u>FY202</u>	<u>24</u>
CAP	5307	5,889												
CAP	5309	39,336												
CAP	1514 BON	10,942												
CAP	1517	6,131												
CAP	LOC	364												
CAP	5307		5,850											
CAP	5309		36,639											
CAP	1517		378											
CAP	1514 BON		10,279											
CAP	LOC		190											
CAP	5307			250										
CAP	5309			30,109										
CAP	1514 BON			7,344										
CAP	1517			4,222										
CAP	LOC			245										
CAP	5309				2,788									
CAP	1514 BON				675									
CAP	LOC				22									_
		62,662	53,336	42,170	3,485	0	0	0	0	0	0	0		0
		Total FY	2013-2016	161,	653	Total FY	2017-2020		0	Total FY	2021-2024	Ļ	0	

Final Version

No Let Date

AQ Code:M6 DOD: 6

Pennsylvania - Transit Program (Status: TIP)

#### MPMS# 60271 Station Accessibility Program - ADA Compliance

LIMITS System-wide

IMPROVEMENT Transit Improvements MUNICIPALITIES: Various

PLANNING AREA:

#### PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Station Accessibility Program provides for the continuation of SEPTA's efforts to improve accessibility at railroad and rail transit stations. This program complements accessibility efforts being advanced as part of other projects and programs included in SEPTA's Capital Program.

The site currently being funded is the Race-Vine Station on the Broad Street Subway Line. The selection of the site was based on a number of factors, including station ridership and intermodal connections, and input from the SEPTA Advisory Committee for Accessible Transportation (SAC). The total cost of the Race-Vine Station project is \$7.5 million. New Freedom funding in the amount of \$3.8 million was provided in prior years. Section 5307 funding in the amount of \$2.14 million is programmed in this MPMS (#60271) in Fiscal Years 2013 and 2014. Additional New Freedom funding in the amount of \$1.55 million is anticipated in FY 2014. The anticipated FY 2014 New Freedom funding will be programmed upon approval by the Delaware Valley Regional Planning Commission (DVRPC) Board.

				Т	IP Progra	am Year	s (\$ 000	)				
Phase Fund	<u>FY2013</u>	FY2014	FY2015	<u>FY2016</u>	<u>FY2017</u>	FY2018	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	FY2022	FY2023	FY2024
CON 5307								800				
CON 1514 BON								194				
CON LOC								6				
CON 5307									800			
CON 1514 BON									194			
CON LOC									6			
CON 5307										800		
CON 1514 BON										194		
CON LOC										6		
CON 5307											800	
CON 1514 BON											194	
CON LOC											6	
CON 5307												800
CON 1514 BON												194
CON LOC												6
	0	0	0	0	0	0	0	1,000	1,000	1,000	1,000	1,000
	Total FY2	2013-2016	;	0	Total FY	2017-2020	1,0	000	Total FY	2021-2024	4,0	000

No Let Date

AQ Code:M8

Pennsylvania - Transit Program (Status: TIP)

# MPMS# 60275 Debt Service LIMITS System-wide No IMPROVEMENT Transit Improvements No MUNICIPALITIES: Various AQ

PLANNING AREA:

SEPTA

#### PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

- Payments on Variable Rate Revenue Refunding Bonds, Series 2007. The Variable Rate Refunding Bonds were used to refund the Special Revenue Bonds, Series 1997, which provided funds for the buyout of leases on Bombardier Rail Cars, General Motors Locomotives and Frazer Rail Car Maintenance Shop and for other capital improvement projects, including the Market-Frankford Subway Elevated car acquisition, Broad Street Subway Line cable replacement, Frazer Yard interlocking construction and Market-Frankford Subway Elevated Line infrastructure improvements.

- Payments on Special Revenue Bonds, Series 2010. These 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.

- Payment on Capital Grant Receipts Bonds, Series FY 2011. The FY 2011 bonds are being used for the procurement of 120 new railcars (the Silverliner Vs) and the rehabilitation of the Wayne Junction Intermodal Facility.

					Т	IP Progra	ım Year	s (\$ 000)	)				
Phase	Fund	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	FY2022	FY2023	<u>FY2024</u>
DS	PTAF 44	32,918											
DS	5309	13,656											
DS	1517	3,414											
DS	LOC	1,134											
DS	5309		13,656										
DS	PTAF 44		32,967										
DS	1517		3,414										
DS	LOC		1,136										
DS	5309			13,654									
DS	PTAF 44			32,917									
DS	1517			3,413									
DS	LOC			1,134									
DS	PTAF 44				32,853								
DS	5309				13,657								
DS	1517				3,414								
DS	LOC				1,132								
DS	5309					13,656							
DS	PTAF 44					32,841							
DS	1517					3,414							
DS	LOC					1,131							
DS	5309						13,656						
DS	PTAF 44						32,758						
DS	1517						3,414						
DS	LOC						1,128						
DS	PTAF 44							32,708					
DS	5309							13,655					
DS	1517							3,414					
DS	LOC							1,127					
DS	5309								13,656				
DS	PTAF 44								25,399				
DS	1517								3,414				
DS	LOC								875				
					-								-

No Let Date

AQ Code:M1

Code:M1 ( DOD:

Pennsylvania - Transit Program (Status: TIP)

DS	5309									13,654			
DS	PTAF 44									25,341			
DS	1517									3,414			
DS	LOC									873			
DS	PTAF 44										12,998		
DS	5309										13,656		
DS	1517										3,414		
DS	LOC										448		
DS	5309											13,658	
DS	PTAF 44											12,938	
DS	1517											3,414	
DS	LOC											446	
DS	5309												13,655
DS	PTAF 44												12,936
DS	1517												3,414
DS	LOC												446
		51,122	51,173	51,118	51,056	51,042	50,956	50,904	43,344	43,282	30,516	30,456	30,451
		Total FY	2013-2016	5 204,4	69	Total FY	2017-2020	) 196,2	46	Total FY	2021-2024	l 134,7	05

Pennsylvania - Transit Program (Status: TIP)

#### SEPTA

#### MPMS# 60317 Federal Preventive Maintenance

LIMITS System-wide

IMPROVEMENT Transit Improvements MUNICIPALITIES: Various

PLANNING AREA:

#### PROJECT MANAGER:

#### CMP: Not SOV Capacity Adding

This project provides for federal operating assistance and preventive maintenance expenses pertaining to activities performed on vehicles and facilities. Activities include 1) program administration; 2) repair of buildings, grounds and equipment (including, but not limited to, the overhaul of vehicles); 3) operation of electric power facilities; 4) maintenance of vehicle movement control systems, fare collection, counting equipment and structures; and 5) maintenance of general administration buildings, grounds and equipment, and electrical facilities.

Fund OP         FY2013         FY2014         FY2015         FY2017         FY2019         FY2020         FY2022						Т	IP Progra	am Year	s (\$ 000	)				
P       \$3.09       14.771				FY2014	FY2015	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	FY2022	FY2023	<u>FY2024</u>
P       LOC       8,999         OP       5307       25,450         OP       5307       21,065         OP       5307       21,065         OP       5307       21,065         OP       5307       21,065         OP       5307       12,357         OP       5009       24,179         OP       5309       28,900         OP       5309       28,900         OP       5309       28,900         OP       5307       29,225         OP       5309       28,900         OP       5307       29,430         OP       5307       29,43														
P0       \$307       22,450														
PP       5309       10.752			0,000	25 450										
OP       LOC       9,050       21,065       Image: state of the stat														
OP       5307       21,065       537       537       537       537       537       537       541       537         OP       5307       12,476       24,179       24,179       69       6,000       74<				-										
OP       5309       III,357       III,476         OP       5307       III,476       III,477         OP       5309       III,478       III,478         OP       5309       IIII,478       IIII,478         OP       5309       IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII				-,	21,065									
OP       LOC       9,105       IL2.476       IL	OP													
PP       5307       I       I       I2,476       I	OP													
OP       5309						12,476								
0P       LOC       9,164       8,000       28,900       28,900       9,225       9,225       9,225       9,225       9,225       9,230       9,330       9,330       9,330       9,330       9,330       9,330       9,330       9,330       9,330       9,330       9,330       9,330       9,430       10,527       1,32,526       9,430 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>														
OP       5309       28,900       9,225       9,225       9,225       9,225       9,255       9,255       9,255       9,255       9,255       9,255       9,255       9,255       9,255       9,259       9,358       12,106 <td>OP</td> <td></td>	OP													
OP       LOC       9,225       6,988       1 <t< td=""><td>OP</td><td>5307</td><td></td><td></td><td></td><td></td><td>8,000</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	OP	5307					8,000							
OP       5307       6,988	OP	5309					28,900							
OP       5309       30,170       11,783       14,993       45,527       45,527       46,125       46,427       46,789       46,789       47,149       <	OP	LOC					9,225							
OP       LOC       9,289       11,783       11,783         OP       5309       11,783       11,783       11,783         OP       LOC       9,358       12,106       12,106         OP       5307       12,106       25,613       9,430         OP       5307       12,106       12,106       12,106         OP       5307       14,193       45,25       45,87       46,42       46,48       46,78       9,430         OP       5307       14,19       45,25       45,27       <	OP	5307						6,988						
OP       5307       I <td>OP</td> <td>5309</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>30,170</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	OP	5309						30,170						
OP       5309       I <td>OP</td> <td>LOC</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>9,289</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	OP	LOC						9,289						
OP       LOC       9,358       12,106         OP       5307       12,106       25,613         OP       5307       16,327       16,327         OP       5307       16,327       14,392         OP       5307       16,327       14,392         OP       5307       16,327       14,392         OP       5307       16,327       14,392         OP       5307       17,369       17,369         OP       5309       17,369       20,350         OP       100       100       17,369         O									11,783					
OP       5307       12,106       25,613       9,430         OP       5307       9,430       12,106       25,613         OP       5309       12,106       25,613       9,430         OP       5307       12,106       25,613       9,430         OP       5309       12,106       25,613       9,430         OP       5307       12,106       25,613       9,430         OP       5307       12,106       25,613       9,430         OP       5307       16,327       16,327       16,327         OP       5309       16,327       21,392       9,430         OP       5307       16,327       13,92       9,430         OP       5307       16,327       13,92       14,392         OP       5307       16,327       13,92       17,369         OP       5309       12,106       12,106       14,393         OP       5309       12,106       14	OP													
OP       5309       5309       25,613       9,430         OP       5307       12,106       25,613         OP       5309       12,106       25,613         OP       5307       9,430       12,106         OP       5307       12,106       25,613         OP       5307       12,106       25,613         OP       5307       12,106       25,613         OP       5309       12,106       25,613         OP       5307       16,327       16,327         OP       5309       16,327       21,392         OP       5309       17,369       20,350         OP       5309       17,369       20,350         OP       5309       14,993       45,252       45,527       45,819         46,125       46,447       46,789       47,149       47,149       47,149	OP								9,358					
OP       LOC       9,430         OP       5307       12,106         OP       5309       9,430         OP       LOC       9,430         OP       5307       12,106         OP       5309       12,106         OP       S307       16,327         OP       5307       16,327         OP       5309       16,327         OP       5309       16,327         OP       5309       16,327         OP       5307       16,327         OP       5309       16,327<														
OP       5307       12,106       25,613         OP       LOC       9,430       9,430         OP       5307       12,106       25,613         OP       5307       12,106       25,613         OP       5307       22,613       9,430         OP       5309       12,106       25,613         OP       5307       9,430       12,106         OP       5307       16,327         OP       5309       16,327         OP       5307       9,430         OP       5307       16,327         OP       5307       16,327         OP       5307       12,106         OP       5309       16,327         OP       5309       12,106														
OP       5309       25,613       9,430         OP       5307       12,106       12,106         OP       5309       12,106       25,613         OP       5309       12,106       12,106         OP       5307       12,106       12,106         OP       5307       16,327       16,327         OP       5309       16,327       16,327         OP       5309       16,327       16,327         OP       5309       16,327       16,327         OP       5307       16,327       11,392         OP       5307       16,327       11,392         OP       5307       16,327       11,392         OP       5307       12,106       11,392         OP       5307       12,106       11,392         OP       5307       10,102       11,392         OP       5309       12,106       12,106         OP       5309       12,106       12,392         OP       100       12,106       12,392         OP       100       12,106       12,392         OP       100       12,106       12,392 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>9,430</td><td></td><td></td><td></td><td></td></td<>										9,430				
OP       LOC       9,430         OP       5307       12,106         OP       5309       25,613         OP       5307       9,430         OP       LOC       12,106         OP       5307       16,327         OP       5309       16,327         OP       5309       16,327         OP       5309       16,327         OP       5307       17,369         OP       5309       17,369         OP       5309       17,369         OP       5309       17,369         OP       10C       17,369         OP       10C       12,106         OP       10C       17,369         OP       10C       10,102         OP       10C       10,102         OP       10C       10,102         OP       10C       10,102														
OP       5307       12,106       12,106         OP       5309       22,613       24,930         OP       LOC       9,430       16,327         OP       5309       16,327       21,392         OP       LOC       9,430       16,327         OP       LOC       16,327       21,392         OP       S307       16,327       21,392         OP       S307       17,369         OP       S309       17,369         OP       LOC       16,327         OP       LOC       16,327         OP       LOC       17,369         OP       LOC       17,369         OP       LOC       17,369         OP       LOC       17,369														
OP       5309       25,613       10,225,613         OP       LOC       9,430       16,327         OP       5309       16,327       16,327         OP       5309       16,327       16,327         OP       5307       16,327       16,327         OP       5307       16,327       16,327         OP       5307       16,327       17,369         OP       5307       17,369       17,369         OP       5309       17,369       17,369         OP       LOC       17,369       14,993         OP       LOC       17,369       14,949         OP       LOC       14,993       14,952         I       IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII											9,430			
OP       LOC       9,430         OP       5307       16,327         OP       5309       121,392         OP       LOC       9,430         OP       5307       17,369         OP       5309       17,369         OP       5309       16,327         OP       5309       17,369         OP       5309       17,369         OP       100       100         OP       100       17,369         OP       LOC       100         OP       100														
OP       5307       16,327         OP       5309       21,392         OP       LOC       9,430         OP       5307       17,369         OP       5309       20,350         OP       LOC       14,993       45,252       45,527       45,819       46,125       46,447       46,789       47,149       4														
OP       5309       21,392         OP       LOC       9,430         OP       5307       17,369         OP       5309       20,350         OP       LOC       20,350         OP       LOC       14,993 45,252 45,527 45,819       46,125 46,447 46,789 47,149       47,149 47,149 47,149 47,149 47,149												9,430	10.00-	
OP       LOC       9,430         OP       5307       17,369         OP       5309       20,350         OP       LOC       14,993 45,252 45,527 45,819       46,125 46,447 46,789 47,149       47,149 47,149 47,149 47,149 47,149 47,149														
OP       5307       5307       17,369         OP       5309       20,350       20,350         OP       LOC       44,993 45,252 45,527 45,819       46,125 46,447 46,789 47,149       47,149 47,149 47,149 47,149 47,149														
OP       5309       20,350         OP       LOC       44,993       45,252       45,527       45,819       46,125       46,447       46,789       47,149       47,149       47,149       47,149       47,149													9,430	47.000
OP         LOC         9,429           44,993         45,252         45,527         45,819         46,125         46,447         46,789         47,149														
44,993 45,252 45,527 45,819 46,125 46,447 46,789 47,149 47,149 47,149 47,149 47,149 47,149														
	0P	LOC	44.000	45.050	45 507	45.040	40.405	40 447	40 700	17.4.40	17.440	47.4.40	47.440	
Total FY2013-2016 181,591 Total FY2017-2020 186,510 Total FY2021-2024 188,595														
			Total FY	2013-2016	181,	591	Total FY:	2017-2020	186,	510	Total FY	2021-2024	188,	595

No Let Date

AQ Code:M1

Pennsylvania - Transit Program (Status: TIP)

MPMS# 60335 City Hall Station / 15th Street Station Rehabilitation LIMITS City Hall / 15th Street Station in Philadelphia **IMPROVEMENT** Transit Improvements MUNICIPALITIES: Center City Philadelphia PLANNING AREA: **PROJECT MANAGER:** CMP: Not SOV Capacity Adding SEPTA's City Hall Station / 15th Street Station project will provide for phased renovations of City Hall Station and 15th Street Station, which together serve as a major transit hub in Center City Philadelphia. At these stations, customers can make connections between the Broad Street Line, Market-Frankford Subway-Elevated Line, and trolley lines. Connections with Regional Rail and bus lines are also located nearby. Due to their age and deteriorating condition. City Hall and 15th Street Stations require renovations to bring the stations to a state of good repair, improve accessibility, and reduce heavy maintenance costs. The total project cost is \$142 million. Funding in the amount of \$24.4 million was provided in prior fiscal years. SEPTA is using prior year funds to advance the Early Action

(Dilworth Plaza) phase of the City Hall Station / 15th Street Station project. Prior year funds programmed in MPMS #60335 supported design. Prior year funds programmed in MPMS #92394, the Dilworth Plaza Project, supported construction of the Early Action (Dilworth Plaza) phase.

As a result of capital funding constraints, future phases of the project have been deferred in SEPTA's capital program until FY 2023. Funding in the amount of \$38.6 million is programmed in Fiscal Years 2023-2024. Additional funding in the amount of \$79 million will be programmed in later fiscal years. Future phases of the project (pending availability of capital funds) may include the following elements:

15th Street Station (Phase II):

SEPTA

Accessibility improvements to bring the station into ADA compliance, with new elevators to provide access to the platforms, and repair/replacement of stairs

Structural repairs and remediation of water infiltration

Reconfiguration of fare collection areas

New architectural finishes and lighting, Audio-Visual Public Address (AVPA) and fire alarm systems

City Hall Station (Phase III):

Accessibility improvements to bring the station into ADA compliance, with new elevators and rehabilitated or replaced staircases, corridors, and ramps

Structural repairs and remediation of water infiltration

Reconfiguration of fare lines and pedestrian interchanges, and removal of out-of-service mezzanines

New fare collection areas and new ventilation shaft for natural ventilation

New lighting, signs, AVPA, fire alarm, and security systems

					TIP Progr	am Year	s (\$ 000	)				
Phase Fund	<u>FY2013</u>	FY2014	FY2015	<u>FY2016</u>	<u>FY2017</u>	FY2018	<u>FY2019</u>	FY2020	<u>FY2021</u>	FY2022	FY2023	FY2024
CON 5307											6,049	
CON 5309											6,400	
CON 1514 BON											3,012	
CON LOC											101	
CON 5307												10,400
CON 5309												8,000
CON 1514 BON												4,452
CON LOC												149
CON LOC												
	0	0	0	C	0	0	0	0	0	0	15,562	23,001
	Total FY2	2013-2016		0	Total FY	2017-2020	)	0	Total FY	2021-2024	38,	563

Final Version

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AQ Code:M8 DOD:

Adding Subcorr(s): 10A, 14A

Pennsylvania - Transit Program (Status: TIP)

#### SEPTA

MPMS# 60557 System Improvements

LIMITS System-wide

IMPROVEMENT Transit Improvements MUNICIPALITIES: Various

PLANNING AREA:

#### PROJECT MANAGER:

#### CMP: Not SOV Capacity Adding

The System Improvements Program is used to develop, design, and implement projects that enhance communications, security, customer satisfaction and service quality.

Projects include but are not limited to:

- City of Philadelphia TIGER III: Transit Signal Priority (TSP) Improvements - Implementation of transit signal priority (TSP) improvements on key corridors in the region - \$2 million (FY 2013)

- Information Technology - Enhancements to SEPTA's information technology infrastructure and computer software applications - Ongoing - Route 101/102 Trolley Lines Automatic Train Control (ATC) System - \$33 million (Prior Years, FY 2015-2018)

					٦	[IP Progra	am Year	s (\$ 000	)					٦
Phase	<u>Fund</u>	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	11
CAP	5307	3,200												н
CAP	1514 BON	774												
CAP	LOC	26												
CAP	5307		1,600											
CAP	1514 BON		305											
CAP	LOC		13											П
CAP	5307			800										П
CAP	5309			6,000										П
CAP	1514 BON			387										П
CAP	LOC			55										П
CAP	5307				800									
CAP	5309				11,760									
CAP	1514 BON				3,039									П
CAP	LOC				101									н
CAP	5307					800								н
CAP	5309					4,400								н
CAP	1514 BON					1,258								
CAP	LOC					41								
CAP	5307						800							н
CAP	5309						3,040							П
CAP	1514 BON						929							П
CAP	LOC						31							П
CAP	5307							800						П
CAP	1514 BON							194						П
CAP	LOC							6						н
CAP	5307								800					П
CAP	1514 BON								194					П
CAP	LOC								6					П
CAP	5307									800				П
CAP	1514 BON									194				
CAP	LOC									6				
CAP	5307										800			
CAP	1514 BON										194			
CAP	LOC										6			
CAP	5307											800		
CAP	1514 BON											194		
CAP	LOC											6		

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AQ Code:M6

Pennsylvania - Transit Program (Status: TIP)

			- 3	(	,								
TA													
5307												800	
1514 BON												194	
LOC												7	
	4,000	1,918	7,242	15,700	6,499	4,800	1,000	1,000	1,000	1,000	1,000	1,001	

Total FY2021-2024 13,299

#### MPMS# 60571 **Environmental Cleanup and Protection Program**

28,860

Total FY2013-2016

LIMITS System-wide

SEPTA CAP

CAP

CAP

**IMPROVEMENT** Transit Improvements

**MUNICIPALITIES: Various** 

PLANNING AREA:

#### **PROJECT MANAGER:**

#### CMP: Not SOV Capacity Adding

Total FY2017-2020

This program provides for environmental clean up and protection activities including remediation and testing associated with underground storage tanks, lead-based paint and asbestos abatement, contaminated soil and groundwater, and air quality. Site assessments to determine environmental exposures prior to acquiring properties are also funded under this program. The project also includes activities that will reduce SEPTA's environmental footprint.

Phase         Fund         FY2013         FY2014         FY2015         FY2016         FY2017         FY2019         FY2019         FY2020         FY2022         FY2022         FY2023         FY2023         FY2024           CON         LOC         10         967         50 </th <th></th> <th></th> <th></th> <th></th> <th>Т</th> <th>IP Progra</th> <th>m Year</th> <th>s (\$ 000</th> <th>)</th> <th></th> <th></th> <th></th> <th></th>					Т	IP Progra	m Year	s (\$ 000	)				
CON LOC 10	CON         1514 BON           CON         LOC           CON         1514 BON           CON         LOC           CON         LOC           CON         1514 BON           CON         LOC           CON         1514 BON           CON         LOC           CON         1514 BON           CON         LOC           CON         LOC           CON         LOC           CON         LOC           CON         LOC           CON         1514 BON           CON         LOC           CON         1514 BON           CON         LOC           CON         LOC </td <td>290</td> <td>967</td> <td>290</td> <td><u>FY2016</u> 290</td> <td><u>FY2017</u> 290</td> <td><u>FY2018</u> 290</td> <td>FY2019 290</td> <td><u>FY2020</u> 290</td> <td>290</td> <td>290</td> <td>290</td> <td></td>	290	967	290	<u>FY2016</u> 290	<u>FY2017</u> 290	<u>FY2018</u> 290	FY2019 290	<u>FY2020</u> 290	290	290	290	
Total FY2013-2016 1,900 Total FY2017-2020 1,200 Total FY2021-2024 1,200	CON LOC												300

### **Final Version**

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AQ Code:S2

Pennsylvania - Transit Program (Status: TIP)

#### SEPTA

#### MPMS# 60574 Paoli Transportation Center

LIMITS Paoli Transportation Center in Chester County

**IMPROVEMENT** Transit Improvements

MUNICIPALITIES: Tredyffrin Township

PLANNING AREA: Growing Suburb

#### PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides for the development, engineering, and construction of a new multi-modal transportation center in Paoli, Chester County. The new facility will be located on the Paoli/Thorndale Regional Rail Line west of the existing station. This station serves SEPTA and Amtrak trains and is one of the most heavily patronized SEPTA train stops outside of Center City. The total project cost is \$44.9 million.

SEPTA is using prior year funds in the amount of \$7,610,000 to advance engineering/design of the complete Paoli Transportation Center project.

As a result of capital funding constraints, future phases of the project have been deferred in SEPTA's capital program until Fiscal Year 2017. Funding in the amount of \$23,000,000 is programmed in Fiscal Years 2017-2018. Additional funding in the amount of \$14,290,000 will be programmed in later fiscal years. Pending availability of capital funds, the project includes the construction of an intermodal station facility complete with high-level platforms, a waiting area, ticket office and passenger amenities; construction of a new commuter parking facility and bus facilities; reconfiguration of access roads and entrances to the station; construction of new pedestrian linkages throughout the station area including sidewalks, crosswalks, and a concourse linking inbound and outbound station platforms; and reconfiguration of the track/interlocking to accommodate the new transportation center.

					Т	IP Progra	am Year	s (\$ 000)	)				
Phase         Fund           CAP         5307           CAP         1514 BON           CAP         LOC           CAP         5307           CAP         1514 BON           CAP         LOC           CAP         LOC           CAP         LOC           CAP         LOC           CAP         LOC           CAP         LOC           CAP         LOC	<u>FY2013</u>	<u>FY2014</u>	FY2015	<u>FY201</u>	<u>6</u>	<u>FY2017</u> 9,136 2,210 74	9,264 2,241 75	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>
	0 Total FY:	0 2013-2016	0	0	0	11,420 Total FY	11,580 2017-2020	0 23,0	0	0 Total FY	0 2021-2024	0	0

No Let Date

AQ Code:FYN

Pennsylvania - Transit Program (Status: TIP)

#### SEPTA

MPMS# 60582 Vehicle Overhaul Program

LIMITS System-wide

**IMPROVEMENT** Transit Improvements **MUNICIPALITIES: Various** PLANNING AREA:

#### **PROJECT MANAGER:**

CMP: Not SOV Capacity Adding

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

					T	IP Progra	am Year	s (\$ 000	)				
Phase	<u>Fund</u>	<u>FY2013</u>	FY2014	FY2015	<u>FY2016</u>	<u>FY2017</u>	FY2018	FY2019	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	FY2023	<u>FY2024</u>
CAP	5307	16,607											
CAP	5309	26,512											
CAP	1514 BON	9,641											
CAP	LOC	348											
CAP	5307		18,634										
CAP	5337		4,630										
CAP	5309		29,419										
CAP	1514 BON		12,360										
CAP	LOC		406										
CAP	5307			16,243									
CAP	5309			15,590									
CAP	1514 BON			26,810									
CAP	LOC			843									
CAP	5307				14,347								
CAP	5309				16,158								
CAP	1514 BON				25,696								
CAP	LOC				856								
CAP	5307					7,800							
CAP	5309					22,514							
CAP	1514 BON					25,873							
CAP	LOC					863							
CAP	5307						8,243						
CAP	5309						21,872						
CAP	1514 BON						26,064						
CAP	LOC						868	47.070					
CAP	5307							17,078					
CAP	5309							12,821					
CAP	1514 BON LOC							26,267					
CAP CAP	5307							875	17,608				
CAP	5307 5309								12,056				
CAP	1514 BON								12,050 26,457				
CAP	LOC								882				
CAP	5307								002	16,018			
CAP	5307 5309									13,650			
CAP	1514 BON									26,459			
CAP	LOC									882			
CAP	5307									002	18,106		
CAP	5309										11,627		
-	, i i i i i i i i i i i i i i i i i i i										,•=•		
10/9/2	014												Page 4

No Let Date

AQ Code:M3 DOD:

Pennsylvania - Transit Program (Status: TIP)

SEPTA											
CAP 1514 BON									26,475		
CAP LOC									883		
CAP 5307										12,560	
CAP 5309										17,213	
CAP 1514 BON										26,486	
CAP LOC										883	
CAP 5307											10,705
CAP 5309											19,058
CAP 1514 BON											26,483
CAP LOC											883
	53,108 65,449	59,486	57,057	57,050	57,047	57,041	57,003	57,009	57,091	57,142	57,129
	Total FY2013-2016	6 235,10	00	Total FY	2017-2020	) 228,1	41	Total FY	2021-2024	4 228,3	371

Pennsylvania - Transit Program (Status: TIP)

#### SEPTA

MPMS# 60599 Paratransit Vehicle Purchase

LIMITS System-wide

IMPROVEMENT Transit Improvements MUNICIPALITIES: Various

PLANNING AREA:

#### PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides for the acquisition of revenue vehicles for SEPTA's Paratransit and Shared Ride operations. The vehicles acquired will replace existing vehicles that have exceeded their useful life. The revenue vehicles will be owned by SEPTA and will be used by contracted carriers to service these operations.

				Т	IP Progra	m Year	s (\$ 000	)				
Phase Fund	<u>FY2013</u>	FY2014	FY2015	FY2016	<u>FY2017</u>	FY2018	FY2019	FY2020	<u>FY2021</u>	FY2022	FY2023	FY2024
PUR 5307	3,448											
PUR 1514 BON	835											
PUR LOC	27											
PUR 5307		4,000										
PUR 1514 BON		968										
PUR LOC		32										
PUR 5307			4,000									
PUR 1514 BON			968									
PUR LOC			32									
PUR 5307				4,000								
PUR 1514 BON				968								
PUR LOC				32								
PUR 5307					4,800							
PUR 1514 BON					1,161							
PUR LOC					39							
PUR 5307						4,800						
PUR 1514 BON						1,161						
PUR LOC						39						
PUR 5307							4,800					
PUR 1514 BON							1,161					
PUR LOC							39					
PUR 5307								4,800				
PUR 1514 BON								1,161				
PUR LOC								39				
PUR 5307									4,800			
PUR 1514 BON									1,161			
PUR LOC									39			
PUR 5307										4,800		
PUR 1514 BON										1,161		
PUR LOC										39		
PUR 5307											4,800	
PUR 1514 BON											1,161	
PUR LOC											39	
PUR 5307												4,800
PUR 1514 BON												1,161
PUR LOC												39
	4,310	5,000	5,000	5,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000
	Total FY2	2013-2016	19,3	310	Total FY2	017-2020	24,0	000	Total FY	2021-2024	24,0	000
					L				<b></b>			

No Let Date

AQ Code:M10

Pennsylvania - Transit Program (Status: TIP)

#### SEPTA

#### MPMS# 60611 Fare Collection System/New Payment Technologies

LIMITS System-wide IMPROVEMENT Transit Improvements MUNICIPALITIES: Various PLANNING AREA:

#### PROJECT MANAGER:

#### CMP: Not SOV Capacity Adding

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

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

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

The NPT system will be implemented in phases. Phase 1 of the project will include the complete design, deployment of the data network backbone and customer support system, and pilot testing of the NPT system. Phase 2 will include the deployment of the system on the Trolley, Heavy Rail and Bus fleets and pilot testing on Regional Rail. In Phase 3, the Regional Rail, Parking Operations and Customized Community Transportation (CCT) segments will be deployed.

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

The total cost of the New Payment Technologies project is \$228.8 million. Funding in the amount of \$18.7 million was provided in prior years. Funding in the amount of \$210.1 million is programmed in Fiscal Years 2013-2018.

					Т	IP Progra	ım Year	s (\$ 000)	)				
Phase	Fund	FY2013	FY2014	FY2015	<u>FY2016</u>	<u>FY2017</u>	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	5307	1,280											
CON	1514 BON	310											
CON	LOC	10											
CON	5307			16,598									
CON	1514 BON			3,135									
CON	LOC			104									
CON	5307				35,394								
CON	1517				5,558								
CON	1514 BON				8,563								
CON	LOC				285								
CON	5307					48,017							
CON	1514 BON					11,617							
CON	1517					5,379							
CON	LOC					387							
CON	5307						51,786						
CON	1514 BON						12,529						
CON	1517						5,267						
CON	LOC						418						

No Let Date

AQ Code:M5

Pennsylvania - Transit Program (Status: TIP)

SEPTA													_	
	1,600	0	19,837	49,800	65,400	70,000	0	0	(	0	0	0	0	
	Total FY201	13-2016	5 71,2	37	Total FY	2017-2020	135,400		Total F	FY202 <sup>-</sup>	1-2024	0		

Pennsylvania - Transit Program (Status: TIP)

#### MPMS# 60629 Job Access and Reverse Commute (JARC) and New Freedom LIMITS System-wide No Let Date **IMPROVEMENT** Transit Improvements **MUNICIPALITIES: Various** AQ Code:2013O PLANNING AREA: DOD: PROJECT MANAGER: CMP: Not SOV Capacity Adding Job Access and Reverse Commute, and New Freedom programs provide funds for transportation services for transit dependent populations. The Southeastern Pennsylvania Job Access and Reverse Commute Initiative is a program that offers a regional approach to job access challenges and human services transportation coordination. The program has two major goals. The first is to provide transportation services in urban, suburban, and rural areas to assist welfare recipients and low-income individuals in accessing employment opportunities during both traditional and non-traditional work hours. The second goal of the program is to increase coordination among the transportation providers, human service agencies, employers, the Delaware Valley Regional Planning Commission, the Commonwealth of Pennsylvania, and affected communities and individuals. Job Access projects implement new transportation services or extend existing services to fill the transportation gaps that exist in many areas between where welfare recipients and low-income persons live and employment opportunities. Reverse Commute projects are designed to transport the general public from urban, suburban, and rural areas to suburban employment opportunities. SEPTA services include new bus routes to employment areas, early morning and late night service on regional rail lines, city and suburban "night owl" bus service, bus route extensions and enhancements, and suburban evening bus service. Subrecipients of JARC funds from SEPTA provide "final link" transportation to locations not easily served by traditional transit or to meet the unique travel requirements of lowincome populations in more rural pockets of the Philadelphia region. These partners provide small bus and van service to suburban job centers, reverse commute intra-county service and connecting service from train stations and bus routes to suburban businesses. Every month, approximately 135,000 trips are made on the Southeastern Pennsylvania regional job access routes. The New Freedom Program provides funding for operating and capital costs for services and public transportation alternatives to assist persons with disabilities. The services must be beyond those required by the Americans with Disabilities Act of 1990 (ADA). SEPTA service provides travel training for persons with disabilities and capital projects to increase accessibility at key stations. Subrecipients of New Freedom funding also perform travel training for persons with disabilities. TIP Program Years (\$ 000) Phase Fund FY2013 FY2014 FY2015 FY2016 FY2017 FY2018 FY2019 FY2020 FY2021 FY2022 FY2023 FY2024 OP JARC 2,172 OP NF 1,329 OP NF-S 319 JARC-S 3,172 OP OP LOC 5 OP JARC 2,155 OP NF 1,345 OP 4,259 JARC-S OP NF-S 319 OP NF 1,322 OP JARC 2.155 OP NF-S 319 OP JARC-S 4,259 OP JARC 2,155 OP NF 1,322 OP NF-S 319 4,259 ΩP JARC-S OP JARC 2,155 OP NF 1,322

319

1.322

2,155

319

4,259

OP

OP

OP

OP

OP

NF-S

NF

JARC

NF-S

JARC-S

**Final Version** 

Pennsylvania - Transit Program (Status: TIP)

			2013-2016	31,18			2017-2020	32,22			2021-2024	32,22	
		6,997	8,078	8,055	8,055	8,055	8,055	8,055	8,055	8,055	8,055	8,055	8,055
P P	JARC-S												4,259
P	NF-S												319
P	JARC												2,155
P	NF											7,200	1,322
P	JARC-S											4,259	
г Р	NF-S											2,155 319	
Р Р												1,322 2,155	
P	NF-5 NF										319	1 222	
P P	JARC-S NF-S										4,259 319		
P	JARC										2,155		
P	NF										1,322		
P	NF-S									319			
P	JARC-S									4,259			
P	JARC									2,155			
P	NF									1,322			
P	NF-S								319				
P	JARC-S								4,259				
P	NF								1,322				
P	JARC								2,155				
P	JARC-S							4,259					
P	NF-S							319					
P	NF							1,322					
P	JARC							2,155					
P	JARC-S						4,259						

Pennsylvania - Transit Program (Status: TIP)

#### SEPTA

#### MPMS# 60638 Regional Rail Car, Locomotive, and Trolley Acquisition

LIMITS System-wide

IMPROVEMENT Transit Improvements MUNICIPALITIES: Various

PLANNING AREA:

#### PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides for the purchase of 245 railcars to replace SEPTA's Silverliner IV railcar fleet. The Silverliner IV rail cars were built between 1974 and 1976. Vehicles acquired will fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations regarding safety features and systems. In addition, this project will provide for the acquisition of nine diesel/electric locomotives to replace Bombardier Push-Pull Locomotives.

This project also provides for the purchase of 170 (articulated and non-articulated) trolleys for SEPTA's Trolley Routes 10, 11, 13, 15, 34, 36, 101 & 102. These rail transit lines currently operate with 141 trolleys that were built in 1981, as well as 18 "Presidential Conference Committee" (PCC-II) cars originally manufactured in 1947 and rebuilt by Brookville Equipment Company in 2003-2004. Vehicles to be acquired will fully comply with Americans with Disabilities Act (ADA) requirements.

As a result of capital funding constraints, this project has been deferred in SEPTA's capital program until Fiscal Year 2023. Funding in the amount of \$60 million is programmed in Fiscal Years 2023-2024. Additional funding in the amount of \$2.364 billion will be programmed in later fiscal years.

				Т	IP Progr	am Year	s (\$ 000	)				
Phase Fund	<u>FY2013</u>	<u>FY2014</u>	FY2015	<u>FY2016</u>	FY2017	<u>FY2018</u>	FY2019	<u>FY2020</u>	<u>FY2021</u>	FY2022	FY2023	FY2024
PUR 5307										6,958		
PUR 1517										12,947		
PUR 1514 BON										1,683		
PUR LOC										56		
PUR 5307											1,665	
PUR 5309											4,635	
PUR 1517											24,707	
PUR 1514 BON											1,524	
PUR LOC											50	
PUR 5307												400
PUR 5309												4,633
PUR 1517												24,709
PUR 1514 BON												1,218
PUR LOC												40
	0	0	0	0	0	0	0	0	0	21,644	32,581	31,000
	Total FY2	013-2016		0	Total FY	2017-2020	1	0	Total FY	2021-2024	85,2	225

No Let Date

AQ Code:M10

Pennsylvania - Transit Program (Status: TIP)

#### SEPTA

#### MPMS# 60651 Substation Improvement Program

LIMITS System-wide railroad substations

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

PLANNING AREA:

#### PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for improvements to the traction power supply system for SEPTA's rail service. Critical components of the power system have far exceeded their useful life and are in need of replacement. This program will provide for the rehabilitation or replacement of substation equipment and substations that have exceeded their useful life. As a result of the substation improvement program, the traction power distribution network will be more reliable, rail service interruptions will be reduced, and rail customers will benefit from enhanced service quality.

Substations that will be renovated/replaced as part of this program include but are not limited to:

- Ambler substation \$8.8 million (FY 2019)
- Ambler substation Engineering and Design \$200,000 (FY 2013)
- Bethayres substation \$9 million (FY 2022-2024)
- Chestnut Hill East substation \$9 million (FY 2022)
- Media-Sharon Hill substation at Clifton \$3.3 million (FY 2019)
- Equipment replacement at City Transit substations \$17 million (FY 2022)
- Jenkintown substation \$39.4 million (Prior Years, FY 2019-2020)
- Lenni substation \$9.5 million (FY 2020-2021)
- Morton substation \$9.5 million (FY 2021-2022)
- Wayne Junction substation \$25.7 million (FY 2013-2014)
- Wayne Junction Static Frequency Converter \$34.4 million (FY 2020- 2022)

**TIP Program Years (\$ 000)** FY2017 FY2018 FY2019 FY2020 FY2021 <u>Phase</u> Fund FY2013 FY2014 FY2015 FY2016 FY2022 FY2023 FY2024 CAP 5307 160 CAP TIGER-T 12,863 CAP 1514 BON 3,151 CAP 1517 5,131 LOC CAP 105 CAP 1517 3,516 CAP 5307 10,309 CAP 5309 11,279 CAP 1514 BON 5,223 CAP 1517 5,121 CAP LOC 174 CAP 5307 18,064 CAP 5309 14,604 CAP 12,246 1517 CAP 1514 BON 7,904

264

7,869

6,997

6,704

3,597

119

7.791

13,200

5.079

169

Please refer to the Illustrative List of Unfunded Projects, MPMS #60651, for substation projects that have been deferred from SEPTA's capital program due to funding constraints.

10/9/2014

LOC

CAP

LOC

5307

5309

1517

LOC

5307

5309

1517

1514 BON

1514 BON



No Let Date

AQ Code:M6 DOD: 0

Pennsylvania - Transit Program (Status: TIP)

		Total FY2	2013-2016	24,926		Total FY201	7-2020	85,1	88	Total FY2021-	2024	51,525	
		21,410	3,516	0	0	0	0	32,106	53,082	25,286 26,23	39	0	0
CAP	LOC												
CAP	1514 BON												
CAP	5309												
CAP	5307												
CAP	LOC												
CAP	1514 BON												
CAP	5309												
CAP	5307												

#### MPMS# 60655 Levittown Intermodal Facility Improvements (B)

LIMITS Levittown station in Bucks County		No Let Date
IMPROVEMENT Transit Improvements		
MUNICIPALITIES: Various		AQ Code:M8
PLANNING AREA:		DOD: 1
PROJECT MANAGER:	CMP: Not SOV Capacity Adding	Adding Subcorr(s): 4A, 5I, 12A

This project includes design and phased construction of improvements at SEPTA's Levittown Intermodal Station. The total project cost is \$31.6 million.

SEPTA is using prior year funds to advance Phase I of the Levittown Intermodal Station Project. The total budget for Phase I is \$7,775,160. Phase I includes construction of intersection improvements at Levittown Parkway and Rt. 13, relocation of utilities, construction of the southern portion of the inbound parking lot and new entrance drive, and reconfiguration of the existing outbound parking lot. Phase I includes engineering/design of the entire Levittown Intermodal Station Project.

As a result of capital funding constraints, future phases of the project have been deferred in SEPTA's capital program until Fiscal Year 2023. Funding in the amount of \$21,000,000 is programmed in Fiscal Years 2023-2024. Additional funding in the amount of \$2,824,840 will be programmed in later fiscal years. Future phases (pending availability of capital funds) include the replacement of the station building at its present site, including a new ticket office, ADA-compliant restrooms, signage and lighting; construction of inbound and outbound high-level platforms, with low level extensions; ADA accessibility improvements, including tactile warning tiles, ramps, railings and lighting; sump pump replacement; construction of a new bus loop and bus shelters, and reconfiguration of the parking lot to accommodate bus access. In addition, a new pedestrian overpass with elevators will be installed. This project will also include intersection improvements at Fallsington Avenue, and the elimination of Canal Street, which runs through the inbound parking lot at Levittown Station. The elimination of Canal Street will consolidate the lot, and allow for safer vehicle circulation and better bus and intermodal transfers.

				Т	IP Progra	am Year	s (\$ 000	)				
Phase Fund	<u>FY2013</u>	FY2014	FY2015	<u>FY2016</u>	<u>FY2017</u>	FY2018	FY2019	<u>FY2020</u>	<u>FY2021</u>	FY2022	FY2023	FY2024
CAP 5307											6,000	
CAP 5309											4,000	
CAP 1514 BOI	1										2,419	
CAP LOC											80	
CAP 5307												4,000
CAP 5309												2,800
CAP 1514 BOI	1											1,645
CAP LOC												56
CAP LOC												
	0	0	0	0	0	0	0	0	0	0	12,499	8,501
	Total FY	2013-2016		0	Total FY	2017-2020		0	Total FY	2021-2024	21,0	000

Pennsylvania - Transit Program (Status: TIP)

IPMS# 73214       Ardmore Transportation Center         IMITS       Ardmore Station in Montgomery County       No Let         IPROVEMENT       Transit Improvements       No Let         IUNICIPALITIES:       Lower Merion Township       AQ Cod	SEPTA MPMS# 73214												
MITS       Ardmore Station in Montgomery County       No. Let         PROVEMENT       Transit Improvements       AQ Cod         ADNIGR AREA:       Developed Community       Do         ROJECT MANAGER:       CMP: Not SOV Capacity Adding       Adding Subcorr(s         Rod Cod       Tiph level boarding platforms, trunel ADA improvements, elevator, star, and ramp access to platforms, part arage foundations for Phase II, canopies and shelters, passenger amenities, and improved site lighting including on platforms and in the innel.       The existing station must be demolished to facilitate the high level platforms.         hase I is estimated to cost a total of \$22,250,000 (see FY13 funds).       SEPTA will complete Phase I utilizing:         \$12.75 million from PennDOT in federal and state funds       33.6 million from a FTA earmark, E2005-BUSP-346 (and \$728,348 match)         \$2.35 million from SEPTA/Amtrak       E2005-BUSP-346 (and \$728,348 match)         \$2.35 million include the design and donstruction of an ADA accessible. multi-level parking garage with approximately 300-500 spaces, epending on design and funding availability, and an enclosed space for ticketing and passenger waiting. This second phase will be dvanced when funding is identified.         he Ardmore Station located in Montgomery County is a component of the Keystone Corridor rail service route owned by the National assenger Raincad Compriation (Amtrak), that is capable of speceds reaching 110 mph and shared with SETA's R-S line between hiladelphila-Harrisburg segment are being eliminated with current projects. The semalanis, trecessing to accommodate creasing ridership n	IPMS# 73214												
IPROVEMENT Transit Improvements       AQ Cod         UNICIPALITIES: Lower Merico Township       AQ Cod         IANNING AREA:       Developed Community       Dot         ROJECT MANAGER:       CMP: Not SOV Capacity Adding       Adding Subcorr(s         the Ardmore Station improvement project will be completed in two phases.       Phase I will include the demolition of the existing Antirek statio         arage foundations for Phase II, canopies and shelters, passenger amenities, and improved site lighting including on platforms and in the morel.       Intervent Station improvement project will be completed in two phases.         Size 75 million from PennDOT in federal and state funds       335.       Size 75 million from PennDOT in federal and state funds       335.         Size 411101 in Redevelopment Assistance Capital Program (RACP) funds under contract between Lower Merion Township and the ormorowealth of PA (MPMS #9060E)       300-500 spaces, spending on design and funding availability, and an enclosed space for ticketing and passenger waiting. This second phase will be dvanced when funding availability, and an enclosed space for ticketing and passenger waiting. This second phase will be dvanced when funding availability, and an enclosed space for ticketing and shared with SEPTA & R.5 line between histeder for allowed when funding availability, and an enclosed space for ticketing and passenger waiting. This second phase will be dvanced when funding availability, and an enclosed space for ticketing and passenger availability.         S2.65 million from SEPTA/Amtrak       Part Amtrak station.       Erear and funding availability, and an enclosed space f		Ardmore	e Transp	ortatio	n Center								
UNICIPALTIES: Lower Merion Township         DQ Cod           CNUMING AREA: Developed Community         CMP: Not SOV Capacity Adding         Adding Subcorr(s           ROLECT MANAGER:         CMP: Not SOV Capacity Adding         Adding Subcorr(s           her Admore Station improvement project will be completed in two phases. Phase I will include the demolition of the existing, Antrika station         Adding Subcorr(s           new Admore Station improvement project will be completed in two phases. Phase I will include the demolition of the existing, Antrika station         Adding Subcorr(s           new E.         The existing station must be demolished to facilitate the high level platforms.         Adding Subcorr(s           new E.         The existing station must be demolished to facilitate the high level platforms.         Name           new E.         The existing station must be demolished to facilitate the high level platforms.         Name           new E.         The existing station must be demolished to facilitate the high level platforms.         Name           Name         The existing station must be demolished to facilitate the high level platforms.         Name           S3.5 million from PennDOT in federal and state funds         Sasting and funding availability, and an enclosed space for ticketing and passenger waiting.         This second phase will be dranced when funding is identified.           L33.6 million from SEPTA/AMTRak         The remaining three public at-grade crossings on the highwap grid. The reman	IMITS Ardmore S	Station in M	/lontgome	ery Cou	nty								No Let D
LANNING AREA:       Developed Community       Doc         ROJECT MANAGER:       CMP: Not SOV Capacity Adding       Adding Subcorr(s         Re Ardmore Station improvement project will be completed in two phases.       Phase I will include the demolition of the existing Amtrak station ultiding, construction of 528 ft. high level boarding platforms, tunnel ADA improvements, elevator, stair, and ramp access to platforms, part arage foundations for Phase II, canopies and shelters, passenger amenities, and improved site lighting including on platforms and in the sinnel. The existing station must be demolished to facilitate the high level platforms.         hase I is estimated to cost a total of \$22,250,000 (see FY13 funds).       SEPTA will complete Phase I utilizing:         \$31.7 5 million in Redevelopment Assistance Capital Program (RACP) funds under contract between Lower Merion Township and the ormonwealth of PA (MPMS \$906680)         \$3.3 6 million from SEPTA/Amtrak         hase I is estimated to cost a total of \$22,250,000 (see FY13 funds).         \$2.35 million from SEPTA/Amtrak         hase I will include the design and construction of an ADA accessible, multi-level parking garage with approximately 300-500 spaces, epending on design and funding availability, and an enclosed space for ticketing and passenger waiting. This second phase will be dvanced when funding is identified.         he Ardmore Station located in Montgomery County is a component of the Keystone Corridor rail service route owned by the National assenger Rairing three public at-grade crossings on the higheapertage of spaces reaching 110 mph and shared with SEPTA's R-5 line between hiladelphia-Harrisburg, There are approximately	IPROVEMENT T	ransit Impr	rovement	S									
ROJECT MANAGER:         CMP: Not SOV Capacity Adding         Adding Subcorr(s)           he Ardnore Station improvement project will be completed in two phases. Phase I will include the demolition of f28 ft. high level boarding platforms, tunnel ADA Improvements, elevator, stair, and ramp access to platforms, part arage foundations for Phase II, canoples and shellers, passenger amentiles, and improved site lighting including on platforms and in the nnnel. The existing station must be demolished to facilitate the high level platforms.           hase I is estimated to cost a total of \$22,250,000 (see FY13 funds). SEPTA will complete Phase I utilizing:         \$312.75 million from PennDOT in federal and state funds           \$32.75 million from PennDOT in federal and state funds         \$35.70110cm in Redevelopment Assistance Capital Program (RACP) funds under contract between Lower Merion Township and the ormonwealth of PA (MPMS #90680)           \$35.64 million from SEPTA/Amtrak         hase I utilizing:           \$32.55 million ing availability, and an enclosed space for ticketing and passenger waiting. This second phase will be dvanced when funding availability, and an enclosed space for ticketing and passenger waiting. This second phase will be dvanced when funding availability and an enclosed space for ticketing in 10 mph and shared wills DFTA's R-5 line between Philadelphila and Harrisburg. There are approximately 8 stops per day at the Amtrak station. The Keystone line has multiple tracks, full certification, and almost complete grade separation from the highway grid. The remaining three public at-grade crossings on the hiladelphila and Harrisburg. There are approximately 5 stops per day at the Amtrak station.           theX from res from the rement approximately 6 stopspeces, sepending	UNICIPALITIES:	Lower Mei	rion Towr	nship									AQ Code:
he Ardmore Station improvement project will be completed in two phases. Phase I will include the demolition of the existing Amtrak statio uilding, construction of 528 ft. high level boarding platforms, tunnel ADA improvements, elevator, star, and ramp access to platforms, part arage foundations for Phase II, canopies and shelters, passenger amenties, and improved site lighting including on platforms and in the innel. The existing station must be demolished to facilitate the high level platforms.         hase I is estimated to cost a total of \$22,250,000 (see FY13 funds). SEPTA will complete Phase I utilizing: \$12.75 million from PennDOT in federal and state funds \$3.65 million in Redevelopment Assistance Capital Program (RACP) funds under contract between Lower Merion Township and the ommorwealth of PA (MPMS #30680)         \$3.64 million from A FTA earmark, E2005-BUSP-346 (and \$728,348 match)         \$2.35 million from SEPTA/AMTrak         hase II will include the design and construction of an ADA accessible, multi-level parking garage with approximately 300-500 spaces, epending on design and funding availability, and an enclosed space for ticketing and passenger waiting. This second phase will be dvanced when funding is identified.         he Ardmore Station located in Montgomery County is a component of the Keystone Corridor rail service route owned by the National assenger Railroad Corporation (Amtrak) that is capable of speeds reaching 110 mph and shared with SEPTA's R-5 line between hiladelphia and Harrisburg. There are approximately 8 stops per day at the Amtrak station. The Keystone line has multiple tracks, full ectrification, and almost complete grade separation from the highway grid. The remaining three public at-grade crossings on the hiladelphia-Harrisburg segment are being eliminated with current projects. This station improvement is necess	LANNING AREA:	Develope	d Comm	unity									DOD
uilding, construction of 528 ft. high level boarding platforms, tunnel ADA improvements, elevator, stair, and ramp access to platforms, part arage foundations for Phase II, canopies and shelters, passenger amenities, and improved site lighting including on platforms and in the innel. The existing station must be demolished to facilitate the high level platforms. hase I is estimated to cost a total of \$22,250,000 (see FY13 funds). SEPTA will complete Phase I utilizing: \$12.75 million from PenDOT in federal and state funds \$3.6 million in Redevelopment Assistance Capital Program (RACP) funds under contract between Lower Merion Township and the ommonwealth of PA (MPK \$90680) \$3.64 million from a FTA earmark, E2005-BUSP-346 (and \$728,348 match) \$2.35 million from SEPTA/Amrtak hase II will include the design and construction of an ADA accessible, multi-level parking garage with approximately 300-500 spaces, spending on design and funding availability, and an enclosed space for ticketing and passenger waiting. This second phase will be dvanced when funding is identified. he Ardmore Station located in Montgomery County is a component of the Keystone Corridor rail service route owned by the National assenger Railroad Corporation (Amrtak) that is capable of speeds reaching 110 mph and shared with SEPTA's R-5 line between hildelphia and Harrisburg. There are approximately 8 stops per day at the Amrtak station. The Keystone line has multiple tracks, full tecrtification, and almost complete grade separation from the highway grid. The remaining three public at-grade crossings on the hildelphia and Harrisburg. There are approximately 8 stops per day at the Amrtak station. The Keystone line has multiple tracks, full tecrtification, and almost complete grade separation from the highway grid. The remaining three public at-grade crossings on the hildelphia-Harrisburg segment are being eliminated with current projects. This station improvement is necessary to accommodate creasing ridership needs. In FY 2011 FY2015 FY2016 FY2018 F	ROJECT MANAG	ER:			CN	P: Not SC	OV Capac	ity Adding	)			Adding	Subcorr(s):
ommonwealth of PA (MPMS #90680) 33.64 million from a FTA earmark , E2005-BUSP-346 (and \$728,348 match) 33.64 million from SEPTA/Amtrak hase II will include the design and construction of an ADA accessible, multi-level parking garage with approximately 300-500 spaces, epending on design and funding availability, and an enclosed space for ticketing and passenger waiting. This second phase will be dvanced when funding is identified. he Ardmore Station located in Montgomery County is a component of the Keystone Corridor rail service route owned by the National assenger Railroad Corporation (Amtrak) that is capable of speeds reaching 110 mph and shared with SEPTA's R-S line between hiladelphi-harmsburg segment are being eliminated with current projects. This station improvement is necessary to accommodate tereasing ridership needs. In FY 2011, 250,000 SEPTA riders boarded a train at Ardmore Station. TIP Program Years (\$ 000) Phase Fund CON 5307 CON 5307 CON 5307 CON 5307 CON 5309 CON 5307 CON 5309 CON 5309 CON 5309 CON 5309 CON 5307 CON 5309 CON 5307 CON 5309 CON 5307 CON 5309 CON 5309 CON 5309 CON 5309 CON 5307 CON 5309 CON 5307 CON 5309 CON 5309 CON 5307 CON 5309 CON 5309	puilding, construction parage foundations unnel. The existing Phase I is estimate	on of 528 ft s for Phase g station m ed to cost a	t. high lev II, canop nust be de total of \$	vel boar bies and emolish 22,250	ding platform I shelters, pa ed to facilitat ,000 (see FY	ns, tunnel A ssenger an e the high l	DA impro nenities, a level platf	ovements and impro orms.	, elevator, s ved site lig	stair, and ra	amp acce	ss to plat	forms, parkir
apending on design and funding availability, and an enclosed space for ticketing and passenger waiting. This second phase will be branced when funding is identified. The Ardmore Station located in Montgomery County is a component of the Keystone Corridor rail service route owned by the National assenger Railroad Corporation (Amtrak) that is capable of speeds reaching 110 mph and shared with SEPTA's R-5 line between hiladelphia and Harrisburg. There are approximately 8 stops per day at the Amtrak station. The Keystone line has multiple tracks, full ectrification, and almost complete grade separation from the highway grid. The remaining three public at-grade crossings on the hiladelphia-Harrisburg segment are being eliminated with current projects. This station improvement is necessary to accommodate creasing ridership needs. In FY 2011, 250,000 SEPTA riders boarded a train at Ardmore Station. TIP Program Years (\$ 000) Phase Fund CON 5307 CON 5307 CON 5309 CON 1516 CON 5307 CON 5307 CO	3.5 million in Red ommonwealth of I 3.64 million from	levelopmer PA (MPMS a FTA earr	nt Assista \$ #90680) mark , E2	ance Ca	pital Program			er contrac	ct between	Lower Mei	rion Town	ship and t	the
assenger Railroad Corporation (Amtrak) that is capable of speeds reaching 110 mph and shared with SEPTA's R-5 line between hiladelphia and Harrisburg. There are approximately 8 stops per day at the Amtrak station. The Keystone line has multiple tracks, full lectrification, and almost complete grade separation from the highway grid. The remaining three public at-grade crossings on the hiladelphia-Harrisburg segment are being eliminated with current projects. This station improvement is necessary to accommodate creasing ridership needs. In FY 2011, 250,000 SEPTA riders boarded a train at Ardmore Station.            TIP Program Years (\$ 000)           Phase         Fund         FY2013         FY2014         FY2015         FY2016         FY2017         FY2019         FY2021         FY2022         FY2023         FY2024           CON         5307         2,596         649         1,600         1,600         1,600           CON         5307         1,901         1,600         774         26         2,000         32         32         32         32         32         32         32         32         32         32	epending on desig	gn and fund	ding avail										
Phase         Fund         FY2013         FY2014         FY2015         FY2016         FY2017         FY2019         FY2020         FY2021         FY2023         FY2024           CON         5307         2,596         649	Passenger Railroad Philadelphia and Ha lectrification, and a Philadelphia-Harris	d Corporati arrisburg. ٦ almost com burg segm	ion (Amtra There are nplete gra ient are b	ak) that approv ade sep eing eli	is capable c kimately 8 sto aration from minated with	f speeds re ops per day the highwa current pro	eaching 1 at the Ar y grid. The pjects. Th	10 mph a ntrak stat he remain his station	nd shared v ion. The K iing three p improvem	with SEPT eystone lir	A's R-5 lir ie has mu ade cross	ne betwee Iltiple trac ings on th	en :ks, full ne
CON 5307       2,596         CON 1516       649         CON 5309       7,604         CON 1516       1,901         CON 5307       1,901         CON 5309       1,901         CON 5309       1,600         CON 5309       1,600         CON 5309       1,600         CON 1514 BON       1,600         CON 1514 BON       1         CON 5307       1         CON 5307       1         CON 1514 BON       1         CON 1514 BON       1         CON 1504       1         CON 1504       1         CON 1504       1         CON 1514 BON       1         CON 10C       1													
CON 5307       2,596         CON 1516       649         CON 5309       7,604         CON 1516       1,901         CON 5307       1,901         CON 5309       1,901         CON 5309       1,600         CON 5309       1,600         CON 5309       1,600         CON 1514 BON       1,600         CON 1514 BON       1         CON 5307       1         CON 5307       1         CON 1514 BON       1         CON 1514 BON       1         CON 1504       1         CON 1504       1         CON 1504       1         CON 1514 BON       1         CON 10C       1					7	IP Progra	am Year	s (\$ 000)	)				
CON 1516       649         CON 5309       7,604         CON 1516       1,901         CON 5307       1,901         CON 5309       1,600         CON 5309       1,600         CON 5309       1,600         CON 1514 BON       1,600         CON 1514 BON       1,600         CON 1514 BON       1,600         CON 1504       1,600         CON 1514 BON       1,600         CON 1504       1,600         CON 1514 BON       1,600         CON 1504       1,600         CON 1504       1,600         CON 1504       1,600         CON 1504       1,600         CON 1514 BON       1,600         CON 10C       1,600         C		EVOOD		EV004							EVagaa	EV2022	
CON 5309       7,604         CON 1516       1,901         CON 5307       1,600         CON 5309       1,600         CON 5309       1,600         CON 1514 BON       774         CON 1507       26         CON 5307       2,000         CON 5309       2,000         CON 1514 BON       2,000         CON 1514 BON       2,000         CON 1514 BON       2,000         CON LOC       2,000			FY2014	FY201						<u>FY2021</u>	FY2022	<u>FY2023</u>	
CON 5307       1,600         CON 5309       1,600         CON 1514 BON       1,600         CON 1514 BON       774         CON 10C       26         CON 5309       2,000         CON 5309       2,000         CON 1514 BON       2,000         CON 1514 BON       2,000         CON 1514 BON       32         CON 1514 BON       1         CON 10C       1         CON 10C       1	CON 5307	2,596	<u>FY2014</u>	FY201						<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	
CON 5309       1,600         CON 1514 BON       774         CON LOC       26         CON 5307       2,000         CON 5309       2,000         CON 1514 BON       2,000         CON 1514 BON       2,000         CON 1514 BON       32         CON LOC       100         CON 1514 BON       100         CON LOC       100         CON LOC       100	CON 5307 CON 1516	2,596		FY201						<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	
CON         1514 BON         774           CON         LOC         26           CON         5307         2,000           CON         5309         2,000           CON         1514 BON         2,000           CON         1514 BON         32           CON         LOC         32	CON 5307 CON 1516 CON 5309	2,596	7,604	FY201						<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	
CON         LOC         26           CON         5307         2,000           CON         5309         2,000           CON         1514 BON         2,000           CON         LOC         32           CON         LOC         100	CON 5307 CON 1516 CON 5309 CON 1516	2,596	7,604	<u>FY201</u>						<u>FY2021</u>	<u>FY2022</u>		
CON         5307         2,000           CON         5309         2,000           CON         1514 BON         2,000           CON         1514 BON         968           CON         LOC         32           CON         LOC	CON 5307 CON 1516 CON 5309 CON 1516 CON 5307	2,596	7,604	<u>FY201</u>						<u>FY2021</u>	<u>FY2022</u>	1,600	
CON         5309         2,000           CON         1514 BON         968           CON         LOC         32           CON         LOC         100	CON         5307           CON         1516           CON         5309           CON         1516           CON         5307           CON         5307           CON         5309	2,596	7,604	<u>FY201</u>						FY2021	<u>FY2022</u>	1,600 1,600	
CON         1514 BON         968           CON         LOC         32           CON         LOC	CON         5307           CON         1516           CON         5309           CON         1516           CON         5307           CON         5307           CON         5309           CON         5307           CON         5309           CON         5309           CON         5309	2,596	7,604	<u>FY201</u>						FY2021	<u>FY2022</u>	1,600 1,600 774	
CON LOC 32	CON         5307           CON         1516           CON         5309           CON         1516           CON         5307           CON         5307           CON         5307           CON         5307           CON         5309           CON         5309           CON         1514 BON           CON         LOC	2,596	7,604	<u>FY201</u>						FY2021	<u>FY2022</u>	1,600 1,600 774	<u>FY2024</u>
CON LOC	CON         5307           CON         1516           CON         5309           CON         1516           CON         5307           CON         5307           CON         5307           CON         5307           CON         5309           CON         1514           CON         LOC           CON         5307           CON         5307	2,596	7,604	FY201						FY2021	<u>FY2022</u>	1,600 1,600 774	<u>FY2024</u> 2,000 2,000
	CON         5307           CON         1516           CON         5309           CON         1516           CON         5307           CON         5307           CON         5307           CON         5307           CON         5309           CON         1514 BON           CON         5307	2,596	7,604	FY201						FY2021	<u>FY2022</u>	1,600 1,600 774	<u>FY2024</u> 2,000 2,000 968
3,245 9,505 0 0 0 0 0 0 0 0 0 4,000 5,000	CON         5307           CON         1516           CON         5309           CON         1516           CON         5307           CON         5307           CON         5307           CON         5307           CON         5309           CON         1514 BON           CON         5307           CON         5307           CON         5307           CON         5307           CON         5307           CON         5309           CON         1514 BON           CON         1514 BON           CON         LOC	2,596	7,604	FY201						FY2021	<u>FY2022</u>	1,600 1,600 774	<u>FY2024</u> 2,000 2,000 968
	CON         5307           CON         1516           CON         5309           CON         1516           CON         5307           CON         5307           CON         5307           CON         5307           CON         5309           CON         1514 BON           CON         5307           CON         5307           CON         5307           CON         5307           CON         5307           CON         5309           CON         1514 BON           CON         1514 BON           CON         LOC	2,596	7,604 1,901	<u>FY201</u>						FY2021	<u>FY2022</u>	1,600 1,600 774 26	<u>FY2024</u> 2,000 2,000 968

Total FY2017-2020

Total FY2013-2016

12,750

9,000

Total FY2021-2024

0

Pennsylvania - Transit Program (Status: TIP)

**PROJECT MANAGER:** 

PLANNING AREA:

LIMITS System-wide

SEPTA MPMS# 77180

#### CMP: Not SOV Capacity Adding

This program is designed to bring transit and railroad facilities and vehicles to a state of good repair.

Currently programmed projects include:

- 69th Street Platform Improvements on the Norristown High Speed Line (NHSL) \$3 million (Prior years, FY 2013)
- I-95 PennDOT Route 15 Richmond Street Relocation Project \$2.7 million (Prior years, FY 2013)
- Airport Line Tie Renewal \$2.6 million (FY 2013)
- Berridge Bus Maintenance Facility Roof \$11.7 million (FY 2022)
- Broad St. Subway Continuous Welded Rail Renewal \$4.5 million (FY 2013-2014)
- Bus Lift Replacement Phases I & II \$7.2 million (FY2013-2014)
- Doylestown Line Catenary Replacement Program \$3.5 million (FY 2013-2014)
- Fern Rock Car House Roof Replacement \$4.5 million (FY 2014)
- Fire Suppression Replacement Engineering & Design \$300,000 (FY2013)
- Media / Elwyn Line Catenary Replacement Program \$9 million (FY 2013-2016)
- Norristown High Speed Lin (NHSL) Bridgeport Viaduct Tie Replacement \$10.7 million (FY2013)
- Railroad Grade Crossing Surface Renewal \$4.2 million (FY 2013-2015)
- Rt. 10 Lancaster Ave. Street Track Renewal \$2.7 million (FY 2013-2014)
- Rt. 11 Main St. Street Track Renewal \$3.2 million (FY 2013-2015)
- Rt. 15 Girard Ave. and Richmond Street Track Renewal \$3.8 million (FY 2015-2016)
- Rt. 102 Sharon Hill Line Street Track Renewal \$3.3 million (FY 2014-2016)
- Rt. 102 Grade Crossing Improvements (6 Locations) \$450,000 (FY2013)
- Transit Asset manadement System \$1.3 million (FY2013)
- Woodland Rail Shop Roof \$5.6 million (FY 2021)

Please refer to the Illustrative List of Unfunded Projects, MPMS #77180, for State of Good Repair projects that have been deferred from SEPTA's capital program due to funding constraints.

					٦	IP Pro	ogra	m Year	s (\$ 000	)				
Phase	<u> Fund</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2</u>	017	<u>FY2018</u>	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	FY2022	FY2023	<u>FY2024</u>
CAP	5307	9,096												
CAP	5339	2,957												
CAP	5309	3,670												
CAP	1514 BON	15,169												
CAP	1517	1,000												
CAP	LOC	473												
CAP	5307		5,861											
CAP	5339		2,600											
CAP	5337		3,680											
CAP	5309													
CAP	1514 BON		2,937											
CAP	LOC		98											
CAP	5307			5,350										
CAP	5309			1,600										
CAP	1514 BON			1,681										
CAP	LOC			56										
CAP	5307				2,400									
CAP	5309				1,600									
CAP	1514 BON				968									
CAP	LOC				32									
CAP	1517										5,600			
CAP	1517											11,700		

Final Version

SEPTA											
	32,365 15,176	8,687	5,000	0	0	0	0	5,600 11,700	0	0	
	Total FY2013-2016	61,22	28	Total FY201	17-2020	0		Total FY2021-2024	17,300		

#### MPMS# 77183 Transit and Regional Rail Station Program

LIMITS System-wide stations IMPROVEMENT Transit Improvements		No Let Date
MUNICIPALITIES: Various		AQ Code:M8
PLANNING AREA:		DOD: 3
	Not 001/ One onits Addition	

#### PROJECT MANAGER:

#### CMP: Not SOV Capacity Adding

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

Transit and Regional Rail Facilities that will be reconstructed or rehabilitated as part of this program include but are not limited to: -69th Street Transportation Center West End Terminal Rehabilitation - \$6,250,000 (FY2013) -23rd and Venango Streets Bus Loop Rehabilitation - \$1,700,000 (Using FY2012 Funds) -35th and Allegheny Streets Bus Loop Rehabilitation - \$450,000 (Using FY2012 Funds)

			1	IP Progra	am Year	s (\$ 000	)				
Phase         Fund           CAP         5309-C           CAP         1514 BON           CAP         LOC           CAP         5307           CAP         1514 BON	<u>FY2013</u> <u>FY201</u> 5,000 1,210 40 1,200 290		<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>
	10 6,250 1,500 Total FY2013-20	0	0 750	0 Total FY	0 2017-2020	0	0	0 Total FY	0 2021-2024	0	0

Pennsylvania - Transit Program (Status: TIP)

SEPTA		
MPMS# 87176	69th Street Intermodal Parking Garage	
LIMITS At 69th S	Street in Delaware County	No Let Date
IMPROVEMENT	Transit Improvements	
MUNICIPALITIES	: Upper Darby Township	AQ Code:FYN
PLANNING AREA	x: Developed Community	DOD: 5
PROJECT MANAG	GER: CMP:	
	les the design and phased construction of parking improvements at the 69th Street Transportation Cen enter is an intermodal transportation facility that serves as a terminus for SEPTA customers using the M	

SEPTA is using prior year funds to advance Phase I of the 69th Street Transportation Center Parking Facility project. The total budget for Phase I is \$7,761,575. Phase I includes construction of site improvements including an upgrade of the transformer substation area, replacement of a retaining wall, installation of a stormwater management system, repair of 60-inch stormwater main, and relocation of a sanitary line. Phase I includes engineering/design of the entire 69th Street Transportation Center Parking Facility project.

the Norristown High Speed Line, the Media-Sharon Hill Line and 17 SEPTA bus routes. The total project cost is \$30.2 million.

As a result of capital funding constraints, future phases of the project have been deferred in SEPTA's capital program until Fiscal Year 2023. Funding in the amount of \$17,000,000 is programmed in Fiscal Years 2023-2024. Additional funding in the amount of \$5,468,425 will be programmed in later fiscal years. Future phases (pending availability of capital funds) include the construction of a 425-space parking garage and improvements to pedestrian connections between the new garage and the existing building. The construction of this garage will provide for increased ridership on SEPTA routes serving the 69th Street Transportation Center. A portion of the new parking facilities will also serve retail customers during evenings and weekends.

				-	FIP Progra	am Year	s (\$ 000)					
Phase Fund	<u>FY2013</u>	FY2014	FY2015	FY2016	<u>FY2017</u>	FY2018	FY2019	<u>FY2020</u>	<u>FY2021</u>	FY2022	FY2023	FY2024
CAP 5307											4,000	
CAP 5309											4,000	
CAP 1514 BON											1,936	
CAP LOC											64	
CAP 5307												3,200
CAP 5309												2,400
CAP 1514 BON												1,355
CAP LOC												45
CAP LOC												
	0	0	0	0	0	0	0	0	0	0	10,000	7,000
	Total FY	2013-2016	i	0	Total FY	2017-2020		0	Total FY	2021-2024	17,0	000

Pennsylvania - Transit Program (Status: TIP)

#### SEPTA

#### MPMS# 90497 Infrastructure Safety and Renewal Program

LIMITS System-wide

**IMPROVEMENT** Transit Improvements

#### MUNICIPALITIES:

PLANNING AREA:

#### PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for the renovation, rehabilitation, or replacement of essential infrastructure and associated components of SEPTA's transit and railroad system. Projects to be funded include renovation/replacement of tracks, buildings and bridges, communications equipment and signals, and power equipment. SEPTA's ISRP projects are selected annually based on need. Projects to be advanced during FY 2013 include but are not limited to:

-Track/Right-of-Way: Trolley track work at 49th St. and Woodland Ave.; renew Trolley Route 34 track at several locations between 40th St. and 58th St. on Baltimore Ave., grade crossings at Edmonds Ave. and Berkley Ave. on the Route 102 Trolley Line; replace tie, resurface track, and perform brush cutting on the Norristown and Chestnut Hill West Regional Rail Lines; and replace curve worn rail at locations on the Market-Frankford and Trolley Lines.

-Regional Rail Line Station Facilities: Improvements (e.g. shelters, stairs, benches, floors, doors, windows, pathways, signage, sidewalks, drainage, tunnels, canopies, lighting, bicycle loops) to Norwood, Glenolden, Folcroft, Sharon Hill, Curtis Park and Darby Stations on Wilmington/Newark; renovate parking lot entrance at Glenolden; improve platforms at Warminster, 30th Street platform "A," and Fern Rock; replace tactile platform edging at Bethayres and Neshaminy Falls.

-Norristown High Speed Line reconstruction of Ardmore Avenue Station (replacement of platforms and shelters; new stairs and ramps from parking lot to the platforms; replacement of all electrical devices and lighting; and installation of new landscaping).

-Market-Frankford line: Replace roof and escalators at Spring Garden Station, and tactile platform edging at 15th St.

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

-Maintenance/Support Facilities: repair floor beam connections at Bridge #0.49 and #0.58 on the Regional Rail Main Line. Design bridge repairs for Bridge #13.10 on the Lansdale Regional Rail Line; improvements to Broad Street Line vent wells and emergency exits; overhaul Packer Ave., 5th St. and 44th St. Pump Rooms on Market-Frankford and Broad Street Lines; improve lighting on the Broad St. Line (tunnel), Olney Transportation Center and 40th St. Station on Market-Frankford; improvements to Frontier Depot and other bus and rail vehicle maintenance shops, including energy efficient shop lighting, fencing and paving repairs; renovate office, locker room, bathroom and other transit and vehicle maintenance crew areas at Victory, Germantown, Southern, Callowhill, Fern Rock and Comly Garages; rehabilitate catenary structure attachments on 9th St. Viaduct of the Regional Rail Norristown and Main Lines.

-Regional Rail Signals/Communications Systems: install standard communications infrastructure on Airport Line, and between Temple and Wayne Junction Stations on Main Line to complement SEPTA's Positive Train Control implementation; replace existing Audio Visual Public Address (AVPA) signs at platform and mezzanine levels of 30th St. Station with industry standard LED signs; refurbish public address control units at all passenger stations on the Doylestown Line.

-Rail Operations Control Center communication improvements

					1	IP Progra	am Year	s (\$ 000	)				
Phase	Fund	FY2013	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ERC	1514 BON	33,581											
ERC	LOC	1,119											
ERC	1514 BON		34,355										
ERC	LOC		1,145										
ERC	1514 BON			33,581									
ERC	LOC			1,119									
ERC	1514 BON				33,581								
ERC	LOC				1,119								
ERC	1514 BON					33,581							
ERC	LOC					1,119							
ERC	1514 BON						33,581						
ERC	LOC						1,119						
ERC	1514 BON							33,581					
ERC	LOC							1,119					
ERC	1514 BON								33,581				
ERC	LOC								1,119				

#### 10/9/2014



No Let Date

AQ Code:M9

Pennsylvania - Transit Program (Status: TIP)

SEPT	ГА												
ERC	1514 BON									33,581			
ERC	LOC									1,119			
ERC	1514 BON										33,581		
ERC	LOC										1,119		
ERC	1514 BON											33,581	
ERC	LOC											1,119	
ERC	1514 BON												33,581
ERC	LOC												1,119
		34,700	35,500	34,700	34,700	34,700	34,700	34,700	34,700	34,700	34,700	34,700	34,700
		Total FY	2013-2016	139,6	600	Total FY	2017-2020	138,8	00	Total FY	2021-2024	138,8	800

Pennsylvania - Transit Program (Status: TIP)

#### SEPTA

MPMS# 90512 SEPTA Bus Purchase Program

LIMITS System-wide

**IMPROVEMENT** Transit Improvements MUNICIPALITIES:

PLANNING AREA:

#### PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics including normal replacement of vehicles that have reached the end of their useful life. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for City Transit and Suburban service routes to 27-foot and 30-foot buses for contracted service routes. On March 22, 2012, SEPTA's Board awarded a contract for the 2012-2015 Bus Purchase Program. The 2012-2015 bus purchase program includes the purchase of approximately ninety 40-foot buses and one hundred fifty-five 60-foot buses to replace vehicles that have reached the end of their useful life. This program will replace the existing 60-foot bus fleet as follows: fifty-five buses in 2012, fifteen buses in 2013, forty-five buses in 2014 and forty buses in 2015. This program will replace ninety 40-foot buses in 2013.

The 2012-2015 Bus Purchase Program was structured with the option to purchase the 40-foot and 60-foot buses as hybrids (diesel-electric) or clean diesel in any given calendar year. SEPTA received supplemental Federal Transit Administration (FTA) discretionary funds that will allow the Authority to purchase of 60-foot hybrid buses in 2012 and 40-foot hybrid bus in 2013.

Operating hybrid (diesel/electric) buses enables SEPTA to significantly reduce engine exhaust emissions in the region and increase fuel efficiency. Hybrid buses reduce emissions in the following areas: carbon monoxide, nitrous oxide, hydrocarbons, particulate matter, and carbon dioxide. In addition to emission superiority, the hybrids have achieved greater gas mileage, superior brake lining and faster acceleration.

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

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

Funding for this program is also provided from MPMS #65109, FHWA Transit Flex to SEPTA.

State Bond funds programmed in MPMS #90512 in the amount of \$4.133 million each year will be applied as a state match for the flex funds programmed in MPMS# 65109.

		Т	IP Program Years (\$ 000)	
Phase Fund	<u>FY2013</u> FY2014 FY201	<u>5 FY2016</u>	<u>FY2017</u> FY2018 FY2019 FY2020	<u>FY2021 FY2022 FY2023 FY2024</u>
PUR 5339	2,645			
PUR 5307	14,752			
PUR 1514 BON	8,342			
PUR LOC	278			
PUR 5339	4,918			
PUR 5307	15,010			
PUR 5308	3,000			
PUR 1514 BON	9,680			
PUR LOC	323			
PUR 5307	11,87			
PUR 5339	5,52			
PUR 1514 BON	8,34			
PUR LOC	27			
PUR 5307		22,757		
PUR 1514 BON		9,639		
PUR LOC		321		
PUR 5307			13,621	
PUR 1514 BON			7,428	
PUR LOC			248	l II
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AQ Code:M10 DOD:

Pennsylvania - Transit Program (Status: TIP)

		Total FY	2013-2016	117,6	82	Total FY	2017-2020	107,8	68	Total FY	2021-2024	153,8	68
		26,017	32,931	26,017	32,717	21,297	21,137	32,717	32,717	32,717	32,717	44,137	44,297
PUR	LOC												396
PUR	1514 BON												11,880
PUR	5307												32,021
PUR	LOC											395	
PUR	1514 BON											11,849	
PUR	5307											31,893	
PUR	LOC										321		
PUR	1514 BON										9,639		
PUR	5307									521	22,757		
PUR	LOC									9,639 321			
PUR PUR	5307 1514 BON									22,757			
PUR	LOC								321	00 757			
PUR	1514 BON								9,639				
PUR	5307								22,757				
PUR	LOC							321					
PUR	1514 BON							9,639					
PUR	5307							22,757					
PUR	LOC						247						
PUR	1514 BON						7,397						
PUR	5307						13,493						

Pennsylvania - Transit Program (Status: TIP)

#### SEPTA

10/9/2014

MPMS# 95402 Bridge Improvement Program

LIMITS System-wide bridges

**IMPROVEMENT** Transit Improvements

MUNICIPALITIES:

PLANNING AREA:

#### PROJECT MANAGER:

#### CMP: Not SOV Capacity Adding

This program will restore SEPTA's bridges to a state of good repair. Currently programmed projects include but are not limited to:

- Chestnut Hill West Regional Rail Line - Bridge 0.35 replacement - \$5.5 million (FY 2019)

- Media Regional Rail Line – Crum Creek Viaduct replacement - \$59 million (FY 2020-2021)

- Media Regional Rail Line – Crum Creek Viaduct replacement Engineering & Design - \$500,000 (FY 2013)

- Media Regional Rail Line - Replacement of bridge timbers on three viaducts and painting - \$8.2 million (FY 2022)

- Norristown High Speed Line (NHSL) - Viaduct over Schuylkill River Rehab, Timbers/Cables and Painting - \$33.8 million (FY 2019-2020)

- Norristown High Speed Line - Bridge 0.15 replacement - \$13.5 million (FY 2021-2022)

- Regional Rail lines - Stone arch bridge rehabilitation - \$6 million (FY 2022-2023)

- Regional Rail lines - Stone arch bridge rehabilitation Engineering & Design - \$400,000 (FY 2013)

Please refer to the Illustrative List of Unfunded Projects, MPMS #95402, for bridge projects that have been deferred from SEPTA's capital program due to funding constraints.

Phase         Fund         FY2013         FY2014         FY2015         FY2016         FY2017         FY2019         FY2020         FY2021         FY2022         FY2023         FY2024           CAP         5307         720         6         720         6         720         <			Т	IP Program Years (\$ 000)	
CAP       5307       720       720         CAP       1514 BON       174       174         CAP       LOC       6       174         CAP       LOC       6       174         CAP       LOC       31       174         CAP       S307       31       19,188         CAP       5307       1       10,008         CAP       1514 BON       1       10,008         CAP       1514 BON       1       10,008         CAP       5307       1       1       10,008         CAP       5307       1       1       12,982         CAP       1514 BON       1       12,982       12,982         CAP       114 BON       1       12,377       12,377         CAP       5309       1       1       171         CAP       5307       1       1	Phase Fund	<u>FY2013</u> FY2014 FY	2015 <u>FY2016</u>	<u>FY2017 FY2018 FY2019 FY2020</u>	<u>FY2021 FY2022 FY2023 FY2024</u>
CAP       LOC       6         CAP       1514 BON       929         CAP       LOC       31         CAP       5307       1         CAP       5309       10,008         CAP       114 BON       19,188         CAP       5307       1       19,188         CAP       5307       1       10,008         CAP       5307       1       10,008         CAP       5307       1       10,008         CAP       5307       1       1         CAP       5307       1       1       12,982         CAP       5307       1       1       12,977         CAP       5307       1       1       12,377         CAP       5307       1       1       11,1         CAP       5307       1       1	CAP 5307				
CAP       1514 BON       929	CAP 1514 BON	174			
CAP       LOC       31       Image: Constraint of the constrai	CAP LOC	6			
CAP       5307       19,188       10,008         CAP       1514 BON       7,064       10,008         CAP       10,007       236       10,008         CAP       10,008       10,008       10,008         CAP       10,008       10,008       10,008         CAP       10,007       236       10,008         CAP       5307       10,008       10,008         CAP       5309       10,008       10,008         CAP       5309       10,008       10,008         CAP       10,008       10,008       10,008         CAP       5309       10,000       10,008         CAP       10,000       10,000       10,000         CAP       10,000       10,000	CAP 1514 BON	929			
CAP       5309       10,008       10,008         CAP       1514 BON       7,064       236         CAP       5307       9,560       9,560         CAP       5309       6,967       3,999         CAP       5307       12,346       12,982         CAP       5307       12,982       12,982         CAP       5309       12,982       12,982         CAP       5309       12,982       12,982         CAP       5309       12,982       12,982         CAP       1514 BON       12,982       12,982         CAP       1514 BON       12,982       8,305         CAP       5307       12,377       12,377         CAP       5307       12,377       12,377         CAP       5307       112,377       112,377         CAP       5307       112,377       112,377         CAP       5307       112,377       112,	CAP LOC	31			
CAP       1514 BON       7,064       1514 BON         CAP       5307       236       9,560         CAP       5309       6,967       6,967         CAP       1514 BON       21,346       12,982         CAP       5307       21,346       12,982         CAP       5309       12,982       8,305         CAP       5309       12,982       12,982         CAP       1514 BON       12,982       12,982         CAP       5309       12,982       8,305         CAP       1514 BON       12,982       12,982         CAP       5307       12,377       12,377         CAP       5307       12,377       12,377         CAP       5309       12,377       12,377         CAP       5309       12,377       12,377         CAP       5309       13,48       14,49         CAP       5309       14,490       171         CAP       5309       14,190       171         CAP       5307       171       171         CAP       5307       171       171         CAP       5307       171       171	CAP 5307			19,188	
CAP       LOC       236       9,560         CAP       5307       9,560       6,967         CAP       1514 BON       21,346       12,982         CAP       5307       12,982       8,305         CAP       5309       21,346       12,982         CAP       5309       21,346       12,982         CAP       5309       21,346       12,982         CAP       5309       21,346       12,982         CAP       1514 BON       277       8,305         CAP       5307       277       8,305         CAP       5307       21,346       12,377         CAP       5307       21,346       12,377         CAP       5307       277       8,305         CAP       5307       12,377       8,800         CAP       5307       12,377       8,800         CAP       1514 BON       171       171         CAP       5307       171       171         CAP       5307       171       171         CAP       1514 BON       171       171         CAP       1514 BON       171       171         CAP <td>CAP 5309</td> <td></td> <td></td> <td>10,008</td> <td></td>	CAP 5309			10,008	
CAP       5307       9,500       9,500         CAP       5309       6,967       3,999         CAP       1514 BON       21,346       12,982         CAP       5307       12,982       8,305         CAP       5309       12,982       8,305         CAP       5307       12,982       8,305         CAP       5307       12,982       8,305         CAP       1514 BON       12,982       8,305         CAP       5307       12,377       12,377         CAP       5307       12,377       8,800         CAP       5307       12,377       12,377         CAP       5309       12,377       8,800         CAP       5307       11,11       11,11         CAP       5307       11,11       11,11         CAP       134       11,11       11,11       11,11         CAP       1514 BON       10       0       0       0 <td>CAP 1514 BON</td> <td></td> <td></td> <td>7,064</td> <td></td>	CAP 1514 BON			7,064	
CAP       5309       5309       6,967         CAP       1514 BON       3,999       3399         CAP       5307       133       133         CAP       5309       12,982       12,982         CAP       1514 BON       12,982       8,305         CAP       1514 BON       12,982       8,305         CAP       5307       12,377       12,377         CAP       5307       12,377       12,377         CAP       5309       12,377       8,800         CAP       5309       17,1       17,1         CAP       5307       17,1       17,1         CAP       15,	CAP LOC			236	
CAP       1514 BON       3,999       133         CAP       5307       21,346       21,346         CAP       5309       12,982       8,305         CAP       1514 BON       277       12,377         CAP       5307       12,377       12,377         CAP       5309       12,377       8,800         CAP       5309       12,377       12,377         CAP       5309       12,377       12,377         CAP       5309       12,377       8,800         CAP       5309       12,377       11,71         CAP       5307       17,1       17,1         CAP       514 BON       15,14 BON       17,1       17,1         CAP       1514 BON       15,14 BON       17,1       14,14,14         CAP       1514 BON       15,123       14,14,14       14,14,14         CAP       15	CAP 5307			9,560	
CAP       LOC       133       21,346       12,982         CAP       5309       12,982       12,982       12,982         CAP       1514 BON       277       277         CAP       5307       12,377       8,800         CAP       5309       12,377       8,800         CAP       5309       12,377       8,800         CAP       5309       12,377       8,800         CAP       1514 BON       12,377       8,800         CAP       1514 BON       171       171         CAP       1514 BON       171       171         CAP       5307       171       171         CAP       1514 BON       171       171         CAP       1514 BON       1514 BON       171       171         CAP       1514 BON       1514 BON       171       171       171         CAP       1514 BON	CAP 5309			6,967	
CAP       5307       21,346         CAP       5309       12,982         CAP       1514 BON       8,305         CAP       LOC       277         CAP       5309       12,377         CAP       5307       12,377         CAP       5309       5,123         CAP       1514 BON       5,123         CAP       171       171         CAP       5307       171         CAP       5307       171         CAP       1514 BON       171         CAP       10       0       0         CAP       10       0       0         CAP       12,910 26,471       0       0					
CAP       5309       12,982         CAP       1514 BON       8,305         CAP       LOC       2777         CAP       5309       12,377         CAP       5309       171         CAP       171       171         CAP       5307       171         CAP       5307       171         CAP       5307       171         CAP       1514 BON       171         CAP       171       171         T       171       171         T       171	CAP LOC			133	
CAP       1514 BON       8,305         CAP       LOC       277         CAP       5307       12,377         CAP       5309       12,377         CAP       1514 BON       5309         CAP       1514 BON       1514 BON         CAP       5307       171         CAP       171       171         CAP       5307       1514 BON         CAP       5307       1514 BON         CAP       1514 BON       171         CAP       1514 BON       171         CAP       1514 BON       171         CAP       1514 BON       160         CAP       1514 BON       171         CAP       1514 BON       171         CAP       100       0       0       36,496       20,659       42,910       26,471       0       0					21,346
CAP       LOC       277         CAP       5307       12,377         CAP       5309       12,377         CAP       12,377       8,800         CAP       1514 BON       5,123         CAP       5307       171         CAP       5307       171         CAP       5307       171         CAP       5307       171         CAP       1514 BON       171         CAP       1514 BON       171         CAP       1514 BON       160         CAP       1514 BON       171         CAP       10       0       0         0       0       0       36,496       20,659         42,910       26,471       0       0	CAP 5309				12,982
CAP       5307       12,377         CAP       5309       1514 BON         CAP       1514 BON       5,123         CAP       507       171         CAP       5307       171         CAP       5307       171         CAP       1514 BON       171         CAP       1514 BON       171         CAP       1514 BON       171         CAP       1514 BON       171         CAP       10       0         0       0       0         0       0       0	CAP 1514 BON				8,305
CAP       5309       6       8,800         CAP       1514 BON       5,123         CAP       LOC       171         CAP       5307       171         CAP       1514 BON       171         CAP       1514 BON       171         CAP       1514 BON       171         CAP       1514 BON       171         CAP       10       0       0         1514 BON       10       10       10         CAP       10       0       0         1514 BON       10       0       0         1514 BON       10       10       0         1514 BON       10       10       10         1514 BON	CAP LOC				277
CAP       1514 BON       5,123         CAP       LOC       171         CAP       5307       171         CAP       1514 BON       171         CAP       1514 BON       171         CAP       100       0       0       0       0       0         900       960       0					
CAP       LOC       171         CAP       5307       1514 BON         CAP       1514 BON         CAP       LOC         900       960       0       0       36,496       20,659       42,910       26,471       0       0	CAP 5309				
CAP         5307           CAP         1514 BON           CAP         LOC           900         960         0         0         36,496         20,659         42,910         26,471         0         0					5,123
CAP         1514 BON         CAP         CAP         DOC         DOC <thdoc< th="">         DOC         DOC         <thdoc<< td=""><td>CAP LOC</td><td></td><td></td><td></td><td>171</td></thdoc<<></thdoc<>	CAP LOC				171
CAP         LOC         900         960         0         0         36,496         20,659         42,910         26,471         0         0	CAP 5307				
900 960 0 0 0 0 36,496 20,659 42,910 26,471 0 0					
	CAP LOC				
Total FY2013-2016 1,860 Total FY2017-2020 57,155 Total FY2021-2024 69,381		900 960	0 0	0 0 36,496 20,659	42,910 26,471 0 0
		Total FY2013-2016	1,860	Total FY2017-2020 57,155	Total FY2021-2024 69,381

**Final Version** 

No Let Date

AQ Code:M9

Pennsylvania - Transit Program (Status: TIP)

#### SEPTA

#### MPMS# 98235 West Trenton Line Separation Project

LIMITS Woodbourne, PA to West Trenton NJ IMPROVEMENT Transit Improvements MUNICIPALITIES: Various

PLANNING AREA:

#### PROJECT MANAGER:

#### CMP: Not SOV Capacity Adding

This project, which is in partnership with CSX Transportation, will separate SEPTA passenger rail and CSX freight rail operations along a sixmile portion of track owned by CSX between the Woodbourne, Pennsylvania and West Trenton, New Jersey Stations.

The project will also permit SEPTA to fully implement Positive Train Control (PTC), the signal-based rail safety system.

TIGER V Grant: \$10,000,000 CSX Contribution: \$7,223,000

Phase	Fund	FY2013	FY2014	FY2015	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	FY2019	<u>FY2020</u>	<u>FY2021</u>	FY2022	FY2023	FY2024
CAP	TIGER-T		10,000										
CAP	5307												
CAP	CSX		7,223										
CAP	1517		2,500										
CAP	1514 BON		12,848										
CAP	LOC		429										
CAP	5307			3,640									
CAP	1517			1,500									
CAP	1514 BON			3,530									
CAP	LOC			117									
		0	33,000	8,787	0	0	0	0	0	0	0	0	0
		Total FY2	013-2016	41,7	787	Total FY2	2017-2020		0	Total FY	2021-2024	Ļ	0

Total For	2013 2014	2015 2	2016 2013-2016	2017-2020	2021-2024
	2013 2014	2013 2	2013-2010	2017-2020	2021-2024
SEPTA	\$385,972 \$398,358	\$350,652 \$343	\$,453 \$1,478,435	\$1,378,199	\$1,372,574

No Let Date

AQ Code:M9

Pennsylvania - Transit Program (Status: TIP)

Various			
MPMS# 97474	John Heinz Nat	onal Wildlife Refuge Cyclist and Pedestrian Access Stud	dy
LIMITS			No Let Date
IMPROVEMENT	Transit Improvemer	ts	
MUNICIPALITIES	S: Philadelphia City;	Finicum Township	AQ Code:A2
PLANNING AREA	A: Core City; Develo	oed Community	DOD:
PROJECT MANA	AGER: CAC	CMP:	
distinct focus area SEPTA Eastwick	as adjacent to the Jo Station Link in Philad	I S. Sarbanes Transit in Parks program and is to support bicy hn Heinz National Wildlife Refuge (JHNWR): 1.)The 84th Str lelphia, PA;3).The Pennsylvania Route 420 Crossing in Tinico Trolley bed in Philadelphia, PA and Tinicum Township, Delay	reet Crossing in Philadelphia, PA; 2.)The cum Township, Delaware County, PA; and
		retaining a design and engineering consultant to create a se National Wildlife Refuge. Design and engineering activity for	51 5

Clean Air Council will take the lead on retaining a design and engineering consultant to create a set of detailed design plans for bicycle and pedestrian connections to John Heinz National Wildlife Refuge. Design and engineering activity for this project will require coordination with the Pennsylvania Department of Transportation, the John Heinz National Wildlife Refuge, local governments, and others with interests.

The John Heinz National Wildlife Refuge is an important destination along and component of the East Coast Greenway, a proposed multi-use trail running from Maine to Florida. Improved access to The Refuge will assist in the creation of an uninterrupted route fro pedestrians and cyclists through busy and congested areas in this area.

TIP Program Years (\$ 000)												
<u>Phase</u> <u>Fund</u> STUD 5320	<u>FY2013</u>	<u>FY2014</u> 447	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>
	0 Total FY2	447 013-2016	0	0 447	0 Total FY:	0 2017-2020	0	0	0 Total FY	0 2021-2024	0	0

Total For	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
	2013	2014	2013	2010	2013-2010	2017-2020	2021-2024
Various	\$0	\$447	\$0	\$0	\$447	\$O	\$O