

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 15407 Villanova Intermodal Station SR:0030

LIMITS: Villanova Station in Delaware County

No Let Date

IMPROVEMENT Transit Improvements

NHPP: Y

MUNICIPALITIES: Radnor Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 13

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2C, 7B

This project will modernize Villanova Station on the Paoli/Thorndale Regional Rail Line, making the station fully ADA accessible, and will advance in phases. Phase 1 improved station accessibility and included construction of a new, wider pedestrian tunnel with access ramps and stairs, additional parking spaces, stormwater management improvements, new signage, lighting, and passenger amenities. Phase 2 will make the station fully ADA accessible and includes full length high-level platforms, new canopies, station building improvements, passenger shelters, security improvements and passenger amenities.

The total project cost is \$32.24M. Funding is programmed as follows: Prior year funds in the amount of \$21.52M, and \$10.72M in FY 2024 and FY 2025.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
ERC	1514				3,787									
ERC	LOC				126									
ERC	1514					6,587								
ERC	LOC					219								
		0	0	0	3,913	6,806	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			<b>3,913</b>	<b>Total FY2025-2028</b>			<b>6,806</b>	<b>Total FY2029-2032</b>				<b>0</b>

# DVRPC FY2021-2024 TIP for PA

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 59966 Capital Asset Lease Program

Return

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

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, 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 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 in accordance with the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CAL	CARES	59,166											
CAL	1514	908											
CAL	LOC	30											
CAL	5307			16,000									
CAL	5337			16,915									
CAL	1514			29,370									
CAL	LOC			1,495									
CAL	5337				28,661								
CAL	5307				15,517								
CAL	1514				20,824								
CAL	LOC				694								
CAL	5307					8,317							
CAL	5337					44,918							
CAL	1514					13,969							
CAL	LOC					466							
CAL	5307						8,317						
CAL	5337						44,915						
CAL	1514						15,952						
CAL	LOC						532						
CAL	5337							56,517					
CAL	1514							14,815					
CAL	LOC							494					
CAL	5337								58,213				
CAL	1514								15,264				
CAL	LOC								509				
CAL	5337									59,959			
CAL	1514									15,729			
CAL	LOC									524			
CAL	5337										61,758		
CAL	1514										16,206		
CAL	LOC										540		
CAL	5337											63,611	
CAL	1514											16,697	
CAL	LOC											557	
CAL	5337												65,519
CAL	1514												17,204
CAL	LOC												573

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## SEPTA

60,104	0	63,780	65,696	67,670	69,716	71,826	73,986	76,212	78,504	80,865	83,296
Total FY2021-2024		189,580		Total FY2025-2028		283,198		Total FY2029-2032		318,877	

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 59973 Utility Fleet Renewal Program - Non Revenue Vehicles

Return

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M2

PLAN CENTER:

IPD:

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. 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 upon the vehicle's age, condition and usage within the Authority.

The utility fleet comprises the following types of vehicles and equipment:

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

In addition to regular utility fleet program, SEPTA is implementing the following non-revenue fleet renewal projects:

-Driving PA Forward – Class 8 Truck and Transit Bus Grant Program: This project will replace five (5) utility fleet vehicles, funded via Pennsylvania's share of the Volkswagen Environmental Mitigation Trust. The new vehicles will help improve air quality and reduce diesel emissions.

-Work train locomotives to replace three (3) diesel-electric locomotives manufactured in 1954 and 1992. The project will preserve SEPTA's work train locomotive fleet, which is critical to maintaining SEPTA's Regional Rail network, while also providing local and regional air quality benefits. The new vehicles will provide a 90 percent reduction in harmful emissions as compared to the existing vehicles. This project was awarded \$3.8M CMAQ funding through the FY2019 DVRPC Competitive CMAQ Grant Program. Funds will be flexed at the appropriate time.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PUR	1514	6,895											
PUR	LOC	230											
PUR	1514		6,774										
PUR	LOC		226										
PUR	1514			6,774									
PUR	LOC			226									
PUR	1514				6,774								
PUR	LOC				226								
PUR	1514					6,774							
PUR	LOC					226							
PUR	1514						6,774						
PUR	LOC						226						
PUR	1514							6,774					
PUR	LOC							226					
PUR	1514								6,774				
PUR	LOC								226				
PUR	1514									7,742			
PUR	LOC									258			
PUR	1514										7,742		
PUR	LOC										258		
PUR	1514											7,742	
PUR	LOC											258	
PUR	1514												7,742
PUR	LOC												258

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## SEPTA

7,125	7,000	7,000	7,000	7,000	7,000	7,000	7,000	8,000	8,000	8,000	8,000
Total FY2021-2024			28,125	Total FY2025-2028			28,000	Total FY2029-2032		32,000	

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 60275 Debt Service

Return

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Capital funds will provide for debt service and costs related to the issuance of bonds, notes, and other indebtedness incurred by SEPTA for the following debt service payments:

#### Payments on Capital Grant Receipts Bonds, Series 2011/2017 (Prior Years - FY2028)

Acquisition of 120 Silver liner V Regional Rail Cars - These electric multiple-unit (EMU) cars have replaced the Silverliner II and III rail cars, and provided additional cars to supplement the regional rail car fleet in response to ridership growth. Vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations. The cars have enhanced passenger amenities, such as larger windows, wider aisles, a state-of-the-art climate control system, and an enhanced seating arrangement with more two-passenger seating. The cars have electronic exterior and interior destination signs, voice announcement of train destination and upcoming station stops, interior video display monitors and the capability for SEPTA's Control Center to broadcast messages directly to train passengers. These cars are equipped with on-board video surveillance and automatic passenger counting systems. The total cost for this project of \$325.7 million is funded through a combination of grants and capital financing.

Rehabilitation of the Wayne Junction Intermodal Facility - The Wayne Junction Intermodal Facility was originally constructed at the turn of the 20th Century. This project provided for restoring the station's historic integrity while modernizing its structure to provide a more accessible and environmentally friendly facility for local residents. The project provided for the enhancement of passenger amenities such as lighting, signage, shelters, audio and visual public announcement system, windscreens, benches, HVAC systems, and sanitary systems. Structural improvements included station building rehabilitation and ADA accessibility modifications, such as high level platforms, elevators, stairway renovations, passenger tunnel improvements, new canopies and shelters. The total project cost of \$31.5 million is funded through a Federal Transit Administration Bus and Bus Facilities Livability Grant and capital financing.

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

#### Payments on Converted Indexed Rate Revenue Refunding Bonds, Series 2007 (Prior Years - FY2027)

On December 18, 2012, the Authority converted the Variable Rate Revenue Refunding Bonds, Series 2007, from the Daily Rate Mode to the Indexed Rate Mode. Proceeds from the Variable Rate Revenue Refunding Bonds, Series 2007 were used to refund the Special Revenue Bonds, Series 1997, which provided funds for the buyout of leases on Bombardier Regional Rail Cars, General Motors Locomotives and Frazer Regional Rail Car Maintenance Shop and for other capital improvement projects, including the Market-Frankford Line car acquisition, Broad Street Line cable replacement, Frazer Yard interlocking construction and Market-Frankford Line infrastructure improvements

#### Payments on Fixed Rate Revenue Refunding Bonds, Series 2010/2017 (Prior Years - FY2027)

Proceeds from the Fixed Rate Revenue Refunding Bonds ("Series 2010 Bonds") were used to refund the Special Revenue Bonds, Series 1999, which provided funds for the Market-Frankford Line cars, various capital improvement projects, and partial refunding of Series 1995A Bonds. In October 2017, the Authority advance refunded a portion of the Series 2010 Bonds to reduce future debt service payments. In December 2019, the Authority refunded a portion of the Series 2010 bonds to further reduce future debt service payments. The final maturity of the Series 2017 and 2019 bonds was unchanged from the Series 2010 bonds.

#### Capital Financing- EB5 Loan (Prior Years - FY2044)

In January 2016, SEPTA entered into a loan agreement with the Delaware Valley Regional Center (DVRC) pursuant to the Employment Based Immigration-5th Preference (EB-5) Program administered by United States Citizenship and Immigration Services (USCIS). The loan was made available to SEPTA over a period of several years and was used to partially fund the acquisition of electric locomotives, expansion of Frazer Yard, and substation rehabilitation projects. The loan comprises a 5-year interest-only period with an option that provides SEPTA the ability to extend the loan for an additional period of 20 years.

#### Capital Financing - Other

SEPTA anticipates utilizing short and/or long-term borrowings to advance various capital projects during Fiscal Years 2020 through 2022. The other financing may take the form of additional borrowings under the EB-5 Loan Program, Grant Anticipation Notes (GANs), or other short term financing tools. Projects to be funded under this program may include vehicle purchases and infrastructure improvements, depending upon cash flow requirements. There are currently no outstanding obligations under this program and the actual amount of borrowing is subject to change.

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## SEPTA

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
DS	5337	12,371											
DS	5307	8,080											
DS	PTAF 44	24,058											
DS	1514	9,535											
DS	LOC	1,146											
DS	5307		8,080										
DS	5337		12,372										
DS	PTAF 44		11,723										
DS	1514		4,948										
DS	LOC		572										
DS	5337			12,377									
DS	5307			9,200									
DS	PTAF 44			11,728									
DS	1514			27,883									
DS	LOC			1,333									
DS	5307				9,200								
DS	5337				12,375								
DS	PTAF 44				11,730								
DS	1514				27,478								
DS	LOC				1,319								
DS	5307					9,200							
DS	5337					12,374							
DS	PTAF 44					11,724							
DS	1514					27,478							
DS	LOC					1,320							
DS	5337						12,377						
DS	5307						9,200						
DS	PTAF 44						11,727						
DS	1514						27,479						
DS	LOC						1,320						
DS	5307							9,200					
DS	5337							12,374					
DS	PTAF 44							10,516					
DS	1514							27,478					
DS	LOC							1,278					
DS	5337								12,373				
DS	5307								9,200				
DS	1514								27,478				
DS	LOC								915				
DS	5307									9,200			
DS	1514									24,484			
DS	LOC									816			
DS	5307										9,200		
DS	1514										24,484		
DS	LOC										816		
DS	5307											9,200	
DS	1514											24,484	
DS	LOC											816	
DS	1514												22,258
DS	LOC												742

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

55,190	37,695	62,521	62,102	62,096	62,103	60,846	49,966	34,500	34,500	34,500	23,000
Total FY2021-2024		217,508		Total FY2025-2028		235,011		Total FY2029-2032		126,500	

MPMS# 60317 Federal Preventive Maintenance

Return

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Federal Preventive Maintenance provides for 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.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
OP	5337												
OP	CARES	45,250											
OP	LOC												
OP	5337												
OP	ARP		45,250										
OP	LOC												
OP	5337			36,200									
OP	LOC			9,050									
OP	5337				36,200								
OP	LOC				9,050								
OP	5337					36,200							
OP	LOC					9,050							
OP	5337						36,200						
OP	LOC						9,050						
OP	5337							36,200					
OP	LOC							9,050					
OP	5337								36,200				
OP	LOC								9,050				
OP	5337									36,200			
OP	LOC									9,050			
OP	5337										36,200		
OP	LOC										9,050		
OP	5337											36,200	
OP	LOC											9,050	
		45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250
		Total FY2021-2024		181,000		Total FY2025-2028		181,000		Total FY2029-2032		181,000	

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

**MPMS# 60335**      **City Hall / 15th Street Stations**

**LIMITS:** City Hall / 15th Street Station in Philadelphia

No Let Date

**IMPROVEMENT** Transit Improvements

**NHPP:**

MRPID:AD

**MUNICIPALITIES:** Center City Philadelphia

**FC:**

AQ Code:M8

**PLAN CENTER:** Metropolitan Center

IPD: 14

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 10A, 14A

Rehabilitation of City Hall Station on the Broad Street Line and 15th Street Station on the Market-Frankford Line to make the stations fully ADA accessible; bring the stations to a state of good repair; improve customer use, safety and security; and reduce heavy maintenance costs. Specifically, the project will:

- 1) Provide full access for riders with disabilities through fourteen new elevators and ramps to all levels of both stations, new and wider ramped corridors connecting the stations, and new accessible fare line gates;
- 2) Improve passenger flow with new and reconfigured fare lines outfitted for the new SEPTA Key program, new and wider stairs and railings, and more open areas in the 15th Street Mezzanine and on the platforms;
- 3) Update station interiors and systems including new architectural finishes, new signs, Art-in-Transit, new seating and other amenities, new lighting and public address systems, new updated fire alarm system, closed-circuit TV and security systems; and,
- 4) Provide structural repairs and upgrades, mechanical and natural ventilation and improvements to prevent/intercept water infiltration and inflow, new fire suppression systems and new employee restrooms.

The City Hall / 15th Street Stations project has been divided into the following phases:

- Dilworth Park Phase (complete): Included work to prepare for the park's construction by the Center City District (CCD); construction of the new station entrance outside the west portal of City Hall; and five new elevators connecting street level to the rebuilt fare lines and 15th Street Station and the eastbound trolley platform.
- 15th Street Station (complete): Five new elevators for 15th Street Station connecting street level to MFL and trolley platforms and overall interior renovations and upgrades to station finishes, platforms, lighting, fare lines, security system and accessibility improvements.
- Interlocking Reconfiguration: Modification of the interlocking at Fairmount to allow for track outages necessary for City Hall underpinning and station construction.
- Inter-Station Connections and City Hall Station structural work (underpinnings): New and widened corridors with ramps, improved ventilation structures, platform wall openings, and new elevator shaftways from the City Hall Station mezzanines to the platforms.
- City Hall Station: Upgrades within City Hall Station including fitting out the elevator shaftways with elevators to complete ADA compliance and new or renovated platforms, stairs, lighting and amenities.

The total project cost is \$146.47M. Funding is programmed as follows: Prior year funds in the amount of \$77.93M, and \$68.54M in FY 2021 through 2028.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	1514	1,839											
ERC	LOC	61											
ERC	1514			1,936									
ERC	LOC			64									
ERC	1514				5,163								
ERC	LOC				172								
ERC	1514					10,645							
ERC	LOC					355							
ERC	1514						14,521						
ERC	LOC						484						
ERC	1514							20,880					
ERC	LOC							696					
ERC	1514								9,758				
ERC	LOC								325				

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### SEPTA

1,900	0	2,000	5,335	11,000	15,005	21,576	10,083	0	0	0	0
Total FY2021-2024		9,235		Total FY2025-2028		57,664		Total FY2029-2032		0	

MPMS# 60540 *Parking Improvements*

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:2035M

PLAN CENTER: Town Center

IPD: 24

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program will provide for the construction, renovation, and expansion of SEPTA's parking facilities.

Due to reduced ridership resulting from the COVID-19 pandemic, SEPTA will re-evaluate its station parking projects. At a time in the future when ridership levels begin to increase, SEPTA will revisit the schedule for this phase of the project. SEPTA is removing from the TIP and deferring the Ardmore, Exton, Paoli, Noble, Gwynedd Valley, Fern Rock, Philmont, Ivy Ridge, and Secane Stations, and the 69th Street Transportation Center. These projects are included in the Connections 2050 Vision Plan (unfunded).

\*Prior Year funds in the amount of \$27.17M have been committed to the Conshohocken Station Parking Garage. \$8M of FHWA CMAQ Flex funding is programmed in FY 2023 of MPMS #111005 to fully fund the project. The requisite local match (\$2M) is programmed in FY2023 of this program.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	CAQ	2,000											
ERC	5307												
ERC	1514	15,359											
ERC	LOC	513											
ERC	5307		12,000										
ERC	5307		3,000										
ERC	1514		15,527										
ERC	LOC		517										
ERC	1514			3,668									
ERC	LOC			122									
		17,872	31,044	3,790	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		52,706		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 60574 Paoli Transportation Center

LIMITS: Paoli Transportation Center in Chester County

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MRPID:E

MUNICIPALITIES: Tredyffrin Township

FC:

AQ Code:2035M

PLAN CENTER: Town Center

IPD: 19

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides for the engineering and construction of a new multimodal transportation center in Paoli, Chester County. The new facility is located on the SEPTA Paoli/Thorndale Regional Rail Line and Amtrak's Harrisburg Line. Connecting services include Bus Routes 92, 106, 204, and 206. SEPTA partnered with PennDOT and Amtrak to advance this project.

The project will be advanced in two phases. Phase 1, completed in September 2019, made the existing station ADA accessible. This phase included construction of a pedestrian overpass with elevators linking inbound and outbound station parking lots as well as a new full length high-level center platform. The outbound parking areas were reconfigured and pedestrian sidewalks and crosswalks, provided throughout the station area.

A companion PennDOT project will consist of the extension of Darby Road over the railroad, including a new bridge connecting to the station, and the removal of the North Valley Road bridge. The companion project must be completed prior to Phase 2 construction.

Phase 2 includes an intermodal station complex complete with an additional high-level platform on the outbound side, passenger amenities, enhanced bus facilities, and a 600-plus space commuter parking garage. This phase will be advanced pending identification of a funding source. The estimated cost is \$50.28M.

The total project cost (Phases 1 & 2) is \$92.22M. Funding is programmed as follows: Prior year funds in the amount of \$41.94M, and \$5M in FY 2031 through 2032.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
ERC	5307											22,226			
ERC	1514											5,377			
ERC	LOC											179			
ERC	5307												18,000		
ERC	1514												4,355		
ERC	LOC												145		
		0	0	0	0	0	0	0	0	0	0	27,782	22,500		
		Total FY2021-2024				0	Total FY2025-2028				0	Total FY2029-2032			50,282

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## SEPTA

MPMS# 60582 *Vehicle Overhaul Program*

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M3

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA's Vehicle Overhaul Program (VOH) provides for the systematic replacement or upgrade of systems on SEPTA's rolling stock. Vehicles are scheduled for overhauls during their service lives based on vehicle type. A vehicle must receive periodic overhauls if it is to optimize performance throughout its useful service life. Prudent fleet management requires a program of preventive maintenance for optimal fleet reliability, service quality, efficient performance, and passenger comfort. Advanced scheduling of vehicle preventive maintenance 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. Campaigns address both critical items and vehicle equipment upgrades and modifications, which are accomplished on a fleet-wide basis. The Vehicle Overhaul Program will allow SEPTA to continue its overhaul of rolling stock, thus ensuring continued safe and reliable service.

Additionally, this program includes \$6M (FY2021-FY2022) to support the installation of Automatic Passenger Counters (APCs) on the bus, trolley, and Norristown High Speed Line fleets. APCs will provide SEPTA with accurate, reliable, and consistent data for stop level ridership, passenger loads, running time, on time performance, and speed.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CAP	CARES	13,950											
CAP	5337	35,451											
CAP	5307	12,839											
CAP	1514	19,777											
CAP	LOC	659											
CAP	5307		12,000										
CAP	5337		28,000										
CAP	CRRSSA		27,795										
CAP	1514		9,677										
CAP	LOC		323										
CAP	5307			22,835									
CAP	5337			28,000									
CAP	1514			29,667									
CAP	LOC			2,849									
CAP	5307				22,457								
CAP	5337				30,480								
CAP	1514				30,765								
CAP	LOC				2,025								
CAP	5307					23,417							
CAP	5337					28,000							
CAP	1514					29,077							
CAP	LOC					1,969							
CAP	5307						23,417						
CAP	5337						28,000						
CAP	1514						29,825						
CAP	LOC						1,994						
CAP	5337							16,401					
CAP	5307							19,733					
CAP	1514							46,322					
CAP	LOC							2,544					
CAP	5307								19,734				
CAP	5337								14,706				
CAP	1514								47,963				

# DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

<b>SEPTA</b>													
CAP	LOC											2,598	
CAP	5307											19,733	
CAP	5337											25,333	
CAP	1514											38,646	
CAP	LOC											2,288	
CAP	5307											19,734	
CAP	5337											23,534	
CAP	1514											41,354	
CAP	LOC											2,378	
CAP	5307											15,072	
CAP	5337											21,681	
CAP	1514											48,627	
CAP	LOC											2,620	
CAP	5307											7,370	
CAP	5337											19,773	
CAP	1514											57,926	
CAP	LOC											2,930	
		<b>82,676</b>	<b>77,795</b>	<b>83,351</b>	<b>85,727</b>	<b>82,463</b>	<b>83,236</b>	<b>85,000</b>	<b>85,001</b>	<b>86,000</b>	<b>87,000</b>	<b>88,000</b>	<b>87,999</b>
		<b>Total FY2021-2024</b>	<b>329,549</b>			<b>Total FY2025-2028</b>	<b>335,700</b>			<b>Total FY2029-2032</b>	<b>348,999</b>		

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 60599 Paratransit Vehicle Purchase

Return

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides for the acquisition of revenue vehicles for SEPTA's Paratransit and Shared Ride operations, known as Customized Community Transportation (CCT). 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.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PUR	5307		8,000										
PUR	1514		1,935										
PUR	LOC		65										
PUR	5307			5,600									
PUR	1514			1,355									
PUR	LOC			45									
PUR	5307				5,600								
PUR	1514				1,355								
PUR	LOC				45								
PUR	5307					5,600							
PUR	1514					1,355							
PUR	LOC					45							
PUR	5307						5,600						
PUR	1514						1,355						
PUR	LOC						45						
PUR	5307							5,600					
PUR	1514							1,355					
PUR	LOC							45					
PUR	5307								5,600				
PUR	1514								1,355				
PUR	LOC								45				
PUR	5307									5,600			
PUR	1514									1,355			
PUR	LOC									45			
PUR	5307										5,600		
PUR	1514										1,355		
PUR	LOC										45		
PUR	5307											5,600	
PUR	1514											1,355	
PUR	LOC											45	
PUR	5307												5,600
PUR	1514												1,355
PUR	LOC												45
		0	10,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000
		<b>Total FY2021-2024</b>		<b>24,000</b>		<b>Total FY2025-2028</b>		<b>28,000</b>		<b>Total FY2029-2032</b>		<b>28,000</b>	

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

**MPMS# 60611**      **SEPTA Key (Fare Collection System/New Payment Technologies)**      **Return**  
**LIMITS:** System-wide      No Let Date  
**IMPROVEMENT** Transit Improvements      **NHPP:**      MRPID:B  
**MUNICIPALITIES:** Various      **FC:**      AQ Code:M5  
**PLAN CENTER:**      IPD:  
**PROJECT MANAGER:**      **CMP:** Not SOV Capacity Adding

The SEPTA Key (New Payment Technologies) Project is modernizing SEPTA's antiquated fare payment and collection system by replacing it with a system that utilizes contactless payment devices and readers. New Fare Kiosks located in stations and other terminal locations will improve customer convenience for fare instrument purchases. Key Cards will also be widely available in retail establishments throughout the SEPTA service area and will be reloadable: 1) at Fare Kiosks or ticket offices; 2) automatically through an account with SEPTA; or 3) through an on-line transaction or the Call Center.

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

SEPTA Key deployment is substantially complete for Transit services (Bus, Trolley, Trackless Trolley and High Speed Lines). Regional Rail phased roll-out is underway with Trailpasses in service. Railroad deployment will continue through 2020 with Travel Wallet, conductor sales, and other features and products. CCT development is underway with deployment starting in 2020. Upcoming Key features include: upgraded Key Card readers, mobile ticketing and open payment/ mobile wallets.

Companion projects supporting the SEPTA Key project include: bus and trolley farebox upgrade; Market-Frankford Line and Broad Street Line fiber optics improvements; electrical support for new fare lines at five Center City Regional Rail stations (Temple University, Jefferson Station, Suburban Station, 30th Street Station and Penn Medicine Station); Broad Street Line, Market-Frankford Line and Trolley station fare line improvements; zone offices to monitor fare lines and assist passengers; control modifications for elevators; Railroad station waiting room security; provision of power to Railroad Parking Payment Stations; and 30th Street Railroad Station ticket office/vendor relocations. These SEPTA Key companion projects are necessary to provide enhanced customer service and achieve cost efficiencies and revenue enhancements. Most of this work is complete or nearing completion.

Proposed future funding will ensure SEPTA Key technology remains up-to-date are included in the Safety and Security Technology Upgrades project within the Safety & Security Program.

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

The total project cost is \$302.30M. Funding is programmed as follows: Prior year funds in the amount of \$253.01M and \$49.29M in FY 2021-2023.

Project status updates are available online at <http://www.septa.org/key/>.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CAP	5337	22,746												
CAP	1514	5,503												
CAP	LOC	185												
CAP	5337		8,000											
CAP	1514		1,936											
CAP	LOC		65											
CAP	1514			9,244										
CAP	LOC			308										
		<b>28,434</b>	<b>10,001</b>	<b>9,552</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>47,987</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 60636 *Elwyn to Wawa Rail Restoration*

LIMITS: Elwyn to Wawa, Delaware County

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MRPID:P

MUNICIPALITIES: Middletown Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD: 16

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5B

This project will provide restoration of rail service from the existing Media/ Elwyn Regional Rail Line terminus at Elwyn, Delaware County, to a new terminus at Middletown/Route 1, Delaware County along the existing right-of-way referred to as the West Chester Branch. The scope of work for this project consists of track bed reconstruction including cross-ties, continuous welded rail and track interlockings; catenary system replacement; and the replacement and rehabilitation of bridges and culverts. The installation of a bi-directional signal system and communications system improvements including Positive Train Control (PTC) is being funded separately under a competitive PTC grant from the Federal Transit Administration.

The new terminus at Middletown/Route 1 will include a station building with a passenger waiting area and restroom facilities; a high-level island platform with canopy and windscreens; a pedestrian underpass with accessible ramps and stairways; a 600+ car parking deck; and connections to SEPTA bus service. The new facility will be fully ADA compliant. The project also includes the construction of a new traffic intersection and access road connecting U.S. Route 1 to the station. A railcar storage/maintenance yard and crew facility will be constructed on SEPTA property in Lenni, Delaware County.

The total project cost is \$192.95M. Funding is programmed as follows: Prior year funds in the amount of \$113.35M and \$79.60M in FY 2021-2023.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
ERC	1514	49,770												
ERC	LOC	1,660												
ERC	1514		22,847											
ERC	LOC		660											
ERC	1514			7,511										
ERC	LOC			250										
		<b>51,430</b>	<b>23,507</b>	<b>7,761</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>82,698</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 60638 *Regional Rail Car & Locomotive Acquisition*

**Return**

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MRPID:CQ

MUNICIPALITIES: Various

FC:

AQ Code:M10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for the replacement and addition of rail cars and locomotives. It will replace vehicles and equipment that have exceeded their useful life, and provide for fleet expansion to meet present and projected increases in ridership. Current procurements include:

**Electric Locomotives - \$154.5M (Prior Years- FY2021)**

This project provides for the acquisition of new electric locomotives. In 2015, SEPTA awarded a contract to Siemens Industry Inc., Mobility Division for thirteen ACS-64 locomotives plus two option vehicles. All 15 locomotives have been delivered and are in service. The locomotives will accommodate the acquisition of an expanded fleet of new multi-level push-pull passenger railcars. Remaining contract activities include receipt of capital spare material and correspondence closeout. These state-of-the-art locomotives are more powerful and significantly more reliable than SEPTA's former locomotives.

The new locomotives fully comply with all federal standards and regulations and are equipped with SEPTA's Positive Train Control system. Supporting SEPTA's Sustainability initiatives, the ACS-64 locomotives feature regenerative braking. This capability enables energy from the train's motion when slowing down to be fed back to the power system for use by other trains. Through the locomotive cab consoles, the engineer can monitor the performance of all locomotive systems in real time, and maintenance technicians can troubleshoot problems with an integrated maintenance manual.

**Multi-Level Regional Rail Cars and Coaches - \$174.3M (Prior Years- FY2024)**

This project provides for the acquisition of new multi-level push-pull passenger railcars. These cars are required to accommodate growing ridership and increased service capacity needs on SEPTA's Regional Rail system, and are additions to SEPTA's current fleet of 45 push-pull railcars. In 2017, a contract was awarded to CRRC MA Corp. for 45 railcars with an option for an additional 10 push-pull railcars. The new cars will fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations regarding safety features and systems. The cars will include passenger amenities, such as a state-of-the-art climate control system, bicycle storage area and WiFi. The new cars will have electronic exterior and interior destination signs, voice annunciation and corresponding display on video screens of train destination and upcoming station stops. In addition, the new railcars will be equipped with on-board video surveillance and automatic passenger counting systems.

**TIP Program Years (\$ 000)**

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PUR	5307	10,793											
PUR	5337	46,374											
PUR	1514	13,831											
PUR	LOC	404											
PUR	5307		10,400										
PUR	5337		39,719										
PUR	1514		12,125										
PUR	LOC		406										
PUR	5337			17,207									
PUR	1514			9,534									
PUR	LOC			1,868									
		<b>71,402</b>	<b>62,650</b>	<b>28,609</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>162,661</b>		<b>Total FY2025-2028</b>		<b>0</b>		<b>Total FY2029-2032</b>		<b>0</b>	

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Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 60651 Substations and Power Improvements

LIMITS: System-wide railroad substations

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M6

PLAN CENTER:

IPD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for improvements to SEPTA's rail service traction power supply system. Critical components of the power system have far exceeded their useful life and are in need of repair. Program work includes replacing transformers, trolley breakers, feeder switches, substation switchgears, protective relaying, and catenary. Currently programmed substation and power projects include:

- Substation Design and Equipment Purchase - \$28.23M (Prior Years - FY2023)
- Railroad Substation 18th Street Switching Station - \$12.80M (FY2022 - FY2025)
- Railroad Substation Brill - \$12.8M (FY2024 - FY2027)
- Railroad Substation Chestnut Hill - \$22.54M (FY2022 - FY2026)
- Railroad Substations Lansdale, Hatboro, & 12th/Portal - \$33.87M (FY2019 - FY2023)
- Railroad Substations Neshaminy, Bethayres, Yardley - \$24.58 (Prior Years - FY2021)
- Wayne Junction Static Frequency Converters #1-4 - \$60.00M (Prior Years - FY2023)
- Railroad Substation Woodbourne - \$23.49M (FY2020 - FY2024)
- Transit Substation Ellen - \$18.68M (FY2025 - FY2028)
- Transit Substation Market - \$12.50M (FY2021- FY2024)
- Transit Substations Park, Broad, Loudon, Castor - \$19.95M (FY2020 - FY2023)
- Transit Substation Ranstead - \$18.68M (FY2026 - FY2032)
- Transit Substation Program - \$150.69M (FY2026 - FY2032)
- Cresheim Valley Substation - \$22.5M (FY2022-FY2024)

Power Program:

- 30th Street West Catenary Replacement - \$77.00M (Prior Years - FY2025)

-Regional Rail Wire Scan project - \$340,000 (FY2021 - FY2022)

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	5312	170											
ERC	5337	6,629											
ERC	5307	18,400											
ERC	1514	17,784											
ERC	LOC	592											
ERC	5337		22,400										
ERC	5307		3,200										
ERC	1514		6,194										
ERC	LOC		207										
ERC	5307			3,200									
ERC	1514			35,373									
ERC	LOC			1,695									
ERC	5337				3,920								
ERC	1514				46,249								
ERC	LOC				1,541								
ERC	1514					46,365							
ERC	LOC					1,545							
ERC	1514						46,623						
ERC	LOC						1,554						
ERC	1514							24,474					
ERC	LOC							816					
ERC	1514								30,020				
ERC	LOC								1,000				
ERC	1514									26,149			

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Pennsylvania - Transit Program (Status: TIP)

SEPTA													
ERC	LOC									873			
ERC	1514									31,936			
ERC	LOC									1,064			
ERC	1514										31,452		
ERC	LOC										1,048		
ERC	1514											32,067	
ERC	LOC											1,068	
		43,575	32,001	40,268	51,710	47,910	48,177	25,290	31,020	27,022	33,000	32,500	33,135
		Total FY2021-2024		167,554		Total FY2025-2028		152,397		Total FY2029-2032		125,657	

MPMS# 73214 **Ardmore Transportation Center**

LIMITS: Ardmore Transportation Center

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:2035M

PLAN CENTER: Town Center

IPD: 17

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7B

Improvements to the Ardmore Transportation Center on the Paoli/Thorndale Regional Rail Line will be completed in two phases.

Phase 1 will make this station fully ADA accessible with enhancements that include a new inbound station building; outbound shelters; high and low-level platforms; canopies; passenger amenities; tunnel accessibility improvements; elevators and accessible pathways; improved lighting; new signage; landscaping and site improvements including stormwater management; and installing foundations for a future parking garage. The total cost of Phase 1, which includes design for Phase 2, is \$53.6M.

Phase 2 includes the construction of an accessible multi-level parking garage with approximately 500 spaces; landscaping; site improvements; bus berthing area inside the garage; and improved vehicle and pedestrian access to Lancaster Avenue. This phase will be advanced pending identification of a funding source. The estimated cost of Phase 2 is \$26.05M.

The total project cost (Phases 1 & 2) is \$79.65M. Funding is programmed as follows: Prior year funds in the amount of \$50.51M, FY2021 in the amount of \$3.09M, and \$10M in FY 2031-2032.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	5307			2,400									
ERC	1514			580									
ERC	LOC			20									
ERC	1514										4,839		
ERC	LOC										161		
ERC	1514												4,839
ERC	LOC												161
		0	0	3,000	0	0	0	0	0	0	0	5,000	5,000
		Total FY2021-2024		3,000		Total FY2025-2028		0		Total FY2029-2032		10,000	

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 77183 *Transit and Regional Rail Station Program*

LIMITS: System-wide stations

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 17

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for the construction, reconstruction, or rehabilitation of transit and regional rail stations and terminals, bus and trolley loop facilities, transportation centers, bicycle facilities, and parking expansions and improvements. All improvements will fully comply with the Americans with Disabilities Act of 1990.

Currently programmed projects include:

#### Regional Rail Stations

- Bicycle Transit Access Program - \$2.50M (Ongoing)
- Bridge Plates - \$2.21M (FY2020 - FY2023)
- Chestnut Hill East ADA Improvements - \$11.17M (FY2021 - FY2024)
- Conshohocken Station - \$15.00M (Prior Years - FY2022)
- East Falls Station - \$19.50M (FY2024 - FY2027)
- Jenkintown-Wyncote Station - \$25.32M (Prior Years - FY2024)
- Regional Rail Station Roof Program - \$11.25M (Ongoing)
- Secane Station - \$29.90M (Prior Years - FY2021)
- Willow Grove Station - \$20.89M (Prior Years - FY2024)
- Malvern Station High Level Platforms - \$15.26M (FY2026 - FY2032)
- Devon Station - \$20.00M (FY2026 - FY2032)
- Glenside Station - \$24.75M (FY2026 - FY2032)
- Ivy Ridge Station - \$18.50M (FY2026 - FY2032)
- Marcus Hook Station - \$22.50M (FY2026 - FY2032)
- Roslyn Station - \$6.50M (FY2024 - FY2030)
- Stenton Station - \$7.15M (FY2026 - FY2032)
- Wissahickon Station - \$28.20M (FY2026 - FY2032)
- Wyndmoor Station - \$19.50M (FY2026 - FY2032)
- Wynnewood Station - \$19.50M (FY2026 - FY2030)

#### Transit Stations

- 5th Street Station - \$27.52M (Prior Years - FY2022)
- 8th Street Customer Service Office - \$0.24M (FY2021 - FY2022)
- 11th Street Station - \$9.51M (Prior Years - FY2023)
- 30th Street Station Improvements Phase A - \$28.55M (Prior Years - FY2024)
- 30th Street Station Improvements Phase B - \$38.80M BUILD funded project (Prior Years - FY2023)
- 34th Street Station - \$31M (FY2024 - FY2030)
- Center City Concourses Improvements - \$59.65M (Prior Years - FY2026)
- Erie Station on the Broad Street Line - \$9.02M (Prior Years - FY2026)
- Hunting Park Station - \$12.5M (FY2024 - FY2026)
- Snyder Station - \$9.80M (FY2024 - FY2027)
- Spring Garden Station - \$7.37M (FY2024 - FY2026)
- Susquehanna-Dauphin Station - \$22.50M (Prior Years - FY2023)
- Tasker-Morris Station - \$9.80M - (Prior Years - FY2023)
- Villanova Station on the Norristown High Speed Line - \$4.00M (FY2021 - FY2024)
- Chinatown Station - \$12.50M (FY2026 - FY2032)
- Ellsworth-Federal Station - \$9.80M (FY2026 - FY2032)
- Fairmount Station - \$18.00M (FY 2026 - FY2032)
- Logan Station - \$12.50M (FY2026 - FY2032)
- Lombard-South Station - \$9.80M (FY2026 - FY2032)
- Wyoming Station - \$5.00M (FY2026 - FY2032)
- Bristol Station on the Norristown High Speed Line - \$30M (FY2022-FY2026)
- Bridgeport Station on the Norristown High Speed Line - \$4M (FY2022-FY2026)

#### Bus and Trolley Loop Program

- Complete Streets Concepts and Design for the Grays Avenue Corridor project \$495,000 HOPE (FY2021 - FY2022)
- Bethlehem Pike - \$3.38M (FY2021 - FY2023)
- Rising Sun and Olney - \$1.60M (FY2022 - FY2024)

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## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

- Westmoreland - \$2.00M (Prior Years - FY2021)
- Wissahickon Transportation Center - \$17.64M (Prior Years - FY2022)
- Boulevard Direct Bus Phase B - \$2.50M (FY2021 - FY2022)
- Wycombe - \$1.75M (FY2023 - FY2025)
- Ridge and Summit - \$1.75M (FY2026 - FY2032)

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	HOPE	495											
ERC	5339B	2,000											
ERC	1514	20,969											
ERC	LOC	698											
ERC	5307		9,600										
ERC	5337		14,000										
ERC	1514		60,756										
ERC	LOC		2,023										
ERC	5337			3,920									
ERC	1514			30,358									
ERC	LOC			1,012									
ERC	5337				2,560								
ERC	1514				46,099								
ERC	LOC				1,536								
ERC	1514					44,840							
ERC	LOC					1,495							
ERC	1514						40,175						
ERC	LOC						1,339						
ERC	1514							45,479					
ERC	LOC							1,515					
ERC	1514								44,006				
ERC	LOC								1,466				
ERC	1514									62,633			
ERC	LOC									2,087			
ERC	1514										46,810		
ERC	LOC										1,560		
ERC	1514											54,194	
ERC	LOC											1,806	
ERC	1514												38,700
ERC	LOC												1,290
		<b>24,162</b>	<b>86,379</b>	<b>35,290</b>	<b>50,195</b>	<b>46,335</b>	<b>41,514</b>	<b>46,994</b>	<b>45,472</b>	<b>64,720</b>	<b>48,370</b>	<b>56,000</b>	<b>39,990</b>
		<b>Total FY2021-2024</b>		<b>196,026</b>		<b>Total FY2025-2028</b>		<b>180,315</b>		<b>Total FY2029-2032</b>		<b>209,080</b>	

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 90497 *Infrastructure Safety and Renewal Program*

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M8

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The annual Infrastructure Safety Renewal Program (ISRP) provides for the restoration of SEPTA's transit and railroad infrastructure to a state of good repair.

Projects to be advanced include:

- Track and Right-of-Way: Renewal or replacement of track, switches, and special work including yard and shop areas; track surfacing; retaining walls; culverts; and grade crossing improvements.
- Station Facilities: Rehabilitation of station buildings and associated facilities including roofs and canopies; ticket offices and waiting rooms; platforms; lighting; sanitary facilities; escalators; elevators; parking; and accessibility improvements.
- Communications & Signal Systems: Rehabilitation of signal systems and select communications equipment.
- Power Systems: Rehabilitation of electric traction and power systems and associated components including catenary and support structures; feeders and transmission lines; and localized and centralized control facilities.
- Maintenance/Support Facilities: Rehabilitation of shops, maintenance/storage yards, and associated maintenance and support facilities, including improvements or replacement of air compressors, sump pumps, sprinkler systems, tunnel lighting, duct banks, vehicle servicing equipment, and other support functions.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	1514	47,008											
ERC	LOC	1,567											
ERC	1514		48,535										
ERC	LOC		1,599										
ERC	1514			48,944									
ERC	LOC			1,631									
ERC	1514				49,912								
ERC	LOC				1,663								
ERC	1514					50,879							
ERC	LOC					1,696							
ERC	1514						51,847						
ERC	LOC						1,728						
ERC	1514							52,815					
ERC	LOC							1,760					
ERC	1514								53,783				
ERC	LOC								1,792				
ERC	1514									54,750			
ERC	LOC									1,825			
ERC	1514										55,718		
ERC	LOC										1,857		
ERC	1514											56,686	
ERC	LOC											1,889	
ERC	1514												57,654
ERC	LOC												1,921

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

<b>SEPTA</b>											
48,575	50,134	50,575	51,575	52,575	53,575	54,575	55,575	56,575	57,575	58,575	59,575
Total FY2021-2024		200,859		Total FY2025-2028		216,300		Total FY2029-2032		232,300	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 90512 SEPTA Bus Purchase Program

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M10

PLAN CENTER:

IPD:

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. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for heavy use routes to 30-foot buses for suburban circulator and contracted service routes. The procurements of 35 additional battery electric buses are part of a pilot program to evaluate the viability of cost-effective "green technology" buses on SEPTA's diverse service territory.

In August 2018, the Federal Transit Administration awarded SEPTA a "Low or No Emission Program" (Low-No) grant to assist in the purchase of 10 new battery-electric buses and related infrastructure and equipment. This \$1.5 million grant represents the differential in price over 10 diesel-electric hybrid buses. These buses will operate on routes originating from Midvale Bus Garage.

25 battery electric buses are on Routes 29 and 79 in South Philadelphia and SEPTA is collecting information regarding their performance. These buses are part of the ongoing battery electric bus pilot program that SEPTA is currently operating.

In June 2016, SEPTA issued a Notice to Proceed to New Flyer Industries for the manufacture of 525 40-foot low-floor hybrid buses. These buses are being delivered over a 5-year period that began in 2017 and is scheduled to be completely delivered by the end of May 2021.

SEPTA is currently analyzing data from its electric bus pilot program as well as exploring emerging technologies utilized throughout the transit industry as it begins efforts to procure the next round of Bus Fleet Replacement vehicles.

This program also provides funding for future bus procurements in FY 2021 through FY 2032.

Funding for this program is also provided from MPMS #65109, FHWA Transit Flex to SEPTA. State Bond funds programmed in MPMS #90512 each year will be applied as a state match for the flex funds programmed in MPMS# 65109.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PUR	5339	8,529											
PUR	1514	7,099											
PUR	LOC	234											
PUR	OTH	45,153											
PUR	5307		70,624										
PUR	5339		8,192										
PUR	1514		19,069										
PUR	LOC		1,950										
PUR	5307			35,311									
PUR	5339			9,206									
PUR	1514			13,703									
PUR	LOC			1,099									
PUR	5307				46,671								
PUR	5339				9,206								
PUR	1514				17,652								
PUR	LOC				593								
PUR	5307					53,711							
PUR	5339					9,206							
PUR	1514					19,355							
PUR	LOC					646							
PUR	5307						53,711						
PUR	5339						9,206						
PUR	1514						19,355						
PUR	LOC						645						

# DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

<b>SEPTA</b>													
PUR	5339							9,206					
PUR	5307							65,712					
PUR	1514							22,256					
PUR	LOC							740					
PUR	5307								65,711				
PUR	5339								9,206				
PUR	1514								22,256				
PUR	LOC								744				
PUR	5307									65,712			
PUR	5339									9,206			
PUR	1514									22,258			
PUR	LOC									740			
PUR	5307										67,711		
PUR	5339										9,206		
PUR	1514										19,246		
PUR	LOC										613		
PUR	5307											32,947	
PUR	5339											9,206	
PUR	1514											14,332	
PUR	LOC											480	
PUR	5307											41,370	
PUR	5339											9,206	
PUR	1514											16,368	
PUR	LOC											548	
		<b>61,015</b>	<b>99,835</b>	<b>59,319</b>	<b>74,122</b>	<b>82,918</b>	<b>82,917</b>	<b>97,914</b>	<b>97,917</b>	<b>97,916</b>	<b>96,776</b>	<b>56,965</b>	<b>67,492</b>
		<b>Total FY2021-2024</b>	<b>294,291</b>			<b>Total FY2025-2028</b>	<b>361,666</b>			<b>Total FY2029-2032</b>	<b>319,149</b>		

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 93588      *Exton Station*

LIMITS: Exton Station in Chester County

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MRPID:AG

MUNICIPALITIES: West Whiteland Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 17

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

This project, which will be advanced in phases, will include the construction of full length high-level platforms, a station building, bus circulation loops, and a multi-level parking garage at Exton Station on the Paoli-Thorndale Regional Rail Line. Phase 1, which is complete, encompasses the construction of high-level platforms with canopies and wind screens; stormwater management improvements; and a new station building. The station facilities are fully ADA compliant. New lighting, signage, security features, and passenger amenities were also provided. The total cost of Phase 1 was \$28.23M.

Phase 2 comprises the construction of bus circulation loops with bus shelters. The planned bus circulator loops will promote intermodal access to the station. Phase 2 is estimated to cost \$6M.

Phase 3 will provide for the development and construction of a fully accessible parking expansion. This phase is estimated to cost \$32.16M and will be advanced pending identification of a funding source.

The total project cost (Phases 1, 2, & 3) is \$66.39M. Funding is programmed as follows: Prior year funds in the amount of \$28.23M, and \$6M in FY 2031 through 2032.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
ERC	5307		4,800											
ERC	1514		1,161											
ERC	LOC		39											
ERC	5307										15,200			
ERC	1514										3,678			
ERC	LOC										122			
ERC	5307												15,712	
ERC	1514												3,802	
ERC	LOC												126	
		0	6,000	0	0	0	0	0	0	0	0	19,000	19,640	
		Total FY2021-2024		6,000		Total FY2025-2028				0		Total FY2029-2032		38,640

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 95402 *Bridge Program*

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M9

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program will replace or rehabilitate SEPTA's bridges. Rehabilitation/replacement of bridges on rail lines and SEPTA right-of-ways will include culverts, pedestrian bridges and associated bridge support structures. Currently programmed projects include:

- Chestnut Hill East Regional Rail Line, 5 Bridges (Philadelphia) - \$30.00M (FY 2024 - FY2027)  
Mile Post 5.04 over Wayne Avenue; Mile Post 5.72 over Logan Street; Mile Post 7.63 over Chew Street; Mile Post 8.90 over Mt. Pleasant Avenue; Mile Post 9.59 over Chresheim Valley Drive
- Chestnut Hill West Regional Rail Line, 7 Bridges (Philadelphia) - \$35.00M (FY2024 - FY2032) Mile Post 0.06 over SEPTA Main Line; Mile Post 0.83 over 22nd Street; Mile Post 1.17 over Hunting Park Avenue; Mile Post 1.26 over CSX Tracks; Mile Post 2.98 over Rittenhouse Street; Mile Post 4.42 over Carpenter Lane; Mile Post 5.67 over Springfield Avenue
- Critical Bridge Program (System wide) - \$64.20M (Ongoing)
- Mainline-Schuylkill Bridges (Philadelphia) - \$57.05M (Prior Years - FY2014; FY2026 - FY2032) Mile Post 0.49 over 21st Street; Mile Post 0.58 over 22nd Street; Mile Post 0.61, 0.64, & 0.68 over 22nd / 23rd Street; Mile Post 0.72 over CSX Tracks; Mile Post 0.76 over the Schuylkill River
- Stone Arch Bridges Phase 2 (Multiple Locations) - \$10.00M (Prior Years - FY2021)  
Doylestown Line Mile Post 4.87 Built 1915; Lansdale Line Mile Post 18.91 Built 1903; Media/Elwyn Line Mile Post 12.68 Built 1854; West Trenton Line Mile Post 13.70 Built 1912; West Trenton Line Mile Post 15.95 Built 1876; West Trenton Line Mile Post 18.52 Built 1948; West Trenton Line Mile Post 22.65 Built 1876.
- Norristown High Speed Line Bridge Mile Post 0.15 (Over 69th Street Yard Tracks) - \$4.00M (Prior Years - FY2021)
- Norristown High Speed Line Bridge Mile Post 12.81 (Bridgeport Viaduct) - \$35M (FY2021 - FY2024)
- Suburban Rail Transit Critical Bridge Program - \$34.6M (Ongoing)

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	1514	11,992											
ERC	LOC	400											
ERC	5337		20,000										
ERC	1514		14,276										
ERC	LOC		475										
ERC	5307			4,800									
ERC	1514			19,579									
ERC	LOC			962									
ERC	5337				2,400								
ERC	1514				25,214								
ERC	LOC				840								
ERC	1514					24,085							
ERC	LOC					803							
ERC	1514						23,885						
ERC	LOC						796						
ERC	1514							24,063					
ERC	LOC							802					
ERC	1514								24,067				
ERC	LOC								802				
ERC	1514									20,642			

# DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

<b>SEPTA</b>													
ERC	LOC									688			
ERC	1514									24,168			
ERC	LOC									805			
ERC	1514										23,684		
ERC	LOC										789		
ERC	1514											20,756	
ERC	LOC											692	
		<b>12,392</b>	<b>34,751</b>	<b>25,341</b>	<b>28,454</b>	<b>24,888</b>	<b>24,681</b>	<b>24,865</b>	<b>24,869</b>	<b>21,330</b>	<b>24,973</b>	<b>24,473</b>	<b>21,448</b>
		<b>Total FY2021-2024</b>		<b>100,938</b>		<b>Total FY2025-2028</b>		<b>99,303</b>		<b>Total FY2029-2032</b>		<b>92,224</b>	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 102565 *Track Improvement Program*

LIMITS: System-wide

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

PLAN CENTER:

PROJECT MANAGER:

NHPP:  
FC:

CMP: Not SOV Capacity Adding

No Let Date

MRPID:AY

AQ Code:M9

IPD:

This program will provide for improvements to SEPTA's track and right-of-way. SEPTA operates rail service over 605 route miles of track (including track owned by SEPTA, Amtrak, the City of Philadelphia, and CSX). Projects will return rail infrastructure to a state of good repair and help preserve rail transit service for current and future customers. This program includes projects on both the Transit and Regional Rail systems that will renew street track and special work, replace continuous welded rail (CWR), and renew ties and timbers. This program also focuses on the stabilization of soil and rock slopes, stormwater and erosion control, track drainage, and the repair and prevention of sinkholes in the right-of-way. Additional track and right-of-way improvements will be undertaken as part of the Infrastructure Safety Renewal Program (ISRP).

Currently programmed projects include:

- Market-Frankford Line Bridge Street Yard Program - \$3.00M (FY2024 - FY2025)
- Norristown High Speed Line Tie Replacement and Continuous Welded Rail - \$29.60M (Prior Years - FY2024)
- Route 101/102 Yard Tracks Program - \$7.10M (FY2021 - FY2026)
- Track and ROW Rail Service Improvements - \$19.25M (Ongoing)
- Trolley Tunnel Track Renewal - \$24.15M (Ongoing)
- Track and Right of Way Improvements (Trolley Routes 10, 11, 13, 34, & 36, Non-Revenue, Diversion Routes) - \$30.68M (FY2026 - FY2032)
- Norristown Station Regional Rail 3rd Track - \$27.25M (FY2026 - FY2032)
- Market-Frankford Line Haunch Repairs - \$.1M (Ongoing)

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CAP	5307	1											
CAP	1514	3,287											
CAP	LOC	110											
CAP	1514			4,543									
CAP	LOC			151									
CAP	1514				4,633								
CAP	LOC				154								
CAP	1514					4,541							
CAP	LOC					151							
CAP	1514						5,500						
CAP	LOC						183						
CAP	1514							3,905					
CAP	LOC							130					
CAP	1514								4,519				
CAP	LOC								151				
CAP	1514									8,803			
CAP	LOC									293			
CAP	1514										8,807		
CAP	LOC										293		
CAP	5307											1,584	
CAP	1514											7,274	
CAP	LOC											242	
CAP	5307												14,801
CAP	1514												8,512
CAP	LOC												284

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

3,398	0	4,694	4,787	4,692	5,683	4,035	4,670	9,096	9,100	9,100	23,597
Total FY2021-2024		12,879		Total FY2025-2028		19,080		Total FY2029-2032		50,893	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 102567 Roof Program

Return

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M8

PLAN CENTER:

IPD: 29

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program will repair and improve the roofs of various SEPTA maintenance buildings, transportation facilities, and stations. Work to be performed includes replacing and upgrading roof structures, mechanical equipment, electrical connections, brick repairs, roof-mounted HVAC equipment, and the replacement of old roofing systems.

Currently programmed projects include:

- 5800 Bustleton Roof Replacement - \$1.75M (FY2024 - FY2025)
- 69th Street Terminal Shop Complex Roofs Replacement - \$14.10M (Prior Years - FY2022)
- Courtland Shop Roof Replacement - \$8.80M (Prior Years - FY2022)
- Frankford Depot Roof Replacement - \$8.80M (FY2023 - FY2025)
- Midvale Roof Replacement - \$30.03M (Prior Years - FY2023)
- Southern Garage Roof Replacement - \$3.40M (FY2025 - FY2026)
- Maintenance, Stations, & Substations Roof Program - \$64.82M (FY2025 - FY2032)

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	5307	12,000											
ERC	1514	2,903											
ERC	LOC	97											
ERC	5307		5,600										
ERC	1514		2,516										
ERC	LOC		84										
ERC	5307			4,899									
ERC	1514			4,008									
ERC	LOC			134									
ERC	5337				1,280								
ERC	5307				4,800								
ERC	1514				6,138								
ERC	LOC				204								
ERC	5307					4,000							
ERC	1514					8,711							
ERC	LOC					289							
ERC	5307						4,000						
ERC	1514						8,090						
ERC	LOC						270						
ERC	5307							4,000					
ERC	1514							3,194					
ERC	LOC							106					
ERC	5307								4,000				
ERC	1514								4,752				
ERC	LOC								158				
ERC	5307									4,000			
ERC	1514									1,103			
ERC	LOC									37			
ERC	5307										2,000		
ERC	1514										967		
ERC	LOC										33		
ERC	5307											2,416	
ERC	1514												585

# DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

<b>SEPTA</b>													
ERC	LOC											19	
ERC	5307											1,392	
ERC	1514											337	
ERC	LOC											11	
		15,000	8,200	9,041	12,422	13,000	12,360	7,300	8,910	5,140	3,000	3,020	1,740
		<b>Total FY2021-2024</b>		<b>44,663</b>		<b>Total FY2025-2028</b>		<b>41,570</b>		<b>Total FY2029-2032</b>		<b>12,900</b>	

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 102569 Maintenance & Transportation Facilities

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M11

PLAN CENTER:

IPD: 22

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for improvements to SEPTA's bus, rail, and facilities maintenance shops, and office buildings. Program elements include replacement of fire suppression systems, vehicle washer systems, and boiler systems. This program also supports ongoing programs, including the wheel truing program, bus and steel wheel lift programs, underground storage tank replacement program, shop and yard upgrades, and paving improvements. In addition, this program addresses remediation and clean-up activities at select facilities as well as activities that will reduce SEPTA's carbon footprint and enhance SEPTA's commitment to sustainability.

Currently programmed projects include:

- Broad Street Subway Stormwater- \$8.00M (FY2022-2024)
- Environmental Cleanup - \$7.98M (Ongoing)
- Frazer Rail Shop and Yard Upgrade\* - \$139.00M (Prior Years - FY2023)
- Garage/Shop Overhead & Fire Doors - \$7.50M (FY2025 - FY2029)
- Powelton Yard Facility Improvements - \$3.92M (Prior Years - FY2022)
- Midvale Depot Electric Bus Infrastructure Project - \$5.375 M (FY2021 - FY2023)
- Steel Wheel Lift Program - \$6.79M (FY2025 - FY2030)
- Underground Storage Tank Replacement Program - \$11.04M (Prior Years - FY2020; FY2025 - FY2030)
- Vehicle Washer Program - \$14.00M (FY2025 - FY2030)
- Wayne Junction Shop Improvements \$11.25M (Prior Years - FY2023)
- Boiler Replacement Program - \$3.50M (FY2026 - FY2032)
- Bus Lift Program - \$6.00M (FY2024 - FY2032)
- Wheel Truing Program - \$8.40M (Prior Years - FY2021; FY2024 - FY2028)
- Wyoming Complex Storm Water Retrofits - \$2.92M (FY2020 - FY2022)

\*Frazer Rail Shop & Yard Upgrade- Phased upgrade of the Frazer Maintenance Facility to accommodate the expansion of SEPTA's railcar and locomotive fleets including multi-level cars. Work includes extending existing storage tracks and adding new storage tracks; major upgrades to the repair shop and equipment, including the wheel truing machine and drop table; construction of a shop extension, new cleaning track, train washer building, storage building and yardmaster building; utility upgrades and stormwater improvements. In addition, the roof will be replaced and mechanical equipment will be replaced. The budget for this project is \$139 million.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	5339C	4,300											
ERC	5307	2,400											
ERC	1514	16,549											
ERC	LOC	551											
ERC	OTH	18,292											
ERC	1514		16,637										
ERC	LOC		1,071										
ERC	5337			3,920									
ERC	1514			13,957									
ERC	LOC			982									
ERC	5337				3,616								
ERC	1514				9,778								
ERC	LOC				326								
ERC	1514					7,500							
ERC	LOC					250							
ERC	1514						7,500						
ERC	LOC						250						
ERC	1514							9,194					
ERC	LOC							306					
ERC	1514								8,816				

# DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

<b>SEPTA</b>														
ERC	LOC													294
ERC	1514									8,226				
ERC	LOC									274				
ERC	1514									9,300				
ERC	LOC									310				
ERC	1514												2,687	
ERC	LOC												90	
		<b>42,092</b>	<b>17,708</b>	<b>18,859</b>	<b>13,720</b>	<b>7,750</b>	<b>7,750</b>	<b>9,500</b>	<b>9,110</b>	<b>8,500</b>	<b>9,610</b>	<b>2,777</b>	<b>0</b>	
		<b>Total FY2021-2024</b>		<b>92,379</b>		<b>Total FY2025-2028</b>		<b>34,110</b>		<b>Total FY2029-2032</b>		<b>20,887</b>		

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 102571 **Communications, Signals, & Technology Improvements**

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for improvements to SEPTA's communications systems, signal systems, information technology infrastructure, and vehicle and facility video systems. Projects will upgrade hardware and software, and replace equipment that has reached or exceeded its useful life. As part of its capital program, SEPTA will install Positive Train Control on the Route 101/102 Trolley lines, rehabilitate signals and interlockings, and upgrade dispatching and scheduling systems. Rail signal modernization projects and interlocking improvements will enhance operational reliability and service quality. The annual Information Technology program provides replacement and upgrades of the Authority's computer hardware, software and network equipment, such as servers, digital signage, Enterprise applications, and the Capital Project Management System.

Currently programmed projects include:

- Interlocking Improvement Program - \$120.46M (Ongoing)
- Positive Train Control - \$167.00M (Prior Year funding \$160.3M; FY 2021 \$6.7M)
- Southwest Connection (30th to Phil Catenary, Signals and ROW Improvements) - \$70.99M (Prior Years - FY 2022)
- Broad Street Line Ridge Spur Signals - \$8.66M (Prior Years - FY2022)
- Broad Street Line Signals - \$65.00M (FY2025 - FY2031)
- Norristown High Speed Line Interlockings - \$12.27M (Prior Years - FY2024)
- Route 101/102 Positive Train Control - \$76.40M (Prior Years - FY2022)
- Trolley Signal System - \$35.00M (FY2027 - FY2032)
- Computer Aided Radio Dispatch (CARD) System Replacement - \$92.5M (Prior Years - FY2026)
- Real Time Information / Audio Visual Public Address (AVPA) - \$34.73M (Prior Years - FY2023)
- Control Center Wall Display - \$3.89M (FY2020- FY2022)
- Crash Hardened Video Recorders - \$4.80M (Prior Years - FY2022)
- Operations Training Simulator - \$6.59M (Prior Years - FY2022)
- Video Systems Refreshment Program - \$21.47M (Prior Years - FY 2023; FY2027 - FY2031)
- Information Technology Program - \$61.28M (Ongoing)
- Norristown High Speed Line Signal System Renewal project for \$80M (FY2022 - FY2025)
- Market-Frankford Line Positive Train Control- \$12M (FY2022 - FY2024)

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CAP	1514	49,740											
CAP	LOC	1,658											
CAP	5337		10,400										
CAP	5307		1,610										
CAP	1514		37,810										
CAP	LOC		1,260										
CAP	5337			2,953									
CAP	1514			39,118									
CAP	LOC			1,511									
CAP	1514				36,774								
CAP	LOC				1,225								
CAP	1514					31,049							
CAP	LOC					1,034							
CAP	1514						34,274						
CAP	LOC						1,142						
CAP	1514							36,775					
CAP	LOC							1,226					
CAP	1514								37,452				
CAP	LOC								1,248				
CAP	1514									39,097			
CAP	LOC									1,303			

# DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

<b>SEPTA</b>													
CAP	1514									35,807			
CAP	LOC									1,193			
CAP	1514										35,691		
CAP	LOC										1,189		
CAP	1514											23,678	
CAP	LOC											789	
		<b>51,398</b>	<b>51,080</b>	<b>43,582</b>	<b>37,999</b>	<b>32,083</b>	<b>35,416</b>	<b>38,001</b>	<b>38,700</b>	<b>40,400</b>	<b>37,000</b>	<b>36,880</b>	<b>24,467</b>
		<b>Total FY2021-2024</b>		<b>184,059</b>		<b>Total FY2025-2028</b>		<b>144,200</b>		<b>Total FY2029-2032</b>		<b>138,747</b>	

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 107011 Safety and Security Improvements

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M6

PLAN CENTER:

IPD: 20

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Safety is a core value at SEPTA. All projects advanced in the capital program have a safety-first focus throughout. Having a comprehensive safety plan and program is part of SEPTA's goal to promote safety and public health. This program includes life safety assessments and facility and vehicle safety and security measures. This program also includes projects funded with competitive U. S. Department of Homeland Security grant funds. The Authority is part of the Philadelphia Area Regional Transit Security Working Group (PARTSWG), which is working to advance safety and security improvements for all transit operations into and out of Philadelphia and the surrounding area.

Currently programmed projects include:

- Sharon Hill Flood Mitigation - \$12.18M (Prior Years - FY2022)
- Shoreline Stabilization on Manayunk/Norristown Line - \$8.46M (Prior Years - FY2022)
- Operator Shields - \$12.51M (Prior Years - FY2023)
- Escalator/Elevator Improvement Program - \$74.58M (Ongoing)
- Fern Rock Transportation Center Safety Improvements - \$20.52M (Prior Years - FY2022)
- Grade Crossing Enhancement Program - \$12.00M (Ongoing)
- Lawndale Station Pedestrian Underpass & High Level Platform - \$9.59M (Prior Years - FY2022)
- Midvale Facility & Security Enhancements - \$23.20M (FY2026 - FY2032)
- Safety & Security Infrastructure Hardening Program - \$43.50M (Ongoing)
- Safety & Security Shop, Yard, & Office Hardening Program - \$39.53M (Ongoing)
- Station Ventilation Improvements at Jefferson, Suburban, and NRG Stations - \$25.08M (Prior Years - FY2032)
- On-Site Power for Major Facilities - \$6.00M (FY2026 - FY2032)
- Safety & Security Technology Upgrades - \$31.00M (FY2026 - FY2032)
- Transit Track Worker & First Responder Safety Protection Demonstration Project - \$1.06 M (FY2021 - FY2023)
- Mass Transit Vehicle Air Ventilation and Purification Technologies Evaluation - \$585,000 (FY2021 - FY2022)
- Regional Rail Grade Crossing Safety Enhancements Program - \$5,000,000 (\$3,335,000 from FHWA's Commuter Authority Rail Safety Improvement (CARSI) grant and \$1,611,000 State 1514/\$54,000 Local). CARSI funds are shown on the Highway element of the DVRPC TIP under MPMS #116233.
- Schuylkill River Trail Safety Improvements at Norristown Transportation Center \$415,000 (\$332,000 Transportation Infrastructure Grant (TIG)/\$80,000 State 1514/\$3,000 LOC)

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	5312	1,327											
ERC	5307	9,600											
ERC	CARES	10,900											
ERC	1514	7,586											
ERC	LOC	246											
ERC													
ERC	TIG		332										
ERC	1514		15,976										
ERC	1514		80										
ERC	LOC		3										
ERC	1514			20,305									
ERC	LOC			677									
ERC	1514				18,083								
ERC	LOC				602								
ERC	1514					18,144							
ERC	LOC					605							
ERC	1514						18,442						
ERC	LOC						614						
ERC	1514							21,773					
ERC	LOC							726					

# DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

ERC	1514						21,669						
ERC	LOC						722						
ERC	1514								26,128				
ERC	LOC								871				
ERC	1514									25,160			
ERC	LOC									837			
ERC	1514										27,580		
ERC	LOC										919		
ERC	1514											35,204	
ERC	LOC											1,173	
		<b>29,659</b>	<b>16,391</b>	<b>20,982</b>	<b>18,685</b>	<b>18,749</b>	<b>19,056</b>	<b>22,499</b>	<b>22,391</b>	<b>26,999</b>	<b>25,997</b>	<b>28,499</b>	<b>36,377</b>
		<b>Total FY2021-2024</b>		<b>85,717</b>	<b>Total FY2025-2028</b>		<b>82,695</b>	<b>Total FY2029-2032</b>		<b>117,872</b>			

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 115472 *Projects of Significance*

New

**LIMITS:**

No Let Date

**IMPROVEMENT** Transit Improvements

**NHPP:**

**MUNICIPALITIES:**

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

SEPTA continues to seek long-term funding to complete Projects of Significance, which are projects identified as key initiatives in meeting the region's transportation needs, accommodating the growing economy, and addressing traffic congestion.

SEPTA's Transit Projects of Significance include the King of Prussia Rail project, Trolley Modernization, Bus Revolution Infrastructure, and Rail Vehicle Replacements. These transformative projects will permit increases in transit capacity and improved service quality, while generating additional tax revenues and promoting job growth across the region.

King of Prussia Rail- 30% Design & Environmental Impact Statement - \$61.37M (Prior Years to FY2022)

This project will provide an extension of the Norristown High Speed Line (NHSL) to King of Prussia. The project will promote and strengthen regional growth by connecting the three largest employment centers in the region: Center City, University City and King of Prussia.

Project highlights include: 4 miles of elevated rail; 5 new fully ADA-compliant stations; 2 park-and-ride facilities; doubling ridership on the NHSL to 9,500 daily trips; and total travel time from 13th and Market Street to end of extension in under 40 minutes.

An Alternatives Analysis and Draft Environmental Impact Statement (AA/DEIS) was completed for the project in 2017 and identified the PECO / Turnpike - 1st Ave. alignment as the Locally Preferred Alternative (LPA). The Final Environmental Impact Statement (FEIS)/Record of Decision (ROD) was signed by FTA and SEPTA on January 8, 2021. SEPTA awarded a contract for the Project Development phase (preliminary engineering) in January 2019. The project is currently at the 15% design level; the same contract will be utilized to proceed to the 30% design level. Funding programmed in Fiscal Year 2021 will be used to complete Project Development to the 30% design level. Final design, construction, and acquisition of new railcars is estimated to cost \$2 billion.

Norristown High Speed Line King of Prussia Rail Extension Value Capture/Multimodal Accessibility Study Project - \$360,000 FTA Section 5305.

Trolley Modernization - Early Action Efforts \$242.36M

This project provides for the acquisition of modern and accessible light rail vehicles to replace the current fleet which serve City Transit Routes 10, 11, 13, 15, 34, 36 and Suburban Transit Routes 101 & 102. These rail transit lines currently operate with 141 light rail vehicles 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.

In support of the vehicle acquisition, this project will also require an infrastructure modernization program. The modern light rail vehicles will require a complex and closely interrelated series of infrastructure upgrades in areas such as communications, signals, power supplies, station and in-street stop upgrades, track and bridge improvements, fare payment and maintenance facilities.

The goals of the Trolley Modernization project are:

- A system in full compliance with the Americans with Disabilities Act;
- A safe and improved customer experience;
- Providing a faster, higher capacity service; and
- Reducing operating costs with modern and efficient vehicles.

The result will be an improved customer experience, increased capacity, and a higher degree of cost effectiveness.

The total estimated cost of the Trolley Modernization project is \$1.85 billion. Prior year funds in the amount of \$5M have been committed to the project. Funds allocated in this program will advance an early action phase, which includes vehicle specification development, development of preliminary modern trolley station design concepts, evaluation of capacity and ridership trends, investigating potential funding sources, and developing a public-facing outreach and messaging program to support and advance the project.

19th & 37th Street Trolley Station Improvements Accessibility, Rehabilitation, and Modernization - \$57.285 (\$15,000,000 RAISE/ \$40.9M State 1514 / \$1.385M LOC)

Bus Revolution- \$14.25M

A key goal of Bus Revolution is to ensure SEPTA's bus network is more equitable by increasing opportunities for low-income individuals and people of color, who rely on public transportation to meet their needs more than the population at large. Projects will be informed by the results of Bus Revolution to ensure investments serve the people most dependent on transit resulting in better service and customer experience. These infrastructure improvements include but are not limited to right-of-way enhancements including transit priority measures bus end of line facilities, bus wayfinding, and enhanced bus stops.

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

South Philadelphia Transportation Center - \$12,250,000 (\$9,800,000 Federal Section 5339B/\$2,371,000 State 1514/\$79,000 Local)

North Philadelphia West Bus Improvement Study - \$500,000

The North Philadelphia West neighborhood between 18th and 33rd Streets and Lehigh and Girard Avenues, has, like the whole SEPTA service area, seen reduced bus service due to the COVID-19 pandemic. This study will identify priority corridors for operational and roadway enhancements to improve bus run times, frequencies, and transit quality in this historically disadvantaged neighborhood. These improvements will be in conjunction with SEPTA's comprehensive bus network redesign - Bus Revolution.

Knights Road End of Line Facility - \$2M (FY22 - FY24)

-Property acquisition and design of a bus layover facility for 6 bus routes in Northeast Philadelphia as part of the Bus Revolution Infrastructure Support project.

69th Street Master Plan - \$4M (FY22 - FY24)

- Development of a comprehensive master plan and undertake early actions to rehabilitate and improve service at the 69th Street Transportation Center. These infrastructure and intermodal connectivity improvements are critical to the success of Trolley Modernization, King of Prussia (KOP) Rail, and Bus Revolution.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	5305												
PE	5307	32,000											
PE	1514	16,804											
PE	LOC	561											
PE	ARPA		500										
PE	5337		32,400										
PE	1514		13,986										
PE	LOC		466										
PE	1514			13,542									
PE	LOC			452									
PE	1514				14,272								
PE	LOC				475								
PE	1514					19,602							
PE	LOC					652							
PE	1514						19,356						
PE	LOC						644						
PE	1514							10,612					
PE	LOC							354					
PE	1514								22,748				
PE	LOC								758				
PE	1514									24,935			
PE	LOC									831			
PE	1514										33,620		
PE	LOC										1,120		
PE	1514											15,716	
PE	LOC											524	
PE	1514												29,923
PE	LOC												997
ERC	RAISE		15,000										
ERC	5307		4,800										
ERC	5339B		9,800										
ERC	1514		387										
ERC	1514		2,371										
ERC	1514		25,497										
ERC	LOC		1,395										

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

	49,365	106,602	13,994	14,747	20,254	20,000	10,966	23,506	25,766	34,740	16,240	30,920
Total FY2021-2024	184,708			Total FY2025-2028	74,726			Total FY2029-2032	107,666			

Total For SEPTA	2021	2022	2023	2024	2021-2024	2025-2028	2029-2032
	\$802,014	\$814,023	\$645,559	\$640,439	\$2,902,035	\$2,561,741	\$2,561,673