



Southeastern Pennsylvania Transportation Authority

FISCAL YEAR 2014 **CAPITAL BUDGET Proposal**

Fiscal Years 2014-2025
Capital Program
Including Unfunded Capital Needs



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Southeastern Pennsylvania Transportation Authority

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To: Pasquale T. Deon, Sr., Chairman
From: Joseph M. Casey *Joseph M. Casey*
Subject: Fiscal Year 2014 Capital Budget

Date: March 22, 2013

cc: SEPTA Board Members

I present to the SEPTA Board and our stakeholders the Authority's Fiscal Year 2014 Capital Budget and Fiscal Years 2014-2025 Capital Program Proposal. The Fiscal Year 2014 Capital Budget consists of 14 projects totaling \$308 million.

Fiscal Year 2014 is the fourth consecutive year of reduced capital funding due to a reduction in State Act 44 funds. This is the lowest level of capital funding in fifteen years. Conversely, ridership in Fiscal Year 2012, at 339 million, is the highest level in 23 years.

SEPTA's ability to meet the region's growing reliance on public transportation is constrained by operating and capital budgets that have not grown to reflect the needs of an aging system. The capital needs of the system are growing faster than the available state and federal funding committed to State of Good Repair investments.

Factoring in the cost of compliance with existing unfunded mandates, the lack of capital investment will continue to add to a backlog of unmet infrastructure needs. Assuming current funding levels, SEPTA's State of Good Repair backlog, currently estimated at \$4.7 billion, will grow to \$8.6 billion in 20 years

Without adequate capital funding, SEPTA is unable to advance mission-critical projects, such as substation and bridge rehabilitations. Major transit and regional rail stations and parking expansion projects will continue to be deferred. Vehicles to replace railcars that are well beyond their useful life cannot be acquired.

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

There is universal agreement that investment must be made in the nation's transportation infrastructure. At the federal level, federal transportation legislation, "Moving Ahead for Progress in the 21st Century (MAP-21)," places renewed emphasis on federal investment in State of Good Repair initiatives.

At the state level, we remain committed to working with Governor Corbett and the General Assembly to advance a long-term transportation funding plan that dedicates the necessary resources to public transportation.



**Fiscal Year 2014 Capital Budget
Fiscal Years 2014-2025 Capital Program
Including
Unfunded Capital Needs**

**Proposal
April 2013**

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SEPTA at a Glance



SEPTA at a Glance



The Southeastern Pennsylvania Transportation Authority (SEPTA) is the nation's sixth-largest public transportation system. The Authority is an instrumentality of the Commonwealth of Pennsylvania, created by the State Legislature in 1964. SEPTA is a vital regional asset, with a service area that includes the heavily populated southeastern Pennsylvania counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia. This area encompasses approximately 2,202 square miles. The SEPTA system serves over one million passenger trips daily with 339.3 million (unlinked) passenger trips provided in Fiscal Year 2012, the highest ridership level in 23 years. SEPTA service also extends to Trenton and West Trenton, New Jersey and Newark, Delaware.

SEPTA is a multi-modal transit system as it provides a vast network of fixed-route services including 119 bus routes, subway, and subway-elevated lines, 13 regional rail lines, 8 trolley lines, 3 trackless trolley routes, an inter-urban high-speed rail line, and customized community service.

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

SEPTA's Railroad Operations serves all five counties with a network of thirteen regional rail lines with approximately 122,000 (unlinked) passenger trips per weekday in Fiscal Year 2012. This service also operates to Newark, Delaware and to Trenton and West Trenton, New Jersey.

Suburban Operations (Victory and Frontier Divisions) provides service in the suburbs, north and west of the City of Philadelphia, with a network of 47 bus, trolley, and heavy rail routes providing approximately 71,000 (unlinked) passenger trips per weekday in Fiscal Year 2012.

Customized Community Transportation (CCT) serves Philadelphia and the surrounding counties and schedules approximately 7,300 customized weekday trips for seniors and persons with disabilities.

SEPTA's five small bus circulator routes and shuttle services connect fixed route operations to business, retail, health and educational centers, as well as to park-and-ride facilities. In Fiscal Year 2012, these services provided transportation for approximately 4,350 passengers per weekday.

Strategic Business Plan



Strategic Business Plan

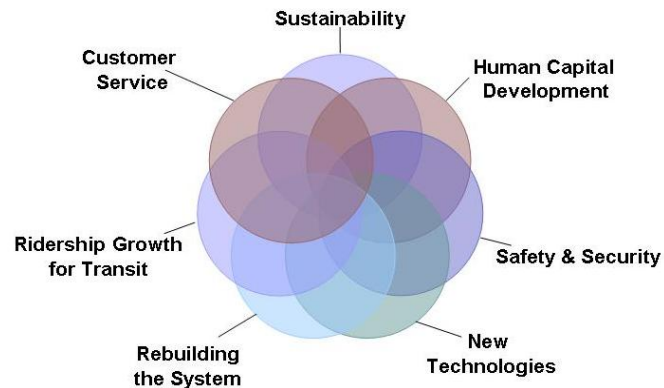


SEPTA Strategic Business Plan

SEPTA, through its Five-Year Strategic Business Plan, has defined its vision, set its strategic direction and makes decisions on allocating resources to pursue the strategic objectives of the plan.

This Plan describes SEPTA's vision, mission statement, strategic objectives and performance measures for Fiscal Years 2010-2014. The focus is macro-level as opposed to micro/tactics-based. The plan document explains the basic strategies for fulfilling the Authority's mission and achieving business goals. SEPTA has committed to focusing on seven key strategic objectives:

- Customer Service
- Sustainability
- Ridership Growth for Transit
- Safety and Security
- New Technologies
- Rebuilding the System
- Human Capital Development



The Strategic Business Plan enables the organization to measure its progress toward the strategic objectives and serves as a management tool in directing the activities of the organization. SEPTA uses the plan as a mechanism to inform and assure stakeholders of the organization's successes and management's ability to direct the business by reporting its progress every six months through fourteen established key performance indicators. In many areas, SEPTA has thrived. Ridership has steadily grown across all modes, in part a reflection of transit's increasing global recognition as an economically sensible and environmentally responsible choice for transportation. For SEPTA, ridership growth is also a trend that underscores the success of targeted customer initiatives designed to improve the "4 C's" of SEPTA's service: cleanliness, communication, courtesy, and convenience. Since 2008, customer satisfaction has improved by nearly 10 percent; formal commendations from passengers to SEPTA employees have increased by nearly 50 percent.

The strategic business plan is designed to drive management decision-making and other major planning processes of SEPTA, which include the Operating and Capital Budget Programs, as well as the Annual Service Plan. A matrix showing the projects programmed for funding in Fiscal Year 2014 through Fiscal Year 2017 and the relationship of these projects with SEPTA's seven strategic objectives is provided in Appendix A. SEPTA's Five-Year Strategic Business Plan can be found at www.septa.org/media/reports.

Funding Outlook and Shortfall



Funding Outlook and Shortfall



Funding Sources

Federal

On July 6, 2012, the President signed “Moving Ahead for Progress in the 21st Century (MAP-21)” into law. This new transportation law authorizes two years of funding with an effective date of October 1, 2012. MAP-21 provides for a limited increase for Federal Transit Programs with a total of \$10.578 billion in authorized funding in Federal Fiscal Year 2013 and \$10.695 billion in Federal Fiscal Year 2014.

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

- Urbanized Area Grants (Section 5307) – Formula funding allocations are based on population statistics for urbanized areas and operating statistics reported by transit agencies to the National Transit Database. Statistics used include population, population density, vehicle revenue miles, fixed guideway route miles, passenger miles, and operating costs. This program also allows transit systems in urbanized areas with populations greater than 200,000 to utilize portions of their 5307 funding for operating assistance if their system operates 100 or fewer buses in peak service. In addition, the Job Access and Reverse Commute (JARC) program activities (formerly Section 5316) are now eligible for funding under the Section 5307 formula program.
- State of Good Repair Grant Program (Section 5337) – This new grant program replaces the former Section 5309 Fixed Guideway Modernization Program as defined and funded under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). The new program allocates funds to maintain public transportation systems in a state of good repair. Funding can be used for the purchase and rehabilitation of rolling stock, track, line equipment, structures, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational support equipment including computer hardware and software, and development and implementation of a transit asset management plan. The State of Good Repair Grant program distributes funding through two new formulas:
 - High Intensity Fixed Guideway State of Good Repair Formula – distributes 97.15% of the total program to recipients based on fixed guideway vehicle revenue miles and directional route miles.
 - High Intensity Motorbus State of Good Repair – distributes 2.85% of the total program to urbanized areas for high intensity motorbus state of good repair based on vehicle revenue miles and directional route miles. “High intensity motorbus” is public transportation that is provided on a facility that is not exclusive for public transportation use and allows access for other high-occupancy vehicles (HOV).

Funding Outlook and Shortfall



- Bus and Bus Facilities Formula (Section 5339) - This program makes funds available to public transit providers to finance capital programs in order to replace, rehabilitate and purchase additional buses and related equipment. Funds can also be used to construct/rehabilitate bus-related facilities. Funds are distributed by formula. A minimum allocation is made available to all states, and the remaining funds are distributed based on population and service factors. This replaces the discretionary Bus and Bus Facilities - State of Good Repair and Livability grant programs previously provided under SAFETEA-LU.
- Growing States and High Density States (Section 5340) – Fifty (50) percent of the program funds are apportioned under the Growing States formula, which allocates funds using state population forecasts 15 years beyond the most recent Census data. The remaining fifty (50) percent of the funds are available under the High Density States formula and are apportioned to states with population densities in excess of 370 persons per square mile.
- Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) – This program combines the former Elderly and Disabled (Section 5310) and New Freedom (Section 5317) programs into a single program that will fund activities designed to enhance the mobility of seniors and individuals with disabilities. Funds are apportioned using a formula based on the elderly and disabled population in a state.
- Fixed Guideway Capital Investment Grants: New Starts/Small Starts (Section 5309) – This program provides discretionary funds for construction of new, or extensions to existing, fixed guideway systems and certain bus rapid transit projects. MAP-21 creates a new program category – “Core Capacity Improvement Projects” – which transit agencies can use to invest in restoring existing infrastructure, if that investment results in a ten percent increase in capacity on the corridor. MAP-21 also reforms New Starts by streamlining project approval processes, eliminating duplicative steps in project development, accelerating project justification determinations where the New Starts share does not exceed \$100 million or 50 percent of total project costs, and expediting technical capacity reviews for transit agencies that have successfully completed a similar project.
- Human Resources and Training (Workforce Development) (Section 5322) - The law authorizes \$5 million annually for this discretionary program to assist in the development of innovative workforce development and human resource activities within the public transportation industry. The federal share of grants awarded under this program will be 50%.

Funding Outlook and Shortfall



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

Funding Outlook and Shortfall



State and Local

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

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

Act 44 established five major public transportation programs:

- Operating Program (Section 1513) – Operating funds are allocated among public transportation providers based on operating assistance received in Fiscal Year 2005-2006 (increased by a factor of 1.0506). The remaining funds in the operating account are distributed based on total passengers, senior passengers, revenue vehicle miles and revenue vehicle hours. Act 44 also includes a hold harmless provision, growth caps to ensure equitable distribution and sustainable system development, and a consistent local match requirement of 15 percent. Act 44 also includes performance criteria for the evaluation of public transportation services, such as passengers per revenue vehicle hour, operating costs per revenue vehicle hour, operating revenue per revenue vehicle hour, operating costs per passenger, and other criteria that may be established by PennDOT.
- Asset Improvement Program (Section 1514) – State Capital Bond funds are used to match federal grants and support State funded initiatives, such as the Vehicle Overhaul Program and the Infrastructure Safety Renewal Program. This program also included a provision to distribute additional capital funds, if available, to transit agencies based on their demonstrated need. Priorities are: 1) Support of existing debt service or asset leases that are currently supported with state revenue sources; 2) Use as match for federally funded projects; 3) Essential emergency asset improvement projects; 4) Standard replacement of existing assets that have exceeded their useful life; 5) Asset improvement projects to extend the useful life of assets; and 6) Acquisition of new assets and other acceptable purposes, other than projects that would be funded under the New Initiatives Program. Transit agencies are required annually to submit a four and 12-year capital plan that coincides with their regional Transportation Improvement Program.

Funding Outlook and Shortfall



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

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

Funding Outlook and Shortfall



State Capital Funding Outlook

In March 2010, the Pennsylvania Turnpike Commission was unable to obtain the approval of the Federal Highway Administration to begin tolling Interstate 80. As a result, Act 44 funding for transportation in the Commonwealth was significantly impacted. With the reduction in Act 44 funding, SEPTA's annual capital budget was cut by 25 percent, or approximately \$110 million, beginning in Fiscal Year 2011 (July 1, 2010). Since that time, SEPTA has projected annual State funding in the capital program at reduced levels.

In April 2011, Governor Corbett established the Transportation Funding Advisory Commission (TFAC) by Executive Order to develop a comprehensive strategic proposal for addressing the transportation funding needs of Pennsylvania. On August 1, 2011, the TFAC submitted its final report. The report outlined several modernization proposals and recommended a funding package to address transportation needs throughout the Commonwealth.

As movement towards a transportation funding solution progresses in Harrisburg, SEPTA will continue to work with the Administration and members of the General Assembly to secure an agreed upon long-term, growing and predictable funding source to sustain public transportation throughout the Commonwealth.

On February 5, 2013, Governor Corbett presented his plan for transportation funding as part of the 2013-2014 Budget Address. The Governor's plan is built on five core principles: 1) The plan follows the recommendations outlined by the Transportation Funding Advisory Commission (TFAC); 2) Focuses on modernizing PennDOT and other transportation entities; 3) Ensures the continued safety of all travelers through the Commonwealth; 4) Ensures that the funding solution is a long-term solution; and 5) Includes the recommended and necessary legislation and regulatory changes to complement restructuring.

Funding Outlook and Shortfall



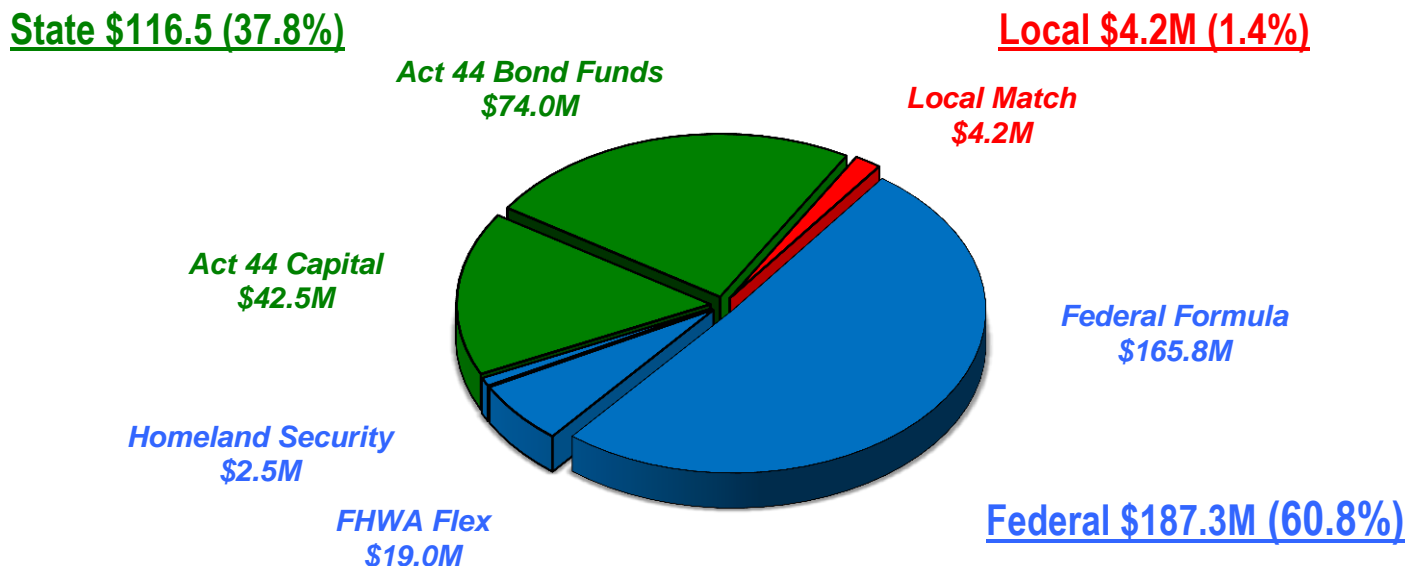
Fiscal Year 2014 Funding Forecast

Total Fiscal Year 2014 funding for capital projects has been programmed at \$308 million. Projects programmed within this level of capital funding are those for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, safety-related, or are essential vehicle and infrastructure replacement and rehabilitation programs.

The projected funding level consists of the following components:

- 1) Estimated federal formula program totaling \$165.8 million.
- 2) Federal Highway Flexible funding projection of \$19.0 million based on an anticipated SEPTA share of regional flexible funds and additional Federal Highway Flex funds committed by the Commonwealth.
- 3) U.S. Department of Homeland Security funding of \$2.5 million based on an anticipated SEPTA share of available funds.
- 4) State funds from the Public Transportation Trust Fund have been programmed at \$116.5 million.
- 5) \$4.2 million from the City of Philadelphia and Bucks, Chester, Delaware and Montgomery Counties is programmed as local match on the Federal and State funding.

FY 2014 Capital Funding \$308M

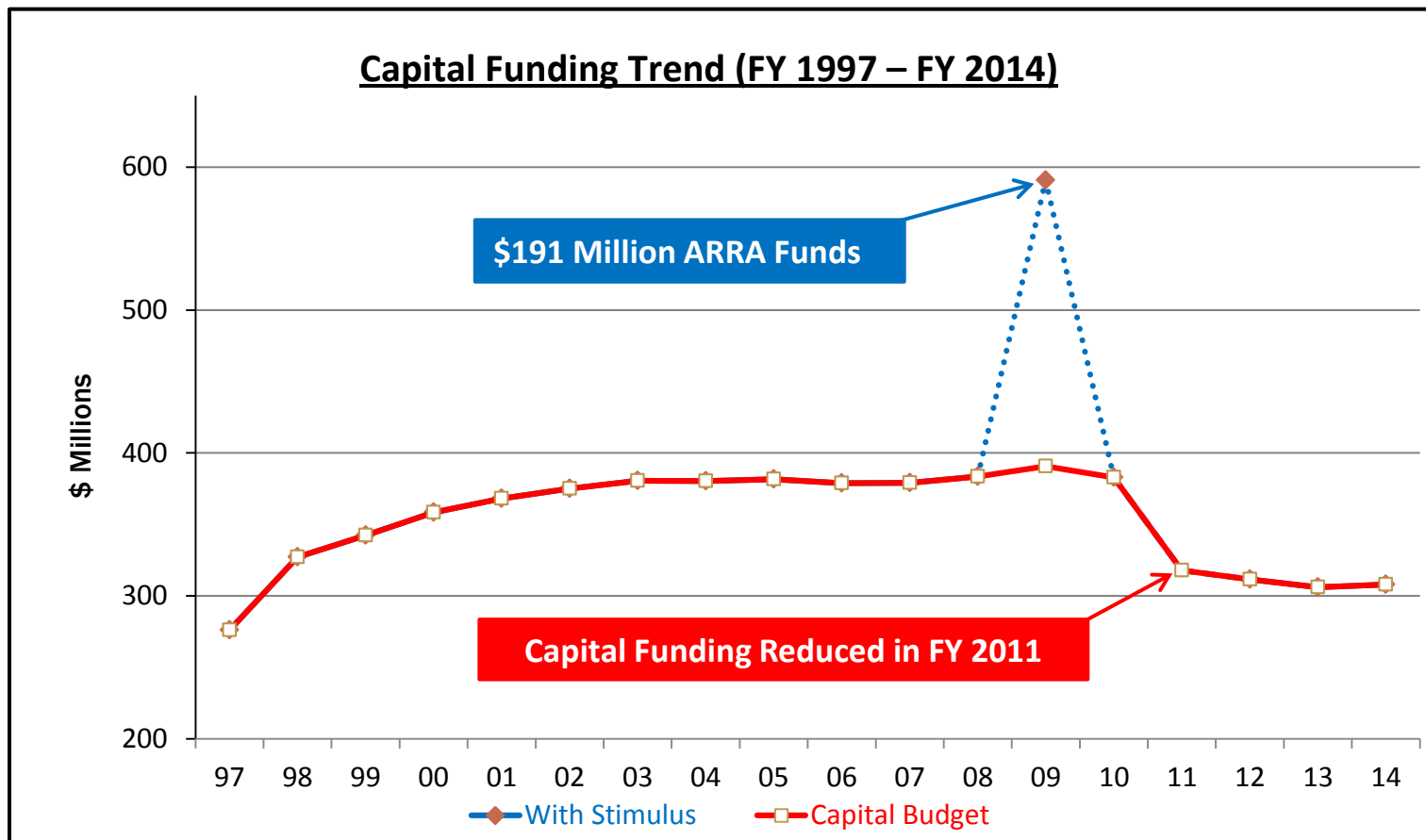


Funding Outlook and Shortfall



The Fiscal Year 2014 forecasted capital budget of \$308 million is the fourth consecutive year of reduced funding due to the loss of State Act 44 Section 1514 Discretionary funds. The Capital Funding Trend graph below shows a steady growth in funding from Fiscal Year 1997, until a 25% drop in funds, by approximately \$110 million, starting in Fiscal Year 2011. The spike in funding during Fiscal Year 2009 includes SEPTA's allocation of federal American Recovery and Reinvestment Act (ARRA) stimulus funding, which infused \$191 million in additional funding to advance SEPTA's capital program. However, this was a one-time increase.

The major drop in funding that has occurred in Fiscal Years 2011, 2012, 2013 and 2014 is projected at this time to continue into the foreseeable future. This amount of funding is the lowest SEPTA has received since 1997. An annual \$300 million capital program will severely hamper SEPTA's ability to bring the transit system to a state of good repair and will curtail the Authority's ability to advance system improvements.



Funding Outlook and Shortfall



Annual capital budgets of comparable transit agencies far exceed SEPTA's Capital Budget. Four of these transit agencies are listed below:

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

Fiscal Years 2015-2017 Funding Forecast

Funding in Fiscal Years 2015 through 2017 is programmed at the same constrained funding levels as Fiscal Year 2014. Annual Federal formula funds for Fiscal Years 2015-2017 are programmed at \$152.3 million. Federal Highway flexible funding is programmed at \$19.0 million per year. This level includes \$17.1 million to SEPTA as committed by the Commonwealth as part of the April 17, 1997 Supplemental State Public Transportation Assistance Act and funds for Congestion Mitigation activities in support of regional highway reconstruction projects. In addition, U.S. Department of Homeland Security funding is programmed at \$2.5 million a year. This amount is based on an anticipated SEPTA allocation of total available funds. State funding from the Act 44 Public Transportation Trust Fund is programmed at \$131.2 million each year.

Fiscal Years 2018-2025 Funding Forecast and Unfunded Capital Needs

Funding in Fiscal Years 2018 through 2025 is forecasted each year at the Fiscal Year 2014 level. While capital needs during this time total more than \$6.7 billion, only \$2.5 billion of projects can be programmed within this constrained annual funding level. At forecasted funding levels, 63% of SEPTA's capital infrastructure and vehicle needs will be deferred. Only projects for which SEPTA has financial obligations to pay, are federally mandated, safety-related, or are essential vehicle and infrastructure replacement and rehabilitation programs have been programmed.

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

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

SEPTA's Capital Investment



SEPTA's Capital Investment



Capital Investment Categories

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

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

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

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

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

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

A Look Back at the Fiscal Year 2013 Capital Budget

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

State of Good Repair projects totaled \$84.5 million, or 28% of the budget. Projects included the Infrastructure Safety Renewal Program, Station and Parking Improvements Program, State of Good Repair Initiatives, Wayne Junction Intermodal Facility Rehabilitation and Lease of Amtrak Trackage.

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

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

System Expansion projects totaled \$1.9 million, or 1% of the budget. This category included Congestion Mitigation Activities.

SEPTA's Capital Investment



Fiscal Year 2014 Capital Budget

The Fiscal Year 2014 Capital Budget consists of 14 capital projects totaling \$308 million. Projects highlighted by capital investment category are described below.

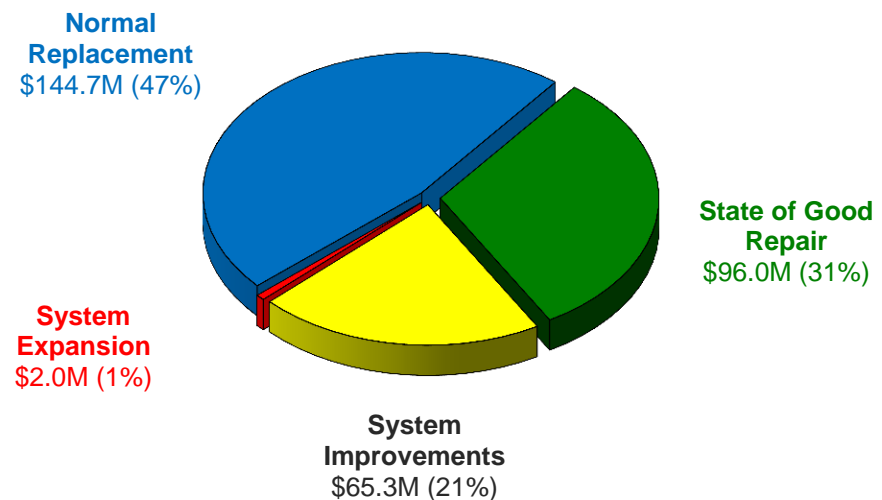
State of Good Repair projects total \$96.0 million, or 31% of the budget. Projects programmed include Infrastructure Safety Renewal Program, State of Good Repair Initiatives, and Lease of Amtrak Trackage.

Normal Replacement projects are programmed at \$144.7 million, or 47% of the budget. Projects programmed include the Bus Purchase Program, Paratransit Vehicle Purchase, Utility Fleet Renewal, Silverliner V Rail Car Acquisition, and the Vehicle Overhaul Program.

System Improvement projects total \$65.3 million, or 21% of the budget. Projects programmed include New Payment Technologies, Station Accessibility, Regional Rail Signal System Modernization, System Improvements Program, and Safety and Security Improvements.

System Expansion projects are programmed at \$2.0 million, or 1% of the budget. This category includes Congestion Mitigation Activities.

**FY 2014 Capital Funding \$308M
by Category**



SEPTA's Capital Investment



Fiscal Year 2014 Capital Budget and Fiscal Years 2014 to 2025 Capital Program Budget Segments

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

The budget document is divided into two segments: the first lists projects programmed for funding in Years 1 through 4 of the capital program; and the second shows the budget proposal for Years 5 through 12. The Years 5 through 12 segment provides an overview of projects proposed for future budget years as well as unfunded capital needs.

In addition, a list of transit planning efforts recently completed or currently underway in the region is included as Appendix B. These transit planning efforts, which are being conducted by SEPTA, the Delaware Valley Regional Planning Commission, local governments or other regional transit operators, are included in the budget document as they are of interest to SEPTA's stakeholders.

SEPTA's Capital Program

Fiscal Years 2014-2017 (Years 1-4) - Program Schedule



SEPTA's Capital Program/*Fiscal Years 2014-2017 (Years 1-4)*



Capital Projects	Budget Year	Program Years			FY 2014-17
	FY 2014	FY 2015	FY 2016	FY 2017	Total
Bus Purchase Program	\$40,700,000	\$33,721,000	\$56,279,000	\$45,000,000	\$175,700,000
Congestion Relief	2,006,000	2,091,000	2,178,000	2,243,000	8,518,000
Infrastructure Safety Renewal Program	35,500,000	35,500,000	35,500,000	35,500,000	142,000,000
New Payment Technologies (Loan Repayment)	2,700,000	20,747,000	40,600,000	65,964,000	130,011,000
Paratransit Vehicle Acquisition	5,000,000	6,000,000	4,500,000	6,000,000	21,500,000
Regional Rail Signal System Modernization	45,034,000	45,993,000	0	0	91,027,000
Safety and Security Improvements	2,500,000	2,500,000	2,500,000	2,500,000	10,000,000
State of Good Repair Initiatives	28,048,000	7,508,000	5,909,000	998,000	42,463,000
Station Accessibility	3,001,000	0	0	0	3,001,000
Station and Parking Improvements Program	0	3,062,000	0	0	3,062,000
System Improvements Program	2,000,000	10,000,000	18,800,000	7,201,000	38,001,000
Utility Fleet Renewal	3,500,000	3,000,000	3,000,000	3,000,000	12,500,000
Vehicle Overhaul Program	<u>56,500,000</u>	<u>56,500,000</u>	<u>56,500,000</u>	<u>56,500,000</u>	<u>226,000,000</u>
Subtotal Capital Projects	\$226,489,000	\$226,622,000	\$225,766,000	\$224,906,000	\$903,783,000
Financial Obligations					
Capital Asset Lease Program	30,158,646	31,059,168	31,983,473	32,906,924	126,108,211
Debt Service	<u>51,387,354</u>	<u>51,318,832</u>	<u>51,250,527</u>	<u>51,187,076</u>	<u>205,143,789</u>
Subtotal Financial Obligations	\$81,546,000	\$82,378,000	\$83,234,000	\$84,094,000	\$331,252,000
Total Capital Budget	\$308,035,000	\$309,000,000	\$309,000,000	\$309,000,000	\$1,235,035,000

SEPTA's Capital Program

Fiscal Years 2014-2017 (Years 1-4) - Project Descriptions



Bus Purchase Program



SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for heavy use routes to 27-foot and 30-foot buses for suburban circulator and contracted service routes.

SEPTA awarded a contract to NOVA Bus, Inc. in March 2012 for the procurement of 245 low-floor buses as follows:

<u>Size</u>	<u>Type</u>	<u>Qty.</u>	<u>Delivery Schedule</u>
60-Foot	Hybrid (Diesel/Electric)	70	Sep. 2013 - Jan. 2014
40-Foot	Hybrid (Diesel/Electric)	90	Jan. 2014 - May 2014
60-Foot	Clean Diesel	45	Jul. 2014 - Sep. 2014
60-Foot	Clean Diesel	40	Jul. 2015 - Aug. 2015

SEPTA's current bus fleet includes 472 hybrid (diesel/electric) buses, which represents approximately one-third of the total fleet. This quantity of hybrid buses makes SEPTA one of the largest public transit operators of hybrid buses in the country.

SEPTA was successful in receiving federal discretionary grants to assist in the funding of hybrid buses as listed above.



Rendering of 40-Ft. and 60-Ft. Nova Buses

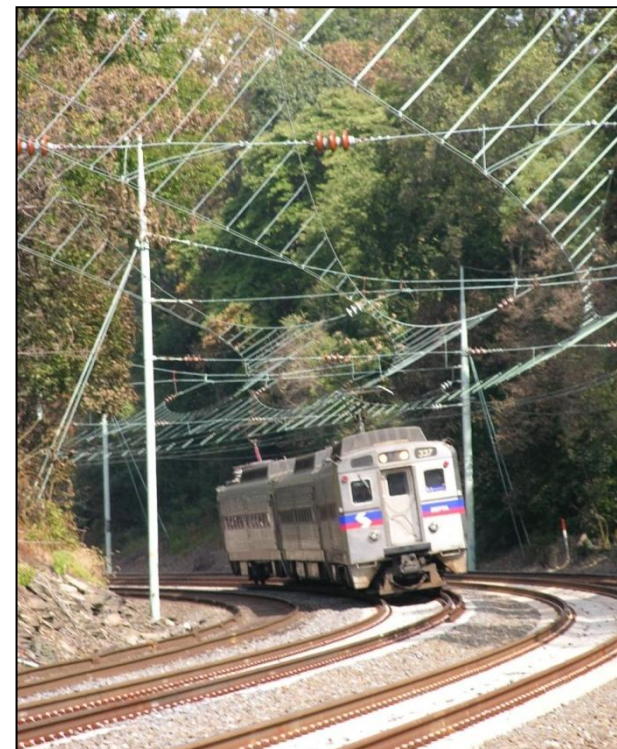
FY 2014 Funding Source: FTA <u> X </u> FHWA <u> X </u> State Act 44 <u> X </u> Local <u> X </u>					
Capital Investment Category: State of Good Repair <u> </u> Normal Replacement <u> X </u> System Improvements <u> </u> System Expansion <u> </u>					
Service Area: Bucks, Chester, Delaware and Montgomery Counties and the City of Philadelphia					
Prior Funding	FY 2014 Funding	FY 2015-2017	FY 2018-2025	Unfunded	Total Cost
\$137,900,000	\$40,700,000	\$135,000,000	\$400,000,000	\$0	\$713,600,000

Capital Asset Lease Program



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

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



SEPTA Operation on
Amtrak's Keystone Corridor

FY 2014 Funding Source: FTA <u> X </u> FHWA <u> </u> State Act 44 <u> X </u> Local <u> </u>					
Capital Investment Category: State of Good Repair <u> X </u> Normal Replacement <u> </u> System Improvements <u> X </u> System Expansion <u> </u>					
Service Area: Bucks, Chester, Delaware and Montgomery Counties and the City of Philadelphia					
Prior Funding	FY 2014 Funding	FY 2015-2017	FY 2018-2025	Unfunded	Total Cost
\$0	\$30,158,646	\$95,949,565	\$300,868,000	\$0	\$426,976,211

Congestion Relief



The following congestion mitigation activities are included in the Delaware Valley Regional Planning Commission's Transportation Improvement Program (FY2013-2024), which took effect on October 1, 2012.

U.S. Route 202 Reconstruction Congestion Mitigation Activities (\$1,430,000) – As part of the U.S. Route 202 Highway Reconstruction Program in Chester County, PennDOT has supported the funding of congestion mitigation activities operated by SEPTA. Funds are programmed for the following SEPTA strategies: 1) Paoli/Thorndale Regional Rail Line service improvements and Bus Route 204 service, which are congestion mitigation activities continued from the U.S. Route 202, Section 400 reconstruction effort; 2) Additional Paoli/Thorndale Regional Rail Line service between Malvern and Thorndale Stations; and 3) Bus Route 205 operating from the Paoli Station to the Commons at Great Valley and Phoenixville, which serves Paoli Memorial Hospital, Paoli Industrial Park, Great Valley Corporate Center, and other employment centers along the PA Route 29 corridor.

I-95 Reconstruction Congestion Mitigation (\$576,000) – In partnership with PennDOT, this project will support the I-95 Reconstruction Project. This project involves the operation of shuttle bus service between the 1,600-space park-and-ride lot off Woodhaven Road in Bucks County and the adjacent Cornwells Heights Station on the Trenton Regional Rail Line for passengers of SEPTA and Amtrak train service to Center City Philadelphia and points south, and to Trenton and points north.

FY 2014 Funding Source: FTA ____ FHWA <u>X</u> State Act 44 ____ Local <u>X</u>					
Capital Investment Category: State of Good Repair ____ Normal Replacement ____ System Improvements ____ System Expansion <u>X</u>					
Service Area: Bucks, Chester, Delaware and Montgomery Counties and the City of Philadelphia					
Prior Funding	FY 2014 Funding	FY 2015-2017	FY 2018-2025	Unfunded	Total Cost
\$0	\$2,006,000	\$6,512,000	\$0	\$0	\$8,518,000

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

- Payments on Capital Grant Receipts Bonds, Series 2011.

Acquisition of 120 Silverliner V Regional Rail Cars. These new electric multiple-unit (EMU) cars have replaced the Silverliner II and III rail cars, and provide additional cars to supplement the regional rail car fleet in response to ridership growth. Vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations regarding safety features and systems. The cars include 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 new cars have electronic exterior and interior destination signs, voice annunciation of train destination and upcoming station stops, interior video display monitors and provide the capability for SEPTA's Control Center to broadcast messages directly to customers on the trains. In addition, these cars are equipped with on-board video surveillance and automatic passenger counting systems. The total cost for the Silverliner V Rail Car Acquisition Project (\$324 million) is funded through a combination of grants and capital financing.



Rehabilitation of the Wayne Junction Intermodal Facility. The Wayne Junction Intermodal Facility was constructed at the turn of the 20th Century and is in need of major rehabilitation. This project provides for restoring the station's historic integrity while modernizing its structure to provide a more accessible and environmentally friendly facility for local residents. The project provides for the enhancement of passenger amenities such as lighting, signage, shelters, audio and visual public announcement system, windscreens, benches, HVAC (heating, ventilation, air conditioning) systems, and sanitary systems. Structural improvements include station building rehabilitation and ADA accessibility modifications, such as high level platforms, elevators, stairway renovations, passenger tunnel improvements, new canopies and shelter improvements. The construction phase of this project is scheduled to be complete in the spring of 2015. The total cost of the Wayne Junction Intermodal Facility project (\$32 million) will be funded through a Federal Transit Administration Bus and Bus Facilities Livability Grant and capital financing.



Debt Service



- Payments on Fixed Rate Refunding Bonds, Series 2010. Proceeds from the Fixed Rate Refunding Bonds were used to refund the Special Revenue Bonds, Series 1999, which provided funds for the Market-Frankford Line cars, various capital improvement projects, and partial refunding of Series 1995A Bonds. (Normal Replacement and State of Good Repair)
- Payments on Converted Indexed Rate Revenue Refunding Bonds, Series 2007. On December 18, 2012, the Authority converted the Variable Rate 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 Rail Cars, General Motors Locomotives and Frazer Rail Car Maintenance Shop and for other capital improvement projects, including the Market-Frankford Line car acquisition, Broad Street Line cable replacement, Frazer Yard interlocking construction and Market-Frankford Line infrastructure improvements. (Normal Replacement and System Improvement)

FY 2014 Funding Source: FTA <u> X </u> FHWA <u> </u> State Act 44 <u> X </u> Local <u> X </u>					
Capital Investment Category: State of Good Repair <u> X </u> Normal Replacement <u> X </u> System Improvements <u> X </u> System Expansion <u> </u>					
Service Area: Bucks, Chester, Delaware and Montgomery Counties and the City of Philadelphia					
Prior Funding	FY 2014 Funding	FY 2015-2017	FY 2018-2025	Unfunded	Total Cost
\$0	\$51,387,354	\$153,756,435	\$310,805,000	\$0	\$515,948,789

Infrastructure Safety Renewal Program



This Program provides for the restoration of SEPTA's transit and railroad infrastructure to a state of good repair. Projects to be advanced during Fiscal Year 2014 include:

Track and Right-of-Way

- Renew two turnouts that connect the Broad Street Line with the Broad Street Spur.
- Replacement of bridge timbers on Norristown High Speed Line (NHSL) Bridge 0.15, which is adjacent to 69th Street Transportation Center.
- Renew grade crossings at Penn Street and Broadway Avenue on the Route 102 Trolley Line.
- Replace tie, resurface track, and perform brush cutting along the Manayunk/Norristown Regional Rail Line.
- Replace curve worn rail at several locations on the Market-Frankford Line, Regional Rail Mainline, and the Media/Elwyn Line.
- Rehabilitate subway columns and anchor concrete plinths on the Broad Street Line.

Station Facilities

- City Transit station and tunnel lighting improvements as follows: Energy efficient lighting improvements on the Market-Frankford Line (MFL) at 2nd Street, 8th Street, 11th Street, 15th Street, 40th Street, 44th Street, Spring Garden, and Girard Stations; Energy efficient lighting improvements at bus and trolley loops; Stairway improvement at Fern Rock Station on the Broad Street Line (BSL); Sewer ejector improvements at Allegheny Station (BSL) and 37th Street Trolley Station; Canopy improvements at Spring Garden Station (MFL); and Tactile edge improvements at 15th Street and Girard Stations (MFL).
- Regional Rail station improvements as follows: Platform edge improvements at Suburban and University Stations; Platform and canopy improvements at Wissahickon Station; Platform, shelter, and lighting improvements at Crum Lynne Station; platform, canopy, tunnel, signage and bicycle amenities improvements at Curtis Park Station; Tactile edge and lighting improvements at Temple Station; Accessible platform improvements at Strafford Station; Canopy, station building and bicycle amenities improvements at Merion Station; Station building and canopy roof improvements at Wyndmoor Station, and design of access improvements to the east side of Fern Rock Station.
- Rehabilitation of vent wells on the Broad Street Line and extension and reconstruction of the emergency exit located on the Market Frankford Line adjacent to the Schuylkill Expressway.
- Pump room overhauls at several locations on the Broad Street and Market-Frankford Lines.
- Renewal of Wynnewood Avenue and Bryn Mawr Stations (NHSL), including platforms, tactile edge, shelters, parking, pathways, passenger amenities and landscaping improvements as required at each site.

Maintenance/Support Facilities

- Rehabilitation of bridge abutment and painting/repairs of all structural steel on the Norristown High Speed Line Bridge 7.46 over Route 30.
- Maintenance and support facilities improvements at Allegheny, Berridge, Comly, Frankford, Germantown, Midvale, and Victory Bus Shops/Depots; Courtland Utility and Facilities Shops; 69th Street, Elmwood, Frazer, Norristown High Speed Line, and Woodland Car Shops; Roberts and Powelton Yard facilities; and Morton and Lenni Substations. Work elements include: paving and apron repairs; offices, locker rooms, bathrooms, and other crew area renovations; and lighting, fire doors, fencing, retaining walls, and roofs improvements.

Infrastructure Safety Renewal Program



Signals and Communications Systems

- Install standard communications infrastructure on the Regional Rail System including the segment between Temple Station and Wayne Junction Intermodal Facility.
- Replace existing Audio Visual Public Address (AVPA) units at the concourse level of 30th Street Station with new, industry standard LED signs.
- Refurbish public address control units at passenger stations on the Media/Elwyn Regional Rail Line and the Norristown High Speed Line.
- Replace Rail Operations Control Center (ROCC) communications system.
- Electric switch heater improvements at four Regional Rail locations and twenty Norristown High Speed Line locations.
- Air line replacement for power-operated track switches at 16th Street Junction and Broad Interlockings on the Regional Rail System.

Power Systems

- Replace DC traction power feeder cables originating from Pine Substation, which supports the Broad Street Line.
- Replace trolley wire on Route 101/102 from 69th Street to Lansdowne Avenue, in the Subway-Surface trolley tunnel, and at 40th Street Portal, Elmwood Yard, and a segment of trackless trolley wire near the Frankford Transportation Center.
- Improvements to several City, Suburban Transit and Regional Rail substations, including SCADA control upgrades, and replacement of high speed trip devices, breakers, high voltage bushings replacement, and battery control systems, as required.
- Refurbish components of the static frequency convertor substation at Wayne Junction.
- Replace a section of duct bank on the east side of Broad Street in the vicinity of Kerbaugh Street.
- Replace catenary on the Manayunk/Norristown Regional Rail Line.
- Power sectionalizing improvements at Lynn Interlocking on the Warminster Regional Rail Line, and River and Kalb Interlockings on the Manayunk/Norristown Regional Rail Line.
- Replacement of the uninterrupted power supply (UPS) system for the Control Center and Radio Room.
- Catenary structure improvements on the Manayunk/Norristown and West Trenton Lines.

FY 2014 Funding Source: FTA <input type="checkbox"/> FHWA <input type="checkbox"/> State Act 44 <input checked="" type="checkbox"/> Local <input checked="" type="checkbox"/>					
Capital Investment Category: State of Good Repair <input checked="" type="checkbox"/> Normal Replacement <input type="checkbox"/> System Improvements <input type="checkbox"/> System Expansion <input type="checkbox"/>					
Service Area: Bucks, Chester, Delaware and Montgomery Counties and the City of Philadelphia					
Prior Funding	FY 2014 Funding	FY 2015-2017	FY 2018-2025	Unfunded	Total Cost
\$0	\$35,500,000	\$106,500,000	\$284,000,000	\$0	\$426,000,000

New Payment Technologies



The New Payment Technologies (NPT) Project will modernize SEPTA's antiquated fare payment and collection system by offering riders a variety of payment choices to suit their travel needs. Fareboxes on buses and light rail vehicles will accept electronic fare media such as contactless cards and emerging media forms. New vending machines located in stations and other terminal locations will improve customer convenience for fare instrument purchases. Electronic media will also be widely available in retail establishments throughout the SEPTA service area and will be reloadable: 1) At vending machines or ticket offices; 2) Automatically through an account with SEPTA; or 3) Through an on-line transaction.

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.

A contract was awarded to ACS Transport Solutions, Inc. (now a subsidiary of Xerox Corporation) in November 2011. The NPT system will be implemented in phases. Phase 1 of the project will include the complete design, deployment of the data network backbone of the rail transit system, and advance pilot testing of the NPT system, and should conclude by the end of 2013. Phase 2 will include the installation of the system on Rail Transit, Trolley and Bus fleets and pilot testing on Regional Rail, and should be deployed by Spring of 2014. In Phase 3, the Regional Rail, Parking Operations and Customized Community Transportation (CCT) segments will be deployed by the end of 2014.

Companion projects supporting the NPT 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 downtown Railroad stations (Temple University, Market East, Suburban Station, 30th Street Station and University City); Broad Street Subway, Market Frankford and Trolley station fare line improvements; zone offices to monitor fare lines and assist passengers; control modifications for elevators; remote Railroad station waiting room security; and 30th Street Railroad station ticket office/vendor relocations. These NPT companion projects are necessary to provide enhanced customer service and achieve cost efficiencies and revenue enhancements.

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

FY 2014 Funding Source: FTA <u> X </u> FHWA <u> </u> State Act 44 <u> X </u> Local <u> X </u>					
Capital Investment Category: State of Good Repair <u> </u> Normal Replacement <u> </u> System Improvements <u> X </u> System Expansion <u> </u>					
Service Area: Bucks, Chester, Delaware and Montgomery Counties and the City of Philadelphia					
Prior Funding	FY 2014 Funding	FY 2015-2017	FY 2018-2025	Unfunded	Total Cost
\$22,953,000	\$2,700,000	\$127,311,000	\$75,547,000	\$0	\$228,511,000

Paratransit Vehicle Acquisition



Quality control, service reliability and customer satisfaction are key objectives of the Authority. To achieve these objectives, SEPTA routinely acquires new revenue vehicles for its paratransit and shared-ride services to replace vehicles that have exceeded their useful life of five years. These vehicles are provided to private carriers, which operate the services and maintain the vehicles under contract to SEPTA.

SEPTA ownership of these vehicles provides the following benefits:

- The flexibility to rapidly exchange vehicles between carrier networks should the need arise.
- Creates an economic incentive for carriers to provide quality service.
- More control over fleet composition and standardization of the fleet.
- More control over vehicle design features.

In Fiscal Year 2014, up to 71 vehicles will be acquired, consisting of 48 minibuses with wheelchair lifts and 23 12-passenger minibuses without wheelchair lifts.



Paratransit Minibus with Wheelchair Lift

FY 2014 Funding Source: FTA <u> X </u> FHWA <u> </u> State Act 44 <u> X </u> Local <u> X </u>					
Capital Investment Category: State of Good Repair <u> </u> Normal Replacement <u> X </u> System Improvements <u> </u> System Expansion <u> </u>					
Service Area: SEPTA Region					
Prior Funding	FY 2014 Funding	FY 2015-2017	FY 2018-2025	Unfunded	Total Cost
\$0	\$5,000,000	\$16,500,000	\$48,000,000	\$0	\$69,500,000

Regional Rail Signal System Modernization



This project provides for the modernization of the signal system on SEPTA's Regional Rail lines. An Automatic Train Control (ATC) System is being installed on SEPTA's Warminster, Lansdale/Doylestown - Lansdale to Doylestown segment, Cynwyd, Manayunk/Norristown, Chestnut Hill East and Chestnut Hill West Regional Rail Lines. The ATC system ensures effective train separation, and provides train overspeed protection with automatic braking. The new signal system enables 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) is being installed 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 System can enforce permanent and temporary civil speed restrictions and train stops through a network of transponders, while maintaining the continuous track monitoring advantages of the ATC System. The installation of the ACSES 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 will significantly improve service quality, provide a more reliable and maintainable operation, and expand opportunities to increase overall travel speed and reduce travel time.

The status of this project is as follows:

- Warminster Line – Complete
- Doylestown Line – Complete
- Chestnut Hill East Line - Complete
- Chestnut Hill West Line - Completion scheduled for Spring 2014
- Manayunk/Norristown Line - Completion scheduled for Fall 2015
- Cynwyd Line - Completion scheduled for Fall 2015
- Positive Train Control (PTC) - Completion scheduled for December 2015



Signal Hut at River Interlocking
Manayunk/Norristown Regional Rail Line

FY 2014 Funding Source: FTA <u> X </u> FHWA <u> </u> State Act 44 <u> X </u> Local <u> X </u>					
Capital Investment Category: State of Good Repair <u> </u> Normal Replacement <u> </u> System Improvements <u> X </u> System Expansion <u> </u>					
Service Area: Bucks, Chester, Delaware and Montgomery Counties and the City of Philadelphia					
Prior Funding	FY 2014 Funding	FY 2015-2017	FY 2018-2025	Unfunded	Total Cost
\$156,151,000	\$45,034,000	\$45,993,000	\$0	\$0	\$247,178,000

Safety and Security Improvements



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

Major projects funded include:

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

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

FY 2014 Funding Source: FTA <input type="checkbox"/> FHWA <input type="checkbox"/> State Act 44 <input type="checkbox"/> Local <input type="checkbox"/> DHS <input checked="" type="checkbox"/>					
Capital Investment Category: State of Good Repair <input type="checkbox"/> Normal Replacement <input type="checkbox"/> System Improvements <input checked="" type="checkbox"/> System Expansion <input type="checkbox"/>					
Service Area: Bucks, Chester, Delaware and Montgomery Counties and the City of Philadelphia					
Prior Funding	FY 2014 Funding	FY 2015-2017	FY 2018-2025	Unfunded	Total Cost
\$45,481,000	\$2,500,000	\$7,500,000	\$0	\$0	\$55,481,000

State of Good Repair Initiatives



This program is designed to bring transit and railroad facilities to a state of good repair. Projects proposed for FY 2014 to FY 2017 funding are as follows:

- Catenary Replacement: Media/Elwyn Regional Rail Line from Walnut Interlocking, City of Philadelphia, to Lenni, Delaware County.
- Environmental Clean Up and Protection: Activities include remediation and testing associated with underground storage tanks, lead-based paint and asbestos abatement, contaminated soil and groundwater, and air quality. Site assessments to determine environmental exposures prior to acquiring properties are also included under this program. The program also includes activities that will reduce SEPTA's environmental footprint.
- Railroad Grade Crossing Surface Renewal: Renewal and upgrade of track and highway surfaces at 15 locations on the Manayunk/Norristown and Warminster Regional Rail Lines.
- Track Renewal: 1) Route 11 Trolley Line along Main Street between Island Avenue and Darby Loop; 2) Route 15 Trolley Line along Girard Avenue between Frankford Avenue and Susquehanna Avenue and on Richmond Street between Ann Street and Allegheny Avenue; and 3) Route 102 Trolley Line along Woodlawn Avenue from Springfield Road to North Street.
- Norristown High Speed Line (NHSL) Bridgeport Viaduct Tie Replacement: Removal and replacement of all bridge timbers, trackwork and all ancillary hardware; localized structural steel and rivet repairs; localized cleaning and painting of structural steel; furnishing and installation of new cable tray; removal and replacement of all power, signal and communications cables, replacement of existing walkway; and new safety railings.
- Fern Rock Car House Roof Replacement: Replacement of existing roof with new 4-ply asphalt built up roofing system; replacement of skylights; and masonry repairs.
- Cresson Street Retaining Wall Reconstruction: Reconstruction of the Cresson Street retaining wall along the north side of the Manayunk/Norristown Regional Rail Line right-of-way between Midvale Avenue and Calumet Street. SEPTA and the City of Philadelphia will partner in this project.



NHSL Bridgeport Viaduct

State of Good Repair Initiatives



- **Bus Maintenance Facility Lift Improvement Program:** Phase I provides for the replacement of thirty in-ground lifts and 6 sets of portable lifts at City Transit and Suburban Transit bus maintenance facilities. Phase II will complete the program by providing for the replacement of 13 additional in-ground lifts, 13 sets of portable lifts and 3 wash bay platform lifts; and the overhaul of 3 shop platform lifts.
- **Ardmore Avenue Bridge Replacement:** PennDOT will be advancing a project in June 2015 to replace the Ardmore Avenue Bridge, S.R. 1018, which runs over SEPTA's Norristown High Speed Line in Haverford Township, Delaware County. SEPTA and PennDOT will be sharing costs associated with ADA compliant pedestrian ramps and stairs connecting the new bridge to both the inbound and outbound platforms of Ardmore Avenue Station.



In-ground Bus Lifts at Berridge Shop

FY 2014 Funding Source: FTA <u> X </u> FHWA <u> </u> State Act 44 <u> X </u> Local <u> X </u>					
Capital Investment Category: State of Good Repair <u> X </u> Normal Replacement <u> </u> System Improvements <u> </u> System Expansion <u> </u>					
Service Area: Bucks, Chester, Delaware and Montgomery Counties and the City of Philadelphia					
Prior Funding	FY 2014 Funding	FY 2015-2017	FY 2018-2025	Unfunded	Total Cost
\$8,240,000	\$28,048,000	\$14,415,000	\$19,700,000	\$117,452,000	\$187,855,000

Station Accessibility



The Station Accessibility Program provides for the continuation of SEPTA's efforts to improve accessibility at railroad and rail transit stations. This program complements accessibility efforts being advanced as part of other projects and programs included in SEPTA's Capital Program. To date, SEPTA has completed over 100 accessible stations and operates 95 passenger elevators.

Accessibility improvements to 35 Federal Transit Administration-designated Key rail and rail transit stations were fully funded under the first phase of this program. Future stations are selected based on a number of factors, including station ridership, intermodal connections and proximity to identified disability magnet sites, as recommended by the SEPTA Advisory Committee for Accessible Transportation (SAC).

Highlights of ADA projects recently completed or currently underway include:

- Olney Broad Street Subway Station platform, stairs, elevators and escalator improvements (Complete)
- Construction of SEPTA's new Accessible Travel Center (Complete)
- Chester and Radnor Regional Rail Stations platform accessibility improvements (Complete)
- Margaret-Orthodox Station Design (Complete)
- Overbrook and Strafford Regional Rail Stations platform accessibility improvements (Construction Underway)
- Elevators to access 15th Street Station platform under SEPTA's City Hall Early Action Project (Construction Underway)
- Race-Vine Broad Street Subway Station elevator installation (Construction Contracts Awarded)

Fiscal Years 2014-2017 funding is programmed to make improvements to Race-Vine Broad Street Subway Station, including construction of three elevators, and headhouse and fare line improvements. In addition, funding will provide for the construction of high-level platforms, pedestrian tunnel improvements, elevator, stair, and ramp access to platforms, canopies and shelters, and passenger amenities at Ardmore Transit Center on SEPTA's Paoli/Thorndale Regional Rail Line. Funding programmed for Ardmore Transit Center is subject to the Delaware Valley Regional Planning Commission's New Freedom project selection and approval process.

Due to reduced capital funding, the construction phase of the Margaret-Orthodox Station improvements and the advancement of the design phases for Erie, Snyder and 40th Street Stations must be deferred until sufficient funds can be identified.

FY 2014 Funding Source: FTA <u> X </u> FHWA <u> </u> State Act 44 <u> X </u> Local <u> X </u>					
Capital Investment Category: State of Good Repair <u> </u> Normal Replacement <u> </u> System Improvements <u> X </u> System Expansion <u> </u>					
Service Area: Bucks, Chester, Delaware and Montgomery Counties and the City of Philadelphia					
Prior Funding	FY 2014 Funding	FY 2015-2017	FY 2018-2025	Unfunded	Total Cost
\$30,579,000	\$3,001,000	\$0	\$15,000,000	\$43,670,000	\$92,250,000

Station and Parking Improvements Program



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

Station improvements programmed over the next few years include:

- Villanova Station Phase 1 Construction – This phase will include the rehabilitation of the pedestrian tunnel and construction of ramps and stairs. Construction is scheduled to start in Calendar Year 2014 with completion in Calendar Year 2016. A future phase will provide for construction of high-level platforms with canopies and shelters.
- Levittown Station Phase 1 Construction – This phase will include parking improvements, new entrance drive, relocation of utilities, drainage and ground water improvements, fencing, and intersection enhancements with the driveway and Route 13. This project will advance following PennDOT's reconstruction of Route 13 at this location. SEPTA's construction is scheduled to start mid-to-late Calendar Year 2014 with completion in Calendar Year 2015. A future phase will provide for the full reconstruction of the station facilities including high-level platforms, new pedestrian overpass, station building, shelters, and canopies.

Projects currently in construction include:

- Norristown High Speed Line 69th Street Station Platform Replacement – This project is in construction with completion scheduled for summer 2013.
- Primos Station Phase 2 Parking Expansion – This project is in construction with completion scheduled for fall 2013.

FY 2014 Funding Source: FTA ____ FHWA ____ State Act 44 ____ Local ____					
Capital Investment Category: State of Good Repair <u>X</u> Normal Replacement ____ System Improvements ____ System Expansion ____					
Service Area: Bucks, Delaware and Montgomery Counties					
Prior Funding	FY 2014 Funding	FY 2015-2017	FY 2018-2025	Unfunded	Total Cost
\$27,503,000	\$0	\$3,062,000	\$47,000,000	\$356,305,000	\$433,870,000

System Improvements Program



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

- **Information Technology** – This project will provide for enhancements to SEPTA’s information technology infrastructure and computer software applications. Projects include improvements to SEPTA’s communications infrastructure; construction of a backup network server farm site; replacement of aged desktop systems, network servers and peripheral equipment; upgrade and purchase of computer software business applications; improvements to system security across computer platforms; and enhancements to SEPTA’s website.
- **Route 101 & 102 Trolley Line Signals/Interlocking Improvements** – This project will provide for a new trolley control system and physical plant changes for the Routes 101 and 102 Trolley Lines. The new system will include automatic enforcement of safe trolley separation, and overspeed and roadway worker protection. New track special work, signal power improvements and a new trolley control center will also be constructed as part of the project. The new Control Center system will include a control feature for schedule adherence and optimum trolley line throughput which will maximize trolley operation efficiency.

FY 2014 Funding Source: FTA <u> X </u> FHWA <u> </u> State Act 44 <u> X </u> Local <u> X </u>					
Capital Investment Category: State of Good Repair <u> </u> Normal Replacement <u> </u> System Improvements <u> X </u> System Expansion <u> </u>					
Service Area: Bucks, Chester, Delaware and Montgomery Counties and the City of Philadelphia					
Prior Funding	FY 2014 Funding	FY 2015-2017	FY 2018-2025	Unfunded	Total Cost
\$1,500,000	\$2,000,000	\$36,001,000	\$17,299,000	\$323,526,000	\$380,326,000

Utility Fleet Renewal



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

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

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



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

FY 2014 Funding Source: FTA <u> X </u> FHWA <u> </u> State Act 44 <u> X </u> Local <u> X </u>					
Capital Investment Category: State of Good Repair <u> </u> Normal Replacement <u> X </u> System Improvements <u> </u> System Expansion <u> </u>					
Service Area: Bucks, Chester, Delaware and Montgomery Counties and the City of Philadelphia					
Prior Funding	FY 2014 Funding	FY 2015-2017	FY 2018-2025	Unfunded	Total Cost
\$0	\$3,500,000	\$9,000,000	\$28,000,000	\$0	\$40,500,000

Vehicle Overhaul Program



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.

Highlights of the Fiscal Year 2014 program include the overhaul of 40-foot low-floor New Flyer diesel buses, Broad Street B-IV cars, City and Suburban trolleys, Regional Rail Silverliner IV and Bombardier Push-Pull railcars and locomotives, Market Frankford M-4 cars, Norristown High Speed Line N-5 cars, and support vehicles and equipment. Highlights of campaigns for Fiscal Year 2014 include N-5 car seat replacement, M-4 car truck work, and the retrofit of hybrid cooling systems in New Flyer diesel buses. Regional Rail Silverliner IV campaigns include the A/C condenser unit overhaul, rotating equipment change out, trap door and double-ended blower overhauls, rebuilding of pantographs, and main transformer conversion.



Bombardier Push-Pull Railcar



New Flyer 40-Ft. Diesel Bus



Norristown High Speed Line Car

FY 2014 Funding Source: FTA <input checked="" type="checkbox"/> FHWA <input type="checkbox"/> State Act 44 <input checked="" type="checkbox"/> Local <input checked="" type="checkbox"/>					
Capital Investment Category: State of Good Repair <input type="checkbox"/> Normal Replacement <input checked="" type="checkbox"/> System Improvements <input type="checkbox"/> System Expansion <input type="checkbox"/>					
Service Area: Bucks, Chester, Delaware and Montgomery Counties and the City of Philadelphia					
Prior Funding	FY 2014 Funding	FY 2015-2017	FY 2018-2025	Unfunded	Total Cost
\$0	\$56,500,000	\$169,500,000	\$452,000,000	\$0	\$678,000,000

SEPTA's Capital Program and Unfunded Capital Needs
Fiscal Years 2018-2025 (Years 5-12) – Program Schedule



SEPTA's Capital Program Fiscal Years 2018-2025 and Unfunded Capital Needs

Capital Projects	FY 2018-2025	Unfunded
Bus and Rail Maintenance Shop Improvements	\$0	\$211,000,000
Bus Purchase Program	400,000,000	0
City Hall Station/15 th Street Station Rehabilitation	48,563,000	69,437,000
Elwyn to Wawa Rail Service	0	91,387,000
Infrastructure Safety Renewal Program	284,000,000	0
New Payment Technologies (Loan Repayment)	75,547,000	0
Paoli Line Improvements	0	84,592,000
Paoli Transportation Center	23,000,000	59,390,000
Paratransit Vehicle Acquisition	48,000,000	0
Rail Bridge Improvement Program	146,036,000	74,477,000
Regional Rail Car and Locomotive Acquisition	8,700,000	1,410,300,000
Regional Rail Substation Improvements	162,437,000	15,455,000
State of Good Repair Initiatives	19,700,000	117,452,000
Station Accessibility	15,000,000	43,670,000
Station and Parking Improvements Program	47,000,000	356,305,000
System Improvements Program	17,299,000	323,526,000
Trolley Routes 23 & 56 Infrastructure Improvements	0	189,000,000
Trolley Routes 23 & 56 Vehicle Purchase	0	130,000,000
Trolley Routes 10, 11, 13, 15, 34, 36, 101 & 102 Vehicle Replacement	85,000,000	920,000,000
Utility Fleet Renewal	28,000,000	0
Vehicle Overhaul Program	452,000,000	0
Subtotal Capital Projects	\$1,860,282,000	\$4,095,991,000
<u>Financial Obligations</u>		
Capital Asset Lease Program	\$300,868,000	\$0
Debt Service	310,805,000	0
Subtotal Financial Obligations	\$611,673,000	\$0
Total Capital Budget	\$2,471,955,000	\$4,095,991,000
New Starts/Service Initiatives *	\$0	TBD

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

SEPTA's Capital Program and Unfunded Capital Needs
Fiscal Years 2018-2025 (Years 5-12) – Project Descriptions



SEPTA's Capital Program and Unfunded Capital Needs

Fiscal Years 2018-2025 (Years 5-12) – Project Descriptions



Project Title (Budget Allocation)

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

This project provides for improvements at SEPTA's bus and rail maintenance shops in order to adequately maintain buses and rail vehicles. The renovations will include the installation of vehicle lifts, wheel alignment machines and specialized testing equipment; and the rehabilitation of vehicle washers. Improvements will also include the replacement of roofs, boilers, lighting and other building systems. Project elements will include, but not be limited to: 69th Street Motor Shop Improvements; Allegheny Bus Garage vehicle washer and fire suppression improvements; Berridge Bus Shop / 2nd & Wyoming Facility roof replacement; Callowhill Bus Garage replacement; Comly Bus Garage roof replacement; Frazer Rail Shop vehicle washer replacement; Frontier Bus Garage roof, paving, emergency generator and bus washer improvements; Midvale Bus Garage vehicle washer improvements; Overbrook Shop roof replacement and vehicle washer replacement; Roberts Yard Carhouse roof replacement; Southern Bus Garage paving, and emergency generator improvements; Victory Bus Garage emergency generator improvements; and Woodland Rail Shop roof replacement and fire suppression improvements. **Due to funding constraints, the projects listed above cannot be funded during the 12-year capital program.**

Bus Purchase Program (FY 2018-2025 \$400,000,000)

This program provides for the acquisition of accessible, user-friendly buses to replace vehicles, which have reached the end of their useful life. SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses for use on SEPTA City and Suburban routes based on needs and route characteristics. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for heavy use routes to 27-foot and 30-foot buses for suburban, circulator and contract service routes.

Capital Asset Lease Program (FY 2018-2025 \$300,868,000)

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

City Hall Station/15th Street Station Rehabilitation (FY 2018-2025 \$48,563,000; Unfunded \$69,437,000)

This project will provide for the renovation of City Hall Station on the Broad Street Line and 15th Street Station on the Market-Frankford Line. These stations are part of a junction point between the Broad Street Line, Market-Frankford Line, Routes 10, 11, 13, 34 & 36 Trolley Lines, and Regional Rail Lines. City Hall Station, which opened in 1928, has deteriorated over the years and is in need of rehabilitation. This project will be advanced in phases. Prior funding provides for an Early Action Phase. This phase is being coordinated with the Center City District's Dilworth Plaza project and consists of the installation of new elevators, new fare lines, waterproofing and structural repairs. New elevators will connect the Dilworth Plaza (street level) to mezzanine fare lines. Elevators will also be constructed for access to the Market-Frankford Line platform and 15th Street Trolley Line station. Future phases will make both stations fully accessible with additional elevators, new fare lines and structural improvements. **Due to funding constraints, only \$48.6 million of the \$118 million required to fully fund the project has been programmed in the last eight years of the capital program. The project's construction phase will have to be phased or delayed until full funding is identified.**

SEPTA's Capital Program and Unfunded Capital Needs

Fiscal Years 2018-2025 (Years 5-12) – Project Descriptions



Debt Service (FY 2018-2025 \$310,805,000)

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

Elwyn to Wawa Rail Service (Unfunded \$91,387,000)

This project will provide for the restoration of rail revenue service from the existing Media/Elwyn Regional Rail Line terminus at Elwyn, Delaware County, to a new terminus at Wawa, Delaware County. The growth and development of suburban communities in western Delaware County and southern Chester County have resulted in substantial increases in population, employment and traffic. This project, which will extend service approximately three miles, represents an opportunity for SEPTA to capture the Center City commuter market in expanding suburban locations while increasing the overall mobility of residents in the area. This project will be advanced in phases. Phase I consisted of roadbed stabilization and catenary replacement, which was completed under SEPTA's Economic Stimulus Program. Phase II includes new track, bridges, catenary and structural improvements. Phase III includes construction of a new station and a parking deck at Wawa. **Due to funding constraints, no funds are programmed for Phases II and III of this project in the 12-year capital program.**

Infrastructure Safety Renewal Program (FY 2018-2025 \$284,000,000)

This program is a continuation of SEPTA's effort to upgrade its infrastructure and associated components of transit and railroad operations in order to bring existing facilities to a state of good repair.

New Payment Technologies – Loan Repayment (FY 2018-2025 \$75,547,000)

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

SEPTA's Capital Program and Unfunded Capital Needs

Fiscal Years 2018-2025 (Years 5-12) – Project Descriptions



Paoli Line Improvements (Unfunded \$84,592,000)

SEPTA, PADOT, and Amtrak are working together to improve the infrastructure of the Amtrak-owned Keystone corridor between Philadelphia and Harrisburg. This corridor serves the PADOT-subsidized and Amtrak-operated Keystone service, and SEPTA's Paoli/Thorndale Regional Rail Line. The project will restore the infrastructure to a state of good repair, improve operating speeds and enhance service reliability. **Due to funding constraints, this project cannot be funded in the 12-year capital program.**

Paoli Transportation Center (FY 2018-2025 \$23,000,000; Unfunded \$59,390,000)

This project provides for the construction of a transportation center in Paoli, Chester County. The new facility will replace the current Paoli Regional Rail Station. The project includes: 1) An intermodal station complete with high-level platforms, waiting area, ticket offices and passenger amenities; 2) Enhanced bus facilities; 3) A 600 space commuter parking garage; 4) Extension of Darby Road over the railroad, including a new bridge and the removal of the North Valley Road bridge; 5) New entrances to the station from the roadway; 6) Pedestrian linkages throughout the station area, including sidewalks, crosswalks, and an overpass linking inbound and outbound station platforms; and 7) Reconfiguration of, and improvements to, the Paoli Interlocking to accommodate the new transportation center. **Due to funding constraints, only \$23 million of the \$82.4 million required to fully fund the project is programmed in the last eight years of the capital program. The project's construction phase will have to be phased or delayed until full funding is identified.**

Paratransit Vehicle Acquisition (FY 2018-2025 \$48,000,000)

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

Rail Bridge Improvement Program (FY 2018-2025 \$146,036,000; Unfunded \$74,477,000)

This project will restore SEPTA's bridges to a state of good repair. Project elements will include, but not be limited to, Chestnut Hill West Regional Rail Line Bridge 0.35 replacement; Media/Elwyn Regional Rail Line Bridge 11.87 Crum Creek Viaduct replacement; Regional Rail 30th Street to Suburban Station rehabilitation of nine bridges (Bridges 0.49, 0.58, 0.61, 0.64, 0.68, 0.72, 1.25, 5.68, & 11.62); Chestnut Hill West Regional Rail Line rehabilitation of seven bridges (Bridges 0.06, 0.83, 1.17, 1.26, 2.98, 4.42, & 5.67); Chestnut Hill East Regional Rail Line rehabilitation of five bridges (Bridges 5.04, 5.72, 7.63, 8.90, & 9.59); Media/Elwyn Regional Rail Line rehabilitation of three viaducts (Bridges 4.79 Cobbs Creek, 7.11 Darby Creek, and 14.41 Ridley Creek); rehabilitation of nine stone arch bridges on several Regional Rail Lines; and Norristown High Speed Line Bridge 12.81 (Bridgeport-Norristown Viaduct) structural rehabilitation and Bridge 0.15 replacement. **Sixty-six percent (66%) of the required funding for this program is programmed within the 12-year capital program. Due to funding constraints, approximately one third of the bridge improvements listed above are not addressed within the 12-year capital program.**

SEPTA's Capital Program and Unfunded Capital Needs

Fiscal Years 2018-2025 (Years 5-12) – Project Descriptions



Regional Rail Car and Locomotive Acquisition (FY 2018-2025 \$8,700,000; Unfunded \$1,410,300,000)

This project provides for the purchase of 245 railcars to replace SEPTA's Silverliner IV railcar fleet. The Silverliner IV rail cars were built between 1974 and 1976. Vehicles acquired will fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations regarding safety features and systems. In addition, this project will provide for the acquisition of nine diesel/electric locomotives to replace Bombardier Push-Pull Locomotives. **Only \$8.7 million, or 0.6 percent, of the \$1.42 billion required for this project is programmed within the 12-year capital program for specification development.**

Regional Rail Substation Improvements (FY 2018-2025 \$162,437,000; Unfunded \$15,455,000)

This program provides for the engineering, design, and construction of improvements to the traction power supply system for SEPTA's Regional Rail service. Critical components of the power system have far exceeded their useful life and are in need of replacement. Project elements will include, but not be limited to, Jenkintown Substation and Static Frequency Converter; Wayne Junction Static Frequency Converter; Ambler Substation; Woodbourne Traction Power and Signal Substation; Lenni Substation; Morton Substation; Hatboro Substation; Betharyres Substation; Doylestown Substation; and Chestnut Hill East Substation. **Ninety percent of the funds required for this project are programmed within the 12-year capital program.**

State of Good Repair Initiatives (FY 2018-2025 \$19,700,000; Unfunded \$117,452,000)

This program is designed to bring transit and railroad facilities to a state of good repair. Program categories include maintenance/support facilities; power systems; signal/communications systems; station facilities; track and right-of-way; bridges and construction support vehicles. Improvements will include, but not be limited to: catenary replacement and/or rehabilitation between 30th Street Station and Zoo Interlocking on the Regional Rail System; Regional Rail Commuter Tunnel lighting improvements; Powelton Yard switch heater improvements; Lansdale Line signal hut fencing; City Transit Division substation improvements; Broad Street Line Ridge Spur Signal System Improvements; 1234 Market Street Headquarters improvements; Trolley Routes 101 and 102 Clifton Substation improvements; Route 102 Grade Crossing improvements; Glenside Cut at Limekiln Pike Overhead Bridge; Norristown High Speed Line Hanging Rock Cut, track and right-of-way improvements; and Trolley Route 15 track improvements. **Due to funding constraints, only 14% of the required amount for this project is programmed within the 12-year capital program.**

Station Accessibility (FY 2018-2025 \$15,000,000; Unfunded \$43,670,000)

This project will provide for facility modifications to improve accessibility at regional rail and rail transit stations. Facilities to be improved include, but are not limited to: Margaret-Orthodox and 40th Street Stations on the Market-Frankford Line; and Erie and Snyder Stations on the Broad Street Line. This project also includes the overhaul and modernization of elevators at Cecil B. Moore Station on the Broad Street Line and at 69th Street Transportation Center. **Due to funding constraints, only 25% of the required amount for this project is programmed within the 12-year capital program.**

SEPTA's Capital Program and Unfunded Capital Needs

Fiscal Years 2018-2025 (Years 5-12) – Project Descriptions



Station & Parking Improvements Program (FY2018-2025 \$47,000,000; Unfunded \$356,305,000)

This program provides for the reconstruction or rehabilitation of transit and regional rail stations and terminals, bus/trolley loop facilities, transportation centers and parking facilities. Program elements include the replacement or rehabilitation of station and loop facility components, such as station buildings, ticket offices and waiting rooms, passenger shelters, canopies, platforms, crosswalks and overpasses, escalators and elevators, lighting, signage, and accessible paths. This program also provides for the design and construction of parking facility expansions, new parking facilities including garages, and the rehabilitation of existing parking facilities. All improvements will fully comply with Americans with Disabilities Act of 1990 requirements. Stations will include, but not be limited to, the following: Market-Frankford Line – 5th Street Station; Broad Street Line – Fern Rock, Wyoming, Hunting Park, Fairmount and AT&T Stations; Bus Loops - Wycombe, 5th & Godfrey, 61st & Pine, and Ridge & Summit; Lansdale/Doylestown Regional Rail Line - Gwynedd Valley Station and North Wales Station parking expansion; Media/Elwyn Regional Rail Line - Secane Station; Manayunk/Norristown Regional Rail Line - East Falls Station; Trenton Regional Rail Line - Levittown Station (Phase 2); Paoli/Thorndale Regional Rail Line - Wynnewood, Villanova (Phase 2), Devon, and Exton Station and Ardmore Transit Center (Phase 2); Warminster Regional Rail Line - Hatboro, Roslyn, and Willow Grove Stations; West Trenton Regional Rail Line - Noble Station Parking Expansion; Regional Rail Main Line North – Elkins Park Station and Jenkintown Station and Parking improvements; and multi-modal 69th Street Transportation Center parking garage and terminal building roof improvements. **Due to funding constraints, only 12% of the amount required for listed projects is programmed within the 12-year capital program. Projects receiving partial funding in Fiscal Years 2018-2025 include 69th Street Transportation Center Parking Garage and Levittown Station Improvements.**

System Improvements Program (FY 2018-2025 \$17,299,000; Unfunded \$323,526,000)

Under this program, projects will be developed, designed and implemented to further enhance communications, security, customer satisfaction and service quality. Program elements will include, but not be limited to, Regional Rail new railcar maintenance shop; car storage expansion; Manayunk/Norristown Regional Rail Station third track; West Trenton Line SEPTA/CSX separation; centralized warehouse facility; radio interoperability on the Broad Street and Market-Frankford Lines; and information technology upgrades and improvements. **Due to funding constraints, only 5% of the required amount for this project is programmed within the 12-year capital program. Most of the improvements listed above will not be addressed within the 12-year capital program.**

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

This project provides for the restoration of trolley service to Routes 23 and 56. **Due to funding constraints, no funds are programmed for this project in the 12-year capital program.**

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

This project provides for the purchase of vehicles for the restoration of trolley service to Routes 23 and 56. **Due to funding constraints, no funds are programmed for this project in the 12-year capital program.**

SEPTA's Capital Program and Unfunded Capital Needs

Fiscal Years 2018-2025 (Years 5-12) – Project Descriptions



Trolley Routes 10, 11, 13, 15, 34, 36, 101 & 102 Vehicle Replacement (FY 2018-2025 \$85,000,000; Unfunded \$920,000,000)

This project provides for the purchase of 170 (articulated and non-articulated) trolleys for SEPTA's Trolley Routes 10, 11, 13, 15, 34, 36, 101 & 102. These rail transit lines currently operate with 141 trolleys that were built in 1981, as well as 18 "Presidential Conference Committee" (PCC-II) cars originally manufactured in 1947 and rebuilt by Brookville Equipment Company in 2003-2004. Vehicles to be acquired will fully comply with Americans with Disabilities Act (ADA) requirements. **Only \$85 million, or 8 percent, of \$1 billion required for this project is programmed within the 12-year capital program.**

Utility Fleet Renewal (FY 2018-2025 \$28,000,000)

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

Vehicle Overhaul Program (FY 2018-2025 \$452,000,000)

This program is a continuation of the systematic replacement or upgrade of systems on SEPTA's rolling stock. Related shop maintenance and engineering studies are also included in this project.

New Starts/Service Initiatives (Unfunded)

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

SEPTA's Capital Program and Unfunded Capital Needs
Fiscal Years 2014-2025 (Years 1-12) – Program Schedule



SEPTA's Capital Program FY 2014-2025 and Unfunded Capital Needs - Program Schedule

	Prior Funding	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018-2025	Unfunded	Total
Capital Program								
Bus and Rail Maintenance Shop Improvements	\$1,100,000	\$0	\$0	\$0	\$0	\$0	\$211,000,000	\$212,100,000
Bus Purchase Program	137,900,000	40,700,000	33,721,000	56,279,000	45,000,000	400,000,000	0	713,600,000
City Hall Station/15th Street Station Rehabilitation	24,000,000	0	0	0	0	48,563,000	69,437,000	142,000,000
Congestion Relief	0	2,006,000	2,091,000	2,178,000	2,243,000	0	0	8,518,000
Elwyn to Wawa Rail Service	21,269,000	0	0	0	0	0	91,387,000	112,656,000
Infrastructure Safety Renewal Program	0	35,500,000	35,500,000	35,500,000	35,500,000	284,000,000	0	426,000,000
New Payment Technologies	22,953,000	2,700,000	20,747,000	40,600,000	65,964,000	75,547,000	0	228,511,000
Paoli Line Improvements	45,408,000	0	0	0	0	0	84,592,000	130,000,000
Paoli Transportation Center	7,610,000	0	0	0	0	23,000,000	59,390,000	90,000,000
Paratransit Vehicle Acquisition	0	5,000,000	6,000,000	4,500,000	6,000,000	48,000,000	0	69,500,000
Rail Bridge Improvement Program	1,100,000	0	0	0	0	146,036,000	74,477,000	221,613,000
Regional Rail Car and Locomotive Acquisition	0	0	0	0	0	8,700,000	1,410,300,000	1,419,000,000
Regional Rail Signal System Modernization	156,151,000	45,034,000	45,993,000	0	0	0	0	247,178,000
Regional Rail Substation Improvements	76,176,000	0	0	0	0	162,437,000	15,455,000	254,068,000
Safety and Security Improvements	45,481,000	2,500,000	2,500,000	2,500,000	2,500,000	0	0	55,481,000
State of Good Repair Initiatives	8,240,000	28,048,000	7,508,000	5,909,000	998,000	19,700,000	117,452,000	187,855,000
Station Accessibility	30,579,000	3,001,000	0	0	0	15,000,000	43,670,000	92,250,000
Station & Parking Improvements Program	27,503,000	0	3,062,000	0	0	47,000,000	356,305,000	433,870,000
System Improvements Program	1,500,000	2,000,000	10,000,000	18,800,000	7,201,000	17,299,000	323,526,000	380,326,000
Trolley Routes 23 & 56 Infrastructure Improvements	0	0	0	0	0	0	189,000,000	189,000,000
Trolley Routes 23 & 56 Vehicle Purchase	0	0	0	0	0	0	130,000,000	130,000,000
Trolley Routes 10, 11, 13, 15, 34, 36, 101 & 102 Vehicle Replacement	0	0	0	0	0	85,000,000	920,000,000	1,005,000,000
Utility Fleet Renewal	0	3,500,000	3,000,000	3,000,000	3,000,000	28,000,000	0	40,500,000
Vehicle Overhaul Program	0	56,500,000	56,500,000	56,500,000	56,500,000	452,000,000	0	678,000,000
Subtotal Capital Projects	\$606,970,000	\$226,489,000	\$226,622,000	\$225,766,000	\$224,906,000	\$1,860,282,000	\$4,095,991,000	\$7,467,026,000
Financial Obligations								
Capital Asset Lease Program	0	30,158,646	31,059,168	31,983,473	32,906,924	300,868,000	0	\$426,976,211
Debt Service	0	51,387,354	51,318,832	51,250,527	51,187,076	310,805,000	0	515,948,789
Subtotal Financial Obligations	\$0	\$81,546,000	\$82,378,000	\$83,234,000	\$84,094,000	\$611,673,000	\$0	942,925,000
Total Capital Budget	\$606,970,000	\$308,035,000	\$309,000,000	\$309,000,000	\$309,000,000	\$2,471,955,000	\$4,095,991,000	\$8,409,951,000
New Starts/Service Initiatives*	\$21,193,000	0	0	0	0	0	TBD	TBD

* See the Transit Planning Efforts section of this document for studies related to New Starts/Service Initiatives.

The timing and amount of funds required for the program will be forecasted in future years as the study phases of potential projects advance.

Appendices



Appendix A: SEPTA's Strategic Objectives And Fiscal Years 2014-2017 Capital Projects



The strategic business plan is designed to drive management decision-making and other major planning processes of SEPTA, which include the Operating and Capital Budget Programs, as well as the Annual Service Plan. Below is a matrix showing the projects programmed for funding in Fiscal Years 2014 through 2017 and the relationship of these projects with SEPTA's seven strategic objectives.

Strategic Objectives

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

Appendix B: *Transit Planning Efforts*



This section includes various transit expansion, community, and regional planning projects. These projects are included to provide information on long-term capital programming and strategic community planning conducted by the Commonwealth of Pennsylvania, SEPTA, the Delaware Valley Regional Planning Commission (DVRPC), Bucks, Chester, Delaware and Montgomery Counties, the City of Philadelphia, and other transportation agencies and associations within the region.

Expansion Project Planning:

- **Norristown High Speed Line (NHSL) Extension to King of Prussia**

Lead Agency: Southeastern Pennsylvania Transportation Authority

Description: An Alternatives Analysis (AA) and Draft Environmental Impact Statement planning study for the extension of the Norristown High Speed Line to the King of Prussia area began in 2012. This planning effort is critical given the changes in the King of Prussia area over the past decade in land use, population growth, the expansion of the King of Prussia Mall (the largest Mall complex in the United States), and the formation of a Business Improvement District (BID). The study includes the development of capital and operating costs, a simulation of service operations, stakeholder outreach efforts, and appropriate environmental review steps, as required by the National Environmental Policy Act (NEPA). The majority of the planning work will occur during Fiscal Years 2013 and 2014. The goal of the study is to determine a locally preferred alternative to extend the NHSL to King of Prussia.

- **Philadelphia Waterfront Transit Expansion**

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

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

- **Manayunk/Norristown Regional Rail Line Extension (Along U.S. 422 Expressway)**

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

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

Appendix B: *Transit Planning Efforts*



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

Lead Agencies: Montgomery County Planning Commission/Delaware Valley Regional Planning Commission

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

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

Lead Agency: Philadelphia Industrial Development Corporation (PIDC)

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

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

Lead Agencies: Transportation Management Association of Bucks County/Delaware Valley Regional Planning Commission

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

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

Lead Agencies: Delaware Valley Regional Planning Commission/Bucks County Planning Commission

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

Appendix B: *Transit Planning Efforts*



- **Thorndale Extension – Chester County**

Lead Agency: Delaware Valley Regional Planning Commission (DVRPC)

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

Long Range Planning:

- **Pennsylvania Passenger and Freight Rail Plan**

Lead Agency: PennDOT

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

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

Lead Agency: Delaware Valley Regional Planning Commission (DVRPC)

Description: The adopted, regional long-range plan, entitled Connections 2035 - has been in effect since July 2009. DVRPC is required to update the plan every five years. By July 2013, the new fiscally-constrained, regional long-range transportation plan will be adopted. Demographic forecasts, land use trends, and other environmental, economic and transportation indicators will be documented.

- **City of Philadelphia: Philadelphia 2035 Plan**

Lead Agency: Philadelphia City Planning Commission

Description: A large scale Citywide planning effort with three themes – Thrive, Connect and Renew - includes new and extended transit lines to serve the Roosevelt Boulevard Corridor, access to the Navy Yard, connections to the Central Delaware Waterfront and the Centennial District; and the development of the Market East Station and 30th Street Station areas. This phase was completed in Fiscal Year 2012. Further elements include adoption of Complete Streets – the balanced use of streets between pedestrians, bicyclists, transit, and vehicles; and access to the Airport from Center City. The City is preparing 18 individual District Plans to develop specific recommendations for each neighborhood to implement the broad goals of the Citywide Plan. The following District Plans are underway or completed:

- Underway: Central District and University City/Southwest Philadelphia
- Completed: Lower South, West Park, Lower Northeast

Appendix B: *Transit Planning Efforts*



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

Lead Agency: Amtrak

Description: A comprehensive Master Plan for the Northeast Rail Corridor. The plan was undertaken using a strategic approach intended to develop greater cooperation between Amtrak, the nine regional rail operators, including SEPTA, and seven freight companies operating on the northeast rail corridor (NEC) between Boston and Richmond. The aim is to better forecast anticipated increased service levels on the corridor and develop an appropriate capital plan to respond to increasing demand. A final Report was adopted by the NEC Master Plan Executive Committee in the spring 2010.

- **Amtrak Northeast Corridor Infrastructure 2030 Master Plan – Phase 2**

Lead Agency: Amtrak

Description: A subsequent Phase has been initiated to update the original plan, and further refine and prioritize capital projects and programs that need to occur in order to reach a State of Good Repair as well as introduce improvements to the Northeast Corridor (NEC) that are beneficial to all rail carriers. SEPTA's role has been to ensure that current operations on the NEC, including the Keystone branch can be sustained through appropriate investments. There are several station planning improvement projects underway as part of PennDOT's continuing agenda to improve all stations on the Keystone branch (Harrisburg Line).

- **Northeast Corridor Commission Actions**

Lead Agency: NEC Infrastructure and Operations Advisory Commission

Description: Under the Passenger Rail Investment and Improvement Act (PRIIA) of 2008, the NEC Infrastructure and Operations Advisory Commission was established to guide and lead the various planning efforts throughout the Corridor. The NEC Commission directs efforts to redefine the use of the NEC with the development of a comprehensive cost-allocation methodology that is to be eventually adopted by the Northeast Corridor States. Both SEPTA and PennDOT have roles in these efforts, which are scheduled to be complete in 2014.

- **NEC Future: A Rail Investment Plan for the Northeast Corridor**

Lead Agency: Federal Railroad Administration

Description: This study began in 2012 and includes three components: the development of a service plan for the Northeast Corridor (NEC); a corridor-level environmental impact statement (Tier 1); and an investment plan for passenger rail on the NEC. Primary among the plan goals is to consider high-speed rail alignments and improve connectivity among rail services and between rail and other modes. SEPTA is participating in the process and providing information to the project team about capital improvements that would enhance commuter rail operations on the NEC.

Appendix B: *Transit Planning Efforts*



Other Planning Activities:

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

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

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

- Transit Revitalization Investment District (Phase II), Marcus Hook Borough
- Station Area TOD Planning, Millbourne Borough
- Willow Grove Station Feasibility Study, Upper Moreland Township
- Intermodal Connections, Norristown Borough
- Malvern TOD Plan, Malvern Borough
- Noble Station TRID Plan, Abington Township

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

Lead Agencies: Selected Municipalities/Community Organizations/PA DCED

Description: Through Commonwealth legislation enacted in 2004, a TRID, a value capture concept, became a legally defined area centered around a transit station. The TRID is designed to use anticipated increased property tax revenue resulting from redevelopment to finance transit improvements and other public capital projects within the district. SEPTA is actively involved in the TRID plans currently underway in the five-county region, including: Ambler, Bryn Mawr, Croydon, Marcus Hook, Noble, and Temple University Regional Rail Stations, and 46th Street Station on the Market-Frankford Line. Final draft TRID agreements are in place for the Bryn Mawr, Marcus Hook, and Temple University plans.