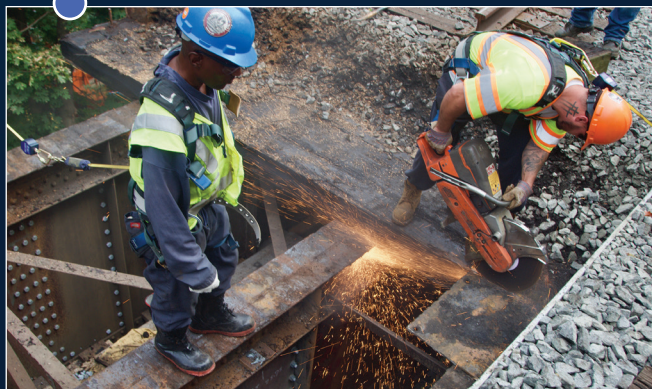




FISCAL YEAR 2022

CAPITAL BUDGET

Fiscal Years 2022–2033 Capital Program



FY 2022 CAPITAL BUDGET AND FY 2022-2033 CAPITAL PROGRAM

Approved by SEPTA Board
June 24, 2021



FY 2022 CAPITAL BUDGET AND FY 2022 - 2033 CAPITAL PROGRAM

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Neshaminy Substation



Bus Purchase Program



Chestnut Hill East Line Bridges

FY 2022 Capital Budget and FY 2022 - 2033 Capital Program

Executive Summary

SEPTA's FY 2022 Capital Budget totals **\$618.85 million** and FY 2022–2033 Capital Program totals **\$7.4 billion**.

In support of the *SEPTA Forward* 5-year Strategic Business Plan, this capital budget and 12-year capital program provides the initial capital investments necessary to build toward a long-term vision of a safe and equitable transit network that meets the current and future needs of our region. Under these current funding projections, SEPTA will be able to continue investing in our existing infrastructure while providing the framework for an equitable and sustainable post COVID-19 future.

This capital program continues to utilize our Transit Asset Management System (TAM) to focus critical investments towards existing core infrastructure such as bridges, substations, track, and maintenance facilities to address our state of good repair needs. SEPTA will also invest in new rail transit wayfinding and signage to guide existing, returning, and new riders to the rail transit network. The capital program will complete SEPTA Key, bringing the new 21st Century fare payment system to full completion. We are also committing to make all stations on the Market-Frankford Line and Broad Street Subway ADA accessible within the 12-year program. SEPTA's Zero-Emission Bus Master Plan and funding in this capital program will guide the decision-making process for the Authority's future bus fleet.

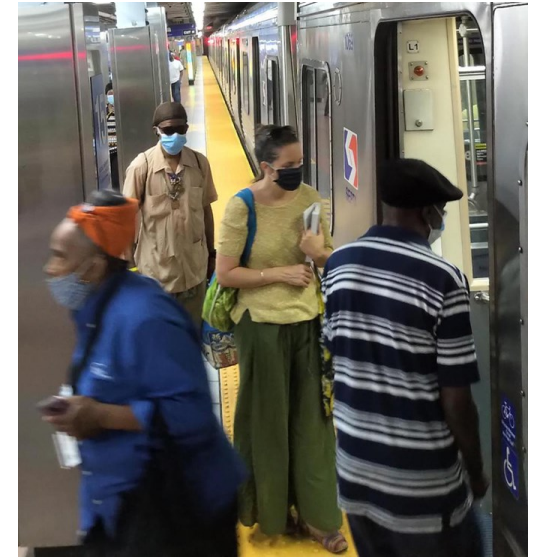
If **sustainable and bondable** long-term funding is not identified now, SEPTA will be challenged to achieve the goals envisioned in the *SEPTA Forward* strategic business plan. Within the current funding levels presented in this 12-year capital program SEPTA is not able to fully address the \$4.6 billion state of good repair backlog. SEPTA is also unable to fully invest in our Projects of Significance, including rail vehicle acquisitions, which are critical to ensuring the Philadelphia region remains economically competitive and equitable for many years to come.

Reduced Level FY 2022–2033 Capital Program

Starting July 1, 2022, the predictable capital funding SEPTA currently receives from PennDOT transitions from the Pennsylvania Turnpike Commission (PTC) to state motor vehicle sales tax. This transition along with the uncertainty about the full impact of COVID-19 on the Commonwealth's funding could negatively impact SEPTA's ability to make long term capital investments. SEPTA's Reduced Funding Level 12-Year Capital Program of **\$5.2 Billion** guides our decision-making process should state funding projections be reduced after July 1, 2022.

This \$2.2 billion reduction is about one-third of our current capital program. While this does not impact the funding available for FY 2022, as most capital projects are multi-year efforts SEPTA will have to begin deferring projects that are not already under construction should the Authority lose access to funding equivalent to the amounts it currently receives from PTC bonds. Many critical projects will have to be deferred or delayed, reversing the progress SEPTA has made in reducing its State of Good Repair backlog. The focus of the reduced funding level capital program would be to complete projects currently under construction, meet the Authority's Financial Obligations, and address critical needs to keep the SEPTA system safe and reliable.

These project deferrals and delays will result in the start of a longer-term operational crisis. If SEPTA is not able to invest in the rehabilitation of our aging infrastructure and vehicles, we may have to initiate a service reduction plan that will result in eliminations and truncations of our service. Should this scenario arise, this will not only negatively impact the Philadelphia region and Commonwealth's recovery from COVID-19, but also deter SEPTA from fulfilling its core mission of moving people reliably, affordably and equitably in the years to come.

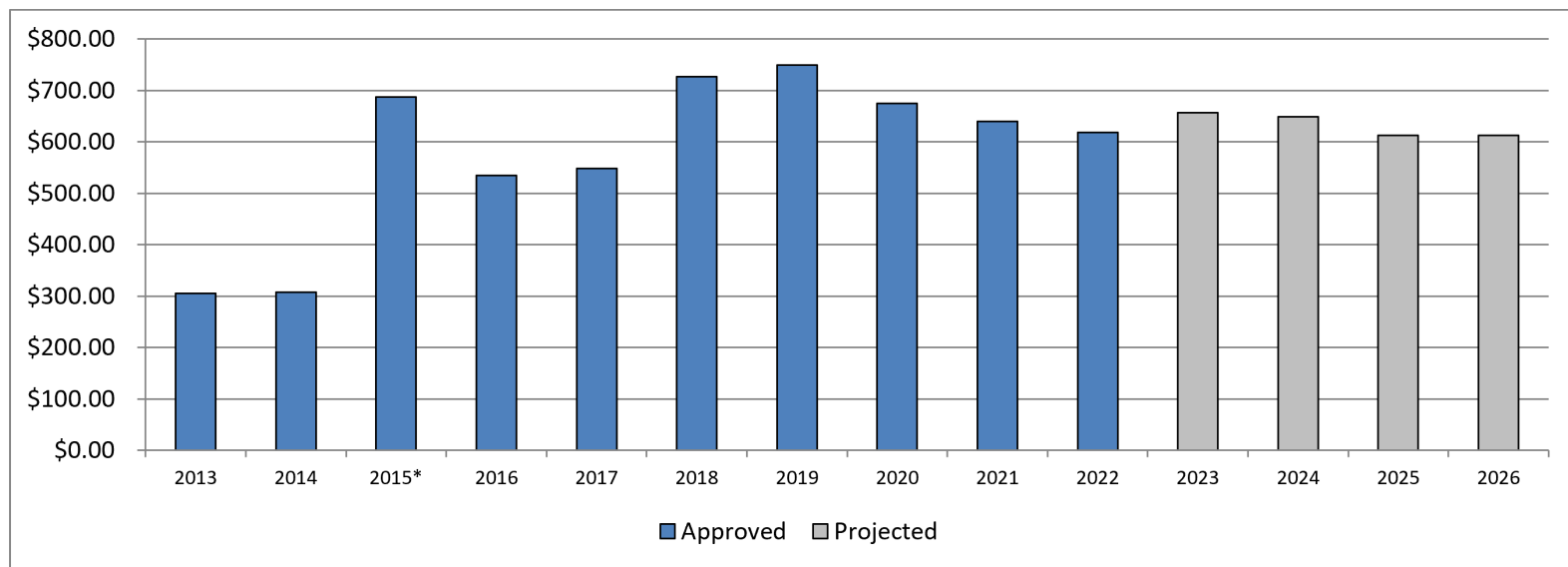


FY 2022 CAPITAL BUDGET AND FY 2022-2033 CAPITAL PROGRAM

Current Funding Level

SEPTA's FY 2022 Current Funding Level Capital Budget totals **\$618.85 million** and FY 2022–2033 Capital Program totals **\$7.4 billion**. Under the Current Funding Level Capital Program, SEPTA can plan and implement major projects, including:

- Investing to make all Market-Frankford Line and Broad Street Subway stations ADA accessible.
- Continuing to make Regional Rail stations ADA accessible.
- Utilizing TAM to continue to address the \$4.6 billion state of good repair backlog by investing in existing core infrastructure.
- Improvements at the Frazer Shop and Yard to ready the facility for the new multi-level railcars.
- Funding a new Rail Transit Wayfinding & Signage Program to welcome riders returning to the system and to encourage new ridership.
- Provides funding for infrastructure improvements to support Bus Revolution.
- Advancing Trolley Modernization and making initial investments to replace Market-Frankford Line and Silverliner IV Regional Rail cars.



* FY 2015 included federal Hurricane Sandy Resiliency funds.

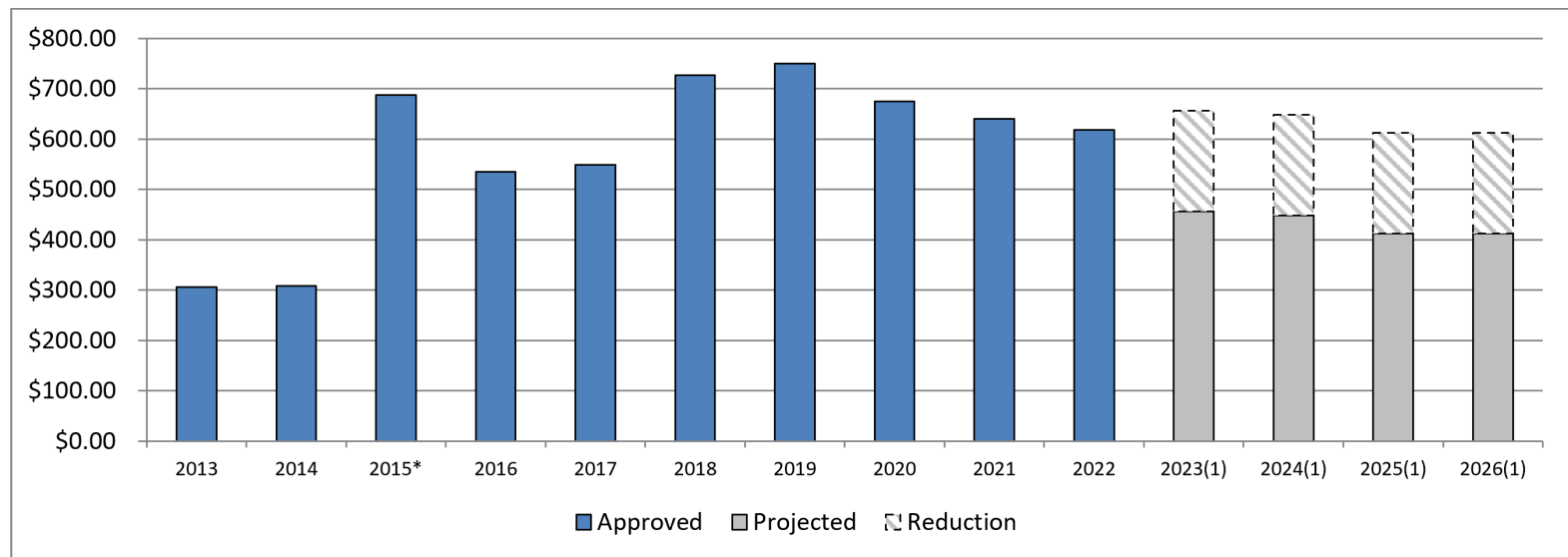
FY 2022 CAPITAL BUDGET AND FY 2022-2033 CAPITAL PROGRAM

Reduced Funding Level

SEPTA's FY 2022 Reduced Funding Level Capital Budget totals **\$618.85 million** and FY 2022—2033 Capital Program totals **\$5.2 billion**. Under the Reduced Funding Level Capital Program, SEPTA must focus limited capital resources on critical safety projects and address imminent system failures. Therefore, SEPTA will be unable to plan and implement major projects that address state of good repair, equity, and accessibility, including but not limited to:

- The inability to make Market-Frankford Line and Broad Street Subway stations ADA accessible in the next 12 years.
- The inability to repair critical bridges such as the over 110 year old Bridgeport Viaduct, which carries the Norristown High Speed Line over the Schuylkill River. This would truncate service on this line and impact the future KOP rail project.
- The delay or deferral of system improvements for communications and signals, substations and power, and tracks.
- The delay of final phases of Frazer Shop and Yard which would impact regional rail operations if we do not have adequate facilities to maintain our Silverliner IV fleet and new multi-level railcars.
- Passenger enhancement projects, including rail transit wayfinding, Bus Revolution infrastructure investments, and real-time information will be put on hold.
- The inability to advance Trolley Modernization or much needed replacements to our Market-Frankford Line and Silverliner IV Regional Rail fleets.

If SEPTA is not able to invest in the rehabilitation of our aging infrastructure and vehicles we may have to initiate a service reduction plan that over the next ten years, resulting in station and rail line eliminations and truncations or reduction of our service.



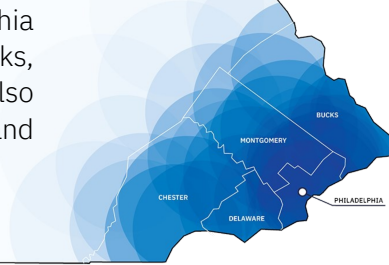
(1) FY 2023 - 2026 includes the \$200M reduction from State funding.

FY 2022 Capital Budget and FY 2022–2033 Capital Program

Introduction to SEPTA

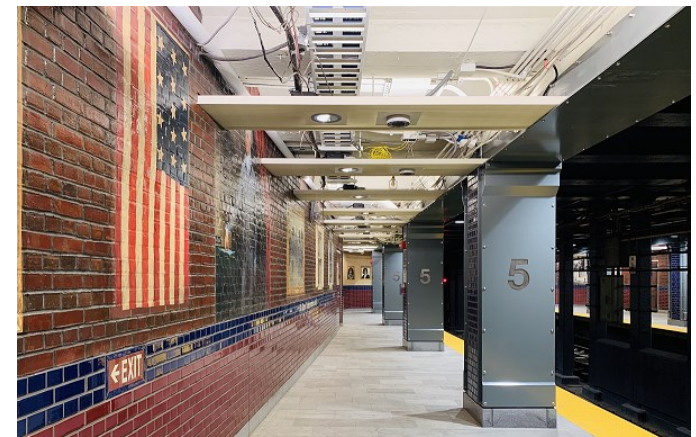
SEPTA is the nation's fifth-largest public transit agency and the primary public transit provider in the greater Philadelphia region. SEPTA was created by the Pennsylvania state legislature in 1964 and is an instrumentality of the Commonwealth of Pennsylvania. SEPTA's multimodal network serves a 2,200 square-mile region with a population exceeding four million.

The SEPTA service area includes the City of Philadelphia and four counties in southeastern Pennsylvania: Bucks, Chester, Delaware and Montgomery. The service area also extends to Trenton and West Trenton in New Jersey, and Wilmington and Newark in Delaware.



SEPTA operates the following services:

- 122 bus routes
- 3 trackless trolley routes
- 4 small bus circulator and shuttle services
- 13 Regional Rail lines
- 8 Trolley lines
- Broad Street Line and the Market-Frankford Line (subway/elevated)
- Norristown High Speed Line (an interurban heavy rail line)
- Customized Community Transportation (CCT), demand response services for seniors and individuals with disabilities.



5th Street / Independence Hall Station on the Market-Frankford Line

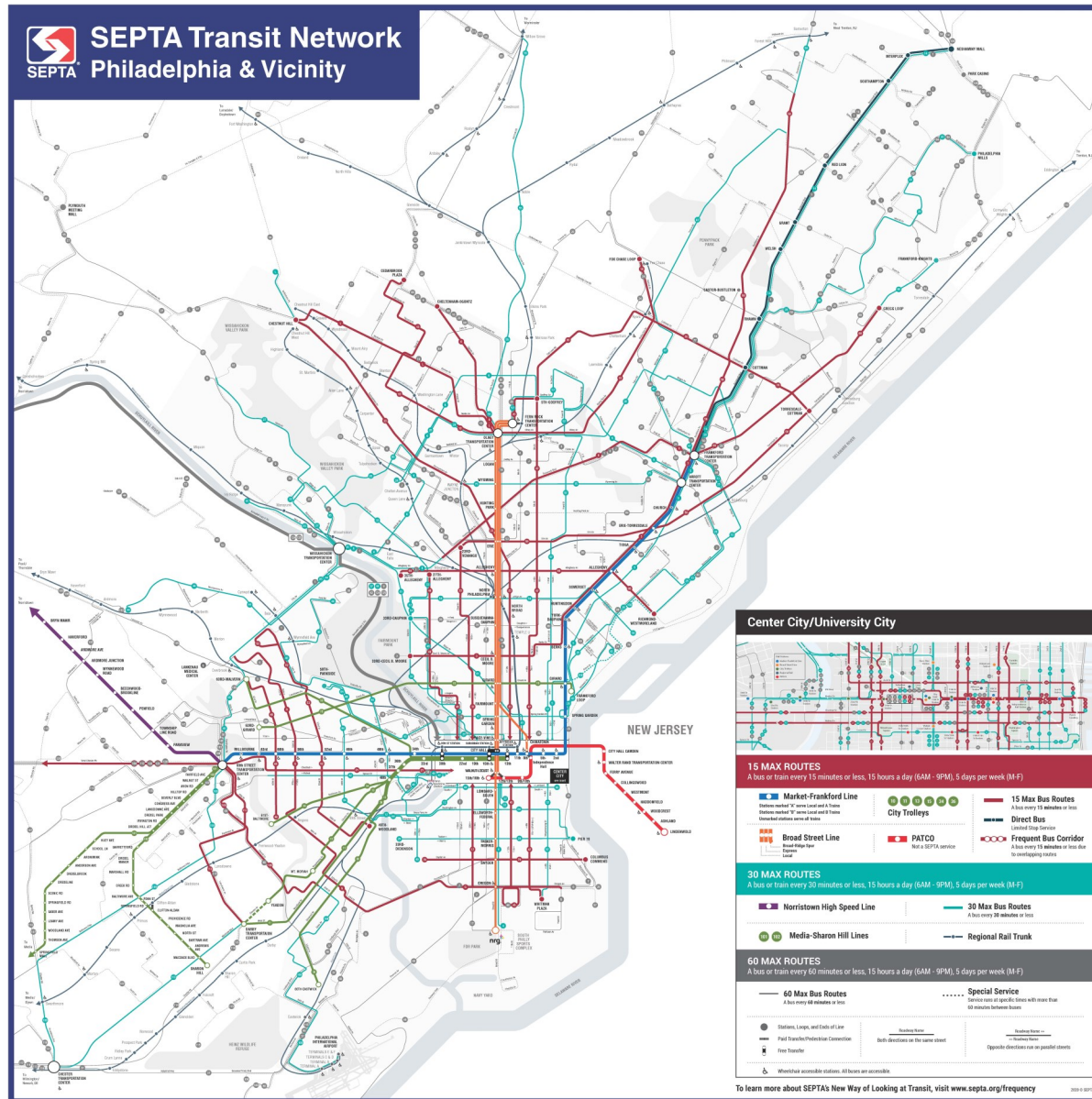
SEPTA Transit Network Maps

Railroad and Rail Transit



SEPTA Transit Network Maps

Frequent Transit Network



FY 2022 Capital Budget and FY 2022–2033 Capital Program

Impacts of COVID-19 on Ridership and Funding

The emergence of the COVID-19 pandemic occurred just as SEPTA prepared its FY 2021 Capital Budget. Over a year later, SEPTA is still experience the impacts of this pandemic on service and ridership. While ridership is returning, levels remain well below pre-pandemic levels. As we build back from the impacts of the COVID-19 pandemic, SEPTA's capital budget will play a vital role in supporting the Philadelphia region's recovery. The capital program's support of Bus Revolution and the Rail Transit Wayfinding & Signage are just two key examples of how SEPTA is investing in a post-COVID Philadelphia region to make the system more accessible and intuitive for riders, both returning and new.

COVID-19 impacted SEPTA's financial condition for both the operating and capital budgets. The pandemic caused steep declines in ridership and farebox revenues. Last spring when statewide stay-at-home orders were in place, ridership on buses, subways and trolleys declined by 92 percent and by 98 percent on Regional Rail. As a direct result of COVID-19 SEPTA is losing an average of \$1 million every day. With support from the federal government, short-term funding is available to supplement lost operating revenues. While this infusion of federal funds provides temporary relief to the operating budget, solutions to funding the capital program must be addressed at the state and local level. We are working with leaders at all levels of government to ensure sustainable, bondable capital funding is available so that SEPTA can fulfill its core mission of moving people safely, affordably and equitably in the years to come.



SEPTA Forward: A Vision for A Stronger Future

2021 - 2026 Strategic Plan

SEPTA Forward, our new Strategic Plan, is the framework to transform our organization based on the lessons we have learned over the past year to support our region's recovery and foster a resilient, prosperous, and equitable future. It builds on SEPTA's mission by setting a clear vision for the future. The plan's goals and strategies constitute our organizational priorities and will act as the framework for our employees to develop the detailed programs, projects, and initiatives that will propel SEPTA, our communities, and our region forward. The full plan is available at planning.septa.org/.

The FY 2022 Capital Budget and FY 2022 - 2033 Capital Program will work to ensure SEPTA achieves the vision and goals set forth in this new Strategic Plan. Appendix A includes a matrix that illustrates the relationship between SEPTA Forward goals and objectives and the projects included in the FY 2022-2033 Capital Program.



Goal 1: Develop a Proactive Organization

We are an agile and responsive organization that makes the most effective use of our resources. We invest in our people and work to build a diverse, inclusive, and empowered workforce that takes pride in serving the people of Southeastern Pennsylvania.

Strategies:

- Continue Our Commitment to Safety
- Invest in and Empower Our People
- Foster an Inclusive Culture
- Create Efficient Processes and Increase Accountability
- Serve as a Platform for Partnerships
- Emphasize Sustainability
- Facilitate Data-Driven Decision-Making



Goal 2: Provide an Intuitive Experience

Our system is easy-to-use for all, regardless of familiarity, language, or ability, welcoming riders from across the world. We provide convenient services and the right information, at the right time, for a smooth and enjoyable journey.

Strategies:

- Embrace the Door-to-Door Experience
- Address Technology as 21st Century Infrastructure
- Design for Users' Understanding and Experiences
- Integrate Trip Planning and Payment
- Communicate in Real-Time
- Provide Accessibility for All
- Facilitate Data-Driven Decision-Making



Goal 3: Deliver a Seamless Transit Network

Our services work together, creating one unified, equitable network serving all types of trips, no matter where you are or what mode you choose. We anticipate changing needs and adapt services responsively to keep our region moving throughout the 21st century.

Strategies:

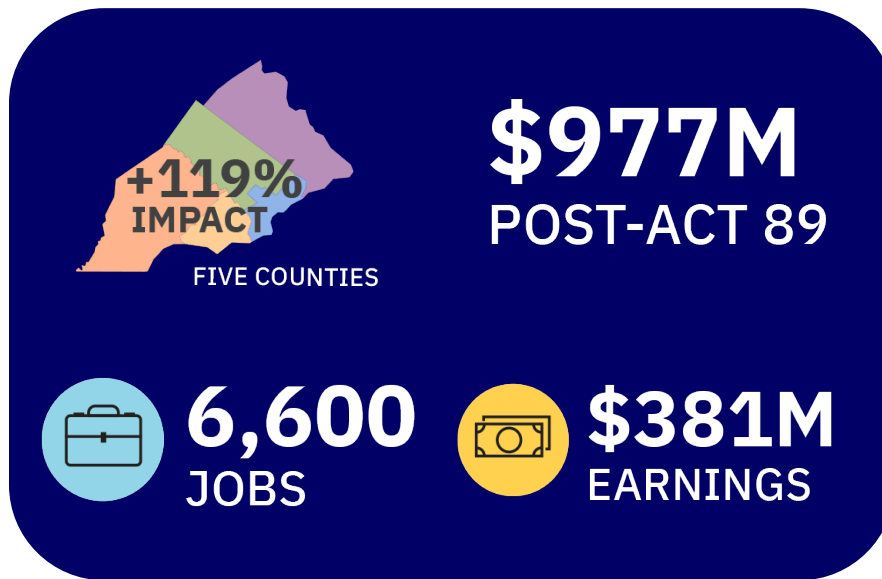
- Manage Services Around a Lifestyle Network
- Design Services That Meet Changing Needs
- Simplify and Support Transfers
- Provide Reliable Transit Service
- Prioritize Space for Transit
- Develop a Unified Fare Policy
- Collaborate to Improve Access to Transit
- Promote Transit-Supportive Communities

OUR VISION

The Southeastern Pennsylvania region places transit at the core of a resilient and prosperous, and equitable community for everyone.

SEPTA is more than transit; it is the way we connect people.

SEPTA's Capital Program has a Profound Impact on Southeastern Pennsylvania



SEPTA's capital program will play a critical role in helping the Philadelphia region recover from the economic impacts of COVID-19. The total value of SEPTA's economic activity averages **\$3.24 billion per year** to the five-county region, supporting **25,200 jobs**, \$1.80 billion in worker earnings, and associated tax revenues.

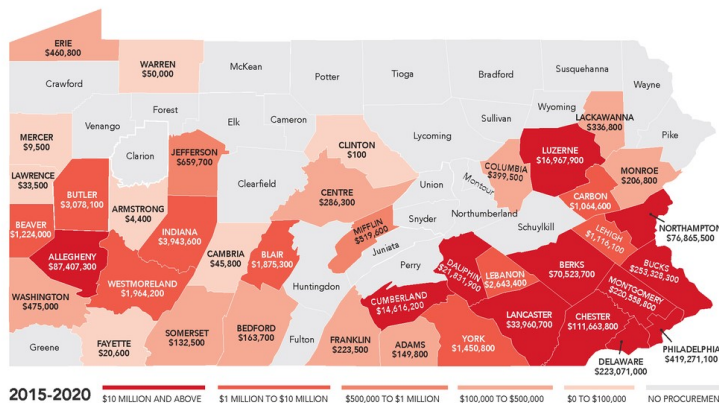
Dedicated funding brought to SEPTA's capital program by Act 89 is also having a substantial impact on the regional economy, up 119 percent compared with pre-Act 89 levels. The total value of this economic activity averages \$977 million per year to the five-county region, supporting 6,600 jobs and \$381 million in worker earnings.

Via its capital program, SEPTA continues to invest in Pennsylvania businesses. Over the past six years (2015 – 2020), SEPTA has issued a total of \$1.57B in contracts to Pennsylvania companies, an average annual value of \$261M per year.

...And the Entire Commonwealth of Pennsylvania.

SEPTA PROCUREMENT OF GOODS AND SERVICES SUPPORTS JOBS AND ECONOMIES ACROSS PENNSYLVANIA

With funding from Act 89, SEPTA continues to invest in Pennsylvania businesses. Over the past six years (2015 – 2020), SEPTA has issued a total of **\$1.57B IN CONTRACTS** to PA companies, an average annual value of **\$261M PER YEAR**.



Via its capital program, SEPTA continues to invest in Pennsylvania businesses. Over the past six years (2015 – 2020), SEPTA has issued a total of \$1.57B in contracts to Pennsylvania companies, an average annual value of \$261M per year.

The potential reduction in capital funding SEPTA faces beginning in FY 2023 will not only impact the Authority's ability to implement key capital initiatives. Increased uncertainty about the level of capital funding or potential reductions would decrease the level of investment SEPTA is able to provide via construction, material and service contracts. This impact would be felt not only in Southeastern Pennsylvania, but throughout the entire Commonwealth.

Source: SEPTA's "More than the Ride - 2020 Impact Report"

Highlighted Accomplishments

Since the passage of Act 89 in November 2013, SEPTA has completed a significant number of capital improvement projects and vehicle replacements. These investments are just a sample of the many projects implemented by SEPTA that helped the Authority to reduce its State of Good Repair backlog. The continuation of sustainable and adequate bondable funding will make it possible for SEPTA to continue to address state of good repair, safely operate existing levels of service and plan for full implementation of our projects of significance.

Examples of recently completed projects include:

- 225 Paratransit Vehicles
- 31st Street Elevator for ADA Accessibility to 30th Street MFL Station
- 5th Street / Independence Hall Station
- 525 Hybrid-Electric Buses
- Bryn Mawr Interlocking on the Norristown High Speed Line
- Media/Elwyn Catenary
- Media Viaducts Rehabilitation
- Neshaminy, Bethayres and Yardley Substations
- Woodland Shop Wheel Truing Machine



525 Hybrid-Electric Buses



31st Street Elevator



5th Street / Independence Hall Station

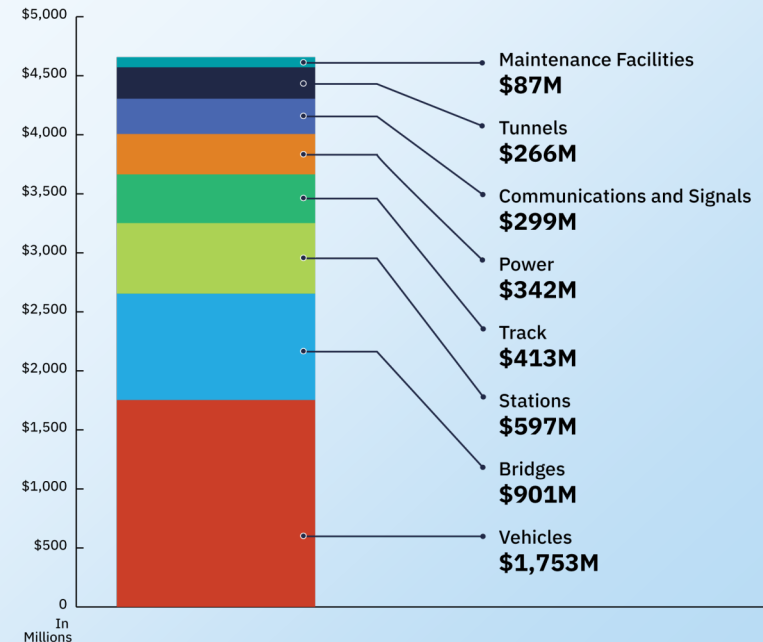
FY 2022 Capital Budget & FY 2022 - 2033 Capital Program

Addressing the State of Good Repair Backlog

SEPTA's asset management department maintains comprehensive asset inventories and maintenance information for rolling stock and fixed assets such as bridges, stations, and track. This information helps to inform the investment decisions that are reflected in this budget. While SEPTA looks towards the future, we must continue to invest in our core infrastructure and address maintenance needs.

SEPTA and other statewide transit agencies have benefited greatly from Act 89. Capital assistance funding levels were increased immediately upon passage and have grown in the years since. SEPTA was able to utilize Act 89 dollars to upgrade critical infrastructure - reducing its state of good repair backlog from \$5 billion to \$4.6 billion. SEPTA was able to address the most critical needs; however, even with this investment, there are not enough funds for SEPTA to fully address the current state of good repair backlog and recurring maintenance needs. Vehicles alone account for over 1/3 of SEPTA's current state of good repair backlog. In order to address the condition of our vehicle assets in particular, SEPTA must look to bondable state and local resources which will require statewide and regional action.

SEPTA's backlog of state-of-good-repair projects is **\$4.6 BILLION**.



Street Track Repair



Hatboro Substation



Catenary Replacement

FY 2022 Capital Budget & FY 2022 - 2033 Capital Program

Investing in SEPTA's Projects of Significance



In *SEPTA Forward*, the Authority identified projects of significance that will meet current demands and accelerate regional economic growth by 50 percent. The King of Prussia Rail Project, Trolley Modernization, rail vehicle acquisitions to maintain adequate levels of service on Regional Rail and the Market-Frankford Line, and Bus Revolution will create jobs, grow the economy, and improve quality of life throughout the region.

In FY 2021, SEPTA was able to secure \$40 million in capital funding to advance design up to 30 percent for the King of Prussia (KOP) Rail Project, positioning this project to request entry into the federal government's Capital Investment Grant program project development phase. In this capital program, SEPTA is making \$216 million worth of key investments to move Trolley Modernization forward. SEPTA is also programming \$91 million to begin acquisition of new rail vehicles to replace its Silverliner IV Regional Rail and Market-Frankford railcar fleets. \$25 million is also dedicated to provide capital infrastructure support bus network service improvements to be implemented via Bus Revolution.

Even if SEPTA does not experience a reduction in state capital dollars following the July 1, 2022 transition of funding from the Pennsylvania Turnpike Commission to vehicle sales tax revenues, under current funding level projections SEPTA is unable to fully fund these Projects of Significance. SEPTA continues to seek long-term, bondable capital funding to complete Projects of Significance.

An overview of SEPTA's Projects of Significance is shown on the following pages. Current capital funding commitments in place along with the key aspects of these projects being funded by the FY2022-2033 Capital Program are further discussed on pp. 55 - 57 of this document.



Investing in SEPTA's Projects of Significance



Trolley Modernization

SEPTA's Trolley Modernization project with a total project cost of \$1.85 billion is a once-in-a-generation opportunity to re-imagine one of the nation's largest streetcar networks. SEPTA's eight trolley lines provide critical connectivity throughout the Philadelphia region's most populous communities and largest job centers. Trolley Modernization will transform the more-than-a-century old system by replacing 40-year-old trolleys with ADA-accessible vehicles and modernizing station and street track infrastructure to make the system fully accessible and dramatically improve capacity and reliability for the benefit of transit-dependent communities, disadvantaged populations, and essential workers.

SEPTA has completed vehicle specification development and is seeking a future maintenance facility site, both of which are crucial initial steps in advancing the project. Other project components are also underway, including making stations in the Trolley Tunnel ADA Accessible as well as infrastructure planning studies and early engineering activities. See p. 57 for more details on steps SEPTA is taking in this capital program to advance this project.



Rail Vehicle Replacements

SEPTA has one of the oldest rail fleets in the country. Even with a robust maintenance and overhaul program, these vehicles continue to age, increasing the burden on our operating maintenance and capital vehicle overhaul dollars. SEPTA will also make the initial investments to begin replacing these fleet vehicles.

The Market-Frankford Line (MFL) is the most heavily traveled route in SEPTA's transit network with 178,975 weekday riders in 2019 (pre-pandemic). Progressing vehicle specifications and engineering studies will allow SEPTA to begin replacing the current MFL railcars. Within this capital program, SEPTA will perform analysis and conceptual design of strategic rail service improvement initiatives on the MFL to prepare for the arrival of a new rail fleet.

As ridership begins to return to SEPTA's Regional Rail Network, SEPTA must invest in replacing the aging Silverliner IV railcars to ensure the continuation of safe and reliable service for returning and new riders. The Silverliner IV railcar fleet was built between 1974 and 1976. See p. 56 for the programmed budget.



Pictured Left to Right: Trolley Fleet, Silverliner IVs, MFL Railcars

Investing in SEPTA's Projects of Significance



King of Prussia (KOP) Rail

The King of Prussia Rail (KOP Rail) Project is SEPTA's proposed extension of the Norristown High Speed Line (NHSL) to King of Prussia, Montgomery County – southeastern Pennsylvania's third largest employment center and home to the nation's largest retail mall.

A rail connection with five new stations in King of Prussia addresses a critical need in southeastern Pennsylvania's transportation network, connecting Center City, University City, and King of Prussia. The NHSL currently provides service between Upper Darby, Delaware County and Norristown, Montgomery County, with direct connections to Philadelphia via the Market-Frankford Line. The \$2.0 billion KOP Rail project represents the best opportunity for SEPTA to expand its rail network, connecting the region's three largest employment centers with reliable transit, providing expanded access to jobs and opportunity for those living in transit-dependent communities.

In 2021, SEPTA received environmental approval from the Federal Transit Administration (FTA) and has secured funding to advance KOP Rail to 30% design. This brings the Authority's total capital commitment for design to a total of \$61.36 million. SEPTA continues to seek federal, state and regional financial support to maintain this project's momentum.

For more information on the KOP Rail Project, please visit the project website: <https://www.kingofprussiarail.com/>.



Bus Revolution

Bus Revolution is a project that will create a more efficient, effective and accessible bus network. SEPTA's current bus network has its origins in the city of Philadelphia's early 20th century streetcar network. Though the bus network has adapted over the years as travel patterns changed, this comprehensive approach represents a critical opportunity for SEPTA to transform its bus service and re-imagine how bus routes connect with rail transit to form a better network for all riders.

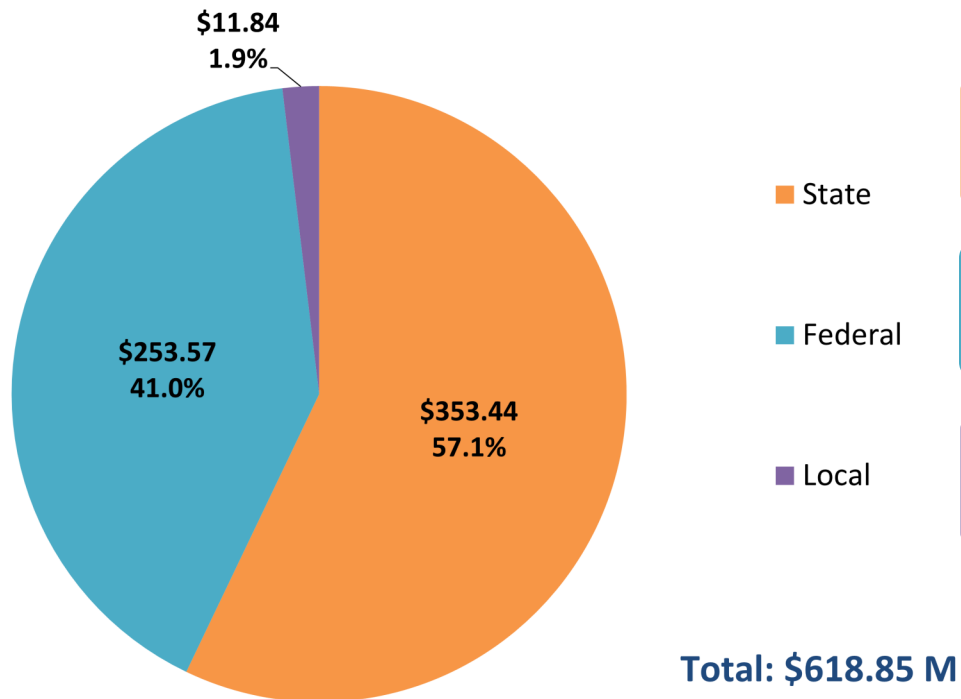
This capital program will invest \$25 million to fund infrastructure support for Bus Revolution. This commitment is detailed on p. 56. More details on Bus Revolution, including SEPTA's public engagement plan, project schedule, and ways to get involved can be viewed via the Bus Revolution website:

<https://www.septabusrevolution.com/>.

FY 2022 CAPITAL BUDGET: SOURCES OF CAPITAL FUNDING

SEPTA's FY 2022 Capital Budget totals **\$618.85** million. At current funding levels, the approved FY 2022–2033 Capital Program totals **\$7.4** billion. SEPTA's capital program is supported primarily by grants from the federal government (Federal Transit Administration) and the Commonwealth of Pennsylvania (PennDOT). Together, these sources account for 98.1 percent of the funding for SEPTA's FY 2022 Capital Budget. SEPTA anticipates it will receive its full allotment of Act 89 funding from PennDOT in FY 2022. This assumption is detailed in the Sources of Capital Funding section. Should any change to current state or federal funding assumptions occur in FY 2022, SEPTA will ensure the public and key stakeholders remain informed of these impacts on the capital budget.

FY 2022 Funds by Source (\$M)



SEPTA's FY 2022 Capital Budget includes an estimated:

SEPTA's FY 2022 Capital Budget includes an estimated **\$353.44** million in state funds.

SEPTA's FY 2022 Capital Budget includes an estimated **\$253.57** million in federal funds.

SEPTA's FY 2022 Capital Budget includes an estimated **\$11.84** million in local funds.

FY 2022 CAPITAL BUDGET: SOURCES OF CAPITAL FUNDING

State Funds: \$353.44 Million

SEPTA's approved FY 2022 Capital Budget includes \$353.44 million in state funds. The actual amount provided will be determined by PennDOT during the annual grant application process. SEPTA receives 69.4 percent of the statewide capital funds allocated to transit authorities.

Act 89 of 2013 provided new State revenues for transportation through uncapping the Oil Company Franchise Tax (OCFT), adjusting various fees for inflation, and surcharges on traffic tickets. Act 89 also includes annual bonding by the Pennsylvania Turnpike Commission (PTC) in the amount of \$450 million and these payments help to fund public transportation. PTC bond dollars will provide approximately \$200M of SEPTA's total FY 2022 Capital Budget (32% of total funding). PTC funds are scheduled to be replaced with motor vehicle sales tax revenues on July 1, 2022.

Additional sources of state funding include proceeds of capital bonds; tire, vehicle lease and vehicle rental fees; traffic violation fines; and motor license fund fees. These state capital funds are provided to SEPTA primarily via Section 1514, the Asset Improvement Program.

The Section 1514 program supports up to 96.775 percent of the total cost of non-federal capital projects. The remaining 3.225 percent is matched by Bucks, Chester, Delaware and Montgomery Counties and the City of Philadelphia. SEPTA also uses state funds to match federal grants, with the state share being 19.355 percent of the total project cost when used in this manner. The remaining 0.645 percent is matched by the four regional counties and City of Philadelphia.



FY 2022 CAPITAL BUDGET: SOURCES OF CAPITAL FUNDING

Federal Funds: \$253.57 Million

SEPTA's FY 2022 Capital Budget includes an estimated \$253.57 million in federal funds. Federal funding sources and funding projections are shown in the adjacent table.

Most of SEPTA's federal funding is provided by grants from the Federal Transit Administration (FTA) via the formula funding programs. SEPTA also receives federal highway funds that PennDOT "flexes" (i.e., transfers) to transit agencies in the Commonwealth. SEPTA primarily uses flex funds for bus replacements. With the expiration of the FAST Act authorization period and lack of clear federal formula funding levels beyond September 30, 2021, SEPTA assumes FY 2022 federal formula funding levels equal to the amount received from FAST Act authorized programs in FY 2021.

SEPTA is participating in transit industry conversations regarding the next surface transportation authorization bill and a federal stimulus package in support of President Biden's *American Jobs Plan*.

Federal formula funds typically support 80 percent of the total cost of a capital project; the remaining 20 percent local match is provided by the Commonwealth of Pennsylvania, the City of Philadelphia and Bucks, Chester, Delaware, and Montgomery Counties.

The FY 2022 budget also includes \$1.5 million in projected Transit Security Grant Program (TSGP) funds allocated through competitive grants administered by the Federal Emergency Management Agency (FEMA).

SEPTA also regularly applies for federal competitive grants when available. In the past year, SEPTA was selected to receive over \$45 million in federal competitive awards for 12 projects to support critical infrastructure investments throughout the five county region.

FY 2022 Capital Budget: Federal Funding Estimates		
Program	Description	Amount (Millions)
FTA Section 5307	Urbanized Area Formula Program. Funds transit capital projects. Allocations based on population, density, operating expenses, revenue miles and route miles.	\$104.97 M
FTA Section 5340	Growing States and High Density States Formula Program. Allocations based on population forecasts and population density. SEPTA receives Growing States program funding.	
FTA Section 5337	State of Good Repair Program. Funds High Intensity Fixed Guideway (rail) and High Intensity Motorbus capital projects. Allocations based on vehicle revenue miles and route miles.	\$121.49 M
FTA Section 5339	Bus and Bus Facilities Formula Program. Funds capital projects to replace, rehabilitate or purchase buses and related facilities. Allocations based on population and service factors after providing a minimum amount per state.	\$8.53 M
Highway Flex	Federal highway program funds that PennDOT provides to state transit agencies for capital improvement projects. Based on the Governor's commitment, a minimum of \$25 million per year is flexed annually to transit operators.	\$17.08 M
Transit Security Grant Program	Competitive grant program administered by Federal Emergency Management Agency (FEMA). Provides funds for anti-terrorism, safety and security improvements, and operational activities such as directed patrols.	\$1.50 M
Total Federal		\$253.57 M

FY 2022 CAPITAL BUDGET: SOURCES OF CAPITAL FUNDING

Local Funds: \$11.84 Million

SEPTA's FY 2022 Capital Budget includes \$11.84 million in anticipated local matching funds. The required local match for state and federal grant funds is provided by Bucks, Chester, Delaware and Montgomery Counties and the City of Philadelphia. SEPTA requests matching funds from the counties along with its annual operating budget request; capital funds required for the City of Philadelphia's local share are requested as part of the City's capital budget process.

Funding Assumptions:

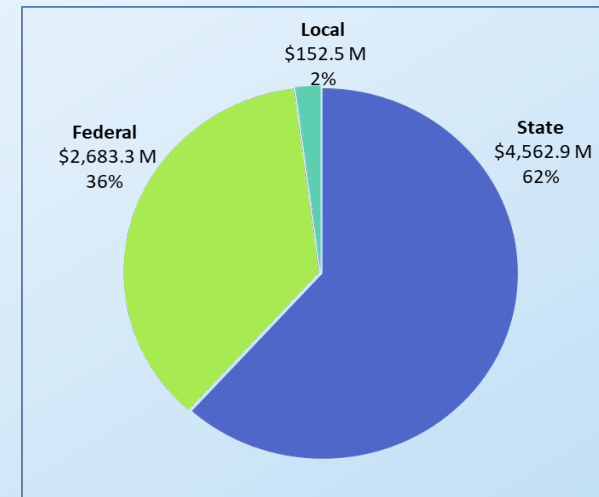
SEPTA's FY 2022 Capital Budget and FY 2022-2033 Capital Program is fiscally constrained so that the program of projects reflects anticipated funding levels. In order to advance additional projects, other funding must be secured through competitive grants or local sources, or through the use of additional capital financing tools to distribute project costs over a longer period of time.

These charts highlight the uncertainty SEPTA faces as it developed its Current Funding Level and Reduced Funding Level FY 2022-2033 Capital Program scenarios.

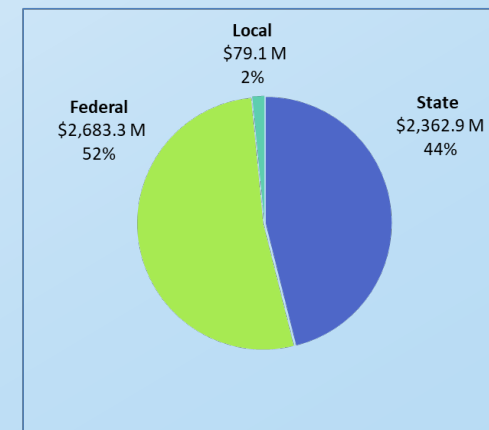
We want to emphasize that the funding transfer starts in Fiscal Year 2023, so while our FY 2022 capital budget is expected to be funded at current forecasts, we must plan now for this funding uncertainty beginning in Fiscal Year 2023. Questions about the stability of our capital program creates challenges to plan for infrastructure investments to support our new Strategic Plan and post-pandemic economic recovery.

The Current Funding Level FY 2022-2033 Capital Program details are provided beginning on p. 20. The Reduced Funding Level FY 2022–2033 Capital Program beginning on p. 22 provides additional details of this funding scenario. Note that in both scenarios, federal funding remains static. However, in the reduced funding scenario it becomes a larger piece of the capital program funding sources. Local funds may also be lower in the reduced budget scenario as a result of less state funding requiring fewer local matching contributions.

Current Funding Budget, \$7.4B



Reduced Funding, \$5.2B



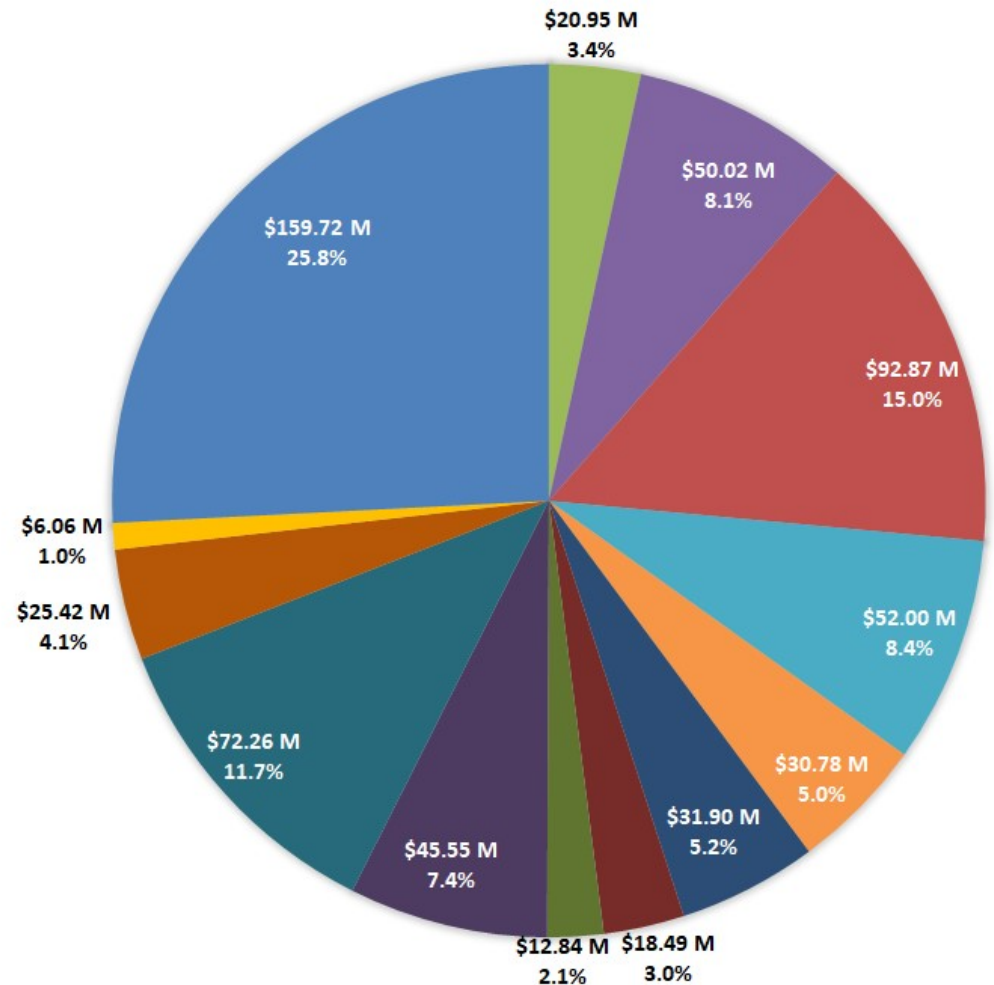
USES OF CAPITAL FUNDING: FY 2022 Current Funding Level Capital Budget

SEPTA's approved FY 2022 Capital Budget totals **\$618.85 million**. Total FY 2022 spending is allocated among projects that will bring assets to a state of good repair, meet the Authority's financial obligations, advance strategic objectives, and implement system improvements to enhance transit service. Capital investments are grouped into the following programs:

- Bridge Program (\$20.95M):** Includes Regional Rail Stone Arch Bridges Phase 2, NHSL Bridgeport Viaduct, the Critical Bridge Program, and other bridge repairs.
- Communications, Signal Systems and Technology Improvements (\$50.02M):** Includes a variety of improvements to signals, interlockings, dispatching and operations management systems, real-time information and other technology.
- Financial Obligations (\$92.87M):** Includes SEPTA's Amtrak trackage lease, other capital asset leases and debt service payments.
- Infrastructure Safety Renewal Program (\$52.00M):** Includes track replacement; station renewal; rehabilitation of signals, communications equipment, traction and power systems; and rehabilitation of maintenance facilities.
- Maintenance/Transportation Shops and Offices (\$30.78M):** Rehabilitation of bus and rail maintenance shops, facilities maintenance shops, and offices to bring infrastructure and equipment to a state of good repair. Includes expansion of Frazer Yard to accommodate multi-level Regional Rail cars, Courtland Track Shop improvements, and Midvale Garage Roof Replacement.
- Projects of Significance: Early Actions (\$31.90M):** Includes design activities and infrastructure investments to support Trolley Modernization, bus network redesign, rail capacity and vehicle acquisition projects.
- Safety and Security Improvements (\$18.49M):** Includes safety and security measures for vehicles and facilities. Also includes projects competitively funded through the U.S. Department of Homeland Security (DHS) to provide protection from terrorism, major disasters and other emergencies.
- SEPTA Key (\$12.84M):** Includes modernization of SEPTA's fare payment system and companion projects.
- Service Restoration (\$45.55M):** Rail Service Restoration to a new station at Route 1 in Middletown.
- Stations, Loops and Parking Improvements (\$72.26M):** Reconstruction or rehabilitation of SEPTA stations and parking expansions and improvements with a focus on accessibility, wayfinding and signage improvements.
- Substations and Power Improvements (\$25.42M):** Modernization of SEPTA's railroad and transit substations, originally built in the 1920s and 1930s, and catenary replacement.

- Track and Right-of-Way Improvements (\$6.06M):** To return rail infrastructure to a state of good repair. Includes tie replacement and continuous welded rail (CWR).
- Vehicle Acquisitions and Overhauls (\$159.72M):** Replacing vehicles that have exceeded their useful life, acquisition of multi-level rail cars and utility vehicles, and optimizing the performance of the existing fleet through targeted overhaul campaigns.

Projects are described in more detail in the Program Descriptions.



Total: \$618.85 Million

FY 2022 CAPITAL BUDGET AND FY 2022-2033 CAPITAL PROGRAM

Current Funding Level Capital Budget



FY 2022 CAPITAL BUDGET AND FY 2022-2033 CAPITAL PROGRAM

Current Funding Level

CURRENT FUNDING		Budget						12-Year		
Capital Programs/ Financial Obligations	Prior Funding	Year FY 2022	Program Years				FY 2027 - 2033	Program Total	Beyond FY2033	Total Budget
			FY2023	FY2024	FY2025	FY2026				
			\$Millions							
Capital Programs										
Bridge Program	\$5.34	\$20.95	\$21.84	\$23.27	\$23.99	\$23.18	\$174.46	\$287.69	\$0.00	\$293.03
Communications, Signal Systems and Technology	\$169.17	\$50.02	\$45.68	\$61.61	\$44.28	\$58.21	\$185.15	\$444.95	\$0.00	\$614.12
Infrastructure Safety Renewal Program	\$58.00	\$52.00	\$53.00	\$53.00	\$54.00	\$55.00	\$413.00	\$680.00	\$0.00	\$738.00
Maintenance/Transportation Shops and Offices	\$152.41	\$30.78	\$26.92	\$35.73	\$26.10	\$12.51	\$118.57	\$250.61	\$0.00	\$403.02
Projects of Significance	\$12.70	\$31.90	\$22.00	\$31.17	\$35.94	\$17.84	\$187.15	\$325.99	\$0.00	\$338.69
Safety and Security Improvements	\$22.40	\$18.49	\$17.94	\$20.57	\$16.25	\$18.25	\$167.84	\$259.35	\$0.00	\$281.75
SEPTA Key	\$282.46	\$12.84	\$7.00	\$0.00	\$0.00	\$0.00	\$0.00	\$19.84	\$0.00	\$302.30
Service Restoration	\$151.66	\$45.55	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$45.55	\$0.00	\$197.21
Stations, Loops and Parking Improvements	\$256.47	\$72.26	\$61.56	\$53.04	\$35.92	\$39.47	\$404.82	\$667.07	\$11.00	\$934.54
Substations and Power Improvements	\$77.22	\$25.42	\$33.13	\$33.19	\$35.73	\$44.36	\$241.00	\$412.84	\$139.75	\$629.81
Track and Right-of-Way Improvements	\$27.23	\$6.06	\$5.81	\$4.95	\$4.65	\$6.25	\$75.25	\$102.97	\$0.00	\$130.20
Vehicle Acquisitions and Overhauls	\$146.52	\$159.72	\$256.67	\$198.40	\$203.66	\$205.04	\$1,512.95	\$2,536.43	\$0.00	\$2,682.94
Financial Obligations										
Capital Leases	\$162.73	\$0.98	\$33.01	\$65.70	\$67.67	\$69.72	\$547.99	\$785.06	\$0.00	\$947.79
Debt Service	\$53.06	\$91.89	\$72.11	\$68.00	\$64.11	\$62.49	\$257.93	\$616.53	\$0.00	\$669.59
Total Capital Budget	\$1,577.37	\$618.85	\$656.68	\$648.62	\$612.31	\$612.31	\$4,286.11	\$7,434.88	\$150.75	\$9,162.99

FY 2022 CAPITAL BUDGET AND FY 2022-2033 CAPITAL PROGRAM

Reduced Funding Level Capital Program



FY 2022 CAPITAL BUDGET AND FY 2022-2033 CAPITAL PROGRAM

Reduced Funding Level

REDUCED FUNDING Capital Programs/ Financial Obligations	Prior Funding	Budget	Program Years				FY 2027 - 2033	12-Year	Beyond FY2033	Total Budget
		Year						Program		
		FY 2022	FY2023	FY2024	FY2025	FY2026		Total		
		\$Millions								
Capital Programs										
Bridge Program	\$2.58	\$26.22	\$6.65	\$7.65	\$3.95	\$3.95	\$30.50	\$78.91	\$0.00	\$81.49
Communications, Signal Systems and Technology	\$84.62	\$83.57	\$32.90	\$31.00	\$5.00	\$5.00	\$40.00	\$197.47	\$0.00	\$282.09
Infrastructure Safety Renewal Program	\$29.48	\$52.00	\$53.00	\$53.00	\$54.00	\$55.00	\$413.00	\$680.00	\$0.00	\$709.48
Maintenance/Transportation Shops and Offices	\$32.11	\$28.30	\$3.75	\$5.00	\$2.75	\$2.75	\$25.02	\$67.57	\$0.00	\$99.67
Projects of Significance: Early Actions	\$12.70	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$12.70
Safety and Security Improvements	\$39.07	\$15.00	\$18.15	\$16.30	\$11.32	\$8.00	\$56.00	\$124.77	\$0.00	\$163.84
SEPTA Key	\$282.46	\$12.84	\$7.00	\$0.00	\$0.00	\$0.00	\$0.00	\$19.84	\$0.00	\$302.30
Service Restoration	\$151.66	\$41.29	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$41.29	\$0.00	\$192.95
Stations, Loops and Parking Improvements	\$132.76	\$34.86	\$12.36	\$0.75	\$0.75	\$0.75	\$5.25	\$54.72	\$11.00	\$198.47
Substations and Power Improvements	\$19.69	\$12.30	\$0.88	\$0.00	\$0.00	\$0.00	\$0.00	\$13.18	\$0.00	\$32.86
Track and Right-of-Way Improvements	\$0.00	\$2.25	\$2.25	\$2.25	\$2.25	\$2.25	\$17.25	\$28.50	\$0.00	\$28.50
Vehicle Acquisitions and Overhauls	\$113.36	\$217.36	\$214.62	\$198.97	\$200.52	\$202.41	\$1,493.17	\$2,527.05	\$0.00	\$2,640.40
Financial Obligations										
Capital Leases	\$128.74	\$0.98	\$33.01	\$65.70	\$67.67	\$69.72	\$547.99	\$785.06	\$0.00	\$913.80
Debt Service	\$27.54	\$91.89	\$72.11	\$68.00	\$64.11	\$62.49	\$257.93	\$616.53	\$0.00	\$644.07
Total Capital Budget	\$1,056.75	\$618.85	\$456.68	\$448.62	\$412.32	\$412.31	\$2,886.10	\$5,234.87	\$11.00	\$6,302.62

FY 2022 CAPITAL BUDGET AND FY 2022-2033 CAPITAL PROGRAM

Reduced Funding Level

Within the Reduced Funding Level FY 2022 - 2033 Capital Program, SEPTA will be able to advance the following projects and programs, though many at lower funding levels than programmed in the Current Funding Level capital program. These projects are currently under construction, financial obligations, or are part of ongoing critical infrastructure and safety programs.

Projects funded under a Reduced Funding Level Capital Program:

Bridge Program	<ul style="list-style-type: none"> Regional Rail Bridges: Critical Bridge Program, Mainline-Schuylkill Bridges – Ductbank, Stone Arch Bridge Program - Phase 2 Transit Bridges: Suburban Rail Transit Critical Bridge Program
Communications, Signal Systems and Technology	<ul style="list-style-type: none"> System-wide: Computer Aided Radio Dispatch (CARD) System, Control Center Wall Display, Information Technology Program RRD: Positive Train Control (PTC) Onboard Service Mapping / ACCESS III Transit: Route 101/102 PTC
Financial Obligations	<ul style="list-style-type: none"> Capital Leases: Amtrak Trackage, Communication Towers, Copiers Debt Service: Capital Financing - EB-5 Loan Interest, Capital Financing - EB-5 Loan Payment, Payments on Capital Grant Receipts Bonds, Series 2011/2017, Payments on Converted Indexed Rate Revenue Refunding Bonds, Series 2007 (PTAF), Payments on Fixed Rate Revenue Refunding Bonds, Series 2017/2019 (PTAF), Payments on Fixed Rate Revenue Refunding Bonds, Series 2020, Match Commitments for Fully Funded Federal Projects
Infrastructure Safety Renewal Program (ISRP)	
Maintenance/Transportation Shops and Offices	<ul style="list-style-type: none"> Shops: Environmental Clean-Up and Protection, Facilities Critical Infrastructure Program, Maintenance Shop Equipment Program, Track Shop Facility (formerly Courtland Roof), Wayne Junction Blow Down Building Roofs: Maintenance, Stations and Substations Roof Program, Midvale Bus Garage Roof Replacement
Safety and Security Projects	<ul style="list-style-type: none"> Resiliency Projects: Sharon Hill Line Flood Mitigation, Shoreline Stabilization on the Manayunk/Norristown Line Safety and Security Projects: Escalator / Elevator Improvement Program, Safety and Security Infrastructure Hardening Program, Safety and Security Shop, Yards & Office Hardening, Tank Relining / Replacement Program
SEPTA Key	

FY 2022 CAPITAL BUDGET AND FY 2022-2033 CAPITAL PROGRAM

Reduced Funding Level

Projects funded under a Reduced Funding Level Capital Program (Continued)

Service Restoration	<ul style="list-style-type: none"> Elwyn to Middletown / US Route 1 Rail Service Restoration
Stations, Loops and Parking Improvements	<ul style="list-style-type: none"> ADA Bridge Plates Parking Improvements: Conshohocken Station Parking Regional Rail Stations - ADA Improvements: Conshohocken Station and Parking, Regional Rail Station Roof Program Transit Stations: Susquehanna-Dauphin Station
Substations and Power Improvements	<ul style="list-style-type: none"> Lansdale, Hatboro and 12th Street/Portal Switching Stations
Track and ROW	<ul style="list-style-type: none"> CTD: Trolley Tunnel Track
Vehicle Acquisitions and Overhauls	<ul style="list-style-type: none"> Vehicle Overhaul Program (VOH) Vehicle Acquisitions: 40-ft Bus Purchase (diesel-electric hybrid buses), Paratransit Vehicle Purchase, Regional Rail Multi-Level Car Acquisition, Utility Fleet Renewal

FY 2022 CAPITAL BUDGET AND FY 2022-2033 CAPITAL PROGRAM

Reduced Funding Level

Without sustainable and bondable funding, SEPTA's reduced FY 2022 - 2033 Capital Program will fund projects already under construction and projects and programs that are critical to ensure safe operations of our system. The loss of approximately \$200 million per year will force SEPTA to postpone or cancel the following projects unless additional funding is secured.

Projects to be Postponed or Canceled under a Reduced Funding Level Capital Program:

Bridge Program	<ul style="list-style-type: none"> Regional Rail Bridges: Chestnut Hill East Line Bridge Rehabilitation Project, Chestnut Hill West Line Bridge Rehabilitation Project, Mainline-Schuylkill Bridges Transit Bridges: NHSL Bridge 0.15 over 69th St. Yard Tracks, NHSL Viaduct (Bridgeport) over Schuylkill River
Communications, Signal Systems and Technology	<ul style="list-style-type: none"> System-wide: Crash Hardened Video Recorders, Real-Time Information / Audio Visual Public Address, Video Systems Refreshment Program CTD: Broad Street Line Signals, Market-Frankford Line PTC (Preliminary Engineering) RRD: Interlocking Improvement Program Suburban Transit: Norristown High Speed Line Interlockings
Maintenance/Transportation Shops and Offices	<ul style="list-style-type: none"> Shops: Boiler Replacement Programs, Bus Lift Program, Frazer Rail Shop and Yard Upgrade Phase 3, Garage / Shop Overhead Doors, Powelton Yard Facility Improvements, Steel Wheel, Vehicle Washer Program, Victory Shop & Storage, Wheel Truing Program. Roofs: 5800 Bustleton Roof Replacement, 69th St. Transportation Center Shop Complex Roofs Replacement, Frankford Depot Roof Replacement, Southern Garage Roof Replacement
Projects of Significance	<ul style="list-style-type: none"> Bus Network Infrastructure Support, Rail Vehicle Replacement Program, Trolley Modernization
Safety and Security Projects	<ul style="list-style-type: none"> Fern Rock Transportation Center Safety Improvements, Grade Crossing Enhancement Program, On-Site Power for Major Facilities, Safety and Security Technology Upgrades, Station Ventilation Improvements - NRG Station

FY 2022 CAPITAL BUDGET AND FY 2022-2033 CAPITAL PROGRAM

Reduced Funding Level

Projects to be postponed or canceled under a Reduced Level Funding Capital Program (Continued)

Stations, Loops and Parking Improvements	<ul style="list-style-type: none"> • Bicycle Transit Access Program, Rail Transit Wayfinding & Signage • Parking Improvements: 69th Street Transportation Center Parking, Exton Station – Parking, Fern Rock Complex, Gwynedd Valley Station Parking, Ivy Ridge Parking, Noble Station Parking, Philmont Station Parking, Secane Station Parking • Regional Rail Stations - ADA Improvements: Chestnut Hill East ADA Improvements, Devon Station, East Falls Station, Exton Station - Multimodal Improvements, Glenside Station, Ivy Ridge Station, Jenkintown-Wyncote Station Hi-Level Platforms, Malvern Station, Marcus Hook Station, Noble Station, Paoli Transportation Center, Roslyn Station, Stenton Station, Swarthmore Station, Villanova Station, Willow Grove Station, Wissahickon Station, Wyndmoor Station, Wynnewood Station • Transit Stations: <ul style="list-style-type: none"> ◆ Center City Concourses ◆ Broad Street Line: Chinatown Station, City Hall Station, Ellsworth-Federal Station, Erie Station, Fairmount Station, Hunting Park Station, Logan Station, Lombard-South Station, Snyder Station, Tasker-Morris Station, Wyoming Station ◆ Market-Frankford Line: 11th Street Station, 34th Street Station, Spring Garden Station ◆ Norristown High Speed Line: Villanova Station
Substations and Power Improvements	<ul style="list-style-type: none"> • Power: 30th Street West Catenary Replacement • Substations: 18th Street Switching Station, Brill Substation, Cresheim Valley Substation, Ellen Substation, Market Substation, Park, Broad, Loudon, Castor Substations, Ranstead Substation, Transit Substation Program, Wayne Junction Static Frequency Converters (SFC) # 1 – 4, Woodbourne Substation
Track and ROW	<ul style="list-style-type: none"> • CTD: Market-Frankford Line Bridge Street Yard Program, Track & Right of Way Rail Improvements (Street Tracks) • RRD: Norristown Station Regional Rail 3rd Track • Suburban Transit: Norristown High Speed Line Tie Replacement and Continuous Welded Rail; Route 101/102 Yard Tracks Program
Vehicle Acquisitions and Overhauls	<ul style="list-style-type: none"> • Maintenance of Way Fleet Renewal

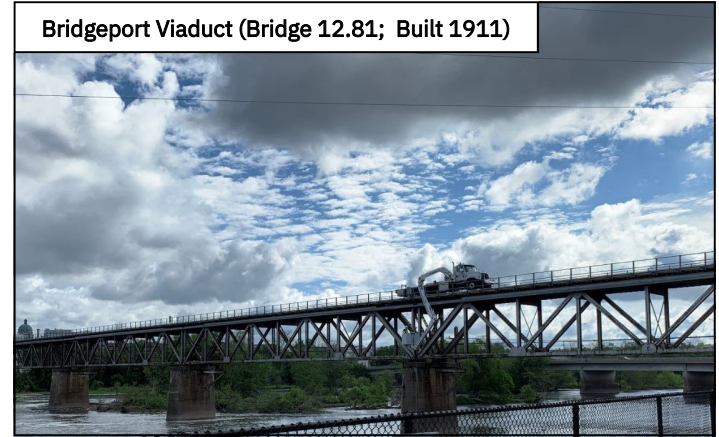
FY 2022 CAPITAL BUDGET AND FY 2022-2033 CAPITAL PROGRAM

Capital Program and Project Descriptions



BRIDGE PROGRAM

SEPTA owns and maintains more than 350 bridges. The majority of structures were constructed in the late 1800's and early 1900's. The bridge program consists of renewal and rehabilitation that will restore the structures to a state of good repair and extend their useful life.



Bridge Program - Program Elements	Budget						12-Year			
	Prior Funding	Year FY 22	Program Years				FY 2027- 2033	Program Total	Beyond FY 2033	Total Budget
			FY 23	FY 24	FY 25	FY 26				
-----\$Millions-----										
Bridge Program	\$5.34	\$20.95	\$21.84	\$23.27	\$23.99	\$23.18	\$174.46	\$287.69	\$0.00	\$293.03
TOTAL	\$5.34	\$20.95	\$21.84	\$23.27	\$23.99	\$23.18	\$174.46	\$287.69	\$0.00	\$293.03



BRIDGE PROGRAM

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Railroad Bridge Projects (FY 2022 – 2026)				
Chestnut Hill East Line Bridge Rehabilitation Program				
Rehabilitation of five bridges on the Chestnut Hill East Regional Rail Line located at:	\$30.00 M	Design and Construction 2024 - 2027	Philadelphia	Philadelphia
<ul style="list-style-type: none"> • Mile Post (MP) 5.04 (Wayne Avenue), Built 1893 • MP 5.72 (Logan Street), Built 1932 • MP 7.63 (Chew Street), Built 1901 • MP 8.90 (Mt. Pleasant Avenue), Built 1907 • MP 9.59 (Cresheim Valley Drive), Built 1931 				
Chestnut Hill West Line Bridge Rehabilitation Program				
Rehabilitation of seven bridges on the Chestnut Hill West Regional Rail Line located at:	\$35.00 M	Design and Construction 2024 - 2030	Philadelphia	Philadelphia
<ul style="list-style-type: none"> • MP 0.06 (SEPTA Main Line), Built 1913 • MP 0.83 (22nd Street), Built 1918 • MP 1.17 (Hunting Park Avenue), Built 1910 • MP 1.26 (CSX Tracks), Built 1917 • MP 2.98 (Rittenhouse Street), Built 1918 • MP 4.42 (Carpenter Lane), Built 1928 • MP 5.67 (Springfield Avenue), Built 1917 				

BRIDGE PROGRAM

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Critical Bridge Program Annual program to rehabilitate or replace bridges throughout the system to restore infrastructure to a state of good repair. Bridges programmed for design and/or construction in FY 2022 include but are not limited to: <ul style="list-style-type: none"> • Lansdale/Doylestown Line MP 11.62 (Keswick Ave.), Built 1904 • Lansdale/Doylestown Line MP 11.83 (Easton Road), Built 1928 • Media/Elwyn Line MP 10.12 (Small Run), Built 1965 • West Trenton Line MP 31.63 (Delaware & Raritan Canal), Built 1902 	12-Year Program ~\$6.90 M per year	Ongoing	Bucks Chester Delaware Montgomery Philadelphia	Bucks Chester Delaware Montgomery Philadelphia Delaware (State) New Jersey
Mainline–Schuylkill Bridges (30th Street Station to Suburban Station) Rehabilitation of seven bridges between 30th Street Station and Suburban Station located at: MP 0.49 (21st Street); MP 0.58 (22nd Street); MPs 0.61, 0.64 and 0.68 (22nd Street/23rd Street); MP 0.72 (CSX Tracks); and MP 0.76 (Schuylkill River). These bridges were built in 1929. The first phase of this project included critical repairs to bridges MP 0.49 and MP 0.58. The second phase will include duct bank and cable work. The third phase will include complete rehabilitation of all seven bridges.	Phase 2 \$10.95 M Phase 3 \$45.05 M	Phase 1 – Complete Phase 2 Design & Construction 2021 – 2024 Phase 3 Design & Construction 2027 – 2033 Project	Philadelphia	Bucks Chester Delaware Montgomery Philadelphia Delaware (State) New Jersey

BRIDGE PROGRAM

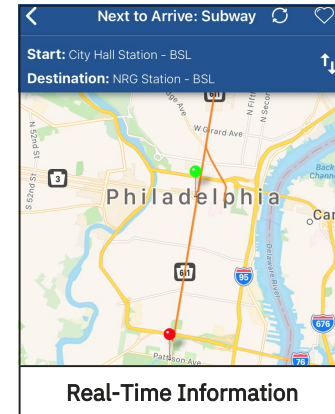
Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Stone Arch Bridge Program - Phase 2				
Rehabilitation of the following seven (7) Stone Arch Bridges on the Regional Railroad:	\$11.20 M	Design 2017 – 2020	Bucks Delaware Montgomery Philadelphia	Bucks Chester Delaware Montgomery Philadelphia Delaware (State) New Jersey
<ul style="list-style-type: none"> Lansdale/Doylestown Line Mile Post (MP) 4.87, Built 1915 Lansdale/Doylestown Line MP 18.91, Built 1903 Media/Elwyn Line MP 12.68, Built 1854 West Trenton Line MP 13.70, Built 1912 West Trenton Line MP 15.95, Built 1876 West Trenton Line MP 18.52, Built 1948 West Trenton Line MP 22.65, Built 1876 		Construction 2020 – 2023		
Transit Bridge Projects (FY 2022 – 2026)				
NHSL Bridge 0.15 over 69th St. Yard Tracks				
Critical repairs to the superstructure of Bridge 0.15 on the Norristown High Speed Line (NHSL). This bridge was built in 1906. Construction is being advanced in phases to limit operational impacts.	\$4.00 M	Construction 2018 – 2022	Delaware	Delaware Montgomery
NHSL Viaduct over Schuylkill River				
Rehabilitation of the Bridgeport Viaduct at Mile Post 12.81 (Schuylkill River) on the NHSL. The project includes steel, concrete and bearing repairs and painting. The viaduct was constructed in 1911 and is 3,165 feet long.	\$35.00 M	Design 2021	Montgomery	Delaware Montgomery
		Construction 2022 - 2024		

BRIDGE PROGRAM

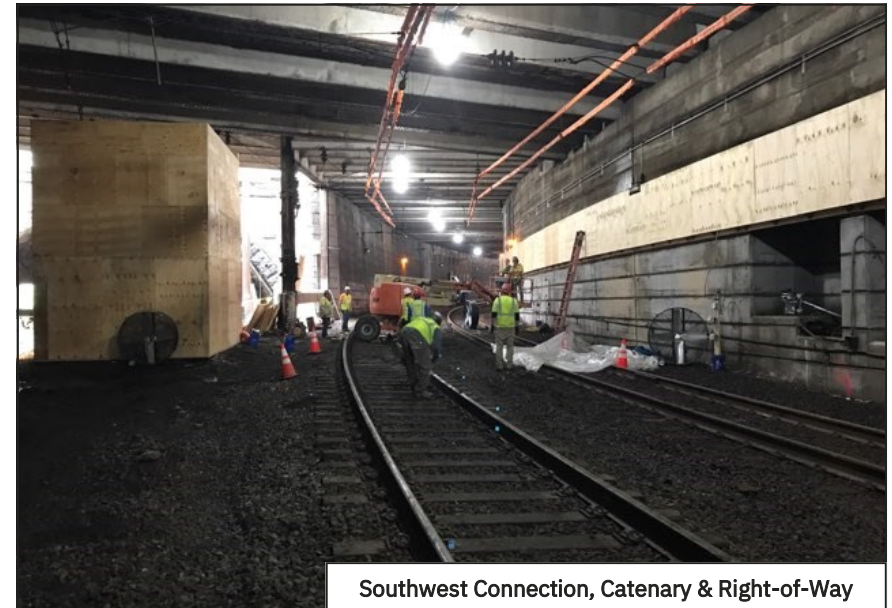
Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Suburban Rail Transit Critical Bridge Program				
Annual program to rehabilitate or replace bridges throughout the suburban rail transit system (Norristown High Speed Line (NHSL) and Media-Sharon Hill Line (MSHL)) to restore infrastructure to a state of good repair.	12-Year Program ~\$3.24 M per year	Ongoing	Delaware Montgomery	Delaware Montgomery
Bridges programmed for design and/or construction in FY 2022 include but are not limited to:				
<ul style="list-style-type: none"> Sharon Hill Line MP 3.06 (Darby Creek), Built 1905 Media Line MP 3.70 (Darby Creek), Built 1912 Media Line MP 3.77 (Darby Creek), Built 1912 				

COMMUNICATIONS, SIGNAL SYSTEMS AND TECHNOLOGY IMPROVEMENTS

This program provides for improvements to SEPTA's communications systems, signal systems, information technology infrastructure, and vehicle and facility video systems. Projects will upgrade hardware and software, and replace equipment that has reached or exceeded its useful life. As part of its capital program, SEPTA will replace its Computer Aided Radio Dispatch (CARD) System, install Positive Train Control on the Route 101/102 Trolley lines [Media-Sharon Hill Line (MSHL)], upgrade dispatching and scheduling systems, and implement a real-time vehicle arrival information display system. Rail signal modernization projects and interlocking improvements will enhance operational reliability and service quality. The annual Information Technology program provides replacement and upgrades of the Authority's computer hardware, software and network equipment, such as servers, digital signage, and Enterprise applications.



Communications, Signal Systems and Technology Improvements - Program Elements	Prior Funding	Budget	Program Years				FY 2027- 2033	12-Year	Beyond FY 2033	Total Budget
		Year						Program		
		FY 22	FY 23	FY 24	FY 25	FY 26		Total		
-----\$Millions-----										
Communications, Signals & Technology	\$169.17	\$50.02	\$45.68	\$61.61	\$44.28	\$58.21	\$185.15	\$444.95	\$0.00	\$614.12
TOTAL	\$169.17	\$50.02	\$45.68	\$61.61	\$44.28	\$58.21	\$185.15	\$444.95	\$0.00	\$614.12



COMMUNICATIONS, SIGNAL SYSTEMS AND TECHNOLOGY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Communications & Signal Improvements - Railroad Projects (FY 2022 – 2033)				
Railroad Interlocking Improvement Program				
Rebuilding, reconfiguration and construction of railroad interlockings to improve operational efficiency. Regional Rail locations include but are not limited to; 16 th Street Interlocking, Beth and York Interlockings, Broad Interlocking, Hunt/Wayne Interlocking, and Schuylkill Interlocking.	12-Year Program ~\$9.30 M per year	Ongoing	Montgomery Philadelphia	Bucks Chester Delaware Montgomery Philadelphia Delaware (State) New Jersey
Positive Train Control - Onboard Survey Mapping				
Development of a Positive Train Control (PTC) Onboard Survey Map Software, as required by the Federal Railroad Administration (FRA). The project will enhance SEPTA's existing PTC system (ACSEC II) by providing a supplementary and redundant safety measure. An Onboard Survey Map will contain the physical characters of the railroad that informs the train of the speeds and restrictions associated with its location. The information on the survey map is the same as the existing transponders but will be housed in the train's onboard computer. Having both a wayside and vehicle notification will strengthen SEPTA's PTC system and will comply with new FRA requirements.	\$3.30 M	Development 2021 - 2022	Bucks Chester Delaware Montgomery Philadelphia Delaware (State) New Jersey	Bucks Chester Delaware Montgomery Philadelphia Delaware (State) New Jersey

COMMUNICATIONS, SIGNAL SYSTEMS AND TECHNOLOGY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Southwest Connection Improvement Program (SCIP) Reconfiguration and rebuilding of signals, track, catenary, and interlockings from 30th Street Station to Phil Interlocking. Work includes new track special work, Overhead Contact Systems (OCS), and switch and lock mechanisms, as well as the addition of new PTC systems.	\$57.99 M	Construction 2017 - 2022	Philadelphia	Bucks Chester Delaware Montgomery Philadelphia Delaware (State) New Jersey
Communications & Signal Improvements - Transit Projects (FY 2022 – 2026)				
Broad Street Line Signals Modernization of the signal system on the Broad Street Line. Work includes upgrades to improve operational reliability for the train control systems on the entire corridor.	\$65.00 M	Design & Construction 2025 - 2030	Philadelphia	Philadelphia
Market-Frankford Line Positive Train Control Modernization of the signal system on the Market-Frankford Line. Work includes upgrades to improve operational reliability for the train control systems on the entire corridor. Preliminary engineering/design is required for specification development of new Market-Frankford Line rail cars.	\$12.00 M	Preliminary Design 2022 – 2024	Delaware Philadelphia	Delaware Philadelphia
Norristown High Speed Line Interlockings Renewal and reconfiguration of interlockings on the Norristown High Speed Line at Wynnewood, Bryn Mawr, and Matsonford to bring interlockings to a state of good repair and improve operational reliability.	\$12.27 M	Construction 2018 - 2024	Delaware Montgomery	Delaware Montgomery

COMMUNICATIONS, SIGNAL SYSTEMS AND TECHNOLOGY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Route 101/102 Positive Train Control and ROW Improvements				
Installation of a new state-of-the art Communications Based Train Control (CBTC) system for the Route 101/102 trolley lines. The new system will automatically enforce trolley separation and provide overspeed and roadway worker protection. New power switching will be installed to facilitate operational flexibility. Includes new interlockings, track special work and power work, as well as a new Remote Operations Control Center.	\$76.40 M	Construction 2015 - 2023	Delaware	Delaware
Communications & Signal Improvements – System-Wide Projects (FY 2022 – 2026)				
Computer Aided Radio Dispatch (CARD) System Replacement				
This project will retire the existing Computer Aided Radio Dispatch (CARD) system. The CARD system is made up of two main subsystems: the Radio System and the Computer-Aided Dispatch / Automatic Vehicle Location system (CAD/AVL). Both systems are at end of system design lifespan. The current 502MHz radio system (T-Band) will be replaced with a new state-of-the-art 700 MHz radio system covering transit operations in the five counties in which SEPTA operates. The Transit Police were added to the system that includes interoperability with partner agencies in the city of Philadelphia and surrounding counties.	\$124.82 M	Design Complete	Bucks Chester Delaware	Bucks Chester Delaware
		Construction 2021 - 2026	Montgomery Philadelphia	Montgomery Philadelphia
The CARD system is used to dispatch SEPTA buses, trolleys, Norristown High Speed Line, and paratransit vehicles and is the system that bus, and trolley operators use to communicate with the control center. The new system will provide enhanced functionality to improve SEPTA transit operations including real-time vehicle arrival information to be displayed on existing and new Audio-Visual Public Address (AVPA) signs, as well as the SEPTA website.				

COMMUNICATIONS, SIGNAL SYSTEMS AND TECHNOLOGY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Control Center Wall Display <p>This project will provide for replacement of display hardware and technology upgrades for the Control Center and Video Evidence Department. The Control Center video walls are essential to the safe and efficient operation of all SEPTA modes of transportation. The current software and equipment are either approaching or are past their useful life.</p>	\$3.89 M	Design Complete Construction 2021 - 2023	Philadelphia	System-wide
Crash Hardened Video Recorders <p>Installation of crash and fire protected video recorders on SEPTA's regional rail and rail transit fleets. Audio and video from the devices will be easily accessible for accident investigation and as a tool to improve operational safety.</p>	\$4.80 M	Implementation 2019 - 2022	System-wide	System-wide
Real-Time Information / Audio Visual Public Address (AVPA) System <p>Upgrade and modernization of SEPTA's real-time arrival information for customers on all SEPTA modes of transportation. Includes installation of a Real-Time Vehicle Locating system on all SEPTA vehicles, providing vehicle location information that will be accessible to the public via smartphone applications and the web. In addition, SEPTA will upgrade Audio Visual Public Address (AVPA) equipment at all railroad and transit stations.</p>	\$34.73 M	Implementation 2017 - 2023	System-wide	System-wide
Video Systems Refreshment Program <p>Replacement of existing Mobile Video System components and installation of equipment on SEPTA's vehicle fleets including, but not limited to inward facing cameras within Regional Rail Cars and crash hardened digital video recording devices in the bus fleet.</p>	\$21.47 M	Implementation 2023 – 2027	System-wide	System-wide

COMMUNICATIONS, SIGNAL SYSTEMS AND TECHNOLOGY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Technology Improvements (FY 2022 – 2033)				
Information Technology Program				
SEPTA continues to upgrade and improve the organization's technology infrastructure, applications, and digital services for our customers. These upgrades and improvements include new and replacement computer hardware and software, Enterprise Resource Systems (ERP), threat detection security appliances, and real time location information for SEPTA travel and fare collection.	12-Year Program ~\$6.80 M per year	Ongoing	Philadelphia	System-wide
The FY 2022 proposed program includes:				
<ul style="list-style-type: none"> • An initiative to upgrade Enterprise applications, including a replacement of the Financial, Human Resources, Payroll and Benefits systems; • Security and Network Appliance Technology Refresh including Cyber Security Appliances and related Hardware/Software; • Technology Program computers, laptops, and mobile devices; • Operations Applications and VMIS Upgrade/Replacement; • Public Facing Systems Refresh/Upgrade such as Web Services, Mobile Applications, Trip Planner. This includes investing in real-time data information for all modes of SEPTA transportation including applications for display signs, website and mobile app, and Application Programming Interface (APIs) for open data initiatives; • Enhancements to SEPTA's network infrastructure including secure wireless networking for internal business and operational purposes. 				

FINANCIAL OBLIGATIONS

The Capital Asset Lease Program provides for payments attributable to capital leases. Capital Asset Leases covered by this program include Amtrak trackage leases, copier machines throughout the Authority, and communications towers.

State and federal capital funds provide for debt service and the cost of issuance of bonds, notes and other indebtedness incurred by SEPTA. In addition to the three series of bonds previously issued, SEPTA anticipates using additional short and long-term financing tools to advance capital projects as described below.

SEPTA is also budgeting for future state match contributions to support continued implementation of federal competitive projects.



SEPTA Operation on Amtrak's Keystone Corridor

Financial Obligations - Program Elements	Prior Funding	Budget	Program Years				FY 2027- 2033	12-Year	Beyond FY 2033	Total Budget
		Year						Program		
		FY 22	FY 23	FY 24	FY 25	FY 26		Total		
-----\$Millions-----										
Capital Asset Lease Program	\$162.73	\$0.98	\$33.01	\$65.70	\$67.67	\$69.72	\$547.99	\$785.07	\$0.00	\$947.80
Debt Service	\$53.06	\$91.89	\$72.11	\$68.00	\$64.11	\$62.49	\$257.93	\$616.53	\$0.00	\$669.59
TOTAL	\$215.79	\$92.87	\$105.12	\$133.70	\$131.78	\$132.20	\$805.92	\$1,401.60	\$0.00	\$1,617.39



Silverliner V Rail Cars



40' New Flyer Hybrid-Electric Bus

FINANCIAL OBLIGATIONS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Capital Asset Leases (FY 2022 – 2033)				
Amtrak Trackage				
This agreement provides a payment mechanism for SEPTA's use of Amtrak tracks to operate the Trenton, Wilmington/Newark and Paoli/Thorndale Regional Rail service, and portions of the Chestnut Hill West, Airport and Cynwyd Regional Rail Lines. With the enactment of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), Congress mandated that a standardized methodology be developed to allocate costs among the Northeast Corridor (NEC) owners and operators that ensures each agency take the full financial responsibility for its use of shared NEC infrastructure and related facilities. Payments made to Amtrak under this agreement are SEPTA's costs based on methodologies and policies established by the NEC Infrastructure and Operations Advisory Commission for all NEC users pursuant to PRIIA.	12-Year Total \$770.70 M	Ongoing	System-wide	System-wide
Copiers				
This lease provides for rental of copiers, which are dispersed throughout SEPTA's headquarters and transportation/maintenance facilities.	12-Year Total \$3.96 M	Ongoing	System-wide	System-wide
Communications Towers				
This lease provides for the right to house voice and data transmission and receiving equipment on towers at the following locations: Y-100, Loews Hotel, Malvern, West Rockhill, Lincoln Plaza Center, Newtown Square, and New Britain.	12-Year Total \$10.40 M	Ongoing	System-wide	System-wide

FINANCIAL OBLIGATIONS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Debt Service (FY 2022 – 2033)				
Payments on Capital Grant Receipts Bonds, Series 2011/2017				
<u>Acquisition of 120 Silverliner V Regional Rail Cars</u> - These electric multiple-unit (EMU) cars have replaced the Silverliner II and III rail cars, and provided additional cars to supplement the regional rail car fleet. Vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations. The total cost for this project of \$319.7 million is funded through a combination of grants and capital financing.	12-Year Debt Service Total \$108.28 M	Final year of debt service funding for Series 2011/2017 Bonds - 2029	System-wide	System-wide
<u>Rehabilitation of the Wayne Junction Intermodal Facility</u> - The Wayne Junction Intermodal Facility was originally constructed at the turn of the 20th Century. This project provided for restoring the station's historic integrity while modernizing its structure to provide a more accessible and environmentally friendly facility for local residents. The project provided for the enhancement of passenger amenities such as lighting, signage, shelters, audio and visual public announcement system, windscreens, benches, HVAC systems, and sanitary systems. Structural improvements included station building rehabilitation and ADA accessibility modifications, such as high-level platforms, elevators, stairway renovations, passenger tunnel improvements, new canopies and shelters. The total project cost of \$29.4 million is funded through a Federal Transit Administration Bus and Bus Facilities Livability Grant and capital financing.				
In October 2017, the Authority advance refunded a portion of Capital Grant Receipts Bonds, Series 2011 ("Series 2011 Bonds"), to reduce future debt service payments. The final maturity date of the newly issued Series 2017 Bonds was unchanged from the Series 2011 Bonds.				

FINANCIAL OBLIGATIONS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Payments on Fixed Rate Revenue Refunding Bonds, Series 2017/2019				
Proceeds from the Fixed Rate Revenue Refunding Bonds ("Series 2010 Bonds") were used to refund the Special Revenue Bonds, Series 1999, which provided funds for the Market-Frankford Line cars, various capital improvement projects, and partial refunding of Series 1995A Bonds. In October 2017, the Authority advance refunded a portion of the Series 2010 Bonds to reduce future debt service payments. In December 2019, the Authority refunded a portion of the Series 2010 bonds to further reduce future debt service payments. The final maturity of the Series 2017 and 2019 bonds was unchanged from the Series 2010 bonds.	12-Year Debt Service Total \$71.53 M	Final year of debt service funding for Series 2017/2019 Bonds - 2028	System-wide	System-wide
Capital Financing - EB-5 Loan				
In January 2016, SEPTA entered into a loan agreement with the Delaware Valley Regional Center (DVRC) pursuant to the Employment Based Immigration-5th Preference (EB-5) Program administered by United States Citizenship and Immigration Services (USCIS). The loan was made available to SEPTA over a period of several years and was used to partially fund the acquisition of electric locomotives, expansion of Frazer Yard, and substation rehabilitation projects. The loan comprises a 5-year interest only period with an option that provides SEPTA the ability to extend the loan for an additional period of 20 years.	12-Year Debt Service Total \$241.90 M	Final year of debt service funding for EB-5 loan - 2044 (Including option period)	System-wide	System-wide

FINANCIAL OBLIGATIONS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Payments on Capital Grant Receipts Bonds, Series 2020				
Acquisition of 140 Hybrid (Diesel-Electric) Buses – These buses replaced diesel buses acquired in 2004. The vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations. The buses have electronic exterior and interior destination signs, voice announcement of bus destination and upcoming bus stops, interior video display monitors and the capability for SEPTA’s Control Center to broadcast messages directly to passengers. These buses are equipped with on-board video surveillance and automatic passenger counting systems. The buses are also equipped with enhanced passenger amenities such as USB Charging Ports, Cellular Router for real time critical vehicle data on demand and a dual purpose Passenger Wifi system, and a QPod Wheelchair Restraint System to decrease wheelchair and scooter ambulatory device tipping.	12-Year Debt Service Total \$109.81 M	Final year of debt service funding for other Capital Financing - 2032	System-wide	System-wide
State Match Commitments to Federal Competitive Grants				
State funds are required to match future project expenses for approved capital projects funded with federal competitive award dollars. In recent years, SEPTA has successfully secured over \$172 million in federal competitive awards. The matching dollars will be provided via funding that will become available to SEPTA throughout the FY 2022-2033 Capital Program. These match commitments are for the following projects approved in prior capital budgets: Hurricane Sandy Resiliency Projects, Wissahickon Transportation Center, 30 th Street Market-Frankford Line Station USDOT BUILD project, Boulevard Direct Bus Phase B, Midvale Electric Bus Infrastructure, and the following Amtrak and PennDOT partnership projects on the Paoli-Thorndale Line: Track 2 upgrades from Thorn to Glen Interlocking and Paoli-Overbrook Signals project.	\$48.52 M	State Match for Federal Award Expenses 2022 - 2027	Bucks Chester Delaware Montgomery Philadelphia	Bucks Chester Delaware Montgomery Philadelphia

INFRASTRUCTURE SAFETY RENEWAL PROGRAM (ISRP)

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

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



Street Track Renewal

Infrastructure Safety Renewal Program - Program Elements	Prior Funding	Budget	Program Years				FY 2027- 2033	12-Year	Beyond FY 2033	Total Budget
		Year						Program		
		FY 22	FY 23	FY 24	FY 25	FY 26		Total		
-----\$Millions-----										
Infrastructure Safety Renewal Program	\$58.00	\$52.00	\$53.00	\$53.00	\$54.00	\$55.00	\$413.00	\$680.00	\$0.00	\$738.00
TOTAL	\$58.00	\$52.00	\$53.00	\$53.00	\$54.00	\$55.00	\$413.00	\$680.00	\$0.00	\$738.00



Catenary Replacement



Rosemont Canopy Replacement

INFRASTRUCTURE SAFETY RENEWAL PROGRAM (ISRP)

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Fiscal Year 2022 ISRP Program	\$52.00 M	FY 2022	System-wide	System-wide
<p><i>Track and Right-of-Way Program</i></p> <p><u>Regional Rail</u> - Regional Rail (RRD) Tie, Surface, and Brush Cutting Program; RRD Open Deck Bridge Timber Renewal; Track Bumper Replacement Program; West Trenton (Neshaminy) Continuous Welded Rail (CWR); Railroad Curve Worn Rail.</p> <p><u>City/Suburban Transit</u> - City/Suburban Transit High Speed Special Track Work Renewal; Trolley Track Renewal Program; Market-Frankford Line (MFL) Direct Fixation Fastener Replacement; Track Bumper Replacement Program; City and Suburban Rail Transit Curve Worn Rail; STD Grade Crossing Renewal; Embedded Special Work-Elmwood Yard.</p>				<p><i>Communications and Signals Program</i></p> <p><u>Regional Rail</u> - Communications & Signals Cable Installation Program; Pedestrian Crossings Program; Wayne to Glenside (W2G) Signal Reliability Project; Crossing Flasher Upgrade – Warminster Line.</p> <p><u>City/Suburban Transit</u> - Erie Interlocking Microprocessor Tech Refresh Project; Green Line Communications Based Train Control (CBTC) Upgrade; Market-Frankford Line Switch Machine Replacement; .</p> <p><u>Regional Rail/City/Suburban Transit</u> - Communications & Signals Standards Renewal Project Phase 2; Distributed Communications System (DCS) Project Phase 2.</p>
<p><i>Station Facilities Program</i></p> <p><u>Regional Rail</u> - Platform Improvements Program; Paoli Line Station Improvements Program; Pedestrian Tunnel Improvement Program; Center City RRD Stations Security Improvements; Station Improvements Program.</p> <p><u>City/Suburban Transit</u> - Station Entrance Improvements; Norristown High Speed Line (NHSL) Township Line Station Renewal; MFL Station Renewal Program; 69th Street Master Plan; 33rd & Dickenson Loop Improvement; Media-Sharon Hill Line (MSHL) Platform Improvements; Broad Street Subway (BSS) Station Renewal Program.</p>				<p><i>Power Systems Program</i></p> <p><u>Regional Rail</u> - Substation Control Battery Replacement RRD; Sectionalizing Switch/Remote Terminal Unit (RTU)/Section Insulators (SI) Replacement Program; Feeder and Signal Component Replacement; Negative Return System Improvement Program; Chestnut Hill East Line Catenary Replacement; Fox Chase Line Catenary Replacement; Wire Train Generator Replacement; Third Feeder Installation - Wayne Junction to Jenkintown.</p> <p><u>City/Suburban Transit</u> - DC Traction Power Cable Replacement Program; Manhole Rehabilitation Program; AC Power & Lighting Cable Replacement Program; City/Suburban Transit Substation Improvement Program; Trackless Trolley Power System Upgrade Program; 4/0 Trolley Wire Replacement Program; Substation Control Battery Replacement Program; Suburban Transit LED Lighting Upgrade Program; Duct Bank Replacement Program; Stinger System Replacement at Bridge Street Carhouse; Norristown High Speed Line 3rd Rail Heater Element Replacement.</p>
<p><i>Maintenance/Support Facilities Program</i></p> <p><u>Regional Rail</u> - RRD Vent Well Reconstruction; Critical Catenary Structural Rehabilitation Program; Facilities Improvement Program (F.I.T.); Compressor House Upgrades.</p> <p><u>City/Suburban Transit</u> - Vent Well and Emergency Exit Rehabilitation; Pump Room Overhaul Program; Facilities Improvement Team (F.I.T.); Garage and Shop Improvement Program; Ejector Room Replacement Program; Subway Column Rehab; V-Tag Wayside and Control System Upgrade; Motor Generator Improvement Program.</p>				<p><i>Civil Department</i></p> <p><u>Regional Rail</u> - Dynamic Envelope Striping and Delineators; Culvert Improvement Project</p> <p><u>City/Suburban Transit</u> - Southern Parking Retrofits; Route 1 Bus Pullover Relocation Project.</p>

MAINTENANCE/TRANSPORTATION SHOPS AND OFFICES

This program provides for improvements to SEPTA's bus, rail, and facilities maintenance shops, and office buildings. This program includes ongoing renewal and replacement of programs including but not limited to the wheel truing, bus and steel wheel lift, fire suppression, boilers and vehicle washer shop and yard upgrades, and paving improvements. In addition, this program includes new facilities and rehabilitation of existing facilities as well as a roof rehabilitation and replacement program. Remediation and clean up activities at select facilities as well as activities that will reduce SEPTA's carbon footprint and enhance SEPTA's commitment to sustainability are also included in this program.



Frazer Yard

Maintenance/Transportation Shops and Offices - Program Elements	Budget		12-Year							Total Budget
	Prior Funding	Year FY 22	Program Years				FY 2027 - Program		Beyond FY 2033	
			FY 23	FY 24	FY 25	FY 26	2033	Total		
-----\$Millions-----										
Maintenance/Transportation Facilities and Offices	\$119.47	\$24.18	\$22.95	\$31.43	\$21.81	\$8.75	\$66.36	\$175.48	\$0.00	\$294.95
Roof Program	\$32.94	\$6.60	\$3.96	\$4.30	\$4.29	\$3.76	\$52.21	\$75.12	\$0.00	\$108.06
TOTAL	\$152.41	\$30.78	\$26.91	\$35.73	\$26.10	\$12.51	\$118.57	\$250.61	\$0.00	\$403.03



Midvale Bus Facility Roof



Courtland Facility

MAINTENANCE/TRANSPORTATION SHOPS AND OFFICES

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Maintenance & Transportation Facilities (FY 2022 – 2026)				
Courtland Facility				
This project will address the conditions at SEPTA's Courtland Track and Carpentry Facility. The design phase will evaluate renovation of the existing facility and relocating SEPTA crews to new facilities.	\$22.50 M	Design 2018 – 2021 Construction 2022- 2025	Philadelphia	Bucks Chester Delaware Montgomery Philadelphia
Environmental Clean Up and Protection				
Activities include remediation associated with underground storage tanks, lead-based paint, asbestos, contaminated soil and groundwater. Site assessments to determine environmental exposure prior to acquiring properties are included under this program. The program also includes activities that will reduce SEPTA's environmental footprint, such as recycling containers and trash compactors.	~\$1.00 M per year	Ongoing	Bucks Chester Delaware Montgomery Philadelphia	System-wide
Facilities Critical Infrastructure Program				
Annual renovation and renewal of critical infrastructure at SEPTA facilities including, but not limited to heating, ventilation, air conditioning, plumbing, and lighting. This is an ongoing systemwide program to address critical needs to keep the SEPTA system operating reliably and safely.	~\$1.00 M per year	Ongoing	Bucks Chester Delaware Montgomery Philadelphia	System-wide

MAINTENANCE/TRANSPORTATION SHOPS AND OFFICES

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Frazer Rail Shop and Yard Expansion Phased upgrade of the Frazer Maintenance Facility to accommodate the expansion of SEPTA's Regional Rail railcar and locomotive fleets including multi-level railcars. Work includes extending existing storage tracks and adding new storage tracks; major upgrades to the repair shop and equipment, including the wheel truing machine and drop table; construction of a shop extension, new cleaning track, train washer building, storage building and yardmaster building; utility upgrades and stormwater improvements. In addition, the roof and mechanical equipment will be replaced.	\$139.00 M	Design 2016 – 2021 Phase 1 & 2 Construction Complete Phase 3 Construction 2022 - 2024	Chester	Bucks Chester Delaware Montgomery Philadelphia Delaware (state) New Jersey
Garage / Shop Overhead Doors Replacement of overhead and fire doors, which have exceeded their useful life, at various SEPTA facilities	\$7.50 M	Design & Construction 2025 - 2030	Delaware Philadelphia	Bucks Delaware Philadelphia
Maintenance Shop Equipment Program Annual replacement of shop equipment such as lifting jacks, wash tanks, lathes, and grib cranes. This is an ongoing systemwide program to address critical needs to keep the SEPTA system operating reliably and safely.	~\$1.00 M per year	Ongoing	Bucks Chester Delaware Montgomery Philadelphia	System-Wide

MAINTENANCE/TRANSPORTATION SHOPS AND OFFICES

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Powelton Yard Facility Improvements				
Improvements to the Powelton Yard Facility including building repairs, new windows, new bathrooms, and replacement of the storeroom facility currently housed in a former railroad boxcar.	\$3.92 M	Design Complete Construction 2021 - 2022	Philadelphia	Philadelphia
Vehicle Washer Program				
Replacement and upgrading of the vehicle washers, which have exceeded their useful life, at various SEPTA facilities.	\$14.00 M	Design & Construction 2025 - 2030	Delaware Montgomery Philadelphia	System-wide
Wayne Car Shop Improvements				
Upgrade of the Wayne Junction Shop to allow for improved maintenance functions. This project includes the addition of a 3-car capacity blowdown building.	\$13.50 M	Design 2017 – 2021 Construction 2021- 2024	Philadelphia	Bucks Chester Delaware Montgomery Philadelphia Delaware (state) New Jersey

MAINTENANCE/TRANSPORTATION SHOPS AND OFFICES

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Wheel Truing Program				
Reconditioning and rebuilding wheel truing machines that have exceeded their useful life.	\$4.61 M	Design & Construction 2024 - 2028	Delaware Philadelphia	Bucks Chester Delaware Montgomery Philadelphia Delaware (state) New Jersey
Wyoming Complex Stormwater Retrofits				
Reconfigure stormwater management and improve pavement conditions in the existing parking lot at SEPTA's Wyoming Complex which includes Wyoming, Berridge and Courtland shops.	\$4.92 M	Design 2020 – 2021 Construction 2022 - 2023	Philadelphia	Philadelphia
Victory Shop and Storage				
Replacement of the existing deteriorated shop and storage facilities located at 103 Victory Avenue. Work also includes improvements to parking and vehicle circulation, installation of a stormwater management system and replacement of the salt dome.	\$18.75 M	Design 2022 – 2023 Construction 2022 – 2026	Delaware	Delaware Montgomery Philadelphia

MAINTENANCE/TRANSPORTATION SHOPS AND OFFICES

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Maintenance & Transportation Facilities (FY 2027 – 2033)				
Boiler Replacement Program				
Replacement of boilers at various SEPTA facilities. The boilers have exceeded their useful life and will be replaced with new energy efficient boilers.	\$3.50 M	2027 - 2033 Project	Delaware Montgomery Philadelphia	System-wide
Bus Lift Program				
Replacement of in-ground and portable lifts that have exceeded their useful life at select SEPTA City Transit and Suburban Transit bus maintenance facilities.	\$6.00 M	2027 - 2033 Project	Delaware Montgomery Philadelphia	Bucks Chester Delaware Montgomery Philadelphia
Steel Wheel Lift Program				
Rebuilding/modernization or replacement of truck and body hoist systems at various SEPTA steel wheel shops. These hoists are used to facilitate body and truck separation and to elevate railcars to safe heights and hold them as required to perform inspections and repairs under the rail vehicles.	\$6.00 M	2027 – 2033 Project	Bucks Chester Delaware Montgomery Philadelphia	Bucks Chester Delaware Montgomery Philadelphia Delaware (State) New Jersey

MAINTENANCE/TRANSPORTATION SHOPS AND OFFICES

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Roof Program (FY 2022 – 2033)				
5800 Bustleton Roof Replacement				
Replacement of the roof at SEPTA's office building located at 5800 Bustleton Avenue.	\$1.75 M	Design & Construction 2024 - 2025	Philadelphia	Philadelphia
69th St. Transportation Center Shop Complex Roofs Replacement				
Replacement of existing roofs. Includes replacement of mechanical equipment. Prior phases replaced roofs at the 69th Street Terminal, Media Sharon Hill Line (MSHL) Car Shop, Norristown High Speed Line (NHSL) Maintenance Facility and Victory Bus Washer. Remaining phases include the Market-Frankford Line Canopy Roof and associated mechanical equipment.	\$12.10 M	Design Complete Construction 2016 - 2022	Delaware	Delaware Montgomery Philadelphia
Frankford Depot Roof Replacement				
Replacement of the Frankford Depot roof with a new roofing system. Includes replacement of mechanical equipment.	\$8.80 M	Design 2023 Construction 2024 - 2026	Philadelphia	Philadelphia
Midvale Bus Garage Roof Replacement				
Replacement of existing roofs with a new roofing system and mechanical equipment.	\$31.40 M	Design Complete Construction 2020 - 2023	Philadelphia	Philadelphia

MAINTENANCE/TRANSPORTATION SHOPS AND OFFICES

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Southern Garage Roof Replacement				
Replacement and upgrade of the existing roof system at Southern Garage.	\$3.40 M	Design & Construction 2026 - 2027	Philadelphia	Philadelphia
Maintenance, Stations, and Substations Roof Program				
Replacement and upgrade of the existing roofs at maintenance facilities, stations and substations throughout the SEPTA system. Work may include replacement of mechanical equipment.	\$50.61 M	Design & Construction 2028 - 2033	Bucks Chester Delaware Montgomery Philadelphia	System-wide

PROJECTS OF SIGNIFICANCE

While the full scope of SEPTA's Projects of Significance remain unfunded, SEPTA is able to program limited capital funding to advance key aspects of these projects. These actions are necessary to ensure SEPTA maintains momentum for these critical projects while funding solutions are developed.

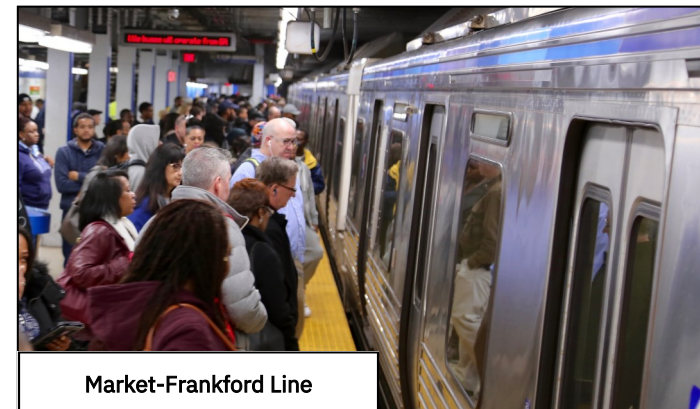
The Authority is making initial investments to replace our aging rail vehicle fleet. Additional funding is programmed to support Trolley Modernization infrastructure investments, bus network infrastructure support, and enhancement activities to increase capacity on the Market-Frankford Line in advance of new vehicles. SEPTA previously committed funds to advance the King of Prussia Rail Project to 30% Design. SEPTA continues to work with regional, state and federal partners to secure funding to fully implement these critical projects.



Projects of Significance: Program Elements	Prior Funding	Budget Year FY 22	Program Years				FY 2027- 2033	12-Year Program Total	Beyond FY 2033	Total Budget
		FY 23	FY 24	FY 25	FY 26					
		-----\$Millions-----								
Bus Revolution Infrastructure Support	\$0.00	\$0.00	\$1.00	\$5.00	\$10.00	\$5.00	\$4.00	\$25.00	\$0.00	\$25.00
King of Prussia Rail - Design	\$61.36	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$61.36
Rail Vehicle Replacement Program	\$0.89	\$1.76	\$1.00	\$1.50	\$1.50	\$0.00	\$91.57	\$97.33	\$0.00	\$98.22
Trolley Modernization	\$12.70	\$30.14	\$20.00	\$24.67	\$24.44	\$12.84	\$91.57	\$203.66	\$0.00	\$216.36
TOTAL	\$74.95	\$31.90	\$22.00	\$31.17	\$35.94	\$17.84	\$187.14	\$325.99	\$0.00	\$400.94



City Transit Division Trolley



Market-Frankford Line

PROJECTS OF SIGNIFICANCE

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Bus Revolution Infrastructure Support				
Improvements to bus infrastructure including, but not limited to right-of-way enhancements, bus end of line facilities, bus wayfinding, and enhanced bus stops. Projects will be informed by the results of Bus Revolution to ensure investments serve the most people, improve operations, and result in better service and customer experience.	\$25.00 M	Design & Construction 2022 - 2027	System-wide	System-wide
Rail Vehicle Replacement Program				
SEPTA's current capital program is unable to fully fund the procurement of railcars to replace the authority's aging railcar fleets. Pursuing the replacement of rail vehicles is a multi-year commitment that requires sustainable and bondable funding to finance and is not currently available to SEPTA. Without funding necessary to replace these railcars, SEPTA may be forced to reduce or suspend service due to its inability to maintain and safely operate its current railcar fleet.	Vehicle Design and Procurement \$92.57 M	MFL Vehicle Design 2021 – 2022 Rail Vehicle Acquisition FY 2027 – 2033 Project	System-wide	System-wide
While SEPTA explores a solution to fully funding replacement of its aging railcar fleet, this project provides initial investments necessary to begin procuring replacing the following rail vehicle fleets:	Market- Frankford Line Signals \$5.65 M	Market-Frankford Line Signals Preliminary Engineering 2022		
<ul style="list-style-type: none"> Silverliner IV Regional Railcars Market-Frankford Line M-4 Railcars (including vehicle specifications), signal system and infrastructure improvements to enhance operational efficiency 				
This program also includes Market-Frankford rail line enhancements to allow SEPTA to perform analysis and conceptual design of strategic rail service improvement initiatives in advance of new rail vehicles.				

PROJECTS OF SIGNIFICANCE

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Trolley Modernization				
SEPTA's current capital program is unable to fully fund the Trolley Modernization project. These capital funds will allow SEPTA to advance trolley infrastructure activities and network design for Trolley Modernization project. The new ADA complaint light rail vehicles will require a complex and closely interrelated series of infrastructure upgrades in areas such as communications, signals, power, ADA stations, bridge improvements and maintenance facilities.	\$216.36 M	Design & Initial Enhancements 2021-2025	Delaware Philadelphia	Delaware Philadelphia
The goals of the Trolley Modernization program are:		Trolley Acquisition FY 2027 – 2033 Project		
<ul style="list-style-type: none"> • A system in full compliance with the Americans with Disabilities Act • A safe and improved customer experience • Providing faster, higher capacity service, and • Replace aging trolley vehicle fleet 		Construction TBD		
Specific activities to be addressed include the following.				
<ul style="list-style-type: none"> • Property acquisition for the new Trolley Car Facility/Facilities • Bridge enhancements to support the new Trolley Cars • Trolley Tunnel State of Good Repair Program • Coordination with utilities and the City of Philadelphia • Develop modern trolley station design standards and identify locations with public input and community engagement • Preliminary engineering and program management for overall project • ADA Accessible Trolley acquisition 				

SAFETY AND SECURITY IMPROVEMENTS

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



Escalator / Elevator Improvement Program

Safety and Security Improvements - Program Elements	Prior Funding	Budget	Program Years				FY 2027- 2033	12-Year	Beyond FY 2033	Total Budget
		Year						Program		
		FY 22	FY 23	FY 24	FY 25	FY 26		Total		
	-----\$Millions-----									
Resiliency Projects	\$14.99	\$0.00	\$4.17	\$1.48	\$0.00	\$0.00	\$0.00	\$5.65	\$0.00	\$20.64
Safety and Security Projects	\$7.41	\$18.49	\$13.77	\$19.09	\$16.25	\$18.25	\$167.84	\$253.69	\$0.00	\$261.10
TOTAL	\$22.40	\$18.49	\$17.94	\$20.57	\$16.25	\$18.25	\$167.84	\$259.34	\$0.00	\$281.74



Fern Rock Station (Regional Rail) Platform Replacement



Sharon Hill Line Flood Mitigation

SAFETY AND SECURITY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Resiliency Projects (FY 2022 - 2024)				
Sharon Hill Line Flood Mitigation				
This project will provide relief from flooding on the Route 102 Sharon Hill Trolley Line by constructing a pumped drainage system where the Sharon Hill Trolley crosses under a freight railroad bridge at Mile Post 5.30 in Delaware County. This frequently flooded underpass forces SEPTA to rely on a bus substitution program to detour service around the high-water area more than a dozen times each year. Bus substitution is employed at a significant cost and disruption to passengers.	\$12.18 M	Design Complete Construction 2018 - 2023	Delaware	Delaware
Shoreline Stabilization on the Manayunk/Norristown Line				
This project will stabilize 2.45 miles of railroad right of way adjacent to the Schuylkill River in Montgomery County. The Manayunk/Norristown Line is one of SEPTA's most flood-prone assets and was the focus of a comprehensive FTA-funded vulnerability and risk assessment undertaken in 2012. The Schuylkill River has experienced more than half of its highest crests in recorded history at Norristown since 2003. This project will decrease the likelihood of washouts and increase the speed with which service can be restored after a flooding event.	\$8.46 M	Design Complete Construction 2019 - 2021	Montgomery	Montgomery Philadelphia

SAFETY AND SECURITY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Safety and Security Projects (FY 2022 - 2026)				
Escalator / Elevator Improvement Program				
Modernization and upgrades to the escalators and elevators throughout the SEPTA system, including design, construction, and integration of an escalator remote monitoring system. This is an ongoing systemwide program to address critical needs to keep the SEPTA system operating reliably and safely.	~\$6.11 M per year	Ongoing	Philadelphia	System-wide
Fern Rock Transportation Center Safety Improvements				
Safety improvements at Fern Rock Transportation Center Regional Rail Station, which serves the Lansdale/Doylestown, Warminster and West Trenton Regional Rail Lines and provides connecting service to the Broad Street Line. Includes construction of a grade-separated pedestrian crossing, overhauling the elevator, platform repairs and related station modifications.	\$20.52 M	Design 2018 - 2022 Construction 2019 - 2024	Philadelphia	Bucks Montgomery Philadelphia
Grade Crossing Enhancement Program				
This safety project will renew and upgrade various railroad and trolley highway/rail grade crossing locations within the SEPTA system, including the addition of passive and/or active safety enhancements.	~\$1.00 M per year	Ongoing	Bucks Delaware Montgomery Philadelphia	System-wide

SAFETY AND SECURITY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Safety and Security Infrastructure Hardening Program Infrastructure improvements and modifications throughout the SEPTA system that will improve safety and security of both passengers and assets. This program includes but is not limited to culvert and retaining wall replacements and renewal. It will also allow SEPTA to perform analysis and conceptual design of key safety and security initiatives. This is an ongoing systemwide program to address critical needs to keep the SEPTA system operating reliably and safely.	~\$3.60 M per year	Ongoing	Bucks Delaware Montgomery Philadelphia	System-wide
Safety and Security Shop, Yard, & Office Hardening Infrastructure improvements and modifications throughout SEPTA's shops, yards, and offices to improve safety and security of employees and assets. This program includes but is not limited to fencing, lighting, and securement of materials. It also allows SEPTA to perform analysis and conceptual design of key safety and security initiatives. This is an ongoing systemwide program to address critical needs to keep the SEPTA system operating reliably and safely.	~\$2.85 M per year	Ongoing	Bucks Delaware Montgomery Philadelphia	System-wide
Tank Relining / Replacement Program Replacement or relining of storage tanks, which have exceeded their useful life, at various SEPTA facilities. This is an ongoing systemwide program to address critical needs to keep the SEPTA system operating reliably and safely.	~\$2.20 M Per Year	Ongoing	Bucks Chester Delaware Montgomery Philadelphia	System-wide

SAFETY AND SECURITY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Safety and Security Projects (FY 2027 – 2033)				
NRG Station Ventilation Improvements				
Replacement and upgrade of the existing ventilation systems and installation of a smoke abatement system at NRG Station.	\$10.00 M	Phase 1 Complete	Philadelphia	Philadelphia
		Phase 2 2027 - 2033 Project		
On-Site Power for Major Facilities				
Installation of emergency back-up power and power system upgrades and at major SEPTA maintenance and transportation facilities.	\$6.00 M	2027 - 2033 Project	Bucks Chester Delaware Montgomery Philadelphia	System-wide
Safety & Security Technology Upgrades				
This project will fund critical infrastructure software and hardware investments necessary to address current and future security and functional needs. Funding includes upgrades for Positive Train Control (PTC) and SEPTA Key technology and system support.	\$41.00 M	2027 - 2033 Project	Bucks Chester Delaware Montgomery	System-wide

SAFETY AND SECURITY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Transit Security Grant Projects (FY 2022 - 2033)				
Through the U.S. Department of Homeland Security (DHS), the Transit Security Grant Program provides funds to operators of public transportation systems to protect critical surface transportation assets and the traveling public from acts of terrorism, and to increase the resilience of transit infrastructure. From this grant program, SEPTA has funded closed circuit television (CCTV) cameras on vehicles; multi-jurisdictional counter terrorism emergency simulation drills on various transit modes; directed SEPTA Transit Police Patrols in strategically designated areas during periods of elevated alert using specially trained anti-terrorism teams; hazardous material identification kits for Special Operations and Response Teams (SORT); purchase of explosive detection devices, intrusion detection and surveillance equipment, and bulletproof vests; Special Operations and Response Teams (SORT) and K-9 patrol teams; upgraded mobile communications and Control Center monitoring equipment; installation of video surveillance cameras at transit facilities; implementation of a radio interoperability system (RIOS); maintenance of a computer aided dispatch and records management system (CAD/RMS) for the Philadelphia region; and perimeter fencing and security cameras at SEPTA's Fern Rock facility. SEPTA will continue to fund eligible projects from this grant program.	Competitive Annual Program ~\$1.00 M	Ongoing	Bucks Chester Delaware Montgomery Philadelphia	System-wide

SEPTA KEY

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

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

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

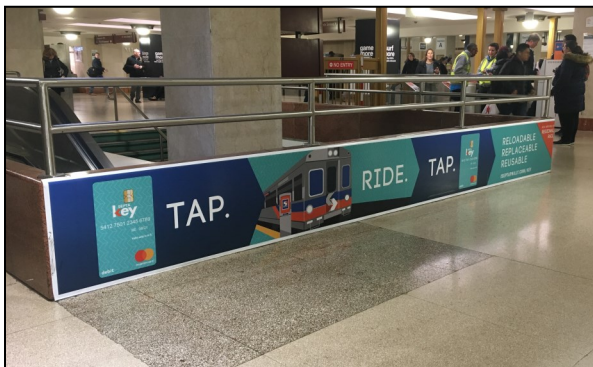
Companion projects supporting the SEPTA Key project include: bus and trolley farebox upgrade; Market-Frankford Line and Broad Street Line fiber optics improvements; electrical support for new fare lines at five Center City Regional Rail stations (Temple University, Jefferson Station, Suburban Station,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

To ensure SEPTA Key technology remains up-to-date and secure, new payment technology upgrades known as SEPTA Key 2.0 are included in upcoming years of the capital program within the Safety and Security Technology Upgrades project in the Safety & Security Program.

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

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

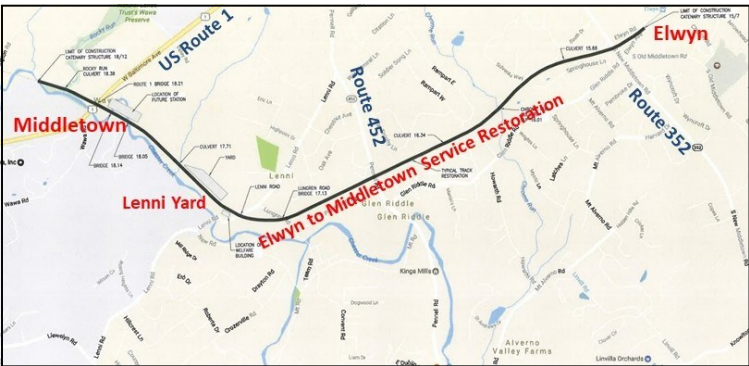
SEPTA Key - Program Elements	Budget						12-Year			
	Prior Funding	Year FY 22	Program Years				FY 2027- 2033	Program Total	Beyond FY 2033	Total Budget
			FY 23	FY 24	FY 25	FY 26				
			-----\$Millions-----							
SEPTA Key	\$282.46	\$12.84	\$7.00	\$0.00	\$0.00	\$0.00	\$0.00	\$19.84	\$0.00	\$302.30
TOTAL	\$282.46	\$12.84	\$7.00	\$0.00	\$0.00	\$0.00	\$0.00	\$19.84	\$0.00	\$302.30



SERVICE RESTORATION



This program provides for the Elwyn to Middletown Township/US Route 1 Rail Service Restoration project. This will restore rail service on the Media/Elwyn Regional Rail Line from its existing terminus at Elwyn, Delaware County, to a new terminus in Middletown Township/US Route 1 in Delaware County. Regional Rail service beyond Elwyn was discontinued in the early 1980s. The project includes renewal of infrastructure, including bridges, track, signals and catenary systems, as well as construction of a new station and parking deck at US Route 1 as well as crew and yard facilities at Lenni.



Service Restoration - Program Elements	Budget						12-Year			
	Prior Funding	Year FY 22	Program Years				FY 2027- 2033	Program Total	Beyond FY 2033	Total Budget
			FY 23	FY 24	FY 25	FY 26				
	-----\$Millions-----									
Elwyn to Middletown/US Route 1 Service	\$151.66	\$45.55	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$45.55	\$0.00	\$197.21
TOTAL	\$151.66	\$45.55	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$45.55	\$0.00	\$197.21



Right-of-Way Construction

Bridge 18.21 Replacement over US Route 1

SERVICE RESTORATION

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Service Restoration				
Elwyn to Middletown/US Route 1 Service				
<p>This project will provide restoration of rail service from the existing Media/Elwyn Regional Rail Line terminus at Elwyn, Delaware County, to a new terminus at Middletown Township/US Route 1, Delaware County along the existing right-of-way referred to as the West Chester Branch. The scope of work for this project consists of track bed reconstruction including crossties, continuous welded rail and track interlockings; catenary system replacement; and the replacement and rehabilitation of bridges and culverts. The installation of a bi-directional signal system and communications system improvements including Positive Train Control (PTC) is being funded separately under a competitive PTC grant from the Federal Transit Administration.</p> <p>The new terminus at Middletown Township/US Route 1 will include a station building with a passenger waiting area and restroom facilities; a high-level island platform with canopy and windscreens; a pedestrian underpass with accessible ramps and stairways; a 600+ car parking deck; and connections to SEPTA bus service. The new facility will be fully ADA compliant. The project also includes the construction of a new traffic intersection and access road connecting US Route 1 to the station. A railcar storage/maintenance yard and crew facility will be constructed along the right-of-way in Lenni, Delaware County.</p>	\$197.21 M	<p>Design Complete</p> <p>Construction 2018 - 2022</p>	Delaware	<p>Chester Delaware Philadelphia</p>

STATIONS, LOOPS AND PARKING IMPROVEMENTS

This program provides for the construction, reconstruction or rehabilitation of transit and regional rail stations and terminals, bus/trolley loop facilities, transportation centers, bicycle facilities, and parking expansions and improvements. Program elements include the replacement or rehabilitation of station and loop facility components, such as station buildings, ticket offices, 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 (ADA). SEPTA currently has 121 wheelchair accessible railroad/rail transit stations.

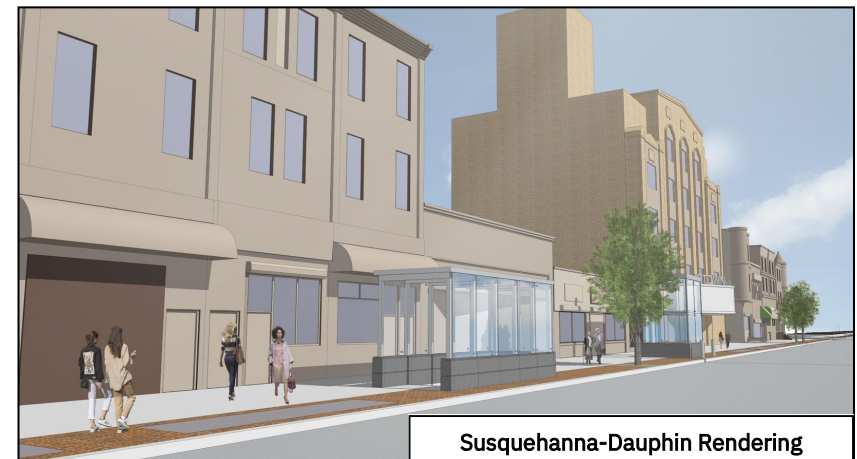


Conshohocken Platform Foundations

Stations, Loops and Parking - Program Elements	Budget						12-Year			
	Prior Funding	Year FY 22	Program Years				FY 2027- 2033	Program Total	Beyond FY 2033	Total Budget
			FY 23	FY 24	FY 25	FY 26				
-----\$Millions-----										
Bicycle Transit Access	\$0.44	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.06	\$2.06	\$0.00	\$2.50
City Hall & 15th Street	\$84.17	\$0.00	\$0.00	\$3.00	\$2.29	\$12.36	\$44.65	\$62.30	\$0.00	\$146.47
Exton Station - Multimodal	\$28.23	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6.00	\$6.00	\$0.00	\$34.23
Paoli Transportation Center	\$11.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$39.28	\$39.28	\$11.00	\$61.28
Parking Improvements	\$17.50	\$15.88	\$3.79	\$0.00	\$0.00	\$0.00	\$0.00	\$19.67	\$0.00	\$37.17
Rail Transit Wayfinding & Signage	\$0.00	\$10.00	\$15.00	\$15.00	\$0.00	\$0.00	\$0.00	\$40.00	\$0.00	\$40.00
Transit, Regional Rail Stations & Loops	\$93.61	\$46.38	\$42.77	\$34.54	\$25.87	\$24.92	\$312.83	\$487.31	\$0.00	\$580.92
Villanova Station	\$21.52	\$0.00	\$0.00	\$0.50	\$7.76	\$2.19	\$0.00	\$10.45	\$0.00	\$31.97
TOTAL	\$256.47	\$72.26	\$61.56	\$53.04	\$35.92	\$39.47	\$404.82	\$667.07	\$11.00	\$934.54



Tasker Morris Rendering



Susquehanna-Dauphin Rendering

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Ardmore Transportation Center				
Improvements to the Ardmore Transportation Center on the Paoli/Thorndale Regional Rail Line will be completed in two phases.	Phase 1 \$53.58 M	Phase 1 Construction 2019 – 2023	Montgomery	Chester Delaware Montgomery Philadelphia
Phase 1 will make this station fully ADA accessible with enhancements that include a new inbound station building; outbound shelters; high and low-level platforms; canopies; passenger amenities; tunnel accessibility improvements; elevators and accessible pathways; improved lighting; new signage; landscaping and site improvements including stormwater management; and installing foundations for a future parking garage.	Phase 2 \$26.05 M	Phase 2 TBD		
Phase 2 includes the construction of an accessible multi-level parking garage with approximately 500 spaces; landscaping; site improvements; bus berthing area inside the garage; and improved vehicle and pedestrian access to Lancaster Avenue. Due to reduced ridership resulting from the COVID-19 pandemic, SEPTA is re-evaluating its station parking project schedules. A schedule for Phase 2 will be determined as ridership returns.				
ADA Bridge Plates				
Installation of new bicycle parking shelters and racks and improved bicycle access at select SEPTA stations. The addition of bicycle parking shelters and racks and improve bicycle access and security at SEPTA stations will encourage more customers to bike to transit and expand opportunities to access SEPTA stations.	\$2.21 M	Design & Procurement 2020 - 2023	Bucks Chester Delaware Montgomery Philadelphia	Bucks Chester Delaware Montgomery Philadelphia Delaware (State) New Jersey

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
City Hall & 15th Street Stations				
<p>Rehabilitation of City Hall Station on the Broad Street Line and 15th Street Station on the Market-Frankford Line (MFL) to make the stations fully ADA accessible; bring the stations to a state of good repair; improve customer use, safety and security; and reduce heavy maintenance costs. The project will:</p> <ul style="list-style-type: none"> • Provide full access for riders with disabilities through installation of 14 new elevators and ramps to all levels of both stations, new and wider ramped corridors and accessible fare line gates; • Improve passenger flow with reconfigured fare lines, wider stairs and railings, and more open areas on platforms and the 15th Street Mezzanine; • Update station interiors and systems including new architectural finishes, signs, Art-in-Transit, lighting and public address systems, fire alarm system, closed-circuit TV and security systems; • Provide structural repairs and upgrades, mechanical and natural ventilation and improvements to prevent/intercept water infiltration and inflow, new fire suppression systems and new employee restrooms. <p>The City Hall / 15th Street Stations project is being advanced in phases:</p> <ol style="list-style-type: none"> 1) Dilworth Park Phase (complete) 2) 15th Street Station (complete) 3) Interlocking Reconfiguration: Modification of Fairmount interlocking to allow for track outages necessary to complete project construction and provide for greater future operational flexibility. 4) Inter-Station Connections and City Hall Station structural work (underpinnings): New and widened corridors with ramps, improved ventilation structures, platform wall openings, and new elevator shaftways from the City Hall Station mezzanines to the platforms. 5) City Hall Station: Upgrades within City Hall Station including fitting out the elevator shaftways with elevators and new or renovated platforms, stairs, lighting and amenities. 	\$146.47 M	<p>City Hall Station</p> <p>Design 2019 – 2023</p> <p>Construction 2020 – 2028</p>	Philadelphia	Philadelphia

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Bicycle Transit Access Program				
Installation of new bicycle parking shelters and racks and improved bicycle access at select SEPTA stations. The addition of bicycle parking shelters and racks and improve bicycle access and security at SEPTA stations will encourage more customers to bike to transit and expand opportunities to access SEPTA stations.	\$2.50 M	2027 – 2033 Project	System-wide	System-wide
Exton Station – Multimodal Improvements				
<p>This project provides for the phasing of improvements at Exton Station on the Paoli-Thorndale Regional Rail Line including the reconstruction of station facilities, bus circulation enhancements and a future multi-level parking garage. Phase 1, which is complete, consisted of the construction of high-level platforms with canopies and wind screens; stormwater management improvements; a new station building, new lighting, signage, security features, and passenger amenities. The station facilities are fully ADA compliant.</p> <p>Phase 2 includes the construction of bus loops with bus shelters. The planned bus circulator loops will promote intermodal access to the station.</p> <p>Phase 3 will provide for the development and construction of a fully accessible parking expansion. Due to reduced ridership resulting from the COVID-19 pandemic, SEPTA is re-evaluating its station parking project schedules. A schedule for this phase will be determined as ridership returns.</p>	Phase 2 \$6.00 M	Phase 2 Circulation Enhancements 2027 – 2033 Project	Chester	Chester Delaware Montgomery Philadelphia
	Phase 3 TBD	Phase 3 TBD		

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Paoli Transportation Center				
<p>This project provides for the engineering and construction of a new multimodal transportation center in Paoli, Chester County. The facility is located on SEPTA's Paoli/Thorndale Regional Rail Line and Amtrak's Harrisburg Line. Connecting services include Bus Routes 92, 106, 204, and 206.</p> <p>The project includes two phases. Phase 1, completed in September 2019, made the existing station ADA accessible. This phase included construction of a pedestrian overpass with elevators linking inbound and outbound station parking lots as well as a new full length high-level center platform. The outbound parking areas were reconfigured and pedestrian sidewalks and crosswalks, provided throughout the station area.</p> <p>Phase 2 includes construction of an additional high-level platform on the outbound side, passenger amenities, enhanced bus facilities, improved station access. A companion PennDOT project will consist of the extension of Darby Road over the railroad, including a new bridge connecting to the station, and the removal of the North Valley Road bridge. The companion project must be completed prior to advancement of Phase 2.</p> <p>Commuter parking garage – Due to reduced ridership resulting from the COVID-19 pandemic, SEPTA is re-evaluating its station parking projects. A schedule for this phase will be determined as ridership returns.</p>	<p>Phase 2 \$50.28 M</p> <p>Garage Phase TBD</p>	<p>Phase 2 Design & Construction 2027 - 2033 Project</p> <p>Commuter Garage TBD</p>	Chester	Chester Delaware Montgomery Philadelphia

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Parking Improvements (FY 2022 – 2026)				
Conshohocken Station Parking				
In support of PennDOT's I-76 Integrated Corridor Management (ICM) Program, this project provides for design, property acquisition, and construction of a multi-level smart parking facility. This project will increase available parking from 118 to 528 spaces. SEPTA anticipates receiving a total of \$10 million in Federal Highway Administration (FHWA) Flex funds to support this project.	\$37.17 M	Design 2020 - 2021 Construction 2021 - 2023	Montgomery	Montgomery Philadelphia
Rail Transit Wayfinding & Signage				
SEPTA will redesign and replace the wayfinding & signage system for its Rail Transit network, which includes the Market-Frankford Line, Broad Street Line, Norristown High Speed Line, Trolleys, and Media-Sharon Hill Lines. The project will include new station identification signage and pylons, directional signage, platform signage, in-vehicle signage, regulatory signage, and system, line and station area maps. The signs will utilize clear, accessible, and consistent standard service communications language and graphic standards outlined in an updated wayfinding and signage manual.	\$40.00 M	Design & Implementation 2021 - 2023	Delaware Montgomery Philadelphia	Delaware Montgomery Philadelphia

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Regional Rail Stations ADA Improvements (FY 2022 – 2027)				
Chestnut Hill East ADA Improvements				
Accessibility improvements at the Chestnut Hill East Regional Rail Station including construction of a high-level platform, station building improvements and an ADA-accessible pathway at the station.	\$11.17 M	Design 2021 – 2022 Construction 2022 - 2024	Philadelphia	Philadelphia
Conshohocken Station				
This project provides for design and construction of a new fully ADA accessible station, and station access improvements at Conshohocken Station on the Manayunk/Norristown Regional Rail Line. This station will receive new full length high-level platforms; new station building and passenger shelters; accessible pathways, sidewalks and handrails/guardrails; bike facilities; additional roadway access to the station; new signage and lighting; stormwater management systems and landscaping.	\$15.00 M	Design Complete Construction 2020 - 2022	Montgomery	Montgomery Philadelphia
Jenkintown-Wyncote Station on the Regional Rail Mainline				
Improvements that will make the station fully ADA accessible. This station will receive new full length high-level platforms; new pedestrian overpass and elevators; new passenger shelters; accessible pathways and handrails/guardrails; new signage and lighting; stormwater management systems and landscaping. As part of this project, SEPTA is installing a new universal interlocking at Bethayres to allow for operational flexibility while the Jenkintown-Wyncote station is under construction as well as after construction.	\$25.32 M	Design 2016 –2023 Construction 2022 - 2026	Montgomery	Bucks Montgomery Philadelphia

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Noble Station on the West Trenton Line				
Construction to make the station ADA accessible and provide for a storage track for operational efficiency at Noble Station on the West Trenton Regional Rail Line. Work will make the station fully ADA accessible and includes full length high-level platforms; canopies and passenger shelters; accessible pathways, sidewalks and handrails/ guardrails; new signage, lighting and security cameras; stormwater management systems and landscaping. SEPTA is coordinating this project with PennDOT's replacement of the adjacent Route 611 bridge.	\$18.20 M	Design 2016 – 2021 Construction 2023 - 2025	Montgomery	Bucks Montgomery Philadelphia New Jersey
Regional Rail Station Roof Program				
Ongoing program for repair, renewal, and/or replacement of station roofs along the Regional Rail network.	~1.00 M Per Year	Ongoing	Bucks Chester Delaware Montgomery Philadelphia	Bucks Chester Delaware Montgomery Philadelphia Delaware (State) New Jersey
Swarthmore Station on the Media/Elwyn Regional Rail Line				
Improvements to the ADA path of travel at the Swarthmore Station on the Media/Elwyn Regional Rail Line. Work includes improvements to tunnel and new ramps between tunnel and platforms.	\$7.96 M	Design & Construction 2022 - 2023	Delaware	Delaware Philadelphia
Willow Grove Station on the Warminster Regional Rail Line				
Relocation of Willow Grove Station on the Warminster Regional Rail Line that will make the station fully ADA accessible and address traffic congestion issues on Rt 611 near the existing station.	\$20.89 M	Phase 1 2017 – 2023	Montgomery	Bucks Montgomery Philadelphia

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Phase 1 work includes realigning the tracks and related right-of-way improvements. Phase 2 includes a new full length high-level center platform passenger shelters; accessible pathways and handrails/guardrails; improved station access; parking expansion; new signage and lighting; stormwater management systems; and landscaping.		Phase 2 2027 - 2033 Project		
Villanova Station on the Paoli/Thorndale Regional Rail Line				
This project will make the station fully ADA accessible and includes full length high-level platforms, new canopies, station building improvements, passenger shelters, security improvements and passenger amenities.	\$10.45 M	Final Design & Construction 2024 - 2025	Delaware	Chester Delaware Montgomery Philadelphia

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Regional Rail Station ADA Improvements (FY 2027 – 2033)				
Stations programmed in FY 2027 - 2033 will be modernized and made ADA accessible. A detailed scope of work will be developed for these stations as they are designed.				
• Bristol Station on the Trenton Regional Rail Line	\$30.00 M	2027 - 2033 Project	Bucks	
• Devon Station on the Paoli/Thorndale Regional Rail Line	\$20.00 M	2027 - 2033 Project	Chester	
• East Falls Station on the Manayunk/Norristown Regional Rail Line	\$19.50 M	2027 - 2033 Project	Philadelphia	
• Glenside Station on the Airport, Warminster, and Doylestown Regional Rail Lines	\$24.75 M	2027 - 2033 Project	Montgomery	
• Ivy Ridge Station on the Manayunk/Norristown Regional Rail Line	\$18.50 M	2027 - 2033 Project	Philadelphia	Bucks Chester
• Malvern Station on the Paoli/Thorndale Regional Rail Line	\$15.26 M	2027 - 2033 Project	Chester	Delaware
• Marcus Hook Station on the Wilmington/Newark Regional Rail Line	\$22.50 M	2027 - 2033 Project	Delaware	Montgomery Philadelphia
• Roslyn Station on the Warminster Regional Rail Line	\$6.50 M	2027 - 2033 Project	Montgomery	Delaware (State)
• Stenton Station on the Chestnut Hill East Regional Rail Line	\$7.15 M	2027 - 2033 Project	Philadelphia	
• Wissahickon Station on the Manayunk/Norristown Regional Rail Line	\$28.20 M	2027 - 2033 Project	Philadelphia	
• Wyndmoor Station on the Chestnut Hill East Regional Rail Line	\$19.50 M	2027 - 2033 Project	Philadelphia	
• Wynnewood Station on the Paoli/Thorndale Regional Rail Line	\$19.50 M	2027 - 2033 Project	Montgomery	

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Other Parking Improvements				
Due to reduced ridership resulting from the COVID-19 pandemic, SEPTA is re-evaluating station parking needs. The following projects listed under the previous capital budget will be revisited as ridership returns and need for parking at each location becomes clear.				
• 69th Street Transportation Center Parking Garage			Delaware	
• Fern Rock Complex			Philadelphia	
• Gwynedd Valley Station Parking			Montgomery	Bucks Chester
• Ivy Ridge Parking Improvements			Philadelphia	Delaware
• Noble Station Parking Garage			Montgomery	Montgomery
• Philmont Station Parking			Montgomery	Philadelphia
• Secane Station Parking			Delaware	
Transit & Regional Rail Stations Program - Rail Transit (FY 2022 – 2026)				
11th Street Station				
Improvements to 11th Street Station on the Market-Frankford Line that will make the station fully ADA accessible. The project provides for installation of elevators and accessibility improvements; renovation of existing platforms and station interior; new signage, lighting and security cameras; and waterproofing improvements.	\$11.51 M	Design 2019 –2022 Construction 2022 - 2024	Philadelphia	Philadelphia

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
34th Street Station				
Improvements to the 34th Street Station on the Market-Frankford Line that will make the station fully ADA accessible. The project provides for the installation of elevators and accessibility improvements; renovation of existing platforms and station interior; new signage, lighting and security cameras; and waterproofing improvements.	\$31.00 M	Design & Construction 2024 - 2028	Philadelphia	Philadelphia
Center City Concourses				
Multi-phase improvements to the Center City Concourses to enhance accessibility and bring the concourse network to a good state of repair. This program includes new finishes, lighting and security features structural rehabilitation, new drainage, and electrical upgrades.	\$57.66 M	Phase 1 & 3 Complete	Philadelphia	Philadelphia
Major capital improvements will be advanced in the following phases:		Phase 2 & 4 Design 2020 – 2021 Construction 2021 – 2023		
<ul style="list-style-type: none"> Phase 1 (Complete): Center Square under South Penn Street passing over South Broad concourse and terminating at Juniper Street. Phase 2: East Suburban Station entrance adjacent to Love Park continuing in front of the Municipal Services Building and terminating at the Market East Concourse (North). Phase 3: (Complete) Concourse from 15th Street Station to Dilworth Park and West Trolley entrance. Phase 4: East Market Street Concourse (North and South Corridors). Phase 5: 8th Street concourse on North and South side of Market Street. Phase 6: Corridor from City Hall Station to Juniper Street. Phase 7: Corridors in Suburban Station between 17th and 16th Streets. Phase 8: South Broad Concourse from City Hall to Spruce Street. 		Phases 5 - 8 Design & Construction 2023 – 2027		

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Erie Station <p>Improvements to the Erie station on the Broad Street Line (BSS) that will make the station fully ADA accessible. Work includes installation of three (3) ADA-compliant elevators at Erie Station on the Broad Street Line. One elevator between the street level and the mezzanine level of the station. The other two elevators will be located within the paid areas of the mezzanine level and will serve the north and southbound platforms. The project will also provide for the construction of head houses for the elevator and station entrances at street level; new signage and lighting, security features including surveillance cameras, passenger amenities; and drainage and waterproofing improvements.</p>	\$9.02 M	Design 2020 – 2022 Construction 2022 - 2024	Philadelphia	Philadelphia
Hunting Park Station <p>Improvements to Hunting Park Station on the Broad Street Line that will make the station fully ADA accessible. The project provides for the installation of elevators and accessibility improvements; renovation of existing platforms and station interior; new signage, lighting and security cameras; and waterproofing improvements.</p>	\$12.50 M	Design & Construction 2023 - 2026	Philadelphia	Philadelphia
Snyder Station <p>Improvements to Snyder Station on the Broad Street Line that will make the station fully ADA accessible. The project provides for the installation of elevators and accessibility improvements; renovation of existing platforms and station interior; new signage, lighting and security cameras; and waterproofing improvements.</p>	\$9.80 M	Design & Construction 2023 - 2026	Philadelphia	Philadelphia

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Spring Garden Station on the Market-Frankford Line Improvements to Spring Garden Station on the Market-Frankford Line that will make the station fully ADA accessible. The project provides for the installation of elevators and accessibility improvements; renovation of existing platforms; and new signage, lighting and security cameras. Work will be conducted concurrently with and in coordination with PennDOT's I-95 Improvement Project.	\$7.37 M	Design & Construction 2024 - 2026	Philadelphia	Philadelphia
Susquehanna-Dauphin Station Modernization of Susquehanna-Dauphin Station on the Broad Street Line to make the station fully ADA accessible. The project includes the installation of elevators; relocating the existing head house and replacing with a covered head house; accessible pathways and handrails/guardrails; signage, lighting and security cameras.	\$23.87 M	Design Complete Construction 2020 - 2023	Philadelphia	Philadelphia
Tasker-Morris Station Improvements to Tasker-Morris Station on the Broad Street Line that will make the station fully ADA accessible. The project provides for installation of elevators and accessibility improvements; renovation of existing platforms and station interior; new signage, lighting and security cameras; and waterproofing improvements.	\$11.22 M	Design Complete Construction 2021 - 2023	Philadelphia	Philadelphia

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Villanova Station on the Norristown High Speed Line				
Improvements will make the station fully ADA accessible. Rehabilitation of station facilities, including improvements to existing platforms and shelters; accessibility improvements including ramps and handrails/guardrails; new signage, lighting and security cameras; and stormwater management.	\$4.00 M	Design & Construction 2022 - 2024	Delaware	Delaware Montgomery
Transit & Regional Rail Stations Program - Rail Transit (FY 2027 – 2033)				
Rail Transit Stations				
Renovation of transit stations and accessibility improvements, including rehabilitation of platforms and station interiors; accessible pathways and handrails/guardrails; installation or modernization of elevators and escalators; new signage, lighting and security cameras; and drainage and waterproofing improvements. A detailed scope of work will be developed for these stations as they are designed:				
• Chinatown Station on the Broad-Ridge Spur	\$10.00 M	2027-2033 Project	Philadelphia	Philadelphia
• Ellsworth-Federal Station	\$9.80 M	2027-2033 Project		
• Fairmount Station	\$18.00 M	2027-2033 Project		
• Logan Station	\$12.50 M	2027-2033 Project		
• Lombard-South Station	\$9.80 M	2027-2033 Project		
• Wyoming Station	\$5.00 M	2027-2033 Project		

SUBSTATIONS AND POWER IMPROVEMENTS

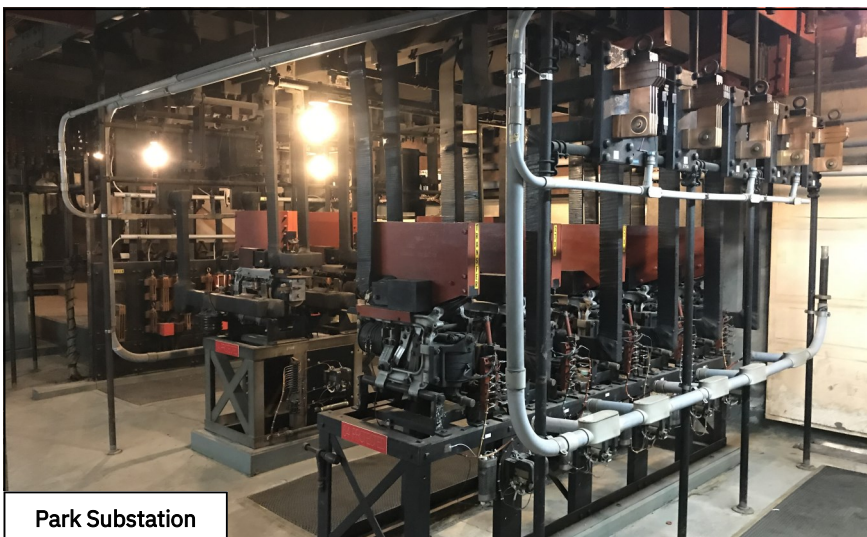
Many of SEPTA's railroad and transit substations have been in continuous operation since the 1920s and 1930s. In order to bring these substations up to modern standards of reliability and performance, they must be overhauled or replaced. These projects will replace existing equipment with modern indoor switchgear and state-of-the-art industry safety systems, communications and relay protection systems, and will provide additional power and reliability. Work includes replacing transformers, trolley breakers, feeder switches, substation switchgears and protective relaying.

Power infrastructure must also be brought to a state of good repair. This includes replacing catenary systems and upgrading 80+ year old Regional Rail infrastructure. Additional power improvements will be undertaken as part of the Infrastructure Safety Renewal Program (ISRP).



Hatboro Substation

Substations and Power Improvements - Program Elements	Prior Funding	Budget	Program Years				FY 2027- 2033	12-Year Program Total	Beyond FY 2033	Total Budget
		Year								
		FY 22	FY 23	FY 24	FY 25	FY 26				
	-----\$Millions-----									
Power	\$16.00	\$2.28	\$8.26	\$10.28	\$17.20	\$11.90	\$11.08	\$61.00	\$0.00	\$77.00
Substations	\$61.22	\$23.14	\$24.87	\$22.91	\$18.53	\$32.46	\$229.92	\$351.83	\$139.75	\$552.80
TOTAL	\$77.22	\$25.42	\$33.13	\$33.19	\$35.73	\$44.36	\$241.00	\$412.83	\$139.75	\$629.80



Park Substation



Wayne Junction SFC

SUBSTATIONS AND POWER IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Multimodal Substation Overhaul Program (FY 2022 - 2026)				
Substation Design and Equipment Purchase				
This program includes the design necessary for improvements to seven transit substations (Market, Ellen, Ranstead, Park, Broad, Loudon, and Castor), nine railroad substations and switching stations (Neshaminy, Bethayres, Yardley, Lansdale, Hatboro, Cresheim Valley substations and 12th Street, 18 th Street, and Portal switching stations), and one new substation at Woodbourne. The program also includes procuring long lead equipment such as auto transformers and circuit breakers that will be required for the substation construction projects.	\$28.23 M	Design / Procurement 2016 - 2023	Bucks Montgomery Philadelphia	Bucks Chester Delaware Montgomery Philadelphia New Jersey
Power Improvements (FY 2022 - 2026)				
30th Street West Catenary Replacement				
Replacement and upgrade of the overhead contact system including catenary structures from 30th Street Station to 'K' Interlocking and the Powelton Yard Complex.	\$77.00 M	Design 2015 – 2021 Construction 2022 - 2026	Philadelphia	Bucks Chester Delaware Montgomery Philadelphia Delaware (State) New Jersey

SUBSTATIONS AND POWER IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Railroad Substations (FY 2022 - 2026)				
18th Street Switching Station Overhaul of 18th Street Switching Station in the Center City Tunnel. Work includes new transformers, trolley breakers, feeder breakers, substation switchgear and protective relaying. Design is being performed as part of the Substation Design and Equipment Purchase project (see description above).	\$13.00 M	Construction 2022 - 2025	Philadelphia	Bucks Chester Delaware Montgomery Philadelphia Delaware (State) New Jersey
Brill Substation Replacement of major power components at Brill Substation, originally built in 1985, on the Airport Regional Rail Line. Work includes installing new transformers, trolley breakers, feeder breakers, substation switchgear and protective relaying.	\$12.80 M	Design & Construction 2024 - 2027	Philadelphia	Philadelphia
Cresheim Valley Substation Construction of a new substation for the Chestnut Hill East and West Regional Rail Lines. Work includes new transformers, trolley breakers, feeder breakers, substation switchgear and protective relaying. The new Cresheim Valley substation will consolidate the functions of existing Chestnut Hill East substation, Allen's Lane switching station, and Amtrak's North Philadelphia substation. Design is being performed as part of the Substation Design and Equipment Purchase project (see description above).	\$22.54 M	Construction 2023 - 2026	Philadelphia	Bucks Chester Delaware Montgomery Philadelphia New Jersey

SUBSTATIONS AND POWER IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Lansdale, Hatboro and 12th Street/Portal Switching Stations				
Overhaul of the following railroad substations and switching stations. Work includes new transformers, trolley breakers, feeder breakers, substation switchgear and protective relaying.	\$32.87 M	Construction 2019 - 2022	Montgomery Philadelphia	Bucks Delaware Montgomery Philadelphia New Jersey
<ul style="list-style-type: none"> Lansdale Substation on the Lansdale/Doylestown Regional Rail Line Hatboro Substation on the Warminster Regional Rail Line 12th Street and Portal Switching Stations in the Center City Tunnel 				
Design is being performed as part of the Substation Design and Equipment Purchase project (see description above).				
Wayne Junction Static Frequency Converters (SFC) #1-4				
The major components of the three Static Frequency Converters (SFCs), located adjacent to Wayne Junction Substation, are past their useful lives. SFCs are necessary to convert 230 kV 60 Hz power provided from PECO into a one-of-a-kind 24/12 kV 25 Hz auto transformer system. The construction of a new #4 converter must be completed before the replacement of the three existing converters is initiated to sustain existing service during construction.	\$60.00 M	Design 2015 – 2021	Philadelphia	Bucks Montgomery Philadelphia
		Construction 2022 - 2026		
Woodbourne Substation				
Construction of a new Traction Power and Substation on the West Trenton Regional Rail Line.	\$23.79 M	Construction 2022- 2024	Bucks	Bucks Philadelphia
Design is being performed as part of the Substation Design and Equipment Purchase project (see description above).				

SUBSTATIONS AND POWER IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Transit Substations (FY 2022 - 2026)				
Ellen Substation				
Overhaul of Ellen Substation, serving the Market-Frankford Line and a portion of the Rt. 15 Trolley. Work includes replacement and upgrade of existing breakers, rectifiers, transformers, relays and switch gears. Design is being performed as part of the Substation Design and Equipment Purchase project (see description above).	\$12.68 M	Construction 2025 - 2028	Philadelphia	Delaware Philadelphia
Market Substation				
Overhaul of the Market Substation, serving the Market-Frankford Line and City Trolley Lines. Work includes replacement and upgrade of existing breakers, rectifiers, transformers, relays and switch gears. Design is being performed as part of the Substation Design and Equipment Purchase project (see description above).	\$12.50 M	Construction 2022 - 2024	Philadelphia	Delaware Philadelphia
Park, Broad, Loudon, Castor Substations				
Overhaul of the following transit substations. Work includes replacement and upgrade of existing breakers, rectifiers, transformers, relays and switch gears. <ul style="list-style-type: none"> • Park Substation, serving the Broad Street Line (BSS). • Broad Substation, serving the BSS and Ridge Avenue Spur. • Loudon Substation, serving the BSS and Route 75 Trackless Trolley. • Castor Substation, serving the Route 59 Trackless Trolley. Design is being performed as part of the Substation Design and Equipment Purchase project (see description above).	\$19.95 M	Construction 2022 - 2024	Philadelphia	Philadelphia

SUBSTATIONS AND POWER IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Ranstead Substation Overhaul of Ranstead Substation, serving the Market-Frankford Line and a portion of the City and Suburban Trolley Lines. Work includes replacement and upgrade of existing breakers, rectifiers, transformers, relays and switch gears. Design is being performed as part of the Substation Design and Equipment Purchase project (see description above).	\$12.68 M	Construction 2024 - 2027	Philadelphia	Philadelphia Delaware
Transit Substations (FY 2027 - 2033)				
Transit Substation Program Multi-year overhaul of other transit substations. Work includes installing new breakers, rectifiers, transformers, relays and switch gear.	\$330.00 M	2027 - 2033 Project	Philadelphia	Philadelphia

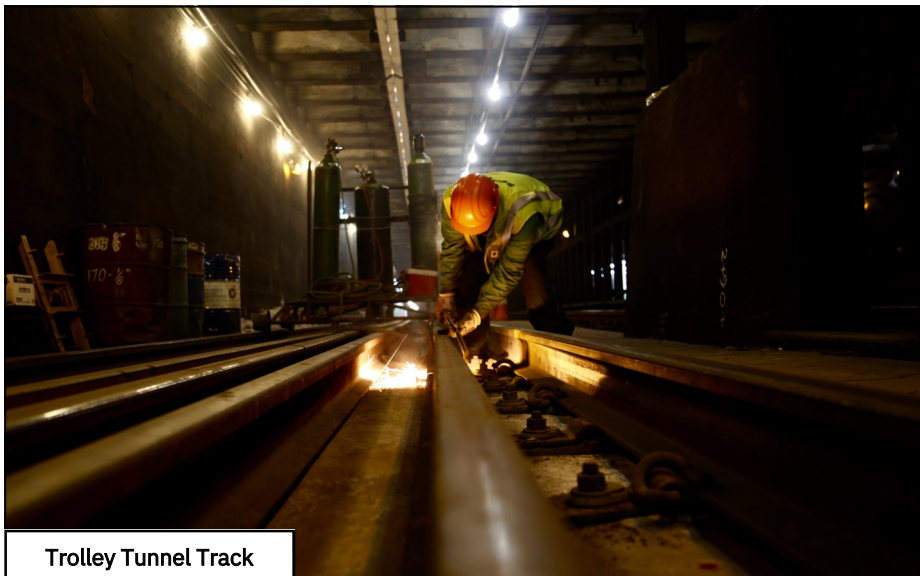
TRACK AND RIGHT-OF-WAY IMPROVEMENTS

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



Bridge Street Yard

Track and Right-of-Way Improvements - Program Elements	Prior Funding	Budget	Program Years				FY 2027-2033	12-Year	Beyond	Total
		Year						Program	FY 2033	Budget
		FY 22	FY 23	FY 24	FY 25	FY 26		Total		
-----\$Millions-----										
Track and Right-of-Way	\$27.23	\$6.06	\$5.81	\$4.95	\$4.65	\$6.25	\$75.25	\$102.97	\$0.00	\$130.20
TOTAL	\$27.23	\$6.06	\$5.81	\$4.95	\$4.65	\$6.25	\$75.25	\$102.97	\$0.00	\$130.20



Trolley Tunnel Track



NHSL Tie Replacement & Continuous Welded Rail

TRACK AND RIGHT-OF-WAY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Transit Track and Right-of-Way Improvements (FY 2022 – 2026)				
Market-Frankford Line Bridge Street Yard Program				
Renewal of yard tracks including 3rd rail for the Market-Frankford Line at the Bridge Street Yard.	\$3.00 M	Design & Construction 2021 - 2023	Philadelphia	Philadelphia Delaware
Norristown High Speed Line Tie Replacement and Continuous Welded Rail				
Renewal of ties and bridge timbers, and conversion of 100-pound bolted rail to 115-pound bolted rail for the Norristown High Speed Line (NHSL), including track surfacing, and new special track work. Project includes acquiring special rail maintenance of way (MOW) equipment including a tie handler, tie inserter/extractor, tamper, spiker, and spike puller.	\$29.60 M	Design Complete Construction 2014 - 2024	Delaware Montgomery	Delaware Montgomery
Route 101/102 Yard Tracks Program				
Renewal of yard tracks and special track work for the Suburban Transit Division Route 101/102 Trolley Lines at the 69th Street maintenance complex.	\$7.10 M	Design 2021 - 2022 Construction 2023 - 2026	Delaware	Delaware
Trolley Tunnel Track				
Annual program to renew track, ties, and curve worn rail in the City Transit Division Trolley Tunnel. The tunnel serves Trolley Routes 10, 11, 13, 34 and 36. This is an ongoing systemwide program to address critical needs to keep the SEPTA system operating reliably and safely.	~\$2.40 M per year	Ongoing	Philadelphia	Philadelphia

TRACK AND RIGHT-OF-WAY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Transit Track and Right-of-Way Improvements (FY 2027 – 2033)				
Track and Right of Way Improvements				
Renewal of street track and special track work on City Transit Division trolley routes. This includes Trolley Routes 15, 10, 11, 13, 34 and 36 and diversion routes and non-revenue routes. Trolley diversion routes are used to transport customers to 40th Street Station on the Market Frankford Line when the tunnel portion of the trolley lines is out of service for maintenance. Non-revenue tracks are used by trolleys heading to and from Elmwood and Callowhill Shops/Yards.	\$27.50 M	2027 - 2033 Project	Delaware Philadelphia	Delaware Philadelphia
Railroad Track and Right-of-Way Improvements (FY 2027 – 2033)				
Norristown Station Regional Rail 3rd Track				
Construction of a third track at Norristown Station to separate freight rail service from passenger rail service and facilitate the opportunity for increased frequency on SEPTA's Manayunk/Norristown Regional Rail Line. The Norristown Regional Rail Station will be reconstructed and made fully ADA accessible as part of this project.	\$34.50 M	2027 - 2033 Project	Montgomery	Montgomery Philadelphia

VEHICLE ACQUISITIONS AND OVERHAULS

Based upon SEPTA's FY 2019 Operating Statistics, SEPTA's revenue vehicle fleet consists of 1,461 buses (including 25 battery electric buses), 924 rail vehicles, 38 trackless trolleys and 460 paratransit vehicles. SEPTA also operates 15 new Regional Rail locomotives to accommodate its fleet of push/pull regional rail cars. In addition to the revenue vehicle fleets, SEPTA utilizes a fleet of non-revenue vehicles and equipment which are used for construction, vehicle and facility maintenance and service supervision. Under this Program of Projects, vehicles will be overhauled on a planned schedule to maintain a quality state of good repair throughout a vehicle's service life. This program also provides for the replacement of vehicles and equipment that have exceeded their useful life and for fleet expansion to meet present and projected increases in ridership demand. SEPTA will be reviewing financing options, such as the issuance of bonds and loans, to assist in the advancement of rail vehicle procurements included in this program.

Revenue Vehicle Inventory	
Regional Rail Locomotives	15
Push/Pull Cars	45
Silverliner IV's	231
Silverliner V's	120
MFSE Cars	218
BSS Cars	125
NHSL Cars	26
City LRV Trolleys	112
City PCC Trolleys	18
Suburban Trolleys	29
Buses	1,461
Trackless Trolleys	38
Paratransit Vehicles	460

Vehicle Acquisitions and Overhauls - Program Elements	Budget						12-Year			
	Prior Funding	Year FY 22	Program Years				FY 2027- 2033	Program Total	Beyond FY 2033	Total Budget
			FY 23	FY 24	FY 25	FY 26				
-----\$Millions-----										
Bus Purchase Program	\$13.99	\$94.53	\$96.92	\$95.79	\$100.02	\$105.04	\$780.95	\$1,273.25	\$0.00	\$1,287.24
Paratransit Vehicle Acquisition	\$0.00	\$0.00	\$6.00	\$6.00	\$7.00	\$7.00	\$49.00	\$75.00	\$0.00	\$75.00
Regional Rail Multi-Level Railcar Acq.	\$99.36	\$8.85	\$62.75	\$4.60	\$3.64	\$0.00	\$0.00	\$79.84	\$0.00	\$179.20
Utility Vehicle Renewal	\$0.00	\$7.00	\$6.00	\$6.00	\$7.00	\$7.00	\$53.00	\$86.00	\$0.00	\$86.00
Vehicle Overhaul Program	\$33.16	\$49.34	\$85.00	\$86.00	\$86.00	\$86.00	\$630.00	\$1,022.34	\$0.00	\$1,022.34
TOTAL	\$146.51	\$159.71	\$256.67	\$198.39	\$203.66	\$205.04	\$1,512.95	\$2,536.42	\$0.00	\$2,682.93



New Flyer Bus Overhaul



Multi-Level Railcar



CCT Vehicle

VEHICLE ACQUISITIONS AND OVERHAULS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Bus Purchase Program (FY 2022- 2033)				
<p>The Zero Emission Bus (ZEB) Master Plan that includes evaluation of Battery Electric Buses (BEB) will lay the groundwork for the bus fleet of the future. This Master Plan includes a zero-emission bus service model that will identify additional infrastructure requirements, and ongoing peer agency knowledge sharing. The results of the master plan will inform a strategic approach to bring zero emission buses and supporting infrastructure to scale system-wide. The master plan is scheduled to be completed in 2021.</p> <p>With SEPTA's 525 New Flyer Hybrid Bus Purchase completed in Fiscal Year 2021, the Authority is initiating a 2022-2024 Bus Procurement. This next hybrid bus procurement has been reduced to two years (from the standard five years) with an option on the third year to allow flexibility to transition to a zero emission all-electric bus procurement sooner if technology is available. This bus procurement will allow SEPTA to retire the last of the all-diesel fleet which is now more than 15 years old (purchased in 2005).</p>	<p>220 40-Ft. Hybrid Bus Purchase \$220.18 M</p> <p>Future Bus Purchase \$1,067.06 M</p>	<p>220 40-Ft. Hybrid Bus Purchase Delivery 2022 – 2024</p> <p>Future Bus Purchase Procurement & Delivery 2024 – 2033</p>	<p>Bucks Chester Delaware Montgomery Philadelphia</p>	<p>Bucks Chester Delaware Montgomery Philadelphia</p>

VEHICLE ACQUISITIONS AND OVERHAULS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Paratransit Vehicle Purchase Program (FY 2022- 2033)				
<p>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.</p> <p>SEPTA ownership of these vehicles provides the following benefits:</p> <ul style="list-style-type: none"> • 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. 	\$75.00 M	2022 – 2033 Program	Bucks Chester Delaware Montgomery Philadelphia	Bucks Chester Delaware Montgomery Philadelphia
Regional Rail Multi-Level Car Acquisition (FY 2022 - 2027)				
<p>This project provides for the acquisition of new multi-level push-pull passenger railcars. In 2017, a contract was awarded to CRRC MA Corp. for 45 railcars with an option for an additional 10 push-pull railcars. The new cars will fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations regarding safety features and systems. The cars will include passenger amenities, such as a state-of-the-art climate control system, bicycle storage area and WiFi. The new cars will have electronic exterior and interior destination signs, voice annunciation and corresponding display on video screens of train destination and upcoming station stops. In addition, the new railcars will be equipped with on-board video surveillance and automatic passenger counting systems.</p>	\$179.20 M	Contract Award Complete Delivery 2022 - 2025	Regional Rail System	Bucks Chester Delaware Montgomery Philadelphia Delaware (State) New Jersey

VEHICLE ACQUISITIONS AND OVERHAULS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Vehicle Overhaul Program (VOH) (FY 2022 - 2033)				
<p>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 and age to optimize performance throughout its useful service life. Prudent fleet management requires a program of preventive maintenance for optimal fleet reliability, service quality, efficient performance, and passenger comfort.</p> <p>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. The VOH Program will allow SEPTA to continue its overhaul of rolling stock, thus ensuring continued safe and reliable service, particularly for its increasingly aging rail vehicle fleet.</p> <p>Highlights of the Fiscal Year 2022 program includes the following activities:</p> <ul style="list-style-type: none"> • Bus Overhaul: 40-foot Nova hybrid buses, 60-foot Nova Articulated hybrid buses. • Rail Overhaul: Broad Street B-IV cars, City and Suburban trolleys, Regional Rail Silverliner IV and V cars, Regional Rail Push-Pull cars, Market Frankford M-4 cars, Route 15 PCC-II Trolley Cars, Norristown High Speed Line N-5 cars, and support vehicles and equipment. <p>Highlights of rail transit campaigns for Fiscal Year 2022 include: M-4 LCU Software Upgrade; M-4 carbody bolster repairs, PCC-II fleet overhaul. Regional Rail campaigns include Push-Pull cab/coach center door overhaul, HVAC control box upgrade, battery overhaul and E5-E7 Decelostat Conversion; and various Silverliner IV equipment and system overhauls.</p>	\$1,055.50 M	Annual program to overhaul portions of each vehicle fleet	System-wide	System-wide

VEHICLE ACQUISITIONS AND OVERHAULS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Utility Fleet Renewal (Non-Revenue Vehicles) (FY 2022 - 2033)				
<p>The Utility Fleet Renewal Program is a comprehensive effort to upgrade and replace the Authority's utility fleet and automotive service fleet. SEPTA utility vehicles support transit and railroad operations. In order to have adequate and reliable utility vehicles, SEPTA has developed a program to periodically renew this fleet on a vehicle-by-vehicle basis, contingent upon the vehicle's age, condition and usage within the Authority.</p> <p>The utility fleet comprises the following types of vehicles and equipment:</p> <ul style="list-style-type: none"> • Utility vehicles for transit and paratransit supervisors, and SEPTA police officers. • Maintenance-of-way vehicles used for inspection, maintenance and construction of buildings, overhead power systems, communications systems, signal systems and track. These vehicles include trucks, cranes, high rail vehicles and maintenance-of-way equipment. • Transporter vehicles used in garages and shops, including revenue trucks, forklifts for material handling, pick-up trucks for material movement between depots and shops, and for snow removal. • Service vehicles used for vehicle maintenance including wreckers, tow tractors, man lifts and pick-up trucks. • Miscellaneous equipment such as generators, compressors, trailers, floor scrubbers and welding units. 	\$86.00 M	Ongoing Program	System-wide	System-wide

FY 2022 CAPITAL BUDGET AND FY 2022-2033 CAPITAL PROGRAM

Appendices



APPENDIX A: STRATEGIC BUSINESS PLAN AND THE CAPITAL PROGRAM

As discussed on p. 8, the FY 2022 Capital Budget and FY 2022 - 2033 Capital Program will work to ensure SEPTA achieves the vision and goals set forth in its new Strategic Plan. This matrix illustrates the relationship between the *SEPTA Forward* goals and the projects included in the FY 2022 Capital Budget and FY 2022-2033 Capital Program.

<div><div>GOAL1</div><div>GOAL2</div><div>GOAL3</div></div>			Strategic Initiatives and Goals																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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APPENDIX B: LONG-TERM PLANNING EFFORTS

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

Project Descriptions

Long Range Planning

Roosevelt Boulevard

Lead agencies: City of Philadelphia (Office of Transportation and Infrastructure Systems and Philadelphia Streets Department), SEPTA, Pennsylvania Department of Transportation, and DVRPC

The City of Philadelphia was awarded a \$2.5 million U.S. Department of Transportation Investment Generating Economic Recovery (TIGER) grant in 2014 to develop a long-range plan for the Roosevelt Boulevard (“Route for Change”). Work on this study began in 2015, with PennDOT and SEPTA being core stakeholders. The Route for Change study is expected to be released in 2021. An early action item from this study and Delaware Valley Regional Planning Commission’s (DVRPC) Alternatives Development for the Roosevelt Boulevard Transit Enhancements study is the implementation of “Boulevard Direct”, a bus service that provides a competitive transit alternative to personal vehicles. Boulevard Direct (Phase A) was introduced in Fall 2017, operating with limited stops between the Neshaminy Mall and the Frankford Transportation Center. The service has many of the characteristics of a Bus Rapid Transit (BRT) service, including greater stop spacing, enhanced bus stops or “stations”, with shelters and other amenities and uniquely branded (wrapped) buses. An additional station was opened at Southampton Road in February 2019.

Boulevard Direct (Phase B) will connect the Frankford Transportation Center and the Wissahickon Transportation Center on the southern portion of Roosevelt Boulevard. Boulevard Direct (Phase B) is expected to begin service with the opening of the new Wissahickon Transportation Center.

APPENDIX B: LONG-TERM PLANNING EFFORTS

Project Descriptions

Zero Emission Bus Master Plan

Lead agency: SEPTA

The Zero Emission Bus (ZEB) Master Plan will lay the groundwork for the bus fleet of the future. Battery-electric buses (BEB) have been touted as a transformational technology for transit, leading many agencies to investigate the opportunities associated with the vehicles. Despite significant interest, few U.S. transit agencies have successfully integrated BEBs into their fleets. Of those that have deployed the technology, the number of BEBs represents a small proportion of their total bus fleet.

SEPTA's experience with BEBs dates to 2012 when the potential benefits of the technology were first acknowledged. SEPTA has the largest BEB fleet on the east coast of the U.S. at 25 buses, which were supported by a 2016 federal grant. While waiting for battery-electric bus technology to mature, SEPTA is proceeding with actions to facilitate the transition to an electrified bus fleet. Next steps include completing the zero-emission bus master plan, initiating the FTA-funded electrification of Midvale District, and releasing RFPs for Federal Transit Administration funded Midvale BEBs. More information on SEPTA's planned investment is available in the Bus Purchase Program description on p. 89 of this document.

This Master Plan includes a zero-emission bus service model that will identify additional charging infrastructure requirements, electrical capacity assessments, potential implementation strategies, and ongoing peer agency knowledge sharing. The results of the master plan will inform a strategic approach to bring zero emission buses and supporting infrastructure to scale system-wide. The master plan is scheduled to be completed in 2021.

The Philadelphia Transit Plan: A Vision for 2045

Lead agency: City of Philadelphia's Office of Transportation, Infrastructure and Sustainability

The Philadelphia Transit Plan: A Vision for 2045 was released in February 2021. The Plan is the City's guide for improving public transit. It sets out a vision for "a city connected by Transit". The document lays out goals and strategies to support this vision.

The plan lays out five goals:

- Transit for Safety, Reliability, and Cleanliness
- Transit for the Environment
- Transit for an Equitable and Just Philadelphia
- Transit for Today's Challenges
- Transit for the Future

SEPTA staff was involved in plan development and implementation.

APPENDIX B: LONG-TERM PLANNING EFFORTS

Project Descriptions

Northeast Corridor (NEC) Commission Actions

Lead agency: NEC Infrastructure and Operations Advisory Commission

Under the Passenger Rail Investment and Improvement Act (PRIIA) of 2008, the NEC Infrastructure and Operations Advisory Commission was established to guide the planning efforts along the Corridor. The NEC Commission directs efforts to redefine the use of the NEC with its comprehensive cost-allocation methodology that has been adopted by the Northeast Corridor States. SEPTA is designated by Governor Wolf to be an alternate to PennDOT representing the Commonwealth of Pennsylvania as a voting member on the NEC Commission. SEPTA and PennDOT are engaged in decision making for short and long term financial, operational, and infrastructure policies impacting the Northeast Corridor.

NEC Connect 2035

Lead agency: NEC Commission

In 2019, the NEC Commission began the creation of the NEC Connect 2035. The purpose of the plan is to create a feasible, consensus-based vision for advancing state of good repair and improving rail service along the NEC. Connect 2035 builds upon the NEC FUTURE planning vision and articulate the benefits of investment and risks of not investing, identify key vulnerabilities and investment priorities, identify and resolve challenges of funding and implementing projects and inform the Commission's ongoing five-year capital planning process. Connect 2035 was completed in the summer of 2021.

DVRPC Work Program Studies

Lead agencies: Delaware Valley Regional Planning Commission (DVRPC), member governments, transit organizations

This document outlines all of the federally funded planning projects slated for the nine-county region from July 1, 2020 to June 30, 2021. The listing includes DVRPC projects, as well as projects planned by member governments and transit organizations. The Work Program is developed annually by the DVRPC Board with its planning partners to reflect the region's short-range planning needs. These DVRPC Work Program projects span Fiscal Years 2020-2021 and reflect projects SEPTA will directly contribute to and be stakeholder for:

- Safe Routes to Transit – Morton Borough; Woodbourne Station
- Devon Station Multi-Modal Access Study
- King of Prussia Rail Modeling
- Frankford Avenue Multi-Modal Study
- Trolley Modernization - Routes 11 and 13 (Delaware County Operations)
- Direct Bus Expansion Feasibility Study
- Improving Access to the Hunting Park Station

APPENDIX B: LONG-TERM PLANNING EFFORTS

Project Descriptions

SEPTA's Rail Transit Wayfinding Master Plan

Lead agencies: SEPTA

SEPTA began the Rail Transit Wayfinding Master Plan in 2020. The plan will include a comprehensive wayfinding and branding system to make SEPTA's rail transit network understandable, intuitive, and easy to use, regardless of language, ability, or familiarity with the system. The "re-branding" will better advertise and represent this network regionally. The Rail Transit network includes the Market-Frankford Line; Broad Street Line; 10, 11, 13, 34, and 36 Trolleys; 101 and 102/Media-Sharon Hill Trolleys; Norristown High Speed Line; and Route 15 Trolley. The planning team will gather information through in-person site visits to SEPTA stations, lines, vehicles, and transportation centers; customer, employee, and stakeholder outreach; review of SEPTA's existing signage and wayfinding standards and manuals; and review of best practices in signage and wayfinding from U.S. and international transit systems in order to develop a thorough knowledge of existing conditions. The SEPTA team will establish design objectives, develop a "brand" for the system, including standard symbols, language, colors, maps, etc. which will be refined to ultimately become a fully evolved wayfinding and signage standards manual.

SEPTA Regional Rail Master Plan

Lead agencies: SEPTA

The Center City Commuter Connection tunnel opened in the early 1980s, unifying the regional remnants of the Pennsylvania and Reading Railroads to create the Regional Rail system. This visionary investment created one of the few global examples of a through-running metropolitan railroad system, along with the likes of Paris and Berlin, that can be used to access multiple hubs, employment centers, and central business districts within Philadelphia and the region.

The Regional Rail Master Plan will identify a long-term vision for the future of Regional Rail that builds on this legacy. It will be based on the principles outlined in SEPTA Forward and include extensive engagement with riders and stakeholders from across the region to create a plan that seamlessly integrates with the Rail Transit and Bus Systems.

APPENDIX C: BUDGET AND SCHEDULE CHANGES

The table below summarizes changes to project budgets and schedules between the approved FY 2021 Capital Budget and Fiscal Years 2021 - 2032 Capital Program and the approved FY 2022 Capital Budget and Fiscal Years 2022 - 2033 Capital Program.

Program	Project	FY 2021 Capital Program		FY 2022 Capital Program	
		Budget *	Schedule (Calendar Year) *	Budget *	Schedule (Calendar Year) *
Bridge Program	Critical Bridge Program	\$69.21 M	Ongoing	\$82.95 M	Ongoing
	Mainline-Schuylkill Bridges Phase 3	\$45.05 M	Design & Construction 2026 - 2032 Project	\$45.05 M	Design & Construction 2027 - 2033 Project
	Stone Arch Bridge Program - Phase 2	\$11.20 M	Design 2017 - 2020 Construction 2020 - 2022	\$11.20 M	Design 2017 - 2020 Construction 2020 - 2023
	NHSL Bridge 0.15 over 69th St. Yard Tracks	\$4.00 M	Construction 2018 - 2021	\$4.00 M	Construction 2018 - 2022
	Suburban Rail Transit Critical Bridge Program	\$34.60 M	Ongoing	\$38.88 M	Ongoing
Communications, Signal Systems & Technology	Broad Street Line Ridge-Spur Signals	\$8.66 M	Design complete; Construction 2015 - 2022	N/A	Moved to ISRP
	Broad Street Line Signals	\$65.00 M	Design & Construction 2025 - 2031	\$65.00 M	Design & Construction 2025 - 2030
	Computer Aided Radio Dispatch (CARD) System Replacement	\$92.50 M	Design 2017 - 2020; Construction 2021 - 2026	\$124.82 M	Design Complete; Construction 2021 - 2026
	Control Center Wall Display	\$3.89 M	Design 2020; Construction 2020 - 2022	\$3.89 M	Design Complete; Construction 2021 - 2023
	Information Technology Program	\$61.28 M	Ongoing	\$86.00 M	Ongoing
	Interlocking Improvement Program (RRD)	\$111.60 M	Ongoing	\$111.44 M	Ongoing
	Real-Time Information / Audio Visual Public Address (AVPA)	\$34.73 M	Design 2015-2020; Construction 2017 - 2023	\$34.73 M	Implementation 2017 - 2023
	Route 101/102 Positive Train Control & ROW Improvements	\$76.40 M	Construction 2015 - 2022	\$76.40 M	Construction 2015 - 2023
	Southwest Connection (30th to Phil Signals, Catenary & ROW)	\$70.99 M	Design 2014 - 2020; Construction 2017 - 2022	\$57.99 M	Construction 2017 - 2022
	Trolley Signal Systems	\$35.00 M	Design & Construction 2026 - 2032	N/A	Part of Trolley Modernization
	Video Systems Refreshment Program	\$21.47 M	Implementation 2017 - 2023; 2026 - 2032	\$21.47 M	Implementation 2023 - 2027
	PTC - Onboard Survey Mapping / ACCESS III	\$1.25 M	Development 2021-2022	\$3.30 M	Development 2021-2022
	Market-Frankford Line PTC (Preliminary Engineering)	N/A	N/A	\$12.00 M	Preliminary Design 2022 - 2024
Financial Obligations	Debt Service	\$583.67 M	Ongoing	\$669.37 M	Ongoing
ISRP	Infrastructure Safety Renewal Program (ISRP)	\$648.90 M	Ongoing	\$680.00 M	Ongoing
Maintenance / Transportation, Shops & Offices	Broad Street Subway Stormwater	\$8.00 M	Design 2022; Construction 2023 - 2024	N/A	Removed from Program
	Environmental Clean Up and Protection	\$7.98 M	Ongoing	\$12.00 M	Ongoing
	Facilities Critical Infrastructure Program	N/A	N/A	\$27.50 M	New Ongoing Program
	Frazer Rail Shop and Yard Expansion	\$139.00 M	Design 2016 - 2020; P1&P2 Complete; P3 Construction 2021 - 2023	\$139.00 M	Design 2016 - 2021; P1&P2 Complete; P3 Construction 2022 - 2024
	Garage / Shop Overhead Doors	\$7.50 M	Design and Construction 2025 - 2029	\$7.50 M	Design and Construction 2025 - 2030
	Maintenance Shop Equipment Program	N/A	N/A	\$11.25 M	New Ongoing Program
	Powelton Yard Facility Improvements	\$3.92 M	Design Complete; Construction 2020 - 2022	\$3.92 M	Design Complete; Construction 2021 - 2022
	Steel Wheel Lift Program	\$6.78 M	Design and Construction 2025 - 2031	\$6.00 M	Design and Construction 2028 - 2033
	Underground Storage Tank Relining / Replacement Program (Tank Relining/Replacement Program)	\$11.04 M	P1 Construction 2015 - 2020; P2 Construction 2025 - 2030	\$26.25 M	New Ongoing Program
	Wayne Car Shop Improvements	\$11.25 M	P1 Design 2017 - 2020; Construction 2021 - 2023	\$13.50 M	Design 2017 - 2021; Construction 2021 - 2024
	Wheel Truing Program Phase 1	\$4.61 M	Construction 2024 - 2028	\$4.61 M	Design and Construction 2024 - 2028
	Wyoming Complex Stormwater Retrofits	\$2.92 M	Design 2020 - 2021; Construction 2021 - 2022	\$4.92 M	Design 2020 - 2021; Construction 2022 - 2023
	Boiler Replacement Program	\$3.50 M	2026 - 2032 Project	\$3.50 M	2027 - 2033 Project
	Bus Lift Program	\$6.00 M	2026 - 2032 Project	\$6.00 M	2027 - 2033 Project
	Courtland Facility (formerly Track Shop Facility)	\$8.80 M	Design 2018 - 2021; Construction 2021 - 2022	\$22.50 M	Design 2018 - 2021; Construction 2022 - 2025
	Victory Shop & Storage	N/A	N/A	\$18.75 M	Design 2022 - 2023; Construction 2022 - 2026
Roof Programs	69th St. Transportation Center Shop Complex Roofs Replacement	\$14.10 M	Construction 2016 - 2022	\$12.10 M	Construction 2016 - 2022
	Frankford Depot Roof Replacement	\$8.80 M	Design 2023; Construction 2024 - 2025	\$8.80 M	Design 2023; Construction 2024 - 2026
	Midvale Bus Garage Roof Replacement	\$30.03 M	Design 2018-2020; Construction 2020 - 2023	\$31.40 M	Design Complete; Construction 2020 - 2023
	Southern Garage Roof Replacement	\$3.40 M	Design & Construction 2025 - 2026	\$3.40 M	Design & Construction 2026 - 2027
	Maintenance, Stations and Substations Roof Program	\$45.00 M	Design & Construction 2025 - 2032	\$50.61 M	Design & Construction 2028 - 2033

APPENDIX C: BUDGET AND SCHEDULE CHANGES

Program	Project	FY 2021 Capital Program		FY 2022 Capital Program	
		Budget *	Schedule (Calendar Year) *	Budget *	Schedule (Calendar Year) *
Projects of Significance	Bus Network Infrastructure Support	N/A	N/A	\$25.00 M	Design and Construction 2022 - 2027
	Market-Frankford Line Enhancements	N/A	N/A	\$5.65 M	Design 2021 - 2025
	Rail Vehicle Replacement Program	N/A	N/A	\$91.57 M	2027 - 2033 Project
	Trolley Modernization	\$54.78 M	Preliminary Design 2020 - 2021; Project Design & Planning 2021 - 2026 Construction TBD	\$216.36 M	Preliminary Design 2020 - 2021; Project Design & Planning 2021 - 2026 Construction TBD
Safety & Security	Fern Rock Transportation Center Safety Improvements	\$20.52 M	Design 2018-2020; Construction 2019-2022	\$20.52 M	Design 2018 - 2022; Construction 2019 - 2024
	Grade Crossing Enhancement Program	\$12.00 M	Ongoing	\$9.00 M	Ongoing
	Safety and Security Infrastructure Hardening Program	\$39.53 M	Ongoing	\$39.74 M	Ongoing
	Safety and Security Shop, Yard, and Office Hardening	\$43.50 M	Ongoing	\$34.03 M	Ongoing
	Sharon Hill Line Flood Mitigation	\$12.18 M	Design Complete; Construction 2018 - 2022	\$12.18 M	Design Complete; Construction 2018 - 2023
	Shoreline Stabilization on the Manayunk/Norristown Line	\$8.46 M	Design Complete; Construction 2020 - 2022	\$8.46 M	Design Complete; Construction 2019 - 2021
	Station Ventilation Improvements: NRG	\$10.00 M	2026 - 2032 Project	\$10.00 M	2027 - 2033 Project
	On-Site Power for Major Facilities	\$6.00 M	2026 - 2032 Project	\$6.00 M	2027 - 2033 Project
Service Restoration	Safety & Security Technology Upgrades	\$31.00 M	2026 - 2032 Project	\$41.00 M	2027 - 2033 Project
	Elwyn to Middletown/US Route 1 Rail Service	\$192.95 M	Design Complete; Construction 2018 - 2023	\$197.21 M	Design Complete; Construction 2018 - 2023
Stations, Loops, & Parking	11th Street Station	\$9.51 M	Design 2019 - 2020; Construction 2021 - 2023	\$11.51 M	Design 2019 - 2022; Construction 2022 - 2024
	69th Street Transportation Center Parking Garage	\$31.01 M	P2 Construction 2020-2025	TBD	TBD
	Ardmore Transportation Center Phase 1	\$53.60 M	Construction 2019 - 2022	\$53.58 M	Construction 2019 - 2023
	Ardmore Transportation Center Phase 2	\$26.05 M	Design & Construction 2026 - 2032 & Beyond	TBD	TBD
	Bethlehem Pike Loop	\$3.38 M	Design 2021; Construction 2022 - 2023	N/A	Will be evaluated upon completion of CBNR
	Bicycle Transit Access Program	\$2.50 M	Ongoing	\$2.50 M	2027 - 2033 Project
	Center City Concourses	\$59.65 M	P1 & 3 Complete; P 2 & 4 Design 2018 - 2020; Construction 2021 - 2023; P 5 - 8 Design & Construction 2023 - 2026	\$57.65 M	P 2 & 4 Design 2018 - 2020; Construction 2021 - 2023; P 5 - 8 Design & Construction 2023 - 2027
	Chinatown Station	\$12.50 M	2026 - 2032 Project	\$10.00 M	2027 - 2033 Project
	Conshohocken Station Parking	\$37.17 M	Design 2020; Construction 2021 - 2023	\$37.17 M	Design 2020 - 2021; Construction 2021 - 2023
	Devon Station	\$20.00 M	2026 - 2032 Project	\$20.00 M	2027 - 2033 Project
	East Falls Station	\$19.50 M	Design & Construction 2024 - 2027	\$19.50 M	2027 - 2033 Project
	Ellsworth-Federal Station	\$9.80 M	2026 - 2032 Project	\$9.80 M	2027 - 2033 Project
	Erie Station	\$9.00 M	Design 2020 - 2021; Construction 2021 - 2023	\$9.02 M	Design 2020 - 2021; Construction 2021 - 2024
	Exton Parking Expansion	\$32.64 M	Design & Construction 2026-2032	TBD	TBD
	Exton Station - Multimodal Improvements	\$6.00 M	Design & Construction 2026-2032	\$6.00 M	Circulation Enhancements 2027 - 2033 Project
	Fairmount Station	\$18.00 M	2026 - 2032 Project	\$18.00 M	2027 - 2033 Project
	Fern Rock Complex	\$77.50 M	2026 - 2032 Project	TBD	TBD
	Glenside Station	\$24.75 M	2026 - 2032 Project	\$24.75 M	2027 - 2033 Project
	Gwynedd Valley Station Parking	\$2.54 M	Construction 2020 - 2021	TBD	TBD
	Hunting Park Station	\$12.50 M	Design & Construction 2024 - 2026	\$12.50 M	Design & Construction 2024 - 2027
	Ivy Ridge Parking Improvements	\$35.00 M	P1 Property Acquisition 2021; P2 Design & Construction 2026 - 2032	TBD	TBD
	Ivy Ridge Station	\$18.50 M	2026 - 2032 Project	\$18.50 M	2027 - 2033 Project
	Jenkintown-Wyncote Station	\$25.32 M	Design 2016 - 2020; Construction 2020 - 2024	\$25.32 M	Design 2016 - 2023; Construction 2022 - 2026
	Logan Station	\$12.50 M	2026 - 2032 Project	\$12.50 M	2027 - 2033 Project
	Lombard-South Station	\$9.80 M	2026 - 2032 Project	\$9.80 M	2027 - 2033 Project
	Malvern Station High Level Platforms	\$15.26 M	2026 - 2032 Project	\$15.26 M	2027 - 2033 Project
	Marcus Hook Station	\$22.50 M	2026 - 2032 Project	\$22.50 M	2027 - 2033 Project
	Noble Station on West Trenton Line	\$18.20 M	Design 2016 - 2021; Construction 2026 - 2032	\$18.20 M	Design 2016 - 2021; Construction 2023 - 2025
	Noble Station Parking Garage	\$34.80 M	Design 2016 - 2021; Construction 2026 - 2032	TBD	TBD
	Paoli Intermodal Transportation Center Phase 2	\$50.28 M	Design & Construction 2026 - 2032 & Beyond	\$50.28 M	Design & Construction 2027 - 2033 Project Parking Project TBD
	Philmont Station Parking	\$25.00 M	2026 - 2032 Project	TBD	TBD

APPENDIX C: BUDGET AND SCHEDULE CHANGES

Program	Project	FY 2021 Capital Program		FY 2022 Capital Program	
		Budget *	Schedule (Calendar Year) *	Budget *	Schedule (Calendar Year) *
Stations, Loops, & Parking (Continued)	Rail Transit Wayfinding Signage	N/A	N/A	\$40.00 M	Design & Implementation 2021 - 2023
	Regional Rail Station Roof Program	\$11.25 M	Ongoing	\$10.52 M	Ongoing
	Ridge & Summit	\$1.75 M	2026 - 2032 Project	N/A	Will be evaluated upon completion of CBNR
	Rising Sun & Olney	\$1.75 M	Design 2022; Construction 2023 - 2024	N/A	Will be evaluated upon completion of CBNR
	Roslyn Station	\$6.50 M	2026 - 2032 Project	\$6.50 M	2027 - 2033 Project
	Secane Station Phase 2	\$3.00 M	Design & Construction 2020 - 2021	TBD	TBD
	Stenton Station	\$7.15 M	2026 - 2032 Project	\$7.15 M	2027 - 2033 Project
	Susquehanna-Dauphin Station	\$22.50 M	Construction 2020 - 2023	\$23.87 M	Construction 2020 - 2023
	Swarthmore Station	\$17.96 M	2026 - 2032 Project	\$7.96 M	Design & Construction 2022 - 2023
	Tasker-Morris Station	\$9.80 M	Design 2017 - 2020; Construction 2020 - 2023	\$11.22 M	Design Complete; Construction 2021 - 2023
	Villanova Station NHSL	\$4.00 M	Design & Construction 2021 - 2024	\$4.00 M	Design & Construction 2022 - 2024
	Villanova RRD Station Phase 2	\$10.45 M	Construction 2023 - 2025	\$10.45 M	Final Design & Construction 2024 - 2025
	Willow Grove Station	\$20.89 M	Design 2017 - 2021; Construction 2020 - 2024	\$20.89 M	Phase 1 2017 - 2023; Phase 2 2027 - 2033 Project
	Wissahickon Station	\$28.20 M	2026 - 2032 Project	\$28.20 M	2027 - 2033 Project
	Wycombe	\$2.00 M	Design 2023; Construction 2024 - 2025	N/A	Will be evaluated upon completion of CBNR
	Wyndmoor Station	\$19.50 M	2026 - 2032 Project	\$19.50 M	2027 - 2033 Project
	Wynnewood Station	\$19.50 M	2026 - 2032 Project	\$19.50 M	2027 - 2033 Project
	Wyoming Station	\$5.00 M	2026 - 2032 Project	\$5.00 M	2027 - 2033 Project
Substations & Power	30th Street West Catenary Replacement	\$77.00 M	Design 2015 - 2020; Construction 2020 - 2025	\$77.00 M	Design 2015 - 2021; Construction 2022 - 2026
	Railroad Substation - Lansdale, Hatboro and 12th Street/Portal Switching Stations	\$33.87 M	Construction 2019 - 2022	\$32.87 M	Construction 2019 - 2022
	Railroad Substation - Woodbourne Substation	\$23.49 M	Construction 2022 - 2024	\$23.79 M	Construction 2022 - 2026
	Transit Substation - Market	\$12.50 M	Construction 2021 - 2024	\$12.50 M	Construction 2022 - 2024
	Transit Substation - Park, Broad, Loudon, Castor Substations	\$19.95 M	Construction 2020 - 2023	\$19.95 M	Construction 2022 - 2023
	Transit Substation - Ranstead	\$12.68 M	2026 - 2032	\$12.68 M	Construction 2024 - 2027
	Transit Substation Program	\$150.69 M	2026 - 2032	\$330.00 M	2027 - 2032 & Beyond Project
Vehicle Acquisitions & Overhauls	Wayne Junction Static Frequency Converters (SFC) #1-4	\$60.00 M	Design 2015 - 2020; Construction 2020 - 2023	\$60.00 M	Design 2015 - 2021; Construction 2022 - 2023
	Bus Purchase Program	\$1,536.98 M	Ongoing	\$1,287.41 M	Ongoing
	Paratransit Vehicle Purchase	\$84.00 M	Ongoing	\$75.00 M	Ongoing
	Regional Rail Multi-Level Car Acquisition	\$174.30 M	Delivery 2021 - 2022	\$179.20 M	Delivery 2021 - 2025
	Utility Fleet Renewal	\$94.13 M	Ongoing	\$86.00 M	Ongoing
	Vehicle Overhaul Program	\$1,014.45 M	Ongoing	\$1,055.50 M	Ongoing