

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

PennDOT

MPMS# 93586 *Downingtown Train Station Rehabilitation*

LIMITS

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Downingtown Borough

FC:

AQ Code:2025O

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER:

CMP:

A new Downingtown Station will be constructed at a location that is less than half a mile east of the existing station on SR322/Brandywine Avenue on a section of tangent track in Downingtown Borough, as a result of the Alternative Analysis conducted by PennDOT with Amtrak, SEPTA, and local communities in 2013. The proposed new station will continue to serve Amtrak and SEPTA train service, will be ADA accessible, and will provide 500-foot long high level boarding platforms, approximately 850-950 parking spaces, bicycle and pedestrian access, site lighting and security. The existing station is an enclosed shelter with a low level platform, has 360 parking spaces, and is not ADA accessible. The details of the site configuration will continue to develop as PennDOT works towards the goal of creating a Transit Oriented Development (TOD) with a to-be-determined developer.

The Downingtown Station is a component of the Keystone Corridor rail service between Philadelphia and Harrisburg. Sharing some of the operating characteristics of the Northeast Corridor (NEC) main line, the Amtrak-owned and operated Philadelphia-Harrisburg segment (104 miles) is a mature passenger corridor, with frequent intercity trains (14 Amtrak round trips per average workday, which operate on the NEC beyond Philadelphia to New York from Harrisburg) and SEPTA commuter trains for part of the route between Downingtown and Philadelphia. There are 22 Amtrak stops and 42 SEPTA stops per weekday at the Downingtown Station. Amtrak ridership numbers for the station are 61,435 riders (FY14-15). This line has multiple tracks, full electrification, and grade separation from the highway grid.

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	5337		6,349										
FD	341		1,587										
ROW	5337		6,600										
ROW	341		1,650										
ROW	5307			2,200									
ROW	341			550									
UTL	5307			1,200									
UTL	341			300									
CON	5337					26,000							
CON	5307					18,000							
CON	341					11,000							
		0	16,186	4,250	0	55,000	0	0	0	0	0	0	0
		Total FY2015-2018		20,436		Total FY2019-2022		55,000		Total FY2023-2026		0	

Total For PennDOT	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
	\$0	\$16,186	\$4,250	\$0	\$20,436	\$55,000	\$0

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Pennsylvania - Transit Program (Status: TIP)

Pottstown

MPMS# 59935 Capital Operating Assistance - Pottstown Area Rapid Transit (PART)

LIMITS Pottstown Borough

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:M1

PLANNING AREA: Developed Community

IPD: 4

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A

This project covers the operating subsidies for the Pottstown Urban Transit System. Funds in this project may also be used for capital projects.

Pottstown uses the majority of the annual appropriation for operating, and a small portion for equipment purchases and capital projects as required. Section 5340 funds are included with Section 5307 funds.

Capital projects planned in FY15 - FY18 include (also see MPMS# 95739):

FY15: Vehicle and Equipment Purchases (\$25,000), Stations and Facilities (\$150,889), Technology (\$151,100),

FY16: Technology (\$60,948),

FY17: Vehicle and Equipment Purchases (\$35,000), Technology (\$70,000),

FY18: Vehicle and Equipment Purchases (\$1,530,000).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
OP	5307	800											
OP	1513	1,100											
OP	LOC	80											
OP	5307		800										
OP	1513		1,100										
OP	LOC		80										
OP	5307			800									
OP	1513			1,100									
OP	LOC			80									
OP	5307				800								
OP	1513				1,100								
OP	LOC				80								
OP	5307					800							
OP	1513					1,100							
OP	LOC					80							
		1,980	1,980	1,980	1,980	1,980	0	0	0	0	0	0	0
		Total FY2015-2018		7,920		Total FY2019-2022		1,980		Total FY2023-2026		0	

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Pennsylvania - Transit Program (Status: TIP)

Pottstown

MPMS# 95739 Transportation Capital Improvements

LIMITS

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:M4

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A, 16A

Pottstown Area Rapid Transit plans to implement an Intelligent Transportation System technology upgrade over a three year period, as well as install bike racks, transportation center amenities, bus shelters, retrofit existing bus shelters with photovoltaic solar panels, and replace transit buses that have met their useful life by 2019.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	5307	100											
CAP	PTAF 4	119											
CAP	1517	35											
CAP	LOC	8											
CAP	PTAF 4		59										
CAP	1517		20										
CAP	LOC		2										
CAP	PTAF 4			34									
CAP	1517			70									
CAP	LOC			2									
CAP	5307				1,500								
CAP	PTAF 4				28								
CAP	1517				28								
CAP	LOC				2								
CAP	5307					500							
CAP	1517					50							
CAP	LOC					20							
		262	81	106	1,558	570	0	0	0	0	0	0	0
		Total FY2015-2018		2,007		Total FY2019-2022		570		Total FY2023-2026		0	

Total For	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
Pottstown	\$2,242	\$2,061	\$2,086	\$3,538	\$9,927	\$2,550	\$0

DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 15407 Villanova Intermodal Station Accessibility SR:0030

LIMITS Villanova Station in Delaware County

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Radnor Township

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 2C, 7B

This project, which will be advanced in Phases, will modernize Villanova Station on the Paoli/Thorndale Regional Rail Line. The total project cost is \$30.6 million.

Phase I activities will improve station accessibility station through the construction of a pedestrian underpass, ramps, stairs, and storm water management. SEPTA will use prior year funds and funds programmed in FY 2015-2018, in the amount of \$11.8 million, to advance Phase I of the Villanova Intermodal Station project. The total budget for Phase I is \$18.6 million.

Phase II of the Villanova Intermodal Station project includes the construction of high-level platforms with canopies, building exterior improvements, new signage, lighting, passenger amenities and landscaping. The improvements will make the station fully ADA accessible. The total budget for Phase II is \$12 million, which is programmed in FY 2019-2022.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	1,935											
CAP	LOC	65											
CAP	1514		4,006										
CAP	LOC		134										
CAP	1514			3,600									
CAP	LOC			120									
CAP	1514				1,887								
CAP	LOC				63								
CAP	5307					1,600							
CAP	1514					387							
CAP	LOC					13							
CAP	5307						3,533						
CAP	1514						855						
CAP	LOC						28						
CAP	5307							4,467					
CAP	1514							1,081					
CAP	LOC							36					
		2,000	4,140	3,720	1,950	2,000	4,416	5,584	0	0	0	0	0
		Total FY2015-2018		11,810		Total FY2019-2022		12,000		Total FY2023-2026		0	

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 59966 Capital Asset Lease Program

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Capital Asset Lease Program provides for lease payments attributable to the acquisition, through financial leasing arrangements, of the following capital assets: Communications antennas, copiers, warehouse facilities, and Amtrak trackage. SEPTA's Amtrak lease provides for the right to use Amtrak tracks for SEPTA's Trenton, Wilmington/Newark and Paoli/Thorndale Regional Rail service, and portions of the Chestnut Hill West, Media/Elwyn, Airport and Cynwyd Regional Rail Lines. The payments to Amtrak represent SEPTA's allocated portion of Amtrak's cost to maintain and upgrade the right-of-way including protection of assets, maintenance and general administrative overhead in accordance with the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAL	5337	22,806											
CAL	5307	1,199											
CAL	1514	7,025											
CAL	LOC	266											
CAL	5307		2,080										
CAL	5337		33,600										
CAL	1514		9,876										
CAL	LOC		330										
CAL	5307			8,000									
CAL	5337			31,681									
CAL	1514			10,865									
CAL	LOC			362									
CAL	5307				8,000								
CAL	5337				32,240								
CAL	1514				11,024								
CAL	LOC				367								
CAL	5307					8,000							
CAL	5337					34,080							
CAL	1514					11,493							
CAL	LOC					383							
CAL	5307						8,000						
CAL	5337						35,361						
CAL	1514						11,836						
CAL	LOC						394						
CAL	5307							8,000					
CAL	5337							36,661					
CAL	1514							12,179					
CAL	LOC							406					
CAL	5307								8,000				
CAL	5337								38,001				
CAL	1514								12,502				
CAL	LOC								417				
CAL	5307									8,000			
CAL	5337									39,381			
CAL	1514									12,836			
CAL	LOC									428			
CAL	5307										8,000		
CAL	5337										40,803		
CAL	1514										13,180		

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SEPTA												
CAL	LOC									439		
CAL	5307									8,000		
CAL	5337									42,267		
CAL	1514									13,534		
CAL	LOC									451		
CAL	5307									8,000		
CAL	5337									43,775		
CAL	1514									13,899		
CAL	LOC									463		
		31,296	45,886	50,908	51,631	53,956	55,591	57,246	58,920	60,645	62,422	64,252
		Total FY2015-2018		179,721	Total FY2019-2022		225,713		Total FY2023-2026		253,456	

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 59973 Utility Fleet Renewal Program - Non Revenue Vehicles

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M2

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	5,807											
CAP	LOC	194											
CAP	5337												
CAP	5307												
CAP	1514		5,807										
CAP	LOC		193										
CAP	5307			3,760									
CAP	1514			2,168									
CAP	LOC			72									
CAP	1514				5,806								
CAP	LOC				194								
CAP	5307					4,014							
CAP	1514					1,922							
CAP	LOC					64							
CAP	5307						4,800						
CAP	1514						1,161						
CAP	LOC						39						
CAP	5307							1,768					
CAP	1514							4,096					
CAP	LOC							136					
CAP	5307								4,800				
CAP	1514								1,161				
CAP	LOC								39				
CAP	5307									4,800			
CAP	1514									1,161			
CAP	LOC									39			
CAP	5307										4,800		
CAP	1514										1,161		
CAP	LOC										39		
CAP	5307											3,472	
CAP	1514											2,447	
CAP	LOC											81	
CAP	5307												1,168
CAP	1514												4,676
CAP	LOC												156
		6,001	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000
		Total FY2015-2018		24,001		Total FY2019-2022		24,000		Total FY2023-2026		24,000	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60255 *Regional Rail Signal Modernization Program*

LIMITS System-wide railroad facilities

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M6

PLANNING AREA:

IPD: 6

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

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

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

Prior year funds supported modernization of the Chestnut Hill East, Chestnut Hill West, Doylestown, Norristown and Warminster lines. Projects currently programmed include:

- Cynwyd Line Signals, Specialwork and Right of Way Improvements - \$17.6 million (Prior Years, FY 2015)
- Positive Train Control (PTC) - \$158 million (Prior years, FY 2015)

The Cynwyd Line Signals, Specialwork and Right of Way Improvements project will provide a new access route and track on existing railroad right-of-way from the Amtrak Harrisburg Line Track #4 to the "JEFF" interlocking on the Cynwyd Line. This new access route will allow for the future abandonment of Amtrak's 'fly-over' bridge at 54th Street. A joint effort will be undertaken by Amtrak and SEPTA to construct this new access route, which includes installing new catenary structures and overhead catenary, new track, power-operated switches and signals. It will also provide for the repair and waterproofing of the existing under grade bridges at Jefferson Street and 52nd Street.

\$1,279,000 Section 5307 has been programmed in the Harrisburg TIP by PennDOT's Bureau of Public Transit. Federal funds associated with a specific Urbanized Area (UZA) is not-transferable to another UZA. This Program benefits the Keystone Corridor and as such the program is eligible for Federal Keystone Corridor Funds.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	5307-S	3,232											
CAP	5309-S	2,526											
CAP	5337	26,819											
CAP	1514	782											
CAP	1514	1,799											
CAP	1514	6,489											
CAP	LOC	26											
CAP	LOC	60											
CAP	LOC	216											
		41,949	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		41,949		Total FY2019-2022		0		Total FY2023-2026		0	

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Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60271 Station Accessibility Program - ADA Compliance

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M8

PLANNING AREA:

IPD: 4

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Station Accessibility Program provides for the continuation of SEPTA's efforts to improve accessibility at railroad and rail transit stations. The initial phase of this pgram funded accessibility improved to 35 Federal Transit Administration (FTA) designated Key Rail and Rail Transit Stations.

The Station Accessibility Program complements accessibility efforts being advanced as part of other projects and programs included in SEPTA's Capital Program.

The selection of stations is based on a number of factors, including station ridership and intermodal connections, and input from the SEPTA Advisory Committee for Accessible Transportation (SAC). Projects currently programmed include:

- 33rd / 36th Street Stations - \$22.5 million (FY 2024-2026, Future Years)
- 40th Street Station - \$9 million (FY 2015-2017)
- Broad Street Subway South Station - \$7 million (FY 2020-2023)
- Erie Station - \$9 million (FY 2016-2020)
- Susquehan/Dauphin Station - \$9.7 million (FY 2022-2025)

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	6,029											
CAP	LOC	201											
CAP	1514		1,665										
CAP	LOC		55										
CAP	1514			1,984									
CAP	LOC			66									
CAP	1514				2,903								
CAP	LOC				97								
CAP	1514					3,145							
CAP	LOC					105							
CAP	1514						3,145						
CAP	LOC						105						
CAP	1514							3,387					
CAP	LOC							113					
CAP	1514								3,871				
CAP	LOC								129				
CAP	1514									4,819			
CAP	LOC									161			
CAP	1514										4,839		
CAP	LOC										161		
CAP	1514											4,858	
CAP	LOC											162	
CAP	1514												4,839
CAP	LOC												161
		6,230	1,720	2,050	3,000	3,250	3,250	3,500	4,000	4,980	5,000	5,020	5,000
		Total FY2015-2018		13,000		Total FY2019-2022		14,000		Total FY2023-2026		20,000	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60275 Debt Service

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

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

- Payments on Special Revenue Bonds, Series 2010. These bonds were used to refund the Special Revenue Bonds, Series 1999, which provided funds for the Market-Frankford Line cars, various capital improvement projects, and partial refunding of Series 1995A Bonds.

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
DS	5337	13,654											
DS	PTAF 4	33,023											
DS	1514	3,303											
DS	LOC	1,248											
DS	5337		13,656										
DS	PTAF 4		32,948										
DS	1514		3,304										
DS	LOC		1,245										
DS	5337			13,656									
DS	PTAF 4			32,883									
DS	1514			3,304									
DS	LOC			1,243									
DS	5337				13,656								
DS	PTAF 4				32,804								
DS	1514				3,304								
DS	LOC				1,240								
DS	5337					13,656							
DS	PTAF 4					32,757							
DS	1514					3,304							
DS	LOC					1,237							
DS	5337						13,656						
DS	PTAF 4						25,355						
DS	1514						3,304						
DS	LOC						983						
DS	5337							13,654					
DS	PTAF 4							25,267					
DS	1514							3,303					
DS	LOC							980					
DS	5337								13,654				
DS	PTAF 4								12,935				
DS	1514								3,304				
DS	LOC								555				

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SEPTA

DS	5337									13,654			
DS	PTAF 4									12,938			
DS	1514									3,303			
DS	LOC									556			
DS	5337									13,654			
DS	PTAF 4									12,936			
DS	1514									3,304			
DS	LOC									555			
DS	5337										13,654		
DS	PTAF 4										12,933		
DS	1514										3,303		
DS	LOC										556		
DS	5337											13,654	
DS	PTAF 4											12,937	
DS	1514											3,304	
DS	LOC											555	
		51,228	51,153	51,086	51,004	50,954	43,298	43,204	30,448	30,451	30,449	30,446	30,450
		Total FY2015-2018		204,471		Total FY2019-2022		167,904		Total FY2023-2026		121,796	

DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60317 Federal Preventive Maintenance

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
OP	5307	36,200											
OP	LOC	9,050											
OP	5307												
OP	5337		36,200										
OP	LOC		9,050										
OP	5337			17,114									
OP	5307			19,086									
OP	LOC			9,050									
OP	5337				21,200								
OP	5307				15,000								
OP	LOC				9,050								
OP	5337					13,115							
OP	5307					23,085							
OP	LOC					9,050							
OP	5337						11,034						
OP	5307						25,166						
OP	LOC						9,050						
OP	5307							27,264					
OP	5337							8,936					
OP	LOC							9,050					
OP	5307								29,404				
OP	5337								6,796				
OP	LOC								9,050				
OP	5337									4,616			
OP	5307									31,584			
OP	LOC									9,050			
OP	5337										4,000		
OP	5307										32,200		
OP	LOC										9,050		
OP	5337											4,000	
OP	5307											32,200	
OP	LOC											9,050	
OP	5337												4,000
OP	5307												32,200
OP	LOC												9,050
		45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250
Total FY2015-2018				181,000		Total FY2019-2022		181,000		Total FY2023-2026		181,000	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60335 *City Hall Station / 15th Street Station Rehabilitation*

LIMITS City Hall / 15th Street Station in Philadelphia

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Center City Philadelphia

FC:

AQ Code:M8

PLANNING AREA: Core City

IPD: 5

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 10A, 14A

This project will renovate City Hall Station on the Broad Street Subway Line and 15th Street Station on the Market-Frankford Subway Elevated Line. City Hall Station is the heaviest patronized station on the Broad Street Subway Line serving 28,000 passengers on a daily basis. 15th Street Station on the Market Frankford elevated line serves 29,200 passengers a day. These stations are part of a junction point between the Broad Street Line, Market-Frankford Line, Routes 10, 11, 13, 34 & 36 Trolley Lines and Regional Rail Lines.

The project will include the following elements: 1) New entrance to both stations in the Dilworth Plaza area of City Hall; 2) Accessible improvements including elevator from street level to the platforms of the Broad Street Subway Line and the Market-Frankford Subway Elevated Line; 3) Modification of fare collection facilities; 4) More open space at the platform level of City Hall Station; 5) Straightening and widening of passageways; 6) New architectural finishes, lighting and signage; 7) Art-In-Transit; 8) Mechanical and natural ventilation in re-opened air shafts; 9) Structural repairs; 10) Prevention / interception of water infiltration/inflow; and 11) and the raising of 15th Street Station platform to car door entrance height. This project is being advanced in three phases. The Dilworth Plaza "Early Action" phase; 15th Street Station and City Hall Station.

The total cost of the City Hall Station Rehabilitation project is \$146.5 million. Funding in the amount of \$24.4 million was provided in prior years. Funding in the amount of \$122.1 million is programmed in Fiscal Years 2015-2021.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	8,564											
CAP	LOC	286											
CAP	1514		4,336										
CAP	LOC		144										
CAP	1514			5,236									
CAP	LOC			174									
CAP	1514				16,996								
CAP	LOC				566								
CAP	1514					33,387							
CAP	LOC					1,113							
CAP	1514						30,095						
CAP	LOC						1,003						
CAP	1514							19,510					
CAP	LOC							650					
		8,850	4,480	5,410	17,562	34,500	31,098	20,160	0	0	0	0	0
		Total FY2015-2018		36,302		Total FY2019-2022		85,758		Total FY2023-2026		0	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60540 *Parking Improvements / Expansion*

Return

LIMITS Regionwide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:2035o

PLANNING AREA:

IPD: 0

PROJECT MANAGER: CMP: Not SOV Capacity Adding

This program will provide for the construction, renovation and expansion of SEPTA's parking facilities. These projects potentially provide opportunities for participation with SEPTA by private developers and municipalities. Currently programmed projects include:

- 69th Street Terminal Parking Garage - \$22.2 million (Prior Years, FY 2016-2019)
- Fern Rock Transportation Center Complex - \$77.5 million (FY 2023-2026, Future Years)
- Gwynedd Valley Station - \$3 million (Prior Years, FY 2015)
- Noble Station - \$53 million (FY 2016-2024)
- North Wales Station - \$3 million (Prior Years, FY 2015)
- Philmont Station - \$3 million (Prior Years, FY 2015)
- Manayunk/Norristown Regional Rail Line (Conshohocken and other stations) - \$27.5 million (FY 2019-2022)

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	3,997											
CAP	LOC	133											
CAP	1514		4,549										
CAP	LOC		151										
CAP	1514			4,182									
CAP	LOC			139									
CAP	1514				4,432								
CAP	LOC				148								
CAP	1514					9,677							
CAP	LOC					323							
CAP	1514						1,984						
CAP	LOC						66						
CAP	1514							3,581					
CAP	LOC							119					
CAP	1514								16,665				
CAP	LOC								633				
CAP	1514									26,125			
CAP	LOC									870			
CAP	1514										23,244		
CAP	LOC										775		
CAP	1514											18,097	
CAP	LOC											603	
CAP	1514												19,452
CAP	LOC												648
		4,130	4,700	4,321	4,580	10,000	2,050	3,700	17,298	26,995	24,019	18,700	20,100
		Total FY2015-2018		17,731		Total FY2019-2022		33,048		Total FY2023-2026		89,814	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60571 *Environmental Cleanup and Protection Program*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:S2

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	968											
CAP	LOC	32											
CAP	1514		968										
CAP	LOC		32										
CAP	1514			290									
CAP	LOC			10									
CAP	1514				290								
CAP	LOC				10								
CAP	1514					290							
CAP	LOC					10							
CAP	1514						290						
CAP	LOC						10						
CAP	1514							290					
CAP	LOC							10					
CAP	1514								290				
CAP	LOC								10				
CAP	1514									290			
CAP	LOC									10			
CAP	1514										290		
CAP	LOC										10		
CAP	1514											290	
CAP	LOC											10	
		1,000	1,000	300	300	300	300	300	300	300	300	300	300
		Total FY2015-2018		2,600		Total FY2019-2022		1,200		Total FY2023-2026		1,200	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60574 Paoli Transportation Center

LIMITS Paoli Transportation Center in Chester County

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Tredyffrin Township

FC:

AQ Code:2025O

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides for the engineering and construction of a new multi-modal transportation center in Paoli, Chester County. The new facility will be located on the Paoli/Thorndale Regional Rail Line at the approximate location of the existing station. Connecting services include Bus Routes 92, 105, 106, 204, 205 and 206.

SEPTA, PennDOT and Amtrak are partnering to fund and advance this project. The project will proceed in phases.

Phase I will make the existing station ADA accessible. This phase includes a pedestrian overpass with a total of three elevators linking inbound and outbound station parking lots as well as a new high level center platform. The outbound parking areas will be reconfigured and pedestrian linkages will be provided throughout the station area such as sidewalks and crosswalks. The project will also include changes to the railroad infrastructure as needed to accommodate the work. The total construction cost for Phase I is \$36 million. SEPTA and PennDOT are contributing \$12 million dollars each for a total of \$24 million in FY 2015-2017. Amtrak is providing the balance of funding or \$12 million, which is not reflected in the financial records below.

Phase II includes an intermodal station complex complete with an additional high-level platform on the outbound side, waiting area and passenger amenities; enhanced bus facilities; and a 600-plus space commuter parking garage. Funding in the amount of \$32 million is programmed in FY 2020-2023 for Phase II construction. Advancement of the Darby Road Bridge improvements is a necessary requirement for advancement of Phase II construction.

Complimenting this project is MPMS #47979 Paoli Transportation Center Road Improvements/Darby Road Bridge, which will replace the existing bridge on North Valley Road (SR1005) over Amtrak/SEPTA (BMS # 15-1005-0080-1331 adjacent to the Paoli Train Station) with a new bridge across from the intersection of Lancaster Avenue and Darby Road.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	5307-S	3,200											
CAP	1516	800											
CAP	1514	3,871											
CAP	LOC	129											
CAP	5307-S		3,200										
CAP	1516		800										
CAP	1514		3,871										
CAP	LOC		129										
CAP	5307-S			3,200									
CAP	1514			3,871									
CAP	1516			800									
CAP	LOC			129									
CAP	1514					2,903							
CAP	LOC					97							
CAP	1514							6,475					
CAP	LOC							216					
CAP	1514								15,581				
CAP	LOC								519				
CAP	1514									6,009			
CAP	LOC									200			
		8,000	8,000	8,000	0	0	3,000	6,691	16,100	6,209	0	0	0
Total FY2015-2018		24,000				Total FY2019-2022		25,791		Total FY2023-2026		6,209	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60582 Vehicle Overhaul Program

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M3

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	5337	31,538											
CAP	5307	24,490											
CAP	1514	14,087											
CAP	LOC	469											
CAP	5307		23,271										
CAP	5337		32,472										
CAP	1514		14,018										
CAP	LOC		467										
CAP	5307			9,736									
CAP	5337			37,160									
CAP	1514			24,294									
CAP	LOC			810									
CAP	5307				15,182								
CAP	5337				12,515								
CAP	1514				43,842								
CAP	LOC				1,370								
CAP	5307					19,840							
CAP	5337												
CAP	1514					52,414							
CAP	LOC					1,746							
CAP	5307						20,000						
CAP	5337												
CAP	1514						53,226						
CAP	LOC						1,774						
CAP	5337												
CAP	5307							20,000					
CAP	1514							54,194					
CAP	LOC							1,806					
CAP	5307								19,295				
CAP	5337												
CAP	1514								55,844				
CAP	LOC								1,861				
CAP	5307									17,955			
CAP	5337									41,960			
CAP	1514									17,502			
CAP	LOC									583			
CAP	5307										19,563		

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA													
CAP	5337									41,154			
CAP	1514									17,693			
CAP	LOC									590			
CAP	5307									21,827			
CAP	5337									39,690			
CAP	1514									17,887			
CAP	LOC									596			
CAP	5307										24,131		
CAP	5337										38,182		
CAP	1514										18,084		
CAP	LOC										603		
		70,584	70,228	72,000	72,909	74,000	75,000	76,000	77,000	78,000	79,000	80,000	81,000
		Total FY2015-2018		285,721		Total FY2019-2022		302,000		Total FY2023-2026		318,000	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60599 Paratransit Vehicle Purchase

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M10

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PUR	5307	5,650											
PUR	1514	1,367											
PUR	LOC	46											
PUR	5307		7,312										
PUR	1514		1,769										
PUR	LOC		59										
PUR	5307			4,800									
PUR	1514			1,161									
PUR	LOC			39									
PUR	1514				5,806								
PUR	LOC				194								
PUR	5307					4,800							
PUR	1514					1,161							
PUR	LOC					39							
PUR	5307						4,800						
PUR	1514						1,161						
PUR	LOC						39						
PUR	5307							4,800					
PUR	1514							1,161					
PUR	LOC							39					
PUR	5307								4,800				
PUR	1514								1,161				
PUR	LOC								39				
PUR	5307									4,800			
PUR	1514									1,161			
PUR	LOC									39			
PUR	5307										4,800		
PUR	1514										1,161		
PUR	LOC										39		
PUR	5307											4,800	
PUR	1514											1,161	
PUR	LOC											39	
PUR	5307												4,800
PUR	1514												1,161
PUR	LOC												39
		7,063	9,140	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000
		Total FY2015-2018		28,203		Total FY2019-2022		24,000		Total FY2023-2026		24,000	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60611 Fare Collection System/New Payment Technologies

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M5

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

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

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

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

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

The total cost of the New Payment Technologies project is \$228.8 million. Funding in the amount of \$25.5 million was provided in prior years. Funding in the amount of \$203.3 million is programmed in Fiscal Years 2015-2018.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	5307	1,359											
CAP	1514	329											
CAP	LOC	11											
CAP	5307		30,400										
CAP	1514		16,736										
CAP	LOC		570										
CAP	5307			54,000									
CAP	1514			18,645									
CAP	LOC			621									
CAP	5307				61,200								
CAP	1514				14,807								
CAP	LOC				493								
		1,699	47,706	73,266	76,500	0	0	0	0	0	0	0	0
		Total FY2015-2018		199,171		Total FY2019-2022		0		Total FY2023-2026		0	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60636 *Elwyn to Wawa Rail Restoration*

Return

LIMITS Elwyn to Wawa, Delaware County

No Let Date

IMPROVEMENT Transit Improvements

MRPID:P

MUNICIPALITIES: Middletown Township

FC:

AQ Code:2025M

PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5B

This project will provide for a three mile restoration of rail service from the existing Media/Elwyn Regional Rail Line terminus at Elwyn, Delaware County, to a new terminus in Wawa, Delaware County.

The scope of work for this project consists of track bed reconstruction including crossties, continuous welded rail and track interlockings; catenary system rehabilitation; a bi-directional signal system with automated train controls and positive train control; and communications system improvements.

Additional project elements include the replacement of three bridges, rehabilitation of one bridge and three culverts, the construction of a railcar storage/layover yard and crew facility on SEPTA property in Lenni, Delaware County. A new traffic intersection and access road connecting U.S. Route 1, a major highway artery in the area, to the station will be constructed. The new facility will be fully ADA compliant. The new terminus at Wawa 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; and a 500+ car parking deck.

The total cost of the Elwyn to Wawa Rail Restoration project is \$127.2 million. The project includes prior funds, in the amount of \$21.2 million.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514			1,935									
CAP	LOC			65									
CAP	1514				5,323								
CAP	LOC				177								
CAP	1514					33,145							
CAP	LOC					1,105							
CAP	1514						32,438						
CAP	LOC						1,081						
CAP	1514							29,643					
CAP	LOC							988					
		0	0	2,000	5,500	34,250	33,519	30,631	0	0	0	0	0
Total FY2015-2018				7,500		Total FY2019-2022		98,400		Total FY2023-2026		0	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

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

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M10

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides for the replacement and addition of rail cars, locomotives, and trolleys. New vehicles will replace those that have exceeded their useful life. To accommodate increased ridership, SEPTA is evaluating opportunities to increase capacity on the rail system. SEPTA is analyzing the feasibility of operating bi-level coaches on the Regional Rail, and articulated Trolley cars. Planned procurements include:

- Electric locomotives to replace Bombardier Push-Pull Locomotives.
- New bi-level coaches.
- Trolleys to replace the Kawasaki trolleys built in 1981 and Presidential Conference Committee (PCC-II) cars originally manufactured in 1947 and rebuilt in 2003-2004.
- Railcars to replace SEPTA's Silverliner IV railcar fleet. The Silverliner IV rail cars were built between 1974 and 1976

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PUR	1514		21,535										
PUR	LOC		707										
PUR	1514			29,032									
PUR	LOC			968									
PUR	5337				20,000								
PUR	1514				38,458								
PUR	LOC				1,282								
PUR	5337					38,760							
PUR	5307					160							
PUR	1514					22,222							
PUR	LOC					741							
PUR	5337						39,560						
PUR	1514						54,620						
PUR	LOC						1,820						
PUR	5337							40,360					
PUR	1514							53,846					
PUR	LOC							1,794					
PUR	5337								41,160				
PUR	1514								81,215				
PUR	LOC								2,706				
PUR	1514									131,129			
PUR	LOC									4,369			
PUR	1514										145,646		
PUR	LOC										4,854		
PUR	1514											145,646	
PUR	LOC											4,854	
PUR	1514												145,646
PUR	LOC												4,854
		0	22,242	30,000	59,740	61,883	96,000	96,000	125,081	135,498	150,500	150,500	150,500
		Total FY2015-2018		111,982		Total FY2019-2022		378,964		Total FY2023-2026		586,998	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60651 **Substation Improvement Program**

LIMITS System-wide railroad substations

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M6

PLANNING AREA:

IPD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for improvements to SEPTA's rail service traction power supply system. Critical components of the power system have far exceeded their useful life and are in need of repair. As a result of the substation improvement program, the traction power distribution network will be more reliable, rail service interruptions will be reduced, and rail customers will benefit from enhanced service quality. Substations that will be renovated/replaced as part of this program include:

Railroad Substations

- 18th/12th/Portal - \$7 million (FY 2021-2024)
- Ambler - \$11.5 million (Prior Years, FY 2015-2016)
- Bethayres - \$12.9 million (FY 2015-2017)
- Brill - \$12.8 million (FY 2024-2026, Future Years)
- Chestnut Hill East - \$7.7 million (FY 2016 Design; FY2018-2022 Construction)
- Doylestown - \$8.8 million (FY 2022-2024)
- Hatboro - \$7.7 million (FY 2016-2022)
- Jenkintown - \$42.2 million (Prior Years, FY 2015-2018)
- Lansdale - \$11 million (FY 2015-2017)
- Lenni/Morton - \$20.1 million (Prior Years, FY 2015-2017)
- Neshaminy - \$10.75 million (FY 2016 Design; FY 2020-2022 Construction)
- Wayne Junction Static Frequency Converters - \$50 million (FY 2015- 2023)
- Wood - \$27.5 million (FY 2017-2020)
- Yardley - \$10.75 million (FY 2017-2019)

Transit Substations

- Broad - \$6.9 million (2016 Design; FY 2023-2024 Construction)
- Castor - \$2.2 million (2016 Design; FY 2017-2020 Construction)
- Clifton - \$2.4 million (Prior Years, FY 2015-2016)
- Ellen - \$4.8 million (2016 Design; FY 2021-2023 Construction)
- Loudon - \$5.5 million (2016 Design; FY 2024-2026 Construction)
- Market - \$9.3 million (2016 Design; FY 2018-2020 Construction)
- Park - \$5.4 million (2016 Design; FY 2017-2019 Construction)
- Ranstead - \$6.5 million (2016 Design; FY 2024-2026 Construction)

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	26,389											
CAP	LOC	880											
CAP	1514		37,339										
CAP	LOC		1,245										
CAP	1514			23,083									
CAP	LOC			771									
CAP	1514				17,634								
CAP	LOC				596								
CAP	1514					23,038							
CAP	LOC					768							
CAP	1514						18,752						
CAP	LOC						625						
CAP	1514							17,855					
CAP	LOC							595					
CAP	1514								19,587				
CAP	LOC								653				
CAP	1514									24,045			

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

CAP	LOC									770			
CAP	1514									18,392			
CAP	LOC									613			
CAP	1514									19,198			
CAP	LOC									640			
CAP	1514											15,204	
CAP	LOC											507	
		27,269	38,584	23,854	18,230	23,806	19,377	18,450	20,240	24,815	19,005	19,838	15,711
		Total FY2015-2018		107,937		Total FY2019-2022		81,873		Total FY2023-2026		79,369	

MPMS# 60655 Levittown Intermodal Facility Improvements (B)

LIMITS Levittown station in Bucks County

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M8

PLANNING AREA:

IPD: 1

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4A, 5I, 12A

This project provides for improvements to Levittown Station on the Trenton Regional Rail Line. Levittown Station improvements consist of new high level platforms with canopies, replacement of the station building, parking improvements, storm water management, ADA accessibility improvements, new signage, lighting and passenger amenities. There will also be a new pedestrian overpass to replace the old tunnel, bus shelters and bus loops to promote intermodal access, improved traffic flow and safety for motorists and pedestrians.

The total project cost is \$37.4 million. Funding in the amount of \$7.4 million was provided in prior years.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	7,742											
CAP	LOC	258											
CAP	1514		7,742										
CAP	LOC		258										
CAP	1514			7,742									
CAP	LOC			258									
CAP	1514				5,807								
CAP	LOC				193								
		8,000	8,000	8,000	6,000	0	0	0	0	0	0	0	0
		Total FY2015-2018		30,000		Total FY2019-2022		0		Total FY2023-2026		0	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 73214 **Ardmore Transportation Center**

LIMITS Ardmore Station in Montgomery County

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:2035o

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7B

The Ardmore Station improvement project will be completed in two phases.

Phase I includes construction of high level boarding platforms, tunnel ADA improvements, elevators, stairs, and ramps to access the platforms; canopies and shelters; passenger amenities; improved lighting; landscaping and site improvements; new signage and paving; and new underground stormwater system in the existing Township parking lot. Demolition of the existing Amtrak station building to facilitate the installation of high level platforms. Phase 1 to include final design of the garage and construction of foundations for the garage (Phase II).

Phase I is being funded with prior year funding, future FTA Section 5310 funding applications, and \$3.5 million in Redevelopment Assistance Capital Program (RACP) funds between Lower Merion Township and the Commonwealth of Pennsylvania. The construction budget for Phase 1 is \$27,500,000.

\$2,789,000 Section 5307 has been programmed in the Lancaster TIP by PennDOT's Bureau of Public Transit. Federal funds associated with a specific Urbanized Area (UZA) is not-transferable to another UZA. This Program benefits the Keystone Corridor and as such the program is eligible for Federal Keystone Corridor Funds.

Phase II will include the construction of an ADA accessible, multi-level parking garage with approximately 300-500 spaces, depending on design and funding availability, and an enclosed space for ticketing and passenger waiting. This second phase will be advanced when funding is identified.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	RACP	3,500											
CON	1514	675											
CON	LOC	22											
		4,197	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018			4,197	Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 77183 *Transit and Regional Rail Station Program*

LIMITS System-wide stations

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M8

PLANNING AREA:

IPD: 3

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for the reconstruction or rehabilitation of bus, transit and regional rail stations and terminals. Program elements may include the total replacement of all station and loop facility components, as well as improvements to or replacement of, station buildings, ticket offices and waiting rooms, passenger shelters, canopies, platforms, crosswalks and overpasses, escalators and elevators, lighting, signage, and accessible paths. These projects potentially provide opportunities for participation with SEPTA by private developers and municipalities. All improvements will fully comply with the Americans with Disabilities Act of 1990.

Transit and Regional Rail Facilities that will be reconstructed/rehabilitated as part of this program include:

Railroad Stations

- Conshohocken Station - \$15 million (FY 2017-2020)
- Devon Station - \$20 million (FY 2026, Future Years)
- East Falls Station - \$19.5 million (FY 2017-2021)
- Hatboro Station - \$6.5 million (FY 2024-2025)
- Jenkintown Station High Level Platforms - \$25.3 million (Prior Years, FY 2020-2023)
- Lawndale Station - \$11.5 million (FY 2024-2025)
- Marcus Hook Station - \$22.5 million (FY 2024-2026, Future Years)
- Roslyn Station - \$6.5 million (FY 2024-2025)
- Secane Station - \$23.1 million (FY 2015-2018)
- Willow Grove Station - \$6.5 million (FY 2017-2022)
- Wyndmoor Station - \$19.5 million (FY 2024-2026)
- Wynnewood Station - \$20 million (FY 2026, Future Years)
- Yardley Station - \$5.5 million (FY 2016-2019)

Transit Stations

- 5th Street Station - \$13 million (Prior Years, FY 2016-2019)
- 19th Street Station - \$9.5 million (FY 2021-2023)
- 69th Street Transportation Center West End Terminal Rehabilitation - \$13 million (Prior Years, FY 2015)
- Fairmount Station - \$18 million (FY 2026, Future Years)
- Hunting Park Station - \$5.5 million (FY 2024-2025)
- Margaret-Orthodox Station - \$32.3 million (FY 2015-2017)
- Wyoming Avenue Station - \$5 million (FY 2017-2020)

Bus Loop Program - \$7.3 million (FY 2015-2020)

Center City Concourses Improvements - \$53.5 million (FY 2015-2026)

Elevator/Escalator Program - \$22.8 million (FY 2024-2026, Future Years)

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	5307	1,637											
CAP	1514	14,661											
CAP	LOC	489											
CAP	5307												
CAP	1514		16,559										
CAP	LOC		603										
CAP	5307			1,600									
CAP	1514			20,043									
CAP	LOC			651									
CAP	5307				1,600								
CAP	1514				14,361								
CAP	LOC				479								
CAP	5307					4,800							

Final Version

SEPTA

CAP	1514					18,484							
CAP	LOC					616							
CAP	1514						16,558						
CAP	LOC						552						
CAP	1514							16,819					
CAP	LOC							561					
CAP	1514								19,781				
CAP	LOC								659				
CAP	1514									21,968			
CAP	LOC									732			
CAP	1514										23,352		
CAP	LOC										778		
CAP	1514											29,236	
CAP	LOC											974	
CAP	1514												29,129
CAP	LOC												971
		16,787	17,162	22,294	16,440	23,900	17,110	17,380	20,440	22,700	24,130	30,210	30,100
		Total FY2015-2018		72,683		Total FY2019-2022		78,830		Total FY2023-2026		107,140	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 90497 Infrastructure Safety and Renewal Program

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M9

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ERC	1514	34,355											
ERC	LOC	1,145											
ERC	1514		34,355										
ERC	LOC		1,145										
ERC	1514			34,355									
ERC	LOC			1,145									
ERC	1514				34,355								
ERC	LOC				1,145								
ERC	1514					34,355							
ERC	LOC					1,145							
ERC	1514						34,355						
ERC	LOC						1,145						
ERC	1514							34,355					
ERC	LOC							1,145					
ERC	1514								34,355				
ERC	LOC								1,145				
ERC	1514									34,355			
ERC	LOC									1,145			
ERC	1514										34,355		
ERC	LOC										1,145		
ERC	1514											34,355	
ERC	LOC											1,145	
		35,500	35,500	35,500	35,500	35,500	35,500	35,500	35,500	35,500	35,500	35,500	35,500
Total FY2015-2018		142,000				Total FY2019-2022		142,000		Total FY2023-2026		142,000	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 90512 SEPTA Bus Purchase Program

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M10

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA's Bus Fleet Management Plan provides for the annual acquisition of different size buses based upon needs and route characteristics including vehicles that have exceeded their useful life and are in need of replacement. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for City Transit and Suburban service routes to 27-foot and 30-foot buses for contracted service routes.

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

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

SEPTA's current bus fleet includes hybrid (diesel/electric) buses. Operating hybrid (diesel/electric) buses enables SEPTA to significantly reduce engine exhaust emissions in the region and increase fuel efficiency. Hybrid buses reduce emissions in the following areas: carbon monoxide, nitrous oxide, hydrocarbons, particulate matter. In addition to emission superiority, the hybrids have achieved greater gas mileage, superior brake lining and faster acceleration. Funding for this program is also provided from MPMS #65109, FHWA Transit Flex to SEPTA. State Bond funds programmed in MPMS #90512 in the amount of \$4.133 million each year will be applied as a state match for the flex funds programmed in MPMS# 65109.

SEPTA applied for and has been awarded a Federal Transit Administration (FTA) grant for Section 5312 Low or No Emission Vehicle Deployment program. SEPTA has received \$2,585,075 in FTA funds to support a \$23,857,075 project. This is a competitive grant that will support the purchase of 25 forty-foot zero-emission all-electric buses and related equipment, e.g. charging stations at the bus depot and along the bus routes. These all-electric buses will be deployed on SEPTA Bus Routes 29 and 79 in South Philadelphia. The \$2,585,075 will fund the difference in cost between a diesel-hybrid electric vehicle and an all-electric vehicle.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PUR	5339	8,234											
PUR	5307	25,814											
PUR	1514	12,369											
PUR	LOC	414											
PUR	5307		37,248										
PUR	5339		8,234										
PUR	1514		35,723										
PUR	LOC		1,190										
PUR	5312		2,585										
PUR	5339			8,234									
PUR	1514			23,715									
PUR	LOC			791									
PUR	5339				8,234								
PUR	1514				27,654								
PUR	LOC				922								
PUR	5307					30,683							
PUR	5339					8,234							
PUR	1514					11,475							
PUR	LOC					383							
PUR	5307						30,683						
PUR	5339						8,234						
PUR	1514						13,549						

Final Version

SEPTAMPMS# 90600 SEPTA Reserve Line Item

No Let Date

AQ Code:NRS

IPD:

CMP: Not SOV Capacity Adding

12/9/2016

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 93588 *Exton Station*

Return

LIMITS Exton Station in Chester County

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: West Whiteland Township

FC:

AQ Code:2025O

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7E

This project, which will be advanced in Phases, will provide for the construction of high-level platforms, a station building, bus circulation loops, and a multi-level parking garage at Exton Station on the Paoli-Thorndale Regional Rail Line.

Phase I will include the construction of high-level platforms with canopies and wind screens, and a station building. The platforms, stairs, ramps, sidewalks and pathways will be fully ADA compliant. New lighting, signage, security features, and passenger amenities will also be provided as part of the project. The total cost of Phase I is \$17.7 million. Of that amount, \$5.7 million is programmed in FY 2015-2017 and the balance is being provided by prior year funds.

\$10,581,000 in FY15 federal funds for this project are programmed in two other different TIPs outside the DVRPC region by PennDOT's Bureau of Public Transit; \$2,566,000 million in the Harrisburg TIP and \$8,015,000 in the Lancaster TIP. Federal funds associated with a specific Urbanized Area (UZA) is not-transferable to another UZA. This Program benefits the Keystone Corridor and as such the program is eligible for Federal Keystone Corridor Funds.

Phase 2 includes a fully accessible, multi-level, parking garage with pathways to the station platforms and bus circulation loops with shelters. The total cost of Phase II, in the amount of \$39.5 million, is programmed in FY 2018-2022.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	2,876											
CAP	LOC	95											
CAP	1514		1,500										
CAP	LOC		51										
CAP	1514			1,169									
CAP	LOC			38									
CAP	1514				1,936								
CAP	LOC				64								
CAP	1514					5,584							
CAP	LOC					186							
CAP	1514						11,129						
CAP	LOC						371						
CAP	1514							11,274					
CAP	LOC							376					
CAP	1514								8,303				
CAP	LOC								277				
		2,971	1,551	1,207	2,000	5,770	11,500	11,650	8,580	0	0	0	0
Total FY2015-2018				7,729		Total FY2019-2022		37,500		Total FY2023-2026		0	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 95402 Bridge Improvement Program

LIMITS System-wide bridges

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M9

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program will replace or rehabilitate SEPTA's bridges. Currently programmed projects include:

- Chestnut Hill East Regional Rail Line 5 Bridges - \$30 million (FY 2024-2026, Future Years)
- Chestnut Hill West Regional Rail Line Bridge 0.35 replacement - \$7.6 million (Prior Years, FY 2015)
- Chestnut Hill West Regional Rail Line 7 Bridges - \$35 million (FY 2016-2020)
- Media/Elwyn Regional Rail Line Crum Creek Viaduct Replacement - \$77.5 million (Prior Years, FY 2015-2020)
- Media/Elwyn Regional Rail Line, Viaduct Timber Replacement and Painting - \$43.3 million (Prior Years, FY 2015-2019)
- Norristown High Speed Line (NHSL) Bridge 0.15 Replacement - \$15.5 million (FY 2016-2020)
- Norristown High Speed Line (NHSL) Viaduct over Schuylkill River Rehab, Timbers/Cables and Painting - \$30.5 million (FY 2020-2024)
- Regional Rail Mainline, 30th Street Station to Suburban Station over Schuylkill River - \$56 million (FY 2022-2026)
- Regional Rail Line Stone Arch Bridges - \$8.8 million (Prior Years, FY 2015-2017)

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	36,678											
CAP	LOC	1,222											
CAP	1514		27,194										
CAP	LOC		906										
CAP	1514			19,587									
CAP	LOC			653									
CAP	1514				14,516								
CAP	LOC				484								
CAP	1514					17,178							
CAP	LOC					572							
CAP	1514						16,036						
CAP	LOC						534						
CAP	1514							14,032					
CAP	LOC							468					
CAP	1514								14,323				
CAP	LOC								477				
CAP	1514									14,245			
CAP	LOC									475			
CAP	1514										14,255		
CAP	LOC										475		
CAP	1514											14,419	
CAP	LOC											481	
CAP	1514												13,694
CAP	LOC												456
		37,900	28,100	20,240	15,000	17,750	16,570	14,500	14,800	14,720	14,730	14,900	14,150
		Total FY2015-2018		101,240		Total FY2019-2022		63,620		Total FY2023-2026		58,500	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 98235 West Trenton Line Separation Project

LIMITS Woodbourne, PA to West Trenton NJ

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M9

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides for the separation of SEPTA's Regional Rail service from CSX freight rail service on the West Trenton Line via construction of a third track and other infrastructure improvements. SEPTA operates passenger rail service along a six-mile portion of track owned by CSX between the Woodbourne and West Trenton Stations. By upgrading this six-mile stretch, including construction of a new four-mile track on the main portion for passenger trains, SEPTA and CSX will be able to relieve congestion in this busy corridor. Improvements to existing track and other infrastructure such as interlockings, catenary and signal systems will allow for more efficient operations.

The project will permit SEPTA to fully implement Positive Train Control (PTC), the signal-based rail safety system. The Positive Train Control project is programmed under MPMS # 60255, Regional Rail Signal Modernization Program.

The total project cost is \$38.8 million with prior funding in the amount of \$33 million. Funding in the amount of \$5.8 million is programmed in FY 2015

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	5307	4,640											
CAP	1514	1,123											
CAP	LOC	37											
		5,800	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018			5,800	Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102565 Track Improvement Program

New

LIMITS Regionwide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M9

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program will provide for improvements to SEPTA's track and right-of-way. SEPTA operates rail service over 359 one-way 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 across the transit and Regional Rail systems that will renew street track and special work, replace continuous welded rail (CWR), and renew ties and timbers.

- Market-Frankford Elevated (MFSE) Bridge Street Yard - \$3 million (FY 2022-2023)
- Media-Sharon Hill Line (MSHL) Yard Tracks - \$3 million (FY 2019)
- Norristown High Speed Line (NHSL) Track and Equipment - \$26 million (Prior Years, FY 2015-2021)
- Norristown Regional Rail Line 3rd Track - \$32.3 million (FY 2025-2026, Future Years)
- Regional Rail Special Works Program - \$2 million (FY 2023)
- Rt. 11 & Rt. 36 Track Renewal - \$5.7 million (FY 2023-2024)
- Rt. 15 Girard Ave. & Richmond St. Track Renewal - \$3.4 million (FY 2015-2016)
- Rt. 102 Woodlawn Avenue Track Renewal - \$4.4 million (Prior Years, FY 2015-2016)
- Subway-Surface Trolley Tunnel - \$6.6 million (FY 2015-2016)

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	5337	2,744											
CAP	1514	8,174											
CAP	LOC	272											
CAP	5337												
CAP	1514		5,590										
CAP	LOC		187										
CAP	1514			3,871									
CAP	LOC			129									
CAP	1514				6,774								
CAP	LOC				226								
CAP	1514					3,871							
CAP	LOC					129							
CAP	1514						3,871						
CAP	LOC						129						
CAP	1514							3,871					
CAP	LOC							129					
CAP	1514								4,113				
CAP	LOC								137				
CAP	1514									4,839			
CAP	LOC									161			
CAP	1514										4,307		
CAP	LOC										143		
CAP	1514											4,065	
CAP	LOC											135	
CAP	1514												4,439
CAP	LOC												148
		11,190	5,777	4,000	7,000	4,000	4,000	4,000	4,250	5,000	4,450	4,200	4,587
		Total FY2015-2018		27,967		Total FY2019-2022		16,250		Total FY2023-2026		18,237	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102566 *Route 23 and 56 Rail Restoration*

New

LIMITS City of Philadelphia

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X1

PLANNING AREA: Core City

IPD: 5

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

This project provides for a feasibility study and preliminary engineering for the restoration of trolley service to Routes 23 and 56. These routes are located in the City of Philadelphia and are currently served by buses.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ERC	1514												1,936
ERC	LOC												64
		0	0	0	0	0	0	0	0	0	0	0	2,000
		Total FY2015-2018			0	Total FY2019-2022			0	Total FY2023-2026			2,000

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102567 Roof Improvement Program

New

LIMITS Regionwide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M8

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program will improve maintenance and transportation facility, and station building roofs. Currently programmed projects include:

- 2nd & Wyoming / Berridge Shop - \$15.8 million (Prior Years, FY 2015-2017)
- 69th Street Terminal / MSHL Shop - \$14.1 million (Prior Years, FY 2015-2020)
- 5800 Bustleton Maintenance Shop - \$1.8 million (FY 2021-2023)
- Broad Substation Roof - \$2 million (FY 2016-2018)
- Callowhill Bus Garage - \$11.8 million (Prior Years, FY 2015-2017)
- Comly Bus Facility - \$7.7 million (FY 2022-2024)
- Courtland Shop - \$7.2 million (FY 2019-2021)
- Frazer Shop - \$6.8 million (FY 2016-2020)
- Frontier Bus Facility - \$3.5 million (FY 2016-2019)
- Norristown High Speed Line (NHSL) Car Shop - \$7 million (FY 2021-2023)
- Overbrook Maintenance Facility - \$7.6 million (FY 2016-2019)
- Roberts Carhouse & Car Wash Roof - \$1.7 million (Prior Years, FY 2015)
- Sansom Substation Roof - \$2 million (FY 2016-2018)
- Southern Bus Facility - \$7.7 million (FY 2021-2023)
- Stations Roof Program - \$7 million (FY 2024-2025, Future Years)
- Temple Station - \$1.5 million (FY 2015)
- Woodland Rail Shop - \$6.1 million (FY 2016-2019)

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	8,861											
CAP	LOC	295											
CAP	1514		6,770										
CAP	LOC		225										
CAP	1514			12,545									
CAP	LOC			418									
CAP	1514				10,258								
CAP	LOC				342								
CAP	1514					12,000							
CAP	LOC					400							
CAP	1514						8,952						
CAP	LOC						298						
CAP	1514							6,968					
CAP	LOC							232					
CAP	1514								7,597				
CAP	LOC								253				
CAP	1514									5,565			
CAP	LOC									185			
CAP	1514										5,419		
CAP	LOC										181		
CAP	1514											5,516	
CAP	LOC											184	
CAP	1514												1,839
CAP	LOC												61
		9,156	6,995	12,963	10,600	12,400	9,250	7,200	7,850	5,750	5,600	5,700	1,900
		Total FY2015-2018		39,714		Total FY2019-2022		36,700		Total FY2023-2026		18,950	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102569 Maintenance & Transportation Facilities

New

LIMITS Regionwide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M8

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides for improvements at SEPTA's bus and rail maintenance shops, facilities maintenance shops and office buildings. Program elements include replacement of fire suppression systems, vehicle washer systems, and boiler systems; wheel truing program; bus and steel wheel lift programs; underground storage tank replacement program; construction of a new transportation building; and paving improvements. Currently programmed projects include:

- 69th Street Terminal Bus Road - \$1 million (FY 2015-2016)
- Allegheny Fire Suppression - \$5.1 million (Prior Years, FY 2015-2016)
- Allegheny Washer - \$3.6 million (Prior Years, FY 2015-2017)
- Boiler Program - \$16.5 million (Prior Years, FY 2015-2026)
- Bus Lift Program - \$10 million (2023-2026, Future Years)
- Frankford Transportation Building - \$2.7 million (Prior Years, FY 2015-2016)
- Frazer Washer - \$3.4 million (FY 2016-2019)
- Frontier Paving - \$1.3 million (FY 2025)
- Frontier Washer - \$1.75 million (FY 2017-2019)
- Garage and Shop Door Replacement Program - \$6.3 million (FY 2023-2026, Future Years)
- Lift Program - \$10 million (FY 2023-2026, Future Years)
- Midvale Washer - \$3.6 million (Prior Years, FY 2015-2016)
- Overbrook Washer - \$3.2 million (FY 2024-2025)
- Pump Room Program - \$10 million (FY 2023-2026, Future Years)
- Southern Depot Paving - \$3 million (FY 2016-2017)
- Steel Wheel Lift Program - \$18 million (FY 2015-2026)
- Storage Tank Program - \$20 million (FY 2015-2026)
- Washer Program - \$7 million (FY 2023-2026, Future Years)
- Wheel Truing Program - \$15 million (FY 2015-2026)
- Woodland Fire Suppression - \$2.8 million (Prior Years, FY 2015-2016)

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	5,535											
CAP	LOC	185											
CAP	1514		6,329										
CAP	LOC		211										
CAP	1514			6,232									
CAP	LOC			208									
CAP	1514				5,323								
CAP	LOC				177								
CAP	1514					5,807							
CAP	LOC					193							
CAP	1514						6,242						
CAP	LOC						208						
CAP	1514							6,242					
CAP	LOC							208					
CAP	1514								7,210				
CAP	LOC								240				
CAP	1514									7,210			
CAP	LOC									240			
CAP	1514										10,094		
CAP	LOC										336		
CAP	1514											12,552	
CAP	LOC											418	
CAP	1514												15,194

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA												
CAP	LOC											
		5,720	6,540	6,440	5,500	6,000	6,450	6,450	7,450	7,450	10,430	12,970
		Total FY2015-2018		24,200		Total FY2019-2022		26,350		Total FY2023-2026		46,550

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102571 **Communications & Signal Improvements**

New

LIMITS Regionwide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M6

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for improvements to SEPTA's communications systems, signal systems, and information technology infrastructure. Projects will upgrade hardware and software, replace equipment that has reached or exceeded its useful life, and bring systems to a state of good repair. As part of this program, SEPTA will rehabilitate various grade crossings and interlockings, upgrade the Computer Aided Radio Dispatch (CARD) system, and begin installing real-time passenger information systems at railroad and transit stations. Currently programmed projects include:

- Arsenal Interlocking - \$27 million (FY 2017-2021)
- Beth Interlocking - \$14 million (FY 2017-2023)
- Broad Street Subway Ridge Spur Signals - \$6.5 million (Prior Years, FY 2015-2018)
- CARD System Replacement - \$32.5 million (FY 2016-2022)
- Hunt/Wayne Interlocking - \$14 million (FY 2016-2023)
- Information Technology Program - \$60 million (FY 2015-2026)
- Media-Sharon Hill Line (MSHL) Grade Crossing Improvements - \$3.4 million (Prior Years, FY 2015-2017)
- Media-Sharon Hill Line (MSHL) Signals and Interlocking Improvements - \$35.2 million (Prior Years, FY 2015-2019)
- Real Time Information / AVPA - \$26.5 million (FY 2015-2022)

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	17,758											
CAP	LOC	592											
CAP	1514		16,227										
CAP	LOC		541										
CAP	1514			17,700									
CAP	LOC			590									
CAP	1514				14,429								
CAP	LOC				481								
CAP	5307					4,000							
CAP	1514					10,452							
CAP	LOC					348							
CAP	5307						4,000						
CAP	1514						10,094						
CAP	LOC						336						
CAP	5307							4,000					
CAP	1514							15,555					
CAP	LOC							518					
CAP	5307								4,000				
CAP	1514								21,578				
CAP	LOC								719				
CAP	5307									3,160			
CAP	1514									17,749			
CAP	LOC									591			
CAP	5307										936		
CAP	1514										15,546		
CAP	LOC										518		
CAP	1514											10,645	
CAP	LOC											355	
CAP	1514												10,645
CAP	LOC												355

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA												
	18,350	16,768	18,290	14,910	14,800	14,430	20,073	26,297	21,500	17,000	11,000	11,000
	Total FY2015-2018		68,318		Total FY2019-2022		75,600		Total FY2023-2026		60,500	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102573 *Catenary Improvements*

New

LIMITS Regionwide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M6

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program will replace and upgrade catenary throughout the SEPTA system. This will bring power subsystems to a state of good repair. Currently programmed projects include:

- 30th Street to Arsenal Interlocking - \$4.3 million (FY 2016-2018)
- 30th Street West - \$77 million (FY 2015-2022)
- Airport Line - \$7 million (FY 2023-2026)
- Arsenal Interlocking Design - \$500,000 (FY 2016-2018). Construction funding programmed under MPMS #99998.
- Chestnut Hill East Line - \$5.5 million (FY 2024-2026)
- Fox Chase Line - \$2.8 million (FY 2023)
- Media/Elwyn Line - \$10.7 million (Prior Years, FY 2015-2016)
- System-Wide Catenary Feeder Lines - \$7 million (FY 2023-2026)
- Wayne Junction Yard - \$1.3 million (FY 2020-2021)

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	5337	2,052											
CAP	1514	7,129											
CAP	LOC	238											
CAP	5337												
CAP	1514		8,181										
CAP	LOC		271										
CAP	1514			7,423									
CAP	LOC			247									
CAP	1514				13,111								
CAP	LOC				436								
CAP	1514					11,052							
CAP	LOC					368							
CAP	1514						6,619						
CAP	LOC						221						
CAP	1514							9,997					
CAP	LOC							333					
CAP	1514								13,605				
CAP	LOC								454				
CAP	1514									7,732			
CAP	LOC									258			
CAP	1514										5,807		
CAP	LOC										193		
CAP	1514											4,839	
CAP	LOC											161	
CAP	1514												4,258
CAP	LOC												142
		9,419	8,452	7,670	13,547	11,420	6,840	10,330	14,059	7,990	6,000	5,000	4,400
		Total FY2015-2018		39,088		Total FY2019-2022		42,649		Total FY2023-2026		23,390	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 103626 Resiliency Program

New

LIMITS

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M6

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP:

On September 22, 2014, approximately \$3.6 billion was made available by the FTA under the Public Transportation Emergency Relief Program (Section 5324) for 40 competitively selected projects, in response to Hurricane Sandy that affected mid-Atlantic and northeastern states in October 2012. SEPTA was selected to receive \$86,758,000 in federal funds to advance projects which intend to protect public transportation infrastructure that have been repaired or rebuilt after Hurricane Sandy or that is at risk of being damaged or destroyed by a future natural disaster. These projects are as follows:

1. Sharon Hill Line Flood Mitigation - \$5 million total
2. Subway Pump Room Emergency Power - \$5 million total
3. Manayunk/Norristown Line Shoreline Stabilization - \$6 million total
4. Ancillary Control Center - \$12 million total
5. Flood Mitigation at Jenkintown - \$19.9 million total
6. Railroad Embankment/Slope Stabilization - \$25 million total
7. Railroad Signal Power Reinforcement - \$42.7 million total

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	5324	66,428											
CAP	1514	22,714											
CAP	LOC	757											
CAP	5324		20,428										
CAP	1514		5,272										
CAP	LOC		176										
		89,899	25,876	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		115,775		Total FY2019-2022				0			
										Total FY2023-2026			
										0			

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 105572 *Lansdale Area Improvements*

New

LIMITS Lansdale Train Station and 9th Street Train Station

No Let Date

IMPROVEMENT Transit Improvements

MRPID:CG

MUNICIPALITIES: Lansdale Borough

FC:

AQ Code:2020M

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER:

CMP:

This program contains the 9th Street Station project and the Lansdale Parking Garage.

The 9th Street Station Project is located on the Doylestown Regional rail Line and is being constructed as a cooperative effort between SEPTA, the Borough of Lansdale, and the Lansdale Parking Authority. The new station will help to alleviate the loss of parking during construction of the Lansdale Station. The station will be located north of Lansdale Station west of the intersection of 9th and Shaw Avenue where 9th Street currently terminates at the railroad ROW. The station will be fully ADA compliant. Lansdale Borough will be constructing a parking lot, adjacent to the 9th Street Station, which will be owned and operated by the borough of Lansdale and the Lansdale Parking Authority.

The Lansdale Parking garage project will increase parking capacity by approximately 305 from just under 500 spaces to just over 800 spaces and include improvements to the station's main entrance, provide a pedestrian overpass for a direct connection to the Madison Avenue TOD project, and also include other enhancements to the station area. The Parking garage project was originally included under MPMS #60540 - Parking Improvement program, but has been moved to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	3,919											
CAP	LOC	131											
CAP	1514		7,684										
CAP	LOC		256										
CAP	1514			18,387									
CAP	LOC			613									
CAP	1514				14,419								
CAP	LOC				481								
		4,050	7,940	19,000	14,900	0	0	0	0	0	0	0	0
		Total FY2015-2018		45,890		Total FY2019-2022				0			
										Total FY2023-2026			
										0			

Total For SEPTA	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
	\$618,319	\$613,870	\$572,509	\$598,363	\$2,403,061	\$2,384,679	\$2,394,781