

## Pennsylvania - Transit Program

### DRPA

**MPMS# 74835**

**Rebuild PATCO Cars - DRPA**

**AQ Code** M10

**LIMITS** Region-wide

Not SOV Capacity Adding

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** HNTB/NV

*Est Let Date: 1/24/2013*

This project will provide for the replacement of PATCO's existing car fleet, either through new car purchase or complete rebuilding of existing cars. Funding will be flexed to FTA. Additional funding for this project is noted in the DVRPC TIP for NJ, under DB #DR046.

\$1,000,000 SAFETEA-LU Earmark (PA ID#637/FED ID#4827)

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

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CON	SXF	200				0
		<b>200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Later FYs Total: 0</b>
		<b>Total FY2011-2014</b>		<b>200</b>		

**MPMS# 74840**

**Commodore Barry Bridge Security Improvements - DRPA**

**AQ Code** NRS

**LIMITS** Commodore Barry Bridge

Not SOV Capacity Adding

**IMPROVEMENT:** Other

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** HNTB/NV

*No Let Date*

This project will include several security improvements to the Commodore Barry bridge; including electronic surveillance and detection, and increased lightning, bridge hardening, and construction inspection and management work

Funded by SAFETEA-LU earmark in the amount of \$1,000,000 (ID #4816/PA ID#626)

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

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CON	SXF		1,000			0
CON	LOCAL		250			0
		<b>0</b>	<b>1,250</b>	<b>0</b>	<b>0</b>	<b>Later FYs Total: 0</b>
		<b>Total FY2011-2014</b>		<b>1,250</b>		

## Pennsylvania - Transit Program

### Montgomery

MPMS# 90680

**Ardmore Transit Center Line Item**

AQ Code NRS

LIMITS Ardmore Transit Center

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

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

See MPMS# 73214

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

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	LOCAL	250				0
		250	0	0	0	Later FYs Total: 0
		Total FY2011-2014		250		

## Pennsylvania - Transit Program

### Philadelphia

MPMS# 92394

AQ Code X9

#### **Dilworth Plaza Renovation and Concourse Improvements**

**LIMITS** At Benjamin Franklin Parkway and Avenue of the Arts

**IMPROVEMENT:** Streetscape

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:**

*No Let Date*

This project was recently awarded a \$15 million grant through the competitive TIGER program to construct transportation improvements as part of a larger \$50 million Dilworth Plaza renovation project.

Improvements funded by \$15 Million TIGER funds include the demolition of existing multi-level, non-ADA compliant and non-structural elements of the current design to create a level, single-grade accessible plane; construction of a "transit room" at the bottom of the stairways at concourse level complete with computerized wall graphics conveying transit information. Concourse improvements will create a single unobstructed "spine" extending underground the complete length of Dilworth Plaza, replacing the maze of walkways that exists and expediting the efficient patrol of the space by police and uniformed personnel. Two new elevators connecting street level to the underground concourse will be constructed. New signage and graphics will include transit signage to designate entry points to subsurface transit and to guide users through the concourse level; directional signage at strategic pedestrian intersections and throughout the concourse to guide pedestrians to major transportation and regional destinations; and directional signage to support easy navigation through the Plaza. Enlarged bump outs along the 15th Street edge will be constructed to increase safe pedestrian crossing as well as increase the existing square footage of the site by approximately 10,000 square feet. The project will also simplify the pedestrian crossing at the 15th and Market Street intersection by establishing a third accessible crosswalk to carry pedestrians across the Market Street southern leg and directly onto Dilworth Plaza with minimal changes in slope.

Other improvements as part of the larger \$50 million project include the addition of 21,000 square feet of plantings and lawn; 32,000 square feet of permeable paving; a cafe with a green roof, an 11,600 square foot programmable and illuminated fountain, and two glass-covered stairways connecting the street level to the underground concourse.

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

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs	
CON	CTDG		6,486			0	
CON	341		1,600			0	
CON	1514 BO		387			0	
CON	LOCAL		13			0	
CON	CTDG			6,732		0	
CON	CTDG				1,782	0	
		<b>0</b>	<b>8,486</b>	<b>6,732</b>	<b>1,782</b>	<b>0</b>	
		<b>Total FY2011-2014</b>				<b>17,000</b>	
		<b>Later FYs Total:</b>					<b>0</b>

## Pennsylvania - Transit Program

### Pottstown

MPMS# 59935

**Capital Operating Assistance - Pottstown Area Rapid Transit (PART)**

AQ Code M1

**LIMITS** Pottstown Borough

Not SOV Capacity Adding

**IMPROVEMENT:** Transit Improvements

Adding Subcorr(s): 9A

**MUNICIPALITIES:** Pottstown Borough

**PROJECT MANAGER:**

*No Let Date*

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 FY11 - FY14 include:

FY 2011

\$100,000 PTAF funds will be used to supplement the construction of an existing ARRA project which includes improvements to an existing transit canopy, streetscaping, repaving, electrical upgrades, structural reinforcements, and driveway reconstruction.

FY2013

\$500,000 PTAF funds will be used to purchase a new bus

FY2014

\$72,000 PTAF funds will be used to purchase a new paratransit van

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

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
OP	5307	836				0
OP	CB	447				0
OP	LOCAL	472				0
OP	5307		836			0
OP	CB		447			0
OP	LOCAL		472			0
OP	5307			836		0
OP	CB			447		0
OP	LOCAL			472		0
OP	5307				836	0
OP	CB				447	0
OP	LOCAL				472	0
CAP	ACT26	100				0
CAP	ACT26			500		0
CAP	ACT26				72	0
		<b>1,855</b>	<b>1,755</b>	<b>2,255</b>	<b>1,827</b>	<b>Later FYs Total: 0</b>
		<b>Total FY2011-2014</b>		<b>7,692</b>		

## Pennsylvania - Transit Program

### SEPTA

**MPMS# 15407** *Villanova Intermodal Station Accessibility SR:0030*

**AQ Code** A2 **LIMITS** Villanova Station in Montgomery County

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:** Radnor Township

Not SOV Capacity Adding

**PROJECT MANAGER:** FLEX

*No Let Date*

Adding Subcorr(s): 2C, 7B

This project will include design and the construction of a pedestrian crossing to the east of the Villanova Station; elevators and high level platforms will be constructed on each side of the tracks to allow complete access to both sides of the rail line. Design will also include bicycle storage, renovation of the station building, and renovation or replacement of the existing canopy structures on both sides of the tracks.

Unobligated carryover from SAFE-TEA LU Earmarks are as follows:

FY 2009 - \$905,573  
 FY 2008 - \$1,583,083  
 FY 2008 - \$2,380,000 (Highway Flex)

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	FLEX	1,904				0
ERC	5309-B	725				0
ERC	5309-B	1,266				0
ERC	LOCAL	317				0
ERC	LOCAL	181				0
ERC	LOCAL	476				0
		<b>4,869</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Later FYs Total: 0</b>
		<b>Total FY2011-2014</b>		<b>4,869</b>		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 59966

**Capital Asset Lease Program**

AQ Code M4

LIMITS System-wide

Not SOV Capacity Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

**PROJECT MANAGER:**

*No Let Date*

The Capital Asset Lease Program provides for lease payments attributable to the acquisition, through financial leasing arrangements, of the following capital assets: copier leases, warehouse facilities, communications, antennas and radios, and lease payments made to Amtrak by SEPTA for corridor access and operation on Amtrak's Northeast Corridor (Trenton, NJ to Wilmington, DE) and Harrisburg Line (Downingtown, PA to Center City, Philadelphia, PA). The lease payments to Amtrak represent SEPTA's allocated portion of Amtrak's cost to maintain and upgrade the right-of-way including protection of assets, maintenance and general administrative overhead.

The FY11 State and Local match will be funded by Toll Credits: anticipated toll match for \$15,653,000 FTA Section 5309 funds is \$3,913,000 Toll Credits; anticipated toll match for \$11,252,000 FTA Section 5307 funds is \$2,813,000 Toll Credits.

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CAL	5307	11,252				0
CAL	TOLL					0
CAL	TOLL					0
CAL	5309	15,653				0
CAL	5307		8,537			0
CAL	5309		12,621			0
CAL	1517		5,289			0
CAL	5307			12,028		0
CAL	5309			12,028		0
CAL	1517			5,820		0
CAL	LOCAL			194		0
CAL	5307				12,438	0
CAL	5309				12,438	0
CAL	1517				6,019	0
CAL	LOCAL				200	0
CAL	5307					7,803
CAL	5309					5,163
CAL	LOCAL					6,299
		<b>26,905</b>	<b>26,447</b>	<b>30,070</b>	<b>31,095</b>	<b>Later FYs Total: 19,265</b>
		<b>Total FY2011-2014</b>		<b>114,517</b>		

## Pennsylvania - Transit Program

### SEPTA

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

**AQ Code M2** **LIMITS** System-wide

**IMPROVEMENT:** Transit Improvements

Not SOV Capacity Adding  
**MUNICIPALITIES:** Various

**PROJECT MANAGER:**

*No Let Date*

The Utility Fleet Renewal program is a comprehensive effort to upgrade and replace the utility fleet and automotive fleet. 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. The utility fleet is comprised of the following types of vehicles: (1) utility vehicles for transit supervisors, SEPTA police officers, paratransit support, and operations support services, (2) utility vehicles for the fixed plant maintenance of buildings, overhead power systems, catenary, communications systems, signal systems, track, and roadway, (3) transport vehicles used in garages, shops, and operations support, and (4) service vehicles used for the maintenance of vehicles.

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

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CAP	5307					0
CAP	CB					0
CAP	LOCAL					0
CAP	5307					0
CAP	CB					0
CAP	LOCAL					0
CAP	5307			3,200		0
CAP	1514 BO			774		0
CAP	LOCAL			26		0
CAP	5307				3,200	0
CAP	1514 BO				774	0
CAP	LOCAL				26	0
CAP	5307					3,200
CAP	1514 BO					774
CAP	LOCAL					26
		<b>0</b>	<b>0</b>	<b>4,000</b>	<b>4,000</b>	<b>Later FYs Total: 4,000</b>
		<b>Total FY2011-2014</b>		<b>8,000</b>		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 60255

#### Regional Rail Signal Modernization Program

AQ Code M6

**LIMITS** System-wide railroad facilities

Not SOV Capacity  
Adding

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:** Various

**PROJECT MANAGER:**

*No Let Date*

This project provides for the modernization of the signal system for the Cynwyd Line, Norristown Line, Chestnut Hill East Line, and Chestnut Hill West Line. The Automatic Block Signal System currently in use on these lines will be replaced with an Automatic Train Control (ATC) System. 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.

This project will also include the implementation of a Positive Train Control System (PCT), which was mandated under the Railroad Safety Improvement Act of 2008.

As part of this project, track interlockings and switches will be improved or replaced to complement the capabilities of the new signal system. These improvements, in conjunction with completed and planned communications system upgrades, will significantly improve service quality by providing enhanced passenger safety and a more reliable and maintainable operation. In addition, these infrastructure improvements will expand opportunities to increase overall travel speed and reduce travel time, while improving overall operational safety.

Similar improvements were recently completed on the Glenside to Lansdale portion of the Lansdale-Doylestown Line. This project will bring the Cynwyd, Norristown, Chestnut Hill East and Chestnut Hill West Rail Lines into compliance with the Railroad Safety Act requirements.

In total, 50 track miles of the signal system will be replaced by this multi-year project.

Projects include but are not limited to:

- Chestnut Hill East Signals and ROW improvements - \$8.5 million (Prior Years & FY 2011, FY 2012)
- Norristown Line Signals and ROW improvements - \$23.2 million (FY 2011, 2012, 2013, 2014)
- Cynwyd Line Signals and ROW improvements - \$8.2 million (FY 2011, 2012, 2013, 2014)
- Chestnut Hill West Signals, interlocking, and ROW improvements - \$8.9 million (FY 2012, 2013, 2014)
- Positive Train Control (PTC) System - \$94 million (Prior Years, FY 2011, 2012, 2013, 2014)

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CAP	1514					0
CAP	LOCAL					0
CAP	1514					0
CAP	1514					0
CAP	1514					0
CAP	1514					0
CAP	1514					0
CAP	5309					0
CAP	CB					0
CAP	LOCAL					0
CAP	LOCAL					0
CAP	LOCAL					0
CAP	LOCAL					0
CAP	LOCAL					0
CAP	5307	1,400				0
CAP	5309	14,262				0
CAP	1514 BO	3,789				0
CAP	LOCAL	126				0
CAP	5309		27,060			0
CAP	1514 BO		6,547			0
CAP	LOCAL		219			0

## Pennsylvania - Transit Program

### SEPTA

CAP	5309		32,743		0	
CAP	1514 BO		7,927		0	
CAP	LOCAL		263		0	
CAP	5309			31,710	0	
CAP	1514 BO			7,672	0	
CAP	LOCAL			256	0	
CAP	5307				1,035	
CAP	5309				2,965	
CAP	1514 BO				250	
CAP	1514 BO				717	
CAP	LOCAL				24	
CAP	LOCAL				8	
		19,577	33,826	40,933	39,638	Later FYs Total: 4,999
		<b>Total FY2011-2014</b>		<b>133,974</b>		

MPMS# 60271

**Station Accessibility Program - ADA Compliance**

AQ Code M8

LIMITS System-wide

Not SOV Capacity  
Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

This project provides for the continuation of SEPTA's efforts to improve system accessibility at railroad and rail transit stations as part of compliance with the Americans with Disabilities Act (ADA). The site currently being funded is the Race-Vine Station on the Broad Street Subway Line. The selection of the site was based on a number of factors, including station ridership and intermodal connections, and input from the SEPTA Advisory Committee for Accessible Transportation (SAC).

The total cost of this project is \$8,407,000.

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	5309					0
ERC	CB					0
ERC	LOCAL					0
ERC	5309					0
ERC	CB					0
ERC	LOCAL					0
CON	5307TE	1,006				0
CON	1514 BO	243				0
CON	LOCAL	8				0
CON	5307TE		1,035			0
CON	5309		2,645			0
CON	1514 BO		890			0
CON	LOCAL		30			0
CON	5307			193		0
CON	1514 BO			47		0
CON	LOCAL			2		0
		1,257	4,600	242	0	Later FYs Total: 0
		<b>Total FY2011-2014</b>		<b>6,099</b>		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 60275

**Debt Service**

AQ Code M1

LIMITS System-wide

Not SOV Capacity Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

State capital funds will provide for debt service and the cost of issuance of bonds, notes and other indebtedness incurred by SEPTA. The Fiscal Year 2011 annual element will provide funds for the following debt service payments:

- Payments on Special Revenue Bonds, Series 1999, which were issued on February 23, 1999. These bonds provided funds for the Market-Frankford Subway Elevated cars, various capital improvement projects, and partial refunding of Series 1995A Bonds at favorable rates to SEPTA. (Normal Replacement and State of Good Repair)

- 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. (Normal Replacement and System Improvement)

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

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

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
DS	5309	16,011				0
DS	PTAF 44	34,788				0
DS	1517	3,874				0
DS	LOCAL	129				0
DS	5309		13,680			0
DS	PTAF 44		34,597			0
DS	1517		3,309			0
DS	LOCAL		112			0
DS	LOCAL		1,193			0
DS	PTAF 44			34,361		0
DS	5309			13,680		0
DS	1517			3,309		0
DS	LOCAL			1,185		0
DS	LOCAL			112		0
DS	PTAF 44				34,276	0
DS	5309				13,680	0
DS	1517				3,309	0
DS	LOCAL				1,182	0
DS	LOCAL				112	0
DS	PTAF 44					34,080
DS	5309					13,680
DS	LOCAL					1,175
DS	LOCAL					112
		<b>54,802</b>	<b>52,891</b>	<b>52,647</b>	<b>52,559</b>	<b>Later FYs Total: 49,047</b>
		<b>Total FY2011-2014</b>		<b>212,899</b>		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 60286

**SEPTA Bus Purchase Program - 40'**

AQ Code M10

**LIMITS** System-wide

Not SOV Capacity Adding

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:** Various

**PROJECT MANAGER:**

*No Let Date*

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for City Transit and Suburban service routes to 27-foot and 30-foot buses for contracted service routes. On September 27, 2007, the SEPTA Board approved the award of a contract to New Flyer, Inc. for 400 forty-foot low-floor hybrid (diesel/electric) transit buses with an option to purchase an additional 80 buses. The base order of 400 buses will replace SEPTA's NABI buses, which will have exceeded their useful life of 12 years by the time of replacement. This program will replace buses at the rate of 100 buses per year with an option of up to 20 additional buses per year through 2011.

In February 2009, the SEPTA Board approved the exercise of two of the 20 base order options, which are being primarily funded with American Recovery and Reinvestment Act (ARRA) transit stimulus funding. These buses will be delivered in 2009 and 2010, respectively. The addition of 440 hybrid buses to the initial fleet of 32 hybrids purchased in 2003, will make SEPTA the operator of one of the largest public transit hybrid bus fleets in the country.

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

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

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

The Bus Purchase Program also provides for necessary spare components, tools and equipment required to properly service the new buses. Funding is also provided from MPMS #65109, FHWA Transit flex to SEPTA.

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

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
PUR	5307					0
PUR	5307ER					0
PUR	5340ER					0
PUR	5308					0
PUR	CB					0
PUR	CB					0
PUR	LOCAL					0
PUR	LOCAL					0
PUR	5307					0
PUR	CB					0
PUR	LOCAL					0
PUR	5307	26,418				0
PUR	1514 BO	6,391				0
PUR	LOCAL	213				0
		<b>33,022</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Later FYs Total: 0</b>
		<b>Total FY2011-2014</b>		<b>33,022</b>		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 60317

**Federal Preventive Maintenance**

AQ Code M1

LIMITS System-wide

Not SOV Capacity  
Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

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	FY2011	FY2012	FY2013	FY2014	Later FYs
OP	5307	8,195				0
OP	5309	26,405				0
OP	LOCAL	8,650				0
OP	5307		15,207			0
OP	5309		19,465			0
OP	LOCAL		8,668			0
OP	5307			15,074		0
OP	5309			19,526		0
OP	LOCAL			8,650		0
OP	5307				19,789	0
OP	5309				14,811	0
OP	LOCAL				8,650	0
OP	5307					19,789
OP	5309					14,811
OP	LOCAL					8,650
		<b>43,250</b>	<b>43,340</b>	<b>43,250</b>	<b>43,250</b>	<b>Later FYs Total: 43,250</b>
		<b>Total FY2011-2014</b>		<b>173,090</b>		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 60557

**System Improvements**

AQ Code M6

**LIMITS** System-wide

Not SOV Capacity  
Adding

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:** Various

**PROJECT MANAGER:**

*No Let Date*

This project will provide for the development, design and implementation of system improvements within the five county area. Capital improvements to the infrastructure are required in order to carry out many of the business goals and objectives of the Authority. System improvements are defined as projects which expand or improve operations, or which add new system capabilities or service.

Projects include but are not limited to:

- Information Technology - Enhancements to SEPTA's information technology infrastructure and computer software applications - \$4,400,000 (FY 2011, 2012, 2013, 2014)
- Route 101/102 Trolley Lines Positive Train Control (PTC) System - \$42 million (FY 2011, 2012 & Later Fiscal Years)
- Radio Narrowbanding - \$3,736,000 (Prior Years, FY 2011, FY 2012)
- Route 13 Chester Avenue - \$1,021,990 (FY 2011)
- Street Track - \$538,522 (FY 2011)
- Girard Avenue Route 15 Trolley Trackage and Wire Relocation Project - \$2,690,000 (FY 2012 & 2013)

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

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CAP	5307	960				0
CAP	5309	2,568				0
CAP	1514 BO	854				0
CAP	LOCAL	29				0
CAP	5307		1,600			0
CAP	5309		3,698			0
CAP	1514 BO		1,282			0
CAP	1517		2,223			0
CAP	LOCAL		43			0
CAP	5307			800		0
CAP	1514 BO			194		0
CAP	LOCAL			6		0
CAP	5307				800	0
CAP	1514 BO				194	0
CAP	LOCAL				6	0
CAP	5307					800
CAP	5309					32,400
CAP	1514 BO					8,033
CAP	LOCAL					296
		<b>4,411</b>	<b>8,846</b>	<b>1,000</b>	<b>1,000</b>	<b>Later FYs Total: 41,529</b>
		<b>Total FY2011-2014</b>			<b>15,257</b>	

## Pennsylvania - Transit Program

### SEPTA

MPMS# 60571

**Environmental Cleanup and Protection Program**

AQ Code S2

LIMITS System-wide

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

*No Let Date*

The Environmental Clean Up and Protection Program provides for the removal of PCBs and asbestos in shops, garages, buildings, and substations.

Additional elements will consist of environmental cleanup at locations within SEPTA's City Transit, Suburban Transit, and Regional Rail Divisions, as well as locations where SEPTA has been assigned a portion of the cleanup costs by government agencies.

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

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs	
CON	1514 BO	484				0	
CON	LOCAL	16				0	
CON	1514 BO		484			0	
CON	LOCAL		16			0	
CON	1514 BO			484		0	
CON	LOCAL			16		0	
CON	1514 BO				484	0	
CON	LOCAL				16	0	
CON	1514 BO					484	
CON	LOCAL					16	
		<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>Later FYs Total: 500</b>	
		<b>Total FY2011-2014</b>				<b>2,000</b>	

## Pennsylvania - Transit Program

### SEPTA

MPMS# 60574

**Paoli Transportation Center**

AQ Code 20130

**LIMITS** Paoli Transportation Center in Chester County

**IMPROVEMENT:** Transit Improvements

Not SOV Capacity Adding

**MUNICIPALITIES:** Tredyffrin Township

**PROJECT MANAGER:**

LRPID:E

No Let Date

This project provides for the development, engineering, and construction of a new multi-modal transportation center in Paoli, Chester County. The new facility will be located on the Paoli/Thorndale Regional Rail Line west of the existing station. This station serves SEPTA and Amtrak trains and is one of the most heavily patronized SEPTA train stops outside of Center City. The project includes the construction of an intermodal station facility including the reconfiguration of track/interlocking west of the station to accommodate the platforms for the new transportation center. This project also provides for high-level platforms, a waiting area, ticket office and passenger amenities; construction of a 1,200-space new commuter parking facility; reconfiguration of access roads and entrances to the station; and construction of new pedestrian linkages throughout the station area including sidewalks, crosswalks, and a concourse linking inbound and outbound station platforms.

Unobligated carryover from SAFETEA-LU earmarks are as follows:

FY 2009: \$1,311,200

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

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs	
ERC	5309-B	823				0	
ERC	5309-B	226				0	
ERC	LOCAL	206				0	
ERC	LOCAL	56				0	
		<b>1,311</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>				<b>1,311</b>	
						<b>Later FYs Total: 0</b>	

## Pennsylvania - Transit Program

### SEPTA

MPMS# 60582

**Vehicle Overhaul Program**

AQ Code M3

LIMITS System-wide

Not SOV Capacity  
Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

This project provides for the major overhaul of SEPTA's rolling stock and for specialized vehicle overhauls conducted in addition to the general overhaul effort. The project will address critical items and vehicle equipment upgrades and modifications which are accomplished on a fleet wide basis.

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

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CAP	1514					0
CAP	CB					0
CAP	LOCAL					0
CAP	1514					0
CAP	CB					0
CAP	LOCAL					0
CAP	5307	32,933				0
CAP	5309	16,355				0
CAP	1514 BO	7,967				0
CAP	1514 BO	3,956				0
CAP	LOCAL	132				0
CAP	LOCAL	267				0
CAP	5307		25,999			0
CAP	5309		16,481			0
CAP	1514 BO		24,141			0
CAP	LOCAL		410			0
CAP	5307			26,595		0
CAP	5309			22,121		0
CAP	1514 BO			16,305		0
CAP	LOCAL			423		0
CAP	5307				31,440	0
CAP	5309				23,440	0
CAP	1514 BO				13,278	0
CAP	LOCAL				442	0
CAP	5307					28,160
CAP	5309					20,160
CAP	1514 BO					11,690
CAP	LOCAL					390
		<b>61,610</b>	<b>67,031</b>	<b>65,444</b>	<b>68,600</b>	<b>Later FYs Total: 60,400</b>
		<b>Total FY2011-2014</b>		<b>262,685</b>		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 60599

**Paratransit Vehicle Purchase**

AQ Code M10

LIMITS System-wide

Not SOV Capacity  
Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

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 and will increase the size of the fleet for improved service. 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	FY2011	FY2012	FY2013	FY2014	Later FYs	
PUR	5307					0	
PUR	CB					0	
PUR	LOCAL					0	
PUR	5307					0	
PUR	CB					0	
PUR	LOCAL					0	
PUR	5307	3,869				0	
PUR	1514 BO	936				0	
PUR	LOCAL	32				0	
PUR	5307		4,000			0	
PUR	1514 BO		968			0	
PUR	LOCAL		31			0	
PUR	5307			3,520		0	
PUR	1514 BO			852		0	
PUR	LOCAL			28		0	
PUR	5307				3,760	0	
PUR	1514 BO				910	0	
PUR	LOCAL				30	0	
PUR	5307					22,320	
PUR	1514 BO					5,400	
PUR	LOCAL					178	
		<b>4,837</b>	<b>4,999</b>	<b>4,400</b>	<b>4,700</b>	<b>Later FYs Total:</b>	<b>27,898</b>
		<b>Total FY2011-2014</b>		<b>18,936</b>			

## Pennsylvania - Transit Program

### SEPTA

MPMS# 60611

**Fare Collection System/New Payment Technologies**

AQ Code M5

**LIMITS** System-wide

Not SOV Capacity  
Adding

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:** Various

**PROJECT MANAGER:**

LRPID:B

No Let Date

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

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

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

Companion projects supporting this project include: Bus and trolley farebox upgrade, Market-Frankford and Broad Street Lines fiber optics improvements, and design of fare line and cashier booth modifications at ten high ridership locations.

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CON	5307					0
CON	CB					0
CON	LOCAL					0
CON	5307					0
CON	CB					0
CON	LOCAL					0
CON	5307			4,959		0
CON	5309			4,959		0
CON	CB			2,399		0
CON	LOCAL			80		0
CON	5307				3,214	0
CON	5309				3,214	0
CON	CB				1,555	0
CON	LOCAL				52	0
CON	5307					52,554
CON	CB					12,714
CON	LOCAL					423
		<b>0</b>	<b>0</b>	<b>12,397</b>	<b>8,035</b>	<b>Later FYs Total: 65,691</b>
		<b>Total FY2011-2014</b>		<b>20,432</b>		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 60629

**Job Access and Reverse Commute (JARC) and New Freedom**

AQ Code 20130

LIMITS System-wide

Not SOV Capacity Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

Job Access and Reverse Commute, and New Freedoms programs provide funds for transportation services for transit dependent populations.

The Southeastern Pennsylvania Job Access and Reverse Commute Initiative is a program that offers a regional approach to job access challenges and human services transportation coordination. The program has two major goals. The first is to provide transportation services in urban, suburban, and rural areas to assist welfare recipients and low-income individuals in accessing employment opportunities during both traditional and non-traditional work hours. The second goal of the program is to increase coordination among the transportation providers, human service agencies, employers, the Delaware Valley Regional Planning Commission, the Commonwealth of Pennsylvania, and affected communities and individuals. Job Access projects implement new transportation services or extend existing services to fill the transportation gaps that exist in many areas between where welfare recipients and low-income persons live and employment opportunities. Reverse Commute projects are designed to transport the general public from urban, suburban, and rural areas to suburban employment opportunities.

SEPTA services include new bus routes to employment areas, early morning and late night service on regional rail lines, city and suburban "night owl" bus service, bus route extensions and enhancements, and suburban evening bus service. Subrecipients of JARC funds from SEPTA provide "final link" transportation to locations not easily served by traditional transit or to meet the unique travel requirements of low-income populations in more rural pockets of the Philadelphia region. These partners provide small bus and van service to suburban job centers, reverse commute intra-county service and connecting service from train stations and bus routes to suburban businesses.

Every month, approximately 130,000 trips are made on the Southeastern Pennsylvania regional job access routes.

The New Freedom program provides operating and capital costs for services and public transportation alternatives to assist persons with disabilities. The services must be beyond those required by the Americans with Disabilities Act of 1990 (ADA).

SEPTA service provides travel training for persons with disabilities and capital projects to increase accessibility at key stations. Subrecipients of New Freedom funding also perform travel training for persons with disabilities.

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

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
OP	JARC	3,172				0
OP	FREE	1,168				0
OP	1516	276				0
OP	1516	4,259				0
OP	JARC		2,155			0
OP	FREE		1,347			0
OP	1516		4,259			0
OP	1516		319			0
OP	JARC			2,152		0
OP	FREE			1,323		0
OP	1516			3,700		0
OP	1516			320		0
		<b>8,875</b>	<b>8,080</b>	<b>7,495</b>	<b>0</b>	<b>Later FYs Total: 0</b>
		<b>Total FY2011-2014</b>		<b>24,450</b>		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 60651

#### Regional Rail Substation Improvement Program

AQ Code M6

LIMITS System-wide railroad substations

Not SOV Capacity Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

**PROJECT MANAGER:**

*No Let Date*

This program provides for improvements to the traction power supply system for SEPTA's Regional Rail service. Critical components of the power system have far exceeded their useful life and are in need of replacement. This program will provide for the replacement of sixteen substations over the next decade and a half, and the construction of a new static frequency converter. As a result of the substation improvement program, the traction power distribution network will be more reliable, rail service interruptions will be reduced, and Regional Rail customers will benefit from enhanced service quality. The first four facilities to be addressed under this program are: 1) Replacement of 30th Street Substation (Sub 1-A); 2) Replacement of Callowhill Substation, 3) Replacement of Jenkintown Substation, and 4) a new static frequency converter adjacent to the Jenkintown Substation. Fiscal Year 2011 funding will be utilized for the completion of the 30th Street Substation.

The 30th Street Substation is located in Amtrak's Penn Coach Yard. This Amtrak-owned facility distributes traction power to catenary circuits for SEPTA train service at Zoo Interlocking, Arsenal Interlocking, Powelton Avenue Yard, Suburban Station, and the Center City Commuter Rail Tunnel. Electrical equipment and structural failures at this circa - 1920's facility cause train service delays. A new substation will be constructed within SEPTA's Powelton Yard.

The Callowhill and Jenkintown Substations are two of twelve autotransformer substations that distribute power to Regional Rail lines north of the Center City Commuter Rail Tunnel. New substation facilities will house state-of-the-art circuit breakers, switchgears and control equipment. Callowhill Substation, which is located on the former Reading Railroad Viaduct just south of the north portal of the Center City Commuter Rail Tunnel, was replaced by a new facility, Fairmount Substation, which is located near the intersection of Fairmount Avenue and 9th Street in the City of Philadelphia. Construction of the new Fairmount Substation was substantially completed in October 2009.

The Jenkintown Substation is located just north of Jenkintown Station in Montgomery County at a key juncture of SEPTA's northern Regional Railroad traction power system and will be replaced with a new substation at the same location. The design of Jenkintown Substation improvements commenced in the 3rd quarter of Calendar Year 2008. The planned demolition of the existing Jenkintown Substation facility will make room for the installation of a new Static Frequency Converter facility (SFC). The SFC will supplement SEPTA's existing SFC at Wayne Junction. The SFC will be supplied 60hz power from the adjacent PECO substation and will provide 25hz power to SEPTA's system through the new Jenkintown Substation. The construction phase of these improvements at Jenkintown will not advance until sufficient capital funding is identified.

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CAP	5309					0
CAP	CB					0
CAP	LOCAL					0
CAP	5309	2,181				0
CAP	1514 BO	526				0
CAP	LOCAL	17				0
CAP	5309					49,600
CAP	1514 BO					12,186
CAP	LOCAL					214
CON	5307					0
CON	5309					0
CON	CB					0
CON	CB					0
CON	LOCAL					0
CON	LOCAL					0
		2,724	0	0	0	Later FYs Total: 62,000
		Total FY2011-2014		2,724		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 60655

**Levittown Intermodal Facility Improvements (B)**

AQ Code M8

**LIMITS** Levittown station in Bucks County

Not SOV Capacity Adding

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:** Various

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

**PROJECT MANAGER:**

*No Let Date*

SEPTA's Levittown Station is served by Bus Route 128 and the Trenton Regional Rail line.

The Levittown Facility Improvements consist of the replacement of the station building at its present site, including a new ticket office, ADA compliant restrooms, signage and lighting; construction of inbound and outbound high-level platforms, with low level extensions; ADA accessibility improvements, including tactile warning tiles, ramps, railings and lighting; sump pump replacement; construction of a new bus loop and bus shelters, and reconfiguration of the parking lot to accommodate bus access. In addition, a new pedestrian overpass with elevators will be installed. This project will also include intersection improvements at Fallsington Avenue, and the elimination of Canal Street, which runs through the inbound parking lot at Levittown Station. The elimination of Canal Street will consolidate the lot, and allow for safer vehicle circulation and better bus and intermodal transfers.

Unobligated carryover from SAFETEA-LU earmarks are as follows:

FY 2009: \$2,350,200

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

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	5309-B	823				0
ERC	5309-B	677				0
ERC	5309-B	380				0
ERC	LOCAL	206				0
ERC	LOCAL	95				0
ERC	LOCAL	169				0
		<b>2,350</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Later FYs Total: 0</b>
		<b>Total FY2011-2014</b>		<b>2,350</b>		

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Transit Program

### SEPTA

MPMS# 77180

**State of Good Repair**

AQ Code M8

**LIMITS** System-wide

Not SOV Capacity Adding

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:** Various

**PROJECT MANAGER:**

*No Let Date*

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

Currently programmed projects include:

- Frankford & Elmwood Fire Suppression - \$3,960,000 (Prior Years, FY 2011, 2012)
- Norristown High Speed Line Retaining Wall - \$1,000,000 (FY 2011)
- Roof Replacement at Roberts Yard and Wayne Junction - \$717,343 (FY 2011)
- Transit Asset Management System - \$8,000,000 (FY 2011)
- Norristown High Speed Line 69th Street Platform Project - \$1,500,000 (FY2012)

TIP Program Years (\$ 000)						
Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CAP	5309	2,694				0
CAP	5309-C	6,400				0
CAP	1514 BO	652				0
CAP	1514 BO	1,548				0
CAP	LOCAL	22				0
CAP	LOCAL	52				0
CAP	5307		3,736			0
CAP	1514 BO		904			0
CAP	1517		1,500			0
CAP	LOCAL		30			0
		<b>11,368</b>	<b>6,170</b>	<b>0</b>	<b>0</b>	<b>Later FYs Total: 0</b>
		<b>Total FY2011-2014</b>		<b>17,538</b>		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 77183

#### Transit and Regional Rail Station Program

AQ Code M8

LIMITS System-wide stations

Not SOV Capacity  
Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

#### PROJECT MANAGER:

No Let Date

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

Projects include but are not limited to:

- 33rd and Dauphin Bus Facility - \$6,250,000 (FY 2012)
- Cheltenham & Ogontz Loop - \$5,034,000 (Prior Years, FY 2011)
- Escalator Program - \$3,129,000 (Prior Years, FY 2011)
- Hatboro Station, Warminster Line - \$4,500,000 (FY 2011, FY 2012, FY 2013)
- Noble Station, West Trenton Line - \$10,000,000 (FY 2011, FY 2012, FY 2013, FY 2014)
- Olney Station, Broad Street Subway - \$3,500,000 (FY 2011, 2012)
- Primos Station, Media-Elywn Line - \$8,500,000 (Prior Years, FY 2011, FY 2012)
- Ryers Station, Fox Chase Line - \$9,500,000 (Prior Years, FY 2011, FY 2012, FY 2013)
- Ardmore Avenue Station, Norristown High Speed Line - \$700,000 (FY 2011)
- Parkside Bus Loop Reconstruction - \$2,200,000 (FY 2011)
- Wayne Junction Intermodal Facility - \$4,975,000 (FY 2011)

Also, included in this programming of projects is the program of Transit Enhancement Funds for the Willow Grove Station Improvement Project in FY 2013 and 2014. This total project cost is \$4,500,000. In addition to FY 2013 and 2014 funding, this project will be funded in later fiscal years.

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	5307	10,618				0
ERC	1514 BO	2,569				0
ERC	LOCAL	86				0
CON	5309-C	5,740				0
CON	5309	1,200				0
CON	1514 BO	1,389				0
CON	1514 BO	290				0
CON	LOCAL	46				0
CON	LOCAL	10				0
CON	5307		4,005			0
CON	5309-C		5,000			0
CON	5309		5,232			0
CON	1514 BO		968			0
CON	1514 BO		1,210			0
CON	1514 BO		1,266			0
CON	LOCAL		40			0
CON	LOCAL		33			0
CON	LOCAL		42			0
CON	5307TE			1,066		0
CON	5307			5,760		0
CON	1514 BO			1,393		0
CON	1514 BO			258		0
CON	LOCAL			46		0
CON	LOCAL			9		0
CON	5307TE				1,098	0

## Pennsylvania - Transit Program

SEPTA						
CON	5307			648		0
CON	1514 BO			156		0
CON	1514 BO			266		0
CON	LOCAL			5		0
CON	LOCAL			9		0
CON	5307					1,435
CON	1514 BO					347
CON	LOCAL					12
		<b>21,948</b>	<b>17,796</b>	<b>8,532</b>	<b>2,182</b>	<b>Later FYs Total: 1,794</b>
		<b>Total FY2011-2014</b>		<b>50,458</b>		

MPMS# 84642

AQ Code 20200

### Jenkintown Platform and Garage Project

**LIMITS** Jenkintown station in Montgomery County

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:**

**PROJECT MANAGER:**

*No Let Date*

The Jenkintown Station is served by SEPTA's Suburban Bus Routes 77; and SEPTA's Airport, Warminster, West Trenton, and Lansdale/Doylestown Regional Rail Lines. The feasibility study performed by the Hiller Group, in conjunction with Cheltenham Township, Borough of Jenkintown, Montgomery County Planning Commission, Delaware Valley Regional Planning Commission and SEPTA, included the design and construction of a multi-level 700 space parking garage at Jenkintown Station. The existing 543 parking lot is currently at capacity, and cannot be expanded further due to physical constraints of the site. Most parking spaces are filled by early morning by the commuter transit passengers, leaving little or no parking spaces for other passengers. The additional parking between bus and rail will encourage greater usage of public transportation. Jenkintown Station is spanned by the Greenwood Avenue Bridge, which is scheduled for replacement by PennDOT. SEPTA's proposed construction of a parking garage and platform reconstruction work will be done in conjunction with the replacement of the Greenwood Avenue Bridge by PennDOT. SEPTA has obligated SAFETEA-LU earmarks to advance the design phase of the parking garage. In addition to the parking garage, SEPTA will be installing a new high level platform at Jenkintown Station, beginning at the station canopies, moving southbound to where the new parking garage will be located.

Unobligated SAFETEA-LU carryover earmarks are as follows:

FY 2009: 1,410,750

TIP Program Years (\$ 000)						
Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	5309-B	1,129				0
ERC	LOCAL	282				0
		<b>1,411</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Later FYs Total: 0</b>
		<b>Total FY2011-2014</b>		<b>1,411</b>		

## Pennsylvania - Transit Program

### SEPTA

**MPMS# 84643** **Malvern Station and Pedestrian Tunnel Improvements**

**AQ Code M8** **LIMITS** Malvern station in Chester County

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:**

**PROJECT MANAGER:**

*No Let Date*

This project consists of the construction of a new pedestrian underpass with concrete steps on the inbound and outbound sides, new lighting, intertrack fencing, and related exterior improvements at the Malvern Station, including expansion and improvements to the existing parking lot. All work will be completed in accordance with ADA requirements.

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

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs	
CON	5309	1,148				0	
CON	1514 BO	279				0	
CON	LOCAL	9				0	
		1,436	0	0	0	0	
		<b>Total FY2011-2014</b>				<b>1,436</b>	
						<b>Later FYs Total: 0</b>	

**MPMS# 87176** **69th Street Intermodal Parking Garage**

**AQ Code 20130** **LIMITS** At 69th Street in Delaware County

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:** Upper Darby Township

**PROJECT MANAGER:**

*No Let Date*

The overall project scope includes design and third party construction of an approximately 425-space parking garage, including ADA accessibility improvements and pedestrian connections between the new garage and the existing building. It will be built on the existing surface parking lot at SEPTA's 69th Street Intermodal Facility. In addition to the spaces in the parking garage, there will be approximately 87 additional surface lot spaces available when the surface lot is rebuilt. The construction of this garage will provide for increased ridership in the SEPTA routes served by the 69th Street Terminal. The 69th Street Terminal is an intermodal transportation facility which serves as a terminus for SEPTA customers using the Market-Frankford Subway Elevated Line, the Norristown High Speed Line, the Media-Sharon Hill Line and 17 SEPTA bus routes. A portion of the new parking facilities will also serve retail customers during nights and weekends.

Unobligated SAFETEA-LU carryover earmarks are as follows:

FY 2008: \$2,503,699

FY 2009: \$1,603,600

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

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs	
ERC	5309-B	903				0	
ERC	5309-B	380				0	
ERC	5309-B	1,603				0	
ERC	5309-B	400				0	
ERC	LOCAL	225				0	
ERC	LOCAL	95				0	
ERC	LOCAL	401				0	
ERC	LOCAL	100				0	
		4,107	0	0	0	0	
		<b>Total FY2011-2014</b>				<b>4,107</b>	
						<b>Later FYs Total: 0</b>	

## Pennsylvania - Transit Program

### SEPTA

MPMS# 90497

**Infrastructure Safety and Renewal Program - Tracks**

AQ Code M9

**LIMITS** System-wide tracks

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:**

**PROJECT MANAGER:**

*No Let Date*

This program provides for the renovation, rehabilitation, or replacement of infrastructure and associated components of SEPTA's transit and railroad system.

The following is a listing of track projects to be funded under this program:

Projects include but are not limited to:

- 63rd Street Track Renewal (FY 2011)
- 69th Street Storage (FY 2011)
- Chestnut Hill East Line Tie, Surface & Brush (FY 2011)
- Curve Worn Rail Replacement (FY 2011)
- High Speed Special Work Renewal (FY 2011)
- Medial Line Tie, Surface & Brush (FY 2011)
- Regional Rail Grade Crossing Renewal Program (FY 2011)
- Regional Rail Under Grade Bridge - Timber Deck Renewals (FY 2011)
- Route 15 Turnback - \$3,000,000 (FY 2011)
- Silverliner V Passenger Boarding Project - \$2,000,000 (Prior Years, FY 2011)
- Steel Wheel Maintenance Equipment - \$3,500,000 (Prior Years, FY 2011)
- Walnut Interlocking - \$9,580,000 (FY 2011)

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

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	1514 BO	15,306				0
ERC	LOCAL	524				0
ERC	1514 BO		11,852			0
ERC	LOCAL		395			0
ERC	1514 BO			11,852		0
ERC	LOCAL			395		0
ERC	1514 BO				11,852	0
ERC	LOCAL				395	0
		<b>15,830</b>	<b>12,247</b>	<b>12,247</b>	<b>12,247</b>	<b>Later FYs Total: 0</b>
		<b>Total FY2011-2014</b>		<b>52,571</b>		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 90509

AQ Code M8

#### Infrastructure Safety and Renewal Program - Building and Bridges

**LIMITS** System-wide building and bridges

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:**

**PROJECT MANAGER:**

No Let Date

This program provides for the renovation, rehabilitation, or replacement of infrastructure and associated components of SEPTA's transit and railroad system.

The following is a listing of Building and Bridge projects to be funded under this program:

Projects include but are not limited to:

- 8th & Market Street Station, Broad Street Subway Spur - \$3,000,000 (Prior Years, FY 2011)
- Ambler Station, Lansdale/Doylestown Line - \$8,000,000 (Prior Years, FY 2011)
- Bridge Rehabilitation Program (FY 2011)
- Broad & Lehigh Boiler Replacement (FY 2011)
- Chestnut Hill West Bridge Design - \$1,100,000 (Previous Years & FY 2011)
- Critical Catenary Structural Rehabilitation Program (FY 2011)
- East Falls Station, Norristown Line - \$10,000,000 (FY 2013, 2014, Later Years)
- Fall Arrest System - Roberts Yard (FY 2011)
- Fern Rock Station Improvements (FY 2011)
- Garage/Shop Improvements - Woodland Electronic Shop (FY 2011)
- Platform Improvements Program (FY 2011)
- Roslyn Station, Warminster Line - \$5,500,000 (FY 2012, FY 2013, FY 2014)
- Route 101/102 Trolley Lines Station Program - \$2,500,000 (FY 2011)
- Secane Station, Media-Elwyn Line - \$25,000,000 - (FY 2011, Later Years)
- Sewage Ejector Replacement Program (FY 2011)
- Station Canopy / Shelter Improvement Program (FY 2011)
- Station Entrance Improvements (FY 2011)
- Station/Tunnel Lighting (FY 2011)
- Susquehanna/Dauphin Station Improvements (Design) (FY 2011)
- Temple Station Improvements Program (FY 2011)
- Vent Well and Emergency Exit Program (FY 2011)
- Wilmington Line Station Improvements Program (FY 2011)
- Wyoming Station, Broad Street Subway - \$3,500,000 (FY 2013, 2014, Later Years)

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

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	1514 BO	13,039				0
ERC	LOCAL	463				0
ERC	1514 BO		4,818			0
ERC	LOCAL		147			0
ERC	1514 BO			12,607		0
ERC	1517			508		0
ERC	LOCAL			408		0
ERC	1514 BO				19,467	0
ERC	1517				395	0
ERC	LOCAL				618	0
		<b>13,502</b>	<b>4,965</b>	<b>13,523</b>	<b>20,480</b>	<b>Later FYs Total: 0</b>
		<b>Total FY2011-2014</b>		<b>52,470</b>		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 90512

#### SEPTA Bus Purchase Program

AQ Code M10

LIMITS System-wide

IMPROVEMENT: Transit Improvements

MUNICIPALITIES:

PROJECT MANAGER:

No Let Date

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for City Transit and Suburban service routes to 27-foot and 30-foot buses for contracted service routes. The funding in this MPMS is for the upcoming procurement (MPMS #60286 contains previous procurement) of approximately 200 60' buses to replace the current fleet of 60' diesel buses. Also this project will include replacement of ninety 40-foot diesel buses with ninety 40-foot hybrid 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, and carbon dioxide. In addition to emission superiority, the hybrids have achieved greater gas mileage, superior brake lining and faster acceleration.

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

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

State (1514 Bond) funds programmed in FY12 (\$4,133,000), FY13 (\$4,133,000), and FY14 (\$4,133,000) will be applied as a state match for the FLEX funds programmed in FY12, FY13, and FY14 of MPMS# 65109.

Funding is also provided from MPMS #65109, FHWA Transit flex to SEPTA.

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

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
PUR	5307		30,285			0
PUR	5309-C		15,000			0
PUR	5308		5,000			0
PUR	1514 BO		538			0
PUR	1514 BO		4,133			0
PUR	1514 BO		3,629			0
PUR	1514 BO		7,327			0
PUR	LOCAL		121			0
PUR	LOCAL		244			0
PUR	LOCAL		18			0
PUR	5307			23,832		0
PUR	1514 BO			4,133		0
PUR	1514 BO			5,766		0
PUR	LOCAL			192		0
PUR	5307				28,365	0
PUR	1514 BO				6,863	0
PUR	1514 BO				4,133	0
PUR	LOCAL				229	0
PUR	5307					32,000
PUR	1514 BO					7,743
PUR	LOCAL					257
PUR	5307					28,000
PUR	1514 BO					6,774

## Pennsylvania - Transit Program

### SEPTA

PUR	LOCAL				226		
PUR	5307				28,000		
PUR	1514 BO				6,774		
PUR	LOCAL				226		
PUR	5307				28,000		
PUR	1514 BO				6,774		
PUR	LOCAL				226		
PUR	5307				28,000		
PUR	1514 BO				6,774		
PUR	LOCAL				226		
PUR	5307				28,000		
PUR	1514 BO				6,774		
PUR	LOCAL				226		
		<b>0</b>	<b>66,295</b>	<b>33,923</b>	<b>39,590</b>	<b>Later FYs Total:</b>	<b>215,000</b>
		<b>Total FY2011-2014</b>		<b>139,808</b>			

MPMS# 90515

AQ Code M6

### Infrastructure Safety and Renewal Program - Communication and Signals

**LIMITS** System-wide communication and signals

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:**

**PROJECT MANAGER:**

*No Let Date*

This program provides for the renovation, rehabilitation, or replacement of infrastructure and associated components of SEPTA's transit and railroad system.

The following is a listing of communication and signal projects to be funded under this program:

Projects include but are not limited to:

- Broad Street Subway Signal Modernization Project (FY 2011)
- Communication & Signals Cable Replacement Program (FY 2011)
- Doylestown Line Signals and ROW Improvements - \$19,682,000 (Prior Year, FY 2011, FY 2012)
- Electric Switch Heater Upgrade Project (FY 2011)
- Fiber Optics, Phase II - \$9,770,000 (Prior Year, FY 2011)
- Fiber Optic RTU Control Project (FY 2011)
- PA Modernization Project (FY 2011)
- BIV Car Control Box Replacement - \$12,866,000 (Prior Years, FY 2011)
- Warminster Line Signals and ROW Improvements - \$13,100,000 (Prior Year, FY 2011)

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs	
ERC	1514 BO	12,665				0	
ERC	1517	708				0	
ERC	LOCAL	442				0	
ERC	1514 BO		5,789			0	
ERC	LOCAL		192			0	
ERC	1514 BO			11,631		0	
ERC	LOCAL			387		0	
ERC	1514 BO				9,831	0	
ERC	LOCAL				327	0	
		<b>13,815</b>	<b>5,981</b>	<b>12,018</b>	<b>10,158</b>	<b>Later FYs Total:</b>	<b>0</b>
		<b>Total FY2011-2014</b>		<b>41,972</b>			

## Pennsylvania - Transit Program

### SEPTA

MPMS# 90528  
AQ Code M9

#### Infrastructure Safety and Renewal Program - Power

**LIMITS** System-wide power  
**IMPROVEMENT:** Transit Improvements  
**MUNICIPALITIES:**  
**PROJECT MANAGER:**

No Let Date

This program provides for the renovation, rehabilitation, or replacement of infrastructure and associated components of SEPTA's transit and railroad system.

The following is a listing of power projects to be funded under this program:

Projects include but are not limited to:

- AC Cable Replacement Program (FY 2011)
- 4/0 Trolley Wire Replacement Program (FY 2011)
- DC Traction Power Cable Replacement Program (FY 2011)
- Duct Bank Replacement Program (FY 2011)
- Manhole Rehabilitation Program (FY 2011)
- MFSE Sectionalizing Switch Improvement Program (FY 2011)
- NHSL Power and Lighting System Improvement Program (FY 2011)
- Route 15 Sectionalizing Program (FY 2011)
- Substation Improvement Program (FY 2011)
- Trackless Trolley Power System Upgrade Program (FY 2011)

Regional Rail Projects:

- Chestnut Hill East Line Catenary Construction Wind Interlocking (FY 2011)
- Chestnut Hill West Line Sectionalizing Switch / RTU / SI Replacement Program (FY 2011)
- Cynwyd Line Catenary Modernization Program (FY 2011)
- Doylestown Line Catenary Construction - Link Siding (FY 2011)
- Doylestown Line Catenary Construction - Long Siding & Yard Tracks (FY 2011)
- Media Line Catenary Modernization - Cane to Swarthmore Arsenal Feeder Relocation (FY 2011)
- Paoli/Thorndale Line Catenary Modernization Program (FY 2011)
- West Trenton Catenary Construction (FY 2011)

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

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	1514 BO	6,816				0
ERC	LOCAL	227				0
ERC	1514 BO		6,816			0
ERC	LOCAL		227			0
ERC	1514 BO			6,816		0
ERC	LOCAL			227		0
ERC	1514 BO				6,816	0
ERC	LOCAL				227	0
		<b>7,043</b>	<b>7,043</b>	<b>7,043</b>	<b>7,043</b>	<b>Later FYs Total: 0</b>
		<b>Total FY2011-2014</b>		<b>28,172</b>		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 90600

SEPTA Reserve Line Item

AQ Code X

LIMITS

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

SEPTA's line item to be used for the balancing of transit funds.

		TIP Program Years (\$ 000)				
Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ADM	1517	5,445				0
ADM	LOCAL	181				0
ADM	5309		48			0
ADM	1514 BO		12			0
ADM	LOCAL		178			0
		5,626	238	0	0	Later FYs Total: 0
		Total FY2011-2014		5,864		

MPMS# 92304

Compressed Natural Gas (CNG) Bus Purchase (TMA Bucks) - SEPTA

AQ Code M10

LIMITS Bucks County

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

This project will include the purchase of seven CNG buses to be utilized by TMA Bucks in the operation of their shuttle services. This project received \$475,000 in discretionary funding through the Federal Clean Fuels Grant Program in FY08. Local match (\$119,000) will be provided by TMA Bucks.

SEPTA will be the designated recipient of the federal funds for this project.

		TIP Program Years (\$ 000)				
Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
PUR	5309-B	475				0
PUR	LOCAL	119				0
		594	0	0	0	Later FYs Total: 0
		Total FY2011-2014		594		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 94805

**Energy Wayside Storage**

AQ Code M6

LIMITS

IMPROVEMENT: Transit Improvements

MUNICIPALITIES:

PROJECT MANAGER:

*No Let Date*

The grant will fund the purchase of a battery storage device, which will be integrated with SEPTA's propulsion system at a substation to allow the capture, storage, and reuse of regenerated energy created by braking trains along the line. In addition to reducing electricity consumption from propulsion power demand, the grant will also allow SEPTA to leverage the newly stored energy as a source of additional economic value. SEPTA will partner with a smart grid services provider to strategically sell stored energy back to the electricity grid, improving the return-on-investment of the project as a whole. The storage device is anticipated to reduce energy consumption by 16 percent.

Energy Wayside Storage market Street Line - TIGGER (Transit Investment for Greenhouse Gas and Energy Reduction) - 88P.L. 111-68. Project Received 2011 competitive TIGGER funding (88 P.L. 111-68)  
Project involves TIGGER funding for a energy wayside storage proje3ct on the Market Street line.

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

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CON	DEMO		1,440			0
CON	1514 BO		348			0
CON	LOCAL		12			0
		<b>0</b>	<b>1,800</b>	<b>0</b>	<b>0</b>	<b>Later FYs Total: 0</b>
		<b>Total FY2011-2014</b>		<b>1,800</b>		