

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 15407 Villanova Intermodal Station SR:0030

LIMITS: Villanova Station in Delaware County

No Let Date

IMPROVEMENT Transit Improvements

NHPP: Y

MUNICIPALITIES: Radnor Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 13

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2C, 7B

This project will modernize Villanova Station on the Paoli/Thorndale Regional Rail Line, making the station fully ADA accessible, and will advance in phases. Phase 1 (\$21M) improved station accessibility and included construction of a new, wider pedestrian tunnel with access ramps and stairs, additional parking spaces, stormwater management improvements, new signage, lighting, and passenger amenities, completed in 2019. Phase 2 (\$27M) will make the station fully ADA accessible and includes full length high-level platforms, new canopies, station building improvements, passenger shelters, security improvements and passenger amenities.

The total project cost is \$48M. Funding is programmed as follows: Prior year funds in the amount of \$22.96M, and \$25.06M in FY 2025 - FY 2027.

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	1514	4,839											
ERC	LOC	161											
ERC	1514		11,613										
ERC	LOC		387										
ERC	1514			7,799									
ERC	LOC			260									
		5,000	12,000	8,059	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		25,059		Total FY2029-2032				Total FY2033-2036			
									0				0

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 59966 Capital Asset Lease Program

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Capital Asset Lease Program provides for lease payments attributable to the acquisition, through financial leasing arrangements, of the following capital assets: communications antennas, copiers, warehouses 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).

Additionally, SEPTA is allocating \$70.96M in this program for contributions to Partner Projects for shared infrastructure.

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CAL	5337	28,281											
CAL	1514	11,681											
CAL	LOC	389											
CAL	5337		30,793										
CAL	1514		12,434										
CAL	LOC		414										
CAL	5337			33,485									
CAL	1514			12,735									
CAL	LOC			941									
CAL	5337				52,127								
CAL	1514				17,899								
CAL	LOC				596								
CAL	5337					63,160							
CAL	1514					20,727							
CAL	LOC					691							
CAL	5337						66,274						
CAL	1514						21,644						
CAL	LOC						721						
CAL	5337							69,555					
CAL	1514							22,606					
CAL	LOC							753					
CAL	5337								72,998				
CAL	1514								23,612				
CAL	LOC								787				
CAL	5337									76,613			
CAL	1514									24,665			
CAL	LOC									822			
CAL	5337										80,407		
CAL	1514										25,767		
CAL	LOC										859		
CAL	5337											84,390	
CAL	1514											26,920	
CAL	LOC											897	
CAL	5337												88,559
CAL	1514												28,122
CAL	LOC												937

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

	40,351	43,641	47,161	70,622	84,578	88,639	92,914	97,397	102,100	107,033	112,207	117,618
	Total FY2025-2028		201,775		Total FY2029-2032		363,528		Total FY2033-2036		438,958	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 59973 Utility Fleet Renewal Program - Non Revenue Vehicles

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M2

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Utility Fleet Renewal Program is a comprehensive effort to upgrade and replace the Authority's utility fleet and automotive service fleet. SEPTA utility vehicles support transit and railroad operations. In order to have adequate and reliable utility vehicles, SEPTA has developed a program to periodically renew this fleet on a vehicle-by-vehicle basis, contingent upon the vehicle's age, condition and usage within the Authority.

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

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PUR	1514	12,827											
PUR	LOC	427											
PUR	1514		13,894										
PUR	LOC		463										
PUR	1514			21,349									
PUR	LOC			711									
PUR	1514				11,363								
PUR	LOC				379								
PUR	1514					11,704							
PUR	LOC					390							
PUR	1514						12,055						
PUR	LOC						402						
PUR	1514							12,417					
PUR	LOC							414					
PUR	1514								12,789				
PUR	LOC								426				
PUR	1514									13,173			
PUR	LOC									439			
PUR	1514										13,568		
PUR	LOC										452		
PUR	1514											13,975	
PUR	LOC											466	
PUR	1514												14,385
PUR	LOC												479
		13,254	14,357	22,060	11,742	12,094	12,457	12,831	13,215	13,612	14,020	14,441	14,864
Total FY2025-2028		61,413				Total FY2029-2032		50,597		Total FY2033-2036		56,937	

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60275 *Debt Service*

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

Payments on Capital Grant Receipts Bonds, Series 2011/2017- \$61.87M (Final year of debt service FY 2028)

Acquisition of 120 Silverliner V Regional Rail Cars - These electric multiple-unit (EMU) cars have replaced the Silverliner II and III rail cars, and provided additional cars to supplement the regional rail car fleet. Vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations. The total cost for this project of \$319.7 million is funded through a combination of grants and capital financing.

Rehabilitation of the Wayne Junction Intermodal Facility - The Wayne Junction Intermodal Facility was originally constructed at the turn of the 20th Century. This project provided for restoring the station's historic integrity while modernizing its structure to provide a more accessible and environmentally friendly facility for local residents. The project provided for the enhancement of passenger amenities such as lighting, signage, shelters, audio and visual public announcement system, windscreens, benches, HVAC systems, and sanitary systems. Structural improvements included station building rehabilitation and ADA accessibility modifications, such as high-level platforms, elevators, stairway renovations, passenger tunnel improvements, new canopies and shelters. The total project cost of \$29.4 million is funded through a Federal Transit Administration Bus and Bus Facilities Livability Grant and capital financing.

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

Payments on Fixed Rate Revenue Refunding Bonds, Series 2017/2019 - \$35.14M (Final year of debt service FY2027)

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

Payments on Capital Grant Receipts Bonds, Series 2020 - \$76.87M (Final year of debt service FY 2031)

Acquisition of 140 Hybrid (Diesel-Electric) Buses – These buses replaced diesel buses acquired in 2004. The vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations. The buses have electronic exterior and interior destination signs, voice annunciation of bus destination and upcoming bus stops, interior video display monitors and the capability for SEPTA's Control Center to broadcast messages directly to passengers. These buses are equipped with on-board video surveillance and automatic passenger counting systems. The buses are also equipped with enhanced passenger amenities such as USB Charging Ports, Cellular Router for real time critical vehicle data on demand and a dual purpose Passenger Wifi system, and a Qpod Wheelchair Restraint System to decrease wheelchair and scooter ambulatory device tipping.

Payments on State Motor Vehicle Sales Tax Bonds, Series 2022- \$1,080.44M (Final year of debt service FY 2052)

In October 2022, SEPTA issued bonds in the amount of \$550M to support SEPTA's Capital Program, which is based on PennDOT's prior approval for SEPTA to issue debt pursuant to Section 1514(f) of Title 74 of the Pennsylvania Consolidated Statutes. The funds will be utilized for the refinancing of SEPTA's outstanding EB-5 Loan as well as various state of good repair infrastructure, ADA Accessibility station, and rail fleet replacement projects. Additional bond issuances are anticipated to begin in FY 2030 to support rail vehicle acquisitions and infrastructure projects.

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
DS	5337	12,374											
DS	5307	8,786											
DS	PTAF 44	11,724											
DS	1514	39,922											
DS	LOC	1,734											
DS	5337		12,377										
DS	5307		7,028										
DS	PTAF 44		11,727										
DS	1514		41,623										
DS	LOC		1,791										
DS	5337			12,374									
DS	5307			7,029									
DS	PTAF 44			10,516									
DS	1514			41,622									
DS	LOC			1,749									
DS	5307				7,028								
DS	5337				12,373								
DS	1514				41,622								
DS	LOC				1,387								
DS	1514					45,429							
DS	LOC					1,514							
DS	1514						45,429						
DS	LOC						1,514						
DS	1514							76,045					
DS	LOC							2,534					
DS	1514								101,050				
DS	LOC								3,367				
DS	1514									132,225			
DS	LOC									4,406			
DS	1514										157,277		
DS	LOC										5,241		
DS	1514											180,659	
DS	LOC											6,020	
DS	1514												200,145
DS	LOC												6,670
		74,540	74,546	73,290	62,410	46,943	46,943	78,579	104,417	136,631	162,518	186,679	206,815
		Total FY2025-2028		284,786		Total FY2029-2032		276,882		Total FY2033-2036		692,643	

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60317 Federal Preventive Maintenance

LIMITS: System-wide
IMPROVEMENT Transit Improvements
MUNICIPALITIES: Various
PLAN CENTER:
PROJECT MANAGER:

NHPP:
FC:
CMP: Not SOV Capacity Adding

No Let Date
AQ Code:M1
IPD:

SEPTA's Federal Preventive Maintenance Program provides for operating assistance and preventive maintenance expenses pertaining to activities performed on vehicles and facilities. SEPTA will use these funds to support labor costs (salaries and fringe benefits) in the undertaking of vehicle and non-vehicle maintenance activities.

TIP Program Years (\$ 000)														
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
OP	5307	153,000												
OP	LOC	38,250												
		191,250	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2025-2028		191,250		Total FY2029-2032				Total FY2033-2036				0

Pennsylvania - Transit Program (Status: TIP)

SEPTA

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

LIMITS: City Hall / 15th Street Station in Philadelphia

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MRPID:AD

MUNICIPALITIES: Center City Philadelphia

FC:

AQ Code:M8

PLAN CENTER: Metropolitan Center

IPD: 14

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A, 14A

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

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

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

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

The total project cost is \$189.04M (Prior year funds - FY 2031).

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	1514	7,791											
ERC	LOC	260											
ERC	1514		7,742										
ERC	LOC		258										
ERC	1514			11,613									
ERC	LOC			387									
ERC	1514				14,516								
ERC	LOC				484								
ERC	1514					19,355							
ERC	LOC					645							
ERC	1514						24,194						
ERC	LOC						806						
ERC	1514							15,995					
ERC	LOC							533					
		8,051	8,000	12,000	15,000	20,000	25,000	16,528	0	0	0	0	0
		Total FY2025-2028		43,051		Total FY2029-2032		61,528		Total FY2033-2036		0	

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60540

Parking Improvements

LIMITS: System-wide

NHPP:

No Let Date

IMPROVEMENT Transit Improvements

FC:

AQ Code:2035M

MUNICIPALITIES: Various

IPD: 24

PLAN CENTER: Town Center

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

Currently programmed projects include:
-Conshohocken Station Parking & TOD * - \$41.33M (Prior Years - FY2027)
-Conshohocken Station Surface Parking - \$7M (Prior Years - FY2025)

Due to reduced ridership resulting from the COVID-19 pandemic and as part of the Reimagining Regional Rail initiative, SEPTA is re-evaluating station parking needs. Previously programmed parking expansion projects will be revisited in coordination with the results of Reimagining Regional Rail and as ridership returns and the need for parking at each location is clearer.

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	1514	7,049											
ERC	LOC	235											
ERC	5307		4,104										
ERC	1514		993										
ERC	LOC		33										
ERC	5307			7,878									
ERC	1514			1,906									
ERC	LOC			64									
		7,284	5,130	9,848	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		22,262		Total FY2029-2032		0		Total FY2033-2036		0	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60574 Paoli Transportation Center

LIMITS: Paoli Transportation Center in Chester County

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Tredyffrin Township

PLAN CENTER: Town Center

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

NHPP:

FC:

No Let Date

MRPID:E

AQ Code:M8

IPD: 19

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

The project includes two phases. Phase 1 (\$41.8M), completed in September 2019, made the existing station ADA accessible.

Phase 2 includes construction of an additional high-level platform on the outbound side, passenger amenities, enhanced bus facilities, and improved station access. A companion PennDOT project will consist of the extension of Darby Road over the railroad, including a new bridge connecting to the station, and the removal of the North Valley Road bridge. This companion project needs to be completed prior to advancement of Phase 2. The estimated cost is \$50.28M (FY 2029 - FY 2036 Design and Construction).

Phase 3 includes the design and construction of a parking garage. Due to reduced ridership resulting from the COVID-19 pandemic and in conjunction with the Reimagining Regional Rail initiative, SEPTA is re-evaluating its station parking project. A schedule and funding plan for Phase 3 will be developed as ridership levels increase and necessity for additional parking becomes clearer.

The total project cost for Phases 1 & 2 is \$92.08M. Funding is programmed as follows: Prior year funds in the amount of \$41.8M, and \$50.28M in FY 2029 - FY 2036.

TIP Program Years (\$ 000)														
Phase	Fund	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	<u>FY2035</u>	<u>FY2036</u>	
ERC	1514					2,418								
ERC	LOC					82								
ERC	1514						2,418							
ERC	LOC						82							
ERC	1514							4,838						
ERC	LOC							162						
ERC	1514								4,839					
ERC	LOC								161					
ERC	1514									8,305				
ERC	LOC									277				
ERC	1514										9,678			
ERC	LOC										323			
ERC	1514											9,678		
ERC	LOC											323		
ERC	1514												6,483	
ERC	LOC												216	
		0	0	0	0	2,500	2,500	5,000	5,000	8,582	10,001	10,001	6,699	
		Total FY2025-2028				0	Total FY2029-2032			15,000	Total FY2033-2036			35,283

DVRPC FY2025-2028 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

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M3

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA's Vehicle Overhaul Program (VOH) provides for the systematic replacement or upgrade of systems on SEPTA's rolling stock and VOH support equipment. In addition to vehicle fleet overhauls, this program also provides for vehicle campaigns to address specific component overhaul needs of a bus or rail fleet. The VOH Program allows SEPTA to continue its overhaul of rolling stock, thus ensuring continued safe and reliable service, particularly for its increasingly aging rail vehicle fleet.

Vehicles are scheduled for overhauls during their service lives based on vehicle type and age to optimize performance throughout its useful service life. Prudent fleet management requires a program of preventive maintenance for optimal fleet reliability, service quality, efficient performance, and passenger comfort. Advanced scheduling of vehicle overhauls and campaigns allows SEPTA to purchase material and produce rebuilt components in an efficient and effective manner.

Highlights of the Fiscal Year 2025 program includes the following activities:

Bus Overhaul: 40-foot Nova hybrid buses, 60-foot Nova Articulated hybrid buses and prototypes for the midlife overhaul of New Flyer 40-foot Xcelsior hybrid and 30-foot MiDi Series fleets.

Rail Overhaul: Broad Street B-IV cars, City and Suburban trolleys, Regional Rail Silverliner IV and V cars, Regional Rail Push-Pull cars, Market Frankford M-4 cars, Route 15 PCC-II Trolley Cars, Norristown High Speed Line N-5 cars, and Maintenance of Way Utility Fleet Vehicles will also be overhauled.

Zero Emission Bus Retrofit Pilot \$9.1M (Prior Years – FY 2026) : Development and testing of battery-electric retrofit kits on twelve of SEPTA's 40-foot diesel-hybrid buses.

TIP Program Years (\$ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CAP	5337	23,076											
CAP	5307	15,384											
CAP	1514	9,305											
CAP	LOC	310											
CAP	5337		23,728										
CAP	5307		15,819										
CAP	1514		9,568										
CAP	LOC		318										
CAP	5337			22,711									
CAP	5307			15,140									
CAP	1514			9,158									
CAP	LOC			305									
CAP	5337				44,406								
CAP	5307				29,604								
CAP	1514				17,906								
CAP	LOC				597								
CAP	5307					29,440							
CAP	5337					44,160							
CAP	1514					17,807							
CAP	LOC					593							
CAP	5337						44,640						
CAP	5307						29,760						
CAP	1514						18,000						
CAP	LOC						600						
CAP	5307							30,080					

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA													
CAP	5337						45,120						
CAP	1514						18,194						
CAP	LOC						606						
CAP	5337							45,600					
CAP	5307							30,400					
CAP	1514							18,387					
CAP	LOC							613					
CAP	5307								30,720				
CAP	5337								46,080				
CAP	1514								18,581				
CAP	LOC								619				
CAP	5307									31,040			
CAP	5337									46,560			
CAP	1514									18,774			
CAP	LOC									626			
CAP	5307										31,840		
CAP	5337										46,560		
CAP	1514										18,968		
CAP	LOC										632		
CAP	5307											31,680	
CAP	5337											47,520	
CAP	1514											19,161	
CAP	LOC											639	
		48,075	49,433	47,314	92,513	92,000	93,000	94,000	95,000	96,000	97,000	98,000	99,000
		Total FY2025-2028		237,335		Total FY2029-2032		374,000		Total FY2033-2036		390,000	

DVRPC FY2025-2028 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

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA routinely acquires new revenue vehicles for its paratransit and shared-ride services to replace vehicles that have exceeded their useful life of five years. These vehicles are provided to private carriers, which operate the services and maintain the vehicles under contract to SEPTA.

SEPTA ownership of these vehicles provides the following benefits:

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PUR	5307	1,942											
PUR	1514	470											
PUR	LOC	16											
PUR	5307		1,600										
PUR	1514		387										
PUR	LOC		13										
PUR	5307			1,600									
PUR	1514			387									
PUR	LOC			13									
PUR	5307				1,600								
PUR	1514				387								
PUR	LOC				13								
PUR	5307					1,333							
PUR	1514					323							
PUR	LOC					11							
PUR	5307						3,775						
PUR	1514						913						
PUR	LOC						30						
PUR	5307							2,718					
PUR	1514							658					
PUR	LOC							22					
PUR	5307								9,045				
PUR	1514								2,188				
PUR	LOC								73				
PUR	5307									7,384			
PUR	1514									1,786			
PUR	LOC									60			
PUR	5307										7,824		
PUR	1514										1,893		
PUR	LOC										63		
PUR	5307											5,600	
PUR	1514											1,355	
PUR	LOC											45	
PUR	5307												6,858
PUR	1514												1,659

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

PUR	LOC													55
		2,428	2,000	2,000	2,000	1,667	4,718	3,398	11,306	9,230	9,780	7,000	8,572	
		Total FY2025-2028		8,428		Total FY2029-2032		21,089		Total FY2033-2036		34,582		

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60611 **SEPTA Key (Fare Collection System/New Payment Technologies)**

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MRPID:B

MUNICIPALITIES: Various

FC:

AQ Code:M5

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA Key New Payment Technologies \$315M (Prior Years - FY2025)

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

SEPTA Key is unique as it includes all of SEPTA's service modes. SEPTA Key deployment is complete for Transit services (Bus, Trolley, Trackless Trolley, and High-Speed Lines). Regional Rail deployment is complete with Center City station fare lines, outer station platform validators and on-board conductor handheld sales devices accepting credit/debit cards. CCT deployment/ integration is complete. Parking Payment is partially deployed. Other completed features include school passes, Partner Portal for corporations, social service agencies & universities and mobile app ticketing for SEPTA Key. Key features still under development and being rolled out include upgraded Key Card readers, Key Tix, and contactless payment/mobile wallets. The SEPTA Key project will be completed in 2025.

SEPTA Key 2.0 Fare Payment System \$240M (Prior Years - FY2034)

The SEPTA Key 2.0 Fare Payment System project will upgrade the existing system to a next-generation, account based electronic fare collection system which is necessary to meet future needs to provide a more flexible and secure back-office system as well as the replacement of obsolete field equipment. The goals and objectives of the SEPTA Key 2.0 Fare Payment System support the implementation of the SEPTA Forward Strategic Plan including: improve the customer experience with simple, intuitive interfaces; use modern technology to streamline operations & reduce fare evasion; improve financial controls; maximize system flexibility with an open architecture to integrate with other mobility providers; enhance data security; and deploy equitable fare policies. In addition to the System Upgrade, SEPTA Key 2.0 will also include the following:

-Parking System- To support revenue collection at SEPTA controlled parking lots and garages. The Parking System will be integrated with the new core Fare Payment System and provide open lot, garage, and permit parking.

-Continual Fare Media Order- This contract will provide for new forms of fare media inventory required to support future fare collection operations and sales. The types of fare media include Extended-Use Media (reloadable smart cards), Limited-Use Media (Disposable Smart media aka DSM), and Paper Tickets (QR-code).

-Building Access System- SEPTA will procure the supplies, equipment and software required to support building access at designated SEPTA facilities accessed by SEPTA staff, contractors and building tenants.

-Call Center Operations- The build-out, equipping, and staffing of a call center to process inbound calls and contacts from SEPTA Key customers

The total program cost is \$555M. Funding is programmed as follows: Prior year funds in the amount of \$335M and \$220M in FY 2025 through FY 2034.

Project status updates are available online at <https://www.septakey.org/>

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CAP	5307	22,763											
CAP	1514	5,507											
CAP	LOC	184											
CAP	5307		12,000										
CAP	1514		2,903										
CAP	LOC		97										
CAP	5307			12,360									
CAP	1514			2,990									
CAP	LOC			100									
CAP	5307				12,731								
CAP	1514				3,080								
CAP	LOC				103								
CAP	5307					13,113							
CAP	1514					3,172							
CAP	LOC					106							
CAP	5307						20,000						
CAP	1514						4,839						
CAP	LOC						161						
CAP	5307							20,600					
CAP	1514							4,984					
CAP	LOC							166					
CAP	5307								21,218				
CAP	1514								5,133				
CAP	LOC								171				
CAP	5307									21,855			
CAP	1514									5,287			
CAP	LOC									176			
CAP	5307										19,324		
CAP	1514										4,675		
CAP	LOC										156		
		28,454	15,000	15,450	15,914	16,391	25,000	25,750	26,522	27,318	24,155	0	0
		Total FY2025-2028		74,818		Total FY2029-2032		93,663		Total FY2033-2036		51,473	

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60651 **Substations and Power Improvements**

LIMITS: System-wide railroad substations

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M6

PLAN CENTER:

IPD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

These projects will replace existing equipment with modern indoor switchgear and state-of-the-art industry safety systems, communications and relay protection systems, and will provide additional power and reliability. Work includes replacing transformers, trolley breakers, feeder switches, substation switchgears and protective relaying. Power infrastructure must also be brought to a state of good repair. This includes replacing catenary systems and upgrading 80+ year old Regional Rail infrastructure. Additional power improvements will be undertaken as part of the Infrastructure Safety Renewal Program (ISRP) MPMS #90497.

Currently programmed substation and power projects include:

Multimodal Substation Overhaul Program:

- Supervisory Control and Data Acquisition (SCADA) System and Network Upgrade - \$18.50M (Prior Years – FY 2029)
- Substation Design and Equipment Purchase - \$28.23M (Prior Years – FY 2026)

Power Program:

- 30th Street West Catenary Replacement - \$77.00M (Prior Years – FY 2028)
- RRD Automated Wire Scan - \$340K (Prior Years – FY 2025)

Railroad Substation:

- Railroad Substation 18th Street Switching Station - \$13M (FY 2028 – FY 2032)
- Railroad Substation Brill - \$12.8M (FY 2027 – FY 2030)
- Railroad Substation Cresheim Valley - \$25.79M (FY 2026 – FY 2029)
- Wayne Junction Static Frequency Converters #1-4 - \$101.72M (Prior Years – FY 2028)
- Railroad Substation Woodbourne - \$23.79M (Prior Years - FY2028)

Transit Substations Program:

- Transit Substation Ellen - \$12.68M (FY 2027 – FY 2029)
- Transit Substation Market - \$15M (Prior Years - FY2029)
- Transit Substations Park, Broad, Loudon, Castor - \$41.65M (Prior Years - FY2029)
- Transit Substation Ranstead - \$12.68M (FY 2029 - FY 2032)
- Transit Substation Program - \$114.94M (FY 2030 - FY 2036)

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5337	15,552											
ERC	1514	4,889											
ERC	LOC	163											
ERC	5337		24,496										
ERC	1514		6,499										
ERC	LOC		217										
ERC	5337			28,984									
ERC	1514			9,459									
ERC	LOC			315									
ERC	5337				34,528								
ERC	1514				14,158								
ERC	LOC				472								
ERC	5337					23,008							
ERC	1514					14,532							
ERC	LOC					484							
ERC	5337						14,488						
ERC	1514						21,896						
ERC	LOC						730						
ERC	5337							8,376					
ERC	1514							20,852					
ERC	LOC							695					
ERC	5337								7,856				
ERC	1514								20,600				
ERC	LOC								686				
ERC	5337									17,758			
ERC	1514									4,296			
ERC	LOC									143			
ERC	5337										18,290		
ERC	1514										4,425		
ERC	LOC										147		
ERC	5337											18,839	
ERC	1514											4,558	
ERC	LOC											152	
ERC	5337												19,402
ERC	1514												4,694
ERC	LOC												156
		20,604	31,212	38,758	49,158	38,024	37,114	29,923	29,142	22,197	22,862	23,549	24,252
		Total FY2025-2028		139,732		Total FY2029-2032		134,203		Total FY2033-2036		92,860	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 73214 **Ardmore Transportation Center**

LIMITS: Ardmore Transportation Center

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:M8

PLAN CENTER: Town Center

IPD: 17

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7B

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

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

Phase 2 (TBD) includes the construction of an accessible multi-level parking garage with approximately 500 spaces; landscaping; site improvements; bus berthing area inside the garage; and improved vehicle and pedestrian access to Lancaster Avenue. Due to reduced ridership resulting from the COVID-19 pandemic and in conjunction with the Reimagining Regional Rail initiative, SEPTA is re-evaluating its station parking project schedules. A schedule and funding plan for Phase 2 will be developed as ridership levels increase and necessity for additional parking becomes clearer.

The Phase 1 budget is \$53.60M Funding is programmed as follows: Prior year funds in the amount of \$50.6M and \$3M in FY 2025. The Phase 2 budget is TBD.

TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5307	2,400									
ERC	1514	581									
ERC	LOC	19									
		3,000	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		3,000		Total FY2029-2032		0		Total FY2033-2036	
										0	

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 77183 *Transit and Regional Rail Station Program*

LIMITS: System-wide stations

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MRPID:BN

MUNICIPALITIES: Various

FC:

AQ Code:M8

PLAN CENTER:

IPD: 17

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for the construction, reconstruction or rehabilitation of transit and regional rail stations and terminals, bus/trolley loop facilities, transportation centers, bicycle facilities, and parking improvements. Program elements include the replacement or rehabilitation of station and loop facility components, such as station buildings, ticket offices, waiting rooms, passenger shelters, canopies, platforms, crosswalks and overpasses, escalators and elevators, lighting, signage, and accessible paths. All improvements fully comply with requirements of the Americans with Disabilities Act (ADA). SEPTA currently has 121 wheelchair accessible railroad/rail transit stations.

Currently programmed projects include:

Multi-Modal Improvements and ADA Accessibility Projects:

- ADA Bridge Plates - \$4.50M (Prior Years – FY 2025)
- Bicycle Transit Access Program - \$3.29M (Ongoing)
- Center City Concourses Improvements - \$59.65M (Prior Years – FY 2029)
- Rail Transit Wayfinding & Signage - \$40M (Prior Years – FY 2028)
- 69th Street Transportation Center - \$15M (FY 2025 - FY 2027)
- Chester Transportation Center - \$5M (FY 2025 - FY 2027)
- Norristown Transportation Center - \$5M (FY 2025 - FY 2027)

Regional Rail Station ADA Accessibility and Improvement Program

- Bristol Station on Trenton line - \$43M (Prior Years – FY 2028)
- Chestnut Hill East ADA Improvements - \$14M (Prior Years – FY 2027)
- Cornwells Heights Station Reconfiguration - \$61M (Prior Years - FY2029)
- Jenkintown-Wyncote Station - \$56M (Prior Years – FY 2029)
- Malvern Station High Level Platforms - \$35M (Prior Years – FY 2028)
- Marcus Hook Station - \$33M (Prior Years– FY 2029)
- Noble Station on the West Trenton Line - \$33.80M (Prior Years – FY 2029)
- Regional Rail Roof Program - \$16.61M (Ongoing)
- Regional Rail and Rail Transit ADA Stations (Devon, East Falls, Wissahickon, Ivy Ridge, Wyndmoor, Wynnewood, and NHSL Stations TBD) - \$224.97M (FY 2030 – FY 2036)
- Swarthmore Station - \$12.00M (Prior Years– FY 2026)
- Willow Grove Station - \$35M (Prior Years – FY 2028)

Broad Street Subway Stations

- Design for Broad Street Subway Station ADA Accessibility - \$12M (Prior Years – FY 2026)
- Chinatown Station on the Broad-Ridge Spur - \$25M (Prior Years – FY 2029)
- Ellsworth-Federal Station - \$25M (FY 2029 – FY 2031)
- Erie Station on the Broad Street Line - \$38M (Prior Years – FY 2027)
- Fairmount Station - \$35.05M (Prior Years – FY 2028)
- Hunting Park Station - \$26M (FY 2027 – FY 2030)
- Logan Station - \$26M (FY 2029 - FY2032)
- Lombard-South Station - \$25M (FY 2027 - FY2029)
- Snyder Station - \$30.36M (Prior Years- FY2027)
- Tasker-Morris Station - \$19.21M - (Prior Years - FY2026)
- Wyoming Station - \$26M (FY 2029 - FY2031)

Market Frankford Line Stations

- 11th Street Station - \$23.81M (Prior Years – FY 2028)
- 34th Street Station - \$33M (Prior Years – FY 2028)
- Spring Garden Station - \$7.37M (FY 2025 - FY 2028)

Norristown High Speed Line Stations

- Bridgeport Station - \$4M (FY 2025 - FY 2027)
- Villanova Station - \$4M (FY 2025 – FY 2027)

This program includes \$56.050M of FTA All Stations Accessibility Program (ASAP) funds to support accessibility improvements to 11th Street Station on the Market-Frankford Line, and the Fairmount (upper & lower), Snyder, Chinatown, and Erie Stations on the Broad Street

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

Subway.

This program includes \$0.634M of FTA Strengthening Mobility and Revolutionizing Transportation (SMART) discretionary grant funding to support the "Improving SEPTA's Accessibility using General Transit Feed Specification (GTFS) Pathway"s project

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	SMART	634											
ERC	ASAP	56,050											
ERC	5337	16,000											
ERC	5307	7,354											
ERC	1514	41,113											
ERC	OTH	7,845											
ERC	LOC	1,370											
ERC	DISFUND		17,680										
ERC	5337		9,651										
ERC	5307		32,000										
ERC	1514		39,109										
ERC	LOC		2,996										
ERC	5307			20,000									
ERC	DISFUND			42,800									
ERC	5337			29,644									
ERC	1514			31,366									
ERC	LOC			1,045									
ERC	5307				15,469								
ERC	5337				49,469								
ERC	1514				56,366								
ERC	LOC				1,878								
ERC	5337					23,724							
ERC	5307					16,000							
ERC	1514					24,243							
ERC	LOC					808							
ERC	5307						16,000						
ERC	5337						25,879						
ERC	1514						10,356						
ERC	LOC						345						
ERC	5307							16,000					
ERC	5337							29,926					
ERC	1514							11,342					
ERC	LOC							378					
ERC	5307								16,000				
ERC	5337								17,949				
ERC	1514								8,452				
ERC	LOC								282				
ERC	5337									17,984			
ERC	5307									16,000			
ERC	1514									8,467			
ERC	LOC									282			
ERC	5337										10,282		
ERC	5307										16,000		
ERC	1514										6,611		
ERC	LOC										220		
ERC	5337											9,669	
ERC	5307											16,000	
ERC	1514											6,471	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA													
ERC	LOC											216	
ERC	5307												16,000
ERC	5337												18,387
ERC	1514												8,587
ERC	LOC												286
		130,366	101,436	124,855	123,182	64,775	52,580	57,646	42,683	42,733	33,113	32,356	43,260
		Total FY2025-2028		479,839		Total FY2029-2032		217,684		Total FY2033-2036		151,462	

DVRPC FY2025-2028 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

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M8

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

Projects to be advanced include:

-Track and Right-of-Way - Renewal or replacement of track, switches, and special work including yard and shop areas, track surfacing, culverts, bridges, retaining wall, and grade crossing improvements.

-Station Facilities - Rehabilitation of station buildings and associated facilities including roofs and canopies, ticket offices and waiting rooms, platforms, lighting, sanitary facilities, parking, and accessibility improvements.

-Communications and Signals Systems - Rehabilitation of signal systems and select communications equipment.

-Power Systems - Rehabilitation of electric traction and power systems and associated components including catenary and support structures, feeders and transmission lines, and localized and centralized control facilities.

-Maintenance/Support Facilities - Rehabilitation of shops, maintenance/storage yards, and associated maintenance and support facilities, including improvements or replacement of air compressors, sump pumps, tunnel lighting, duct banks, vehicle servicing equipment, and other support functions.

TIP Program Years (\$ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	1514	60,265											
ERC	LOC	2,008											
ERC	1514		61,472										
ERC	LOC		2,049										
ERC	1514			62,708									
ERC	LOC			2,090									
ERC	1514				63,954								
ERC	LOC				2,131								
ERC	1514					65,229							
ERC	LOC					2,174							
ERC	1514						66,535						
ERC	LOC						2,217						
ERC	1514							67,871					
ERC	LOC							2,262					
ERC	1514								69,227				
ERC	LOC								2,307				
ERC	1514									70,602			
ERC	LOC									2,353			
ERC	1514										72,028		
ERC	LOC										2,400		
ERC	1514											73,463	
ERC	LOC											2,448	
ERC	1514												74,937
ERC	LOC												2,497
		62,273	63,521	64,798	66,085	67,403	68,752	70,133	71,534	72,955	74,428	75,911	77,434
		Total FY2025-2028		256,677		Total FY2029-2032		277,822		Total FY2033-2036		300,728	

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 90512 *SEPTA Bus Purchase Program*

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics. The current bus fleet consists of a variety of buses. SEPTA is planning to fully transition to Zero-Emission Buses (ZEBs) by the year 2040 in support of SEPTA's sustainability plan. The Zero Emission Bus (ZEB) Master Plan provides the groundwork for the bus fleet of the future. SEPTA has completed the first phase of analysis that examines the feasibility of procuring Battery Electric Buses (BEBs) and installing charging infrastructure to support the fleet. The next phase of the plan is evaluating Fuel Cell Electric Buses (FCEBs) and the necessary fueling infrastructure to support them. Current projects include:

Purchase of 340 40-foot Hybrid Buses - \$339.35M (Prior Years - FY2027)

To ensure the reliability and continuity of bus operations while the ZEB Master Plan and transition plan is finalized, the Authority contracted with New Flyer to purchase 220 hybrid buses with an option for 120 additional buses totaling 340 buses, which SEPTA has executed. This bus procurement will allow SEPTA to retire the last of the 40-foot all-diesel fleet that is now more than 15 years old (purchased in 2005).

Purchase of 10 40-foot FCEBs - \$22.24M (FY2023 - FY2026)

SEPTA was selected to receive an FTA Low or No Emission Vehicle Program grant award for the purchase of 10 hydrogen FCEBs (that will operate out of Midvale Depot) and the requisite fueling equipment.

Purchase of 20 Zero Emission Buses (Battery Electric and Fuel Cell Electric) - \$32.45M (FY2024 - FY2026)

SEPTA's purchase of 20 new ZEBs includes the following: ten (10) new 40-foot BEBs, five (5) new 60-foot BEBs, and five (5) new 60-foot FCEBs. The 10 new 40-foot BEBs will take advantage of Southern Depot's existing charging infrastructure and be used in revenue service along with the ZEB Retrofit Pilot program and FCEB buses for evaluation. The purchase of five (5) new 60-foot BEBs and five (5) new FCEBs will be assigned at Allegheny Depot, in which BEBs will be used to evaluate overhead/on-route charging. Purchasing both technologies will enable SEPTA to experiment the operation and maintenance benefits and costs to inform decision making for fleet transition to ZEB.

38 Trackless Trolley Buses - \$58.25M (FY2024 - FY2027)

SEPTA will replace 38 trackless trolley buses that are reaching the end of their 18-year useful life.

Future Bus Purchases - \$1,092.44M (FY2028 - FY2036)

Future bus purchases will be guided by the ZEB Playbook and the results of the Bus Revolution.

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PUR	5339	8,562											
PUR	1514	24,864											
PUR	LOC	829											
PUR	5339		7,222										
PUR	1514		24,863										
PUR	LOC		829										
PUR	5339			3,508									
PUR	1514			4,982									
PUR	LOC			166									
PUR	5307				13,340								
PUR	5339				9,577								
PUR	1514				9,678								
PUR	LOC				323								
PUR	5339					9,864							
PUR	5307					13,210							
PUR	1514					9,715							
PUR	LOC					324							
PUR	5307						76,403						
PUR	5339						10,160						
PUR	1514						25,076						
PUR	LOC						836						
PUR	5339							10,465					
PUR	5307							80,808					
PUR	1514							26,215					
PUR	LOC							874					
PUR	5307								82,097				
PUR	5339								10,779				
PUR	1514								26,603				
PUR	LOC								887				
PUR	5307									85,072			
PUR	5339									11,102			
PUR	1514									27,401			
PUR	LOC									913			
PUR	5307										65,687		
PUR	5339										11,435		
PUR	1514										49,949		
PUR	LOC										1,665		
PUR	5307											91,293	
PUR	5339											11,778	
PUR	1514											29,070	
PUR	LOC											969	
PUR	5339												12,132
PUR	5307												92,552
PUR	1514												29,460
PUR	LOC												982
		34,255	32,914	8,656	32,918	33,113	112,475	118,362	120,366	124,488	128,736	133,110	135,126
		Total FY2025-2028		108,743		Total FY2029-2032		384,316		Total FY2033-2036		521,460	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 93588 *Exton Station*

LIMITS: Exton Station in Chester County

IMPROVEMENT Transit Improvements

MUNICIPALITIES: West Whiteland Township

PLAN CENTER:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

NHPP:

FC:

No Let Date

MRPID:AG

AQ Code:M8

IPD: 17

CMP Subcorridor(s): 7E

Phase 1 of this project, completed in 2020, consisted of the construction of high-level platforms with canopies and wind screens; stormwater management improvements; a new station building, new lighting, signage, security features, and passenger amenities. The station facilities are fully ADA accessible. The total cost of Phase 1 was \$28.23M.

Phase 2 includes the design and construction of multimodal improvements including the construction of a bus loop with bus shelter. Derived from the recommendations of Bus Revolution, the planned bus circulator loop will promote intermodal access to the station. Phase 2 is estimated to cost \$6M (2026 - 2028).

Phase 3 (TBD) will provide for the development and construction of a fully accessible parking expansion. Due to reduced ridership resulting from the COVID-19 pandemic, SEPTA is re-evaluating its station parking project schedules. A schedule for this phase will be determined as ridership returns.

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5307		98										
ERC	1514		24										
ERC	LOC		1										
ERC	5307			600									
ERC	1514			145									
ERC	LOC			5									
ERC	5307				262								
ERC	1514				63								
ERC	LOC				2								
		0	123	750	327	0	0	0	0	0	0	0	0
		Total FY2025-2028		1,200		Total FY2029-2032				0		Total FY2033-2036	
													0

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 95402 Bridge Program

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M9

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

- Chestnut Hill East Regional Rail Line, 5 Bridges (Philadelphia) - \$30.00M (Prior Years - FY 2027)
Mile Post 5.04 over Wayne Avenue; Mile Post 5.72 over Logan Street; Mile Post 7.63 over Chew Street; Mile Post 8.90 over Mt. Pleasant Avenue; Mile Post 9.59 over Chresheim Valley Drive
- Chestnut Hill West Regional Rail Line, 7 Bridges (Philadelphia) - \$35.00M (Prior Years - FY 2029) Mile Post 0.06 over SEPTA Main Line; Mile Post 0.83 over 22nd Street; Mile Post 1.17 over Hunting Park Avenue; Mile Post 1.26 over CSX Tracks; Mile Post 2.98 over Rittenhouse Street; Mile Post 4.42 over Carpenter Lane; Mile Post 5.67 over Springfield Avenue
- Critical Bridge Program (System wide) - \$180.83M (Ongoing). Annual program to rehabilitate or replace bridges throughout the system to restore infrastructure to a state of good repair Bridges programmed for design and/or construction in FY 2025 include but are not limited to:
 - Lansdale/Doylestown Line MP 7.34 (Cooks Run Creek, Built 1887), MP 11.62 (Keswick Avenue, Built 1904), MP 11.83 (Easton Road, Built 1928)
 - Fox Chase Line MP 7.03 (3rd St., Built 1910)
 - Manayunk/Norristown Line MP 3.83 (Allegheny Ave., Built 1939), MP 17.16 (Dekalb St., Built 1931), MP 17.77 (Stoney Creek, Built 1900)
 - Media/Elwyn Line MP 10.12 (Small Run, Built 1965), MP 13.81 (Park Ave., Built 1917)
 - West Trenton Line MP 31.63 (Delaware & Raritan Canal, Built 1902)
 - Mainline-Schuylkill Bridges Duct Bank (Philadelphia) - \$10.95M (Prior Years - FY2027)
 - Stone Arch Bridges Phase 2 (Multiple Locations) - \$18.20M (Prior Years - FY2027)
- Lansdale/Doylestown Line MP 4.87 (Built 1915) and Lansdale/Doylestown Line MP 17.31 (Honey Run Creek, Built 1903)
- Norristown High Speed Line Bridge Mile Post 0.15 (Over 69th Street Yard Tracks) - \$5.67M (Prior Years - FY 2025)
- Norristown High Speed Line Bridge Mile Post 12.81 (Bridgeport Viaduct) - \$35M (Prior Years - FY2027)

TIP Program Years (\$ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5337	1,903											
ERC	1514	7,303											
ERC	LOC	243											
ERC	5337		23,883										
ERC	1514		19,486										
ERC	LOC		649										
ERC	5337			23,781									
ERC	1514			12,455									
ERC	LOC			415									
ERC	5337				7,298								
ERC	1514				4,356								
ERC	LOC				145								
ERC	5337					9,502							
ERC	1514					7,762							
ERC	LOC					259							
ERC	1514						18,510						
ERC	LOC						617						
ERC	1514							19,066					
ERC	LOC							635					
ERC	1514								19,638				
ERC	LOC								654				
ERC	1514									20,227			

Pennsylvania - Transit Program (Status: TIP)

SEPTA													
ERC	LOC									674			
ERC	1514									20,834			
ERC	LOC									694			
ERC	1514										21,459		
ERC	LOC										715		
ERC	1514											22,103	
ERC	LOC											737	
		9,449	44,018	36,651	11,799	17,523	19,127	19,701	20,292	20,901	21,528	22,174	22,840
		Total FY2025-2028		101,917		Total FY2029-2032		76,643		Total FY2033-2036		87,443	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102565 Track Improvement Program

LIMITS: System-wide

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

PLAN CENTER:

PROJECT MANAGER:

NHPP:

FC:

No Let Date

MRPID:AY

AQ Code:M9

IPD:

CMP: Not SOV Capacity Adding

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

Currently programmed projects include:

- Harrisburg Line Capacity Improvements – Track 2 - \$34.40M (Prior Year Funding – FY 2027)
- Market-Frankford Line Bridge Street Yard Program - \$9M (Prior Year Funding - FY2025)
- Norristown High Speed Line Tie Replacement and Continuous Welded Rail - \$41M (Prior Years - FY2025)
- 69th Street Yard Tracks Program - \$7.10M (Prior Year Funding – FY 2028)
- Trolley Tunnel Track - \$34.44M (Ongoing)
- MFL Haunches Repairs \$14.19M (Ongoing)
- Removal of Abandoned Trolley Tracks - \$15.16M (FY 2025 – FY 2036)

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CAP	5337	2,800											
CAP	1514	5,389											
CAP	LOC	180											
CAP	5337		2,824										
CAP	1514		8,838										
CAP	LOC		295										
CAP	5337			849									
CAP	1514			6,367									
CAP	LOC			212									
CAP	5337				874								
CAP	1514				4,049								
CAP	LOC				135								
CAP	5337					900							
CAP	1514					3,945							
CAP	LOC					131							
CAP	5337						927						
CAP	1514						4,064						
CAP	LOC						135						
CAP	5337							955					
CAP	1514							4,185					
CAP	LOC							139					
CAP	5337								984				
CAP	1514								4,311				
CAP	LOC								144				
CAP	5337									1,013			
CAP	1514									4,440			
CAP	LOC									148			
CAP	5337										1,044		
CAP	1514										4,574		

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA													
CAP	LOC									152			
CAP	5337										1,075		
CAP	1514										4,711		
CAP	LOC										157		
CAP	5337											1,107	
CAP	1514											4,852	
CAP	LOC											162	
		8,369	11,957	7,428	5,058	4,976	5,126	5,279	5,439	5,601	5,770	5,943	6,121
		Total FY2025-2028		32,812		Total FY2029-2032		20,820		Total FY2033-2036		23,435	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102567 Roof Program

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M8

PLAN CENTER:

IPD: 29

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

- 5800 Bustleton Roof Replacement - \$1.75M (FY 2025 - FY 2027)
- Frankford Depot Roof Replacement - \$18.80M (Prior Years - FY2029)
- Maintenance, Stations, & Substations Roof Program - \$20.50M (Ongoing)
- Southern Garage Roof Replacement - \$13M (FY 2028 – FY 2031)

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5307	475											
ERC	1514	357											
ERC	LOC	12											
ERC	5307		1,004										
ERC	1514		485										
ERC	LOC		16										
ERC	5307			1,298									
ERC	1514			556									
ERC	LOC			19									
ERC	5307				4,700								
ERC	1514				1,511								
ERC	LOC				50								
ERC	5307					3,311							
ERC	1514					1,204							
ERC	LOC					40							
ERC	5307						1,600						
ERC	1514						2,748						
ERC	LOC						92						
ERC	5307							4,763					
ERC	1514							3,513					
ERC	LOC							117					
ERC	1514								2,360				
ERC	LOC								79				
ERC	1514									2,360			
ERC	LOC									79			
ERC	1514										2,360		
ERC	LOC										79		
ERC	1514											2,360	
ERC	LOC											79	
ERC	1514												2,938
ERC	LOC												98
		844	1,505	1,873	6,261	4,555	4,440	8,393	2,439	2,439	2,439	2,439	3,036
		Total FY2025-2028		10,483		Total FY2029-2032		19,827		Total FY2033-2036		10,353	

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102569 *Maintenance & Transportation Facilities*

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M11

PLAN CENTER:

IPD: 22

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

Currently programmed projects include:

- 1234 Market SOGR - \$45M (Prior Years – FY 2031)
- Boiler Replacement Program - \$7.10M (FY 2025 - FY 2036)
- Bus Lift Program - \$12.77M (FY 2025– FY 2036)
- Courtland Shop Improvements - \$22.50 (Prior Years – FY 2028)
- Decatur Warehouse Purchase & Upgrades – \$15M (Prior Years – FY 2026)
- Environmental Cleanup - \$28.51M (Ongoing)
- Facilities Critical Infrastructure Program - \$51.45M (Ongoing)
- Facilities Furnishings Program \$8.55M (Ongoing)
- Frazer Transportation Building - \$37M – (Prior Years – FY 2028)
- Frazer Rail Shop and Yard Upgrade* - \$139.00M (Prior Years – FY 2026)
- Garage/Shop Overhead Doors - \$7.66M (FY 2030 – FY 2036)
- Maintenance Shop Equipment Program - \$53.29MM (Ongoing)
- Maintenance Facilities Improvement Program - \$39.46M – FY 2030 – FY 2036)
- Powelton Yard Facility Improvements - \$6.50M (Prior Years - FY2026)
- Steel Wheel Lift Program - \$14.26M (FY 2025 – FY 2029)
- Vehicle Washer Program - \$23.30M (Prior Years - FY2028)
- Wheel Truing Program Phase 2 - \$10.81MM (FY 2025 – FY 2029)
- Wyoming Complex Storm Water Retrofits - \$13.35M (Prior Years – FY 2026)
- Victory Shop and Storage (Phase 2) - \$18.75M (Prior Years – FY 2028)
- Maintenance Facilities Improvement Program - \$55M (FY 2028 – FY 2034)
- ZEB Fleet Transition Facility Upgrades** - \$150M (Prior Years - FY 2032)

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

**Zero Emission Bus Fleet Transition Facility Upgrades \$150M (Prior Years - FY 2032)

SEPTA is planning for a full transition to ZEBs, which could include a combination of Battery Electric Buses and Fuel Cell Electric Buses, by the year 2040, if adequate funding is made available for the investments that will be necessary to charge and fuel these new buses. SEPTA has secured \$107.66 M for ZEB infrastructure projects through the FTA's Low or No Emissions Vehicle Program. Projects include:

- Midvale ZEB Infrastructure Project (\$5.75M total)
- Allegheny, Callowhill, and Comly ZEB Power Resiliency Project (\$29.2M total)
- ZEB Transition Facility Safety & Resiliency Improvements (\$100M total)

Overall, these projects will provide for the design and construction of additional or upgraded electric infrastructure including power feeders, backup generators, substations, ventilation enhancements, and fire safety improvements at Midvale, Allegheny, Callowhill, Comly, Frankford, Frontier, Germantown, Southern, and Victory bus depots. These upgrades will make it possible for SEPTA to start procuring a significant number of ZEBs in the next few years. SEPTA will continue to apply for funds through the FTA Low-No program to advance this transition.

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5307	2,400											
ERC	5339(C)	50,000											
ERC	1514	51,809											
ERC	LOC	1,727											
ERC	5307		2,400										
ERC	5339(C)		47,720										
ERC	DISFUND		36,241										
ERC	1514		16,913										
ERC	LOC		1,558										
ERC	5307			2,400									
ERC	DISFUND			27,691									
ERC	1514			19,936									
ERC	LOC			664									
ERC	5307				4,000								
ERC	1514				43,271								
ERC	LOC				1,442								
ERC	5307					4,000							
ERC	1514					27,899							
ERC	LOC					930							
ERC	5307						8,800						
ERC	1514						28,580						
ERC	LOC						952						
ERC	5307							8,824					
ERC	1514							29,983					
ERC	LOC							999					
ERC	5307								5,416				
ERC	1514								19,101				
ERC	LOC								637				
ERC	5307									874			
ERC	1514									18,540			
ERC	LOC									618			
ERC	5307										900		
ERC	1514										19,096		
ERC	LOC										636		
ERC	5307											927	
ERC	1514											19,669	
ERC	LOC											655	
ERC	5307												955
ERC	1514												20,258
ERC	LOC												675
		105,936	104,832	50,691	48,713	32,829	38,332	39,806	25,154	20,032	20,632	21,251	21,888
		Total FY2025-2028		310,172		Total FY2029-2032		136,121		Total FY2033-2036		83,803	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

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

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

Currently programmed projects include:

- Broad Street Line Ridge Spur Signals - \$14.66M (Prior Years - FY2025)
- Broad Street Line Signals (Broad Street Subway) - \$65.00M (FY 2030 – FY 2036)
- Broad Street Subway City Hall Reverse Signaling - \$54.00M (FY 2025 – FY 2028)
- Computer Aided Radio Dispatch (CARD) System Replacement - \$94.82M (Prior Years - FY2029)
- Harrisburg Line Capacity Improvements – Paoli to Overbrook - \$21.91M (Prior Years – FY 2027)
- Positive Train Control - \$177.00M (Prior Year – FY 2027)
- Positive Train Control Enhancement & Technology Refresh - \$25M (FY 2025 – FY 2029)
- Positive Train Control – Onboard Survey Mapping - \$3.3M (Prior Years– FY 2026)
- Railroad Interlocking Improvement Program - \$150.91 (Ongoing)
- Southwest Connection (30th to Phil Catenary, Signals and ROW Improvements) – \$61.50M (Prior Years - FY 2025)
- Regional Railroad Signal Improvement Program - \$60.76M (FY 2030 – FY 2036)
- Regional Rail VHF Radio Upgrade - \$57M (FY2025 - FY2030)
- Route 101/102 Positive Train Control and ROW Improvements - \$95.00 (Prior Years – FY 2025)
- Signal System Renewal on the Norristown High Speed Line - \$100M (Prior Years – 2031)
- Real Time Information / Audio Visual Public Address (AVPA) - \$34.73M (Prior Years - FY2028)
- Fare Boxes Replacement - \$22M (Prior Years – FY 2026)
- Telecommunications System Replacement - \$13.71M (Prior Years – FY 2026)
- Information Technology Program - \$199.56M (Ongoing)
- Operational Technology Cybersecurity - \$58.00M (FY 2025 – FY 2029)
- IT Capital Software - \$141.92M – FY 2025 – FY 2036
- SEPTA Transformation – Efficiency and Accountability Capital Support - \$6.60M (Prior Years – FY 2027)
- Transit Asset Management - \$11.00M (Prior Years – FY 2025)
- Video Systems Refreshment Program - \$68.00M (Prior Years – FY 2031)

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CAP	5337	36,893											
CAP	5307	11,200											
CAP	1514	39,545											
CAP	LOC	1,318											
CAP	5307		15,621										
CAP	5337		39,017										
CAP	1514		49,858										
CAP	LOC		1,662										
CAP	5307			26,508									
CAP	5337			34,241									
CAP	1514			63,443									
CAP	LOC			2,114									
CAP	5337				13,868								
CAP	5307				20,000								
CAP	1514				74,744								
CAP	LOC				2,491								
CAP	5307					10,556							
CAP	5337					36,000							
CAP	1514					49,596							
CAP	LOC					1,653							
CAP	5337						45,920						
CAP	5307						4,000						
CAP	1514						41,113						
CAP	LOC						1,370						
CAP	5307							4,000					
CAP	5337							50,568					
CAP	1514							23,774					
CAP	LOC							792					
CAP	5307								4,000				
CAP	5337								44,504				
CAP	1514								11,735				
CAP	LOC								391				
CAP	5337									45,671			
CAP	5307									4,000			
CAP	1514									12,017			
CAP	LOC									400			
CAP	5307										4,000		
CAP	5337										64,480		
CAP	1514										16,568		
CAP	LOC										552		
CAP	5307											4,000	
CAP	5337											50,511	
CAP	1514											13,188	
CAP	LOC											439	
CAP	5307												4,000
CAP	5337												46,481
CAP	1514												12,213
CAP	LOC												407
		88,956	106,158	126,306	111,103	97,805	92,403	79,134	60,630	62,088	85,600	68,138	63,101
		Total FY2025-2028		432,523		Total FY2029-2032		329,972		Total FY2033-2036		278,927	

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 115472 *Projects of Significance*

LIMITS:

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA and its regional partners continue to advance key Projects of Significance to build towards a shared lifestyle transit network vision for Southeastern Pennsylvania. These projects are instrumental to ensuring SEPTA is able to achieve the goals set forth in our strategic plan, SEPTA Forward. SEPTA's Bus Revolution, Trolley Modernization, Reimagining Regional Rail, and Rail Vehicle Replacement projects are all critical links to ensuring SEPTA achieves its goal for a more resilient, prosperous and equitable region for everyone, with transit at the core.

Bus Revolution Capital Investments (\$184.82M) include Transit Prioritization, End of Line facilities, Bus Stop Improvements, and Micro Transit service projects as follows:

-Transit Prioritization Projects \$59.7M (Prior Years - FY 2036) Activities include transit priority planning, design, and construction along numerous corridors including: Olney Avenue, 19th/20th Streets, 7th/8th Streets, Chestnut/Walnut, West Market/JFK, North Philadelphia West, Erie Ave, & West Chester Pike.

-Bus End-of-Line Projects \$92.32M (Prior Years - FY 2036) Activities include property acquisition, design, and construction of bus end-of-line facilities including the following projects: Wissahickon Transportation Center, South Philadelphia Transportation Center, Knights Road, Neshaminy Blvd.

-Micro Transit Service \$6.11M (Prior Years - FY 2026) Activities include acquisition of 25 ADA accessible vehicles, construction of a new fueling station at Frontier Depot, and implementation of a operations/scheduling platform.

Trolley Modernization \$1.983B (Prior Years – FY 2036)

SEPTA is allocating \$1.983B for the Trolley Modernization program to help deliver our vision of easy to use, frequent, and integrated transit. These capital funds enable SEPTA to advance the acquisition of 130 new ADA accessible street cars to replace the Authority's aging fleet and upgrade trolley network infrastructure to improve accessibility, capacity, reliability, and safety.

SEPTA's Trolley system is the largest in North America and serves tens of thousands of transit-dependent riders in Philadelphia and Delaware counties every day. The current vehicles are over 40 years old and were acquired prior to the passage of ADA –meaning people with disabilities, seniors, and anyone with mobility issues or using a stroller cannot take full advantage of the connections they provide. Trolley Modernization opens the doors to these communities with new, low-floor vehicles and improved track infrastructure that will make the system fully ADA accessible.

This program advances equity by improving trolley access and service that disproportionately serves people of color, low-income populations, and individuals with disabilities. SEPTA's Trolley Modernization Project will catalyze over 38,000 permanent jobs and create an increase of \$5.8 billion in property values across the region.

Specific activities include the following:

Acquisition of 130 new, 84-foot ADA accessible trolley vehicles. (Contract awarded)

Property acquisition, design, and construction of a new Trolley Heavy Maintenance Facility in Southwest Philadelphia. (Property acquired and facility design is underway)

ADA Accessibility and State of Good Repair Improvements at 19th, 22nd, 33rd, 36th and 37th Street Trolley Stations.

Trolley Tunnel State of Good Repair Program, including the overhaul of the 40th Street Substation and Center City tunnel improvements.

Design of modern stations and identification of new station locations with public input and community engagement.

Study and advancement of end-of-line improvements and extensions.

Coordination with utilities, the City of Philadelphia, and Delaware County.

Design and construction for Bridge, Communication & Signals, Power, and Track system upgrades.

For further project information, please visit www.septa.org/trolley-modernization.

Rail Vehicle Replacements

Market-Frankford Line Vehicle Replacement & Infrastructure- \$1.165B (Prior Years – FY 2034)

In February 2024, SEPTA was awarded \$317 million by the Federal Transit Administration to support the replacement of Market-Frankford Line (MFL) M-4 rail cars. The project is currently in the procurement phase and SEPTA plans to award a contract for manufacturing the vehicles in calendar year 2024. Included within the project's budget are vehicle specification development, vehicle production costs, signal system design and construction, and facility improvements, such as at 69th St. and Bridge St. Yard.

Broad Street Line Vehicle Replacement & Infrastructure- \$700M (FY 2026 – FY 2036)

Pennsylvania - Transit Program (Status: TIP)

SEPTA

This project includes the purchase of modern trainsets to replace the aging Broad Street Line (BSL) rail cars. Included within the project's budget is vehicle specification development, and infrastructure improvements needed to enhance operational efficiency of the new railcars.

Regional Rail Cars Silverliner IV Replacement - \$728.06M (Prior Years – FY 2036)

The Silverliner IV railcar fleet was manufactured between 1974 and 1976 and is approaching 50 years of service. Funding programmed will provide for vehicle design specifications, property acquisition, infrastructure improvements, and a partial fleet replacement that supports the implementation of the Reimagining Regional Rail Master Plan.

Regional Rail Master Plan

This program of projects will progress concepts and alternatives evaluated through the Regional Rail Master Plan effort, including more detailed alternative analysis and concept design. Work will include study, planning, property acquisition, design, and construction activities for multiple projects including:

Airport Corridor Improvements \$24.56M (FY 2025 - FY 2036)

The project includes design & construction of new track segments along the Airport Line to separate SEPTA regional rail services from freight rail operations. Separating from freight operations creates the opportunity for increased frequency to and from the Philadelphia International Airport. As part of the project, the Eastwick Regional Rail station will be reconstructed and made fully ADA accessible.

Norristown Corridor Improvements \$25.08M (FY 2025 - FY 2036)

The project includes design & construction of new track segments along the Manayunk/Norristown Line to separate SEPTA regional rail services from freight rail operations. Separating from freight operations creates the opportunity for increased frequency on the Manayunk/Norristown with through-running service to the Philadelphia International Airport. As part of the project, the Norristown Regional Rail stations will be reconstructed and made fully ADA accessible.

North Philadelphia Infrastructure \$6.96M (FY 2025 - FY 2027)

The project includes design & construction of new track segments in North Philadelphia.

Coatesville Service Restoration \$7M (Prior Years - FY 2028)

The Coatesville Service Restoration project will restore rail service on the Paoli/Thorndale Regional Rail Line from its existing terminus at Thorndale, Chester County, to a new terminus in Coatesville, Chester County. Regional Rail service beyond Thorndale was discontinued in 1996. PennDOT is reconstructing the Coatesville Station with completion expected in late 2025. The new station will be ADA accessible and include improved lighting, overhead canopies, elevators, and a passenger connection for crossing the tracks. Amtrak Keystone Line trains will serve the station.

For SEPTA to restore Regional Rail service, additional track and signal infrastructure improvements are needed along the line. SEPTA, in coordination with PennDOT, Amtrak, & Chester County, will facilitate the design of track and signal infrastructure improvements that are necessary to operate an efficient service to Coatesville Station. While designing the infrastructure upgrades, SEPTA will coordinate with its partners to schedule implementation and secure funding for construction and operations.

Mainline-Schuylkill Bridges & Interlockings \$400M (Prior Years - FY 2035)

When the Center City Commuter Connection Tunnel was built in the early 1980s to connect the Pennsylvania and Reading Railroads, it created the only fully electrified, through-running railroad in North America and the heart of SEPTA's Regional Rail network.

With all Regional Rail lines culminating in this stretch of track, the underlying infrastructure plays a crucial role in SEPTA's ability to provide reliable and frequent service. While the connection between Suburban Station and Jefferson Station consists of modern infrastructure, the seven bridges between Suburban Station and 30th Street Station were originally built in 1929 and require significant rehabilitation: MP 0.49 (21st Street); MP 0.58 (22nd Street); MPs 0.61, 0.64 and 0.68 (22nd Street/23rd Street); MP 0.72 (CSX Tracks); and MP 0.76 (Schuylkill River).

SEPTA will rehabilitate these bridges, while phasing the work to keep service running. Additionally, while reconstructing the bridges, SEPTA will replace the interlockings, and right of way infrastructure.

Bus Network Enhancements: Bus Stop Improvements \$24.30M (FY 2025 – FY 2036) – This project includes real time information using e-paper readers at the bus stop and also bus stop improvements like shelters, sidewalks, signage, benches, and various customer amenities to improve safety and comfort for riders.

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	RVR	183,210											
ERC	5337	61,227											
ERC	5307	59,920											
ERC	5339	1,760											
ERC	1514	37,435											
ERC	LOC	3,930											
ERC	OTH	92,155											
ERC	5307		36,203										
ERC	5339		1,805										
ERC	5337		35,835										
ERC	DISFUND		96,079										
ERC	RVR		133,950										
ERC	1514		48,256										
ERC	LOC		1,687										
ERC	5339			5,790									
ERC	5337			22,613									
ERC	5307			33,481									
ERC	DISFUND			79,509									
ERC	1514			59,762									
ERC	LOC			4,379									
ERC	DISFUND				150,000								
ERC	5307				35,096								
ERC	1514				20,851								
ERC	LOC				3,691								
ERC	DISFUND					50,000							
ERC	5307					58,390							
ERC	5337					20,937							
ERC	1514					104,476							
ERC	LOC					6,580							
ERC	DISFUND						50,000						
ERC	5307						4,603						
ERC	5337						29,905						
ERC	1514						100,222						
ERC	LOC						6,503						
ERC	OTH						265,000						
ERC	5337							30,374					
ERC	5307							2,097					
ERC	DISFUND							50,000					
ERC	1514							99,549					
ERC	OTH							320,000					
ERC	LOC							6,556					
ERC	DISFUND								50,000				
ERC	5337								52,029				
ERC	5307								6,811				
ERC	1514								125,963				
ERC	LOC								7,521				
ERC	OTH								285,000				
ERC	5337									44,058			
ERC	5307									14,333			
ERC	DISFUND									50,000			
ERC	1514									117,932			
ERC	OTH									225,000			

Pennsylvania - Transit Program (Status: TIP)

SEPTA													
ERC	LOC									7,370			
ERC	5307										40,872		
ERC	5337										35,590		
ERC	DISFUND										50,000		
ERC	1514										72,676		
ERC	OTH										210,000		
ERC	LOC										5,923		
ERC	5307											41,554	
ERC	5337											53,308	
ERC	DISFUND											50,000	
ERC	1514											93,738	
ERC	LOC											6,716	
ERC	OTH											175,000	
ERC	5337												50,827
ERC	DISFUND												50,000
ERC	5307												46,089
ERC	1514												82,664
ERC	LOC												6,202
ERC	OTH												100,000
		439,637	353,815	205,534	209,638	240,383	156,233	508,576	527,324	458,693	115,061	420,316	335,782
		Total FY2025-2028		1,208,624		Total FY2029-2032		1,732,516		Total FY2033-2036		1,629,852	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 121366 Resiliency and Sustainablity Program

New-B

LIMITS:

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M9

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

This program will support various projects and initiatives that will protect and strengthen the SEPTA transit system and infrastructure from the effects of extreme weather events. It will also support SEPTA sustainability initiatives to combat climate change.

Currently programmed projects include:

- Jenkintown Flood Mitigation - \$19.98M (Prior Years – FY2025)
- Tropical Storm Ida Response & Recovery - \$34M (Prior Years– FY2029)
- Climate Adaptation and Mitigation Program - \$25M (FY2025 – FY2028 & FY2030 – FY2036)
- On-Site Power for Major Facilities - \$7.67M (FY2030 – FY2036)
- NHSL Slope Stabilization at Rebel Hill - \$22M (FY2026 – FY2029)

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5307	4,478											
ERC	1514	5,305											
ERC	LOC	177											
ERC	5307		4,800										
ERC	1514		2,354										
ERC	LOC		78										
ERC	5307			4,800									
ERC	1514			6,614									
ERC	LOC			220									
ERC	5307				4,000								
ERC	1514				12,468								
ERC	LOC				415								
ERC	5307					3,173							
ERC	1514					5,365							
ERC	LOC					179							
ERC	5307						800						
ERC	1514						2,536						
ERC	LOC						84						
ERC	5307							824					
ERC	1514							2,611					
ERC	LOC							87					
ERC	5307								849				
ERC	1514								2,690				
ERC	LOC								90				
ERC	5307									874			
ERC	1514									2,771			
ERC	LOC									92			
ERC	5307										900		
ERC	1514										7,153		
ERC	LOC										238		
ERC	5307											927	
ERC	1514											2,939	
ERC	LOC											98	
ERC	5307												958
ERC	1514												3,043

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA													
ERC	LOC									101			
		9,960	7,232	11,634	16,883	8,717	3,420	3,522	3,629	3,737	8,291	3,964	4,102
		Total FY2025-2028		45,709		Total FY2029-2032		19,288		Total FY2033-2036		20,094	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 121367 *Safe, Clean, and Secure Program*

New-B

LIMITS:

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M8

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

Safety is a core value at SEPTA. All projects advanced in the Capital Program have a Safety-First focus. It is SEPTA's goal to promote safety and public health by making the overall system safer, cleaner, and more secure for riders. Maintaining the cleanliness of SEPTA facilities through the provision of various cleaning equipment is critical for good passenger health, their SEPTA experience, and supports overall system safety.

This program also includes life safety assessments and facility and vehicle safety and security measures. The Authority is part of the Philadelphia Area Regional Transit Security Working Group (PARTSWG), which works to advance safety and security improvements for all transit operations into and out of Philadelphia and the surrounding area. Additionally, SEPTA regularly applies to the competitive Transit Security Grant Program (TSGP) that is funded by the U. S. Department of Homeland Security.

Currently programmed projects include:

- Escalator / Elevator Improvement Program - \$66.57M (Ongoing)
- SEPTA Transit Police Department Equipment – \$7.10M (Ongoing)
- Light Rail Vehicle (LRV) Forward Collision Avoidance System - \$3.5M (FY2025 – FY2027)
- Fern Rock Transportation Center Safety Improvements - \$22.5M (Prior Years – FY2028)
- Fern Rock Transportation Center Pedestrian Access - \$30M (Prior Years – FY2028)
- Grade Crossing Enhancement Program - \$35.76M (Ongoing)
- Regional Rail Grade Crossing - \$22M (Prior Years – FY2029)
- Safety and Security Infrastructure Hardening Program - \$68.16M (Ongoing)
- Safety and Security Shop, Yard, & Office Hardening - \$59M (Ongoing)
- Tank Replacement Program - \$32.43M (Ongoing)
- Lawndale Station Grade Separation & High-Level Platform - \$25.3M (Prior Years – FY2028)
- 2026 Events Preparedness Initiative - \$5M (FY2025)
- Vacuum Cleaning Trains - \$36M (FY2025 – FY2028)
- Cleaning Equipment – \$33.43M (Ongoing)
- Fare Evasion Technology Program - \$16.4M (Prior Years – FY2026)
- Ballistic Bus Barriers Pilot Project - \$0.200M (FY2025 - FY2026)
- Jefferson Station Escalators - \$3M (FY2025 - FY2026)
- Safer Bus Operator Area Initiative - \$8.6M (FY2025 - FY2026)

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5307	8,500											
ERC	sSTP	2,000											
ERC	1514	26,250											
ERC	LOC	875											
ERC	5307		16,643										
ERC	1514		33,059										
ERC	LOC		1,102										
ERC	5307			20,706									
ERC	1514			34,042									
ERC	LOC			1,134									
ERC	5307				10,584								
ERC	1514				30,178								
ERC	LOC				1,006								
ERC	5307					10,640							
ERC	1514					20,792							
ERC	LOC					693							
ERC	5307						2,320						
ERC	1514						18,235						
ERC	LOC						608						
ERC	5307							2,389					
ERC	1514							18,746					
ERC	LOC							625					
ERC	5307								2,460				
ERC	1514								19,270				
ERC	LOC								642				
ERC	5307									2,533			
ERC	1514									19,811			
ERC	LOC									660			
ERC	5307										2,607		
ERC	1514										20,367		
ERC	LOC										679		
ERC	5307											2,688	
ERC	1514											20,940	
ERC	LOC											698	
ERC	5307												1,582
ERC	1514												24,740
ERC	LOC												824
		37,625	50,804	55,882	41,768	32,125	21,163	21,760	22,372	23,004	23,653	24,326	27,146
		Total FY2025-2028		186,079		Total FY2029-2032		97,420		Total FY2033-2036		98,129	

Total For SEPTA	2025	2026	2027	2028	2025-2028	2029-2032	2033-2036
	\$1,369,961	\$1,133,634	\$970,998	\$993,094	\$4,467,687	\$4,702,919	\$4,998,422