



Appendix B

State DOT Financial, and General and Procedural Guidance used in Developing the Program, and SEPTA's Financial Capacity Analysis and TAM Plan

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**PENNSYLVANIA'S 2027
TRANSPORTATION PROGRAM
FINANCIAL GUIDANCE**

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***PENNSYLVANIA 2027
TRANSPORTATION PROGRAM
FINANCIAL GUIDANCE***

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INTRODUCTION

One of the first crucial steps in the biennial update of Pennsylvania's 12-Year Program (TYP), Statewide Transportation Improvement Program (STIP) and each regional Transportation Improvement Program (TIP) is the development of Financial Guidance. The purpose of this document is to describe the available revenues and funding distribution strategies that form the foundation in developing the next update of these programs, hereafter referred to as the Program.

Financial Guidance is developed by a collaboration of representatives from Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), the Federal Highway Administration (FHWA) and PennDOT, collectively known as the Financial Guidance Work Group.

The Financial Guidance Work Group is directed by principles that Financial Guidance must be based on:

- A cooperative effort
- A long-term strategic viewpoint
- A Commonwealth perspective
- Existing and readily available data
- Statewide and regional needs-based decision-making
- Responsiveness to near-term issues and priorities
- Coordination with other agencies and initiatives

2027 TRANSPORTATION PROGRAM UPDATE

The Financial Guidance Work Group reached general agreement on draft financial guidance components in late April 2025, with the following recommendations:

- Existing formulas with updated data are retained from the 2025 Financial Guidance.
- The PROTECT program will continue to be administered as a statewide program.
- Updates to data: Vehicle Miles Traveled (VMT), Lane Miles, Truck VMT, NHS Bridge and Pavement Asset Management Factor (AMF), Bridge Deck Area and Vehicle Registration.
- State Highway and Bridge Funds reflect estimated revenues to the Motor License Fund.
- State Transit funding is based on estimated revenues to the Public Transportation Trust Fund.

- The Statewide Program will continue to cover 50% of the costs of the Rapid Bridge Replacement (RBR) program with the remaining 50% coming from each region's percent share of RBR associated deck area. The source of the regional share is split evenly between state bridge funding and state highway (capital) funding. These funds are deducted from each region's distribution and are reserved in a separate item for the Statewide Program.
- Anticipated available federal highway, bridge and transit funds will reflect 2026 Infrastructure Investment and Jobs Act (IIJA) authorized amounts for each year of the 12-Year Program.

The planning regions, FHWA and the Department achieved consensus to move forward with the *Pennsylvania 2027 Transportation Program Financial Guidance* and *Pennsylvania 2027 Transportation Program General and Procedural Guidance* on May 21, 2025.

FUNDING

Pennsylvania's 2027 Transportation Program will include all Federal and State capital funding that is expected to be available over the next twelve years. This includes:

- All anticipated federal highway and bridge funding apportionments or allocations to the Commonwealth
- State Highway and Bridge Capital funding for highway capital projects
- Estimated federal and state transit funding

The funding distribution tables that comprise the Appendices establish the annual funding constraint for each planning region and the Statewide and Interstate Programs in accordance with the requirements for fiscal constraint included in the *General and Procedural Guidance*. Projects and funding will be assigned to the appropriate years based upon project readiness, schedules, estimated funding availability and expected expenditure of funds (cash flow). Certain categories of discretionary, earmarked and maintenance funding are not included in the funding distribution tables and are considered to be additional funds to the program.

Highway and Bridge Funding Distribution

The distribution of federal funds is provided through formulas and policy decisions that were determined during meetings of the Financial Guidance Work Group. This guidance continues to assume the practice of programming to the authorization level rather than a lower obligation level. Program funding levels and implementation funding levels may differ due to the annual federal obligation limitation and the state budget. Financial Guidance is based upon information currently available as of May 2025. Adjustments or updates may be necessary based upon federal reauthorization.

- **National Highway Performance Program (NHPP):**
 - The **Interstate Management Program** will continue to be managed on a statewide basis with the programming of funds occurring centrally by the Department of Transportation in accordance with the Transportation Asset

Management Plan (TAMP) and Performance Based Planning and Programming. Approximately \$150 million of available NHPP funds were set-aside for the Interstate Management Program in the first year of the 2021 Program. An additional \$50 million is provided for Interstates in each subsequent year until a total of \$1 billion is realized in 2028.

- Twenty percent of the balance of NHPP funds remaining after these additional funds for the Interstate System are set-aside will be held in a statewide reserve to advance projects on the National Highway System (NHS) in accordance with the TAMP and performance management principles.
- An average of \$8.6 million per year will be reserved for State and Local Bridge Inspection.
- Remaining funds will be distributed amongst planning regions for bridges and highways on the NHS based upon the regional share of these factors:

2027 through 2038	
40% Bridge > 20 feet	3/4 Deck Area All Bridges (30%)
	1/4 Bridge AMF (10%)
60% Highway	1/4 Lane Miles (15%)
	1/4 VMT (15%)
	1/4 Truck VMT (15%)
	1/4 Pavement AMF (15%)

- AMF represents an Asset Management Factor. The factor considers necessary treatment needs to maintain existing pavements and bridges in a state of good repair consistent with Pennsylvania's TAMP. More information on the AMF is included in Appendix 4.

- **Surface Transportation Block Grant Program (STP):**

- Twenty percent of STP funding will be held in reserve at the discretion of the Secretary of Transportation. Funding will be utilized to offset the impact of high cost projects or programs ("spikes") which are beyond a region's allocation, or other statewide priorities.
- An average of \$17 million per year will be reserved for State and Local Bridge Inspection, Environmental Resource Agencies, and other related statewide line items.
- Remaining funds will be distributed to planning regions based upon the regional share of these factors:

2027 through 2038	
40% Bridge > 20 feet	Deck Area All Bridges (40%)
60% Highway	1/2 Lane Miles (30%)
	1/4 VMT (15%)
	1/4 Truck VMT (15%)

- **Surface Transportation Block Grant Program-Urban (STU):**
 - Funding is allocated to each MPO with populations greater than 200,000 based on current federal formula. The federal formula sub-allocates STP funds within each state between urbanized areas with populations greater than 200,000 and the rest of the state in proportion to their relative share of the total state population as well as the total state urbanized area population in proportion to all other states total urbanized area population.
 - The sub-allocation formula is currently based on the 2020 Federal Census.
- **Off System Bridges (BOF):**
 - Funding for minor collector and local functional class bridges will utilize the following formula:

2027 through 2038
Deck Area All Bridges (100%)

- Bridge data utilized in this formula include state and locally owned bridges over 20 feet in length.
- Funding for off-system bridges comes from legislated set-asides of the Surface Transportation Block Grant Program and the Bridge Formula Investment Program.
- **Bridge Formula Investment Program (BRIP):**
 - Funding for the replacement, rehabilitation, preservation, protection or construction of highway bridges over 20 feet in length will be distributed to planning regions and the Interstate Program based upon the share of these factors:

2027 through 2038	
40% Non-NHS Bridges	Deck Area Non-NHS State and Local Bridges > 20 Feet
60% NHS Bridges	3/4 Bridge Deck Area NHS and Interstate Bridges > 20 Feet
	1/4 Bridge AMF

- **Highway Safety Improvement Program (HSIP):**
 - \$50 million in funding for this program will be reserved statewide for priority safety initiatives.
 - \$12 million is divided evenly amongst the urban and rural regions to provide a \$500,000 base amount of funding to address systemic safety projects.
 - The remaining funding will be allocated to planning regions based on a 39:1 crash severity weighting for all reportable crashes. The ratio is based on the cost of fatal and injury crashes compared to property damage only crashes.

- **Congestion Mitigation and Air Quality (CMAQ):**
 - In accordance with agreements reached in conjunction with Pennsylvania Act 3 of 1997, \$25 million is reserved each year in federal funds to flex to transit. CMAQ funding will comprise more than \$23 million of this reservation. Remaining funds will be from the STP category.
 - Remaining funding is distributed to air quality non-attainment and maintenance areas according to factors which consider each county's air quality classification and 2020 census data. Previous "insufficient data" and "orphan maintenance" (as currently defined for the 1997 ozone NAAQS maintenance areas) counties no longer receive CMAQ funding.
- **National Highway Freight Program (NFP):**
 - Funding for this program will be allocated to the Interstate Management Program.
- **Surface Transportation Block Grant Program Set-Aside (former Transportation Alternatives Program) (TAP, TAU):**
 - The IIJA requires that 59% of the funds are sub-allocated by population and 41% are available to any area of the state. Part of the 59% sub-allocated by population is assigned, by federal formula utilizing the 2020 Census, to regions with populations greater than 200,000 (TAU).
 - The remaining funds sub-allocated by population and the 41% available to any area of the state (TAP) are held in statewide reserve as mandated by regulations that restrict the regional distribution of funds and require a statewide competitive process for selection of projects.
- **Railway-Highway Crossings, Section 130 (RRX):**
 - Funding for this program will continue to be managed on a statewide basis with the programming of funds occurring centrally by PennDOT.
 - Centralized management of this program allows for a formalized project selection process and promotes the higher utilization of funding and the ability to initiate higher-cost projects.
- **Carbon Reduction Program (CRP, CRPU):**
 - \$10 million in funding for this program will be reserved for statewide Transportation Systems Management and Operations (TSMO) initiatives.
 - Funding is allocated to each MPO with a population over 200,000 and between 50,000 and 200,000 based upon the federal formula that utilizes the 2020 Census.
 - Remaining Carbon Reduction Program funds available to any area and for those areas with a population under 50,000 will utilize the following formula:

2027 through 2038
1/3 Vehicle Miles Travelled
1/3 Lane Miles
1/3 Vehicle Registrations

- **Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) formula program (PRTCT):**
 - Funding for this program will continue to be managed on a statewide basis with the programming of funds occurring centrally by PennDOT.
 - Centralized management of this program allows for a formalized project selection process and the selection of higher cost projects.
 - Target investment ranges have been developed for each District based upon FEMA flood maps and historic flooding and slide closure data. Additional information on target investment ranges is included in General and Procedural Guidance.
- **Highway Capital Funding (581):**
 - Act 89 of 2013 requires 15% of available state highway and bridge funds be held in reserve for use at the discretion of the Secretary of Transportation.
 - \$25 million per year in State Highway (Capital) funds for transportation improvements associated with economic development opportunities are reserved for the **Transportation Infrastructure Investment Fund (TIIF)**. Decisions on how to utilize this funding will be at the discretion of the Secretary of the Department of Transportation in consultation with the Department of Community and Economic Development and Governor.
 - \$25 million per year in State Highway (Capital) funds for are reserved for transportation improvements associated with economic development opportunities. Decisions on how to utilize this funding will be at the discretion of Secretary of Department of Transportation.
 - An average of \$45.3 million per year will be reserved for State and Local Bridge Inspection, Environmental Resource Agencies, and other related statewide line items.
 - Remaining state highway funds will be distributed based upon the regional share of these factors:

2027 through 2038
1/4 VMT (25%)
1/4 Truck VMT (25%)
1/2 Lane Miles (50%)

- **Bridge Funding (185/183):**
 - Bridge funding will be allocated to planning regions based upon the regional share of these factors:

2027 through 2038
Deck Area All Bridges (100%)

- Bridge data utilized in this formula include state-owned bridges over 8 feet in length and local-owned bridges over 20 feet in length.

The following funding categories have limitations on how and where they may be used and will be considered as additional funds to the Transportation Program. The tables that are included in the appendices of this document do not include these funding sources.

- **Special Federal Funding (SXF):**
 - This funding is earmarked for specific projects that were authorized by federal legislation.
- **Appalachian Development Highway (APD/APL):**
 - Federal funds from SAFETEA-LU, recent appropriations legislation and the IIJA may only be used for eligible capital improvements on routes that have been designated as Appalachian highway corridors and which are included in the most recent Appalachian Development Highway System (ADHS) Cost to Complete Estimate. Funding may also be utilized for Local Access Road projects which are identified and approved in coordination with the Department of Community and Economic Development (DCED) and the Appalachian Regional Commission (ARC). Funding for this program is managed statewide by PennDOT.
- **National Electric Vehicle Infrastructure Formula Program (NEVI):**
 - Federal funds for the deployment of electric vehicle charging infrastructure are required to be used along designated Alternative Fuel Corridors in accordance with the State EV Infrastructure Deployment Plan and will be allocated to the Statewide program.
- **All Competitive Federal Funding:**
 - Funding awards and allocations through the Federal Competitive Programs that are determined by the United States Department of Transportation.
- **Discretionary State Funding:**
 - The decision to include funding associated with state discretionary programs including, but not limited to, the Multimodal Transportation Fund (MTF), Green-Light-Go (GLG) and Automated Red Light Enforcement (ARLE) will be a PennDOT decision based on funding availability and project awards.
- **State Maintenance Funding:**
 - State Appropriations 582 (Maintenance) and 409 (Expanded Maintenance Program) funding is used for highway maintenance activities. It is allocated to individual PennDOT County Maintenance Offices under a formula established by the State General Assembly. This funding may serve as matching funds for Federally Funded Highway Restoration and Preservation projects and, in such cases, will represent additional funding for the Transportation Program. The decision to include any state Appropriations 582 and 409 funding in the Program will be a PennDOT decision based on an assessment of project priorities and funding availability within the individual counties.

- **Appropriation 179:**
 - Since 2014, this funding, established by Act 26 of 1991, is provided to Counties directly through liquid fuel payments. A very limited amount of funding remains available for previously approved county-owned bridge projects.
- **Local and Private Funding:**
 - Local and private funding is not included in the tables and can be considered additional funding above that which is shown, if documentation supports the funds are reasonably expected to be available.
 - Funding for locally owned poor rated bridges made available through Act 13 of 2012 are not included in the tables and can be considered additional funding. Act 13 funded projects must be shown on a regional Transportation Improvement Program.
- **Turnpike Funding:**
 - The Pennsylvania Turnpike Commission (PTC) receives funding from a variety of sources, including toll revenues, state funding earmarked in Act 26 of 1991, Act 3 of 1997 and Act 89 of 2013, and special federal funding earmarked by Congress. These funds are not reflected in this financial guidance. The authority for the programming of projects using these funding sources rests with the PTC. The PTC does implement projects that qualify for regular federal funds. If the PTC desires to pursue regular federal funding, projects will be presented for consideration with other state and local projects within the appropriate planning region. However, all regionally significant Turnpike projects, regardless of the funding source, should be included on regional TIPs as required by statewide planning regulations.

Public Transit Funding Distribution

FUNDING HISTORY

Funding sources for transit improvements in Pennsylvania are federal, state, and local monies. Federal funding assumptions are based on FFY 2024 allocations via IIJA.

As part of an agreement between the Commonwealth and the transit community during the enactment of Act 3 of 1997, a total of \$25 million per year in federal highway funding is flexed to transit agencies for their projects. This funding is reserved in the highway financial guidance discussed previously. Federal and state funding, which is available for public transit programming, is included in Appendices 6 through 8. Federal funding is based on most recent IIJA authorizations only and is held flat through the period. Federal funding includes a mix of urban formula, fixed guideway, seniors and persons with disabilities, rural formula, and bus project funding. Additional federal fund authorizations are not included in the tables.

State funding for transit programs is provided for in Act 44 of 2007 as amended by Act 89 of 2013. Act 44 of 2007 established the Public Transportation Trust Fund (PTTF) to fund public transportation programs and projects. Public transportation funds are derived from the following sources: Turnpike, Sales and Use Tax, Public Transportation Assistance Fund (PTAF), Motor

Vehicle Sales Tax, Capital Bond Funds, Lottery, transfers from the Motor License Fund that are not restricted to highway purposes and various fines. These funds are deposited into the PTTF.

PUBLIC TRANSPORTATION FUNDING PROGRAMS

Act 44, as amended, authorizes six major public transportation programs:

- **Operating Program (Section 1513)** – Operating funds are allocated among public transportation providers based on:
 1. The operating assistance received in the prior fiscal year plus funding growth.
 2. Funding growth over the prior year is distributed on four operating statistics:
 - a. Total passengers
 - b. Senior passengers
 - c. Revenue vehicle miles
 - d. Revenue vehicle hours

The local match requirement is 15% of state funding or 5% growth in local match, whichever is less. Act 44 also includes performance criteria for the evaluation of public transportation services. This program also provides for free transit for seniors on any fixed route service. Sources of funding for this program includes Turnpike Funds, Sales and Use Tax, Motor Vehicle Sales and Use Tax, Lottery Funds, Public Transportation Assistance Funds and fees from the Motor License Fund that are not restricted to highway purposes.

- **Asset Improvement Program for Capital projects (Section 1514)** – The Asset Improvement Program is the program into which funds are deposited for the public transportation capital program. Source funding includes Turnpike funds, Motor Vehicle Sales Tax, other fees, and Capital Bond funds. In accordance with Act 89 provisions, PennDOT receives a discretionary set aside equal to 5% of available funding. The balance is allocated to SEPTA (69.4%), Port Authority (22.6%) and the remainder (8%) to all other transit systems. These funds require a local match equal to 3.33% of the state grant.
- **Capital Improvement Program (Section 1517)** – While still included as a capital program in the public transportation legislation, no new funding was deposited in this program after December 31, 2013, since the creation of Act 89 and capital funding was included as part of Section 1514 – Asset Improvement.
- **Alternative Energy Capital Investment Program (Section 1517.1)** – The Alternative Energy program is used to implement capital improvements conversion to an alternative energy source, in most cases Compressed Natural Gas (CNG). If the Department has projects to fund in the program, funding is transferred from Section 1514 prior to distributing Section 1514 funding as outlined previously.
- **New Initiatives Program (Section 1515)** – This program provides the framework to advance new or expansion of existing fixed guideway systems. Act 44 specifies criteria that must be met to receive funding under this program. The local match is established at 3.33% of the state funding. **NOTE:** No funding has been available for this program since it has not been appropriated by the legislature.

- **Programs of Statewide Significance (Section 1516)** – Programs such as Persons with Disabilities, Welfare to Work, intercity bus and rail service, as well as technical assistance and demonstration projects, are funded using a dedicated portion of PTTF. The match requirement varies by program. Source funding includes Sales and Use Tax, Motor Vehicle Sales and Use Tax, and Turnpike funds.

In addition to the programs authorized by Act 44, as amended, the State Lottery Law authorizes the Reduced Fare Shared-Ride Program for Senior Citizens (**Shared-Ride Program**). Lottery Funds are used to replace 85% of the fare for senior citizens 65 and older on shared ride, advanced reservation, curb to curb transportation services.

The funding in the transit tables is for planning purposes only. The actual Federal and State funding that is ultimately available each year will be determined during the annual appropriations and budgeting processes. The information in these documents is based on the availability of these funds and is subject to change based on changes in available funding amounts and/or legislative updates.

**Appendix 1: Available Funds
2027 Financial Guidance
Highway and Bridge Funds (\$000)**

Federal Funds	2027	2028	2029	2030	Total
National Highway Performance Program (NHPP)*	1,244,540	1,244,540	1,244,540	1,244,540	4,978,160
Surface Transportation Block Grant Program (STP)*	605,452	605,452	605,452	605,452	2,421,808
Highway Safety Improvement Program (HSIP)*	134,090	134,090	134,090	134,090	536,360
Congestion Mitigation and Air Quality (CMAQ)*	120,784	120,784	120,784	120,784	483,135
National Highway Freight Program (NFP)*	60,360	60,360	60,360	60,360	241,441
Railway-Highway Safety Crossings (RRX)	7,184	7,184	7,184	7,184	28,737
Carbon Reduction Program (CRP)	55,088	55,088	55,088	55,088	220,352
PROTECT Formula Program (PRTCT)	62,639	62,639	62,639	62,639	250,556
Bridge Formula Program (BRIP)	353,378	353,378	353,378	353,378	1,413,512
Subtotal -- Federal Funds	2,643,515	2,643,515	2,643,515	2,643,515	10,574,060
State Funds	2027	2028	2029	2030	Total
State Highway (Capital)	696,000	691,000	737,000	778,000	2,902,000
State Bridge	302,000	295,000	288,000	289,000	1,174,000
Subtotal -- State Funds	998,000	986,000	1,025,000	1,067,000	4,076,000
Grand Total	3,641,515	3,629,515	3,668,515	3,710,515	14,650,060

*numbers reflect 2% set-aside for Statewide Planning and Research

Federal and State Funds Subject to Distribution via Base Allocation Formulas (\$000)

National Highway Performance Program	2027	2028	2029	2030	Total
NHPP Apportionment	1,244,540	1,244,540	1,244,540	1,244,540	4,978,160
Less Enhanced Interstate Management	450,947	488,177	488,177	488,177	1,915,478
Remaining	793,593	756,363	756,363	756,363	3,062,682
20% Statewide Reserve	158,719	151,273	151,273	151,273	612,536
Less Bridge Inspection	8,623	8,623	8,623	8,623	34,490
Less Interstate Management Traditional	317,378	317,378	317,378	317,378	1,269,512
NHPP Funds to Distribute	308,874	279,090	279,090	279,090	1,146,143

Surface Transportation Block Grant Program	2027	2028	2029	2030	Total
STP Apportionment	605,452	605,452	605,452	605,452	2,421,808
Less Transportation Alternatives (10%)	50,305	50,305	50,305	50,305	201,220
Less STP-Urban Mandatory Distribution	190,185	190,185	190,185	190,185	760,740
Less Set-Aside for Off-System Bridges	98,396	98,396	98,396	98,396	393,582
Less Transit Flex	1,745	1,745	1,745	1,745	6,979
Less Structure Inspection/Inventory/Training	11,183	11,183	11,183	11,183	44,730
Less Environmental Resource Agencies	3,405	3,973	3,973	3,973	15,323
Less Oversight and Management	2,000	2,000	2,000	2,000	8,000
Remaining STP	248,233	247,666	247,666	247,666	991,232
Less Spike (20% of Remaining STP)	49,647	49,533	49,533	49,533	198,246
STP Funds to Distribute	198,587	198,133	198,133	198,133	792,986

Highway Safety Improvement Program	2027	2028	2029	2030	Total
HSIP Apportionment	134,090	134,090	134,090	134,090	536,360
Less Base of \$500K to each MPO/RPO	12,000	12,000	12,000	12,000	48,000
Less Statewide Reserve	50,000	50,000	50,000	50,000	200,000
HSIP Funds to Distribute	72,090	72,090	72,090	72,090	288,360

Congestion Mitigation and Air Quality	2027	2028	2029	2030	Total
CMAQ Apportionment	120,784	120,784	120,784	120,784	483,135
Less Transit Flex	23,255	23,255	23,255	23,255	93,021
CMAQ Funds to distribute	97,528	97,528	97,528	97,528	390,114

National Highway Freight Program	2027	2028	2029	2030	Total
Interstate Program	60,360	60,360	60,360	60,360	241,441

Transportation Alternatives	2027	2028	2029	2030	Total
Transportation Alternatives Apportionment	50,305	50,305	50,305	50,305	201,220
Less Recreational Trails	1,991	1,991	1,991	1,991	7,965
Mandatory Distribution for Urban Areas	17,755	17,755	17,755	17,755	71,021
TAP Funds -- Statewide Competitive Program	30,558	30,558	30,558	30,558	122,234

Railway-Highway Safety Crossings	2027	2028	2029	2030	Total
Statewide Program	7,184	7,184	7,184	7,184	28,737

Bridge Formula Program	2027	2028	2029	2030	Total
Special Bridge Formula Program Apportionment	353,378	353,378	353,378	353,378	1,413,512
15% Off System Bridge Funds to Distribute	53,007	53,007	53,007	53,007	212,027
Special Bridge Formula Funds to Distribute	300,371	300,371	300,371	300,371	1,201,485

Carbon Reduction Program	2027	2028	2029	2030	Total
Carbon Reduction Apportionment	55,088	55,088	55,088	55,088	220,352
Carbon Reduction Urban Set-Aside > 200K	22,304	22,304	22,304	22,304	89,214
Carbon Reduction Urban Set-Aside 50-200K	1,916	1,916	1,916	1,916	7,666
Carbon Reduction 5,000 to 50,000 to Distribute	3,156	3,156	3,156	3,156	12,623
Carbon Reduction < 5,000 to Distribute	8,431	8,431	8,431	8,431	33,725
Less TSMO	10,000	10,000	10,000	10,000	40,000
Carbon Reduction Program Flex to Distribute	9,281	9,281	9,281	9,281	37,123

PROTECT Formula Program	2027	2028	2029	2030	Total
PROTECT Formula Program	62,639	62,639	62,639	62,639	250,556

**Appendix 1: Available Funds
2027 Financial Guidance
Highway and Bridge Funds (\$000)**

State Funds	2027	2028	2029	2030	Total
State Highway (Capital)	696,000	691,000	737,000	778,000	2,902,000
State Bridge	302,000	295,000	288,000	289,000	1,174,000
Total State Funds (for Discretionary Calculation)	998,000	986,000	1,025,000	1,067,000	4,076,000
Mandatory 15% Discretionary (Highway Funds)	149,700	147,900	153,750	160,050	611,400

State Highway (Capital)	2027	2028	2029	2030	Total
Highway (Capital) After Discretionary Set-Aside	546,300	543,100	583,250	617,950	2,290,600
Less Environmental Resource Agencies	851	879	879	879	3,490
Less State Bridge Inspection	38,600	40,530	42,557	44,684	166,371
Less Oversight and Management	3,400	3,400	3,400	3,400	13,600
Less TIIF	25,000	25,000	25,000	25,000	100,000
Less Economic Development	25,000	25,000	25,000	25,000	100,000
State Highway (Capital) Funds to Distribute	453,449	448,291	486,414	518,986	1,907,140

State Bridge	2027	2028	2029	2030	Total
State Bridge Funds to Distribute	302,000	295,000	288,000	289,000	1,174,000

Total Distributed/Statewide Reserve	3,496,462	3,481,937	3,518,910	3,558,782	14,056,090
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Amounts in **Bold** are further reflected on the regional distribution charts.

**Appendix 1: Available Funds
2027 Financial Guidance 2031-2034
Highway and Bridge Funds (\$000)**

Federal Funds	2031	2032	2033	2034	Total
National Highway Performance Program (NHPP)*	1,244,540	1,244,540	1,244,540	1,244,540	4,978,160
Surface Transportation Block Grant Program (STP)*	605,452	605,452	605,452	605,452	2,421,808
Highway Safety Improvement Program (HSIP)*	134,090	134,090	134,090	134,090	536,360
Congestion Mitigation and Air Quality (CMAQ)*	120,784	120,784	120,784	120,784	483,135
National Highway Freight Program (NFP)*	60,360	60,360	60,360	60,360	241,441
Railway-Highway Safety Crossings (RRX)	7,184	7,184	7,184	7,184	28,737
Carbon Reduction Program (CRP)	55,088	55,088	55,088	55,088	220,352
PROTECT Formula Program (PRTCT)	62,639	62,639	62,639	62,639	250,556
Bridge Formula Program (BRIP)	353,378	353,378	353,378	353,378	1,413,512
Subtotal -- Federal Funds	2,643,515	2,643,515	2,643,515	2,643,515	10,574,060
State Funds	2031	2032	2033	2034	Total
State Highway (Capital)	778,000	778,000	778,000	778,000	3,112,000
State Bridge	289,000	289,000	289,000	289,000	1,156,000
Subtotal -- State Funds	1,067,000	1,067,000	1,067,000	1,067,000	4,268,000
Grand Total	3,710,515	3,710,515	3,710,515	3,710,515	14,842,060

*numbers reflect 2% set-aside for Statewide Planning and Research

Federal and State Funds Subject to Distribution via Base Allocation Formulas (\$000)

National Highway Performance Program	2031	2032	2033	2034	Total
NHPP Apportionment	1,244,540	1,244,540	1,244,540	1,244,540	4,978,160
Enhanced Interstate Management	488,177	488,177	488,177	488,177	1,952,708
Remaining	756,363	756,363	756,363	756,363	3,025,452
20% Statewide Reserve	151,273	151,273	151,273	151,273	605,090
Less Bridge Inspection	8,623	8,623	8,623	8,623	34,490
Less Interstate Management Traditional	317,378	317,378	317,378	317,378	1,269,512
NHPP Funds to Distribute	279,090	279,090	279,090	279,090	1,116,359

Surface Transportation Block Grant Program	2031	2032	2033	2034	Total
STP Apportionment	605,452	605,452	605,452	605,452	2,421,808
Less Transportation Alternatives (10%)	50,305	50,305	50,305	50,305	201,220
Less STP-Urban Mandatory Distribution	190,185	190,185	190,185	190,185	760,740
Less Set-Aside for Off-System Bridges	98,396	98,396	98,396	98,396	393,582
Less Transit Flex	1,745	1,745	1,745	1,745	6,979
Miscellaneous Inspection/Inventory/Training	11,183	11,183	11,183	11,183	44,730
Less Environmental Resource Agencies	3,973	3,973	3,973	3,973	15,891
Less Oversight and Management	2,000	2,000	2,000	2,000	8,000
<i>Remaining STP</i>	<i>247,666</i>	<i>247,666</i>	<i>247,666</i>	<i>247,666</i>	<i>990,665</i>
Less Spike (20% of Remaining STP)	49,533	49,533	49,533	49,533	198,133
STP Funds to Distribute	198,133	198,133	198,133	198,133	792,532

Highway Safety Improvement Program	2031	2032	2033	2034	Total
HSIP Apportionment	134,090	134,090	134,090	134,090	536,360
Less Base of \$500K to each MPO/RPO	12,000	12,000	12,000	12,000	48,000
Less Statewide Reserve	50,000	50,000	50,000	50,000	200,000
HSIP Funds to Distribute	72,090	72,090	72,090	72,090	288,360

Congestion Mitigation and Air Quality	2031	2032	2033	2034	Total
CMAQ Apportionment	120,784	120,784	120,784	120,784	483,135
Less Transit Flex	23,255	23,255	23,255	23,255	93,021
CMAQ Funds to distribute	97,528	97,528	97,528	97,528	390,114

National Highway Freight Program	2031	2032	2033	2034	Total
Interstate Program	60,360	60,360	60,360	60,360	241,441

Transportation Alternatives	2031	2032	2033	2034	Total
Transportation Alternatives Apportionment	50,305	50,305	50,305	50,305	201,220
Less Recreational Trails	1,991	1,991	1,991	1,991	7,965
Mandatory Distribution for Urban Areas	17,755	17,755	17,755	17,755	71,021
TAP Funds -- Statewide Competitive Program	30,558	30,558	30,558	30,558	122,234

Railway-Highway Safety Crossings	2031	2032	2033	2034	Total
Statewide Program	7,184	7,184	7,184	7,184	28,737

Bridge Formula Program	2031	2032	2033	2034	Total
Special Bridge Formula Program Apportionment	353,378	353,378	353,378	353,378	1,413,512
15% Off System Bridge Funds to Distribute	53,007	53,007	53,007	53,007	212,027
Special Bridge Formula Funds to Distribute	300,371	300,371	300,371	300,371	1,201,485

Carbon Reduction Program	2031	2032	2033	2034	Total
Carbon Reduction Apportionment	55,088	55,088	55,088	55,088	220,352
Carbon Reduction Urban Set-Aside > 200K	22,304	22,304	22,304	22,304	89,214
Carbon Reduction Urban Set-Aside 50-200K	1,916	1,916	1,916	1,916	7,666
Carbon Reduction 5,000 to 50,000 to Distribute	3,156	3,156	3,156	3,156	12,623
Carbon Reduction < 5,000 to Distribute	8,431	8,431	8,431	8,431	33,725
Less TSMO	10,000	10,000	10,000	10,000	40,000
Carbon Reduction Program Flex to Distribute	9,281	9,281	9,281	9,281	37,123

PROTECT Formula Program	2031	2032	2033	2034	Total
PROTECT Formula Program	62,639	62,639	62,639	62,639	250,556

**Appendix 1: Available Funds
2027 Financial Guidance
Highway and Bridge Funds (\$000)**

State Funds	2031	2032	2033	2034	Total
State Highway (Capital)	778,000	778,000	778,000	778,000	3,112,000
State Bridge	289,000	289,000	289,000	289,000	1,156,000
Total State Funds (for Discretionary Calculation)	1,067,000	1,067,000	1,067,000	1,067,000	4,268,000
Mandatory 15% Discretionary (Highway Funds)	160,050	160,050	160,050	160,050	640,200

State Highway (Capital)	2031	2032	2033	2034	Total
Highway (Capital) After Discretionary Set-Aside	617,950	617,950	617,950	617,950	2,471,800
Less Environmental Resource Agencies	879	879	879	879	3,517
Less State Bridge Inspection	44,684	44,684	44,684	44,684	178,737
Less Oversight and Management	3,400	3,400	3,400	3,400	13,600
Less TIIF	25,000	25,000	25,000	25,000	100,000
Less Economic Development	25,000	25,000	25,000	25,000	100,000
State Highway (Capital) Funds to Distribute	518,987	518,986	518,986	518,986	2,075,945

State Bridge	2031	2032	2033	2034	Total
State Bridge Funds to Distribute	289,000	289,000	289,000	289,000	1,156,000

Total Distributed/Statewide Reserve	3,558,782	3,558,782	3,558,782	3,558,782	14,235,129
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Amounts in **Bold** are further reflected on the regional distribution charts.

**Appendix 1: Available Funds
2027 Financial Guidance 2035-2038
Highway and Bridge Funds (\$000)**

Federal Funds	2035	2036	2037	2038	Total
National Highway Performance Program (NHPP)*	1,244,540	1,244,540	1,244,540	1,244,540	4,978,160
Surface Transportation Block Grant Program (STP)*	605,452	605,452	605,452	605,452	2,421,808
Highway Safety Improvement Program (HSIP)*	134,090	134,090	134,090	134,090	536,360
Congestion Mitigation and Air Quality (CMAQ)*	120,784	120,784	120,784	120,784	483,135
National Highway Freight Program (NFP)*	60,360	60,360	60,360	60,360	241,441
Railway-Highway Safety Crossings (RRX)	7,184	7,184	7,184	7,184	28,737
Carbon Reduction Program (CRP)	55,088	55,088	55,088	55,088	220,352
PROTECT Formula Program (PRTCT)	62,639	62,639	62,639	62,639	250,556
Bridge Formula Program (BRIP)	353,378	353,378	353,378	353,378	1,413,512
Subtotal -- Federal Funds	2,643,515	2,643,515	2,643,515	2,643,515	10,574,060
State Funds	2035	2036	2037	2038	Total
State Highway (Capital)	778,000	778,000	778,000	778,000	3,112,000
State Bridge	289,000	289,000	289,000	289,000	1,156,000
Subtotal -- State Funds	1,067,000	1,067,000	1,067,000	1,067,000	4,268,000
Grand Total	3,710,515	3,710,515	3,710,515	3,710,515	14,842,060

*numbers reflect 2% set-aside for Statewide Planning and Research

Federal and State Funds Subject to Distribution via Base Allocation Formulas (\$000)

National Highway Performance Program	2035	2036	2037	2038	Total
NHPP Apportionment	1,244,540	1,244,540	1,244,540	1,244,540	4,978,160
Enhanced Interstate Management	488,177	488,177	488,177	488,177	1,952,708
Remaining	756,363	756,363	756,363	756,363	3,025,452
20% Statewide Reserve	151,273	151,273	151,273	151,273	605,090
Less Bridge Inspection	8,623	8,623	8,623	8,623	34,490
Less Interstate Management Traditional	317,378	317,378	317,378	317,378	1,269,512
NHPP Funds to Distribute	279,090	279,090	279,090	279,090	1,116,359

Surface Transportation Block Grant Program	2035	2036	2037	2038	Total
STP Apportionment	605,452	605,452	605,452	605,452	2,421,808
Less Transportation Alternatives (10%)	50,305	50,305	50,305	50,305	201,220
Less STP-Urban Mandatory Distribution	190,185	190,185	190,185	190,185	760,740
Less Set-Aside for Off-System Bridges	98,396	98,396	98,396	98,396	393,582
Less Transit Flex	1,745	1,745	1,745	1,745	6,979
Miscellaneous Inspection/Inventory/Training	11,183	11,183	11,183	11,183	44,730
Less Environmental Resource Agencies	3,973	3,973	3,973	3,973	15,891
Less Oversight and Management	2,000	2,000	2,000	2,000	8,000
<i>Remaining STP</i>	<i>247,666</i>	<i>247,666</i>	<i>247,666</i>	<i>247,666</i>	<i>990,665</i>
Less Spike (20% of Remaining STP)	49,533	49,533	49,533	49,533	198,133
STP Funds to Distribute	198,133	198,133	198,133	198,133	792,532

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Less Base of \$500K to each MPO/RPO	12,000	12,000	12,000	12,000	48,000
Less Statewide Reserve	50,000	50,000	50,000	50,000	200,000
HSIP Funds to Distribute	72,090	72,090	72,090	72,090	288,360

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CMAQ Apportionment	120,784	120,784	120,784	120,784	483,135
Less Transit Flex	23,255	23,255	23,255	23,255	93,021
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Transportation Alternatives	2035	2036	2037	2038	Total
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Special Bridge Formula Program Apportionment	353,378	353,378	353,378	353,378	1,413,512
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2027 Financial Guidance
Highway and Bridge Funds (\$000)**

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Mandatory 15% Discretionary (Highway Funds)	160,050	160,050	160,050	160,050	640,200

State Highway (Capital)	2035	2036	2037	2038	Total
Highway (Capital) After Discretionary Set-Aside	617,950	617,950	617,950	617,950	2,471,800
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Less State Bridge Inspection	44,684	44,684	44,684	44,684	178,737
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Less TIIF	25,000	25,000	25,000	25,000	100,000
Less Economic Development	25,000	25,000	25,000	25,000	100,000
State Highway (Capital) Funds to Distribute	518,987	518,986	518,986	518,986	2,075,945

State Bridge	2035	2036	2037	2038	Total
State Bridge Funds to Distribute	289,000	289,000	289,000	289,000	1,156,000

Total Distributed/Statewide Reserve	3,558,782	3,558,782	3,558,782	3,558,782	14,235,129
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Amounts in **Bold** are further reflected on the regional distribution charts.

Appendix 2: FFY 2027 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	85,883	29,488	58,941	41,402	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	461,682
SPC	71,979	43,347	70,975	52,719	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	420,115
Harrisburg	17,636	9,070	16,492	11,498	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,479
Scranton/WB	12,471	7,660	12,488	9,464	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	71,964
Lehigh Valley	14,811	7,210	13,762	8,171	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	87,930
NEPA	7,273	8,415	12,221	4,901	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	49,139
SEDA-COG	14,815	11,329	19,882	14,714	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	89,609
Altoona	2,378	2,565	3,724	2,854	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,344
Johnstown	5,261	2,703	5,816	3,562	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	25,822
Centre County	3,753	2,406	4,410	2,176	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,206
Williamsport	4,261	3,594	5,734	4,314	3,223	1,041	0	0	0	0	0	471	152	0	4,077	26,868
Erie	3,835	3,934	6,623	3,586	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,351
Lancaster	11,146	8,749	14,502	8,524	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	79,400
York	4,389	6,111	10,476	3,820	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	47,146
Reading	11,317	5,521	10,781	6,660	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,761
Lebanon	1,948	2,058	3,535	1,488	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,283
Mercer	1,487	3,305	4,912	2,584	2,601	1,127	0	0	0	0	0	472	0	0	2,479	18,968
Adams	2,552	1,953	4,304	1,183	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,203
Franklin	1,543	2,770	4,618	1,609	1,766	1,342	0	0	0	0	0	538	138	0	1,575	15,898
Total Urban	278,738	162,188	284,195	185,228	121,681	77,129	0	0	97,528	17,755	190,185	15,751	24,220	0	193,570	1,648,168
Northwest	6,774	9,014	15,404	7,166	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	55,594
N. Central	7,035	8,759	14,974	6,285	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	52,801
N. Tier	8,719	9,183	17,583	9,221	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	64,556
S. Alleghenies	7,037	7,889	15,377	8,378	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	56,842
Wayne County	571	1,555	4,018	1,019	1,131	798	0	0	0	0	0	301	0	0	984	10,378
Total Rural	30,136	36,399	67,356	32,069	29,721	6,961	0	0	0	0	0	5,117	0	0	32,411	240,171
Interstate Program	768,325	0	86,162	68,967	0	0	60,360	0	0	0	0	0	0	0	74,390	1,058,204
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	158,719	49,647	149,700	0	0	50,000	0	0	0	0	0	0	0	0	0	408,065
RBR Regional Share	0	0	15,736	15,736	0	0	0	0	0	0	0	0	0	0	0	31,472
GRAND TOTAL	1,235,917	248,233	603,149	302,000	151,402	134,090	60,360	7,184	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,496,462

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2028 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	58,267	40,436	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	451,693
SPC	65,038	43,248	70,088	51,359	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	410,828
Harrisburg	15,935	9,049	16,294	11,214	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	96,276
Scranton/WB	11,269	7,642	12,342	9,238	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	70,371
Lehigh Valley	13,383	7,193	13,593	7,961	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	86,106
NEPA	6,572	8,395	12,062	4,752	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	48,110
SEDA-COG	13,386	11,303	19,647	14,357	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	87,563
Altoona	2,149	2,560	3,679	2,785	2,322	1,242	0	0	0	0	0	416	205	0	2,639	17,996
Johnstown	4,754	2,697	5,749	3,477	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	25,156
Centre County	3,391	2,401	4,355	2,117	1,460	1,096	0	0	0	0	0	487	230	0	2,188	17,725
Williamsport	3,850	3,586	5,665	4,208	3,223	1,041	0	0	0	0	0	471	152	0	4,077	26,275
Erie	3,465	3,925	6,547	3,502	2,742	2,131	0	0	0	0	0	766	517	0	3,216	26,812
Lancaster	10,072	8,729	14,324	8,303	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	77,907
York	3,966	6,097	10,351	3,721	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	46,485
Reading	10,225	5,509	10,656	6,502	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	60,373
Lebanon	1,760	2,053	3,494	1,453	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,015
Mercer	1,344	3,297	4,855	2,522	2,601	1,127	0	0	0	0	0	472	0	0	2,479	18,698
Adams	2,306	1,948	4,247	1,142	1,388	1,021	0	0	0	0	0	394	0	0	1,408	13,854
Franklin	1,394	2,763	4,563	1,567	1,766	1,342	0	0	0	0	0	538	138	0	1,575	15,646
Total Urban	251,860	161,817	280,779	180,616	121,681	77,129	0	0	97,528	17,755	190,185	15,751	24,220	0	193,570	1,612,890
Northwest	6,121	8,993	15,216	6,977	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	54,544
N. Central	6,357	8,739	14,784	6,106	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	51,733
N. Tier	7,878	9,162	17,366	8,979	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	63,235
S. Alleghenies	6,358	7,871	15,185	8,154	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	55,729
Wayne County	516	1,551	3,970	992	1,131	798	0	0	0	0	0	301	0	0	984	10,245
Total Rural	27,230	36,316	66,521	31,207	29,721	6,961	0	0	0	0	0	5,117	0	0	32,411	235,486
Interstate Program	805,555	0	85,181	67,368	0	0	60,360	0	0	0	0	0	0	0	74,390	1,092,856
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	147,900	0	0	50,000	0	0	0	0	0	0	0	0	0	398,706
RBR Regional Share	0	0	15,809	15,809	0	0	0	0	0	0	0	0	0	0	0	31,618
GRAND TOTAL	1,235,917	247,666	596,191	295,000	151,402	134,090	60,360	7,184	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,481,936

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2029 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	63,241	39,471	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	455,703
SPC	65,038	43,248	76,470	50,019	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	415,870
Harrisburg	15,935	9,049	17,733	10,932	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	97,434
Scranton/WB	11,269	7,642	13,413	9,012	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	71,217
Lehigh Valley	13,383	7,193	14,813	7,754	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	87,119
NEPA	6,572	8,395	13,196	4,608	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	49,100
SEDA-COG	13,386	11,303	21,365	14,003	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	88,927
Altoona	2,149	2,560	4,002	2,716	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,250
Johnstown	4,754	2,697	6,243	3,393	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	25,567
Centre County	3,391	2,401	4,752	2,059	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,063
Williamsport	3,850	3,586	6,165	4,103	3,223	1,041	0	0	0	0	0	471	152	0	4,077	26,669
Erie	3,465	3,925	7,107	3,418	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,288
Lancaster	10,072	8,729	15,611	8,086	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	78,978
York	3,966	6,097	11,263	3,624	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	47,299
Reading	10,225	5,509	11,575	6,344	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,134
Lebanon	1,760	2,053	3,794	1,417	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,279
Mercer	1,344	3,297	5,273	2,461	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,055
Adams	2,306	1,948	4,650	1,102	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,218
Franklin	1,394	2,763	4,965	1,526	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,007
Total Urban	251,860	161,817	305,631	176,050	121,681	77,129	0	0	97,528	17,755	190,185	15,751	24,220	0	193,570	1,633,177
Northwest	6,121	8,993	16,578	6,792	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	55,721
N. Central	6,357	8,739	16,145	5,931	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	52,919
N. Tier	7,878	9,162	18,931	8,740	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	64,561
S. Alleghenies	6,358	7,871	16,568	7,934	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	56,892
Wayne County	516	1,551	4,318	965	1,131	798	0	0	0	0	0	301	0	0	984	10,566
Total Rural	27,230	36,316	72,540	30,363	29,721	6,961	0	0	0	0	0	5,117	0	0	32,411	240,660
Interstate Program	805,555	0	92,425	65,770	0	0	60,360	0	0	0	0	0	0	0	74,390	1,098,501
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	153,750	0	0	50,000	0	0	0	0	0	0	0	0	0	404,556
RBR Regional Share	0	0	15,817	15,817	0	0	0	0	0	0	0	0	0	0	0	31,635
GRAND TOTAL	1,235,917	247,666	640,164	288,000	151,402	134,090	60,360	7,184	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,518,910

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2030 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,491	39,608	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,089
SPC	65,038	43,248	81,902	50,187	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	421,469
Harrisburg	15,935	9,049	18,960	10,969	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,698
Scranton/WB	11,269	7,642	14,326	9,043	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,161
Lehigh Valley	13,383	7,193	15,852	7,779	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,184
NEPA	6,572	8,395	14,159	4,622	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	50,078
SEDA-COG	13,386	11,303	22,829	14,051	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,439
Altoona	2,149	2,560	4,278	2,725	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,534
Johnstown	4,754	2,697	6,666	3,405	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	26,001
Centre County	3,391	2,401	5,089	2,066	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,407
Williamsport	3,850	3,586	6,591	4,117	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,109
Erie	3,465	3,925	7,585	3,430	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,778
Lancaster	10,072	8,729	16,708	8,113	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,101
York	3,966	6,097	12,040	3,636	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,089
Reading	10,225	5,509	12,359	6,366	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,940
Lebanon	1,760	2,053	4,049	1,422	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,540
Mercer	1,344	3,297	5,631	2,469	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,421
Adams	2,306	1,948	4,993	1,106	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,564
Franklin	1,394	2,763	5,307	1,531	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,354
Total Urban	251,860	161,817	326,815	176,647	121,681	77,129	0	0	97,528	17,755	190,185	15,751	24,220	0	193,570	1,654,958
Northwest	6,121	8,993	17,738	6,815	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,904
N. Central	6,357	8,739	17,302	5,950	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	54,096
N. Tier	7,878	9,162	20,264	8,769	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,923
S. Alleghenies	6,358	7,871	17,746	7,960	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	58,096
Wayne County	516	1,551	4,615	968	1,131	798	0	0	0	0	0	301	0	0	984	10,866
Total Rural	27,230	36,316	77,664	30,463	29,721	6,961	0	0	0	0	0	5,117	0	0	32,411	245,884
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	15,892	15,892	0	0	0	0	0	0	0	0	0	0	0	31,785
GRAND TOTAL	1,235,917	247,666	679,036	289,000	151,402	134,090	60,360	7,184	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,558,782

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: Total FFY 2027-2030 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	318,689	117,749	247,940	160,917	75,451	93,887	0	0	172,147	35,046	375,395	10,476	44,024	0	177,447	1,829,168
SPC	267,094	173,090	299,435	204,285	138,937	52,867	0	0	95,438	15,302	163,909	10,057	19,222	0	228,645	1,668,282
Harrisburg	65,441	36,217	69,480	44,613	28,385	15,381	0	0	22,278	4,304	46,106	2,502	5,407	0	50,774	390,888
Scranton/WB	46,278	30,587	52,570	36,757	22,457	16,177	0	0	0	3,216	34,445	2,098	4,600	0	36,529	285,713
Lehigh Valley	54,959	28,790	58,020	31,665	22,455	21,842	0	0	28,058	5,179	55,471	2,290	6,505	0	34,104	349,338
NEPA	26,988	33,601	51,637	18,883	21,457	12,834	0	0	2,202	0	0	5,990	0	0	22,835	196,427
SEDA-COG	54,974	45,238	83,723	57,125	43,378	9,275	0	0	0	0	0	6,569	0	0	56,255	356,538
Altoona	8,823	10,244	15,683	11,080	9,286	4,967	0	0	0	0	0	1,663	820	0	10,556	73,124
Johnstown	19,522	10,793	24,473	13,837	8,610	4,327	0	0	5,447	0	0	1,870	678	0	12,988	102,546
Centre County	13,926	9,609	18,606	8,417	5,839	4,385	0	0	0	0	0	1,947	922	0	8,750	72,402
Williamsport	15,810	14,353	24,156	16,743	12,893	4,164	0	0	0	0	0	1,885	610	0	16,308	106,922
Erie	14,230	15,711	27,863	13,937	10,968	8,525	0	0	0	0	0	3,065	2,069	0	12,862	109,229
Lancaster	41,361	34,935	61,145	33,027	27,442	15,044	0	0	22,568	3,460	37,058	1,964	4,346	0	34,038	316,386
York	16,288	24,402	44,130	14,802	14,183	11,902	0	0	18,628	2,092	22,407	1,711	3,252	0	15,223	189,019
Reading	41,993	22,048	45,371	25,871	16,321	13,461	0	0	17,502	2,423	25,950	1,606	3,043	0	29,620	245,209
Lebanon	7,227	8,218	14,872	5,780	5,636	5,516	0	0	5,846	0	0	1,697	831	0	5,493	61,117
Mercer	5,519	13,197	20,671	10,036	10,406	4,509	0	0	0	0	0	1,886	0	0	9,918	76,142
Adams	9,469	7,797	18,194	4,533	5,552	4,086	0	0	0	0	0	1,575	0	0	5,633	56,839
Franklin	5,727	11,060	19,452	6,232	7,065	5,367	0	0	0	0	0	2,150	552	0	6,300	63,906
Total Urban	1,034,317	647,639	1,197,420	718,541	486,724	308,514	0	0	390,114	71,021	760,740	63,004	96,880	0	774,279	6,549,193
Northwest	25,136	35,993	64,936	27,750	26,997	6,701	0	0	0	0	0	4,838	0	0	30,412	222,763
N. Central	26,106	34,975	63,205	24,273	25,531	6,136	0	0	0	0	0	4,844	0	0	26,479	211,549
N. Tier	32,354	36,669	74,144	35,710	32,914	5,600	0	0	0	0	0	4,887	0	0	35,996	258,275
S. Alleghenies	26,111	31,501	64,876	32,426	28,917	6,214	0	0	0	0	0	4,694	0	0	32,821	227,559
Wayne County	2,119	6,209	16,922	3,944	4,526	3,194	0	0	0	0	0	1,205	0	0	3,937	42,055
Total Rural	111,827	145,347	284,082	124,101	118,885	27,846	0	0	0	0	0	20,468	0	0	129,645	962,200
Interstate Program	3,184,990	0	362,383	268,104	0	0	241,441	0	0	0	0	0	0	0	297,562	4,354,479
Statewide Program	0	0	0	0	0	0	0	28,737	0	122,234	0	40,000	0	250,556	0	441,526
Statewide Reserve	612,536	198,246	611,400	0	0	200,000	0	0	0	0	0	0	0	0	0	1,622,183
RBR Regional Share	0	0	63,254	63,254	0	0	0	0	0	0	0	0	0	0	0	126,509
GRAND TOTAL	4,943,670	991,232	2,518,540	1,174,000	605,609	536,360	241,441	28,737	390,114	193,255	760,740	123,471	96,880	250,556	1,201,485	14,056,090

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2031 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,490	39,607	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,087
SPC	65,038	43,248	81,885	50,169	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	421,435
Harrisburg	15,935	9,049	18,958	10,967	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,694
Scranton/WB	11,269	7,642	14,325	9,043	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,159
Lehigh Valley	13,383	7,193	15,850	7,777	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,179
NEPA	6,572	8,395	14,155	4,618	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	50,069
SEDA-COG	13,386	11,303	22,827	14,049	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,436
Altoona	2,149	2,560	4,277	2,725	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,533
Johnstown	4,754	2,697	6,665	3,405	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	26,000
Centre County	3,391	2,401	5,088	2,065	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,405
Williamsport	3,850	3,586	6,590	4,117	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,108
Erie	3,465	3,925	7,585	3,430	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,778
Lancaster	10,072	8,729	16,705	8,111	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,096
York	3,966	6,097	12,038	3,635	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,086
Reading	10,225	5,509	12,358	6,365	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,939
Lebanon	1,760	2,053	4,049	1,422	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,540
Mercer	1,344	3,297	5,630	2,469	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,420
Adams	2,306	1,948	4,992	1,104	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,561
Franklin	1,394	2,763	5,306	1,530	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,353
Total Urban	251,860	161,817	326,775	176,607	121,681	77,129	0	0	97,528	17,755	190,185	15,751	24,220	0	193,570	1,654,878
Northwest	6,121	8,993	17,735	6,812	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,898
N. Central	6,357	8,739	17,298	5,946	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	54,087
N. Tier	7,878	9,162	20,260	8,766	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,916
S. Alleghenies	6,358	7,871	17,742	7,956	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	58,088
Wayne County	516	1,551	4,614	968	1,131	798	0	0	0	0	0	301	0	0	984	10,865
Total Rural	27,230	36,316	77,650	30,448	29,721	6,961	0	0	0	0	0	5,117	0	0	32,411	245,854
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	15,947	15,947	0	0	0	0	0	0	0	0	0	0	0	31,894
GRAND TOTAL	1,235,917	247,666	679,037	289,000	151,402	134,090	60,360	7,184	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,558,782

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2032 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,489	39,606	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,085
SPC	65,038	43,248	81,860	50,145	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	421,385
Harrisburg	15,935	9,049	18,955	10,964	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,687
Scranton/WB	11,269	7,642	14,324	9,041	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,157
Lehigh Valley	13,383	7,193	15,846	7,773	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,171
NEPA	6,572	8,395	14,148	4,612	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	50,056
SEDA-COG	13,386	11,303	22,825	14,047	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,430
Altoona	2,149	2,560	4,277	2,724	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,532
Johnstown	4,754	2,697	6,665	3,404	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	26,000
Centre County	3,391	2,401	5,086	2,063	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,402
Williamsport	3,850	3,586	6,589	4,116	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,106
Erie	3,465	3,925	7,585	3,430	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,777
Lancaster	10,072	8,729	16,701	8,106	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,087
York	3,966	6,097	12,037	3,633	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,082
Reading	10,225	5,509	12,358	6,364	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,938
Lebanon	1,760	2,053	4,049	1,422	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,539
Mercer	1,344	3,297	5,630	2,469	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,420
Adams	2,306	1,948	4,989	1,101	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,556
Franklin	1,394	2,763	5,306	1,530	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,352
Total Urban	251,860	161,817	326,718	176,550	121,681	77,129	0	0	97,528	17,755	190,185	15,751	24,220	0	193,570	1,654,764
Northwest	6,121	8,993	17,731	6,808	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,890
N. Central	6,357	8,739	17,292	5,940	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	54,075
N. Tier	7,878	9,162	20,255	8,761	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,905
S. Alleghenies	6,358	7,871	17,737	7,951	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	58,078
Wayne County	516	1,551	4,614	967	1,131	798	0	0	0	0	0	301	0	0	984	10,864
Total Rural	27,230	36,316	77,628	30,427	29,721	6,961	0	0	0	0	0	5,117	0	0	32,411	245,812
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	16,025	16,025	0	0	0	0	0	0	0	0	0	0	0	32,050
GRAND TOTAL	1,235,917	247,666	679,036	289,000	151,402	134,090	60,360	7,184	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,558,782

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2023 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,489	39,606	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,085
SPC	65,038	43,248	81,856	50,141	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	421,377
Harrisburg	15,935	9,049	18,954	10,963	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,686
Scranton/WB	11,269	7,642	14,324	9,041	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,157
Lehigh Valley	13,383	7,193	15,845	7,773	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,170
NEPA	6,572	8,395	14,147	4,611	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	50,054
SEDA-COG	13,386	11,303	22,824	14,046	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,429
Altoona	2,149	2,560	4,277	2,724	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,532
Johnstown	4,754	2,697	6,665	3,404	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	26,000
Centre County	3,391	2,401	5,086	2,063	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,402
Williamsport	3,850	3,586	6,589	4,115	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,105
Erie	3,465	3,925	7,585	3,430	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,777
Lancaster	10,072	8,729	16,700	8,106	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,086
York	3,966	6,097	12,036	3,633	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,082
Reading	10,225	5,509	12,358	6,364	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,938
Lebanon	1,760	2,053	4,049	1,422	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,539
Mercer	1,344	3,297	5,630	2,469	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,420
Adams	2,306	1,948	4,989	1,101	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,555
Franklin	1,394	2,763	5,306	1,529	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,351
Total Urban	251,860	161,817	326,709	176,540	121,681	77,129	0	0	97,528	17,755	190,185	15,751	24,220	0	193,570	1,654,745
Northwest	6,121	8,993	17,731	6,807	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,889
N. Central	6,357	8,739	17,291	5,939	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	54,073
N. Tier	7,878	9,162	20,254	8,760	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,904
S. Alleghenies	6,358	7,871	17,736	7,950	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	58,076
Wayne County	516	1,551	4,614	967	1,131	798	0	0	0	0	0	301	0	0	984	10,864
Total Rural	27,230	36,316	77,625	30,423	29,721	6,961	0	0	0	0	0	5,117	0	0	32,411	245,805
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	16,038	16,038	0	0	0	0	0	0	0	0	0	0	0	32,077
GRAND TOTAL	1,235,917	247,666	679,036	289,000	151,402	134,090	60,360	7,184	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,558,782

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2034 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,487	39,604	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,082
SPC	65,038	43,248	81,830	50,115	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	421,326
Harrisburg	15,935	9,049	18,951	10,960	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,680
Scranton/WB	11,269	7,642	14,323	9,040	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,154
Lehigh Valley	13,383	7,193	15,841	7,769	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,162
NEPA	6,572	8,395	14,141	4,604	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	50,041
SEDA-COG	13,386	11,303	22,821	14,043	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,424
Altoona	2,149	2,560	4,276	2,724	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,531
Johnstown	4,754	2,697	6,665	3,404	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	25,999
Centre County	3,391	2,401	5,084	2,061	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,399
Williamsport	3,850	3,586	6,588	4,114	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,103
Erie	3,465	3,925	7,585	3,429	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,777
Lancaster	10,072	8,729	16,696	8,102	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,078
York	3,966	6,097	12,034	3,631	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,078
Reading	10,225	5,509	12,357	6,363	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,936
Lebanon	1,760	2,053	4,049	1,422	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,539
Mercer	1,344	3,297	5,630	2,468	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,419
Adams	2,306	1,948	4,986	1,098	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,550
Franklin	1,394	2,763	5,305	1,529	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,350
Total Urban	251,860	161,817	326,650	176,481	121,681	77,129	0	0	97,528	17,755	190,185	15,751	24,220	0	193,570	1,654,626
Northwest	6,121	8,993	17,726	6,803	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,881
N. Central	6,357	8,739	17,284	5,933	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	54,060
N. Tier	7,878	9,162	20,249	8,755	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,893
S. Alleghenies	6,358	7,871	17,730	7,944	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	58,065
Wayne County	516	1,551	4,613	967	1,131	798	0	0	0	0	0	301	0	0	984	10,863
Total Rural	27,230	36,316	77,603	30,401	29,721	6,961	0	0	0	0	0	5,117	0	0	32,411	245,761
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	16,119	16,119	0	0	0	0	0	0	0	0	0	0	0	32,239
GRAND TOTAL	1,235,917	247,666	679,036	289,000	151,402	134,090	60,360	7,184	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,558,782

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: Total FFY 2031-2034 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	310,407	117,682	269,955	158,423	75,451	93,887	0	0	172,147	35,046	375,395	10,476	44,024	0	177,447	1,840,339
SPC	260,153	172,991	327,431	200,570	138,937	52,867	0	0	95,438	15,302	163,909	10,057	19,222	0	228,645	1,685,523
Harrisburg	63,741	36,196	75,819	43,855	28,385	15,381	0	0	22,278	4,304	46,106	2,502	5,407	0	50,774	394,747
Scranton/WB	45,075	30,569	57,296	36,165	22,457	16,177	0	0	0	3,216	34,445	2,098	4,600	0	36,529	288,627
Lehigh Valley	53,530	28,773	63,382	31,091	22,455	21,842	0	0	28,058	5,179	55,471	2,290	6,505	0	34,104	352,681
NEPA	26,286	33,582	56,590	18,444	21,457	12,834	0	0	2,202	0	0	5,990	0	0	22,835	200,220
SEDA-COG	53,546	45,212	91,298	56,185	43,378	9,275	0	0	0	0	0	6,569	0	0	56,255	361,719
Altoona	8,594	10,238	17,107	10,897	9,286	4,967	0	0	0	0	0	1,663	820	0	10,556	74,128
Johnstown	19,014	10,787	26,660	13,617	8,610	4,327	0	0	5,447	0	0	1,870	678	0	12,988	103,999
Centre County	13,564	9,603	20,344	8,253	5,839	4,385	0	0	0	0	0	1,947	922	0	8,750	73,607
Williamsport	15,399	14,345	26,357	16,462	12,893	4,164	0	0	0	0	0	1,885	610	0	16,308	108,422
Erie	13,860	15,702	30,340	13,719	10,968	8,525	0	0	0	0	0	3,065	2,069	0	12,862	111,110
Lancaster	40,286	34,915	66,803	32,424	27,442	15,044	0	0	22,568	3,460	37,058	1,964	4,346	0	34,038	320,347
York	15,864	24,388	48,146	14,532	14,183	11,902	0	0	18,628	2,092	22,407	1,711	3,252	0	15,223	192,328
Reading	40,902	22,035	49,431	25,457	16,321	13,461	0	0	17,502	2,423	25,950	1,606	3,043	0	29,620	247,751
Lebanon	7,039	8,213	16,197	5,688	5,636	5,516	0	0	5,846	0	0	1,697	831	0	5,493	62,157
Mercer	5,376	13,190	22,520	9,874	10,406	4,509	0	0	0	0	0	1,886	0	0	9,918	77,678
Adams	9,223	7,793	19,956	4,404	5,552	4,086	0	0	0	0	0	1,575	0	0	5,633	58,222
Franklin	5,578	11,053	21,222	6,118	7,065	5,367	0	0	0	0	0	2,150	552	0	6,300	65,406
Total Urban	1,007,439	647,268	1,306,852	706,178	486,724	308,514	0	0	390,114	71,021	760,740	63,004	96,880	0	774,279	6,619,013
Northwest	24,483	35,972	70,924	27,230	26,997	6,701	0	0	0	0	0	4,838	0	0	30,412	227,557
N. Central	25,428	34,955	69,164	23,758	25,531	6,136	0	0	0	0	0	4,844	0	0	26,479	216,296
N. Tier	31,514	36,648	81,018	35,041	32,914	5,600	0	0	0	0	0	4,887	0	0	35,996	263,617
S. Alleghenies	25,433	31,482	70,945	31,801	28,917	6,214	0	0	0	0	0	4,694	0	0	32,821	232,306
Wayne County	2,064	6,206	18,455	3,869	4,526	3,194	0	0	0	0	0	1,205	0	0	3,937	43,456
Total Rural	108,921	145,264	310,505	121,699	118,885	27,846	0	0	0	0	0	20,468	0	0	129,645	983,233
Interstate Program	3,222,220	0	394,458	263,993	0	0	241,441	0	0	0	0	0	0	0	297,562	4,419,674
Statewide Program	0	0	0	0	0	0	0	28,737	0	122,234	0	40,000	0	250,556	0	441,526
Statewide Reserve	605,090	198,133	640,200	0	0	200,000	0	0	0	0	0	0	0	0	0	1,643,423
RBR Regional Share	0	0	64,130	64,130	0	0	0	0	0	0	0	0	0	0	0	128,259
GRAND TOTAL	4,943,670	990,665	2,716,145	1,156,000	605,609	536,360	241,441	28,737	390,114	193,255	760,740	123,471	96,880	250,556	1,201,485	14,235,128

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2035 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,485	39,602	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,078
SPC	65,038	43,248	81,779	50,064	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	421,224
Harrisburg	15,935	9,049	18,945	10,954	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,667
Scranton/WB	11,269	7,642	14,320	9,037	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,149
Lehigh Valley	13,383	7,193	15,834	7,761	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,147
NEPA	6,572	8,395	14,127	4,591	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	50,015
SEDA-COG	13,386	11,303	22,816	14,038	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,412
Altoona	2,149	2,560	4,275	2,722	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,528
Johnstown	4,754	2,697	6,664	3,403	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	25,998
Centre County	3,391	2,401	5,081	2,058	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,392
Williamsport	3,850	3,586	6,586	4,112	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,099
Erie	3,465	3,925	7,584	3,429	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,776
Lancaster	10,072	8,729	16,688	8,093	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,061
York	3,966	6,097	12,031	3,627	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,070
Reading	10,225	5,509	12,355	6,362	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,933
Lebanon	1,760	2,053	4,049	1,422	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,538
Mercer	1,344	3,297	5,629	2,468	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,418
Adams	2,306	1,948	4,981	1,093	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,540
Franklin	1,394	2,763	5,303	1,527	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,347
Total Urban	251,860	161,817	326,532	176,364	121,681	77,129	0	0	97,528	17,755	190,185	15,751	24,220	0	193,570	1,654,391
Northwest	6,121	8,993	17,718	6,795	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,864
N. Central	6,357	8,739	17,272	5,920	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	54,036
N. Tier	7,878	9,162	20,238	8,744	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,872
S. Alleghenies	6,358	7,871	17,719	7,933	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	58,042
Wayne County	516	1,551	4,612	965	1,131	798	0	0	0	0	0	301	0	0	984	10,860
Total Rural	27,230	36,316	77,559	30,358	29,721	6,961	0	0	0	0	0	5,117	0	0	32,411	245,674
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	16,280	16,280	0	0	0	0	0	0	0	0	0	0	0	32,561
GRAND TOTAL	1,235,917	247,666	679,037	289,000	151,402	134,090	60,360	7,184	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,558,782

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2036 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,483	39,600	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,073
SPC	65,038	43,248	81,728	50,013	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	421,121
Harrisburg	15,935	9,049	18,938	10,947	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,654
Scranton/WB	11,269	7,642	14,318	9,035	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,144
Lehigh Valley	13,383	7,193	15,826	7,753	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,131
NEPA	6,572	8,395	14,114	4,578	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	49,988
SEDA-COG	13,386	11,303	22,810	14,032	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,401
Altoona	2,149	2,560	4,274	2,721	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,526
Johnstown	4,754	2,697	6,663	3,403	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	25,996
Centre County	3,391	2,401	5,078	2,055	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,386
Williamsport	3,850	3,586	6,584	4,110	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,095
Erie	3,465	3,925	7,584	3,429	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,775
Lancaster	10,072	8,729	16,679	8,085	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,044
York	3,966	6,097	12,027	3,624	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,063
Reading	10,225	5,509	12,354	6,360	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,930
Lebanon	1,760	2,053	4,048	1,421	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,538
Mercer	1,344	3,297	5,628	2,467	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,416
Adams	2,306	1,948	4,976	1,088	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,529
Franklin	1,394	2,763	5,301	1,525	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,343
Total Urban	251,860	161,817	326,413	176,245	121,681	77,129	0	0	97,528	17,755	190,185	15,751	24,220	0	193,570	1,654,154
Northwest	6,121	8,993	17,710	6,787	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,848
N. Central	6,357	8,739	17,259	5,908	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	54,010
N. Tier	7,878	9,162	20,227	8,733	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,850
S. Alleghenies	6,358	7,871	17,708	7,922	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	58,020
Wayne County	516	1,551	4,611	964	1,131	798	0	0	0	0	0	301	0	0	984	10,858
Total Rural	27,230	36,316	77,515	30,314	29,721	6,961	0	0	0	0	0	5,117	0	0	32,411	245,586
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	16,443	16,443	0	0	0	0	0	0	0	0	0	0	0	32,886
GRAND TOTAL	1,235,917	247,666	679,036	289,000	151,402	134,090	60,360	7,184	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,558,782

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2037 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,480	39,597	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,068
SPC	65,038	43,248	81,676	49,961	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	421,017
Harrisburg	15,935	9,049	18,932	10,941	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,641
Scranton/WB	11,269	7,642	14,315	9,032	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,139
Lehigh Valley	13,383	7,193	15,818	7,745	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,115
NEPA	6,572	8,395	14,101	4,564	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	49,962
SEDA-COG	13,386	11,303	22,805	14,026	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,390
Altoona	2,149	2,560	4,272	2,322	1,242	0	0	0	0	0	0	416	205	0	2,639	18,523
Johnstown	4,754	2,697	6,662	3,402	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	25,995
Centre County	3,391	2,401	5,075	2,052	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,380
Williamsport	3,850	3,586	6,581	4,108	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,090
Erie	3,465	3,925	7,584	3,428	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,775
Lancaster	10,072	8,729	16,671	8,076	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,027
York	3,966	6,097	12,023	3,620	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,055
Reading	10,225	5,509	12,352	6,359	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,927
Lebanon	1,760	2,053	4,048	1,421	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,537
Mercer	1,344	3,297	5,628	2,466	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,415
Adams	2,306	1,948	4,971	1,083	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,519
Franklin	1,394	2,763	5,300	1,524	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,340
Total Urban	251,860	161,817	326,293	176,125	121,681	77,129	0	0	97,528	17,755	190,185	15,751	24,220	0	193,570	1,653,914
Northwest	6,121	8,993	17,702	6,778	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,831
N. Central	6,357	8,739	17,247	5,895	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	53,985
N. Tier	7,878	9,162	20,217	8,722	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,829
S. Alleghenies	6,358	7,871	17,696	7,910	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	57,997
Wayne County	516	1,551	4,609	963	1,131	798	0	0	0	0	0	301	0	0	984	10,855
Total Rural	27,230	36,316	77,471	30,269	29,721	6,961	0	0	0	0	0	5,117	0	0	32,411	245,497
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	16,608	16,608	0	0	0	0	0	0	0	0	0	0	0	33,215
GRAND TOTAL	1,235,917	247,666	679,036	289,000	151,402	134,090	60,360	7,184	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,558,782

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2038 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,478	39,595	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,063
SPC	65,038	43,248	81,624	49,908	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	420,912
Harrisburg	15,935	9,049	18,925	10,934	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,628
Scranton/WB	11,269	7,642	14,312	9,030	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,134
Lehigh Valley	13,383	7,193	15,810	7,737	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,099
NEPA	6,572	8,395	14,087	4,551	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	49,935
SEDA-COG	13,386	11,303	22,799	14,021	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,378
Altoona	2,149	2,560	4,271	2,719	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,521
Johnstown	4,754	2,697	6,662	3,401	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	25,993
Centre County	3,391	2,401	5,072	2,049	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,373
Williamsport	3,850	3,586	6,579	4,106	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,086
Erie	3,465	3,925	7,583	3,428	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,774
Lancaster	10,072	8,729	16,662	8,068	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,010
York	3,966	6,097	12,019	3,616	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,047
Reading	10,225	5,509	12,351	6,357	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,924
Lebanon	1,760	2,053	4,048	1,421	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,536
Mercer	1,344	3,297	5,627	2,466	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,414
Adams	2,306	1,948	4,965	1,077	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,508
Franklin	1,394	2,763	5,298	1,522	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,336
Total Urban	251,860	161,817	326,172	176,004	121,681	77,129	0	0	97,528	17,755	190,185	15,751	24,220	0	193,570	1,653,672
Northwest	6,121	8,993	17,693	6,770	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,814
N. Central	6,357	8,739	17,234	5,882	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	53,959
N. Tier	7,878	9,162	20,206	8,711	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,807
S. Alleghenies	6,358	7,871	17,685	7,899	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	57,974
Wayne County	516	1,551	4,608	962	1,131	798	0	0	0	0	0	301	0	0	984	10,853
Total Rural	27,230	36,316	77,426	30,224	29,721	6,961	0	0	0	0	0	5,117	0	0	32,411	245,407
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	16,774	16,774	0	0	0	0	0	0	0	0	0	0	0	33,548
GRAND TOTAL	1,235,917	247,666	679,036	289,000	151,402	134,090	60,360	7,184	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,558,782

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: Total FFY 2035-2038 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	310,407	117,682	269,926	158,394	75,451	93,887	0	0	172,147	35,046	375,395	10,476	44,024	0	177,447	1,840,282
SPC	260,153	172,991	326,807	199,946	138,937	52,867	0	0	95,438	15,302	163,909	10,057	19,222	0	228,645	1,684,275
Harrisburg	63,741	36,196	75,740	43,776	28,385	15,381	0	0	22,278	4,304	46,106	2,502	5,407	0	50,774	394,590
Scranton/WB	45,075	30,569	57,265	36,134	22,457	16,177	0	0	0	3,216	34,445	2,098	4,600	0	36,529	288,565
Lehigh Valley	53,530	28,773	63,287	30,997	22,455	21,842	0	0	28,058	5,179	55,471	2,290	6,505	0	34,104	352,492
NEPA	26,286	33,582	56,430	18,284	21,457	12,834	0	0	2,202	0	0	5,990	0	0	22,835	199,900
SEDA-COG	53,546	45,212	91,229	56,117	43,378	9,275	0	0	0	0	0	6,569	0	0	56,255	361,581
Altoona	8,594	10,238	17,092	10,882	9,286	4,967	0	0	0	0	0	1,663	820	0	10,556	74,099
Johnstown	19,014	10,787	26,651	13,609	8,610	4,327	0	0	5,447	0	0	1,870	678	0	12,988	103,982
Centre County	13,564	9,603	20,306	8,214	5,839	4,385	0	0	0	0	0	1,947	922	0	8,750	73,531
Williamsport	15,399	14,345	26,330	16,436	12,893	4,164	0	0	0	0	0	1,885	610	0	16,308	108,370
Erie	13,860	15,702	30,335	13,714	10,968	8,525	0	0	0	0	0	3,065	2,069	0	12,862	111,100
Lancaster	40,286	34,915	66,700	32,322	27,442	15,044	0	0	22,568	3,460	37,058	1,964	4,346	0	34,038	320,141
York	15,864	24,388	48,100	14,486	14,183	11,902	0	0	18,628	2,092	22,407	1,711	3,252	0	15,223	192,236
Reading	40,902	22,035	49,412	25,439	16,321	13,461	0	0	17,502	2,423	25,950	1,606	3,043	0	29,620	247,714
Lebanon	7,039	8,213	16,193	5,684	5,636	5,516	0	0	5,846	0	0	1,697	831	0	5,493	62,150
Mercer	5,376	13,190	22,512	9,866	10,406	4,509	0	0	0	0	0	1,886	0	0	9,918	77,662
Adams	9,223	7,793	19,893	4,341	5,552	4,086	0	0	0	0	0	1,575	0	0	5,633	58,095
Franklin	5,578	11,053	21,202	6,098	7,065	5,367	0	0	0	0	0	2,150	552	0	6,300	65,366
Total Urban	1,007,439	647,268	1,305,411	704,738	486,724	308,514	0	0	390,114	71,021	760,740	63,004	96,880	0	774,279	6,616,131
Northwest	24,483	35,972	70,823	27,130	26,997	6,701	0	0	0	0	0	4,838	0	0	30,412	227,356
N. Central	25,428	34,955	69,012	23,605	25,531	6,136	0	0	0	0	0	4,844	0	0	26,479	215,990
N. Tier	31,514	36,648	80,888	34,911	32,914	5,600	0	0	0	0	0	4,887	0	0	35,996	263,357
S. Alleghenies	25,433	31,482	70,808	31,664	28,917	6,214	0	0	0	0	0	4,694	0	0	32,821	232,033
Wayne County	2,064	6,206	18,440	3,854	4,526	3,194	0	0	0	0	0	1,205	0	0	3,937	43,426
Total Rural	108,921	145,264	309,971	121,164	118,885	27,846	0	0	0	0	0	20,468	0	0	129,645	982,163
Interstate Program	3,222,220	0	394,458	263,993	0	0	241,441	0	0	0	0	0	0	0	297,562	4,419,674
Statewide Program	0	0	0	0	0	0	0	28,737	0	122,234	0	40,000	0	250,556	0	441,526
Statewide Reserve	605,090	198,133	640,200	0	0	200,000	0	0	0	0	0	0	0	0	0	1,643,423
RBR Regional Share	0	0	66,105	66,105	0	0	0	0	0	0	0	0	0	0	0	132,210
GRAND TOTAL	4,943,670	990,665	2,716,145	1,156,000	605,609	536,360	241,441	28,737	390,114	193,255	760,740	123,471	96,880	250,556	1,201,485	14,235,128

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 3: Rapid Bridge Replacement Program -- MPO/RPO Share (\$000) (50% A-581)

MPO/RPO	RBR Deck Area	% Share	2027	2028	2029	2030	TIP TOTAL	2031	2032	2033	2034	2035	2036	2037	2038	Total TYP
DVRPC	12,755.5	1.46%	229.49	230.55	230.68	231.77	922.49	232.57	233.71	233.90	235.08	235.96	237.19	237.46	238.74	2,807.09
SPC	276,302.9	31.59%	4,971.10	4,994.08	4,996.77	5,020.46	19,982.41	5,037.76	5,062.40	5,066.58	5,092.17	5,111.28	5,137.90	5,143.74	5,171.38	60,805.62
Harrisburg	34,925.0	3.99%	628.35	631.26	631.60	634.59	2,525.80	636.78	639.89	640.42	643.66	646.07	649.44	650.17	653.67	7,685.90
Scranton/WB	13,629.0	1.56%	245.21	246.34	246.47	247.64	985.66	248.49	249.71	249.92	251.18	252.12	253.43	253.72	255.09	2,999.32
Lehigh Valley	41,874.0	4.79%	753.38	756.86	757.27	760.86	3,028.36	763.48	767.21	767.85	771.72	774.62	778.65	779.54	783.73	9,215.16
NEPA	70,903.5	8.11%	1,275.66	1,281.56	1,282.25	1,288.33	5,127.79	1,292.76	1,299.09	1,300.16	1,306.73	1,311.63	1,318.46	1,319.96	1,327.06	15,603.64
SEDA-COG	30,389.6	3.47%	546.75	549.28	549.58	552.18	2,197.80	554.09	556.80	557.26	560.07	562.17	565.10	565.74	568.78	6,687.80
Altoona	6,584.4	0.75%	118.46	119.01	119.07	119.64	476.19	120.05	120.64	120.74	121.35	121.80	122.44	122.58	123.24	1,449.02
Johnstown	3,702.1	0.42%	66.61	66.91	66.95	67.27	267.74	67.50	67.83	67.89	68.23	68.48	68.84	68.92	69.29	814.72
Centre County	16,835.4	1.92%	302.89	304.29	304.46	305.90	1,217.55	306.96	308.46	308.71	310.27	311.44	313.06	313.41	315.10	3,704.94
Williamsport	11,654.8	1.33%	209.69	210.66	210.77	211.77	842.88	212.50	213.54	213.71	214.79	215.60	216.72	216.97	218.14	2,564.86
Erie	2,079.0	0.24%	37.40	37.58	37.60	37.78	150.35	37.91	38.09	38.12	38.32	38.46	38.66	38.70	38.91	457.52
Lancaster	45,475.8	5.20%	818.18	821.96	822.40	826.30	3,288.84	829.15	833.20	833.89	838.10	841.25	845.63	846.59	851.14	10,007.80
York	20,394.8	2.33%	366.93	368.63	368.83	370.58	1,474.97	371.85	373.67	373.98	375.87	377.28	379.24	379.68	381.72	4,488.26
Reading	8,141.2	0.93%	146.47	147.15	147.23	147.93	588.78	148.44	149.16	149.29	150.04	150.60	151.39	151.56	152.37	1,791.62
Lebanon	1,655.0	0.19%	29.78	29.91	29.93	30.07	119.69	30.18	30.32	30.35	30.50	30.62	30.78	30.81	30.98	364.21
Mercer	3,586.9	0.41%	64.53	64.83	64.87	65.17	259.41	65.40	65.72	65.77	66.11	66.35	66.70	66.77	67.13	789.36
Adams	28,042.5	3.21%	504.53	506.86	507.13	509.54	2,028.05	511.29	513.79	514.22	516.81	518.75	521.45	522.05	524.85	6,171.28
Franklin	8,918.4	1.02%	160.46	161.20	161.28	162.05	644.98	162.61	163.40	163.54	164.36	164.98	165.84	166.03	166.92	1,962.66
Northwest	44,543.1	5.09%	801.40	805.10	805.53	809.35	3,221.39	812.14	816.11	816.79	820.91	824.00	828.29	829.23	833.68	9,802.54
N. Central	67,603.4	7.73%	1,216.29	1,221.91	1,222.57	1,228.36	4,889.12	1,232.59	1,238.62	1,239.65	1,245.91	1,250.58	1,257.10	1,258.53	1,265.29	14,877.39
N. Tier	57,527.4	6.58%	1,035.00	1,039.79	1,040.35	1,045.28	4,160.42	1,048.88	1,054.01	1,054.88	1,060.21	1,064.19	1,069.73	1,070.95	1,076.70	12,659.98
S. Alleghenies	60,493.3	6.92%	1,088.36	1,093.40	1,093.98	1,099.17	4,374.92	1,102.96	1,108.35	1,109.27	1,114.87	1,119.06	1,124.88	1,126.16	1,132.21	13,312.68
Wayne	6,618.9	0.76%	119.08	119.63	119.70	120.27	478.68	120.68	121.27	121.37	121.98	122.44	123.08	123.22	123.88	1,456.61
Total (No IM)	874,635.9	100.00%	15,736.00	15,808.75	15,817.25	15,892.25	63,254.25	15,947.00	16,025.00	16,038.25	16,119.25	16,179.75	16,264.00	16,282.50	16,370.00	192,480.00

Rapid Bridge Replacement Program -- MPO/RPO Share (\$000) (50% A-185)

MPO/RPO	RBR Deck Area	% Share	2027	2028	2029	2030	TIP TOTAL	2031	2032	2033	2034	2035	2036	2037	2038	Total TYP
DVRPC	12,755.5	1.46%	229.49	230.55	230.68	231.77	922.49	232.57	233.71	233.90	235.08	235.96	237.19	237.46	238.74	2,807.09
SPC	276,302.9	31.59%	4,971.10	4,994.08	4,996.77	5,020.46	19,982.41	5,037.76	5,062.40	5,066.58	5,092.17	5,111.28	5,137.90	5,143.74	5,171.38	60,805.62
Harrisburg	34,925.0	3.99%	628.35	631.26	631.60	634.59	2,525.80	636.78	639.89	640.42	643.66	646.07	649.44	650.17	653.67	7,685.90
Scranton/WB	13,629.0	1.56%	245.21	246.34	246.47	247.64	985.66	248.49	249.71	249.92	251.18	252.12	253.43	253.72	255.09	2,999.32
Lehigh Valley	41,874.0	4.79%	753.38	756.86	757.27	760.86	3,028.36	763.48	767.21	767.85	771.72	774.62	778.65	779.54	783.73	9,215.16
NEPA	70,903.5	8.11%	1,275.66	1,281.56	1,282.25	1,288.33	5,127.79	1,292.76	1,299.09	1,300.16	1,306.73	1,311.63	1,318.46	1,319.96	1,327.06	15,603.64
SEDA-COG	30,389.6	3.47%	546.75	549.28	549.58	552.18	2,197.80	554.09	556.80	557.26	560.07	562.17	565.10	565.74	568.78	6,687.80
Altoona	6,584.4	0.75%	118.46	119.01	119.07	119.64	476.19	120.05	120.64	120.74	121.35	121.80	122.44	122.58	123.24	1,449.02
Johnstown	3,702.1	0.42%	66.61	66.91	66.95	67.27	267.74	67.50	67.83	67.89	68.23	68.48	68.84	68.92	69.29	814.72
Centre County	16,835.4	1.92%	302.89	304.29	304.46	305.90	1,217.55	306.96	308.46	308.71	310.27	311.44	313.06	313.41	315.10	3,704.94
Williamsport	11,654.8	1.33%	209.69	210.66	210.77	211.77	842.88	212.50	213.54	213.71	214.79	215.60	216.72	216.97	218.14	2,564.86
Erie	2,079.0	0.24%	37.40	37.58	37.60	37.78	150.35	37.91	38.09	38.12	38.32	38.46	38.66	38.70	38.91	457.52
Lancaster	45,475.8	5.20%	818.18	821.96	822.40	826.30	3,288.84	829.15	833.20	833.89	838.10	841.25	845.63	846.59	851.14	10,007.80
York	20,394.8	2.33%	366.93	368.63	368.83	370.58	1,474.97	371.85	373.67	373.98	375.87	377.28	379.24	379.68	381.72	4,488.26
Reading	8,141.2	0.93%	146.47	147.15	147.23	147.93	588.78	148.44	149.16	149.29	150.04	150.60	151.39	151.56	152.37	1,791.62
Lebanon	1,655.0	0.19%	29.78	29.91	29.93	30.07	119.69	30.18	30.32	30.35	30.50	30.62	30.78	30.81	30.98	364.21
Mercer	3,586.9	0.41%	64.53	64.83	64.87	65.17	259.41	65.40	65.72	65.77	66.11	66.35	66.70	66.77	67.13	789.36
Adams	28,042.5	3.21%	504.53	506.86	507.13	509.54	2,028.05	511.29	513.79	514.22	516.81	518.75	521.45	522.05	524.85	6,171.28
Franklin	8,918.4	1.02%	160.46	161.20	161.28	162.05	644.98	162.61	163.40	163.54	164.36	164.98	165.84	166.03	166.92	1,962.66
Northwest	44,543.1	5.09%	801.40	805.10	805.53	809.35	3,221.39	812.14	816.11	816.79	820.91	824.00	828.29	829.23	833.68	9,802.54
N. Central	67,603.4	7.73%	1,216.29	1,221.91	1,222.57	1,228.36	4,889.12	1,232.59	1,238.62	1,239.65	1,245.91	1,250.58	1,257.10	1,258.53	1,265.29	14,877.39
N. Tier	57,527.4	6.58%	1,035.00	1,039.79	1,040.35	1,045.28	4,160.42	1,048.88	1,054.01	1,054.88	1,060.21	1,064.19	1,069.73	1,070.95	1,076.70	12,659.98
S. Alleghenies	60,493.3	6.92%	1,088.36	1,093.40	1,093.98	1,099.17	4,374.92	1,102.96	1,108.35	1,109.27	1,114.87	1,119.06	1,124.88	1,126.16	1,132.21	13,312.68
Wayne	6,618.9	0.76%	119.08	119.63	119.70	120.27	478.68	120.68	121.27	121.37	121.98	122.44	123.08	123.22	123.88	1,456.61
Total (No IM)	874,635.9	100.00%	15,736.00	15,808.75	15,817.25	15,892.25	63,254.25	15,947.00	16,025.00	16,038.25	16,119.25	16,179.75	16,264.00	16,282.50	16,370.00	192,480.00

Appendix 3: Rapid Bridge Replacement Program -- MPO/RPO Share (\$000) Total (A-581 + A-185)

MPO/RPO	RBR Deck Area	% Share	2027	2028	2029	2030	TIP TOTAL	2031	2032	2033	2034	2035	2036	2037	2038	Total TYP
DVRPC	12,755.5	1.46%	458.98	461.10	461.35	463.54	1,844.97	465.14	467.41	467.80	470.16	471.92	474.38	474.92	477.47	5,614.17
SPC	276,302.9	31.59%	9,942.20	9,988.16	9,993.53	10,040.92	39,964.82	10,075.51	10,124.79	10,133.17	10,184.34	10,222.57	10,275.80	10,287.49	10,342.77	121,611.25
Harrisburg	34,925.0	3.99%	1,256.71	1,262.52	1,263.19	1,269.18	5,051.60	1,273.56	1,279.79	1,280.84	1,287.31	1,292.14	1,298.87	1,300.35	1,307.34	15,371.80
Scranton/WB	13,629.0	1.56%	490.41	492.68	492.94	495.28	1,971.32	496.99	499.42	499.83	502.36	504.24	506.87	507.44	510.17	5,998.63
Lehigh Valley	41,874.0	4.79%	1,506.75	1,513.72	1,514.53	1,521.71	6,056.71	1,526.95	1,534.42	1,535.69	1,543.45	1,549.24	1,557.31	1,559.08	1,567.46	18,430.31
NEPA	70,903.5	8.11%	2,551.32	2,563.11	2,564.49	2,576.65	10,255.58	2,585.53	2,598.18	2,600.32	2,613.46	2,623.27	2,636.92	2,639.92	2,654.11	31,207.28
SEDA-COG	30,389.6	3.47%	1,093.51	1,098.56	1,099.15	1,104.37	4,395.59	1,108.17	1,113.59	1,114.51	1,120.14	1,124.34	1,130.20	1,131.48	1,137.57	13,375.60
Altoona	6,584.4	0.75%	236.93	238.02	238.15	239.28	952.38	240.10	241.28	241.48	242.70	243.61	244.88	245.15	246.47	2,898.04
Johnstown	3,702.1	0.42%	133.21	133.83	133.90	134.54	535.48	135.00	135.66	135.77	136.46	136.97	137.68	137.84	138.58	1,629.43
Centre County	16,835.4	1.92%	605.79	608.59	608.92	611.80	2,435.09	613.91	616.91	617.42	620.54	622.87	626.11	626.83	630.19	7,409.89
Williamsport	11,654.8	1.33%	419.37	421.31	421.54	423.54	1,685.77	425.00	427.08	427.43	429.59	431.20	433.45	433.94	436.27	5,129.71
Erie	2,079.0	0.24%	74.81	75.15	75.19	75.55	300.71	75.81	76.18	76.25	76.63	76.92	77.32	77.41	77.82	915.05
Lancaster	45,475.8	5.20%	1,636.35	1,643.92	1,644.80	1,652.60	6,577.68	1,658.30	1,666.41	1,667.78	1,676.21	1,682.50	1,691.26	1,693.18	1,702.28	20,015.60
York	20,394.8	2.33%	733.87	737.26	737.65	741.15	2,949.93	743.71	747.34	747.96	751.74	754.56	758.49	759.35	763.43	8,976.51
Reading	8,141.2	0.93%	292.94	294.30	294.46	295.85	1,177.55	296.87	298.32	298.57	300.08	301.21	302.77	303.12	304.75	3,583.25
Lebanon	1,655.0	0.19%	59.55	59.83	59.86	60.14	239.38	60.35	60.65	60.70	61.00	61.23	61.55	61.62	61.95	728.43
Mercer	3,586.9	0.41%	129.07	129.66	129.73	130.35	518.81	130.80	131.44	131.55	132.21	132.71	133.40	133.55	134.27	1,578.73
Adams	28,042.5	3.21%	1,009.05	1,013.72	1,014.26	1,019.07	4,056.10	1,022.58	1,027.58	1,028.43	1,033.63	1,037.51	1,042.91	1,044.10	1,049.71	12,342.55
Franklin	8,918.4	1.02%	320.91	322.39	322.57	324.10	1,289.97	325.21	326.80	327.07	328.73	329.96	331.68	332.06	333.84	3,925.32
Northwest	44,543.1	5.09%	1,602.79	1,610.20	1,611.07	1,618.71	6,442.77	1,624.28	1,632.23	1,633.58	1,641.83	1,647.99	1,656.57	1,658.46	1,667.37	19,605.09
N. Central	67,603.4	7.73%	2,432.57	2,443.82	2,445.13	2,456.73	9,778.25	2,465.19	2,477.25	2,479.30	2,491.82	2,501.17	2,514.19	2,517.05	2,530.58	29,754.79
N. Tier	57,527.4	6.58%	2,070.01	2,079.58	2,080.69	2,090.56	8,320.84	2,097.76	2,108.02	2,109.77	2,120.42	2,128.38	2,139.46	2,141.90	2,153.41	25,319.96
S. Alleghenies	60,493.3	6.92%	2,176.73	2,186.79	2,187.97	2,198.34	8,749.83	2,205.92	2,216.71	2,218.54	2,229.74	2,238.11	2,249.77	2,252.33	2,264.43	26,625.37
Wayne	6,618.9	0.76%	238.17	239.27	239.40	240.53	957.37	241.36	242.54	242.74	243.97	244.88	246.16	246.44	247.76	2,913.23
Total (No IM)	874,635.9	100.00%	31,472.00	31,617.50	31,634.50	31,784.50	126,508.50	31,894.00	32,050.00	32,076.50	32,238.50	32,359.50	32,528.00	32,565.00	32,740.00	384,960.00

Appendix 4: Asset Management

The Asset Management Factor (AMF) is a value that is proposed to be added to the National Highway Performance Program (NHPP) distribution formula. This factor will consider necessary treatment needs (by dollar value) consistent with Pennsylvania's Transportation Asset Management Plan (TAMP) to maintain existing pavements and bridges in a state of good repair. For use in the formula, each county/region's dollar value will be divided by the statewide total to produce a ratio of the overall statewide needs.

To calculate the AMF, the Bureau of Maintenance and Operations (BOMO) Asset Management Division will consider the following information.

Pavement:

- Condition Surveys:
 - Systematic Technique to Analyze and Manage Pennsylvania's Pavements (STAMPP) Program
 - Since 1997, Automated Pavement Distress Condition Surveying program (Videologging)
 - Contractor also collects pavement condition for Local Federal Aid roads
 - Unpaved Roads, Shoulder, Drainage, Guide Rail condition data is collected via manual surveys
- Condition Survey Field Manuals:
 - Publication 336: Pavement (Bituminous & Jointed Concrete)
 - Publication 343: Continuously Reinforced Concrete & Unpaved Roads
 - Publication 33: Shoulder And Guide Rail
 - Publication 73: Storm Water Facility
- Treatments/Dollar Needs:
 - For each segment, the latest condition data is used to determine the appropriate treatment(s) for pavement, shoulder, drainage, and guide rail. Treatments are determined by matrices, with an example as follows:

Bituminous Pavement Fatigue Cracking (High Severity)

% Length Extent	Interstate / NHS Expressway	NHS – NON-Expressway	NON – NHS ≥ 2000 ADT	NON – NHS < 2000 ADT
>0 – 10%	10	10	10	5
11 – 25%	11	11	11	11
26 – 50%	21	11	11	11
51 – 75%	23	11	11	19
> 75%	23	23	23	23

0 - Routine Maintenance	1 - Crack Seal	2 - Spray Patch	3 - Skin Patch
4 - Manual Patch	5 - Manual Patch, Skin Patch	6 - Mechanized Patch	7 - Mill, Manual Patch
8 - Mill, Mechanized Patch	9 - Mill, Mechanized Edge Patch	10 - Base Repair, Manual Patch	11 - Base Repair, Mechanized Patch
12 - Seal Coat	13 - Level, Seal Coat	14 - Widening, Seal Coat	15 - Scratch, Level, Seal Coat
16 - Microsurface/ Thin Overlay	17 - Level, Resurface	18 - Mill, Conc. Patch, Level, Resurface	19 - Level, Resurface, Base Repair
20 - Mill, Level, Resurface	21 - Mill, Level, Resurface, Base Repair	22 - Construct Paved Shoulder	23 - Reconstruction

Appendix 4: Asset Management

- For each segment, the quantities of treatment materials are determined.
- For each segment, the costs of the treatments are determined.
- Cost of Treatments = Dollar Needs
- Dollar Needs are summed for each SR, and County, and expressed as a proportion of the total in the Commonwealth. The District or Planning region totals can also be expressed as a proportion of the total.

Bridges

- Condition Surveys
 - Bridge inspections have been performed through progressive Federal minimum standards since 1971
 - Bridges are inspected every 2 years or less, depending on condition
- Condition Survey Field Manual
 - Publication 100A
- Treatment / Dollar needs
 - For each bridge, the latest condition data is used to determine the appropriate treatment(s) for the structure. Treatments are determined by matrices, with an example as follows:
 - For each bridge, the treatment and cost are determined.
 - Total cost of treatments = Dollar Needs
 - Dollar Needs are summed for each County and expressed as a proportion of the total in the Commonwealth. The District or Planning region totals can also be expressed as a proportion of the total.

Asset Management Factor			
Category	Ratio	Ratio Input	Data Source
Pavement	Regional Needs/Statewide needs	Condition Surveys	STAMPP Program
		Condition Survey Field Manual	Publications 336
		Treatment/Dollar needs	Calculation of Pavement Treatment needed and Cost Associated
Bridge	Regional Needs/Statewide needs	Condition Surveys	Bridge Inspection Reports
		Condition Survey Field Manual	Publication 100A
		Treatment/Dollar needs	Calculation of Bridge Treatment needed and Cost Associated

Appendix 5: Financial Guidance Distribution Formula Summary

Category	2027 Financial Guidance		Data Source
NHPP	40% Bridge	3/4 Deck Area Non-Interstate NHS Bridges > 20 feet	Bridge Maintenance System (BMS)/AMF*
		1/4 Bridge AMF*	
	60% Highway	1/4 Non-Interstate NHS Lane Miles	Pennsylvania Highway Statistics Publication 600 derived from the Highway Performance Monitoring System/AMF*
		1/4 Non-Interstate NHS VMT	
		1/4 Non-Interstate NHS Truck VMT	
		1/4 Pavement AMF*	
Interstate -- 26/55ths of Apportionment in 2021; \$50,000,000 additional in		N/A	
STP	40% Bridge	Deck Area Non-NHS State and Local Bridges > 20 feet	BMS
	60% Highway	1/2 Non-NHS Lane Miles	Pennsylvania Highway Statistics Publication 600 derived from the Highway Performance Monitoring System
		1/4 Non-NHS VMT	
		1/4 Non-NHS Truck VMT	
State Highway	1/4 VMT		Pennsylvania Highway Statistics Publication 600 derived from the Highway Performance Monitoring System
	1/4 Truck VMT		
	1/2 Lane Miles		
State Bridge	Deck Area State bridges > 8 feet and Local bridges > 20 feet		BMS
Federal Off-System Bridge	Deck Area State and Local Bridges > 20 feet		BMS
HSIP	39:1 Crash Severity Weighting (Fatal and Injury Crasheses versus Property Damage only Crashes) \$500,000 base to each Planning Region, \$50 million Statewide		2023 Pennsylvania Crash Facts & Statistics
Rail	Statewide Program		N/A
NHFP	Interstate Program		N/A
CMAQ	Population with CMAQ Factor Multiplier based upon regional air quality classification for non-attainment/maintenance counties		Census Data/CMAQ Factor Multiplier
TAP	Statewide Program; funds designated to urban areas distributed according to federal formula		Federal Formula
STP-Urban	Funds distributed according to federal formula based on 2020 census		Federal Formula/Census Data
Bridge Investment Program	60% NHS Bridges	3/4 Bridge Deck Area NHS and Interstate Bridges > 20 feet	Pennsylvania Highway Statistics Publication 600 derived from the Highway Performance Monitoring System/AMF
		1/4 Bridge AMF*	
	40% STP Bridge	Deck Area Non-NHS State and Local Bridges > 20 feet	
Carbon Reduction	1/3 Vehicle Miles Travelled		Pennsylvania Highway Statistics Publication 600 derived from the Highway Performance Monitoring System and Annual Vehicle Registration Report
	1/3 Lane Miles		
	1/3 Vehicle Registrations		
Carbon Reduction -- Urban	Funds distributed according to federal formula based on 2020 census		Federal Formula/Census Data
PROTECT	Statewide Program-District Targets		FEMA Flood Zone maps/RCRS Data

* Asset Management Factor-See Description

**Appendix 6: Financial Guidance
State Transit Funding 2027-2030**

State Transit Funds		2027			
Agency	Asset Improvement *	Operating Assistance #	PwD	Senior Citizen SRP	Total
Airport Corridor Transportation Association		668,100			668,100
Allied Coordinated Transportation Services, Inc.			86,000	385,000	471,000
Amtran		4,377,838			4,377,838
Area Transportation Authority of North Central Pennsylvania		8,043,898	157,000	333,000	8,533,898
Beaver County Transit Authority		5,349,560		700,000	6,049,560
Blair Senior Services, Inc.			40,000	915,000	955,000
Borough of Mount Carmel		449,411			449,411
Borough of Pottstown		1,918,982			1,918,982
Bucks County Transport, Inc.			630,000	1,250,000	1,880,000
Butler Transit Authority		1,449,567			1,449,567
Cambria County Transit Authority		9,485,485	41,000	430,000	9,956,485
Centre Area Transit Authority		11,188,063		225,000	11,413,063
Centre County			119,000	720,000	839,000
Chester County			360,000	1,450,000	1,810,000
City of Hazleton		2,835,157			2,835,157
Clarion County			40,378	546,277	586,655
Community Transit of Delaware County, Inc.			30,000	2,200,000	2,230,000
County of Butler			110,000	330,000	440,000
County of Lackawanna Transportation System		9,508,273	116,000	1,780,000	11,404,273
County of Lebanon Transit Authority		2,880,120	110,000	358,000	3,348,120
Crawford Area Transit Authority		2,193,860	40,000	610,000	2,843,860
Endless Mountains Transportation Authority		1,740,396	225,000	1,067,000	3,032,396
Erie Metropolitan Transit Authority		13,859,898	99,000	900,000	14,858,898
Fayette County		1,967,866	120,000	512,000	2,599,866
Forest County			51,000	380,000	431,000
Greene County			143,782	396,848	540,630
Heritage Community Initiatives		1,366,366			1,366,366
Huntingdon-Bedford-Fulton Area Agency on Aging			155,000	1,039,000	1,194,000
Indiana County Transportation Authority		2,449,773	39,000	400,000	2,888,773
Lehigh and Northampton Transportation Authority		26,208,284	346,000	3,000,000	29,554,284
Luzerne County Transit Authority		8,678,886	55,000	725,000	9,458,886
Lycoming-Clinton County Centers for Community Action			200,000	820,000	1,020,000
Mercer County Regional Council of Governments		1,166,969	153,000	700,000	2,019,969
Mid Mon Valley Transit Authority		4,195,914			4,195,914
Mid-County Transit Authority		791,868	28,000	175,000	994,868
Mifflin-Juniata Area Agency on Aging			69,000	380,000	449,000
Monroe County Transit Authority		2,836,290	430,000	880,000	4,146,290
New Castle Area Transit Authority		6,119,927			6,119,927
Pike County			77,000	340,000	417,000
Port Authority of Allegheny County	139,900,000	291,432,765	550,000	10,200,000	442,082,765
River Valley Transportation Authority		6,237,634			6,237,634
Schuylkill Transportation System		2,243,123	90,000	830,000	3,163,123
Somerset County			63,000	215,000	278,000
South Central Transit Authority		24,374,776	230,000	3,100,000	27,704,776
Southeastern Pennsylvania Transportation Authority	429,610,000	896,079,043		23,500,000	1,349,189,043
Suburban Transit Network, Inc.			320,000	3,180,000	3,500,000
Susquehanna Regional Transportation Authority		23,606,809	1,300,000	4,450,000	29,356,809
Susquehanna Wyoming County Transportation			219,000	550,000	769,000
Transportation Authority of Warren County		1,015,682	50,000	400,000	1,465,682
Washington County Transportation Authority		2,134,538	450,000	1,300,000	3,884,538
Wayne County Transportation System			173,000	1,261,000	1,434,000
Westmoreland County Transportation Authority		5,576,106	357,000	1,300,000	7,233,106
Other Unallocated (Urban/Rural)	49,520,000	55,931,022			105,451,022
PennDOT Discretion	32,580,000				32,580,000
Grand Total	651,610,000	1,440,362,249	7,872,160	74,233,125	2,174,077,534

Date prepared: 4/15/2025

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. Allocations in SFY 25-26 and subsequent years are projected based on the Governor's March 2025 projected budget.

Distribution for all fiscal years is based on FY 2023-24 operating statistics and uses SFY 24-25 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

**Appendix 6: Financial Guidance
State Transit Funding 2027-2030**

State Transit Funds		2028			
Agency	Asset Improvement *	Operating Assistance #	PwD	Senior Citizen SRP	Total
Airport Corridor Transportation Association		668,100			668,100
Allied Coordinated Transportation Services, Inc.			86,000	385,000	471,000
Amtran		4,377,838			4,377,838
Area Transportation Authority of North Central Pennsylvania		8,043,898	157,000	333,000	8,533,898
Beaver County Transit Authority		5,349,560		700,000	6,049,560
Blair Senior Services, Inc.			40,000	915,000	955,000
Borough of Mount Carmel		449,411			449,411
Borough of Pottstown		1,918,982			1,918,982
Bucks County Transport, Inc.			630,000	1,250,000	1,880,000
Butler Transit Authority		1,449,567			1,449,567
Cambria County Transit Authority		9,485,485	41,000	430,000	9,956,485
Centre Area Transit Authority		11,188,063		225,000	11,413,063
Centre County			119,000	720,000	839,000
Chester County			360,000	1,450,000	1,810,000
City of Hazelton		2,835,157			2,835,157
Clarion County			40,378	546,277	586,655
Community Transit of Delaware County, Inc.			30,000	2,200,000	2,230,000
County of Butler			110,000	330,000	440,000
County of Lackawanna Transportation System		9,508,273	116,000	1,780,000	11,404,273
County of Lebanon Transit Authority		2,880,120	110,000	358,000	3,348,120
Crawford Area Transit Authority		2,193,860	40,000	610,000	2,843,860
Endless Mountains Transportation Authority		1,740,396	225,000	1,067,000	3,032,396
Erie Metropolitan Transit Authority		13,859,898	99,000	900,000	14,858,898
Fayette County		1,967,866	120,000	512,000	2,599,866
Forest County			51,000	380,000	431,000
Greene County			143,782	396,848	540,630
Heritage Community Initiatives		1,366,366			1,366,366
Huntingdon-Bedford-Fulton Area Agency on Aging			155,000	1,039,000	1,194,000
Indiana County Transportation Authority		2,449,773	39,000	400,000	2,888,773
Lehigh and Northampton Transportation Authority		26,208,284	346,000	3,000,000	29,554,284
Luzerne County Transit Authority		8,678,886	55,000	725,000	9,458,886
Lycoming-Clinton County Centers for Community Action			200,000	820,000	1,020,000
Mercer County Regional Council of Governments		1,166,969	153,000	700,000	2,019,969
Mid Mon Valley Transit Authority		4,195,914			4,195,914
Mid-County Transit Authority		791,868	28,000	175,000	994,868
Mifflin-Juniata Area Agency on Aging			69,000	380,000	449,000
Monroe County Transit Authority		2,836,290	430,000	880,000	4,146,290
New Castle Area Transit Authority		6,119,927			6,119,927
Pike County			77,000	340,000	417,000
Port Authority of Allegheny County	139,900,000	291,432,765	550,000	10,200,000	442,082,765
River Valley Transportation Authority		6,237,634			6,237,634
Schuylkill Transportation System		2,243,123	90,000	830,000	3,163,123
Somerset County			63,000	215,000	278,000
South Central Transit Authority		24,374,776	230,000	3,100,000	27,704,776
Southeastern Pennsylvania Transportation Authority	429,610,000	896,079,043		23,500,000	1,349,189,043
Suburban Transit Network, Inc.			320,000	3,180,000	3,500,000
Susquehanna Regional Transportation Authority		23,606,809	1,300,000	4,450,000	29,356,809
Susquehanna Wyoming County Transportation			219,000	550,000	769,000
Transportation Authority of Warren County		1,015,682	50,000	400,000	1,465,682
Washington County Transportation Authority		2,134,538	450,000	1,300,000	3,884,538
Wayne County Transportation System			173,000	1,261,000	1,434,000
Westmoreland County Transportation Authority		5,576,106	357,000	1,300,000	7,233,106
Other Unallocated (Urban/Rural)	49,520,000	84,738,267			134,258,267
PennDOT Discretion	32,580,000				32,580,000
Grand Total	651,610,000	1,469,169,494	7,872,160	74,233,125	2,202,884,779

Date prepared: 4/15/2025

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. Allocations in SFY 25-26 and subsequent years are projected based on the Governor's March 2025 projected budget.

Distribution for all fiscal years is based on FY 2023-24 operating statistics and uses SFY 24-25 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

**Appendix 6: Financial Guidance
State Transit Funding 2027-2030**

State Transit Funds		2029			
Agency	Asset Improvement *	Operating Assistance #	PwD	Senior Citizen SRP	Total
Airport Corridor Transportation Association		668,100			668,100
Allied Coordinated Transportation Services, Inc.			86,000	385,000	471,000
Amtran		4,377,838			4,377,838
Area Transportation Authority of North Central Pennsylvania		8,043,898	157,000	333,000	8,533,898
Beaver County Transit Authority		5,349,560		700,000	6,049,560
Blair Senior Services, Inc.			40,000	915,000	955,000
Borough of Mount Carmel		449,411			449,411
Borough of Pottstown		1,918,982			1,918,982
Bucks County Transport, Inc.			630,000	1,250,000	1,880,000
Butler Transit Authority		1,449,567			1,449,567
Cambria County Transit Authority		9,485,485	41,000	430,000	9,956,485
Centre Area Transit Authority		11,188,063		225,000	11,413,063
Centre County			119,000	720,000	839,000
Chester County			360,000	1,450,000	1,810,000
City of Hazelton		2,835,157			2,835,157
Clarion County			40,378	546,277	586,655
Community Transit of Delaware County, Inc.			30,000	2,200,000	2,230,000
County of Butler			110,000	330,000	440,000
County of Lackawanna Transportation System		9,508,273	116,000	1,780,000	11,404,273
County of Lebanon Transit Authority		2,880,120	110,000	358,000	3,348,120
Crawford Area Transit Authority		2,193,860	40,000	610,000	2,843,860
Endless Mountains Transportation Authority		1,740,396	225,000	1,067,000	3,032,396
Erie Metropolitan Transit Authority		13,859,898	99,000	900,000	14,858,898
Fayette County		1,967,866	120,000	512,000	2,599,866
Forest County			51,000	380,000	431,000
Greene County			143,782	396,848	540,630
Heritage Community Initiatives		1,366,366			1,366,366
Huntingdon-Bedford-Fulton Area Agency on Aging			155,000	1,039,000	1,194,000
Indiana County Transportation Authority		2,449,773	39,000	400,000	2,888,773
Lehigh and Northampton Transportation Authority		26,208,284	346,000	3,000,000	29,554,284
Luzerne County Transit Authority		8,678,886	55,000	725,000	9,458,886
Lycoming-Clinton County Centers for Community Action			200,000	820,000	1,020,000
Mercer County Regional Council of Governments		1,166,969	153,000	700,000	2,019,969
Mid Mon Valley Transit Authority		4,195,914			4,195,914
Mid-County Transit Authority		791,868	28,000	175,000	994,868
Mifflin-Juniata Area Agency on Aging			69,000	380,000	449,000
Monroe County Transit Authority		2,836,290	430,000	880,000	4,146,290
New Castle Area Transit Authority		6,119,927			6,119,927
Pike County			77,000	340,000	417,000
Port Authority of Allegheny County	139,900,000	291,432,765	550,000	10,200,000	442,082,765
River Valley Transportation Authority		6,237,634			6,237,634
Schuylkill Transportation System		2,243,123	90,000	830,000	3,163,123
Somerset County			63,000	215,000	278,000
South Central Transit Authority		24,374,776	230,000	3,100,000	27,704,776
Southeastern Pennsylvania Transportation Authority	429,610,000	896,079,043		23,500,000	1,349,189,043
Suburban Transit Network, Inc.			320,000	3,180,000	3,500,000
Susquehanna Regional Transportation Authority		23,606,809	1,300,000	4,450,000	29,356,809
Susquehanna Wyoming County Transportation			219,000	550,000	769,000
Transportation Authority of Warren County		1,015,682	50,000	400,000	1,465,682
Washington County Transportation Authority		2,134,538	450,000	1,300,000	3,884,538
Wayne County Transportation System			173,000	1,261,000	1,434,000
Westmoreland County Transportation Authority		5,576,106	357,000	1,300,000	7,233,106
Other Unallocated (Urban/Rural)	49,520,000	114,121,656			163,641,656
PennDOT Discretion	32,580,000				32,580,000
Grand Total	651,610,000	1,498,552,883	7,872,160	74,233,125	2,232,268,168

Date prepared: 4/15/2025

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Distribution for all fiscal years is based on FY 2023-24 operating statistics and uses SFY 24-25 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

**Appendix 6: Financial Guidance
State Transit Funding 2027-2030**

State Transit Funds		2030			
Agency	Asset Improvement *	Operating Assistance #	PwD	Senior Citizen SRP	Total
Airport Corridor Transportation Association		668,100			668,100
Allied Coordinated Transportation Services, Inc.			86,000	385,000	471,000
Amtran		4,377,838			4,377,838
Area Transportation Authority of North Central Pennsylvania		8,043,898	157,000	333,000	8,533,898
Beaver County Transit Authority		5,349,560		700,000	6,049,560
Blair Senior Services, Inc.			40,000	915,000	955,000
Borough of Mount Carmel		449,411			449,411
Borough of Pottstown		1,918,982			1,918,982
Bucks County Transport, Inc.			630,000	1,250,000	1,880,000
Butler Transit Authority		1,449,567			1,449,567
Cambria County Transit Authority		9,485,485	41,000	430,000	9,956,485
Centre Area Transit Authority		11,188,063		225,000	11,413,063
Centre County			119,000	720,000	839,000
Chester County			360,000	1,450,000	1,810,000
City of Hazelton		2,835,157			2,835,157
Clarion County			40,378	546,277	586,655
Community Transit of Delaware County, Inc.			30,000	2,200,000	2,230,000
County of Butler			110,000	330,000	440,000
County of Lackawanna Transportation System		9,508,273	116,000	1,780,000	11,404,273
County of Lebanon Transit Authority		2,880,120	110,000	358,000	3,348,120
Crawford Area Transit Authority		2,193,860	40,000	610,000	2,843,860
Endless Mountains Transportation Authority		1,740,396	225,000	1,067,000	3,032,396
Erie Metropolitan Transit Authority		13,859,898	99,000	900,000	14,858,898
Fayette County		1,967,866	120,000	512,000	2,599,866
Forest County			51,000	380,000	431,000
Greene County			143,782	396,848	540,630
Heritage Community Initiatives		1,366,366			1,366,366
Huntingdon-Bedford-Fulton Area Agency on Aging			155,000	1,039,000	1,194,000
Indiana County Transportation Authority		2,449,773	39,000	400,000	2,888,773
Lehigh and Northampton Transportation Authority		26,208,284	346,000	3,000,000	29,554,284
Luzerne County Transit Authority		8,678,886	55,000	725,000	9,458,886
Lycoming-Clinton County Centers for Community Action			200,000	820,000	1,020,000
Mercer County Regional Council of Governments		1,166,969	153,000	700,000	2,019,969
Mid Mon Valley Transit Authority		4,195,914			4,195,914
Mid-County Transit Authority		791,868	28,000	175,000	994,868
Mifflin-Juniata Area Agency on Aging			69,000	380,000	449,000
Monroe County Transit Authority		2,836,290	430,000	880,000	4,146,290
New Castle Area Transit Authority		6,119,927			6,119,927
Pike County			77,000	340,000	417,000
Port Authority of Allegheny County	139,900,000	291,432,765	550,000	10,200,000	442,082,765
River Valley Transportation Authority		6,237,634			6,237,634
Schuylkill Transportation System		2,243,123	90,000	830,000	3,163,123
Somerset County			63,000	215,000	278,000
South Central Transit Authority		24,374,776	230,000	3,100,000	27,704,776
Southeastern Pennsylvania Transportation Authority	429,610,000	896,079,043		23,500,000	1,349,189,043
Suburban Transit Network, Inc.			320,000	3,180,000	3,500,000
Susquehanna Regional Transportation Authority		23,606,809	1,300,000	4,450,000	29,356,809
Susquehanna Wyoming County Transportation			219,000	550,000	769,000
Transportation Authority of Warren County		1,015,682	50,000	400,000	1,465,682
Washington County Transportation Authority		2,134,538	450,000	1,300,000	3,884,538
Wayne County Transportation System			173,000	1,261,000	1,434,000
Westmoreland County Transportation Authority		5,576,106	357,000	1,300,000	7,233,106
Other Unallocated (Urban/Rural)	49,520,000	144,092,714			193,612,714
PennDOT Discretion	32,580,000				32,580,000
Grand Total	651,610,000	1,528,523,941	7,872,160	74,233,125	2,262,239,226

Date prepared: 4/15/2025

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**Appendix 6: Financial Guidance
State Transit Funding 2027-2030**

State Transit Funds		2027-2030			
Agency	Asset Improvement *	Operating Assistance #	PwD	Senior Citizen SRP	Total
Airport Corridor Transportation Association	0	2,672,400	0	0	2,672,400
Allied Coordinated Transportation Services, Inc.	0	0	344,000	1,540,000	1,884,000
Amtran	0	17,511,352	0	0	17,511,352
Area Transportation Authority of North Central Pennsylvania	0	32,175,592	628,000	1,332,000	34,135,592
Beaver County Transit Authority	0	21,398,240	0	2,800,000	24,198,240
Blair Senior Services, Inc.	0	0	160,000	3,660,000	3,820,000
Borough of Mount Carmel	0	1,797,644	0	0	1,797,644
Borough of Pottstown	0	7,675,928	0	0	7,675,928
Bucks County Transport, Inc.	0	0	2,520,000	5,000,000	7,520,000
Butler Transit Authority	0	5,798,268	0	0	5,798,268
Cambria County Transit Authority	0	37,941,940	164,000	1,720,000	39,825,940
Centre Area Transit Authority	0	44,752,252	0	900,000	45,652,252
Centre County	0	0	476,000	2,880,000	3,356,000
Chester County	0	0	1,440,000	5,800,000	7,240,000
City of Hazelton	0	11,340,628	0	0	11,340,628
Clarion County	0	0	161,512	2,185,107	2,346,619
Community Transit of Delaware County, Inc.	0	0	120,000	8,800,000	8,920,000
County of Butler	0	0	440,000	1,320,000	1,760,000
County of Lackawanna Transportation System	0	38,033,092	464,000	7,120,000	45,617,092
County of Lebanon Transit Authority	0	11,520,480	440,000	1,432,000	13,392,480
Crawford Area Transit Authority	0	8,775,440	160,000	2,440,000	11,375,440
Endless Mountains Transportation Authority	0	6,961,584	900,000	4,268,000	12,129,584
Erie Metropolitan Transit Authority	0	55,439,592	396,000	3,600,000	59,435,592
Fayette County	0	7,871,464	480,000	2,048,000	10,399,464
Forest County	0	0	204,000	1,520,000	1,724,000
Greene County	0	0	575,129	1,587,392	2,162,521
Heritage Community Initiatives	0	5,465,464	0	0	5,465,464
Huntingdon-Bedford-Fulton Area Agency on Aging	0	0	620,000	4,156,000	4,776,000
Indiana County Transportation Authority	0	9,799,092	156,000	1,600,000	11,555,092
Lehigh and Northampton Transportation Authority	0	104,833,136	1,384,000	12,000,000	118,217,136
Luzerne County Transit Authority	0	34,715,544	220,000	2,900,000	37,835,544
Lycoming-Clinton County Centers for Community Action	0	0	800,000	3,280,000	4,080,000
Mercer County Regional Council of Governments	0	4,667,876	612,000	2,800,000	8,079,876
Mid Mon Valley Transit Authority	0	16,783,656	0	0	16,783,656
Mid-County Transit Authority	0	3,167,472	112,000	700,000	3,979,472
Mifflin-Juniata Area Agency on Aging	0	0	276,000	1,520,000	1,796,000
Monroe County Transit Authority	0	11,345,160	1,720,000	3,520,000	16,585,160
New Castle Area Transit Authority	0	24,479,708	0	0	24,479,708
Pike County	0	0	308,000	1,360,000	1,668,000
Port Authority of Allegheny County	559,600,000	1,165,731,060	2,200,000	40,800,000	1,768,331,060
River Valley Transportation Authority	0	24,950,536	0	0	24,950,536
Schuylkill Transportation System	0	8,972,492	360,000	3,320,000	12,652,492
Somerset County	0	0	252,000	860,000	1,112,000
South Central Transit Authority	0	97,499,104	920,000	12,400,000	110,819,104
Southeastern Pennsylvania Transportation Authority	1,718,440,000	3,584,316,172	0	94,000,000	5,396,756,172
Suburban Transit Network, Inc.	0	0	1,280,000	12,720,000	14,000,000
Susquehanna Regional Transportation Authority	0	94,427,236	5,200,000	17,800,000	117,427,236
Susquehanna Wyoming County Transportation	0	0	876,000	2,200,000	3,076,000
Transportation Authority of Warren County	0	4,062,728	200,000	1,600,000	5,862,728
Washington County Transportation Authority	0	8,538,152	1,800,000	5,200,000	15,538,152
Wayne County Transportation System	0	0	692,000	5,044,000	5,736,000
Westmoreland County Transportation Authority	0	22,304,424	1,428,000	5,200,000	28,932,424
Other Unallocated (Urban/Rural)	198,080,000	398,883,659	0	0	596,963,659
PennDOT Discretion	130,320,000	0	0	0	130,320,000
Grand Total	2,606,440,000	5,936,608,567	31,488,641	296,932,499	8,871,469,707

Date prepared: 4/15/2025

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. Allocations in SFY 25-26 and subsequent years are projected based on the Governor's March 2025 projected budget.

Distribution for all fiscal years is based on FY 2023-24 operating statistics and uses SFY 24-25 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

Appendix 7: Financial Guidance
Federal Transit Funding 2027-2030 (\$000)

Federal Transit	FFY 2027						Total
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	
Allentown-Bethlehem*	9,600	0	837	0	0	880	11,317
Altoona*	2,556	0	0	0	0	0	2,556
Chambersburg*	904	0	0	0	0	0	904
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	5,393	0	0	0	0	0	5,393
Harrisburg*	9,000	0	697	0	0	620	10,317
Hanover*	1,196	0	0	0	0	0	1,196
Hazleton*	1,249	0	0	0	0	0	1,249
Johnstown*	2,736	13	0	0	0	0	2,748
Lancaster-Manheim*	11,477	0	583	0	0	539	12,599
Lebanon*	1,662	0	0	0	0	0	1,662
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	136,784	187,395	5,493	0	0	8,562	338,235
Pittsburgh**	43,217	33,760	2,735	0	0	3,199	82,910
Pottstown ³	801	0	0	0	0	64	865
Reading*	5,134	0	407	0	0	450	5,990
Scranton*	6,498	0	605	0	0	564	7,667
Sharon ¹	0	0	0	0	0	0	0
State College*	5,229	0	0	0	0	0	5,229
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	4,173	0	0	0	0	0	4,173
York*	4,764	0	358	0	0	425	5,546
Large Urban	2,002	5,336	0	0	0	0	7,338
Small Urban	209	0	2,173	0	0	1,347	3,729
Large or Small Urban	0	18,599	0	0	0	4,000	22,599
Non Urbanized	0	0	4,038	30,081	0	0	34,119
Intercity Bus	0	0	0	5,308	0	0	5,308
Appalachian Counties	0	0	0	0	6,887	0	6,887
TOTALS	254,582	245,103	17,926	35,389	6,887	20,650	580,538
Date prepared: 3/25/2025							
+These funds can be used for operating, capital or technical assistance.							
* Systems that can use a portion of their federal 5307 funds for operating assistance							
** Systems are not able to use their federal section 5307 funds for operating assistance							
U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.							
¹ Youngstown, OH UZA boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307, 5310, or 5339 suballocations.							
² Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.							
³ Pottstown was merged into Philadelphia UZA in 2020 Census. Pottstown receives a Philadelphia suballocation of 5307 and 5339 beginning in FY 2024 apportionments.							

Appendix 7: Financial Guidance
Federal Transit Funding 2027-2030 (\$000)

Federal Transit	FFY 2028						Total
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	
Allentown-Bethlehem*	9,600	0	837	0	0	880	11,317
Altoona*	2,556	0	0	0	0	0	2,556
Chambersburg*	904	0	0	0	0	0	904
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	5,393	0	0	0	0	0	5,393
Harrisburg*	9,000	0	697	0	0	620	10,317
Hanover*	1,196	0	0	0	0	0	1,196
Hazleton*	1,249	0	0	0	0	0	1,249
Johnstown*	2,736	13	0	0	0	0	2,748
Lancaster-Manheim*	11,477	0	583	0	0	539	12,599
Lebanon*	1,662	0	0	0	0	0	1,662
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	136,784	187,395	5,493	0	0	8,562	338,235
Pittsburgh**	43,217	33,760	2,735	0	0	3,199	82,910
Pottstown ³	801	0	0	0	0	64	865
Reading*	5,134	0	407	0	0	450	5,990
Scranton*	6,498	0	605	0	0	564	7,667
Sharon ¹	0	0	0	0	0	0	0
State College*	5,229	0	0	0	0	0	5,229
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	4,173	0	0	0	0	0	4,173
York*	4,764	0	358	0	0	425	5,546
Large Urban	2,002	5,336	0	0	0	0	7,338
Small Urban	209	0	2,173	0	0	1,347	3,729
Large or Small Urban	0	18,599	0	0	0	4,000	22,599
Non Urbanized	0	0	4,038	30,081	0	0	34,119
Intercity Bus	0	0	0	5,308	0	0	5,308
Appalachian Counties	0	0	0	0	6,887	0	6,887
TOTALS	254,582	245,103	17,926	35,389	6,887	20,650	580,538
Date prepared: 3/25/2025							
+These funds can be used for operating, capital or technical assistance.							
* Systems that can use a portion of their federal 5307 funds for operating assistance							
** Systems are not able to use their federal section 5307 funds for operating assistance							
U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.							
¹ Youngstown, OH UZA boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307, 5310, or 5339 suballocations.							
² Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.							
³ Pottstown was merged into Philadelphia UZA in 2020 Census. Pottstown receives a Philadelphia suballocation of 5307 and 5339 beginning in FY 2024 apportionments.							

Appendix 7: Financial Guidance
Federal Transit Funding 2027-2030 (\$000)

Federal Transit	FFY 2029						Total
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	
Allentown-Bethlehem*	9,600	0	837	0	0	880	11,317
Altoona*	2,556	0	0	0	0	0	2,556
Chambersburg*	904	0	0	0	0	0	904
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	5,393	0	0	0	0	0	5,393
Harrisburg*	9,000	0	697	0	0	620	10,317
Hanover*	1,196	0	0	0	0	0	1,196
Hazleton*	1,249	0	0	0	0	0	1,249
Johnstown*	2,736	13	0	0	0	0	2,748
Lancaster-Manheim*	11,477	0	583	0	0	539	12,599
Lebanon*	1,662	0	0	0	0	0	1,662
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	136,784	187,395	5,493	0	0	8,562	338,235
Pittsburgh**	43,217	33,760	2,735	0	0	3,199	82,910
Pottstown ³	801	0	0	0	0	64	865
Reading*	5,134	0	407	0	0	450	5,990
Scranton*	6,498	0	605	0	0	564	7,667
Sharon ¹	0	0	0	0	0	0	0
State College*	5,229	0	0	0	0	0	5,229
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	4,173	0	0	0	0	0	4,173
York*	4,764	0	358	0	0	425	5,546
Large Urban	2,002	5,336	0	0	0	0	7,338
Small Urban	209	0	2,173	0	0	1,347	3,729
Large or Small Urban	0	18,599	0	0	0	4,000	22,599
Non Urbanized	0	0	4,038	30,081	0	0	34,119
Intercity Bus	0	0	0	5,308	0	0	5,308
Appalachian Counties	0	0	0	0	6,887	0	6,887
TOTALS	254,582	245,103	17,926	35,389	6,887	20,650	580,538
Date prepared: 3/25/2025							
+These funds can be used for operating, capital or technical assistance.							
* Systems that can use a portion of their federal 5307 funds for operating assistance							
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U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.							
¹ Youngstown, OH UZA boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307, 5310, or 5339 suballocations.							
² Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.							
³ Pottstown was merged into Philadelphia UZA in 2020 Census. Pottstown receives a Philadelphia suballocation of 5307 and 5339 beginning in FY 2024 apportionments.							

Appendix 7: Financial Guidance
Federal Transit Funding 2027-2030 (\$000)

Federal Transit	FFY 2030						Total
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	
Allentown-Bethlehem*	9,600	0	837	0	0	880	11,317
Altoona*	2,556	0	0	0	0	0	2,556
Chambersburg*	904	0	0	0	0	0	904
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	5,393	0	0	0	0	0	5,393
Harrisburg*	9,000	0	697	0	0	620	10,317
Hanover*	1,196	0	0	0	0	0	1,196
Hazleton*	1,249	0	0	0	0	0	1,249
Johnstown*	2,736	13	0	0	0	0	2,748
Lancaster-Manheim*	11,477	0	583	0	0	539	12,599
Lebanon*	1,662	0	0	0	0	0	1,662
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	136,784	187,395	5,493	0	0	8,562	338,235
Pittsburgh**	43,217	33,760	2,735	0	0	3,199	82,910
Pottstown ³	801	0	0	0	0	64	865
Reading*	5,134	0	407	0	0	450	5,990
Scranton*	6,498	0	605	0	0	564	7,667
Sharon ¹	0	0	0	0	0	0	0
State College*	5,229	0	0	0	0	0	5,229
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	4,173	0	0	0	0	0	4,173
York*	4,764	0	358	0	0	425	5,546
Large Urban	2,002	5,336	0	0	0	0	7,338
Small Urban	209	0	2,173	0	0	1,347	3,729
Large or Small Urban	0	18,599	0	0	0	4,000	22,599
Non Urbanized	0	0	4,038	30,081	0	0	34,119
Intercity Bus	0	0	0	5,308	0	0	5,308
Appalachian Counties	0	0	0	0	6,887	0	6,887
TOTALS	254,582	245,103	17,926	35,389	6,887	20,650	580,538
Date prepared: 3/25/2025							
+These funds can be used for operating, capital or technical assistance.							
* Systems that can use a portion of their federal 5307 funds for operating assistance							
** Systems are not able to use their federal section 5307 funds for operating assistance							
U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.							
¹ Youngstown, OH UZA boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307, 5310, or 5339 suballocations.							
² Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.							
³ Pottstown was merged into Philadelphia UZA in 2020 Census. Pottstown receives a Philadelphia suballocation of 5307 and 5339 beginning in FY 2024 apportionments.							

Appendix 7: Financial Guidance
Federal Transit Funding 2027-2030 (\$000)

Federal Transit	Total FFY 2027 - FFY 2030						
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	38,402	0	3,346	0	0	3,520	45,268
Altoona*	10,226	0	0	0	0	0	10,226
Chambersburg*	3,615	0	0	0	0	0	3,615
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	21,573	0	0	0	0	0	21,573
Harrisburg*	35,999	0	2,788	0	0	2,482	41,268
Hanover*	4,784	0	0	0	0	0	4,784
Hazleton*	4,994	0	0	0	0	0	4,994
Johnstown*	10,943	51	0	0	0	0	10,994
Lancaster-Manheim*	45,908	0	2,333	0	0	2,154	50,396
Lebanon*	6,648	0	0	0	0	0	6,648
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	547,135	749,582	21,973	0	0	34,249	1,352,939
Pittsburgh**	172,867	135,040	10,939	0	0	12,795	331,641
Pottstown ³	3,204	0	0	0	0	257	3,460
Reading*	20,535	0	1,627	0	0	1,800	23,961
Scranton*	25,994	0	2,419	0	0	2,257	30,669
Sharon ¹	0	0	0	0	0	0	0
State College*	20,916	0	0	0	0	0	20,916
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	16,691	0	0	0	0	0	16,691
York*	19,055	0	1,432	0	0	1,699	22,186
Large Urban	8,008	21,343	0	0	0	0	29,350
Small Urban	834	0	8,694	0	0	5,389	14,918
Large or Small Urban	0	74,396	0	0	0	16,000	90,396
Non Urbanized	0	0	16,152	120,323	0	0	136,475
Intercity Bus	0	0	0	21,233	0	0	21,233
Appalachian Counties	0	0	0	0	27,549	0	27,549
TOTALS	1,018,330	980,411	71,703	141,557	27,549	82,601	2,322,151
Date prepared: 3/25/2025							
+These funds can be used for operating, capital or technical assistance.							
* Systems that can use a portion of their federal 5307 funds for operating assistance							
** Systems are not able to use their federal section 5307 funds for operating assistance							
U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.							
¹ Youngstown, OH UZA boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307, 5310, or 5339 suballocations.							
² Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.							
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Appendix 8: Financial Guidance
2027-2030 Federal and State Transit Funding by Region
(\$000)

Region	2027			2028			2029			2030			TOTAL		
	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total
DVRPC	339,100	1,360,528	1,699,628	339,100	1,360,528	1,699,628	339,100	1,360,528	1,699,628	339,100	1,360,528	1,699,628	1,356,399	5,442,112	6,798,511
SPC	82,910	480,985	563,895	82,910	480,985	563,895	82,910	480,985	563,895	82,910	480,985	563,895	331,641	1,923,940	2,255,581
Harrisburg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scranton/WB	8,916	23,698	32,614	8,916	23,698	32,614	8,916	23,698	32,614	8,916	23,698	32,614	35,663	94,793	130,457
Lehigh Valley	11,317	29,554	40,871	11,317	29,554	40,871	11,317	29,554	40,871	11,317	29,554	40,871	45,268	118,217	163,485
NEPA	0	7,726	7,726	0	7,726	7,726	0	7,726	7,726	0	7,726	7,726	0	30,906	30,906
SEDA-COG	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Altoona	2,556	5,333	7,889	2,556	5,333	7,889	2,556	5,333	7,889	2,556	5,333	7,889	10,226	21,331	31,557
Johnstown	2,748	9,956	12,705	2,748	9,956	12,705	2,748	9,956	12,705	2,748	9,956	12,705	10,994	39,826	50,820
Centre County	5,229	12,252	17,481	5,229	12,252	17,481	5,229	12,252	17,481	5,229	12,252	17,481	20,916	49,008	69,925
Williamsport	4,173	7,258	11,430	4,173	7,258	11,430	4,173	7,258	11,430	4,173	7,258	11,430	16,691	29,031	45,721
Erie	5,393	14,859	20,252	5,393	14,859	20,252	5,393	14,859	20,252	5,393	14,859	20,252	21,573	59,436	81,009
Lancaster	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
York	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reading	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lebanon	1,662	3,348	5,010	1,662	3,348	5,010	1,662	3,348	5,010	1,662	3,348	5,010	6,648	13,392	20,040
Mercer	0	2,020	2,020	0	2,020	2,020	0	2,020	2,020	0	2,020	2,020	0	8,080	8,080
Adams	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Franklin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Urban	464,005	1,957,518	2,421,523	464,005	1,957,518	2,421,523	464,005	1,957,518	2,421,523	464,005	1,957,518	2,421,523	1,856,019	7,830,072	9,686,091
Northwest	0	5,327	5,327	0	5,327	5,327	0	5,327	5,327	0	5,327	5,327	0	21,309	21,309
N. Central	0	8,534	8,534	0	8,534	8,534	0	8,534	8,534	0	8,534	8,534	0	34,136	34,136
N. Tier	0	3,801	3,801	0	3,801	3,801	0	3,801	3,801	0	3,801	3,801	0	15,206	15,206
S. Alleghenies	0	1,472	1,472	0	1,472	1,472	0	1,472	1,472	0	1,472	1,472	0	5,888	5,888
Wayne County	0	1,434	1,434	0	1,434	1,434	0	1,434	1,434	0	1,434	1,434	0	5,736	5,736
Total Rural	0	20,568	20,568	0	20,568	20,568	0	20,568	20,568	0	20,568	20,568	0	82,274	82,274
Unallocated	79,980	138,031	218,011	79,980	166,838	246,819	79,980	196,222	276,202	79,980	226,193	306,173	319,922	727,284	1,047,205
Multiple -- SCTA*	18,589	27,705	46,294	18,589	27,705	46,294	18,589	27,705	46,294	18,589	27,705	46,294	74,357	110,819	185,176
Multiple -- SRTA*	17,963	30,255	48,219	17,963	30,255	48,219	17,963	30,255	48,219	17,963	30,255	48,219	71,853	121,021	192,874
Grand Total	580,538	2,174,078	2,754,615	580,538	2,202,885	2,783,422	580,538	2,232,268	2,812,806	580,538	2,262,239	2,842,777	2,322,151	8,871,470	11,193,621

* Section 5311 Federal Funding is discretionary and based on annual approval of budget deficits up to total amount appropriated for Pennsylvania.

* Operating Assistance for South Central Transit is shared by the Lancaster and Reading MPOs

* Operating assistance for Susquehanna Regional Transportation Authority is shared amongst Adams, SEDACOG, Harrisburg, Franklin and York MPOs

May 29, 2025

Pennsylvania's 2027 Transportation Program General and Procedural Guidance

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Introduction

The purpose of this General and Procedural Guidance document is to meet federal and state requirements for the development and documentation of the Pennsylvania 2027-2030 Statewide Transportation Improvement Program (STIP) and the regional Transportation Improvement Programs (TIPs). This includes, but is not limited to, [23 USC Section 134](#), [23 USC Section 135](#), [23 CFR 450.200](#), [23 CFR 450.300](#), and [23 CFR 490](#), as well as [PA Consolidated Statute \(CS\) Title 74](#) and [PA Code Title 67](#). As referenced in the [Pennsylvania FFY 2025-2028 STIP Federal Planning Finding](#), these regulations guide the development process of the 2027 Transportation Program within the context of multiple inter-related, intergovernmental planning functions. The [Moving Ahead for Progress in the 21st Century \(MAP-21\) Act](#) required the use of a performance-based approach to transportation planning which was continued under the [Fixing America's Surface Transportation \(FAST\) Act](#) and the [Infrastructure Investment and Jobs Act \(IIJA\)](#). Performance-Based Planning and Programming (PBPP) refers to the application of performance management within the planning and programming process to achieve the desired performance outcomes for Pennsylvania's transportation system.

The Pennsylvania Department of Transportation (PennDOT) undertakes these activities together with other agencies, stakeholders, and the public to ensure that transportation investment decisions align with established targets and goals. These activities are carried out as part of a cooperative, continuing, and comprehensive (3C) planning process which guides the development of many PBPP documents, including:

- Statewide and Regional Long Range Transportation Plans (LRTPs)
- 12-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Freight Movement Plan (FMP)
- Freight Investment Plan (FIP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)

This guidance document is a collaborative product jointly developed by PennDOT [PennDOT Executives, the Center for Program Development and Management (CPDM), Bureau of Operations (BOO), Bureau of Design and Delivery (BDD), Bureau of Public Transportation (BPT), Bureau of Equal Opportunity (BEO), and Engineering Districts], the Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), and Federal Partners, including the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

This guidance reflects the performance-based planning approach to transportation planning, underscores the importance of the 3C process and identifies opportunities for collaboration. This guidance also lays out requirements for the documentation of the TIP development process and describes how project selection and prioritization will support Transportation Performance Management (TPM).

This document will oversee the development process of the 2027 Transportation Program (STIP, TIPs, and TYP) and demonstrate the implementation of the TAMP. The transportation planning process is by its very nature fluid and subject to change. By working closely together, PennDOT, the MPOs/RPOs, and FHWA/FTA will strive to continuously improve the program development process. Therefore, this guidance document will be updated every two years to reflect changes in state or federal legislation, regulation, or policy. This document includes numerous hyperlinks that support program development. These links can be found on [Page 23](#). This guidance was developed based upon currently available information as of May 2025. Adjustments or updates may be necessary to certain details if requirements or regulations change.

Background and Requirements

This guidance document provides references and links included in the text as support tools that users may find helpful in developing a broader understanding of the program development process.

The planning context for program development is a complex process that involves multiple elements, including planning and programming rules and regulations, transportation plans, data systems, and other programs that support and inform the program development process. To help understand the complex planning requirements for all stakeholders, PennDOT, in cooperation with the MPOs/RPOs and FHWA/FTA, developed the [Guidebook for Pennsylvania's MPOs and RPOs](#). This guidebook provides a core source of information for planning and programming in Pennsylvania, including an initial documentation of roles, responsibilities, and requirements.

The initial part of the program development process is the update of the Financial Guidance and General and Procedural Guidance documents. Representation from PennDOT Central Office, PennDOT Districts, the MPOs/RPOs, and FHWA/FTA participate in work groups to update these documents. These two documents are the foundation of the program update process. The 2027 Transportation Program development schedule is available in Appendix 1.

PA Act 120 of 1970, enacted from Senate Bill 408, created PennDOT and the State Transportation Commission (STC). The STC is a 15-member body, chaired by the Pennsylvania Secretary of Transportation, which serves as the Board of Directors to PennDOT. The STC provides policy driven direction with respect to the development of Pennsylvania's TYP. PennDOT and STC work together with the MPOs/RPOs to develop several transportation planning documents, including the TYP. To satisfy the requirements of Act 120, PennDOT must prepare, update, and submit Pennsylvania's TYP to the STC for approval every two years.

The TYP is the Commonwealth's official transportation program and is a multimodal, fiscally constrained program of transportation improvements spanning a 12-year period. The TYP is divided into three four-year periods, with the first four years corresponding to the STIP and the regional TIPs. The TYP must be consistent with federal programming documents, such as the statewide and regional LRTPs.

12-Year Program Cycle for Federal Fiscal Year (FFY) 2027-2038

FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	FFY 2034	FFY 2035	FFY 2036	FFY 2037	FFY 2038
1 st Four Years (STIP/TIPs)				2 nd Four Years				3 rd Four Years			
TYP											

Pennsylvania is required under [49 USC 5304\(g\)](#) and [23 USC 135\(g\)](#) to develop a STIP. Pennsylvania's STIP is a fiscally constrained four-year program of highway, bridge, and transit projects. The STIP is developed in cooperation with the MPOs/RPOs and public transportation agencies in the state and is consistent with the regional TIPs. The transportation projects on the STIP are consistent with the statewide and regional LRTPs. All projects that use Federal-aid funds must be listed in the STIP.

The STIP is the entire transportation program for the Commonwealth, which includes the Interstate and Statewide programs as well as the regional TIPs:



The Pennsylvania STIP is comprised of 26 individual TIPs:

- MPO TIPs (19)
- RPO TIPs (4)
- Independent County TIP (1)
- Statewide Items TIP (1)
- Interstate Management (IM) Program TIP (1)

PennDOT is responsible for statewide planning, while the MPOs/RPOs are responsible for transportation planning in their regions. Federal planning requirements [49 USC 5303\(j\)](#) and [23 USC 134\(j\)](#) require each MPO to develop a TIP at the local level. In Pennsylvania, the TIP is the first four years of the TYP. PennDOT has developed agreements with RPOs that position them as equals to MPOs. Therefore, in Pennsylvania, RPOs are held to the same requirements as MPOs with regards to the planning and programming process, which includes the development of individual TIPs, LRTPs, and UPWPs. PennDOT takes the lead in developing the independent county TIP, the Statewide Items TIP, and the Interstate Management (IM) Program TIP. Each MPO/RPO TIP is a fiscally constrained program of upcoming transportation projects that reflect regional and local priorities over the next four years. Federal law requires TIPs to be updated at least every four years. In Pennsylvania the STIP/TIPs are updated every two years during the TYP process, based on the requirements of Act 120.

Within Pennsylvania, the characteristics of the PennDOT Engineering Districts and MPOs/RPOs vary greatly, between the land area and population of the region, the number of transportation resources present, and the staff available to support operations. PennDOT, the MPOs/RPOs, transit agencies, and FHWA/FTA recognize this and agree to work cooperatively to meet the federal and state program requirements.

The STIP and MPO/RPO TIPs are developed based upon mutual trust, data sharing, open communication, and coordination at each program development step, which results in a consensus between PennDOT, the MPOs/RPOs, FHWA/FTA, and other interested stakeholders regarding the most effective use of limited transportation resources. To kick off this process, PennDOT and FHWA/FTA recommend that MPOs/RPOs and PennDOT Engineering Districts schedule an early coordination meeting at the beginning of the TIP development process to discuss and agree upon roles and responsibilities, overall schedule, and key deadlines. PennDOT CPDM liaisons and FHWA/FTA planning staff are available to participate and assist, as needed. PennDOT and FHWA/FTA have developed a new coordination worksheet to aid this discussion. The worksheet can be found in the [2027 General and Procedural Guidance Support Documents folder in SharePoint](#).

Each MPO/RPO, in coordination with their PennDOT CPDM and District representatives, will document the process used for regional TIP development. This documentation should include the project selection process, a description of the anticipated effect of the TIP toward achieving the performance targets, the individual roles and responsibilities of the MPO/RPO, PennDOT District(s) and Central Office, and a

timeline. Examples can be found in the [2027 General and Procedural Guidance Support Documents folder in SharePoint](#).

The project selection documentation described above is integral to the process and should be submitted in draft form with the draft list of projects in accordance with the 2027 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

Public Participation

Public outreach is a crucial component of updating the 12 Year Program. The release of the [2025 Transportation Performance Report \(TPR\)](#) by the STC on February 26, 2025, was the official start of the 2027 Program update process in Pennsylvania.

PennDOT, the STC, and the MPOs/RPOs welcomed the public to review the TPR before providing input and feedback on transportation priorities to help identify projects for the 2027 Program. The 2027 TYP update public comment period took place from March 3 through April 30, 2025. During this comment period, the public was encouraged to take an [online transportation survey](#) to share their transportation priorities and concerns and attend an [Online Public Meeting](#) held April 10, 2025, where the findings of the 2025 TPR were presented and the public was given the opportunity to ask questions.

To increase public participation and gather as much feedback as possible, PennDOT, the STC, and the MPOs/RPOs reinforced this public outreach effort by informing stakeholders and the public about the Transportation Survey and encouraging participation through social and traditional media.

The public feedback collected through the transportation survey will be used to shape the 2027 TYP and shared with the BPT, Districts, and MPOs/RPOs, who will consider these results in their project selection process for the TIP.

The 2027 Program Update marks the beginning of a concentrated focus on tracking and following up on the mapped issues received during the TYP Public Comment Period. This includes an increased emphasis on transparency to convey to the public how their input is being addressed, aiding the two-way communications between the MPOs/RPOs, PennDOT, and Commonwealth citizens.

To support tracking responses, the Program Center has developed an interactive tracking tool to allow MPOs/RPOs/Districts to classify the mapped transportation issues submitted in their region through an internal-facing resource. The specifics within the tracking tool were determined through the assembly of a STC-TYP Mapped Issues Committee, comprised of MPO/RPO/District members with the intent of gathering input, best practices, and other feedback.

STC's [How It Works](#) describes how PennDOT, the STC, and the Transportation Advisory Committee (TAC) use various tools, including programs, plans, and reports to complete the TYP Update Planning Process.

An integral part of the program development process involves meaningful public outreach and involvement. A Public Participation Plan (PPP) is a key element to ensure that all transportation related activities are communicated and involve all members of the public, including traditionally underserved and protected populations. PennDOT Central Office, in coordination with the MPOs/RPOs and FHWA/FTA, develops and utilizes a [Statewide PPP](#) in accordance with [23 CFR 450.210](#).

FHWA provides [guidance](#) to the MPOs/RPOs regarding public involvement requirements. The MPOs/RPOs are responsible for developing their regional PPPs that outline the processes by which they ensure adequate involvement and input from various stakeholders, including elected officials, transportation

agencies and service providers, businesses, special interest groups, disadvantaged populations, and other members of the public.

The MPOs/RPOs must post their regional PPPs on their websites and share the link with CPDM, in accordance with [23 CFR 450.316](#). These MPO/RPO PPPs must specifically identify how the MPOs/RPOs will notify the public of meetings, ensure access to meetings, and demonstrate how they will consider and respond to public input.

Project Selection

To the maximum extent practicable, project identification, evaluation, prioritization, and selection should be a clear and transparent process. To kick off this process, PennDOT and FHWA/FTA recommend that MPOs/RPOs and PennDOT Districts schedule an early coordination meeting at the beginning of the Program development process to discuss and agree upon roles and responsibilities, overall schedule, and key deadlines. PennDOT CPDM liaisons and FHWA/FTA planning staff are available to participate and assist, as needed. A coordination worksheet was developed to aid this discussion. The worksheet can be found in the [2027 General and Procedural Guidance Support Documents folder in SharePoint](#).

PennDOT District and CPDM staff will work with the MPOs/RPOs to document the project identification, prioritization, and selection process used for the highway/bridge portion of the Program. The MPOs/RPOs will work with public transit agencies in their regions to document the project identification, prioritization, and selection process used for the public transit portion of the Program. These project selection processes will vary by District, MPO/RPO, and public transit agency, but should reflect the key elements established in this guidance, be documented in the regional TIP development process mentioned above and be included as part of the MPO/RPO TIP submissions. A draft version of the regional project selection documentation should be submitted to PennDOT CPDM with the draft list of projects in accordance with the 2027 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

PennDOT District and MPO/RPO staff will work together to identify candidate projects for the highway/bridge portion of the 2027 Program. Initial focus should be placed on carryover projects which must be carried forward onto the 2027 Program from a previous program. These carryover projects will continue to require funding from the Program to move forward and could encounter delays or billing issues if not fully funded. These include:

- Projects that are still advancing through the project delivery process
- Projects with unforeseen cost increases
- Projects with anticipated Advance Construct (AC) conversions

Highway/bridge carryover project scopes, costs, and schedules will be reviewed and updated based on information obtained through project management and from local input/outreach sources such as the STC Public Survey, MPO/RPO public involvement, and [PennDOT Connects](#) (PennDOT's municipal outreach policy). PennDOT Districts must ensure that timely and accurate project information is input into PennDOT's [Multimodal Project Management System \(MPMS\)](#) and share this information with the MPOs/RPOs and PennDOT CPDM. Project public narratives and MPMS data entry should follow [PUB 227](#) and the strike-off letter available in the [2027 General and Procedural Guidance Support Documents folder in SharePoint](#).

Clear and understandable project descriptions guarantee that details including the location and scope of work are easily understood by the public and will even reduce potential confusion during TIP Negotiations, Air Quality Conformity, federal funds eligibility review, safety assessments, and funds obligation. As the project progresses, it is important to update the project description to reflect changes in scope and/or alternatives analysis.

PennDOT District staff and MPO/RPO staff should then cooperatively meet to evaluate highway/bridge project ideas or additional needs that have been identified through the TPM process and informed by the TAMP, transportation performance measures, the statewide and regional LRTPs, and the local input/outreach sources mentioned above. PennDOT CPDM will ensure that adequate coordination meetings are occurring and appropriately documented for the STIP/TIP submission.

The MPOs/RPOs, in consultation with the Districts, should consider projects that contribute to improving performance in more than one area. Tools like OneMap and other GIS based applications may be utilized to assist with analyzing these various performance areas.

Based upon this continued coordination throughout the Program development process, District staff will create project scopes, costs, and schedules in MPMS for the mutually agreed-upon new projects. To allow for open discussion and collaboration, cooperative discussions about candidate projects under consideration should occur between the MPOs/RPOs and the Districts prior to preparation of a fiscally constrained project list.

The Program must account for inflation using the Year of Expenditure (YOE). The YOE factor should be 3% annually. PennDOT Districts will enter cost estimates in MPMS based on present day costs. The amount programmed will be based on the year where funds will be programmed for initial expenditure. The YOE tool can be found under the "HWY & BR" tab in MPMS.

Fiscal Constraint

An early part of the program development process is for PennDOT, FHWA/FTA and the MPOs/RPOs to jointly develop the 2027 Program Financial Guidance document.

Financial Guidance provides funding levels available for the development of the STIP/TYP for all anticipated federal and state funding sources. Allocations are provided to each MPO/RPO and the Interstate and Statewide Programs for highway and bridge funds based on agreements for jointly developed formulas and set asides. In addition, a portion of highway funding is reserved for distribution at the Secretary of Transportation's discretion. Funds realized through Federal Discretionary Programs and Earmarks are not part of Financial Guidance and are considered additional funds to the STIP/TYP.

The Transit section of Financial Guidance includes both federal and state resources. To program these funds, each transit agency works closely with PennDOT BPT to develop annual consolidated capital applications (CCA) and annual consolidated operating applications (COA). The CCA process includes federal, state, and local funds and prioritizes investments based on asset condition and replacement cycles in the Capital Planning Tool (CPT). This process promotes a true asset management approach where the assets in most need of replacement and/or rehabilitation are prioritized to receive funding, which allows transit agencies to move these assets toward a state-of-good-repair.

Operating allocations are formula-based, as discussed above, and PennDOT BPT works with agencies annually through the COA process to identify anticipated expenses and revenues and program federal, state, and local funds to meet anticipated operating deficits.

An important part of the project prioritization and selection process is to ensure that the Program of projects meets fiscal constraint, which means that the included projects can reasonably be expected to receive funding within the time allotted for Program implementation. The identified revenues are those that are reasonably anticipated to be available to operate and maintain Federal-aid highways and public transportation in accordance with [23 CFR 450.218\(l\)](#) and [23 CFR 450.326\(j\)](#).

The regional TIP narratives should include reference to the Financial Guidance process and the distribution of funds along with a form of visual documentation to demonstrate regional fiscal constraint. An example of such a visual aid is the fiscal constraint tab from the TIP Checklist.

The regional TIPs shall contain system-level estimates of state and local revenue sources beyond Financial Guidance that are reasonably expected to be available (but typically not programmed) to operate and maintain the Federal-aid highways (as defined by [23 USC 101\(a\)\(6\)](#)) and public transportation (as defined by [49 USC 53](#)). PennDOT CPDM will provide regional estimated totals for state programs not included in Financial Guidance. When available, they will be placed in the [2027 General and Procedural Guidance Support Documents folder in SharePoint](#). MPOs/RPOs can work with local stakeholders to identify supplemental information that is readily available. Transit providers will supply estimates of county/city/local revenue sources/contributions. This information should be integrated into the regional TIPs. Statewide information will be included with the STIP.

Programming

Projects and phases of projects in the Program must be financially constrained by Federal Fiscal Year (October 1 – September 30) with respect to the anticipated available funding and within the bounds of Financial Guidance.

The STIP/TIPs shall include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available within the time period contemplated for completion of the project, based on the project phase start and end dates. This shall also include the estimated total cost of project construction, which may extend beyond the TIP and into the TYP and LRTP, in accordance with [23 CFR 450.326 \(g\) \(2\), \(i\) and \(j\)](#). Cost estimates prepared during programming are critical in terms of setting funding, schedule, and scope for managing project development. Project cost estimates shall follow guidance provided in [PennDOT Estimating Manual \(PUB 352\)](#). All phases of projects that are not fully funded on the TIP will be carried over and shown in the last eight years of the fiscally constrained TYP. For projects to advance beyond the PE phase, the project must be fully funded within the TIP/TYP/LRTP.

Projects/phases of projects should be programmed in the FFY in which the project is anticipated to be obligated/encumbered. Programmed funding should be spread out (cash-flowed) over several fiscal years where applicable, based on the anticipated project schedule and timing of expenditures to maximize available resources. Programmed funding should not be cash flowed more than a year beyond the expected completion date of a project to ensure that funding can be obligated in time to ensure reimbursement of project invoices.

PennDOT Districts, MPOs/RPOs and transit agencies will work to ensure that all cash flow procedures such as highway AC obligation, public transportation letters of no prejudice, and full funding grant approvals are accounted for in the program development process. AC projects must appear on a TIP in the current FFY in order to be converted into a regular obligation. These AC costs need to be accounted for as part of the program development and management process. PennDOT (CPDM and Districts) and the MPOs/RPOs should plan to carry sufficient federal funding for eligible projects/phases beyond the first two FFYs of the current Program, anticipating that AC conversion will be necessary.

The flexing of federal funds between highway and public transportation projects within a TIP will be a collaborative decision involving local officials, the MPOs/RPOs, the public transportation agency or agencies, PennDOT, and FHWA/FTA.

Line Items

As part of the program development process, PennDOT and the MPOs/RPOs can consider the inclusion of reserve line items. Every effort should be made as part of the program development process to identify

projects for all available funding in the first 2 years of the TIP, to ensure project delivery and maximum utilization of funding. Line items should be used primarily for contingency purposes such as unforeseen project costs, including Accrued Unbilled Costs (AUC), unforeseen AC conversions, and other actions which might occur between program drafting and project initiation. Dedicated line items for specific regional issues such as slides, and sinkholes should be included based on historical needs. Selected project categories that are air quality exempt (e.g. betterment and Section 5310) may also be grouped into regional line items for inclusion in the Program, with project specific listings to be developed later by project sponsors. The excessive use of line items for other purposes is strongly discouraged by PennDOT and FHWA/FTA.

Transit

In July 2016, FTA issued a [final rule](#) requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally funded capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories based on size and mode:

- Tier I
 - Operates Rail Fixed Guideway (Section 5337) **or**
 - Operates over 100 vehicles across all fixed route modes **or**
 - Operates over 100 vehicles in one non-fixed route mode
- Tier II
 - Urban and Rural Public Transportation (Section 5307, 5310, and 5311 eligible) **or**
 - Operates up to and including 100 vehicles across all fixed route modes **or**
 - Operates up to and including 100 vehicles in one non-fixed route mode

A list of Pennsylvania's Tier I and II transit agencies is found in the [2027 General and Procedural Guidance Support Documents folder in SharePoint](#).

The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding (Tier II), and additionally allows other Tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining Tier II systems in Pennsylvania, except for the Centre Area Transportation Authority (CATA), elected to participate in the PennDOT Group Plan.

All transit agencies are required to utilize Pennsylvania's transit Capital Planning Tool (CPT) as part of their capital planning process and integrate it into their TAM process. The CPT is an asset management and capital planning application that works as the central repository for all Pennsylvania transit asset and performance management activities.

Transit agencies update CPT data annually to provide a picture of asset inventory and performance. Performance is measured by tracking the percentage of assets that have met or exceeded their state established useful life benchmark (ULB). For revenue and service vehicles, this is tracked using the age of the vehicle. For facilities, this is tracked by condition rating using the Federal Transit Administration's transit economic requirements model (TERM) scale. From this data, PennDOT BPT updates performance targets for both the statewide inventory of Tier II agencies and for each individual agency in the plan based on two primary elements: the prior year's performance and anticipated/obligated funding levels. PennDOT BPT then reports this information to FTA and shares it with participating transit agencies who communicate the information with their MPO/RPO, along with investment information on priority capital projects anticipated for the following year. Agencies that are Tier I or non-participating Tier II use similar CPT data to set independent TAM performance targets and report these directly to the MPOs/RPOs.

Transit agencies will be responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, BPT, and the transit agencies.

Air Quality Conformity

Transportation conformity is a process required by the [Clean Air Act \(CAA\) Section 176\(c\)](#), which establishes the framework for improving air quality to protect public health and the environment. The transportation conformity rule ([40 CFR Part 93](#)) provides the policy, criteria, and procedures for demonstrating conformity. The goal of transportation conformity is to ensure that FHWA/FTA funding and approvals are given to highway and transit activities that are consistent with air quality goals.

The CAA requires that regional LRTPs, TIPs and Federal projects conform to the purpose of the State Implementation Plan (SIP). Pennsylvania's SIP is a collection of regulations and documents used to reduce air pollution in areas that do not meet the National Ambient Air Quality Standards (NAAQS). Conformity to an SIP means that such activities will not cause or contribute to any new violations of the NAAQS, increase the frequency or severity of NAAQS violations, or delay timely attainment of the NAAQS or any required interim milestone.

Changes to the TIP or LRTP that involve non-exempt and regionally significant projects may or may not require the need for a conformity determination. As such, the interagency consultation process should be used to evaluate events that may trigger a new determination. Other administrative modifications affecting exempt projects, as defined in [23 CFR 450.104](#), do not require public review and comment, a demonstration of fiscal constraint, or a conformity determination.

Areas in maintenance or nonattainment of the current NAAQS for the criteria pollutants are required to demonstrate regional transportation air quality conformity. Per the February 16, 2018, D.C. Circuit decision in [South Coast Air Quality Management District v. EPA \(Case No. 15-1115\)](#), areas that were in maintenance for the revoked 1997 8-hour ozone but were designated in attainment for the 2008 ozone NAAQS must demonstrate transportation conformity without a regional emissions analysis, per [40 CFR 93.109\(c\)](#). A status table of the Pennsylvania areas requiring transportation conformity can be found in the [Transportation Conformity folder in SharePoint](#).

Note that the conformity analyses in the 1997 orphaned ozone areas must be updated every 4 years even though the LRTP is only required to be updated every 5 years. To address this and other timing issues, transportation conformity analyses should typically address both the TIP and LRTP, even if only one program is being updated.

Conformity analyses include all regionally significant transportation projects being advanced, whether the projects are to be funded under [23 USC Chapter 1](#), [23 USC Chapter 2](#), or [49 USC Chapter 53](#), as required in [23 CFR 450.326\(f\)](#). In addition, conformity analyses should also include regionally significant projects that do not use any federal funding. Regionally significant projects (as defined in [23 CFR 450.104](#)) are transportation projects on a facility which serves regional transportation needs and would normally be included in the modeling of the metropolitan area's transportation network. Examples of such projects include an expansion of roadway capacity or a major increase in public transit service.

Exempt projects, as defined by the federal conformity regulations ([40 CFR 93.126](#) and [40 CFR 93.127](#)), are project types that typically do not have a significant impact on air quality and are exempt from the requirement to determine conformity. The decision on project exemption and/or regional significance status must include an interagency consultation process with federal, state, and local transportation and air quality partners. The consultation process is outlined in each region's Conformity SIP. In specific, consultation should include PennDOT CPDM, FHWA PA Division, FTA Region 3, EPA Region III, DEP, PA Turnpike Commission, local air agencies (if applicable), and the regional MPO/RPO. A transportation

conformity determination includes the total emissions projected for the nonattainment or maintenance area, including all regionally significant TIP/LRTP projects. The total emissions must be less than the on-road mobile source emissions limits (“MVEB-Mobile Source Emission Budgets”, or “budgets”) established by the SIP to protect public health for the NAAQS. An emissions analysis is not required within the conformity determination for areas that are only nonattainment or maintenance for the 1997 ozone NAAQS.

The regional conformity requirement is separate and apart from any conformity requirements that apply to specific projects, typically as part of the [National Environmental Policy Act \(NEPA\) Review Process](#). PennDOT CPDM is responsible for partnering in this process by ensuring that the TIPs (and by extension the STIP) are in conformance. Project-level conformity analyses and screening will be conducted by PennDOT using [PennDOT’s Project-Level Air Quality Handbook \(PUB 321\)](#).

The completion of a regional TIP or LRTP conformity analysis during regular program update cycles includes the following key steps:

1. PennDOT CPDM will provide an air quality kick-off meeting / training session before each biennial TIP program cycle. The meeting will provide an overview of the conformity process and identify roles and responsibilities for each agency. Required meeting attendees include PennDOT CPDM, District, and MPO/RPO staff that cover regions in nonattainment or maintenance for the NAAQS. This includes areas that must address the 1997 ozone NAAQS.
2. PennDOT CPDM, PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), and the MPOs/RPOs will coordinate on the identification of air quality significant projects to be included in the regional transportation conformity analyses using the PennDOT Project Review and Classification Guidelines for Regional Air Quality Conformity document as found in the [Transportation Conformity folder in SharePoint](#), including submitting the TIP200 Air Quality reports located in MPMS. PennDOT CPDM and the PennDOT Districts will be responsible for reviewing or developing clear project descriptions and providing regional significance and exempt project coding within [PennDOT’s Multimodal Project Management System \(MPMS\)](#) and ensuring the data is accurate in the TIP200 Air Quality Reports. Blank AQ fields either in the report or in the MPMS AQ screen could cause the project listing to be returned and MPMS relevant AQ data should be corrected. This should be a joint, coordinated effort with the regional MPO and/or RPO. PennDOT CPDM, PennDOT Districts, or MPO/RPO staff will coordinate with PTC to obtain a list of Turnpike projects that may require analysis. The PTC and Interstate (IM) projects should be distributed to the applicable MPOs/RPOs for inclusion in their regional programs.
3. The MPO/RPO assembles the final fiscally constrained TIP or LRTP project list and submits it to PennDOT CPDM.
4. Air quality significance determinations on specific projects must also include an interagency consultation process with federal, state, and local transportation and air quality partners. PennDOT’s Interagency Consultation Group (ICG) reviews the proposed highway and transit project lists from each MPO/RPO before air quality conformity determination work begins by the MPOs/RPOs and/or PennDOT. The consultation process relies on the project descriptions provided in MPMS. The project descriptions must accurately and completely reflect the project scope and schedule, so that a determination can be made whether the project is regionally significant. This includes facility names, project limits, location, if and how capacity (highway and transit) will be expanded as part of the funded improvements. The TIP update consultation process is conducted using [PennDOT’s Air Quality SharePoint Site](#), which is maintained by PennDOT CPDM. Conformity for LRTP updates is currently conducted electronically via email. Typically, a 2-week timeframe should be provided to the ICG for the review of air quality significant projects.
5. When applicable, PennDOT and the MPOs/RPOs conduct the conformity emission analyses using EPA’s approved emission model and available transportation data. If one is available, the MPO/RPO’s travel demand model is often the most effective tool to complete the conformity

analysis. PennDOT CPDM provides support to the MPOs/RPOs in preparing the latest planning assumptions and completing the conformity analyses.

6. PennDOT and the MPOs/RPOs complete a transportation conformity report that includes the results of the emissions modeling (if applicable) and a list of air quality significant projects. Note: emission modeling is not required for areas only in maintenance for the 1997 orphaned ozone NAAQS. The transportation conformity report should be uploaded to PennDOT's Air Quality SharePoint website and shared with the ICG for review and comment before the public comment period.
7. The MPOs/RPOs must provide their regional air quality conformity determination for public review, as specified in their public participation plans and detailed in the Conformity Rule and [FHWA's Conformity Guide](#). MPOs /RPOs that do not perform their own air quality conformity analysis should allow adequate time for completion of air quality conformity analysis by PennDOT's consultants, keeping in mind that the 30-day TIP public comment period, Board approval of the TIP, and final TIP submission to PennDOT CPDM needs to occur in accordance with the 2027 Transportation Program development schedule available in Appendix 1. PennDOT CPDM, FHWA, FTA and EPA verify the completion of air quality testing and analysis as part of the STIP/TIP review process.
8. The MPOs/RPOs must complete all steps of the transportation conformity and program approval process. These steps include (in order):
 - a. Review and brief applicable committees on the conformity report
 - b. Review and brief applicable committees on the TIP and/or LRTP
 - c. Review and brief applicable committees and Board on response to public comments
 - d. Board adoption and approval of the air quality conformity report which includes a summary of the public comment period and any responses to public comments, questions, or concerns.
 - e. Board adoption and approval of a formal air quality resolution. If requested, CPDM can assist in reviewing the air quality resolution.
 - f. Board adoption and approval of the TIP and/or LRTP
 - g. Board adoption and approval of the self-certification resolution
9. FHWA sends the conformity determination request to EPA. After EPA provides concurrence, FHWA/FTA formally issue the joint conformity determination approval. MPOs/RPOs in nonattainment or maintenance areas have their LRTP clocks reset with the FHWA/FTA conformity action. These areas should allow up to 3 months for the conformity approval process to be completed and successfully factor this into their plan adoption timeline in order to avoid the potential of a LRTP expiration.

Air Quality Conformity Procedures for TIP and LRTP Amendments

The detailed process for amending the TIP and LRTPs to meet air quality conformity requirements is outlined in the [Program Administration](#) section of this guidance. This section provides a comprehensive overview of the steps involved, from project identification to public comment, ensuring compliance with federal regulations, and air quality standards. The information is intended to guide project sponsors, MPOs/RPOs and other stakeholders through the TIP/LRTP amendment process, ensuring that all necessary procedures are followed to maintain air quality conformity and secure federal funding for transportation projects.

Statewide Programs

Interstate Management Program

The Interstate Management (IM) Program is a separate program developed and managed based on statewide needs. From a programming standpoint, the IM Program is fiscally constrained to an annual funding level that is provided as part of Financial Guidance. The IM Program planning and programming

responsibilities are handled by PennDOT CPDM, in coordination with other PennDOT Central Office Bureaus, the Districts and the MPOs/RPOs.

The Interstate Steering Committee (ISC) provides oversight and direction to ensure the significant needs of the statewide Interstate System are managed more efficiently. The ISC contains representation from PennDOT's CPDM, BOO, BDD, and Districts and works with FHWA and the MPOs/RPOs on the development and management of the Interstate Program. The ISC assists with project prioritization and re-evaluates projects during Program updates. The ISC meets to assist with the management of the IM Program.

As part of the IM Program update process, Districts present to the ISC to get a statewide perspective of the current state of the Interstate System in Pennsylvania. PennDOT District presentations to the ISC provide updates on conditions, challenges, best practices and needs in their respective areas. The presentations are provided virtually so PennDOT Central Office and Districts, the MPOs/RPOs, and FHWA staff can participate.

Initial programming consideration will be given to currently programmed Interstate projects without regular obligation/encumbrance or with AC obligation that need to be carried over from the current Program. Once the financial magnitude of the carry-over projects has been determined, an estimate can be made on the amount of program funds available for new IM projects, with consideration of current project schedules.

The carry-over projects and any new projects will be evaluated based on current field conditions from the Interstate rides and asset management criteria provided by BOO AM. Project prioritization and selection will be consistent with the Interstate Management Program Guidelines ([Chapter 13 of PUB 242](#)), the TAMP, and system management to the network LLCC. The IM Program project prioritization and selection process will be documented as part of the STIP submission.

Railway-Highway Crossings Program

The Railway-Highway Crossings Program, also referred to as the Section 130 (RRX) Program, is another program developed and managed based on statewide needs. From a programming standpoint, the RRX Program is fiscally constrained to an annual funding level provided by Financial Guidance. The RRX Program planning and programming responsibilities are handled by PennDOT CPDM, based on coordination with PennDOT District and Central Office Grade Crossing Unit engineers, District planning and programming staff, and the MPOs/RPOs.

Initial programming consideration will be given to currently programmed projects without regular obligation/encumbrance or with AC obligation that need to be carried over from the current Program. New projects will be identified by PennDOT Districts in coordination with the MPOs/RPOs. Projects will be prioritized and selected based on locations with the highest hazard rating from the [FRA Web Accident Prediction System](#) and locations with other local or railroad safety concerns, including increased train traffic, near-miss history, or antiquated warning devices. Consideration will also be given to the project development process and current project schedules when developing the RRX Program.

Selected projects will be added to regional MPO/RPO programs utilizing a Statewide Line Item from the Program to maintain fiscal constraint. The RRX Program project prioritization and selection process will be documented as part of the STIP submission.

Transportation Alternatives Set-Aside

The Transportation Alternatives Set-Aside of the Surface Transportation Block Grant Program (TA Set-Aside) provides funding for programs and projects defined as transportation alternatives, including on-

and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects.

The IIJA further sub-allocated TA Set-Aside funding based upon population. Funds available for any area of the state, urban areas with populations of 50,000 to 200,000, 5,000 to 50,000, and areas with a population of 5,000 or less are centrally managed by PennDOT. PennDOT Central Office, with coordination and input from PennDOT Districts and the MPOs/RPOs, selects projects through a statewide competitive application process. Projects are evaluated using PennDOT's Core Principles, which are found in Design Manual 1. These Principles encourage transportation investments that are tailored to important local factors, including land use, financial concerns, and overall community context. Project deliverability, safety, and the ability to support PennDOT principles and enhance local or regional mobility are also considered during project evaluation. The planning and programming responsibilities for these TA Set-Aside funds are handled by PennDOT CPDM, and funding is fiscally constrained to an annual funding level by [Financial Guidance](#).

Selected projects are added to regional MPO/RPO programs utilizing a Statewide Line Item to maintain fiscal constraint. Projects selected under previous application rounds without regular obligation or with AC obligation will be carried over from the current Program. Additional information about the TA Set-Aside can be found on PennDOT's [TA Set-Aside Funding Site](#).

A separate regional allocation of funding is available for urbanized areas with populations over 200,000. These funds are available for MPOs to administer competitive application rounds to select eligible projects for inclusion on their regional TIPs. Funding is fiscally constrained based on annual funding amounts provided in [Financial Guidance](#). The MPOs/RPOs will coordinate with the PennDOT CPDM TA Set-Aside state coordinator prior to initiating a project selection round.

Spike Funding

[Financial Guidance](#) includes a set-aside of several flavors of highway funding reserved for the Pennsylvania Secretary of Transportation's discretion. The Secretary's "Spike" funding is fiscally constrained to an annual funding level provided by Financial Guidance. The Spike funding planning and programming responsibilities are handled by PennDOT CPDM, based on direction provided from the Secretary.

Historically, the Secretary of Transportation has selected projects to receive Spike funding to offset the impact of high-cost projects, implement special initiatives, or advance statewide priority projects. The Spike funding decisions typically continue previous Spike commitments, with any new project selections aligning with the Department's strategic direction and investment goals. Selected Spike projects are added to the regional MPO/RPO, Interstate Management Program, or Statewide Items Program, utilizing statewide line items from the Statewide Items Program to maintain fiscal constraint.

National Electric Vehicle Infrastructure Program

IIJA provided states with funding to help make electric vehicle (EV) charging more accessible to all Americans for local and long-distance trips through the [National Electric Vehicle Infrastructure \(NEVI\) Formula Program](#) and the [Discretionary Grant Program for Charging and Fueling Infrastructure](#). Pennsylvania's dedicated [NEVI Formula Funding Program](#) is managed centrally by PennDOT's Strategic Development and Implementation Office.

PennDOT collaborates with the MPOs/RPOs to assist in public outreach and engagement in supporting NEVI planning efforts. Program updates of NEVI are provided to MPOs/RPOs at PennDOT's Planning Partners calls and meetings, and NEVI-specific webinars.

The [Pennsylvania NEVI State Plan](#) is an evolving document updated annually. PennDOT's NEVI Plan Priorities include:

- Build out the current and future AFC network
- Ensure charging capacity and redundancy on the AFC network
- Expand charging to other non-interstate routes that may or may not be designated as AFCs and that may serve disadvantaged communities or as emergency routes
- Provide mobile charging or towing services to support emergency response to motorists
- Provide charging at key public destinations including those that can be accessed by underserved or disadvantaged populations.
- Provide charging at mobility hubs, which are typically located around transit stations and key neighborhood locations. Mobility hubs offer a density of travel options combined with public, commercial, or residential amenities.
- Provide charging infrastructure to support heavy and medium-duty freight movement including regional travel, rural deliveries, or emergency travel.

PROTECT Formula Program

The Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT) formula program was authorized to provide funds for infrastructure resilience improvement projects. PROTECT funding can be used for highway or transit projects that focus on the improvement and protection of infrastructure against natural hazards. PROTECT funding can be utilized on any public roadway.

Of the funding authorized for PROTECT, 2 percent must be utilized for eligible planning activities each fiscal year. In addition, no more than 40 percent of the funds can be used to construct new capacity and no more than 10 percent can be used for pre-construction activities.

The PROTECT program is highly technical program with limited funding. To ensure a successful implementation, funds will not be distributed through the traditional Financial Guidance process. Although PROTECT will technically be managed on a statewide basis, target investment ranges have been developed for each PennDOT District to ensure funds are distributed statewide to successfully leverage funding for regional priorities and needs. The target ranges were informed by FEMA Flood Zone maps and historic flooding and slide closure data archived in PennDOT's Road Conditions Reporting System (RCRS). The target funding ranges are summarized in the table on the next page:

PROTECT Target Funding Ranges by District (\$ Thousands)*

District	Minimum Funding Target	Maximum Funding Target
1	2,000	7,000
2	2,000	7,000
3	2,000	10,000
4	2,000	7,000
5	2,000	7,000
6	2,000	10,000
8	2,000	10,000
9	2,000	7,000
10	2,000	7,000
11	2,000	10,000
12	2,000	10,000

*Assumes steady funding levels. Reauthorization at higher or lower levels will necessitate adjustments to the investment range targets.

A call for projects, similar to the solicitation made in early 2025, will be made for Fiscal Year 2027 and 2028 funding in Fall 2025 to the Districts and MPOs and RPOs. Selected projects will be recommended and compiled into a spreadsheet with an associated eligibility form containing a project description, an eligibility assessment, deliverability details and the funding requests in time for inclusion in draft 2027 Transportation Improvement Programs. Funding may be conditioned upon the continuation of the PROTECT program or resilience eligibility beyond the IIJA authorization expiration.

A Work Group has been established to select eligible projects prioritized by the Districts in coordination with MPOs and RPOs that integrate both the target funding ranges by District and project ranking criteria. A scoring procedure and checklist drawing from information in the [project eligibility form](#) was developed to assist in the project selection process. The selection process also addresses other criteria related to pre-construction and planning limits. Project solicitation, ranking and selection will take place during the last quarter of odd-numbered years to ensure that projects can be incorporated into draft TIPs prior to public comment and adoption.

Performance-Based Planning and Programming

Transportation Performance Management

Transportation Performance Management (TPM) requirements are a key component of the project decision making process. TPM planning requirements were established by the MAP-21 Act and reaffirmed in the FAST Act and IIJA. Under these rules, PennDOT and its MPOs/RPOs are required to establish targets related to safety, bridge and pavement condition, air quality, freight movement, public transportation asset management and safety, and the performance of the National Highway System, and to use performance measures to track their progress toward meeting these targets. For more information on TPM, please see the [TPM SharePoint Folder](#).

Safety (PM1)

Safety is a primary focus of strategic investments for Pennsylvania's transportation network at the State and Federal level. Safety is one of seven themes from PennDOT's Strategic Plan, one of the four goal areas of PA On Track's strategic framework, and one of three strategies in Pennsylvania's Transportation Asset Management Plan (TAMP). Safety is the USDOT's top priority and identified as FHWA's number one objective in the [National Roadway Safety Strategy](#). Safety Performance Management is also part of FHWA's overall TPM program. The [Safety Performance Management Final Rule](#) establishes safety performance measure requirements for carrying out the Highway Safety Improvement Program (HSIP). For more information on Safety, please see the [Safety SharePoint Folder](#).

Pavement and Bridge Asset Management (PM2)

Preserving Pennsylvania's pavement and bridges is a critical part of the strategic investment strategy for Pennsylvania's transportation network at the State and Federal level. System preservation is another goal area of PA On Track's strategic framework. With limitations on available resources, the preservation of pavement and bridge assets using sound asset management practices is critical. Asset management is a key piece of FHWA's TPM program and is a vital force behind infrastructure performance. TPM is the approach to managing transportation system performance outcomes, while asset management is the application used to manage the infrastructure assets to the lowest life cycle cost. For more on Bridge and Pavement Asset Management please see the [TPM SharePoint Folder](#).

System Performance (PM3)

Pennsylvania's transportation system is critical to the efficient movement of people and goods. State and Federal initiatives are in place to maintain and improve system mobility. Personal and Freight Mobility is another goal area of PA On Track's strategic framework. Improving reliability and traffic flow are also part of FHWA's overall TPM program. [FHWA's System Performance/Freight/CMAQ Final Rule](#) established performance measure requirements for system performance, freight, and congestion, known as the PM3 measures.

The PM3 measures are used by PennDOT and the MPOs/RPOs to evaluate the system reliability of the Interstate and non-Interstate NHS to help carry out the National Highway Performance Program (NHPP), to assess goods movement on the Interstate NHS to help implement the National Highway Freight Program (NHFP), and to measure traffic congestion and on-road mobile source emissions on the NHS to help carry out the Congestion Mitigation and Air Quality (CMAQ) program. For more information on system performance, please see the [TPM SharePoint Folder](#).

Transit Asset Management Performance

The Transit Asset Management (TAM) Final Rule, established by the Federal Transit Administration (FTA), mandates transit agencies to develop a TAM plan and report on the condition of their assets to ensure they remain in a State of Good Repair (SGR). Under these rules, transit agencies must establish targets and use performance measures to track their progress toward meeting these targets. FTA measures performance within each asset category (Rolling Stock, Equipment, Facilities, and Infrastructure) at the asset class level.

PennDOT supports the development of a group plan for many of the smaller transit agencies in Pennsylvania and encourages communication between transit agencies and their respective MPOs/RPOs. Additionally, all transit agencies are required to utilize Pennsylvania's transit CPT and integrate it into their TAM process. The CPT is an asset management and capital planning application that serves as the central repository for all Pennsylvania transit asset and performance management activities.

Section 5307 Transit providers should provide safety target numbers and performance against those targets to their respective MPO as a part of their TIP submission.

Public Comment

As part of their regional TIP development, the MPOs/RPOs will ensure that their regional highway/bridge and transit TIPs provide the following information:

- For each project, sufficient detailed descriptive material to clarify the design concept and scope as well as the location of the improvement. The MPO/RPO and PennDOT District(s) must collaborate on the information for the public narrative.
- Projects or phases of projects assigned by year (e.g., FFY 2027, 2028, 2029, 2030) should be based upon the latest project schedules and consistent with [23 CFR 450.326\(g\)](#).
- Detailed project and project phase costs should be delineated between federal, state, and local shares. Each project and its associated phase costs should depict the amount to be obligated/encumbered for each funding category on a per year basis.
- Phase estimates and total costs should reflect YOE in the TIP period, per Financial Guidance.
- The estimated total project cost should be included, which may extend beyond the 4 years of the TIP into the TYP/LRTP.
- There should be identification of the agency or agencies responsible for implementing the project or phase (i.e., the specific Transit agency, PennDOT District(s), MPO/RPO, local government, or private partner). Each MPO/RPO will work with all project administrators to provide any additional information that needs to be included with each project to be listed in their regional Program.

- FHWA recommends that the MPMS TIP 200 “FHWA Narrative” report be used for ICG review and for the public comment periods, since this report provides the above requested information in an easily accessible format for the public to view.

PennDOT CPDM will provide the information above for Statewide-managed programs for the STIP. The MPO/RPO TIPs, including the MPO/RPO portions of the IM TIP, must be made available for public comment for a minimum of 30 days and in accordance with the procedures outlined in the MPO/RPO PPPs. A formal public comment period for the regional TIPs must be established to gather all comments and concerns on the TIPs and related documents. A separate STIP 15-day public comment period will also be held after the regional TIP public comment periods have been completed. PennDOT (CPDM and Districts) and the MPOs/RPOs shall make STIP/TIP information (such as technical information and meeting notices) available in electronically accessible formats and means, such as websites and mobile devices.

Joint outreach efforts can result in a more effective program overall and more efficient use of labor across all MPOs/RPOs. Straightforward and comprehensive access to all public documentation (including the draft and final STIP, TIP and TYP project listings) should be made available to all members of the public, including those individuals with Limited English Proficiency (LEP). As part of their public outreach, MPOs/RPOs should take advantage of available resources, including translation services, social media tools, other online resources, and local community organizations.

The 2027 Transportation Program guidance documents will be available at talkpatransportation.com for program development use by the MPOs/RPOs and other interested parties. PennDOT and MPO/RPO websites shall be used to keep the public informed, giving them access to the available data used in the Program update, informing them how they can get involved in the TIP update process, giving notice regarding public participation activities, and offering the opportunity for review and comment at key TIP development decision points. To provide a central location for regional public comment opportunities, PennDOT CPDM will post the regional public comment periods and links to the MPO/RPO websites on the talkpatransportation.com website. The MPOs/RPOs must post the applicable TIP documents on their regional websites for public review and comment. The table located in the [TIP Submission](#) section below outlines the required documents that must be included for public comment.

After the public comment periods have ended, the PennDOT Districts will partner with the MPOs/RPOs to develop responses to the public comments. These responses will be documented as part of the regional TIP submissions that are sent to PennDOT CPDM.

TIP Submission

MPOs/RPOs, PennDOT Districts, and CPDM will coordinate in the development of draft lists of projects. PennDOT Districts and CPDM are required to attach draft lists of projects in MPMS as noted on the 2027 Transportation Program development schedule available in Appendix 1. In addition to the project list being attached in MPMS, the MPOs/RPOs should submit a draft version of available TIP development documentation to CPDM which will then share with FHWA, FTA, BPT, and BOMO. This documentation should include the project selection process, a description of the anticipated effect of the TIP toward achieving the performance targets, the individual roles and responsibilities of the MPOs/RPOs, PennDOT Districts and Central Office, and a timeline. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

Following the draft TIP public comment period and the individual TIPs are approved by the MPOs/RPOs, they must be formally submitted to PennDOT CPDM. The formal submission should include a cover letter and all required documentation, along with the completed TIP Checklist in Appendix 3. The TIP Checklist

will be verified by PennDOT CPDM, FHWA and FTA upon review of the TIP Submission package. The MPO/RPO TIP Submission requirements are summarized below:

TIP Submissions Must Include the Following:		Include for Public Review and Comment
1	Cover Letter	
2	TIP Development/Project Selection Process Documentation	✓
3	TIP Development Timeline	✓
4	TPM (PM1, PM2, and PM3) Narrative Documentation	✓
5	HSIP SharePoint Application Submission Confirmation	
6	Transit Performance Measures Narrative Documentation	✓
7	Highway and Bridge TIP Listing with public narrative	✓
8	Public Transportation TIP Listing with public narrative	✓
9	Interstate TIP Listing with public narrative (regional portion)	✓
10	TIP Financial Constraint Chart	✓
11	Public Transportation Financial Capacity Analysis (MPO Only)	
12	Air Quality Conformity Determination Report (if applicable)	✓
13	Air Quality Resolution (if applicable)	
14	Public Comment Period Advertisement	✓
15	Documented Public Comments received (if applicable)	
16	Title VI Policy Statement	✓
17	Memorandum of Understanding TIP Revision Procedures	✓
18	Self-Certification Resolution	
19	List of major projects from the previous TIP that were implemented	
20	List of major regional projects from the previous TIP that were delayed	
21	TIP Checklist	

An electronic version of the regional TIP Submission must be provided to PennDOT CPDM, according to the 2027 Transportation Program development schedule in Appendix 1. The electronic version of the TIP Submission, including the TIP Checklist, should be submitted through [SharePoint](#). PennDOT CPDM will verify that the items on the TIP Checklist have been completed and that all required documents have been included along with each TIP submission.

PennDOT CPDM will combine the individual TIPs to create the STIP. The STIP, which is included as the first four years of the TYP, will be submitted by PennDOT CPDM to the STC for their approval at their August 2026 meeting. After STC approval, PennDOT will submit the STIP on behalf of the Governor to FHWA/FTA for their 45-day review period. FHWA/FTA will issue their approval of the STIP, which is contained in the Planning Finding document, by the end of the 45-day period, which should occur before the start of the new 2027 FFY on October 1, 2026.

Program Administration

After adoption, the 2027 Transportation Program must continue to be modifiable based on necessary program changes. Adjustments to the 2027 Program are enacted through procedures for STIP/TIP Modification at both the State and MPO/RPO levels. The Statewide Memorandum of Understanding (MOU), which outlines the procedures for 2027 STIP modifications, is jointly developed by PennDOT, FHWA and FTA. The Statewide MOU sets the overarching principles agreed to between PennDOT and FHWA/FTA for STIP/TIP administration. Individual MOUs are then developed and adopted by the MPOs/RPOs, utilizing the Statewide MOU as a reference. The regional MOUs cannot be less restrictive

than the Statewide MOU. The new procedures for TIP revision/modification must be part of the public comment period on the draft 2027 Program.

The modification procedures that were approved for the 2025 Program will be used as a starting point for the development of procedures for the 2027 Program. These procedures are required to permit the movement of projects or phases of projects within the STIP/TIP while maintaining year-by-year fiscal constraint. This process helps to ensure that the MPO/RPO TIPs and the STIP are consistent with the TYP and regional LRTPs, and vice versa.

Changes to the TIPs and the delivery of completed projects are monitored by PennDOT CPDM, PennDOT Districts and the MPOs/RPOs and are the subject of various program status reports. PennDOT CPDM will track the progress of the highway Program and project implementation and share the findings with the MPOs/RPOs. PennDOT CPDM will send the MPOs/RPOs quarterly progress reports that detail current project obligations that have occurred in the current FFY.

In accordance with [23 CFR 450.334](#), all Pennsylvania MPOs/RPOs, transit agencies, and PennDOT will cooperatively develop an Annual Listing of Obligated Projects for which Federal funds have been obligated in the previous FFY. The listing must include all Federally funded projects authorized or revised to increase or decrease obligations in the preceding program year and, at a minimum, include the following for each project:

- The amount of funds requested on the TIP
- Federal funding that was obligated during the preceding year
- Federal funding remaining and available for subsequent years
- Sufficient description to identify the project or phase
- Identification of the agencies responsible for carrying out the project or phase

PennDOT CPDM will continue to work with the MPOs/RPOs and transit agencies to assist in developing the regional obligation reports. The listing of projects must be published on respective MPO/RPO websites annually by December 29 (within 90 calendar days of the end of the previous FFY), in accordance with their public participation criteria for the TIP. CPDM Funds Management will provide an annual listing of Highway/Bridge obligations and PennDOT administered executed transit grants. MPOs/RPOs should work with their respective transit agencies to acquire a list of any additional executed grants in which the agencies were the direct recipient of Federal Transit funding.

Air Quality Conformity for TIP and LRTP Amendments

The process for Air Quality Conformity related to TIP and LRTP amendments is similar to the biennial TIP procedures provided early in this guidance with several modifications to streamline the process. Key steps in this process are summarized below:

1. Project Identification and Regional Significance Determination

TIP Amendments

- The MPO and PennDOT District identify projects for inclusion in a TIP amendment and coordinates with CPDM to determine if the projects are exempt under 40 CFR 93.126, 93.127, or satisfies 93.128. Projects under 93.128 (e.g., traffic signal synchronization) may proceed without a new conformity determination but must be marked as air quality "Significant" in MPMS and included in the next conformity round.
- CPDM coordinates with the Interagency Consultation Group (ICG) on project determinations when projects are not clearly exempt or significant, or if FHWA recommends further coordination.

L RTP Updates or Amendments

- The MPO/RPO assembles a fiscally constrained LRTP project list and, with CPDM support, evaluates which projects are regionally significant.
 - Typically, this will include coordination with CPDM in producing an MPMS report of PennDOT's TYP (12-year program) for the highway/bridge, interstate and transit programs.
 - For projects beyond the TYP, the MPO/RPO will assemble a project list summarizing the LRTP financial-constrained projects through the plan's horizon year. This list can be prepared in any format deemed appropriate by the MPO/RPO. The list should at a minimum include the project name, description, and funding amounts. The description should be sufficient for evaluating whether projects are regionally significant.
2. Conformity Schedule Coordination
 - The MPO/RPO and CPDM coordinate on the conformity schedule. This is aligned with the TIP amendment or LRTP update cycle timeline as appropriate.
 3. Conformity Analysis and Report Preparation
 - CPDM assists the MPO/RPO in completing the conformity determination report and conducting emissions analyses (if needed). Emissions analysis (including travel modeling) typically requires at least 4 weeks. The reports for areas not requiring emissions analysis can usually be completed in 1–2 weeks.
 4. Interagency Consultation
 - Upon completion, CPDM shares the draft conformity report and project list with the ICG for a 2-week review period via email. This review should ideally occur before the public comment period to allow time for addressing any issues.
 5. Public Involvement
 - The MPO/RPO conducts a public comment period for the conformity report following the MPO's public participation plan. Typically TIP and LRTP conformity reports are coordinated with other associated TIP/LRTP public outreach efforts.
 6. Final Approval
 - The approval process follows a similar process to the biennial TIP.

Other Planning Information

Limited English Proficiency

Providing translated Limited English Proficiency (LEP) taglines to the TIP, LRTP and related public participation documents, as well as associated translation services, is an effective way to ensure access for public comment. For translated language taglines, as well as more information on LEP, please visit the [LEP SharePoint Folder](#).

Title VI

As a recipient of federal funding, MPOs and RPOs must follow Title VI. Please see [PennDOT's Title VI Webpage](#) as well as the [Title VI SharePoint Folder](#).

Americans with Disabilities Act (ADA)

The Americans with Disabilities Act (ADA) prohibit discrimination against individuals with disabilities in various areas of public life including transportation. MPOs/RPOs are required to follow ADA regulations. Please visit the [ADA SharePoint Folder](#) for all requirements and more information.

Tribal Coordination

Although there are no areas in Pennsylvania currently under the jurisdiction of Tribal governments, PennDOT recognizes the importance of tribal consultation and considers federally recognized Tribes and Nations to be interested parties. Therefore, PennDOT and MPOs/RPOs shall consult with federally recognized Tribes and Nations that have regions of interests in Pennsylvania to provide opportunities for review and comment on key planning documents, such as the TIP, TYP, LRTP, and PPP. To view the required elements as well as more information visit the [Tribal Coordination SharePoint Folder](#).

Self-Certification

All Pennsylvania's MPOs are required by [23 CFR 450.336\(a\)](#) to complete self-certification resolutions concurrent with their TIP submissions, which state that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements. These self-certification resolutions are part of the TIP submission documentation sent to PennDOT CPDM. The regulatory requirements and citations to include in the Self-Certification resolution can be found at [23 CFR 450.336](#). Please see the [Self-Certification SharePoint Folder](#) for detailed requirements as well as an example of a Self-Certification resolution. At this time RPO self-certification is encouraged but optional.

PennDOT Connects

PennDOT Connects identifies community input and contextual concerns early in project planning through a collaborative process. For detailed guidance please visit the [PennDOT Connects SharePoint Folder](#).

Long Range Transportation Plans

Pennsylvania's Long Range Transportation Plan (LRTP) sets goals for Pennsylvania/PennDOT that include system safety, mobility, equity, resilience, performance, and resources. Pennsylvania MPOs and RPOs are required to have their own regional LRTPs that must be updated every 4 or 5 years according to 23 CFR 450.324(c). Please visit the [LRTP SharePoint Folder](#) for detailed requirements for LRTPs and Freight Movement Plans.

Transportation Systems Management and Operations (TSMO)

The mission of [PennDOT's TSMO Program](#) is to move people and goods from Point A to Point B, as efficiently, safely, and reliably as possible. TSMO is a way to address the reliability, mobility, and congestion of roadways by using emerging and innovative operational strategies instead of building extra capacity. Please visit the [TSMO SharePoint Folder](#) for additional information regarding TSMO planning requirements.

National Highway Freight Program

The National Highway Freight Program (NFP) was authorized under the FAST Act and continued under IIJA to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several important goals. Please see the [Freight SharePoint Folder](#) for more details.

Carbon Reduction Program

IIJA established the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce carbon dioxide (CO₂) emissions from transportation sources. Please see the [CRP SharePoint Folder](#) for detailed guidance on CRP.

Congestion Mitigation and Air Quality Program

The purpose of the Congestion Mitigation and Air Quality Program) CMAQ program is to give priority to cost-effective transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for the ozone, carbon monoxide (CO), and particulate matter (PM_{2.5/10}) criteria pollutants. Financial Guidance directs CMAQ funding only to those areas designated as in maintenance or nonattainment of the current NAAQS. Previous “insufficient data” and “orphan maintenance” (as currently defined for the 1997 ozone NAAQS maintenance areas) counties no longer receive CMAQ funding. MPOs/RPOs are required to have a CMAQ project selection process. PennDOT has developed tools and resources to guide project selection, if needed. Please see the [CMAQ SharePoint Folder](#) for detailed information on the CMAQ program.

Congestion Management Process

A region’s Congestion Management Process (CMP) helps to identify corridor-based strategies to mitigate traffic congestion reflected in the Peak Hour Excessive Delay (PHED) and percentage of non-single occupant vehicle (SOV) performance measures. Projects that help to reduce congestion will also help to improve air quality. MPOs that are transportation management areas (TMAs) are required to have a CMP. Please see the [CMP SharePoint Folder](#) and 23 CFR 450.322 for detailed information on CMP requirements.

Local Bridges

While the condition of locally owned bridges over 20 feet has improved in recent years, the majority of the bridges still remain in fair or poor condition. While municipal funds for bridge improvement are limited, various federal and state fund categories are available (i.e. STP, STU, BRIP, BOF, 183) for locally owned bridges, depending on eligibility requirements. Approximately 4% of the funding on the 2025 STIP was programmed on locally owned bridges. Each MPO and RPO are highly encouraged to surpass that amount in programming for locally owned bridges on their 2027 Programs.

Community Demographics Analysis

Each region is encouraged to evaluate the potential impacts of programs on communities. The analysis should consider all projects located in the region, whether funded on the MPO or RPO TIP, or on the Interstate or Statewide Items TIPs. Relevant details regarding this analysis are forthcoming.

Useful Links

- [Financial Guidance](#)
- [Air Quality/ICG Review](#)
- [CRP – CMAQ – Congestion Management Process](#)
- [Multimodal Project Management System \(MPMS\)](#)
- [PennDOT Connects and LRTPs](#)
- [Safety](#)
- [Self-Certification](#)
- [talkpatransportation.com](#)
- [Title VI – ADA – LEP](#)
- [TMSO and Freight](#)
- [TPM Resource Toolbox](#)
- [Transportation Conformity](#)
- [Transportation Performance Management](#)
- [Tribal Coordination](#)

2027 Program Development Schedule

CY 2025 Activity	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
STC releases Transportation Performance Report		2/26										
STC-TYP public comment period			3/4	4/30								
STC online public forum				4/10								
General/Procedural Guidance Work Group Meetings												
Financial Guidance Work Group Meetings												
Spring/Summer Planning Partners Call					5/21							
Final Program Update Guidance documents released												
Statewide STIP MOU development/finalization												
Draft Interstate carryover projects released												
Districts, MPOs/RPOs and Central Office hold initial program update coordination meetings												
2027 TYP Public Outreach Feedback Provided to STC, MPOs/RPOs and PennDOT to consider for TIP/TYP												
BOO Asset Management provides PAMS/BAMS outputs by request for the 2027 Program Update												
Districts, MPOs/RPOs and Central Office meet to coordinate on carryover & candidate projects												
Project updates are made in MPMS												
Interstate Steering Committee Presentations												
Community Demographic Analysis conditions data (pavement, bridge, safety and transit, if available) made available to MPOs/RPOs												
Spike decisions released												
Fall Planning Partners Meeting									9/30-10/2	9/30-10/2		
Draft Interstate and Statewide Projects announced												
Community Demographic Analysis is conducted by MPOs/RPOs (optional)												
PennDOT completes attaching draft TIP/TYP in MPMS												12/31
MPOs/RPOs submit available Draft TIP documentation to CPDM and FHWA/FTA for review												12/31
Final Draft Interstate and Statewide Projects Distributed												

2027 Program Development Schedule (Continued)

CY 2026 Activity	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
Community Demographic Analysis is conducted by MPOs/RPOs (optional)												
PennDOT CPDM completes initial review of the preliminary draft TIPS												
MPOs, RPOs, and PennDOT reach agreement on their respective portions of the program												
PennDOT CPDM to hold draft program review discussions												
Interagency air quality consultation												
Central Office notifies FHWA Draft TIPS are ready for eligibility review												
MPOs, RPOs and PennDOT conduct air quality conformity analysis												
STIP Executive Summary Development												
TIP Public Comment Periods												
STIP Public Comment Period (15 day)												
CPDM to review STIP public comments												
MPOs/RPOs adopt regional TIPS												
MPOs/RPOs submit regional TIPS to PennDOT CPDM												
PennDOT CPDM reviews TIP submissions for STIP submittal												
STC approves TYP												
PennDOT submits STIP to FHWA/FTA on behalf of Governor												
FHWA/FTA reviews and approves air quality conformity documents and STIP												
2027 Program Begins												

Planning Partner: _____

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area:

☐ Yes ☐ No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
	Information Items Green highlighted items require documentation to be submitted.	Response	CPDM	FHWA	FTA
1. Cover Letter:	Cover Letter which documents organization and date of TIP adoption	Yes / No	☐	☐	☐
	Date TIP adopted by Planning Partner:	Meeting Date	☐	☐	☐
2. TIP Development:	TIP Development/Project Selection Process Documentation	Yes / No	☐	☐	☐
	MPO/RPO Specific TIP Development Timeline	Yes / No	☐	☐	☐
	Does the documentation explain the project selection process, roles, responsibilities and/or project evaluation criteria procedures?	Yes / No	☐	☐	☐
3. Performance Based Planning and Programming (TPM Narrative Template):	PM1 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	☐	☐	☐
	HSIP SharePoint Application Submission Confirmation	Yes / No	☐	☐	☐
	PM2 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	☐	☐	☐
	PM3 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	☐	☐	☐
	Transit Performance Measures Documentation	Yes/No/NA	☐	☐	☐
	TAMP narrative documentation demonstrates consistency with the TYP/TIP	Yes / No	☐	☐	☐
4. Highway-Bridge Program Projects:	Highway and Bridge Listing with public narrative	Yes / No	☐	☐	☐
5. Public Transportation Program:	Public Transportation Listing with public narrative	Yes / No	☐	☐	☐
6. Interstate & Statewide Program Projects:	Regional Portion of Interstate TIP Listing with public narrative	Yes/No/NA	☐	☐	☐
	Regional Portion of Statewide TIP Listing (Spike, TAP, RRX, HSIP, PROTECT other)	Yes/No/NA	☐	☐	☐
7. Financial Constraint:	Complete the tables in the Financial Constraint tab.	Yes / No	☐	☐	☐
	Is the TIP financially constrained, by year and by allocations?	Yes / No	☐	☐	☐
	Were the TIP projects screened against the federal/state funding program eligibility requirements?	Yes / No	☐	☐	☐
	Are estimated total costs to complete projects that extend beyond the TIP years shown in the TYP and LRTP?	Yes / No	☐	☐	☐

Planning Partner: _____

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area:

☐ Yes ☐ No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
Information Items Green highlighted items require documentation to be submitted.		Response	CPDM	FHWA	FTA
8. Public Transportation:	Public Transportation Financial Capacity Analysis (MPO Only)	Yes/No/NA	☐	☐	☐
	Documentation of Transit Asset Management (TAM) Plan	Yes / No	☐	☐	☐
9. Air Quality:	Air Quality Conformity Determination Report	Yes/No/NA	☐	☐	☐
	Air Quality Resolution	Yes/No/NA	☐	☐	☐
	Is the area in an AQ non-attainment or maintenance area?	Yes/No/NA	☐	☐	☐
	Have all projects been screened through an interagency consultation process?	Yes/No/NA	☐	☐	☐
	Most recent air quality conformity determination date:	Date/NA	☐	☐	☐
	Do projects contain sufficient detail for air quality analysis?	Yes/No/NA	☐	☐	☐
10. Public Participation Documentation:	Public Comment Period Advertisement	Yes / No	☐	☐	☐
	Public comment period:	Date Range	☐	☐	☐
	Public meeting(s)-Date/Time/Location:	Date/Time/Location	☐	☐	☐
	Public meeting notices contain contact information about ADA Accommodations?	Yes / No	☐	☐	☐
	Were LEP taglines included with TIP public comment documents?	Yes / No	☐	☐	☐
	Has Tribal Consultation/Outreach occurred?	Yes / No	☐	☐	☐
	STIP/TIP public involvement outreach activities consistent with Public Participation Plan?	Yes / No	☐	☐	☐
	Were any public comments (written or verbal) received?	Yes / No	☐	☐	☐
	Documentation of Public Comments received	Yes/No/NA	☐	☐	☐
Were public comments addressed?	Yes/No/NA	☐	☐	☐	
11. Title VI:	Has the MPO included information regarding Title VI and its applicability to the TIP, including the protections against discrimination and the availability of the TIP document in alternative formats upon request?	Yes / No	☐	☐	☐

Planning Partner: _____

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area: _____

☐ Yes ☐ No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
	Information Items Green highlighted items require documentation to be submitted.	Response	CPDM	FHWA	FTA
12. TIP Revision Procedures (MOU):	MPO/RPO TIP Modification Procedures (MOU)	Yes / No	☐	☐	☐
13. MPO Self-Certification Resolution:	Self-Certification Resolution (RPO Optional)	Yes/No/NA	☐	☐	☐
	For the Non-TMAs, does the self certification contain documentation to indicate compliance?	Yes/No/NA	☐	☐	☐
14. Other Requirements:	List of regionally important projects from the previous TIP that were implemented, and projects impacted by significant delays.	Yes / No	☐	☐	☐
	Does the TIP contain amounts of state & local revenue sources beyond financial guidance?	Yes / No	☐	☐	☐
15. PennDOT Connects:	Municipal outreach/PIF forms initiated for all TIP projects?	Yes / No	☐		
16. Long Range Transportation Plan:	Is the TIP consistent with the LRTP?	Yes / No	☐	☐	☐
	LRTP air quality conformity determination date:	Date/NA	☐	☐	☐
	LRTP end year:	Date	☐	☐	☐
	Anticipated MPO/RPO LRTP adoption date:	Date	☐	☐	☐
17. Completed/Reviewed by:	MPO/RPO:	Date:			
	PennDOT CPDM:	Date:			
	FHWA:	Date:			
	FTA:	Date:			
18. Comments:	Note any noteworthy practices, issues or improvements that should be addressed by the next TIP update, or any other comments/questions here:				

Appendix 2 - 2027 Transportation Program Development Checklist

Financial Constraint Tables

Compare the amount of funds programmed in each year of the TIP against Financial Guidance (FG) allocation, and explain any differences.

Fund Type	FFY 2027		FFY 2028		FFY 2029		FFY 2030		Comments
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP									
STP									
State Highway (581)									
State Bridge (185/183)									
BOF									
HSIP									
CMAQ									
TAU									
STU									
CRP/CRPU									
BRIP									
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Appendix 2 - 2027 Transportation Program Development Checklist

Identify the TOTAL amount and TYPES of additional funds programmed above FG allocations (e.g. Spike funds, Earmarks, Local, TASA, PROTECT) by year:

Additional Funding Type	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Comments
Total	\$0	\$0	\$0	\$0	



SEPTA's Financial Capacity Analysis and TAM Plan

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SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT

April 29, 2026

In accordance with Federal Transit Administration (FTA) Circular 7800.1A, the following documentation demonstrates that the Southeastern Pennsylvania Transportation Authority (“SEPTA” or the “Authority”) has the financial capacity to carry out the operating and capital projects included in the Fiscal Year 2027–2030 Transportation Improvement Program. While SEPTA possesses long-term capital financial capacity, the Authority’s ridership has stabilized but remains relatively flat, with year-to-date ridership approximately 1 percent higher than 2025. As a result, SEPTA will require additional operating subsidies to maintain current service levels while utilization trends continue to evolve. Governor Shapiro’s Fiscal Year 2027 Budget proposes a 1.75 percent increase in the allocation of state sales tax receipts to public transportation agencies statewide to address immediate and future funding needs. This increase would provide an additional \$283 million annually to the Public Transportation Trust Fund, including approximately \$161 million for SEPTA. The additional subsidy is expected to enable SEPTA to maintain operations at current service levels for approximately six years.

A. Scope of Operations

The Southeastern Pennsylvania Transportation Authority was formed by an act of the Pennsylvania General Assembly in 1964 in order to provide public transportation services to Bucks, Chester, Delaware, Montgomery and Philadelphia Counties. Over the years, SEPTA acquired the assets of several private transportation companies. Today, SEPTA is the sixth-largest public transportation system in the United States and is responsible for operating:

- 125 Bus Routes (including 5 circulator routes & shuttle services)
- 13 Regional Rail Lines
- 8 Trolley Lines [T]
- The Broad Street Line [B] and the Market-Frankford Line [L] (subway/elevated)
- The Norristown High Speed Line [M] (interurban heavy rail line)
- 3 Trackless Trolley Routes
- Customized Community Transportation (CCT), demand response services for seniors and individuals with disabilities

SEPTA ridership has continued to adjust to new norms in the post-COVID world, increasing annually since 2021. System-wide ridership increased 0.4% in March 2026 from March 2025. On average there were approximately 3,288 more trips per day in March 2026 compared to March 2025. This is based on the calendar month. Average daily ridership was 749,794 unlinked passenger trips across all modes.

Bus & trackless trolley ridership decreased 1.7% from March 2025 (394,918) to March 2026 (388,116).

Trolley ridership decreased 5.6% from March 2025 (59,188) to March 2026 (55,866).

Regional Rail decreased 7.9% from March 2025 (84,800) to March 2026 (78,125).

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

FINANCIAL CAPACITY ASSESSMENT

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Decreased ridership via the methods above was offset by the combined Broad Street Line [B] and Market-Frankford Line [L] ridership, which increased 10.0% in March 2026 (225,091) relative to March 2025 (204,400).

B. Historical Trends

SEPTA's historical trends are outlined in Appendix A, Financial and Statistical Summary, for each of the past five fiscal years (Fiscal Year 2021 through Fiscal Year 2025). From FY 2021 to FY 2025 passenger revenue increased at a compound average growth rate of 16.1%. Operating expenses during the five-year period increased from \$1.374 billion to \$1.715 billion, reflecting a compound average growth rate of 5.7% per year. Operating subsidies increased from \$1.182 billion in FY 2021 to \$1.358 billion in FY 2025, an average rise of 3.5% per year. Operations for Fiscal Years 2021 through 2025 resulted in a relatively small surplus each year as total operating revenues, subsidies and investment income exceeded total expenses by an average of \$1.333 million over the five-year period. Investment income for Fiscal Years 2021 through 2025 is shown in the appendix and reflects financial market conditions and fund balances.

Transportation usage increased during the five-year period at an average of 20.4% per year. The number of total unlinked passenger trips increased from 105.8 million in FY 2021 to 222.3 million unlinked trips in FY 2025.

SEPTA was able to meet its financial obligations during the five-year period and its long-term debt, incurred for capital expenditures, increased from \$610.6 million on June 30, 2021 to \$735.5 million on June 30, 2025. SEPTA's recovery ratio, expressed as a percentage of total operating revenues to total operating expenses, increased from 14.1% in 2021 to 19.7% in 2025.

C. Current Condition

For FY 2025, the most recent fiscal year for which comparative information is available, total passenger revenue decreased slightly by 0.3% relative to the prior fiscal year. Operating expenses decreased 2.1% higher labor and fringe benefits, services, fuel and lubricant costs, utilities, purchased transportation, lease rentals, and depreciation offset by lower casualty and liability expenses. Total government subsidies needed to support operations decreased 2.3% from \$1.390 billion in FY 2024 to \$1.358 billion in FY 2025.

The Authority's Fiscal Year 2025 audited financial results are prepared in accordance with generally accepted accounting principles (GAAP).

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

FINANCIAL CAPACITY ASSESSMENT

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D. Financial Projections

With the passage of Act 44 of 2007, as amended by Act 89 of 2013, a dedicated, long-term funding solution for transportation in Pennsylvania was enacted. This ended years of uncertainty with regard to SEPTA's operating subsidy. Act 89 also provides new bondable revenue sources for transit. In July 2022, contributions to the Commonwealth's Public Transportation Trust fund transitioned to Motor Vehicle Sale Tax Revenues. In October 2022, SEPTA issued \$550 million of Asset Improvement Program Bonds to support various capital projects. SEPTA anticipates issuing approximately \$4.3 billion in new debt between FY 2030 and FY 2036 to support its Capital Program, primarily for critical rail fleet replacement and major infrastructure projects. In addition to long-term bonds, SEPTA anticipates utilizing short- and medium-term borrowing to advance capital projects.

Appendix B, Financial Projections Consolidated Budget, provides detailed projections through Fiscal Year 2032.

Forecast Assumptions By Category:

Passenger Revenue

Passenger Revenue and Shared Ride Revenue are projected to grow an average of 5.6% over the five-year period, with total Operating Revenue projected to surpass pre-COVID levels in FY 2032.

Other Income

SEPTA's Other Revenue category includes income from investments, real estate rentals, advertising, parking lot fees, scrap sales, and property damage recoveries. Other Revenue is expected to increase approximately 1% per year.

Expenses

Overall expense growth rate averages 2.9% annually with fringe benefits expected to grow at a higher rate, driven by wage adjustments, contractual labor agreements, and inflationary pressures.

Subsidy

In FY 2027, Federal Subsidy will increase 358.9% from the FY 2026 budget, reflecting the one-time emergency transfer of capital funds to support operating costs. The remaining sources of federal subsidy include ongoing federal support for capital leases, debt service, and highway pass-through funds.

The subsidy category also reflects the anticipated increase to funding provided by the Commonwealth as proposed in the Governor's Executive Budget for 2024-2025. This increase contemplates an increase of 1.75% to the current 7.68% of all Sales and Use Tax receipts, injecting an additional \$283 million into mass transportation across the Commonwealth. These dollars will be deposited into the Public Transportation Trust Fund established by Act 44 of 2007, as amended by Act 89 of 2013. In concert with SEPTA's Service Stabilization Fund, these dollars will enable SEPTA to maintain operations at current levels for at least 6 years.

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

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E. Capital Program

The Proposed Fiscal Year 2027 Capital Budget was developed based on the following principles:

- Forecasted Federal, State and Local Funding Levels; and
- Budgeting based on Annual Cash Flow Projections and Financial Obligations.

Funding Assumptions

The following references were used to develop the programming amounts for SEPTA's Proposed Fiscal Year 2027 Capital Budget and Fiscal Years 2027-2038 Capital Program:

- Federal funding levels based on the final year of the transportation funding authorization, Bipartisan Infrastructure Law (BIL, also known as the Infrastructure Investment and Jobs Act, or IIJA).
- State capital funding provided primarily through Motor Vehicle Sales and Use Tax revenues.
- Financial guidance for state funding from Act 89 of 2013.
- City/Counties local match requirements on federal and state funding.
- Capital financing to manage cash flow obligations. SEPTA is planning the implementation of a multi-year borrowing program utilizing State Motor Vehicle Sales Tax and Federal grant revenues for repayment.

Fiscal Year 2027 Projects

SEPTA's Proposed Fiscal Year 2027 Capital Budget totals \$920.7 million, a 6.2% decrease from the FY 2026 Capital Budget. Available funds are allocated among projects that will advance strategic objectives, bring assets to a state of good repair, meet the Authority's financial obligations, implement system improvements, and enhance safety and security. Capital investments are focused on the following areas:

Major Projects

SEPTA has programmed \$6.1 billion in FY 2027-2038 to advance Trolley Modernization, Market-Frankford Line [L] Vehicle Replacements, and the Regional Rail Silverliner IV Vehicle Replacements. These projects will address regional transportation needs, accommodate the growing economy, and reduce traffic congestion.

State of Good Repair

Projects will return the system to a state of good repair via restoration or replacement of transit infrastructure that has exceeded its useful life. Projects will address the State of Good Repair backlog and preserve transit service for current and future customers. Programs include bridges; communication, signal systems, and technology; maintenance/transportation facilities and roofs; substations and power; and track and right-of-way.

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

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Safety and Security

Projects include safety and security measures for vehicles and facilities, and interoperable communications improvements.

Vehicle Acquisitions and Overhauls

Projects include replacing buses and utility vehicles that have exceeded their useful life, acquisition of, and optimizing the fleet through targeted overhaul.

Financial Obligations

This includes payments for SEPTA's Amtrak trackage lease, other capital leases, and current and planned debt service payments. To meet the cashflow needs of critical rail fleet replacement and major infrastructure projects, SEPTA anticipates issuing approximately \$4.3 billion in new debt between FY 2030 and FY 2036 to support its Capital Program. These issuances are based on PennDOT's prior approval for SEPTA to issue debt pursuant to Section 1514(f) of Title 74 of the Pennsylvania Consolidated Statutes and assume the continued tax-exempt status of municipal bonds. Any change to tax-exempt status of municipal debt would change financing assumptions and could impact program capacity. In addition to long-term bonds, SEPTA anticipates utilizing short- and medium-term borrowings to advance capital projects. Overall, financing tools may include the Pennsylvania Motor Vehicle Sales Tax Asset Improvement Program, the federal TIFIA program, Grant Anticipation Notes (GANs), or other short-term financing instruments.

F. Financial Capability

SEPTA has the financial capacity to carry out the projects included in the FY 2027-2030 Transportation Improvement Program (TIP).

SEPTA is designated by the Governor of Pennsylvania as the designated recipient of Section 5307 Urbanized Area formula funds for the five-county Southeastern Pennsylvania region of Bucks, Chester, Delaware, Montgomery, and the City of Philadelphia. As such, the Authority submits, executes, and administers over \$800 million in federal and state grants annually. The final report for the FY 2021 FTA Triennial Review for SEPTA Systems identified several deficiencies, but they have since been addressed by SEPTA and closed out by the FTA. SEPTA is in a good/fundable standing with FTA. This documentation is on file with the transit operator, as well as with the FTA.

The Commonwealth of Pennsylvania's Public Transportation Trust Fund provides SEPTA with financial resources for transit capital projects. In order to create a sustainable program and to leverage transportation investments, the State of Pennsylvania has established the match requirement of the Federal grant commitments as a top priority of the State Trust Fund. Additionally, local governments, such as the City of Philadelphia and the Counties of Bucks, Chester, Delaware, and Montgomery contribute a percentage of the local share. This funding is provided through the Annual Capital Budget process for each government entity.

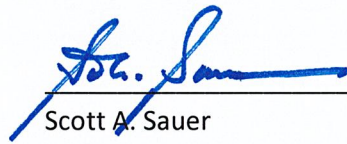
SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

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April 29, 2026

CERTIFICATION

In accordance with Circular 7800.1A and based on the updated operating and capital needs as outlined in this Financial Capacity Assessment, SEPTA certifies that it has the financial capacity to provide the services and capital projects included in the DVRPC Fiscal Years 2027-2030 Transit Improvement Program (TIP).



Scott A. Sauer

General Manager

Southeastern Pennsylvania Transportation Authority

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT
April 29, 2026

Appendices

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

FINANCIAL CAPACITY ASSESSMENT

April 29, 2026

Southeastern Pennsylvania Transportation Authority
Financial and Statistical Summary
For Fiscal Years Ended June 30
(Amounts in thousands)

	2021	2022	2023	2024	2025	% Change FY 2024 to FY 2025	Average Annual % Change FY 2021 to FY 2025
Passenger Revenue	\$149,422	\$226,576	\$252,138	\$272,341	\$271,595	-0.3%	16.1%
Shared Ride Program	<u>5,627</u>	<u>7,301</u>	<u>9,545</u>	<u>24,234</u>	<u>28,027</u>	15.7%	49.4%
Total Revenues Based on Ridership	155,049	233,877	261,683	296,575	299,622	1.0%	17.9%
Other Operating Revenues	<u>38,123</u>	<u>34,129</u>	<u>30,878</u>	<u>39,500</u>	<u>38,920</u>	-1.5%	0.5%
Total Operating Revenues	193,172	268,006	292,561	336,075	338,542	0.7%	15.1%
Operating Subsidies	<u>1,181,648</u>	<u>1,160,662</u>	<u>1,240,102</u>	<u>1,389,542</u>	<u>1,357,637</u>	-2.3%	3.5%
Total Revenue	1,374,820	1,428,668	1,532,663	1,725,617	1,696,179	-1.7%	5.4%
Operating Expenses (a)	<u>1,374,199</u>	<u>1,425,140</u>	<u>1,546,306</u>	<u>1,750,752</u>	<u>1,714,657</u>	-2.1%	5.7%
Surplus / (Deficit)	<u>\$621</u>	<u>\$3,528</u>	<u>(\$13,643)</u>	<u>(\$25,135)</u>	<u>(\$18,478)</u>	-26.5%	
Investment Income (b)	<u>\$187</u>	<u>\$525</u>	<u>\$14,061</u>	<u>\$26,506</u>	<u>\$18,478</u>	-30.3%	215.3%
Surplus/ (Deficit) After Investment Income	<u>\$808</u>	<u>\$4,053</u>	<u>\$418</u>	<u>\$1,371</u>	<u>\$0</u>	-100.0%	-100.0%
Operating Revenue to Expense Ratio	14.1%	18.8%	18.9%	19.2%	19.7%		
Passengers Carried (Annual Unlinked Passenger Trips)	105,791	146,914	174,002	198,258	222,330	12.1%	20.40%
Unrestricted Cash and Investments, at Year-end	\$42,027	\$66,084	\$36,713	\$36,668	\$67,164	83.2%	12.44%
Long-term Debt, at Year-end	\$610,637	\$561,929	\$837,073	\$786,973	\$735,515	-6.5%	4.76%

(a) Excludes the reserve change related to other postemployment benefits and pensions

(b) Excludes unrealized investment gains and losses.

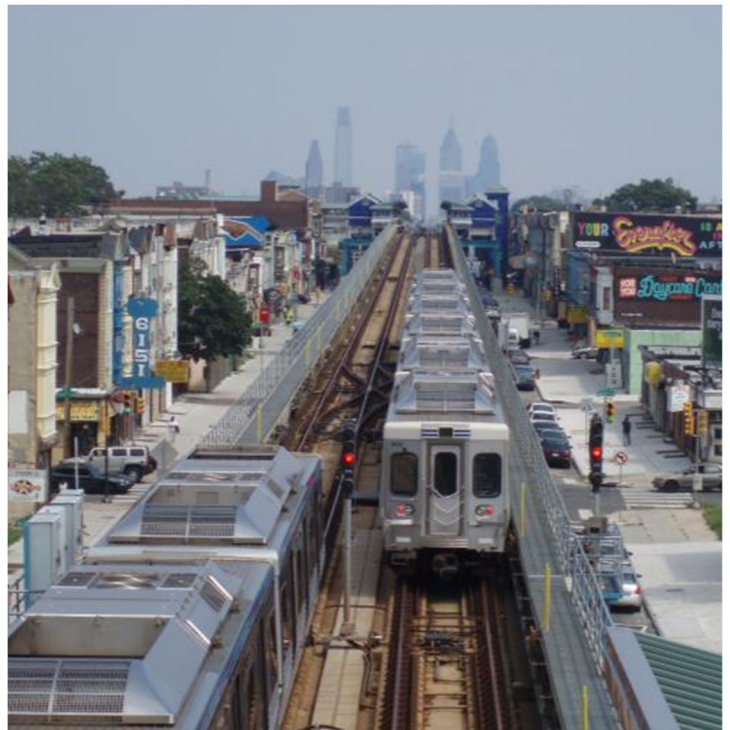
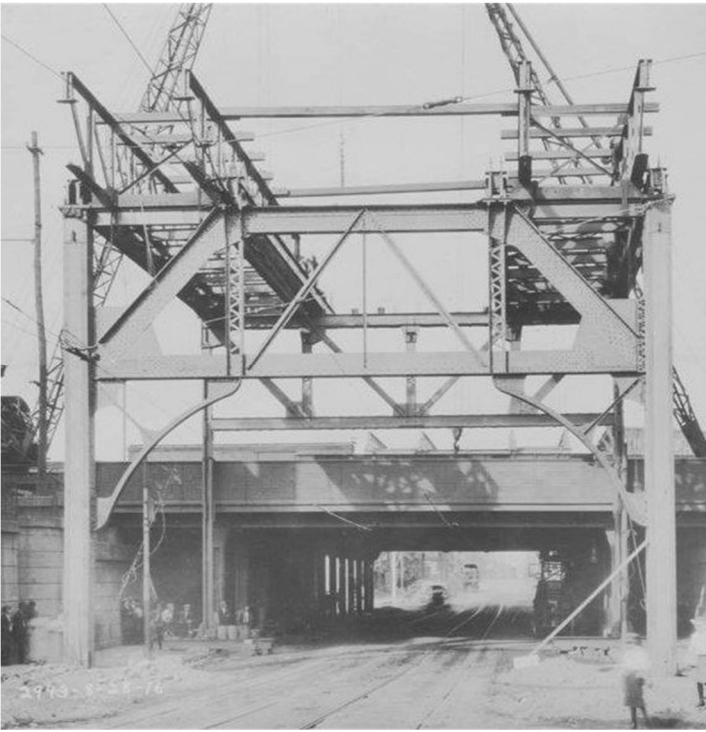
SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT

April 29, 2026

Appendix B - Financial Projections Consolidated Budget

Amounts in thousands ('000)	Budget	Projection				
	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032
REVENUE						
PASSENGER REVENUE	\$322,496	\$332,171	\$365,388	\$376,350	\$387,640	\$426,404
SHARED RIDE PROGRAM	29,081	29,372	32,309	32,632	32,958	36,254
OTHER INCOME	50,335	50,838	51,347	51,860	52,379	52,903
INVESTMENT INCOME	14,879	14,730	14,583	14,437	14,293	14,150
TOTAL REVENUE	\$416,791	\$427,111	\$463,627	\$475,279	\$487,270	\$529,711
<i>Revenue % of Pre-COVID</i>	<i>80%</i>	<i>82%</i>	<i>90%</i>	<i>92%</i>	<i>94%</i>	<i>102%</i>
EXPENSES						
LABOR & FRINGE BENEFITS	\$1,313,074	\$1,355,536	\$1,399,399	\$1,444,709	\$1,491,515	\$1,539,866
MATERIALS & SERVICES	411,043	423,914	431,914	440,306	450,052	460,363
INJURY & DAMAGE CLAIMS	29,841	30,139	30,441	30,745	31,053	31,363
PROPULSION POWER	38,225	39,372	40,553	41,769	43,023	44,313
FUEL	26,070	25,549	25,038	24,537	24,046	23,565
VEHICLE & FACILITY RENTAL	7,578	7,957	8,355	8,772	9,211	9,672
DEPRECIATION	18,056	18,598	19,156	19,739	20,322	20,932
TOTAL EXPENSES	\$1,843,887	\$1,901,065	\$1,954,856	\$2,010,577	\$2,069,222	\$2,130,074
DEFICIT BEFORE SUBSIDIES	(\$1,427,096)	(\$1,473,954)	(\$1,491,229)	(\$1,535,298)	(\$1,581,952)	(\$1,600,363)
SUBSIDIES						
FEDERAL	\$254,769	\$63,711	\$67,603	\$71,881	\$76,477	\$82,089
STATE	1,018,983	1,221,813	1,233,674	1,266,836	1,303,226	1,314,784
LOCAL	146,456	181,984	183,506	190,129	195,803	197,046
OTHER	6,888	6,445	6,445	6,445	6,445	6,445
TOTAL SUBSIDY	\$1,427,096	\$1,473,954	\$1,491,229	\$1,535,298	\$1,581,952	\$1,600,363
SURPLUS/(DEFICIT)	\$-	\$-	\$-	\$-	\$-	\$-

Transit Asset Management Plan



**Prepared by the
Southeastern Pennsylvania Transportation Authority
in accordance with 49 CFR part 625**

October 1, 2022



ASSET MANAGEMENT POLICY STATEMENT

SEPTA moves the Southeastern Pennsylvania region forward by providing safe, reliable, and accessible mobility choices within a 2,200-square mile service area in Philadelphia, Bucks, Chester, Delaware, and Montgomery Counties. The Authority relies on a diverse portfolio of assets including revenue vehicles, passenger and maintenance facilities, infrastructure, and equipment to deliver this service. Many of these assets were manufactured or constructed by legacy operators prior to SEPTA's creation by the State of Pennsylvania in 1964. The condition of the Authority's assets can have a direct impact to passenger safety, employees' environment, service delivery, and service quality. SEPTA is committed to bringing the system to a state of good repair. This commitment has been documented in the Capital Budget, and the Strategic Business Plan.

Transit asset management provides the framework for the strategic and systematic processes through which SEPTA procures, operates, maintains, rehabilitates, and replaces assets to balance risk, performance, and cost throughout the assets' life cycles. In order to provide a framework for making data-informed and risk-based decisions for investing limited funds, SEPTA established an Asset Management Program. The Asset Management Program allows SEPTA to:

- Make data-informed and risk-based decisions about the procurement, operation, maintenance, and renewal of assets;
- Prioritize investments that improve safety and reduce risk, while optimizing operational efficiency and bringing the system to a state of good repair;
- Evaluate the impact of funding and spending scenarios on asset condition and performance;
- Evaluate the impact of system modernizations on SEPTA's long-term capital and maintenance needs while growing capacity for existing and future riders; and
- Implement tools for providing data to the Federal Transit Administration and key planning partners.

SEPTA is a mobility provider that drives the economy, supports equity and quality of life, advances sustainability, and promotes health and public safety. In order for SEPTA to continue to provide these necessary services, the system must be safe and reliable. Transit asset management is an integral program to achieving a state of good repair and maintaining a safe and reliable system. The Authority has committed to providing the staff and resources to implement asset management at the Authority. Furthermore, all capital programming decisions must be informed by SEPTA's Transit Asset Management Process.

Signature on File _____

Leslie S. Richards

General Manager and Chief Executive Officer

Accountable Executive



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Executive Summary

The Southeastern Pennsylvania Transportation Authority (SEPTA) has developed this Asset Management Plan in accordance with the guidelines given in the 2016 Transit Asset Management Rule (49 CFR part 625, or the “TAM Final Rule.”) This plan outlines the framework for which vehicle and infrastructure information is evaluated in developing capital investment plans. The asset management program will also help the Authority to more effectively use its resources to minimize unacceptable safety concerns and mitigate risk while bringing the system to a state of good repair.

Data governance is integral to supporting an asset management framework. SEPTA will utilize two maintenance management systems and a capital investment prioritization tool to support asset management efforts. This Plan incorporates the business processes that are followed to update and utilize these programs and to provide data for internal and external stakeholders.

SEPTA views asset management as a practice that will continue to mature as data is collected. As such, this plan will be updated periodically to reflect the state of the practice at SEPTA. At a minimum, the plan will be revised once every four years, in accordance with the TAM Final Rule. The goal for this TAM period is to bring SEPTA’s Asset Management Program into alignment with the International Asset Management framework.

Transit Asset Management at SEPTA

Transit Asset Management (TAM) is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles to provide safe, cost-effective, and reliable public transportation. TAM uses transit asset condition and associated risks to guide the management of capital assets and prioritize funding to achieve or maintain a state of good repair. Furthermore, TAM is a framework for incorporating agency priorities in the decision process.

SEPTA was created through the consolidation of private transportation providers in the region, some of whom had been in operation since the mid 1800’s. The resulting system is truly multimodal, with commuter rail, heavy rail, light rail, bus, and paratransit service. SEPTA is an asset-intensive organization. Due to the age and complexity of the system, SEPTA owns, operates, and maintains a vast and diverse portfolio of assets. Prioritizing the maintenance and replacement of these assets requires a balance of potential safety risks, operational impacts, and costs.

While SEPTA has always maintained legacy transit assets, implementation of asset management practices have varied among the many departments responsible for operation and maintenance of the system. In 2010, SEPTA applied for and received a grant from the Federal Transit Administration (FTA) to improve transit asset management practice. With the grant monies received, SEPTA has been developing an Authority-wide Transit Asset Management Program. SEPTA’s Asset Management



Department develops the information required to inform decisions regarding the renewal and replacement of the Authority's multimodal infrastructure and fleet, including:

- The Transit Asset Management Plan;
- A Condition and Performance Report, which will include the annual State of Good Repair Backlog Assessment;
- Establishment and Evaluation of Asset Management Performance Targets;
- A prioritized list of projects to inform the Capital Planning Committee and Project Development Process;
- Interface with the System Safety Plan (49 CFR 270) and the Authority Safety Plan (49 CFR 273); and
- Reports to External Stakeholders, including the FTA, Pennsylvania Department of Transportation (PennDOT), and the Delaware Valley Regional Planning Commission (DVRPC); and

The Asset Management Program requires collaboration with many entities within the Authority, including Operations, Planning, Finance, and Safety. This collaboration promotes a data-informed investment decision process that supports the overall mission of the Authority to provide safe and reliable public transportation and provides a path for integration into other agency processes.

SEPTA published its first Transit Asset Management Plan (TAMP) on October 1, 2018. The TAMP documents the various business processes that support the Asset Management Program. The plan was developed in alignment with the Federal Transit Administration's requirements, as established in the 2016 Transit Asset Management Rule (49 CFR part 625). Per the requirements, this plan outlines how people, processes, and tools work together to address asset management policy and goals; provides accountability and visibility for furthering understanding of asset management practices; and supports planning, budgeting, and communications to internal and external stakeholders. As SEPTA's practice of asset management matures, this plan will continue to evolve.

Per the TAM Final Rule, asset management plans must be refreshed at a minimum frequency of four years. While SEPTA has updated the asset management plan twice to reflect the change of Accountable Executive, this current plan reflects a substantial overhaul of the document to support integration with agency processes and ensure quality. Activities in this plan include:

- Emphasis on achieving and maintaining data quality;
- Methodologies to incorporate agency strategic priorities into decision-making; and
- Better alignment with the principles of the Infrastructure Investment and Jobs Act (IIJA).

Asset Management Advances the Strategic Business Plan

The first goal in SEPTA Forward: A Vision for a Stronger Future is to develop a proactive organization. SEPTA is an agile and responsive organization that makes the most effective use of the Authority's



resources. SEPTA invests in employees to build a diverse, inclusive, and empowered workforce that takes pride in serving the people of Southeastern Pennsylvania. Data-driven decision making is one area of focus for the strategic business plan. Asset management can also be used to advance other priorities for SEPTA, including continuing the commitment to safety, investing in employees, creating efficient processes, and emphasizing sustainability.

Asset management is a key enabler of financial and environmental sustainability. SEPTA operates on a 12-year financially constrained capital budget and five-year financially constrained operating budget. SEPTA has a responsibility to make prudent decisions about the public funds for which the Authority is responsible. Asset management can be used to help prioritize SEPTA's investment plan while reducing overall asset lifecycle costs. Asset maintainers will have the data to perform more preventative, rather than reactive, maintenance, which is a more cost-effective business model. SEPTA's capital program is largely focused on repairing and replacing assets that are no longer in a state of good repair. Asset management helps to identify potential projects that can address the state of good repair backlog. Moreover, asset management allows the Authority to choose investment projects that facilitate commuter and recreational travel throughout the Philadelphia region.

Asset management has a role in sustainable business practices as well. Enterprise asset management systems will help the employee onboarding process and collate institutional knowledge of more experienced employees. This centralized program will allow personnel to access asset information and maintenance practices, and reinforce protocols taught in trade-specific training. The enterprise system will provide a mechanism for transferring knowledge about the assets that may not otherwise be written down.

SEPTA is a multi-modal agency serving the diverse neighborhoods of Southeastern Pennsylvania with service reaching as far as Wilmington, Delaware and Trenton, New Jersey. The condition and performance of vehicles and infrastructure has a direct impact on SEPTA's service quality and the quality of life for our riders. SEPTA must continue to make strategic investments to reduce the risk of decreased reliability due to asset condition. When making business decisions, safety is paramount, but SEPTA also considers how it can help connect communities, improve accessibility and provide balanced benefits to the region's population.

SEPTA's Key TAM Stakeholders

The TAM Program interfaces with several departments directly, and others in a support capacity. Key SEPTA stakeholders include:

Accountable Executive: Leslie S. Richards

Per the FTA, the Accountable Executive is the single, identifiable person who has ultimate responsibility for carrying out the safety management system of a public transportation agency; responsibility for carrying out transit asset management practices; and control or direction over the human and capital resources needed to develop and maintain both the agency's safety and asset management plans in accordance with 49 U.S.C. 5329(d) and 49 U.S.C. 5326. The accountable executive is responsible for the



overall implementation of the asset management strategy, and for promoting a culture of safety and TAM.

SEPTA's Accountable Executive is Leslie S. Richards, General Manager and Chief Executive Officer.

Finance

The Finance Division develops and monitors results for the Authority's Operating and Capital Budgets, and federal, state, and local grants. The Division oversees all financial services, including the preparation of monthly and annual financial statements for outside stakeholders. Asset management facilitates financial sustainability of this legacy transit system.

System Safety

SEPTA's System Safety Division consists of a team of experienced safety professionals who are dedicated to ensuring and enhancing the safety of SEPTA's employees and customers. This Division serves as the corporate safety consultants for all employees to ensure regulatory compliance with a variety of safety and environmental regulations. The System Safety Department reviews all maintenance and inspection procedures, condition assessments, drawings, and specifications. The System Safety Department is responsible for evaluating safety-related risk for SEPTA's passengers and employees. They will make recommendations of immediate or long-term corrective actions or projects in the event that an actionable risk is discovered. The System Safety Division participates on SEPTA's Capital Planning Committee and reviews the Capital Budget to ensure that known safety concerns are addressed within the horizon of the program. The System Safety Division is SEPTA's liaison with the FTA and PennDOT's State Safety Oversight (SSO). Concerns raised at the SSO are relayed to appropriate departments for mitigation, including but not limited to the Asset Management group.

Regulatory Link to Safety Management System (SMS)

On January 19, 2018, the FTA issued a final rule on Public Transportation Agency Safety Plans. This rule applies the SMS approach to transit system operators. This System Safety Division will be responsible for implementing a plan that addresses the four pillars of SMS: safety management policy, safety risk management, safety assurance, and safety promotion. A new safety hazard identification process will be implemented for both operational and asset renewal activities. The asset management group will coordinate with the System Safety Division to ensure that the TAM Plan and Asset Inventory can be used to support the SMS implementation.

Operations

SEPTA's primary mission is to provide transportation throughout the Philadelphia region. Therefore, nearly all projects must coordinate with the Operations Division to ensure that service disruptions due to infrastructure condition, performance, and replacement activities are minimized while maintaining the safety of passengers, public, and employees. Where appropriate, projects include an evaluation of whether or not a proposed action has the potential to increase capacity or operational flexibility on the system.



Engineering

SEPTA's engineering departments maintain the infrastructure and fleet and are responsible for developing and implementing plans to renew them. These plans include fleet maintenance, fleet procurement, and mandatory inspections. The five-year infrastructure renewal plan ensures that service disruptions due to infrastructure renewal are minimized, and that all work groups can work in a safe manner, compliant with Roadway Worker rules. The five-year plan includes large scale capital projects, such as major interlocking replacements and station renewals; maintenance activities, such as tie and surfacing or overhead contact system renewal; and projects by other agencies that have the potential to impact SEPTA service. The engineering departments have front line experience on the condition and performance of SEPTA's assets and are the primary end users of the maintenance management systems that are being implemented to support asset management efforts.

Planning and Strategy

The Planning and Strategy Division advances strategies and goals in the Authority's Strategic Plan, coordinates with regional planning partners, and develops the long range and annual service plans. Projects identified by the Planning Division can be incorporated into the decision support process. The asset management group works closely with the Planning Division when developing the needs analysis for the Delaware Valley Regional Planning Commission.

Asset Management Program Technical Enablers

Three pieces of software provide the maintenance history and capital inventory for SEPTA's TAM Program.

Vehicle Maintenance Information System

The Vehicle Maintenance Information System (VMIS) was initially deployed at SEPTA between 1998 (bus) and 2005 (commuter rail). VMIS is an integral part of workflow at the depots. Moreover, VMIS is the Authority's system of record for all fleet assets and associated work orders. VMIS generates enterprise reports, such as the depots' vehicle availability reports, as well as more granular reports, such as fuel consumption and component maintenance history.

At the time of the publication of this plan, SEPTA is utilizing Trapeze M4 for VMIS, and is currently upgrading to Trapeze M5.

Infrastructure Maintenance Management System

The Infrastructure Maintenance Management System (IMMS) is the counterpart to VMIS. This work order management system will serve as the system of record for the asset inventory, condition, maintenance history, and performance of bridge, power, systems, and track assets. The data in this



system will be utilized to improve lifecycle management and develop SEPTA-specific age and condition curves for use in the decision-making software.

At the time of implementation of this plan, SEPTA is in the process of deploying Asset Works' FA Suite within the EM&C Division.

State of Good Repair Tool

The State of Good Repair (SGR) Tool, originally developed by the Massachusetts Bay Transportation Authority, is used to prioritize investments with a goal of bringing the system to a state of good repair. The SGR Tool utilizes asset age, condition, performance, ridership impact, replacement cost, and renewal cost to develop a composite State of Good Repair score. Asset criticality, risk, and agency goals are also factored into this rating. This score can be used to generate optimized lists of spending actions based on different levels of available funding. This tool is also utilized to model SEPTA's unconstrained needs and SGR Backlog. The SGR Tool inventory is the source of the capital asset inventory included in this plan.

Asset Management Framework for Data-Informed Decision-Making

Prior to the start of the capital planning process, the Asset Management Group will run scenarios in the State of Good Repair Tool. At a minimum, these scenarios will include:

- Unconstrained Needs Analysis
- Investment Prioritization based on Unconstrained Funding Scenario
- Investment Prioritization based on Projected Funding Scenarios

The development of these scenarios, including a description of how agency priorities are included, can be found in the "Decision Support" Section of this TAMP. The Committee will utilize this input when developing the Capital Plan. However, it is important to recognize that capital planning requires a balance of many factors beyond the score generated in any one model. Beyond the goal of bringing the system to a state of good repair, other needs shape the overall program, such as:

Safety

Passenger and employee safety is SEPTA's highest priority. The mitigation of identified and assessed hazards and risks takes priority over all other spending. The System Safety department is a key stakeholder in the review of inspection and maintenance procedures, the development of spending plans, and providing oversight during the design and construction of major transit facilities. In the case of an unforeseen safety condition, SEPTA must re-evaluate proposed spending and make adjustments so that these conditions can be remedied as quickly as possible.

SEPTA evaluates the safety of the system continuously, through planned inspections, location-specific programs, and through Location Safety Committee (LSC) meetings. These processes help identify critical safety concerns. The mitigation of safety concerns is a primary selection criterion for capital project selection.



Mandates

SEPTA must comply with all mandates issued by the authorities that govern its operation. These mandates include installation of positive train control (PTC) on the Regional Railroad, payment to Amtrak under the terms of the Passenger Rail Investment and Improvement Act (PRIIA), and compliance with the Americans with Disabilities Act (ADA). Some mandates have required SEPTA to take immediate action to accelerate projects to be completed by a specified date. Others have required SEPTA to incorporate additional elements to a project.

Operations

Projects must be performed in a manner that minimizes operational impact while maintaining the safety of passengers, public, and employees. When a piece of infrastructure is taken out of service for an extended period of time, SEPTA will oftentimes develop a comprehensive plan to repair all assets within the limits of the service outage. This allows SEPTA to bring an entire corridor of assets to the same performance standard. This proactive approach to maintenance reduces the risk of unplanned service disruptions due to infrastructure condition. This also allows SEPTA employees and third-party contractors a safer environment for work. The corridor approach to infrastructure renewal results in a significant cost savings. Moreover, this approach reduces customer impacts during construction and mitigates the risk of future infrastructure failure.

SEPTA will sometimes extend the useful life of an asset in order to schedule its replacement within a corridor-wide program. The extension of life can only be performed if this action does not impose additional risk or introduce new hazards. Several long-term infrastructure renewal plans are providing the framework of these long-range infrastructure plans. These include: the rationalization of the interlocking plant; replacement of the legacy overhead contact system; and cyclical tie and surfacing of the right of way.

Funding

SEPTA is primarily funded through FTA formula funds and Commonwealth of Pennsylvania funds. However, some grants are funded through discretionary grants, such as the Superstorm Sandy Resiliency program and the BUILD program. The capital program must comply to the requirements of the funding sources.

Adaptation to Extreme Weather Events and to New Technology

Some projects include elements to harden the existing infrastructure against impacts of extreme weather events. Other adaptation projects have included the addition of infrastructure to provide operational flexibility in areas of known flooding.

SEPTA continues to perform projects to reduce energy consumption. Some projects improve the conditions at existing facilities, such as the installation of LED fixtures. Larger, more transformative projects include the planned procurement of zero-emission fleet vehicles. SEPTA is committed to



transitioning away from diesel-powered buses by 2040 and has started to develop a “Zero Emission Playbook.” As the Playbook is finalized, projects will be identified for fleet, facilities, and infrastructure. These projects are incorporated into the project prioritization model.

Partnership

SEPTA collaborates its program with that of other stakeholder agencies. These partnerships allow for more comprehensive improvements in the communities that the Authority serves. Some of these partner agencies have included the Philadelphia Water Department (for stormwater improvements), Aqua (minimizing impact of roadway closures for utility installation and track replacement), and Townships (increasing parking capacity or accessibility at stations to facilitate the use of public transit in areas of potential development, i.e., Transit Oriented Development.)

Growth and Modernization

SEPTA continues to perform investments that facilitate additional use of the system and effectively increase ridership. Some of these investments include projects to increase operational flexibility, such as the construction of passing sidings or the installation of bi-directional signal systems. Other investments include improved passenger amenities, such as increased parking capacity, compliance with the Americans with Disabilities Act (ADA), and the installation of high-level platforms. SEPTA has initiated the procurement of multi-level rail cars to increase passenger capacity of the Regional Railroad.

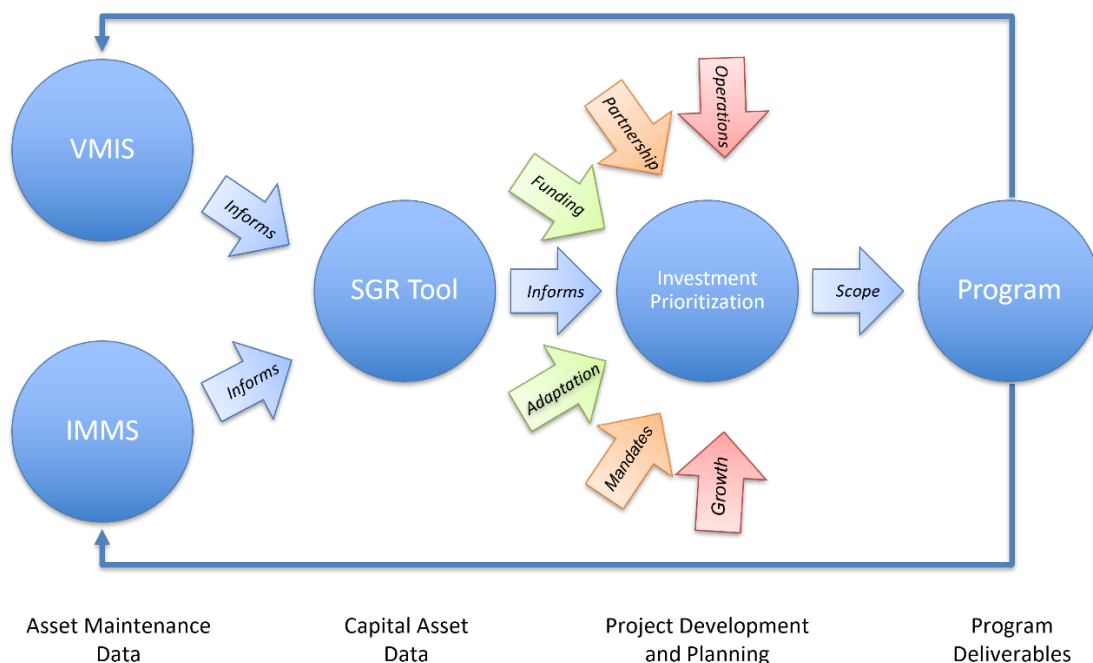


Figure 1 Data-Informed Decision Framework for Balancing State of Good Repair Needs in the Capital Program.



Alignment of Asset Management with other Agency Processes

Organizational alignment is a core principle of asset management practice. There are many established procedures that provide information integral to the success of the Asset Management Program and that will continue to be developed and curated by subject matter experts. The asset management program is aligned to:

- FTA TAM Requirements;
- The System Safety Program (49 CFR 470) and the Authority Safety Plan (49 CFR 673);
- Fleet Management and Vehicle Overhaul Plans;
- Vehicle Technical Information Library;
- 12 Year Outage Plans (Railroad, CTD, STD);
- Capital Project Summary Reports;
- Capital Budget;
- Project Control 12-Year Cash Flow Report; and
- Asset Inspection Protocols.

External-Facing Deliverables of the Asset Management Program

The Asset Management Program provides reports regarding asset age, condition, and performance to key stakeholders, including the FTA, the Metropolitan Planning Office (DVRPC), and the Pennsylvania Department of Transportation (PennDOT).

Federal Transit Administration (FTA)

In order to comply with the Asset Management Rule, transit agencies must demonstrate process and report deliverables, beginning on October 1, 2018. Process deliverables include a compliant Transit Asset Management Plan, certified by the Accountable Executive. The agency must be able to demonstrate appropriate recordkeeping to support the plan. Report deliverables include age and condition data within the National Transit Database asset inventory module and establishment of asset performance targets for the next year. Beginning in report year 2019, agencies must provide a narrative that documents changes in transit system conditions and the progress toward achieving the performance targets established in the previous reporting year. SEPTA's Performance Targets are included as an Appendix to this TAM Plan.



Table 1: National Transit Database Performance Measures

Category	Assets	Performance Measure
Rolling Stock	Revenue Vehicles by Mode	Percentage of Revenue Vehicles that have Exceeded the Agency's Useful Life Benchmark
Equipment	Non-revenue support-service and maintenance vehicles	Percentage of Non-Revenue Vehicles that have Exceeded the Agency's Useful Life Benchmark
Infrastructure	Rail fixed-guideway including bridges and tunnels, track, signals and systems	Percentage of track segments with performance restrictions
Facilities	Maintenance and administrative facilities; stations, and parking facilities	Percentage of assets with condition rating below 3.0 on the FTA TERM Scale

Notes:

- 1.) The useful life benchmark (ULB) has been developed with input from the Vehicle Engineering and Maintenance Division. ULB's take into account the asset lifecycle based on equipment type, operating environment, duty cycle, and performance.
- 2.) Performance Restrictions are established based on the data in the weekly Speed Restriction Reports.
- 3.) Facility Condition Scores are taken from the Structural Engineering Department's condition assessments and from sample inspections performed by the Asset Management group.

Delaware Valley Regional Planning Commission (DVRPC)

DVRPC is the Metropolitan Planning Organization for Philadelphia and eight surrounding counties. On an annual basis, SEPTA provides DVRPC with the performance targets that have been established for that calendar year. Every five years, SEPTA provides the 30-year unconstrained needs assessment for the development of the long-range plan. (SEPTA utilized the State of Good Repair Tool to provide data for DVRPC's 2040, 2045, and 2050 long range plans.)

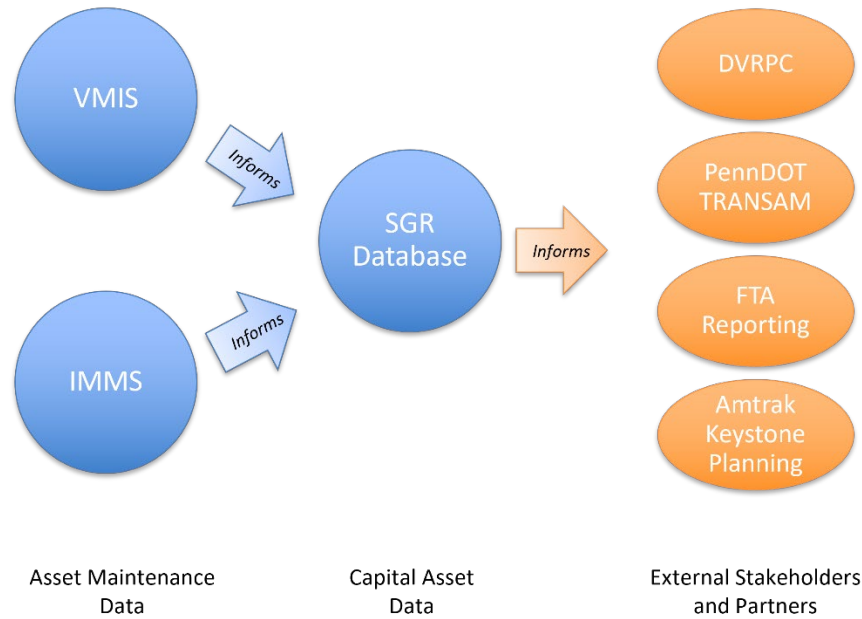


Figure 2: External Face of the Transit Asset Management Plan

Pennsylvania Department of Transportation (PennDOT)

PennDOT utilizes the TransAM system to develop a state-wide asset inventory and condition report for capital planning purposes. PennDOT requires that an annual update to the TransAM inventory. The Asset Management Group provides SEPTA's annual update to TransAM.

Assets on Amtrak's Northeast Corridor

SEPTA operates three commuter rail lines on infrastructure owned and maintained by Amtrak. Investment prioritization for investments on Amtrak territory include operations, stations, and right-of-way improvements.

Operations

The Passenger Rail Investment and Improvement Act of 2008 (PRIIA) was issued by the Federal Railroad Administration to appropriate federal funds and to provide a framework for cost sharing among Amtrak and commuter rail operators. PRIIA allows Amtrak to cover operating costs, capital investments, and efforts to bring the infrastructure to a state of good repair. SEPTA is one of several agencies that makes an annual payment to Amtrak under the requirements of PRIIA. This payment is accounted for in SEPTA's capital program and is not used in developing cost scenarios for decision support.

Stations

SEPTA leases 47 commuter rail stations on the Northeast Corridor. SEPTA inspects Amtrak-owned stations with the same criteria and frequency as those owned by SEPTA. Condition ratings are reported



to the FTA via the National Transit Database. Station renewal projects are evaluated using the decision support framework described elsewhere in this plan. Projects on Amtrak territory must include the cost for track protection. The schedules must be adjusted to accommodate Amtrak's design review process and outage requirements.

Right of Way

Infrastructure renewal needs on Amtrak territory are identified through the Northeast Corridor Commission planning process. At the time of this plan, SEPTA is participating in a Keystone Corridor planning initiative to identify SGR and operational needs. This needs assessment, as well as the implementation schedule, will form the basis for future decisions about Amtrak-owned infrastructure in SEPTA's operating territory.



TAM Plan Requirements per 49 CFR part 625

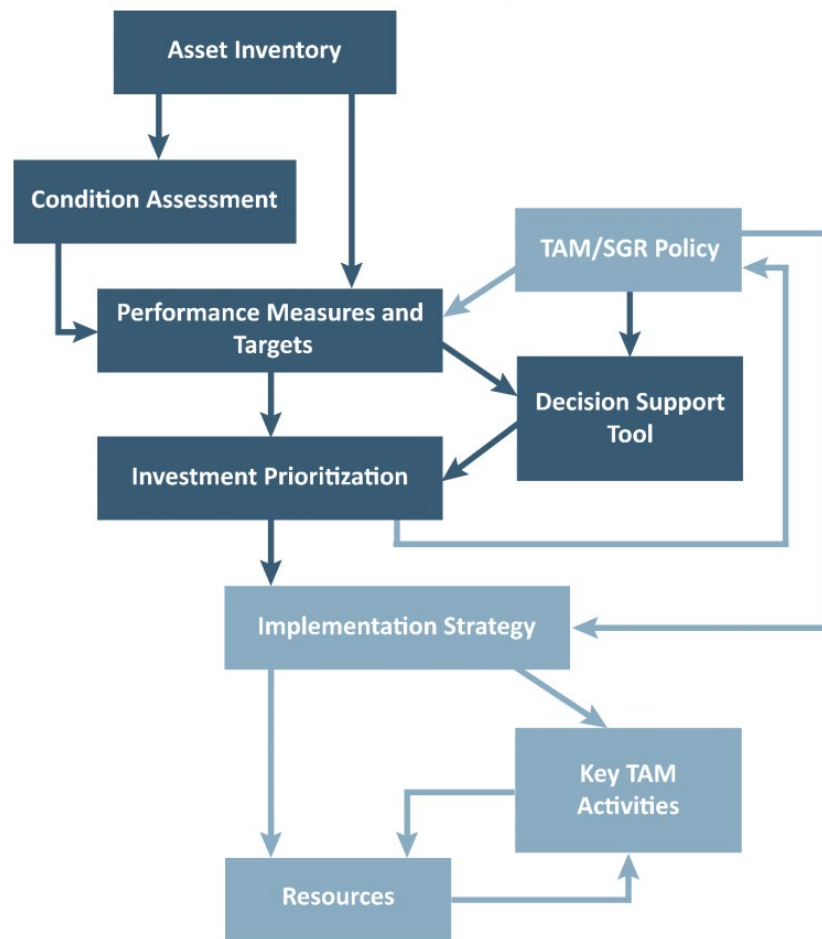


Figure 3: Relation of TAM Plan Elements. Source: FTA TAM Plan Compliance Checklist, December 2017



Inventory of Capital Assets

The agency should have an inventory of all capital assets it uses in the provision of public transit. The asset inventory should be as detailed enough as needed to develop a capital plan.

SEPTA has developed a capital asset inventory in the State of Good Repair Database. As discussed in previous sections, the asset inventory is structured by asset class at the capital project level. For example, a bridge that is made up of several subcomponents is a single asset in the inventory because that is the level at which capital decisions are made about the asset class. Likewise, the Broad Street Subway cars are a single asset in the inventory, because SEPTA would choose to overhaul or replace those cars as a fleet. The capital asset inventory is broken into twelve asset classes, as shown in the table below. This asset hierarchy was developed to mirror both the FTA TAM Categories as well as the SEPTA departments accountable for asset maintenance.

Table 2: Crosswalk of Inventory Elements to FTA Requirements				
SEPTA Asset Class	Typical Elements	Typical Renewal Activities	FTA TAM Category	SEPTA Accountable Department
Bridges	Bridges, Elevated Structures	Painting, waterproofing, structural repairs	Infrastructure	B&B
Communications	Communications Systems, Radio Towers, Radios, Cameras, CCTV Equipment, Fiberoptic Plant	Technical Refresh	Infrastructure	C&S
Elevators and Escalators	Vertical Transportation Equipment at Stations and Shops	Mechanical Overhaul	Facilities	B&B
Fare Collection	Turnstiles, Fare Vending Machines	Technical Refresh	Facilities	Finance
Industrial Equipment	HVAC, Cranes and Hoists, Wheel Truing Machines, Lifts, Hoists, Generators, Pumps	Overhauls	Facilities	B&B
Parking	Surface Parking Lots, Garage Structures	Painting and Resurfacing	Facilities	B&B Civil
Power	Traction Power Substations, Overhead Contact System, Third Rail	Contact Wire Renewal	Infrastructure	Power
Shops and Yards	Maintenance Facility Buildings	Track maintenance	Facilities	B&B
Signals	Signal System, Control Center Equipment	Technical Refresh	Infrastructure	C&S
Stations	Passenger Stations, Loops	Roof and Canopy Repair	Facilities	B&B



Track	Rail, Ties, Bridge Timbers, Interlockings, Sidings, Switches, Culverts	Tie and Surfacing, Vegetation Clearing	Infrastructure	Track, Civil
Tunnels	Tunnel Structure, Emergency Exits, Vent Wells	Leak Mitigation, Spall Repairs	Infrastructure	B&B
Vehicles	Revenue Vehicles Utility Vehicles	Vehicle Overhaul Program	Rolling Stock Equipment	Operations

A copy of the asset inventory is included as an appendix to the asset management plan. This attachment will be updated annually to reflect the current age, condition, and performance for each asset in the inventory. This inventory will be the primary source of information for external TAM reports.



Condition Assessment

The agency should assess the condition of all of its assets. The condition assessment should be detailed enough to support capital plan development.

SEPTA inspects all assets on a continuous basis in order to assess condition and performance. Many of these inspections are performed at a frequency mandated by oversight organizations, such as the Federal Railroad Administration or the Department of Transportation. SEPTA has adopted an FRA-style inspection frequency for infrastructure on the heavy rail and light rail lines.

The inspection type and frequency by asset class is listed below. Tests are also performed after extreme weather events or as conditions warrant. Unless otherwise stated, inspections are performed by trained SEPTA personnel.

Table 3: Inspection of Typical SEPTA Elements		
SEPTA Asset Class	Inspection Frequency	Governing Inspection Practice
Bridges and Structures	Railroad: Annual; Transit: Biannual; or, more frequently if condition warrants	B&B Structural Inspection Manual
Communications	Specific to equipment type	C&S1/ C&S2
Elevators and Escalators	Daily, Weekly, Monthly Semi-Annually, and Annually	Elevator/ Escalator Inspection and Preventative Maintenance Manual
Industrial Equipment	Specific to equipment type	Specific to Individual Equipment Type
Parking	Surface: Every 3 years. Stormwater BMPs: Annually.	B&B Structural Inspection Manual
Power	Traction Power Substations, Overhead Contact System, Third Rail	ET-01, ET-02
Shops and Yards	Every 4 years	B&B Structural Inspection Manual
Signals	Specific to equipment type	C&S1/ C&S2
Stations	Every 3 years	B&B Structural Inspection Manual
Track	Track infrastructure is inspected twice a week by Track Department personnel, and annually with the geometry car. Culverts are inspected every 3 years.	SR-01, SR-02, SMW-100
Tunnels	Annual inspection of tunnels and support infrastructure	B&B Structural Inspection Manual
Vehicles	Daily	DOT inspection

The asset age, condition, and performance are assessed, and an overall “SGR Score” is calculated for each asset. The SGR score for all assets is included in the asset inventory attached as an appendix of this plan.



Decision Support

A description of analytical processes or decision-support tools that a provider uses to estimate capital investment needs over time and develop its investment prioritization.

SEPTA utilizes the SGR Tool to support programing decisions. This software uses information about the age, condition, and performance of assets, coupled with a budget constraint, to prioritize investments with the goal of bringing the system to a state of good repair. Assets are “aged” over the period of analysis. The software is used to identify the current State of Good Repair backlog, to identify future annual SGR needs, and to assess the impacts of underfunding these needs on asset condition, operating cost, and reliability. The SGR analysis is the first step in developing an investment program that tactically improves legacy assets while considering agency strategic goals.

There are three steps in running the decision support model:

- Developing the Asset Inventory;
- Defining Budget Constraints; and
- Establishing the Project Prioritization Criteria.

Asset Inventory

This system has a capital asset inventory of approximately 7,000 items. The inventory is updated on an annual basis to reflect current asset conditions, ridership impact, and project costs. In addition to identifying information such as name, mode, and asset class, the SGR Tool inventory contains the following information:

Age in Terms of the Assets’ Useful Life

All assets are evaluated by engineering, maintenance, and asset management personnel to determine the age and useful life. Where the information exists, SEPTA relies on project documents to determine the installation year and useful life based on planned lifecycle investments and duty cycle. For some assets, SEPTA determines the useful life based on the ability to maintain the asset in a safe manner. For example, the Bridges and Buildings Department knows through their experience in facilities maintenance that stations can be maintained for approximately 30 years before a rehabilitation or replacement project should be considered. Thus, a station that was constructed in 1895 but overhauled in 2007 has a remaining useful life of 15 years. At that time, the asset owners will evaluate the need to renew major elements, such as the station roof and canopies, or to incorporate agency needs, like high-level platforms.

Condition and Performance Rating

As mentioned in the previous section, all assets are inspected on a continuous basis to monitor condition and performance. This score is included in the SGR Tool inventory. In the decision support tool, assets are aged in each year of the analysis. The age is associated with FTA-developed curves that correlate age and condition to show the impact of delaying the replacement of assets on system performance.



Ridership Impact

The ridership impact of asset failure is assessed in terms of potential impacted passenger trips. This may be evaluated at a point basis (such as a station), a segment basis (such as the point between two interlockings), or a corridor basis (such as the ridership of a route.) Ridership information is assessed bi-annually, in alignment with the Ridership Census reports.

Asset Replacement and Renewal Costs

The asset unit replacement cost is derived from SEPTA project data when available. In other cases, this cost is derived from peer agency data. When calculating future system needs, the desired replacement project is considered. Most of SEPTA's projects include the replacement of assets in kind, or with their modern equivalent equipment. For example, the curved worn rail program replaces track components in kind. Other projects address operational or compliance needs. For example, a future station renovation may include the installation of high-level platforms and a pedestrian overpass to improve operational efficiency and passenger safety. Future fleet replacement costs must consider the recommendations of the Zero Emission Bus Playbook. These replacement costs, rather than the cost to replace the assets in kind, are included in the SGR Tool.

Some assets require significant lifecycle investments to remain in a state of good repair. Examples of renewal costs include the vehicle overhaul program, tie and surfacing for the right-of-way, and waterproofing for bridges.

Agency Strategic Goals Rating

Each asset in the SGR Tool is assessed for its alignment with SEPTA's agency priorities. For this version of the TAMP, SEPTA considered four criteria: ADA Compliance, Risk, Equity, and Projects of Regional Significance.

ADA Compliance

One of SEPTA's strategic business goals is to create an intuitive system that is accessible to all. The Authority continues to upgrade legacy facilities and vehicles to achieve compliance with the Americans with Disabilities Act. Each future project in the SGR Tool inventory scores the impact of the project on maintaining or increasing accessibility of the system.



Table 4: Inclusion of Accessibility in the SGR Tool		
Future Asset Replacement or Renewal Project Result	Example Project	Points in Strategic Score
Project Enhances ADA Compliance	Installing high-level platforms at a station	25
Project Maintains ADA Compliance with the ADA	Repairing an elevator at the end of useful life, adding elevators	10
Project Does Not Address ADA Concerns	Replacement of a traction power substation	0

In May 2021, members of Congress introduced the All Stations Accessibility Program (ASAP) Act of 2021, legislation that aims to help make public transportation systems more accessible to people with disabilities. SEPTA evaluated the accessibility of all passenger facilities and developed project scopes to bring them to a level of compliance with the ADA and into a state of good repair. These costs were included in the 2022 SGR Analysis for this TAM plan.

ADA ACCESSIBLE STATIONS						
Service	Total No. of Eligible Stations	Accessible Station	Non-Accessible Station	Percent Accessible	Annual Passengers 2019 (M)	Estimated Cost to Make All Stations Accessible (M)
 Market-Frankford Line	28	25	3	89%	62.7	\$66.50
 Broad Street Line	25	12	13	48%	42.6	\$290.30
 Regional Rail Line*	145	66	79	45%	34.4	\$1,297.60
 Trolley Lines	84	39	45	46%	27.7	\$172.50
 Norristown High Speed Line	22	6	16	27%	3.8	\$144.40
 Bus Loops	34	25	9	74%		\$18.20
TOTAL	338	173	165	51%		\$1989.4

Figure 4: Rail Transit and Railroad Station Accessibility Status, December 2021



Risk

The International Organization for Standardization (ISO) 31000 standard for Risk Management defines risk as the effect of uncertainty on objectives. The risk of asset failure, in terms of operational, safety, and environmental impacts, has been evaluated for each asset in the SGR Tool inventory. The scoring criteria for risk has been adapted from materials presented in the FTA's TAM 201 Class. A total of 25 points may be added to the agency strategic score to account for risk.

Sample Asset Management System Risk Matrix							LIKELIHOOD				
							Improbable (1)	Not Likely to Occur (2)	Could Occur (3)	Known to Occur (4)	Common Occurrence (5)
IMPACT CATEGORIES	Service Impact	Health and Safety	Environmental Impacts	Financial and Asset Loss	Reputational Damage	Regulatory / Legal Impact	Unlikely to occur once in 10 or more years	Unlikely to occur once in 5 to 10 years	Unlikely to occur once in 2 to 5 years	Unlikely to occur once a year	Unlikely to occur more than once a year
IMPACT	Very High (5)	Complete loss of service	One or more fatal fatalities; Impaired health or problems for employees and/or community	A release to the environment with major adverse local impacts; Impacts on property; requires regulatory reporting, remediation and/or litigation	Severe financial loss or asset replacement cost impact; (>\$500,000)	National loss of reputation; damage to national exposure	Potential for significant, serious penalties and/or sanctions, etc. on multiple major violations	Medium Risk Unacceptable - Management Decision (5)	Medium Risk Unacceptable - Management Decision (3)	High Risk Unacceptable - Action Required (3)	High Risk Unacceptable - Action Required (2)
	High (4)	Partial loss of service	Partial or medium-term health issues or major health problems for employees and/or customers	A release to the environment with moderate (surface) impacts; impacts non-appearing property; requires regulatory reporting; remediation and/or litigation	Major financial loss or asset cost impact; (>\$100,000-\$500,000)	Significant regional loss of reputation	Potential for significant, fines or sanctions of a lesser but still material nature; single major violation or multiple moderate violations	Low Risk Acceptable with Review (4)	Medium Risk Unacceptable - Management Decision (3)	Medium Risk Unacceptable - Management Decision (3)	High Risk Unacceptable - Action Required (3)
	Moderate (3)	Service delay of 1 hour or more	Less than 1 fatal or potential medium-term health issues for employees and/or community	A release to the environment with minor (imperfect surface) impacts; impacts non-appearing property; requires regulatory reporting and/or litigation	Moderate financial loss or asset cost impact; (>\$50,000-\$100,000)	Moderate loss of regional reputation	Potential for minor sanctions or fines; single moderate violation or multiple minor violations	Low Risk Acceptable with Review (3)	Medium Risk Unacceptable - Management Decision (3)	Medium Risk Unacceptable - Management Decision (3)	High Risk Unacceptable - Action Required (3)
	Low (2)	Service delay of less than 1 hour	Minor, very short-term health concerns or reversible injury cases	A release to the environment with minor impacts; contained by agency property; no regulatory notification required	Tolerable financial loss or asset cost impact; (\$50,000)	Light impact on reputation	Breach of company policy or single minor violation	Low Risk Acceptable with Review (2)	Low Risk Acceptable with Review (4)	Medium Risk Unacceptable - Management Decision (3)	Medium Risk Unacceptable - Management Decision (3)
	Minor (1)	Not likely to impact service	Minor injury; unlikely to cause health problems; reversible injuries	A contained release that is minor and/or with little to no environmental impact; no regulatory notification required	Relatively low financial loss or asset cost impact; (<\$50,000)	No impact on reputation	No impact on reputation or legal obligations	Low Risk Acceptable with Review (1)	Low Risk Acceptable with Review (2)	Low Risk Acceptable with Review (3)	Medium Risk Unacceptable - Management Decision (3)
							Low Risk		Medium Risk		High Risk

Figure 5: Asset Management Risk Matrix, National Transit Institute/ FTA

Equity

Transit is an economic equalizer that preserves affordability and access to opportunity in a growing region. Furthermore, transit is an essential service that preserves access to opportunity in the SEPTA service region. For the purposes of this plan, SEPTA utilized the Delaware Valley Regional Planning Commission's Indicators of Potential Disadvantage (IPD) to incorporate equity into the decision support process. The IPD analysis is used throughout DVRPC to demonstrate compliance with Title VI of the Civil Rights Act and support the fair treatment of population groups identified through Environmental Justice. Indicators in the analysis include youth, older adults, female, racial minority, ethnic minority, foreign-born, limited English proficiency, disabled, and low-income. The concentrations of these populations are mapped for each Census tract in the region and an overall IPD score is calculated. Each potential project in the SGR Tool is given a score between 0 and 25, based on the area of impact for a project. For example, a station will be given the IPD score associated with the geographic location.

In March 2022, the Authority established a new position to lead SEPTA's efforts to advance a culture that promotes inclusion, diversity, equity and access for employees, customers, vendors, contractors, and diverse communities. The Chief Equity and Inclusion Officer will be responsible for the vision,



leadership, and direction of SEPTA's diversity and equity programs. Once this role has been filled, the Asset Management Department will work with the new Chief Officer to ensure that SEPTA's criteria for equity are incorporated into the decision support model.

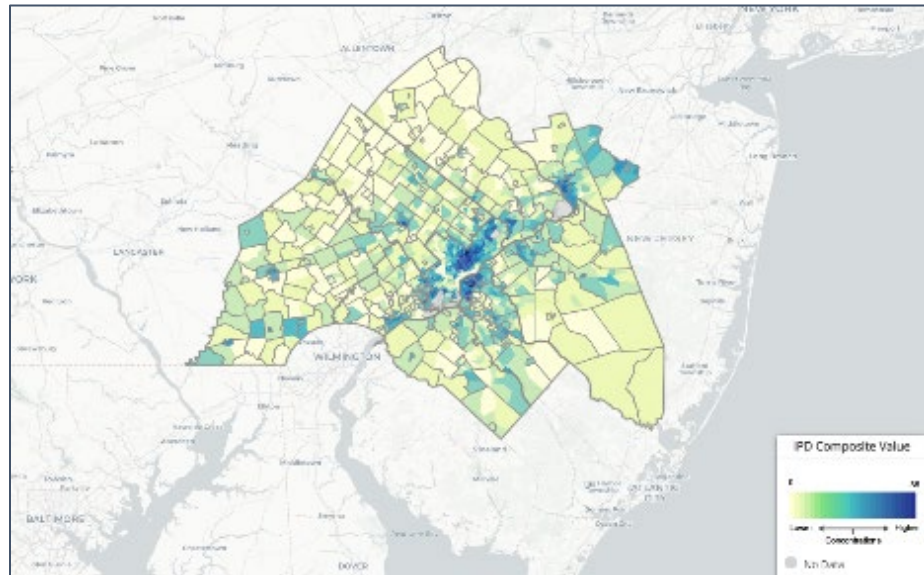


Figure 6: Indicators of Potential Disadvantage, Delaware Valley Regional Planning Commission

Projects of Regional Significance

SEPTA continues to advance key projects that advance the goals of the Strategic Business Plan: Railcar Replacement, Trolley Modernization, Bus Revolution, and King of Prussia Rail. These projects may include elements that address assets in the state of good repair backlog. Actions that will address the backlog while advancing projects of regional significance are given 25 points in the agency priority score.

Calculating the Agency Strategic Priority Score

After the elements of the agency strategic priority score are individually assessed, the factors are weighted to calculate an overall score. Based on the assessment of asset conditions and the ability to map assets to projects, the following weights were used to develop this plan.

Table 5- Criteria Weights for the Agency Strategic Priority Score		
Criteria	Allocation	Comment
ADA	25%	After safety, accessibility remains a major criterion in selecting projects for inclusion in the capital program.
Risk	60%	Focus of prioritization is on system safety and operational reliability.
Equity	10%	The equity scoring will be revised with the input of the new Chief Equity and Inclusion Officer.



Projects of Regional Significance	5%	SEPTA's Projects of Regional Significance are in the preliminary phases of design. As the projects advance and the tie to existing elements is established, this data will be updated.
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Establishing the Budget Constraints

The second step in project prioritization is the development of funding scenarios. These scenarios show how much money is available for SGR investments. Funding is derived from several sources, including FTA formula funds, PennDOT funds, and discretionary grants. During the horizon of this TAMP, funds from the Infrastructure Investment and Jobs Act will increase SEPTA's Capital Budget.

SEPTA allocates a portion of the annual budget to non-SGR-based needs, such as strategic system enhancements, leases, planning studies, and debt service. Funding that is allocated to create assets in a new location, such as new interlockings or substations required for the trolley modernization program, are subtracted from the amount of available funding.

Project Prioritization Criteria

The final step in configuring the SGR Tool model is to establish the project prioritization criteria. These criteria include:

- Age, Condition, and Performance;
- Criticality Rating;
- Benefit/Cost Rating; and
- Strategic Goals Rating.

When the SGR model is run, each asset is aged every year for the length of the analysis. Assets exceeding their useful lives are placed in a queue for replacement and assigned a priority score. Funding is applied in priority order; unfunded assets are deferred to the next year. The priority scores for deferred assets increase each year.

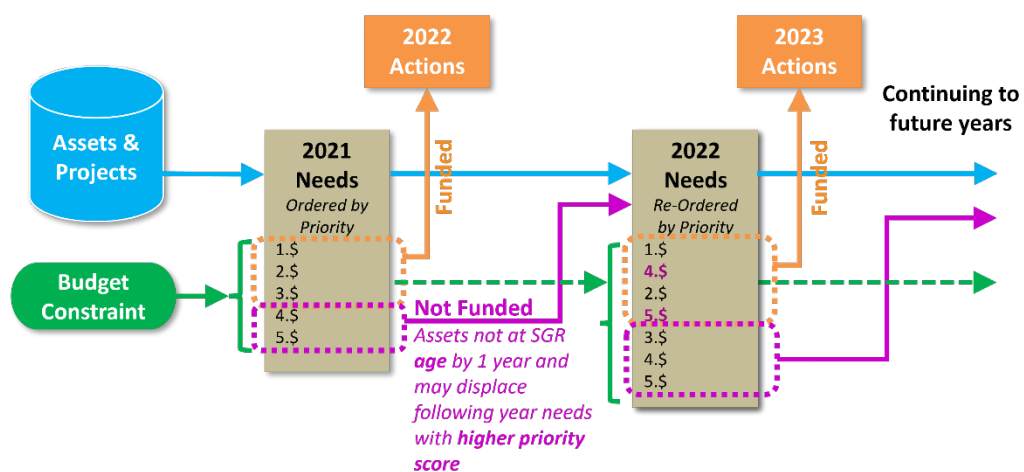


Figure 7: Development of Decision Support Model Output



Project Prioritization

A provider's project-based prioritization of investments, developed in accordance with §625.33 of this part.

The Asset Management Department will provide a prioritized list of investments to the Capital Program Committee on an annual basis. This list will be evaluated using the decision-support framework described earlier in this plan. SEPTA's annual capital budget and 12-year capital program describes the capital improvements SEPTA plans to undertake with anticipated funding. The budget is adopted by SEPTA's Board and is reflected in the regional Transportation Improvement Program (TIP) and the Pennsylvania Statewide Transportation Improvement Program (STIP). Final programming for asset replacement and renewal is determined by factors including safety, operational needs, and others shown in the Framework for Decision Making.

Prioritized Projects by Asset Class

Bridges

- West Trenton MP 21.22 (Bristol Road)
- Main Line MP 5.68 (Belfield Avenue)
- Norristown High Speed Line MP 12.81 (Schuylkill River)
- Main Line 1.42 (Grays Ferry Branch)
- Main Line MP 1.25 (Grays Ferry Branch)
- Market Frankford Line (Frankford Viaduct)
- Media/Elwyn MP 12.68
- Main Line MP 6.74 (Olney Avenue)
- Main Line MP 11.62 (Keswick Avenue)
- West Trenton MP 24.85 (Flowers Mill Road)
- Main Line MP 0.49 (21st Street)
- Main Line MP 0.58 (22nd Street)
- Main Line MP 0.61
- Main Line MP 0.64
- Main Line MP 0.68 (22nd Street/23rd Street)
- Main Line MP 0.72 (CSX Tracks);
- Main Line MP 0.76 (Schuylkill River).
- Chestnut Hill East Bridges
- Chestnut Hill West Bridges

Communications

- CARD System
- SCADA System
- Portable Radios
- Control Center Equipment
- CCTV Surveillance Cameras
- Public Address System



Elevators and Escalators

- Girard Station
- Tioga Station Elevators
- 8th Street Station Elevators
- 69th Street Elevators
- Juniper Station Escalator
- Arrott Transportation Center Escalator
- Spring Garden Station Elevator (Market-Frankford)
- Olney Station Escalator #1
- Cecil B. Moore Station Escalator #1

Fare Collection

- ADA Faregates
- Depot Computer Systems
- Farebox Refresh

Power

- 18th Street Switching Station
- Wayne Junction Static Frequency Converters
- Ellen Substation
- Market Substation
- Park Substation
- Broad Substation
- Louden Substation
- Caster Substation
- Ranstead Substation
- Overhead Contact System between 30th Street Station and Kay Interlocking
- Airport Line Overhead Contact System
- SCADA System

Shops and Yards

Investments for this asset class will be re-evaluated after the designs for Trolley Modernization and Zero-Emission Bus are finalized. Current needs include:

- 5800 Bustleton Roof
- Frankford Depot Roof
- Southern Garage Roof
- Courtland Shop

Signals

- Broad Street Signals
- Market-Frankford Line Signals
- Norristown High Speed Line Signals
- 16th Street Interlocking
- Broad Interlocking



- Hunt/ Wayne Interlocking
- Schuylkill Interlocking
- 20th Street Interlocking

Stations

- East Falls
- Bristol
- 19th Street
- City Hall
- 37th Street
- Erie
- Snyder
- Ellsworth-Federal
- Tasker-Morris
- Lombard-South
- Fairmont
- Hunting Park
- Wyoming
- Bryn Mawr (NHSL)

Track

- 16th Street Interlocking
- Broad Interlocking
- Hunt/ Wayne Interlocking
- Schuylkill Interlocking
- 20th Street Interlocking
- Curved Rail Program (Systemwide)
- Tie Renewal (Systemwide)
- Surfacing (Systemwide)

Vehicles

- Market Frankford Cars
- Silverliner IV Replacement
- Trolleys
- Bus Replacement
- Paratransit Vehicle Replacement

Amtrak Projects

The following project priorities have been identified through the Northeast Corridor Commission's capital improvement process. Some projects will have project costs shared between Amtrak, SEPTA, and PennDOT, while other projects are solely sponsored by SEPTA.

- Mid-Atlantic OCS Replacement Program Phase 1: Zoo to Paoli



- Mid-Atlantic OCS Replacement Program Phase 3: Paoli to Thorndale
- Phil Interlocking Replacement
- Coatesville Station Improvements
- Downingtown Station Improvements
- Harrisburg Line Interlocking Improvements: Zoo
- 30th Street West Catenary Replacement
- Ardmore Transportation Center: Phase 1 ADA Improvements
- Bristol Station Improvements
- Frazer Rail Shop and Yard Upgrade
- Harrisburg Line Signal Upgrade: Paoli to Overbrook
- Harrisburg Line Track 2 Upgrade: Glen to Thorn (MP 25.3 to 35.0)
- Harrisburg Line: Atglen Turnback
- Malvern Station Improvements
- Marcus Hook Station Improvements
- Southwest Connection Improvement Project
- Villanova Station: Phase 2 ADA Improvements
- Harrisburg Line Track 2 Restoration: Paoli to Frazer



Implementation Strategy

The Plan must include an agency's implementation strategy; namely, a transit provider's approach to carrying out TAM practices, including establishing a schedule, accountabilities, tasks, dependencies, and roles and responsibilities.

While SEPTA has had many asset management enablers in place, implementation of the consolidated asset management program began in 2010. SEPTA's Chief Engineer and Chief Information Officer began an asset management process improvement initiative. The goal of this program was to consolidate the disparate data collection methodologies throughout the Authority, particularly for maintenance and lifecycle costs. The following initial needs were identified:

- Replacement of the functionally obsolete vehicle information management system;
- Inclusion of the paratransit fleet into the new vehicle information management system;
- Implementation of a new infrastructure maintenance management system (or inclusion within the vehicle information system);
- A tool that could model the state of good repair needs in relationship to condition, age, and funding levels; and
- Funding to implement these changes.

SEPTA received a competitive grant to implement these initially identified needs in November 2010.

Identification of Asset Management Stakeholders

August 2010 – November 2010

SEPTA identified a core group of asset management stakeholders, including:

- Assistant General Manager of Engineering, Maintenance, and Construction;
- Assistant General Manager of Operations;
- Chief Information Technology Officer;
- Director of Administration and Finance, EMC; and
- Chief Engineering Officers of Bridges and Buildings, Power, Communications and Signals, Track, Bus, and Rail.

Business Process Assessment

January 2011-May 2011

The asset management team, with the aid of a consultant, assessed existing asset inventories, inspection methodologies, maintenance practices, and documentation. The team reviewed current plans for rehabilitation and replacement and assessed the type of information required to make data-informed decisions regarding investment prioritization. Key takeaways from this assessment were:



1.) Vehicle TAM Process Strengths:

- a. SEPTA has documented processes for vehicle maintenance. These processes are based on regulatory requirements, manufacturers' recommendations, and institutional best practices. These processes are held in SEPTA's Vehicle Technical Information Library.
- b. SEPTA's Vehicle Engineering and Maintenance Division has a 20-year fleet management plan, which includes overhaul and replacement of the fleet.
- c. The VEM plan is based on data collected over the life of the assets.
- d. The fleet overhaul component of the plan has been developed through lifecycle maintenance data. The vehicle overhaul plan includes items for preventative maintenance for many components, rather than running all components to failure.
- e. The VEM Division was utilizing a legacy maintenance management system, which was initially implemented in 1998. Light rail, heavy rail, and commuter rail were brought into the system between 2000 and 2005.
- f. The VEM Division utilizes performance metrics for new and overhauled vehicles.

2.) Vehicle TAM Process Deficiencies

- a. The enterprise system did not include the paratransit fleet, which is owned by SEPTA but operated under contract.
- b. The maintenance management system did not track consumables, other than fuel.
- c. The system was 15 years old and functionally obsolete.
- d. Useful life benchmarks had not been established for the non-revenue fleet.

3.) Infrastructure TAM Process Strengths:

- a. Due to regulatory requirements, many of SEPTA's infrastructure assets had well documented inspection, maintenance, and replacement protocols.
- b. Procedures for non-regulated assets had been created in many cases.
- c. SEPTA had discrete inventories of most infrastructure assets. Methodology and use of this information varied by maintenance group.

4.) Infrastructure TAM Process Deficiencies:

- a. The majority of SEPTA's infrastructure information was in many different places, mostly on paper or legacy Access databases.
- b. There was no consolidated inventory of record for infrastructure assets.
- c. Failure data of assets, components, or systems was difficult to assemble.
- d. Cost of delay or repair due to severe events was impossible to calculate.
- e. Some assets were not contained in an inventory.

5.) Decision Support TAM Process Strengths:

- a. SEPTA had developed a strong fleet management plan.
- b. SEPTA had developed an infrastructure management plan on the railroad and subway lines, loosely based on a balance of lifecycle data and personnel management.

6.) Decision Support TAM Process Deficiencies

- a. SEPTA did not have a full capital planning inventory.
- b. SEPTA could not answer questions regarding the state of good repair backlog and long-term funding needs.



- c. SEPTA could not model the long-range implications of budget shortfalls on asset condition and service reliability. This was especially critical to SEPTA after its Act-44 funding stream dissolved in 2010.

The goal of the infrastructure maintenance management system was to implement software that supported the mandatory compliance inspection and reporting requirements of the regulatory agencies that govern SEPTA's transportation operation. A secondary goal was to document current business practices and develop data-supported process improvements. The initial step for procuring the maintenance management system was a business process assessment. The process assessment was conducted by Universal Business Solutions. Potential users at various levels within the Authority were interviewed and compliance reports and procedures were evaluated. The results of the process assessment were used to develop a list of technical specifications based on functionality and software. Software vendors who met these initial requirements were invited to give product demonstrations. After this evaluation period, SEPTA chose to procure Asset Works' FA Suite for infrastructure maintenance management. SEPTA chose to upgrade the functionally obsolete VMIS software that supported vehicle maintenance management but to keep these assets in separate databases.

Development of Data-Informed Decision Framework

The asset management group worked with key agency stakeholders to develop the asset management framework. These groups included Accounting, Vehicle Engineering, Engineering Maintenance and Construction, System Safety, Capital Budgets, and Long-Range Planning. This framework, as described earlier in this plan, allowed the asset management team to articulate the role of asset management within the Authority's decision-making process. The framework also allowed the team to develop requirements for process enablers. The framework provides for the flow of asset information from the operator/ inspector to agency decision makers.

During this time, SEPTA participated as a peer reviewer of the FTA Transit Asset Management Guide. This effort allowed SEPTA to collaborate with peer agencies and align the program framework with available FTA guidance.

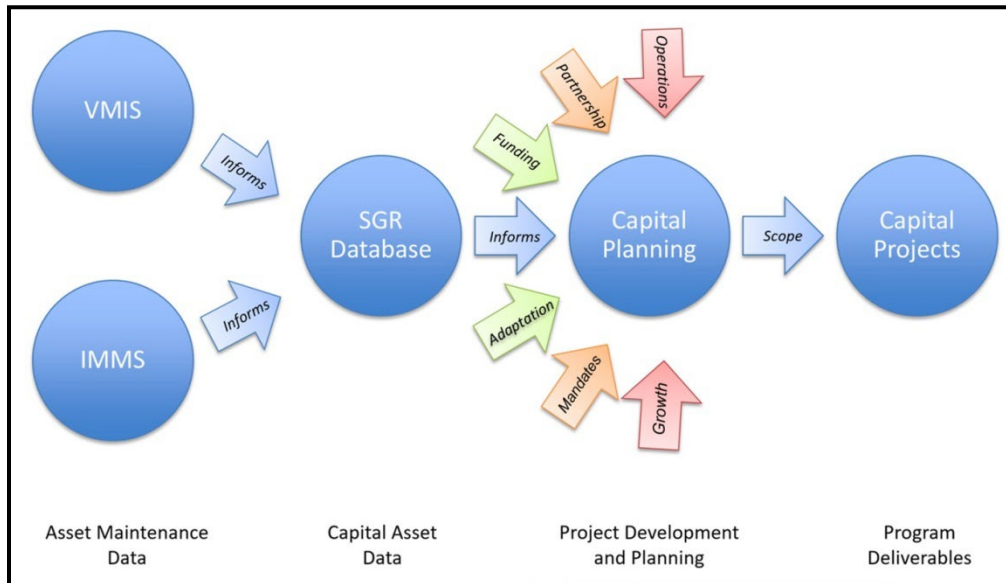


Figure 8: Data Informed Decision Framework for Balancing State of Good Repair Needs in the Capital Program. The framework is described in greater detail at the beginning of this asset management plan.

State of Good Repair Needs Model

May 2011 - February 2012

SEPTA retained the services of AECOM to compile a capital asset inventory and to implement a SEPTA-specific version of the State of Good Repair Tool, which had been successfully implemented at the Massachusetts Bay Transportation Authority in Boston in 2003. The development of the SGR Tool was SEPTA's initial step in compiling asset information in a single inventory. This project included identifying asset owners, evaluating existing information, and performing field investigations to supplement existing records. The asset management group worked with maintenance managers, engineers, and cost estimating to assign investment costs to each asset. The service planning department provided the data necessary to assign a ridership impact to each asset. This database was used to develop SEPTA's first published State of Good Repair backlog, and to demonstrate the impact of underinvesting in the fleet and infrastructure. SEPTA utilized the State of Good Repair Database to model the Service Realignment Plan in 2013, which ultimately resulted in the passage of the State of Pennsylvania's transportation funding bill, Act-89.

The State of Good Repair Tool is now SEPTA's Decision Support Tool, as described previously in this Plan.

Development of Baseline and Annual TAM Targets

Baseline December 2016, Reported Annually Starting October 2018

During the Fall of 2016, the asset management group worked with the vehicle, infrastructure, and facilities engineering departments to establish baseline TAM targets, and to develop a methodology for



setting annual targets in the future. The methodology for each area is described at the beginning of this asset management plan. The targets for each report year are included as an appendix to this plan.

Compilation of Data for Asset Inventory Report Module

Starting October 2017; Revisions to follow annually

Beginning in 2018, all transit agencies were required to submit an asset inventory module to the National Transit Database. The information that was utilized to develop the TAM targets was an initial point of discussion for developing the asset inventory module forms. The asset management team utilized the operating manuals, as well as track charts, speed restriction reports, and the SGR Tool, to develop the initial asset inventory module. The team anticipates that future reports will be developed utilizing the Infrastructure Maintenance Management System.

Subsequent versions of the SGR analysis and inventory have been developed to facilitate NTD reporting.

Development and Continuous Update of the Asset Management Plan

Completion October 1, 2022; Revisions to follow as needed

The TAM Final Rule requires that agencies update their TAM Plans once every four years. At a minimum, SEPTA's capital asset inventory will be updated on an annual basis. There are several ongoing SEPTA initiatives that may require an update within the next four years. The Zero-Emission Bus Fleet Playbook, due to be published in Winter 2023, will define the technology and cost of new SEPTA buses. The type of bus technology will impact the type and cost of future investment in maintenance facilities and infrastructure.

Future Phase: Development of a "Conditions and Performance" Report

Target June 2023

This report will be developed at the asset class level and will serve as the inventory of record when responding to inquiries about asset quantities, age, condition, and performance. The document will include the NTD targets and serve as the basis of the narrative report to be delivered to the National Transit Database. This document will be used to inform asset owners and members of the capital planning committee as they develop long term investment plans. This document will also include the annual State of Good Repair backlog analysis. The initial "Conditions and Performance Report" will be issued in June 2023. An update will follow in December 2023, with annual reports thereafter.



Future Phase: Maturation of the Infrastructure Maintenance Management System

To Start Fall 2023

The Infrastructure Maintenance Management System is scheduled to be fully implemented throughout the Bridges and Buildings and Maintenance of Way groups by Fall 2023. Upon full implementation, the system will include:

- An asset inventory developed at a level of granularity determined by the asset owners, taking regulatory compliance and best practices into account;
- Installation date, manufacturer, and identification information;
- Associated scheduled maintenance and compliance inspections, programmed as work tasks;
- Condition assessments for each asset as appropriate;
- Performance and reliability data;
- Links to manuals and inspection photos; and
- Maintenance work orders, with associated costs, for each asset.

The project team acknowledges that the initial system implementation is reflective of the best data and understanding of business processes at the time of deployment; however, as field and office personnel continue to use the system, additional configuration will be necessary. SEPTA anticipates that an additional year of system configuration will be necessary after all departments are using the program to realize full data maturity.

Future Phase: Integration between FA Suite and Financial Systems to develop Lifecycle Data

The initial implementation of FA Suite was started while SEPTA was also upgrading the financial systems of record. In order to allow inspection maintenance data collection to occur while not interfering with the financial system project, the team made the decision to start using the maintenance management system without integrated cost data. Once the two systems are stable, SEPTA will deploy interfaces to integrate financial data into the maintenance management system.

Future Phase: Development of a Project Management Practice to Collect Asset Data at the Time of Asset Installation or Renewal

The asset management team must develop a methodology to collect data from project managers at the time of asset deployment. This process will be developed with input from the Quality Assurance and Business Services departments.

Future Phase: Integration of Additional Assets into the Program

The immediate priority has been for those assets in SEPTA's operating territory with inspection and compliance protocol. As the software systems are finalized, the asset management department will assess the need to include additional asset classes into the system, such as IT and software.



Key Activities Required to Implement and Maintain the Asset Management Plan

The TAM Plan must include a description of key TAM activities that a provider intends to engage in over the TAM plan horizon period.

SEPTA's maintenance protocols are developed in compliance with regulatory requirements and in accordance with best industry practice. The TAM program is not changing these protocols. However, the asset management group will continue to monitor these protocols to ensure that the tools are able to meet the asset owners' compliance and reporting requirements.

Annual updates to the TAM program include validation of the capital asset inventory, updating financial and ridership information, and developing a number of reports as discussed in the "Implementation Strategy" section of this plan. These processes include:

- Annual extraction of data from VMIS;
- Annual extraction of data from IMMS;
- Annual assessment of infrastructure performance;
- Model of State of Good Repair Backlog;
- Conversations with asset owners in respective classes to determine if predicted useful life and performance are in line with the predictions made the previous year;
- Conversations with System Safety to incorporate findings from the SMS that require the prioritization of renewals;
- Evaluation of prior year's performance against the established targets; and
- Establishment of the next year's performance targets.

Table 5: Schedule for Updates to the State of Good Repair Tool

Asset Class	Update to SGR Tool
Bridges	April (After FRA Bridge Report has been submitted.)
Communications	November
Elevators and Escalators	November
Industrial Equipment	November
Parking	October (After annual parking utilization report is submitted)
Power	November
Revenue Equipment	November
Shops and Yards	November
Signals	November
Stations	November
Track	November
Tunnels	April (After FRA Bridge Report has been submitted.)
Vehicles	October (After NTD Inventory Form has been submitted.)



Resources Required

The plan must include a summary or list of the resources, including personnel, that a provider needs to develop and carry out the TAM plan.

The success of the SEPTA Asset Management Program is dependent on both administrative and field personnel. SEPTA has utilized existing inspection protocols for vehicle and infrastructure assets to develop the inventory, condition assessment, and investment strategies. SEPTA has established an Asset Management Group that is tasked with the overall implementation and stewardship of the Asset Management Program.

Asset Management Group

4 full time staff

The Asset Management group is composed of four full time employees. The asset management group has three core responsibilities: compliance, communication, and data governance. This group is responsible for

- Preparation and stewardship of the Asset Management Plan;
- Collaboration with the System Safety Division for the development of the SMS program;
- Preparation of age, condition, and performance reports to support the capital planning and grant development process;
- Implementation of the Infrastructure Maintenance Management System to the Bridges and Buildings, Communications and Signals, Power, and Track Departments, including all training;
- Administration of the Infrastructure Maintenance Management System;
- Implementation and Administration of the State of Good Repair Tool;
- Maintaining the inventory of record for infrastructure assets;
- Performing supplemental facility condition assessments;
- Collation and documentation of the inspection and maintenance procedures for infrastructure assets;
- Coordination with the Chief Engineering Officers;
- Developing the infrastructure and narrative reports for the National Transit Database;
- Developing the TAM Performance Targets for the National Transit Database;
- Providing updates to TransAM, PennDOT's asset management software;
- Collaboration with SEPTA's Metropolitan Planning Organization, as well as other local stakeholders, such as the City of Philadelphia and Amtrak; and
- Development of the business rules necessary to maintain an accurate inventory as assets are procured, maintained, renewed, and retired.

TAMBassadors

Asset stewardship is a large part of every employee's job function. Therefore, the asset management group interfaces frequently with subject matter experts within each maintenance department to ensure data quality and accuracy. These stakeholders are referred to as "TAMBassadors."



Infrastructure Maintenance Management System Implementation Team

Contractor

SEPTA has retained the services of HNTB to implement the FA Suite software. This team is tasked with establishing the business needs of asset owners and creating those processes in the software. The HNTB team started this initiative at SEPTA in November 2021 and is expected to finish the initial phase of software implementation in March 2023.

SGR Tool Data Quality Review Team

Contractor

SEPTA has retained the services of AECOM to perform a quality audit of the SGR Tool inventory. This project will assess the level of granularity and costs of the items in the SGR Tool. This project will also create SEPTA-specific correlations between the age and operational costs of assets.

Technology

Three pieces of software support the Asset Management Program and were procured expressly to support TAM efforts:

- Vehicle Maintenance Management System (Update funded by 2010 Grant);
- Infrastructure Maintenance Management System (Procurement funded by 2010 Grant); and
- State of Good Repair Database (Procurement funded by 2010 Grant).

Tablet computers were purchased for field staff as a part of SEPTA's Efficiency and Accountability program.

The need for additional software to supplement TAM efforts will be evaluated over the first two years of this plan's implementation.



Continuous Improvement

An outline of how a provider will monitor, update, and evaluate, as needed, its TAM plan and related business practices, to ensure the continuous improvement of its TAM practices.

SEPTA has identified several initiatives to ensure continuous improvement of the asset management program over the horizon of this plan. These initiatives include efforts to improve data quality, stronger integration into Authority processes, and communication. The overarching goal of the 2022 TAMP is to bring the program into closer alignment with the Institute of Asset Management (IAM) Framework. The IAM Framework includes processes in six categories: Strategy and Planning, Decision-Making, Life Cycle Delivery, Asset Information, Organization and People, and Risk and Review.



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Asset Information

The focus of the first year for this plan will be on the final implementation of the enterprise asset management software. The Asset Management Department will continue to work with asset owners and maintainers to ensure that the systems can adequately address compliance, reporting, and data collection from field activities.

Another priority will be the refined utilization of the decision support tool. Over the next year, the project manager will work to ensure that the capital asset inventory is at an appropriate level of granularity for each asset class so that information can be updated in a consistent manner, and that the output is an actionable basis for developing a preliminary project scope and budget for uses in capital planning.



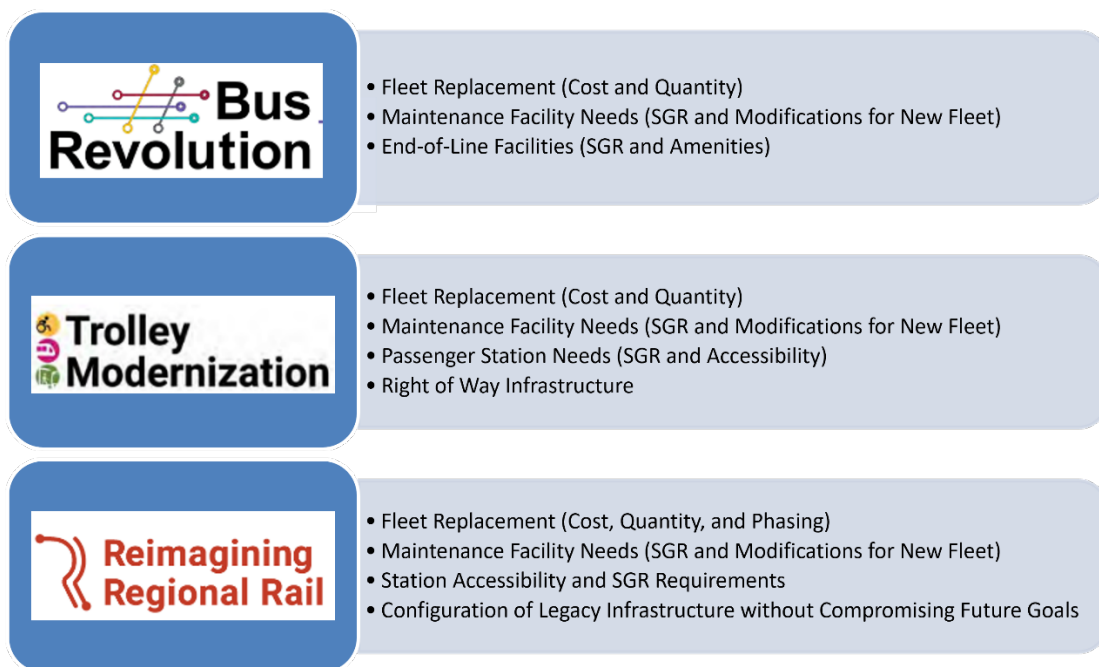
Lifecycle Delivery

As assets are operated, their condition degrades over time and their risk of failure increases. Failures can manifest themselves in a variety of ways, including those having an impact on safety. Asset condition is therefore a leading indicator for safety risks, and so understanding asset condition today, the rate of deterioration under duty cycle, is an important aspect of asset and risk management. Knowledge of the assets' deterioration rates can be integral in decisions on renewal frequencies and on approaches to preventative maintenance

As the enterprise asset management systems are matured, the project team will start to evaluate asset lifecycle performance data against assumptions made with the FTA TERM curves. The team will focus on comparing the assumed infrastructure asset useful lives to the field data and adjust the software as necessary. The team will also assess if there is a shift towards a preventative maintenance model. Once it is feasible, the maintenance management systems will be interfaced to the financial system to allow the collection of full lifecycle cost data. The asset management systems will be a critical tool to advancing SEPTA's configuration management efforts.

Strategy, Planning, and Decision-Making

The Asset Management Department will continue to work with the Capital Planning Committee to ensure that the decision support tool provides actionable information to facilitate decision making. A large component of this effort is to ensure that the data in the system is accurate. Furthermore, the asset management department must be informed of decisions that are made about the long-term goals and objectives of system modernization efforts, as these decisions impact the utilization and criticality of SEPTA's assets to perform their designed function.





Organization and People

The asset management team will continuously perform employee outreach for Transit Asset Management. This outreach will include presentations to various stakeholders, including System Safety Directors; Finance (especially for NTD submission); information technology; engineering staff; and maintenance foremen. This outreach will ensure that key stakeholders are aware of SEPTA's overall TAM process. SEPTA has included asset management messaging in the Engineer I rotational program.

The successful implementation of the asset management program will require the input of many asset owners and stakeholders. Throughout the implementation, the asset management department has relied on a network of champions, or "TAMBassadors," to provide information about the location, age, quality, condition, and performance of the assets for which they have stewardship. The Asset Management group will continue to work with the TAMBassadors to improve the system and make strategic decisions about future enhancements to the program.

Risk and Review

SEPTA's Capital Planning Committee is developing KPI's to assess project performance and after-action assessments. This data will be provided to the Asset Management department to be incorporated into the decision support tool.

Finally, once the data systems are in place, the Asset Management Team will perform a gap assessment to align SEPTA's program with the International Assent Management framework.



APPENDIX A: Capital Asset Inventory

Asset Export - 5/24/2021

Asset Class		Location					Observed Condition		Asset		
Level 1	Level 2	Mode(s)	Line(s)	Sub-Location	Location Start	Crossing/Intersection	FTA Rating	Rating Year	Service Year	Useful Life	Quantity
Bridges	Brick Arch	Regional Rail	Main Line		MP 13.10	Stream	4	2020	1902	160	256
Bridges	Brick Arch	Regional Rail	Manayunk-Norristown		MP 5.49	Midvale Ave.	3	2020	1925	100	1,760
Bridges	Bus Road	Bus	103		MP 3.46		3	2020	1997	30	7,070
Bridges	Concrete Arch	Bus	103		MP 3.46		3	2020	1997	75	5
Bridges	Concrete Arch	Heavy Rail	Manayunk-Norristown		MP 2.64	Beechwood Mill	3	2020	1905	120	960
Bridges	Concrete Arch	Heavy Rail	Manayunk-Norristown		MP 10.06	Stream	3	2020	1911	120	512
Bridges	Concrete Arch	Heavy Rail	Manayunk-Norristown		MP 2.83	Cobbs Creek	3	2020	1905	120	960
Bridges	Concrete Arch	Heavy Rail	Manayunk-Norristown		MP 11.7	Stream	3	2020	1911	120	192
Bridges	Concrete Arch	Heavy Rail	Manayunk-Norristown		MP 7.49	Stream	3	2020	1911	120	160
Bridges	Concrete Arch	Heavy Rail	Manayunk-Norristown		MP 0.80	Stream	3	2020	1906	120	160
Bridges	Concrete Arch	Heavy Rail	Manayunk-Norristown		MP 3.4	Steam	3	2020	1906	120	448
Bridges	Concrete Arch	Heavy Rail	Manayunk-Norristown		MP 6.00	Conestoga Road	3	2020	1905	120	960
Bridges	Concrete Arch	Regional Rail	Chestnut Hill East		MP 9.59	Creshiem Valley	2	2020	1931	75	1,824
Bridges	Concrete Arch	Regional Rail	Doylestown		MP 8.53	Inside Campus	4	2020	2008	100	512
Bridges	Concrete Arch	Regional Rail	Fox Chase		MP 8.15	Adams Avenue	3	2020	1905	75	672
Bridges	Concrete Arch	Regional Rail	Main Line		MP 1.24	Grays Ferry Branch	3	2020	1895	125	3,840
Bridges	Concrete Arch	Regional Rail	Main Line		MP 10.12	Tacony Creek	4	2020	2009	100	1,024
Bridges	Concrete Arch	Regional Rail	Main Line		MP 5.68	Belfield Avenue	2	2020	1908	75	2,560
Bridges	Concrete Arch	Regional Rail	Main Line		MP 0.76	Schuylkill	3	2020	1929	100	26,240
Bridges	Concrete Arch	Regional Rail	Main Line		MP 9.88	Little Tacony Creek	3	2020	1902	75	320
Bridges	Concrete Arch	Regional Rail	Main Line		MP 14.62	Stream-Privte Road	3	2020	1992	50	1,120
Bridges	Concrete Arch	Regional Rail	Manayunk-Norristown		MP 14.58	Sandy Run	3	2020	1992	50	1,600
Bridges	Concrete Arch	Regional Rail	Manayunk-Norristown		MP 7.06	Shurs Lane	3	2020	1931	75	1,600
Bridges	Concrete Arch	Regional Rail	Media-Elwyn		MP 12.07	Leiper-Smedley Trail	4	2020	2016	75	4,544
Bridges	Concrete Arch	Regional Rail	West Trenton		MP 30.60	Stream - CSX	3	2020	1912	100	476
Bridges	Concrete Arch	Regional Rail	West Trenton		MP 21.22	Bristol Road	2	2020	1904	75	2,640
Bridges	Concrete Arch	Regional Rail	West Trenton		MP 28.56	Bristol Road - CSX	3	2020	1912	100	224
Bridges	Concrete Arch	Regional Rail	West Trenton		MP 29.38	Brook Creek - CSX	3	2020	1912	100	224
Bridges	Concrete Arch	Regional Rail	West Trenton		MP 21.38	Neshaminy Creek	2	2020	1906	75	18,720
Bridges	Concrete Arch	Regional Rail	West Trenton		MP 31.36	Delaware River	3	2020	1912	100	35,168
Bridges	Concrete Box	Heavy Rail	Norristown High Speed Line		MP 1.01	Ditch Stream	2	2020	1906	120	192
Bridges	Concrete Box	Heavy Rail	Norristown High Speed Line		MP 1.17	Ditch Stream	3	2020	1906	120	192
Bridges	Concrete Box	Regional Rail	Fox Chase		MP 9.25	Stream	3	2020	1963	75	384
Bridges	Concrete Box	Regional Rail	Manayunk-Norristown		MP 10.20	Stream	3	2020	1919	75	192
Bridges	Concrete Box	Regional Rail	Manayunk-Norristown		MP 10.64	Manor Creek	3	2020	1894	75	640
Bridges	Concrete Box	Regional Rail	Manayunk-Norristown		MP 13.73	Plymouth Creek	4	2020	2005	50	816
Bridges	Concrete Box	Regional Rail	Manayunk-Norristown		MP 15.76	Diamond Run	3	2020	1923	100	576
Bridges	Concrete Box	Regional Rail	Warminster		MP 5.46	Br. of Pennypack	3	2020	1925	100	176
Bridges	Concrete Box	Regional Rail	Warminster		MP 4.86	Creek	3	2020	1923	100	176
Bridges	Concrete Box	Regional Rail	Warminster		MP 3.15	Stream	3	2020	1987	50	160
Bridges	Concrete Box	Trolley	101		MP 3.19	Sewer	3	2020	1912	120	256
Bridges	Concrete Box	Trolley	101		MP 7.15	Stream	3	2020	1912	75	256
Bridges	Concrete Box	Trolley	101		MP 6.86	Stream	3	2020	1912	75	448
Bridges	Concrete Box	Trolley	102		MP 3.17	Ditch Stream	3	2020	1905	120	192
Bridges	Concrete Pipe	Regional Rail	Doylestown		MP 5.34	Drainage	4	2020	2004	100	128
Bridges	Concrete Pipe	Regional Rail	Media-Elwyn		MP 10.97	Stream	3	2020	1931	100	192
Bridges	Concrete Pipe	Regional Rail	West Trenton		MP 19.20	Poquessing Creek	3	2020	1988	100	512
Bridges	Concrete Slab	Bus	103		MP 3.46	SEPTA Bus Road	3	2020	1997	75	600
Bridges	Concrete Slab	Bus	103		MP 3.46	SEPTA Bus Road	4	2020	1997	75	292
Bridges	Concrete Slab	Heavy Rail	Norristown High Speed Line		MP 2.56		3	2020	1912	125	176
Bridges	Concrete Slab	Regional Rail	Main Line		MP 24.16	Stream	3	2020	1916	50	512
Bridges	Concrete Slab	Regional Rail	Main Line		MP 19.20	Creek	3	2020	1915	115	352
Bridges	Concrete Slab	Regional Rail	Main Line		MP 10.97	Jenkintown Wye	3	2020	1903	120	960
Bridges	Concrete Slab	Regional Rail	Media-Elwyn		MP 13.81	Park Avenue	2	2020	1917	50	896
Bridges	Concrete Slab	Regional Rail	Warminster		MP 5.15	Br. of Pennypack	3	2020	1927	50	320
Bridges	Concrete Slab	Trolley	101		MP 6.00	Stream	3	2020	1912	75	384
Bridges	Concrete Slab	Trolley	101		MP 3.98	Stream	3	2020	1912	120	320

Bridges	Concrete Slab	Trolley	101		MP 5.46	Stream	3	2020	1912	75	256
Bridges	Concrete Slab	Trolley	101		MP 4.56	Stream	3	2020	1912	120	256
Bridges	Concrete Slab	Trolley	101		MP 4.47	Stream	3	2020	1912	120	256
Bridges	Concrete Slab	Trolley	101		MP 5.7	Stream	2	2020	1912	75	320
Bridges	Concrete Slab	Trolley	102		MP 2.96	Ditch Stream	3	2020	1945	75	320
Bridges	Concrete Slab	Trolley	102		MP 0.82	Stream	3	2020	1905	120	320
Bridges	Corrugated Metal Pipe	Regional Rail	Main Line		MP 18.04	Stream	2	2020	1974	50	192
Bridges	Corrugated Metal Pipe	Regional Rail	Main Line		MP 16.70	Stream	2	2020	1956	50	448
Bridges	Deck Girder	Heavy Rail	Market-Frankford		MP 7.4	Spring Garden Street	3	2020	1976	75	122
Bridges	Deck Girder	Heavy Rail	Market-Frankford		MP 7.6	Brown Street	3	2020	1972	75	54
Bridges	Deck Girder	Heavy Rail	Market-Frankford		MP 7.2	Callowhill	3	2020	1976	75	58
Bridges	Deck Girder	Heavy Rail	Market-Frankford		MP 6.8	Race Street	3	2020	1976	75	8,384
Bridges	Deck Girder	Heavy Rail	Norristown High Speed Line		MP 10.01	Gulph Road	3	2020	1911	75	1,600
Bridges	Deck Girder	Heavy Rail	Norristown High Speed Line		MP 9.35	Matsonford Road	3	2020	1912	75	1,920
Bridges	Deck Girder	Heavy Rail	Norristown High Speed Line		MP 9.5	New Gulph Road	3	2020	1911	75	1,920
Bridges	Deck Girder	Heavy Rail	Norristown High Speed Line		MP 7.28	Aldwyn Road	3	2020	1992	75	768
Bridges	Deck Girder	Regional Rail	Airport		MP 8.30	Viaduct	3	2020	1980	75	131,840
Bridges	Deck Girder	Regional Rail	Airport		MP 8.30	Viaduct	3	2020	2011	20	131,840
Bridges	Deck Girder	Regional Rail	Chestnut Hill East		MP 5.04	Wayne Avenue	3	2020	1893	75	4,320
Bridges	Deck Girder	Regional Rail	Chestnut Hill East		MP 5.72	Logan Street	3	2020	1932	75	1,920
Bridges	Deck Girder	Regional Rail	Chestnut Hill East		MP 6.63	Church Lane	3	2020	1932	75	3,600
Bridges	Deck Girder	Regional Rail	Chestnut Hill East		MP 9.70	Mermaid Lane	3	2020	1931	75	1,792
Bridges	Deck Girder	Regional Rail	Chestnut Hill East		MP 6.77	Armat Street	3	2020	1933	75	1,600
Bridges	Deck Girder	Regional Rail	Chestnut Hill West		MP 3.09	Harvey Street	4	2020	1995	75	2,080
Bridges	Deck Girder	Regional Rail	Chestnut Hill West		MP 5.44	Cresheim Creek	4	2020	1989	75	13,152
Bridges	Deck Girder	Regional Rail	Cynwyd		MP 5.29	Woodbine Avenue	3	2020	1899	75	1,344
Bridges	Deck Girder	Regional Rail	Cynwyd		MP 4.32	Jefferson Street	3	2020	1902	75	1,248
Bridges	Deck Girder	Regional Rail	Doylestown		MP 8.90	New Britain Road	3	2020	1986	75	528
Bridges	Deck Girder	Regional Rail	Doylestown		MP 7.34	Cooks Creek	3	2020	1986	75	656
Bridges	Deck Girder	Regional Rail	Doylestown		MP 4.42	Walters Run	3	2020	1989	50	640
Bridges	Deck Girder	Regional Rail	Doylestown		MP 3.92	Neshaminy Creek	3	2020	1990	50	2,400
Bridges	Deck Girder	Regional Rail	Doylestown		MP 5.76	Neshaminy Creek	3	2020	1992	75	3,840
Bridges	Deck Girder	Regional Rail	Doylestown		MP 2.76	Neshaminy Creek	3	2020	1988	50	624
Bridges	Deck Girder	Regional Rail	Main Line		MP 2.17	Norris Street	3	2020	1992	75	3,584
Bridges	Deck Girder	Regional Rail	Main Line		MP 1.34	9th Street Viaduct	2	2020	1993	75	215,936
Bridges	Deck Girder	Regional Rail	Main Line		MP 5.52	18th Street	4	2020	1991	75	2,560
Bridges	Deck Girder	Regional Rail	Main Line		MP 20.61	Route 202	3	2020	1954	75	2,400
Bridges	Deck Girder	Regional Rail	Main Line		MP 0.68	Viaduct	3	2020	1929	75	20,160
Bridges	Deck Girder	Regional Rail	Main Line		MP 0.61	Viaduct	3	2020	1929	75	20,736
Bridges	Deck Girder	Regional Rail	Main Line		MP 11.22	Tacony Creek	3	2020	1988	75	512
Bridges	Deck Girder	Regional Rail	Main Line		MP 5.03	Wayne Avenue	4	2020	1999	50	4,320
Bridges	Deck Girder	Regional Rail	Main Line		MP 15.54	Sandy Run	4	2020	2001	75	3,840
Bridges	Deck Girder	Regional Rail	Main Line		MP 8.23	Cheltenham Avenue	3	2020	1992	50	2,240
Bridges	Deck Girder	Regional Rail	Main Line		MP 4.50	CSX RR	3	2020	1993	50	6,400
Bridges	Deck Girder	Regional Rail	Main Line		MP 20.25	Wissahickon Creek	4	2020	2009	75	2,400
Bridges	Deck Girder	Regional Rail	Main Line		MP 2.07	Berks Street	3	2020	1992	75	13,184
Bridges	Deck Girder	Regional Rail	Main Line		MP 17.54	Tennis Avenue	3	2020	1989	75	1,184
Bridges	Deck Girder	Regional Rail	Main Line		MP 0.64	23rd Street	3	2020	1929	75	3,840
Bridges	Deck Girder	Regional Rail	Main Line		MP 5.03	Wayne Avenue	3	2020	1999	50	1,440
Bridges	Deck Girder	Regional Rail	Manayunk-Norristown		MP 17.77	Stony Creek	2	2020	1987	50	1,920
Bridges	Deck Girder	Regional Rail	Manayunk-Norristown		MP 5.14	Roosevelt Boulevard	3	2020	1959	75	4,992
Bridges	Deck Girder	Regional Rail	Manayunk-Norristown		MP 17.16	DeKalb Street	2	2020	1931	100	2,336
Bridges	Deck Girder	Regional Rail	Media-Elwyn		MP 11.87	Crum Creek	4	2020	2016	75	29,280
Bridges	Deck Girder	Regional Rail	Media-Elwyn		MP 14.41	Ridley Creek	4	2020	1988	50	20,480
Bridges	Deck Girder	Regional Rail	Media-Elwyn		MP 10.12	Small Run	3	2020	2000	50	1,800
Bridges	Deck Girder	Regional Rail	Media-Elwyn		MP 4.79	Cobbs Creek	4	2020	1988	50	12,096
Bridges	Deck Girder	Regional Rail	Media-Elwyn		MP 7.11	Darby Creek	3	2020	1987	50	10,624
Bridges	Deck Girder	Regional Rail	West Trenton		MP 30.79	S. Main Street (CSX)	3	2020	1912	100	784
Bridges	Deck Girder	Regional Rail	West Trenton		MP 12.78	Susquehanna Road	3	2020	2006	30	600
Bridges	Deck Girder	Regional Rail	West Trenton		MP 32.39	Street Road (CSX)	3	2020	1912	100	280
Bridges	Deck Girder	Regional Rail	West Trenton		MP 30.94	Pennsylvania Canal	3	2020	1912	100	6,580

Bridges	Deck Girder	Regional Rail	West Trenton		MP 31.63	Conrail and Canal	3	2020	1912	100	6,104
Bridges	Deck Girder	Regional Rail	West Trenton		MP 30.47	Reading Avenue	3	2020	1912	100	672
Bridges	Deck Girder	Regional Rail	West Trenton		MP 23.22	Hulmeville Road	3	2020	2001	75	1,152
Bridges	Deck Girder	Trolley	101		MP 6.70	Crum Creek	3	2020	1912	75	2,720
Bridges	Deck Girder	Trolley	101		MP 3.70	Darby Creek	3	2020	1912	135	1,664
Bridges	Deck Girder	Trolley	102		MP 1.13	Viaduct	3	2020	1995	75	1,952
Bridges	Deck Truss	Heavy Rail	Norristown High Speed Line		MP 12.81	Viaduct	2	2020	1912	40	101,600
Bridges	I-Beam	Heavy Rail	Norristown High Speed Line		MP 3.46	SEPTA Bus Road	4	2020	1990	50	1,120
Bridges	I-Beam	Heavy Rail	Norristown High Speed Line		MP 10.8	Golfer Underpass	3	2020	1911	120	640
Bridges	I-Beam	Heavy Rail	Norristown High Speed Line		MP 3.47	Hathaway Lane	3	2020	1906	120	480
Bridges	I-Beam	Heavy Rail	Norristown High Speed Line		MP 10.24	McFarland's Lane	3	2020	1911	120	640
Bridges	I-Beam	Heavy Rail	Norristown High Speed Line		MP 0.57	Raceway Stream	3	2020	1906	75	736
Bridges	I-Beam	Regional Rail	Chestnut Hill East		MP 7.31	Musgrave Avenue	2	2020	1933	50	3,840
Bridges	I-Beam	Regional Rail	Chestnut Hill East		MP 8.23	Upsal Street	3	2020	1954	50	3,520
Bridges	I-Beam	Regional Rail	Chestnut Hill East		MP 7.16	Magnolia Avenue	3	2020	1932	50	320
Bridges	I-Beam	Regional Rail	Doylestown		MP 3.42	Stream	3	2020	1914	120	224
Bridges	I-Beam	Regional Rail	Fox Chase		MP 8.22	Newtown Avenue	3	2020	1992	50	816
Bridges	I-Beam	Regional Rail	Main Line		MP 10.97	Tacony Creek	3	2020	1916	115	640
Bridges	I-Beam	Regional Rail	Main Line		MP 1.42	Grays Ferry Branch	2	2020	1929	50	2,112
Bridges	I-Beam	Regional Rail	Main Line		MP 2.46	Colona Street	3	2020	1993	50	3,200
Bridges	I-Beam	Regional Rail	Main Line		MP 14.74	Camp Hill Road	3	2020	1930	50	1,056
Bridges	I-Beam	Regional Rail	Main Line		MP 1.25	Grays Ferry Branch	2	2020	1929	50	4,224
Bridges	I-Beam	Regional Rail	Main Line		MP 15.24	Sandy Run	3	2020	1916	50	1,024
Bridges	I-Beam	Regional Rail	Main Line		MP 2.31	10th Street	4	2020	1992	75	7,040
Bridges	I-Beam	Regional Rail	Main Line		MP 18.87	Penllyn Pike	3	2020	2009	50	1,056
Bridges	I-Beam	Regional Rail	Main Line		MP 2.28	Diamond Street	4	2020	1992	75	3,840
Bridges	I-Beam	Regional Rail	Main Line		MP 13.04	North Hills Avenue	3	2020	2009	50	1,600
Bridges	I-Beam	Regional Rail	Main Line		MP 11.83	Easton Road	3	2020	1928	100	1,984
Bridges	I-Beam	Regional Rail	Main Line		MP 2.53	Dauphin Street	3	2020	1993	50	3,840
Bridges	I-Beam	Regional Rail	Media-Elwyn		MP 10.12	Small Run	2	2020	1965	50	1,728
Bridges	I-Beam	Regional Rail	Norristown High Speed Line		MP 14.95	Waterway	3	2020	1929	100	544
Bridges	I-Beam	Regional Rail	Norristown High Speed Line		MP 17.48	River bed	3	2020	1970	100	10,240
Bridges	I-Beam	Regional Rail	Norristown High Speed Line		MP 12.25	Spring Mill Creek	3	2020	1925	100	736
Bridges	I-Beam	Regional Rail	Warminster		MP 3.13	Hamilton Avenue	3	2020	1987	50	576
Bridges	I-Beam	Regional Rail	Warminster		MP 5.74	Pennypack Creek	4	2020	2005	75	4,432
Bridges	I-Beam	Regional Rail	West Trenton		MP 14.59	Valley Creek	3	2020	1923	50	1,728
Bridges	I-Beam	Regional Rail	West Trenton		MP 14.96	Pennypack Creek	3	2020	1923	50	6,400
Bridges	I-Beam	Trolley	101		MP 6.48	Whiskey Run	3	2020	2015	75	832
Bridges	I-Beam	Trolley	101		MP 3.77	Stream	3	2020	1997	50	832
Bridges	Multiplate Pipe	Regional Rail	Media-Elwyn		MP 8.45	Muckinpat's Run	3	2020	1961	50	288
Bridges	Multiplate Pipe	Regional Rail	West Trenton		MP 25.34	Stream	3	2020	1970	75	240
Bridges	Pedestrian Overpass	Regional Rail	Chestnut Hill West		MP 2.32	Queen Lane Station	3	2020	2010	50	66
Bridges	Pedestrian Overpass	Regional Rail	Chestnut Hill West		MP 4.94	Allens Lane Station	4	2020	2010	84	34
Bridges	Pedestrian Overpass	Regional Rail	Main Line		MP 13.89	Oreland Station	3	2020	2002	50	45
Bridges	Pedestrian Overpass	Regional Rail	Main Line		MP 7.03	Fern Rock Transportation Center	3	2020	1992	84	36
Bridges	Pedestrian Overpass	Regional Rail	Main Line		MP 8.69	Main Line	3	2020	1992	84	92
Bridges	Pedestrian Overpass	Regional Rail	Media-Elwyn		MP 1.78	University City	3	2020	1995	84	22
Bridges	Pedestrian Overpass	Regional Rail	Paoli-Thorndale		MP 17.05	Berwyn	3	2020	1999	84	115
Bridges	Pony Truss	Heavy Rail	Norristown High Speed Line		MP 13.41	Spur Track	3	2020	1989	75	9,920
Bridges	Prestressed Concrete	Bus	103		MP 3.46	Road	4	2020	1999	50	940
Bridges	Prestressed Concrete	Regional Rail	Airport		MP 8.30	Viaduct	3	2020	1980	50	25,632
Bridges	Prestressed Concrete	Regional Rail	Main Line		MP 8.38	Valley Road	3	2020	2010	50	1,120
Bridges	Rail Stringer	Heavy Rail	Norristown High Speed Line		MP 1.42	Overbrook Creek	3	2020	1906	50	352
Bridges	Steel Truss	Heavy Rail	Market-Frankford		MP 11.15	Amtrak	3	2020	1995	50	4,576
Bridges	Steel Truss	Heavy Rail	Market-Frankford		MP 9.65	Leigh Avenue	3	2020	1995	50	3,600
Bridges	Steel Truss	Heavy Rail	Market-Frankford		MP 9.7	Reading Coal Yard	3	2020	1995	50	6,272
Bridges	Steel Viaduct	Heavy Rail	Market-Frankford			Millbourne Abutment to 44th St Portal	3	2020	2009	75	364,288
Bridges	Steel Viaduct	Heavy Rail	Market-Frankford			Church St to Last Bent Before FTC	3	2020	2002	75	153,762
Bridges	Steel Viaduct	Heavy Rail	Market-Frankford		MP 13.1	FTC	3	2020	1993	75	33,455
Bridges	Steel Viaduct	Heavy Rail	Market-Frankford			Portal to Ellen	3	2020	1974	75	134,384
Bridges	Steel Viaduct	Trolley	102		MP 3.06	Darby Creek	3	2020	1905	120	3,840

Bridges	Stone Arch	Heavy Rail	Norristown High Speed Line		MP 5.99	Meadowbrook	2	2020	1905	100	320
Bridges	Stone Arch	Regional Rail	Chestnut Hill East		MP 9.54	Stream	3	2020	1989	50	256
Bridges	Stone Arch	Regional Rail	Chestnut Hill East		MP 9.57	PC EST RR	3	2020	1931	100	960
Bridges	Stone Arch	Regional Rail	Doylestown		MP 4.87	Creek	2	2020	1915	100	80
Bridges	Stone Arch	Regional Rail	Fox Chase		MP 6.87	5th Street	3	2020	1892	100	1,088
Bridges	Stone Arch	Regional Rail	Fox Chase		MP 7.95	Tacony Creek	3	2020	1895	100	960
Bridges	Stone Arch	Regional Rail	Main Line		MP 18.91	Stream	2	2020	1998	50	192
Bridges	Stone Arch	Regional Rail	Main Line		MP 21.52	Stream	3	2020	1903	100	192
Bridges	Stone Arch	Regional Rail	Main Line		MP 17.31	Honey Run Creek	2	2020	2000	30	192
Bridges	Stone Arch	Regional Rail	Main Line		MP 19.81	Wissahickon Creek	3	2020	1989	100	2,304
Bridges	Stone Arch	Regional Rail	Main Line		MP 22.93	Wissahickon Creek	4	2020	1903	160	480
Bridges	Stone Arch	Regional Rail	Media-Elwyn		MP 12.12	Dicks Run	4	2020	1954	115	480
Bridges	Stone Arch	Regional Rail	Media-Elwyn		MP 8.45	Muckinpat's Run	3	2020	1854	100	192
Bridges	Stone Arch	Regional Rail	Media-Elwyn		MP 12.68	Stream	2	2020	1854	100	160
Bridges	Stone Arch	Regional Rail	Norristown High Speed Line		MP 6.24	Wissahickon Creek	3	2020	1882	140	11,680
Bridges	Stone Arch	Regional Rail	Norristown High Speed Line		MP 12.07	Stream	3	2020	1936	100	512
Bridges	Stone Arch	Regional Rail	Norristown High Speed Line		MP 16.88	Sawmill Run	3	2020	1934	160	1,056
Bridges	Stone Arch	Regional Rail	Norristown High Speed Line		MP 4.61	Dobson Creek	4	2020	1934	130	320
Bridges	Stone Arch	Regional Rail	Norristown High Speed Line		MP 9.93	Stream	4	2020	1834	230	320
Bridges	Stone Arch	Regional Rail	Norristown High Speed Line		MP 9.41	Stream	4	2020	1834	230	640
Bridges	Stone Arch	Regional Rail	Warminster		MP 7.37	Stream	3	2020	1990	50	128
Bridges	Stone Arch	Regional Rail	West Trenton		MP 22.16	Stream	3	2020	1876	100	288
Bridges	Stone Arch	Regional Rail	West Trenton		MP 20.21	Stream	4	2020	1876	190	384
Bridges	Stone Arch	Regional Rail	West Trenton		MP 24.92	Race	3	2020	1876	100	288
Bridges	Stone Arch	Regional Rail	West Trenton		MP 22.95	Stream	3	2020	1891	100	384
Bridges	Stone Arch	Regional Rail	West Trenton		MP 13.70	Stream	2	2020	1912	100	192
Bridges	Stone Arch	Regional Rail	West Trenton		MP 28.31	Brock Creek - CSX	3	2020	1912	100	560
Bridges	Stone Arch	Regional Rail	West Trenton		MP 17.57	Stream	3	2020	1876	100	320
Bridges	Stone Arch	Regional Rail	West Trenton		MP 19.21	Poquessing Creek	3	2020	1876	100	384
Bridges	Stone Arch	Regional Rail	West Trenton		MP 24.95	Mill Creek	3	2020	2005	50	960
Bridges	Stone Arch	Regional Rail	West Trenton		MP 26.69	Stream	3	2020	1876	100	384
Bridges	Stone Arch	Regional Rail	West Trenton		MP 18.52	Stream	3	2020	2001	50	192
Bridges	Stone Arch	Regional Rail	West Trenton		MP 23.48	Stream	3	2020	1876	100	576
Bridges	Stone Arch	Regional Rail	West Trenton		MP 16.85	Stream	3	2020	1876	100	192
Bridges	Stone Arch	Regional Rail	West Trenton		MP 14.20	Stream	3	2020	1912	100	192
Bridges	Stone Arch	Regional Rail	West Trenton		MP 12.38	Meadowbrook	4	2020	1900	190	320
Bridges	Stone Arch	Regional Rail	West Trenton		MP 19.16	Race	4	2020	1876	100	192
Bridges	Stone Arch	Regional Rail	West Trenton		MP 22.65	Stream	2	2020	1876	100	384
Bridges	Stone Arch	Regional Rail	West Trenton		MP 15.95	Stream	2	2020	1876	100	192
Bridges	Stone Arch	Regional Rail	West Trenton		MP 12.97	Stream	3	2020	1912	100	160
Bridges	Stone Arch	Regional Rail	West Trenton		MP 16.67	Stream	3	2020	1876	100	384
Bridges	Stone Arch	Regional Rail	West Trenton		MP 22.38	Stream	3	2020	1876	100	288
Bridges	Stone Arch	Regional Rail	West Trenton		MP 16.25	Stream	3	2020	1876	100	192
Bridges	Through Girder	Heavy Rail	Broad Street Line & Spur		MP 5.79	Ridge Spur at Fairmont Station	3	2020	1928	100	70
Bridges	Through Girder	Heavy Rail	Broad Street Line & Spur		MP 7.07	PATCO at Walnut-Locus Station	3	2020	1930	100	30
Bridges	Through Girder	Heavy Rail	Market-Frankford		MP 4.2	33rd Street	3	2020	1955	75	960
Bridges	Through Girder	Heavy Rail	Norristown High Speed Line		MP 5.83	Roberts Road	3	2020	1906	75	1,280
Bridges	Through Girder	Heavy Rail	Norristown High Speed Line		MP 7.46	Lancaster Avenue	3	2020	1911	75	1,600
Bridges	Through Girder	Heavy Rail	Norristown High Speed Line		MP 7.35	Sprout Road	3	2020	1911	75	1,056
Bridges	Through Girder	Heavy Rail	Norristown High Speed Line		MP 0.51	State Road	3	2020	1906	75	1,920
Bridges	Through Girder	Heavy Rail	Norristown High Speed Line		MP 9.31	Montgomery Avenue	3	2020	1911	75	4,064
Bridges	Through Girder	Heavy Rail	Norristown High Speed Line		MP 1.66	Stream Bed	3	2020	1906	120	960
Bridges	Through Girder	Heavy Rail	Norristown High Speed Line		MP 12.76	6th Street	3	2020	1911	75	1,760
Bridges	Through Girder	Heavy Rail	Norristown High Speed Line		MP 1.94	Manoa Road	3	2020	1905	120	1,120
Bridges	Through Girder	Heavy Rail	Norristown High Speed Line		MP 6.79	Ithan Avenue	3	2020	1906	75	1,280
Bridges	Through Girder	Heavy Rail	Norristown High Speed Line		MP 0.15	MFSE Yard	2	2020	1906	75	1,408
Bridges	Through Girder	Heavy Rail	Norristown High Speed Line		MP 5.19	Landover Road	3	2020	1906	120	1,280
Bridges	Through Girder	Regional Rail	Airport		MP 4.06	Amtrak	3	2020	1980	75	1,808
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 8.90	Mt. Pleasant Avenue	2	2020	1907	75	2,080
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 8.51	Vernon Road	3	2020	1907	75	2,240
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 7.39	Haines Street	3	2020	1893	75	2,240

Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 6.09	Wister Street	3	2020	1931	75	1,600
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 6.41	Penn Street	3	2020	1932	75	2,880
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 8.81	Sedgwick Avenue	3	2020	1908	75	2,080
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 7.84	Washington Lane	3	2020	1901	75	1,728
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 6.91	Baynton Street	3	2020	1933	75	1,888
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 7.63	Chew Avenue	3	2020	1901	75	4,992
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 10.00	Willow Grove Avenue	3	2020	1930	75	1,920
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 8.70	Gorgas Street	3	2020	1907	75	2,080
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 7.06	Morton Street	3	2020	1933	75	1,920
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 6.85	Chelten Avenue	3	2020	1933	75	3,840
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 5.18	Germantown Avenue	3	2020	1989	50	2,240
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 7.49	High Street	3	2020	1901	75	2,080
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 4.42	Carpenter Street	2	2020	1928	75	2,368
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 0.34	17th Street	3	2020	1916	75	2,528
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 0.72	21st Street	3	2020	1918	75	2,208
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 1.17	Hunting Park Avenue	3	2020	1910	75	3,328
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 0.21	16th & Indiana Street - 2 spans	2	2020	1916	75	2,432
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 0.06	SEPTA Mainline	3	2020	1913	75	2,464
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 0.21	16th & Indiana Street - 1 span	2	2020	1916	75	1,408
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 2.98	Rittenhouse Street	2	2020	1918	75	1,824
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 4.22	Cherokee Street	3	2020	1918	75	2,176
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 3.88	Greene Street	2	2020	1917	75	2,688
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 6.13	Gravers Lane	3	2020	1918	75	1,984
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 4.01	Hortter Street	2	2020	1986	50	2,944
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 0.83	22nd Street	3	2020	1918	75	3,808
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 4.74	Mount Pleasant Avenue	2	2020	1917	75	2,080
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 0.64	Allegheny Avenue	2	2020	1916	75	8,160
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 3.47	Pomona Street	4	2020	1991	75	1,760
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 1.26	CSX RR	3	2020	1917	75	2,368
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 5.67	Springfield Avenue	2	2020	1917	75	1,824
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 1.56	Roberts Avenue	2	2020	1911	75	4,128
Bridges	Through Girder	Regional Rail	Cynwyd		MP 4.37	Jefferson Street	2	2020	1902	75	1,216
Bridges	Through Girder	Regional Rail	Cynwyd		MP 4.98	Wynnefield Avenue	3	2020	1918	75	4,992
Bridges	Through Girder	Regional Rail	Cynwyd		MP 4.75	Bryn Mawr Avenue	3	2020	1918	75	3,680
Bridges	Through Girder	Regional Rail	Fox Chase		MP 6.68	Abandoned ROW	3	2020	1946	75	1,088
Bridges	Through Girder	Regional Rail	Fox Chase		MP 6.44	10th Street	3	2020	1913	75	1,376
Bridges	Through Girder	Regional Rail	Fox Chase		MP 7.03	3rd Street	2	2020	1910	75	944
Bridges	Through Girder	Regional Rail	Fox Chase		MP 7.25	Mascher & Tabor	3	2020	1993	50	1,680
Bridges	Through Girder	Regional Rail	Fox Chase		MP 10.20	Cottman Avenue	3	2020	1928	100	1,248
Bridges	Through Girder	Regional Rail	Main Line		MP 2.41	Susquehanna Avenue	4	2020	1993	75	4,800
Bridges	Through Girder	Regional Rail	Main Line		MP 6.68	Tabor Road	3	2020	1926	100	1,040
Bridges	Through Girder	Regional Rail	Main Line		MP 0.49	21st Street	2	2020	1929	75	4,224
Bridges	Through Girder	Regional Rail	Main Line		MP 0.96	Fairmount Avenue	4	2020	1993	75	3,392
Bridges	Through Girder	Regional Rail	Main Line		MP 6.68	Tabor Road	4	2020	1997	75	2,240
Bridges	Through Girder	Regional Rail	Main Line		MP 2.49	11th & Nevada	4	2020	1993	75	4,800
Bridges	Through Girder	Regional Rail	Main Line		MP 2.79	13th & Cumberland	3	2020	1993	75	2,400
Bridges	Through Girder	Regional Rail	Main Line		MP 9.22	Park Avenue	3	2020	1992	75	1,600
Bridges	Through Girder	Regional Rail	Main Line		MP 6.74	Olney Avenue	2	2020	1901	75	3,120
Bridges	Through Girder	Regional Rail	Main Line		MP 9.49	Old York Road	4	2020	1993	75	3,168
Bridges	Through Girder	Regional Rail	Main Line		MP 4.06	20th Street	4	2020	1992	75	3,584
Bridges	Through Girder	Regional Rail	Main Line		MP 4.26	Erie Avenue	4	2020	1993	75	8,320
Bridges	Through Girder	Regional Rail	Main Line		MP 4.53	CSX RR	3	2020	1980	75	1,600
Bridges	Through Girder	Regional Rail	Main Line		MP 11.62	Keswick Avenue	2	2020	1904	75	2,176
Bridges	Through Girder	Regional Rail	Main Line		MP 4.15	Venango Street	4	2020	1993	75	3,840
Bridges	Through Girder	Regional Rail	Main Line		MP 1.97	Montgomery Avenue	3	2020	1992	75	3,200
Bridges	Through Girder	Regional Rail	Main Line		MP 2.66	12th & York	2	2020	1993	75	12,000
Bridges	Through Girder	Regional Rail	Main Line		MP 3.81	Westmoreland Street	4	2020	1992	75	3,968
Bridges	Through Girder	Regional Rail	Main Line		MP 5.17	Geermantown Avenue	3	2020	1985	50	1,120
Bridges	Through Girder	Regional Rail	Main Line		MP 3.92	Ontario Street	4	2020	1992	75	3,456
Bridges	Through Girder	Regional Rail	Main Line		MP 7.56	Chelten Avenue	3	2020	1985	50	2,784
Bridges	Through Girder	Regional Rail	Main Line		MP 1.76	Oxford Street	3	2020	1993	75	3,200

Bridges	Through Girder	Regional Rail	Main Line		MP 3.84	19th Street	3	2020	1992	75	8,640
Bridges	Through Girder	Regional Rail	Main Line		MP 7.37	Godfrey Avenue SR4002	3	2020	1919	75	2,400
Bridges	Through Girder	Regional Rail	Main Line		MP 0.72	ranch - Crossing: B & O	3	2020	1929	75	7,104
Bridges	Through Girder	Regional Rail	Main Line		MP 5.17	Germantown Avenue	4	2020	1996	75	2,240
Bridges	Through Girder	Regional Rail	Main Line		MP 4.03	Tioga Street	3	2020	1992	75	3,584
Bridges	Through Girder	Regional Rail	Main Line		MP 6.44	10th Street	3	2020	1997	50	3,840
Bridges	Through Girder	Regional Rail	Main Line		MP 4.37	Hunting Park Avenue	3	2020	1993	75	7,680
Bridges	Through Girder	Regional Rail	Main Line		MP 3.69	Allegheny Avenue	4	2020	1992	75	8,064
Bridges	Through Girder	Regional Rail	Main Line		MP 6.01	Broad & Old York Road	3	2020	1992	50	8,960
Bridges	Through Girder	Regional Rail	Main Line		MP 1.86	Cecil B. Moore	3	2020	1993	75	3,840
Bridges	Through Girder	Regional Rail	Main Line		MP 0.58	22nd Street	2	2020	1929	75	4,224
Bridges	Through Girder	Regional Rail	Main Line		MP 2.79	13th & Cumberland	4	2020	1993	75	9,600
Bridges	Through Girder	Regional Rail	Main Line		MP 6.74	Olney Avenue	3	2020	1901	75	1,040
Bridges	Through Girder	Regional Rail	Main Line		MP 4.09	Atlantic Street	3	2020	1992	75	3,456
Bridges	Through Girder	Regional Rail	Main Line		MP 3.01	Broad St. Subway	3	2020	1928	100	5,120
Bridges	Through Girder	Regional Rail	Manayunk-Norristown		MP 7.48	Manayunk Viaduct	4	2020	1998	75	52,480
Bridges	Through Girder	Regional Rail	Manayunk-Norristown		MP 3.87	21st Street	3	2020	1939	100	2,080
Bridges	Through Girder	Regional Rail	Manayunk-Norristown		MP 7.20	Pensdale Street	3	2020	1931	75	1,664
Bridges	Through Girder	Regional Rail	Manayunk-Norristown		MP 7.87	Leverington Avenue	3	2020	1930	75	5,120
Bridges	Through Girder	Regional Rail	Manayunk-Norristown		MP 3.96	22nd Street	3	2020	1939	100	2,240
Bridges	Through Girder	Regional Rail	Manayunk-Norristown		MP 4.66	CSX Railroad	3	2020	1991	50	4,160
Bridges	Through Girder	Regional Rail	Manayunk-Norristown		MP 7.13	Jamestown Street	3	2020	1930	75	1,664
Bridges	Through Girder	Regional Rail	Manayunk-Norristown		MP 3.83	Allegheny Avenue	3	2020	1939	75	8,480
Bridges	Through Girder	Regional Rail	Manayunk-Norristown		MP 4.51	Hunting Park Avenue	3	2020	1910	75	4,160
Bridges	Through Girder	Regional Rail	Media-Elwyn		MP 11.27	Chester Road-Rt 320	3	2020	1999	75	2,144
Bridges	Through Girder	Regional Rail	Media-Elwyn		MP 7.65	Springfield Road	3	2020	1915	75	1,184
Bridges	Through Girder	Regional Rail	Media-Elwyn		MP 4.23	55th Street	3	2020	1914	75	2,848
Bridges	Through Girder	Regional Rail	Media-Elwyn		MP 3.43	Springfield Avenue	3	2020	1911	75	3,168
Bridges	Through Girder	Regional Rail	Media-Elwyn		MP 12.09	Blue Route (I-476)	4	2020	1990	75	4,544
Bridges	Through Girder	Regional Rail	Media-Elwyn		MP 2.25	University Avenue	3	2020	1931	75	3,680
Bridges	Through Girder	Regional Rail	Warminster		MP 5.13	Terwood Road	3	2020	1965	75	1,520
Bridges	Through Girder	Regional Rail	West Trenton		MP 12.78	Susquehanna Road	3	2020	1991	75	960
Bridges	Through Girder	Regional Rail	West Trenton		MP 13.88	Mill Road	3	2020	1930	75	2,560
Bridges	Through Girder	Regional Rail	West Trenton		MP 32.46	Sullivan Way (CSX)	3	2020	1912	100	2,856
Bridges	Through Girder	Regional Rail	West Trenton		MP 24.85	Flowers Mill Road	2	2020	1905	75	2,016
Bridges	Through Girder	Trolley	10, 11, 13, 34, 36		MP 2.4	Juniper Station	3	2020	1928	100	960
Bridges	Through Truss	Regional Rail	Chestnut Hill West		MP 0.35	Main Line	3	2020	2015	75	4,160
Bridges	Timber	Regional Rail	Main Line		MP 10.73	Tacony Creek	2	2020	2006	50	594
Communications	Cable	Systemwide	Systemwide				3	2020	1955	75	1
Communications	Cable	Systemwide	Systemwide				3	2020	2011	30	1
Communications	Equipment	Systemwide	Systemwide				3	2020	2015	15	300
Communications	Equipment	Systemwide	Systemwide				3	2020	2001	10	1,500
Communications	Equipment	Systemwide	Systemwide				3	2020	1980	10	1
Communications	Equipment	Systemwide	Systemwide				3	2020	1980	10	250
Communications	Equipment	Systemwide	Systemwide				3	2020	2011	40	1,000
Communications	Equipment	Systemwide	Systemwide				3	2020	1995	10	2,500
Communications	Equipment	Systemwide	Systemwide				3	2020	2015	7	3,000
Communications	Equipment	Systemwide	Systemwide				3	2020	2003	10	300
Communications	Equipment	Systemwide	Systemwide				3	2020	2015	7	2,500
Communications	Equipment	Systemwide	Systemwide				3	2020	1975	50	8
Communications	Equipment	Systemwide	Systemwide				3	2020	1995	30	4,500
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	Cecil B. Moore	MP 4.96		3	2020	1990	30	1
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	Cecil B. Moore	MP 4.96		3	2020	1990	30	1
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	Girard	MP 5.47		3	2020	2012	30	1
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	Girard	MP 5.47		3	2020	2012	30	1
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	Girard	MP 5.47		3	2020	2012	30	1
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	North Philadelphia	MP 3.79		3	2020	2007	30	1
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	North Philadelphia	MP 3.79		3	2020	2007	30	1
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	North Philadelphia	MP 3.79		3	2020	2007	30	1
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	Olney	MP 0.76		3	2020	1992	30	1
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	Olney	MP 0.76		3	2020	1992	30	1

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Elevators & Escalators	Elevator	Heavy Rail	Market-Frankford	Frankford Transportati	MP 13.1		3	2020	2005	30	1
Elevators & Escalators	Elevator	Heavy Rail	Market-Frankford	Girard	MP 8.1		3	2020	1994	30	1
Elevators & Escalators	Elevator	Heavy Rail	Market-Frankford	Girard	MP 8.1		3	2020	1994	30	1
Elevators & Escalators	Elevator	Heavy Rail	Market-Frankford	Huntingdon	MP 9.6		3	2020	2004	30	1
Elevators & Escalators	Elevator	Heavy Rail	Market-Frankford	Huntingdon	MP 9.6		3	2020	2004	30	1
Elevators & Escalators	Elevator	Heavy Rail	Market-Frankford	Millbourne	MP 0.7		3	2020	2008	30	1
Elevators & Escalators	Elevator	Heavy Rail	Market-Frankford	Millbourne	MP 0.7		3	2020	2008	30	1
Elevators & Escalators	Elevator	Heavy Rail	Market-Frankford	Somerset	MP 9.8		3	2020	1996	30	1
Elevators & Escalators	Elevator	Heavy Rail	Market-Frankford	Somerset	MP 9.8		3	2020	1996	30	1
Elevators & Escalators	Elevator	Heavy Rail	Market-Frankford	Tioga	MP 10.8		3	2020	1996	30	1
Elevators & Escalators	Elevator	Heavy Rail	Market-Frankford	Tioga	MP 10.8		3	2020	1996	30	1
Elevators & Escalators	Elevator	Heavy Rail	Market-Frankford	York-Dauphin	MP 9.2		3	2020	1996	30	1
Elevators & Escalators	Elevator	Heavy Rail	Market-Frankford	York-Dauphin	MP 9.2		3	2020	1996	30	1
Elevators & Escalators	Elevator	Heavy Rail	Norristown High Speed Line	Norristown Transporta	MP 13.32		3	2020	1987	30	1
Elevators & Escalators	Elevator	Regional Rail	All Lines	30th Street Station	MP 0.9		3	2020	1999	30	1
Elevators & Escalators	Elevator	Regional Rail	All Lines	30th Street Station	MP 0.9		3	2020	1999	30	1
Elevators & Escalators	Elevator	Regional Rail	All Lines	30th Street Station	MP 0.9		3	2020	1999	30	1
Elevators & Escalators	Elevator	Regional Rail	All Lines	Suburban Station	MP 0		3	2020	2004	30	1
Elevators & Escalators	Elevator	Regional Rail	All Lines	Suburban Station	MP 0		3	2020	2004	30	1
Elevators & Escalators	Elevator	Regional Rail	All Lines	Suburban Station	MP 0	17th and JFK	3	2020	2004	30	1
Elevators & Escalators	Elevator	Regional Rail	All Lines	Suburban Station	MP 0		3	2020	2004	30	1
Elevators & Escalators	Elevator	Regional Rail	All Lines	Suburban Station	MP 0		3	2020	2004	30	1
Elevators & Escalators	Elevator	Regional Rail	All Lines	Suburban Station	MP 0	16th	3	2020	2004	30	1
Elevators & Escalators	Elevator	Regional Rail	Lansdale-Doylestown	Lansdale Parking Garag	MP 24.9		3	2020	2016	30	1
Elevators & Escalators	Elevator	Regional Rail	Lansdale-Doylestown	Lansdale Parking Garag	MP 24.9		3	2020	2016	30	1
Elevators & Escalators	Elevator	Regional Rail	Lansdale-Doylestown	Lansdale Parking Garag	MP 24.9		3	2020	2016	30	1
Elevators & Escalators	Elevator	Regional Rail	Main Line	Fern Rock	MP 7		3	2020	1993	30	1
Elevators & Escalators	Elevator	Regional Rail	Main Line	Fern Rock	MP 7		3	2020	1993	30	1
Elevators & Escalators	Elevator	Regional Rail	Main Line	Jefferson	MP 0.5	10th and Filbert	3	2020	1982	30	1
Elevators & Escalators	Elevator	Regional Rail	Main Line	Jefferson	MP 0.5	12th and Filbert	3	2020	1982	30	1
Elevators & Escalators	Elevator	Regional Rail	Main Line	Jefferson	MP 0.5	10th and Filbert	3	2020	1982	30	1
Elevators & Escalators	Elevator	Regional Rail	Main Line	Jefferson	MP 0.5	12th and Filbert	3	2020	1982	30	1
Elevators & Escalators	Elevator	Regional Rail	Main Line	Penn Medicine	MP 1.7		3	2020	1995	30	1
Elevators & Escalators	Elevator	Regional Rail	Main Line	Temple	MP 2.1		3	2020	1993	30	1
Elevators & Escalators	Elevator	Regional Rail	Main Line	Temple	MP 2.1		3	2020	1993	30	1
Elevators & Escalators	Elevator	Regional Rail	Main Line	Wayne Junction	MP 5.2		3	2020	2015	30	1
Elevators & Escalators	Elevator	Regional Rail	Main Line	Wayne Junction	MP 5.2		3	2020	2015	30	1
Elevators & Escalators	Elevator	Regional Rail	Trenton	Levittown	MP 26.8		3	2020	2019	30	1
Elevators & Escalators	Elevator	Regional Rail	Trenton	Levittown	MP 26.8		3	2020	2019	30	1
Elevators & Escalators	Elevator	Regional Rail	Wilmington-Newark	Chester	MP 13.4		3	2020	1999	30	1
Elevators & Escalators	Elevator	Regional Rail	Wilmington-Newark	Chester	MP 13.4		3	2020	1999	30	1
Elevators & Escalators	Elevator	Trolley	10, 11, 13, 34, 36	13th Street	MP 2.4		3	2020	2007	30	1
Elevators & Escalators	Elevator	Trolley	10, 11, 13, 34, 36	13th Street	MP 2.4		3	2020	2007	30	1
Elevators & Escalators	Elevator	Trolley	10, 11, 13, 34, 36	30th Street	MP 1.2		3	2020	2004	30	1
Elevators & Escalators	Elevator	Trolley	10, 11, 13, 34, 36	30th Street	MP 1.2		3	2020	2004	30	1
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	Allegheny	MP 3.34		3	2020	2014	30	1
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	Allegheny	MP 3.34		3	2020	2014	30	1
Elevators & Escalators	Elevator	Heavy Rail	Norristown High Speed Line	Norristown Transporta	MP 13.32		3	2020	2007	30	1
Elevators & Escalators	Elevator	Heavy Rail	Norristown High Speed Line	Norristown Transporta	MP 13.32		3	2020	2007	30	1
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	Oregon	MP 9.31		3	2020	2006	30	1
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	NRG	MP 10.1		3	2020	2000	30	1
Elevators & Escalators	Escalator	Heavy Rail	Broad Street Line & Spur	Cecil B. Moore	MP 4.96		3	2020	2001	30	1
Elevators & Escalators	Escalator	Heavy Rail	Broad Street Line & Spur	City Hall	MP 6.82		3	2020	2001	30	1
Elevators & Escalators	Escalator	Heavy Rail	Broad Street Line & Spur	Erie	MP 2.82		3	2020	2001	30	1
Elevators & Escalators	Escalator	Heavy Rail	Broad Street Line & Spur	Erie	MP 2.82		3	2020	2001	30	1
Elevators & Escalators	Escalator	Heavy Rail	Broad Street Line & Spur	North Philadelphia	MP 3.79		3	2020	2007	30	1
Elevators & Escalators	Escalator	Heavy Rail	Broad Street Line & Spur	NRG	MP 10.1		3	2020	2007	30	1
Elevators & Escalators	Escalator	Heavy Rail	Broad Street Line & Spur	NRG	MP 10.1		3	2020	2007	30	1
Elevators & Escalators	Escalator	Heavy Rail	Broad Street Line & Spur	Olney	MP 0.76		3	2020	2000	30	1
Elevators & Escalators	Escalator	Heavy Rail	Broad Street Line & Spur	Olney	MP 0.76		3	2020	2000	30	1
Elevators & Escalators	Escalator	Heavy Rail	Broad Street Line & Spur	Oregon	MP 9.31		3	2020	2016	30	1

Elevators & Escalators	Escalator	Heavy Rail	Broad Street Line & Spur	Snyder	MP 8.78		3	2020	2002	30	1
Elevators & Escalators	Escalator	Heavy Rail	Broad Street Line & Spur	Snyder	MP 8.78		3	2020	2002	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	13th Street	MP 5.6		3	2020	2000	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	15th Street	MP 5.3		3	2020	2016	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	15th Street	MP 5.3		3	2020	2016	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	2nd Street	MP 6.5		3	2020	2004	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	46th Street	MP 2.75		3	2020	2007	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	46th Street	MP 2.75		3	2020	2007	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	52nd Street	MP 2.2		3	2020	2007	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	52nd Street	MP 2.2		3	2020	2007	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	56th Street	MP 1.75		3	2020	2005	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	56th Street	MP 1.75		3	2020	2005	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	60th Street	MP 1.3		3	2020	2007	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	60th Street	MP 1.3		3	2020	2007	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	63rd Street	MP 1		3	2020	2008	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	63rd Street	MP 1		3	2020	2008	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	8th Street	MP 6		3	2020	2016	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	Allegheny	MP 10.45		3	2020	2012	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	Arrott Transportation	MP 12.5		3	2020	2012	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	Erie-Torresdale	MP 11.6		3	2020	2012	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	Frankford Transportati	MP 13.1		3	2020	2003	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	Frankford Transportati	MP 13.1		3	2020	2003	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	Frankford Transportati	MP 13.1		3	2020	2003	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	Frankford Transportati	MP 13.1		3	2020	2003	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	Frankford Transportati	MP 13.1		3	2020	2003	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	Spring Garden	MP 7.4		3	2020	2001	30	1
Elevators & Escalators	Escalator	Heavy Rail	Norristown High Speed Line	Norristown Transporta	MP 13.32		3	2020	2007	30	1
Elevators & Escalators	Escalator	Regional Rail	All Lines	30th Street	MP 0.9		3	2020	2001	30	1
Elevators & Escalators	Escalator	Regional Rail	All Lines	30th Street	MP 0.9		3	2020	2001	30	1
Elevators & Escalators	Escalator	Regional Rail	All Lines	30th Street	MP 0.9		3	2020	2001	30	1
Elevators & Escalators	Escalator	Regional Rail	All Lines	Suburban Station	MP 0		3	2020	2008	30	1
Elevators & Escalators	Escalator	Regional Rail	All Lines	Suburban Station	MP 0		3	2020	2008	30	1
Elevators & Escalators	Escalator	Regional Rail	All Lines	Suburban Station	MP 0		3	2020	2008	30	1
Elevators & Escalators	Escalator	Regional Rail	All Lines	Suburban Station	MP 0		3	2020	2008	30	1
Elevators & Escalators	Escalator	Regional Rail	Main Line	Jefferson	MP 0.5		3	2020	2008	30	1
Elevators & Escalators	Escalator	Regional Rail	Main Line	Jefferson	MP 0.5		3	2020	2008	30	1
Elevators & Escalators	Escalator	Regional Rail	Main Line	Jefferson	MP 0.5		3	2020	2008	30	1
Elevators & Escalators	Escalator	Regional Rail	Main Line	Jefferson	MP 0.5		3	2020	2008	30	1
Elevators & Escalators	Escalator	Regional Rail	Main Line	Jefferson	MP 0.5		3	2020	2008	30	1
Elevators & Escalators	Escalator	Regional Rail	Main Line	Jefferson	MP 0.5		3	2020	2008	30	1
Elevators & Escalators	Escalator	Regional Rail	Main Line	Jefferson	MP 0.5		3	2020	2008	30	1
Fare Equipment	ADA Faregates	Regional Rail	Systemwide: Regional Rail				4	2020	2017	12	30
Fare Equipment	ADA Faregates	Systemwide	Systemwide				4	2020	2015	12	76
Fare Equipment	Bi-Directional Rotogates	Regional Rail	Systemwide: Regional Rail				4	2020	2017	12	6
Fare Equipment	Depot Computer Systems	Bus, Heavy Rail, T	Systemwide: Bus, Trolley, Heavy Rail				4	2020	2010	5	15
Fare Equipment	Fare Vending Machines	Regional Rail	Systemwide: Regional Rail				4	2020	2017	12	108
Fare Equipment	Fare Vending Machines	Systemwide	Systemwide				4	2020	2016	12	225
Fare Equipment	GFI - Mobile Units	Bus, Heavy Rail, T	Systemwide: Bus, Trolley, Heavy Rail				4	2020	1994	12	50
Fare Equipment	GFI - Probes	Bus, Heavy Rail, T	Systemwide: Bus, Trolley, Heavy Rail				4	2020	1994	12	65
Fare Equipment	GFI - Farebox	Bus, Heavy Rail, T	Systemwide: Bus, Trolley, Heavy Rail				4	2020	1994	12	1,815
Fare Equipment	GFI - Farebox	Bus, Heavy Rail, T	Systemwide: Bus, Trolley, Heavy Rail				4	2020	2010	7	211
Fare Equipment	On-Board Processors	Bus, Heavy Rail, T	Systemwide: Bus, Trolley, Heavy Rail				4	2020	2016	12	1,704
Fare Equipment	Parking Payment Stations	Regional Rail	Systemwide: Regional Rail				4	2020	2017	12	313
Fare Equipment	Platform MIDS	Regional Rail	Systemwide: Regional Rail				4	2020	2017	12	745
Fare Equipment	Regional Rail Turnstiles	Regional Rail	Systemwide: Regional Rail				4	2020	2017	12	138
Fare Equipment	Sales Devices	Regional Rail	Systemwide: Regional Rail				4	2020	2017	12	13
Fare Equipment	Sales Devices	Systemwide	Systemwide				4	2020	2016	12	39
Fare Equipment	Turnstiles	Systemwide	Systemwide				4	2020	2015	12	366
Industrial Equipment	Boilers	Bus	All Lines	110 Victory			4	2020	2002	30	1
Industrial Equipment	Boilers	Bus	All Lines	110 Victory			4	2020	2002	30	1

Industrial Equipment	Boilers	Bus	All Lines	110 Victory		4	2020	2002	30	1
Industrial Equipment	Boilers	Bus	All Lines	110 Victory		4	2020	2009	30	1
Industrial Equipment	Boilers	Bus	All Lines	110 Victory		4	2020	2002	30	1
Industrial Equipment	Boilers	Bus	All Lines	110 Victory		4	2020	2002	30	1
Industrial Equipment	Boilers	Bus	All Lines	Allegheny Garage		4	2020	1985	30	1
Industrial Equipment	Boilers	Bus	All Lines	Allegheny Garage		4	2020	1985	30	1
Industrial Equipment	Boilers	Bus	All Lines	Allegheny Garage		4	2020	1985	30	1
Industrial Equipment	Boilers	Bus	All Lines	Berridge Shop		4	2020	1994	30	1
Industrial Equipment	Boilers	Bus	All Lines	Berridge Shop		4	2020	1994	30	1
Industrial Equipment	Boilers	Bus	All Lines	Berridge Shop		4	2020	1994	30	1
Industrial Equipment	Boilers	Bus	All Lines	Callowhill Garage		4	2020	1993	30	1
Industrial Equipment	Boilers	Bus	All Lines	Callowhill Garage		4	2020	1983	30	1
Industrial Equipment	Boilers	Bus	All Lines	Comly Garage		4	2020	2015	30	1
Industrial Equipment	Boilers	Bus	All Lines	Comly Garage		4	2020	1970	30	1
Industrial Equipment	Boilers	Bus	All Lines	Frankford Garage		4	2020	2009	30	1
Industrial Equipment	Boilers	Bus	All Lines	Frankford Garage		4	2020	2009	30	1
Industrial Equipment	Boilers	Bus	All Lines	Midvale Garage		4	2020	1996	30	1
Industrial Equipment	Boilers	Bus	All Lines	Midvale Garage		4	2020	1996	30	1
Industrial Equipment	Boilers	Bus	All Lines	Midvale Garage		4	2020	1996	30	1
Industrial Equipment	Boilers	Bus	All Lines	Midvale Garage		4	2020	1996	30	1
Industrial Equipment	Boilers	Bus	All Lines	Midvale Garage		4	2020	1996	30	1
Industrial Equipment	Boilers	Bus	All Lines	Midvale Garage		4	2020	1996	30	1
Industrial Equipment	Boilers	Bus	All Lines	Southern Garage		4	2020	2014	30	1
Industrial Equipment	Boilers	Bus	All Lines	Southern Garage		4	2020	2014	30	1
Industrial Equipment	Boilers	Bus	All Lines	Southern Garage		4	2020	2014	30	1
Industrial Equipment	Boilers	Bus	All Lines	Southern Garage		4	2020	2014	30	1
Industrial Equipment	Boilers	Heavy Rail	All Lines	103 Victory		4	2020	1985	30	1
Industrial Equipment	Boilers	Heavy Rail	All Lines	103 Victory		4	2020	1985	30	1
Industrial Equipment	Boilers	Heavy Rail	All Lines	69th Street Motor Shop		4	2020	2001	30	1
Industrial Equipment	Boilers	Heavy Rail	All Lines	Woodland Shop		4	2020	2001	30	1
Industrial Equipment	Boilers	Heavy Rail	Broad Street Line & Spur	Fern Rock Shop		4	2020	1985	30	1
Industrial Equipment	Boilers	Heavy Rail	Broad Street Line & Spur	Fern Rock Shop		4	2020	1985	30	1
Industrial Equipment	Boilers	Heavy Rail	Market-Frankford	Bridge Street Car House		4	2020	1983	30	1
Industrial Equipment	Boilers	Heavy Rail	Market-Frankford	Bridge Street Car House		4	2020	1983	30	1
Industrial Equipment	Boilers	Heavy Rail	Market-Frankford	Frankford Transportati		4	2020	2001	30	1
Industrial Equipment	Boilers	Heavy Rail	Market-Frankford	Frankford Transportati		4	2020	2001	30	1
Industrial Equipment	Boilers	Regional Rail	All Lines	Broad & Lehigh Shop		4	2020	2010	30	1
Industrial Equipment	Boilers	Regional Rail	All Lines	Broad & Lehigh Shop		4	2020	2010	30	1
Industrial Equipment	Boilers	Regional Rail	All Lines	Broad & Lehigh Shop		4	2020	2011	30	1
Industrial Equipment	Boilers	Regional Rail	All Lines	Roberts Shop		4	2020	1988	30	1
Industrial Equipment	Boilers	Regional Rail	All Lines	Roberts Shop		4	2020	1987	30	1
Industrial Equipment	Boilers	Regional Rail	All Lines	Roberts Shop		4	2020	1988	30	1
Industrial Equipment	Boilers	Regional Rail	All Lines	Roberts Shop		4	2020	1988	30	1
Industrial Equipment	Boilers	Regional Rail	All Lines	Roberts Shop		4	2020	1988	30	1
Industrial Equipment	Boilers	Regional Rail	Main Line	Wayne Junction Shop		4	2020	1983	30	1
Industrial Equipment	Boilers	Regional Rail	Main Line	Wayne Junction Shop		4	2020	1983	30	1
Industrial Equipment	Boilers	Regional Rail	Main Line	Wayne Junction Shop		4	2020	1983	30	1
Industrial Equipment	Boilers	Systemwide	All Lines	Bustleton Shop		4	2020	1998	30	1
Industrial Equipment	Boilers	Systemwide	All Lines	Courtland Shop		4	2020	1985	30	1
Industrial Equipment	Boilers	Systemwide	All Lines	Courtland Shop		4	2020	1985	30	1
Industrial Equipment	Boilers	Systemwide	All Lines	Courtland Shop		4	2020	1985	30	1
Industrial Equipment	Boilers	Trolley	10, 11, 13, 34, 36	Woodland Shop		4	2020	1981	30	1
Industrial Equipment	Boilers	Trolley	11, 13, 34, 36	Woodland Shop		4	2020	2016	30	1
Industrial Equipment	Boilers	Trolley	11, 13, 34, 37	Elmwood Shop		4	2020	2016	30	1
Industrial Equipment	Boilers	Trolley	11, 13, 34, 38	Elmwood Shop		4	2020	2016	30	1
Industrial Equipment	Boilers	Trolley	11, 13, 34, 39	Berridge Shop		4	2020	2016	30	1
Industrial Equipment	Collision Racks	Bus	All Lines	110 Victory		4	2020	2004	25	1
Industrial Equipment	Collision Racks	Bus	All Lines	Berridge Shop		4	2020	1990	25	1
Industrial Equipment	Cranes	Bus	All Lines	110 Victory		4	2020	1950	25	1
Industrial Equipment	Cranes	Bus	All Lines	110 Victory		4	2020	1950	25	1
Industrial Equipment	Cranes	Bus	All Lines	110 Victory		4	2020	1950	25	1

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Industrial Equipment	Lifts	Systemwide	All Lines	Courtland Shop		4	2020	2014	30	1
Industrial Equipment	Lifts	Systemwide	All Lines	Courtland Shop		4	2020	2014	30	1
Industrial Equipment	Lifts	Systemwide	All Lines	Courtland Shop		4	2020	1952	30	1
Industrial Equipment	Lifts	Systemwide	All Lines	Courtland Shop		4	2020	2014	30	1
Industrial Equipment	Lifts	Systemwide	All Lines	Courtland Shop		4	2020	1952	30	1
Industrial Equipment	Lifts	Systemwide	All Lines	Courtland Shop		4	2020	1952	30	1
Industrial Equipment	Lifts	Systemwide	All Lines	Courtland Shop		4	2020	1952	30	1
Industrial Equipment	Lifts	Systemwide	All Lines	Courtland Shop		4	2020	2014	30	1
Industrial Equipment	Lifts	Systemwide	All Lines	Courtland Shop		4	2020	1952	30	1
Industrial Equipment	Lifts	Systemwide	All Lines	Courtland Shop		4	2020	1952	30	1
Industrial Equipment	Lifts	Systemwide	All Lines	Courtland Shop		4	2020	2016	30	1
Industrial Equipment	Lifts	Systemwide	All Lines	Courtland Shop		4	2020	1952	30	1
Industrial Equipment	Lifts	Systemwide	All Lines	Courtland Shop		4	2020	2016	30	1
Industrial Equipment	Lifts	Systemwide	All Lines	Germantown Garage		4	2020	2014	30	1
Industrial Equipment	Lifts	Trolley	All Lines	110 Victory		4	2020	1982	30	1
Industrial Equipment	Lifts	Trolley	All Lines	Woodland Shop		4	2020	1982	30	1
Industrial Equipment	Lifts	Trolley	All Lines	Woodland Shop		4	2020	1982	30	1
Industrial Equipment	Lifts	Trolley	All Lines	Woodland Shop		4	2020	1982	30	1
Industrial Equipment	Lifts	Trolley	All Lines	Woodland Shop		4	2020	1982	30	1
Industrial Equipment	Lifts	Trolley	All Lines	Woodland Shop		4	2020	1982	30	1
Industrial Equipment	Lifts	Trolley	All Lines	Woodland Shop		4	2020	1982	30	1
Industrial Equipment	Lifts	Trolley	All Lines	Woodland Shop		4	2020	1982	30	1
Industrial Equipment	Lifts	Trolley	All Lines	Woodland Shop		4	2020	1982	30	1
Industrial Equipment	Lifts	Trolley	All Lines	Woodland Shop		4	2020	1982	30	1
Industrial Equipment	Lifts	Trolley	All Lines	Woodland Shop		4	2020	1982	30	1
Industrial Equipment	Lifts	Trolley	All Lines	Woodland Shop		4	2020	1982	30	1
Industrial Equipment	Lifts	Trolley	All Lines	Woodland Shop		4	2020	1982	30	1
Industrial Equipment	Lifts	Trolley	All Lines	Woodland Shop		4	2020	1982	30	1
Industrial Equipment	Paint Booth	Bus	All Lines	110 Victory		4	2020	1991	15	1
Industrial Equipment	Paint Booth	Bus	All Lines	110 Victory		4	2020	1990	15	1
Industrial Equipment	Paint Booth	Bus	All Lines	110 Victory		4	2020	1990	15	1
Industrial Equipment	Paint Booth	Bus	All Lines	110 Victory		4	2020	1990	15	1
Industrial Equipment	Paint Booth	Bus	All Lines	Berridge Shop		4	2020	1994	15	1
Industrial Equipment	Paint Booth	Bus	All Lines	Berridge Shop		4	2020	1991	15	1
Industrial Equipment	Paint Booth	Bus	All Lines	Courtland Shop		4	2020	1996	15	1
Industrial Equipment	Paint Booth	Bus	All Lines	Midvale Garage		4	2020	1996	15	1
Industrial Equipment	Paint Booth	Bus	All Lines	Midvale Garage		4	2020	1996	15	1
Industrial Equipment	Paint Booth	Bus	All Lines	Midvale Garage		4	2020	1980	15	1
Industrial Equipment	Paint Booth	Bus	All Lines	Southern Garage		4	2020	1994	15	1
Industrial Equipment	Paint Booth	Heavy Rail	All Lines	Woodland Shop		4	2020	1990	15	1
Industrial Equipment	Paint Booth	Systemwide	All Lines	69th Street Shop		4	2020	1990	15	1
Industrial Equipment	Paint Booth	Trolley	All Lines	Germantown Garage		4	2020	1980	15	1
Industrial Equipment	Paint Booth	Trolley	All Lines	Woodland Shop		4	2020	1980	15	1
Industrial Equipment	Train Washer	Regional Rail	All Lines	Fern Rock Shop		4	2020	1998	40	1
Industrial Equipment	Vehicle Transfer Table	Heavy Rail	All Lines	69th Street Shop		4	2020	1998	40	1
Industrial Equipment	Vehicle Transfer Table	Heavy Rail	All Lines	Woodland Shop		4	2020	1998	40	1
Industrial Equipment	Vehicle Transfer Table	Trolley	All Lines	Comly Garage		4	2020	1998	40	1
Industrial Equipment	Vehicle Washer	Bus	All Lines	Allegheny Garage		4	2020	2017	50	1
Industrial Equipment	Vehicle Washer	Bus	All Lines	Allegheny Garage		4	2020	1992	20	1
Industrial Equipment	Vehicle Washer	Bus	All Lines	Callowhill Garage		4	2020	1996	20	1
Industrial Equipment	Vehicle Washer	Bus	All Lines	Courtland Shop		4	2020	1990	20	1
Industrial Equipment	Vehicle Washer	Bus	All Lines	Frankford Garage		4	2020	2010	20	1
Industrial Equipment	Vehicle Washer	Bus	All Lines	Frontier Garage		4	2020	2017	50	1
Industrial Equipment	Vehicle Washer	Bus	All Lines	Midvale Garage		4	2020	1996	20	1
Industrial Equipment	Vehicle Washer	Bus	All Lines	Midvale Garage		4	2020	2010	20	1
Industrial Equipment	Vehicle Washer	Bus	All Lines	Southern Garage		4	2020	2010	20	1
Industrial Equipment	Vehicle Washer	Bus	All Lines	Southern Garage		4	2020	1996	20	1
Industrial Equipment	Vehicle Washer	Heavy Rail	All Lines	Bridge Street Car Hous		4	2020	1982	20	1

Industrial Equipment	Vehicle Washer	Heavy Rail	All Lines	Elmwood Shop		4	2020	1980	50	1
Industrial Equipment	Vehicle Washer	Regional Rail	All Lines	Fern Rock Shop		4	2020	2008	20	1
Industrial Equipment	Vehicle Washer	Regional Rail	All Lines	Overbrook Shop		4	2020	2004	20	1
Industrial Equipment	Vehicle Washer	Regional Rail	All Lines	Roberts Shop		4	2020	1988	20	1
Industrial Equipment	Vehicle Washer	Systemwide	All Lines	Frazer Shop		4	2020	1989	20	1
Industrial Equipment	Vehicle Washer	Trolley	All Lines	Comly Garage		4	2020	1991	20	1
Industrial Equipment	Wheel Alignment	Bus	All Lines	Allegheny Garage		4	2020	1995	20	1
Industrial Equipment	Wheel Alignment	Bus	All Lines	Berridge Shop		4	2020	1990	20	1
Industrial Equipment	Wheel Alignment	Bus	All Lines	Berridge Shop		4	2020	1981	20	1
Industrial Equipment	Wheel Alignment	Paratransit	All Lines	Germantown Garage		4	2020	1981	20	1
Industrial Equipment	Wheel Alignment	Regional Rail	All Lines	Overbrook Shop		4	2020	1986	15	1
Industrial Equipment	Wheel Alignment	Systemwide	All Lines	110 Victory		4	2020	1985	15	1
Industrial Equipment	Wheel Truing	Heavy Rail	All Lines	69th Street Shop		4	2020	1987	15	1
Industrial Equipment	Wheel Truing	Heavy Rail	All Lines	Woodland Shop		4	2020	1987	15	1
Industrial Equipment	Wheel Truing	Regional Rail	All Lines	Fern Rock Shop		4	2020	1990	15	1
Industrial Equipment	Wheel Truing	Trolley	All Lines	Woodland Shop		4	2020	1993	50	1
Parking	Garage	Heavy Rail	Market-Frankford	Frankford Transportati		4	2017	2003	25	1
Parking	Garage	Regional Rail	Manayunk-Norristown	Norristown Transporta		4	2019	2008	25	1
Parking	Garage	Heavy Rail	Market-Frankford	Frankford Transportati		4	2017	2003	50	989
Parking	Garage	Regional Rail	Main Line	Lansdale		5	2017	2017	50	680
Parking	Garage	Regional Rail	Manayunk-Norristown	Norristown Transporta		4	2019	2008	50	513
Parking	Surface Lot	Heavy Rail	Broad Street Line & Spur	Fern Rock		4	2019	1983	30	1
Parking	Surface Lot	Heavy Rail	Chestnut Hill East	Chestnut Hill East		4	2019	1994	40	32
Parking	Surface Lot	Heavy Rail	Market-Frankford	69th Street		4	2019	1992	40	505
Parking	Surface Lot	Heavy Rail	Norristown High Speed Line	Ardmore Junction		4	2020	2008	40	29
Parking	Surface Lot	Heavy Rail	Norristown High Speed Line	Bryn Mawr-NHSL		3	2020	1994	40	161
Parking	Surface Lot	Heavy Rail	Norristown High Speed Line	Dekalb Street		3	2019	1994	40	34
Parking	Surface Lot	Heavy Rail	Norristown High Speed Line	Gulph Mills		3	2019	1994	40	113
Parking	Surface Lot	Heavy Rail	Norristown High Speed Line	Haverford - NHSL		4	2019	2008	40	78
Parking	Surface Lot	Heavy Rail	Norristown High Speed Line	Matsonford		3	2019	1994	40	84
Parking	Surface Lot	Heavy Rail	Norristown High Speed Line	Radnor - NHSL		4	2019	1994	40	13
Parking	Surface Lot	Heavy Rail	Norristown High Speed Line	Villanova - NHSL		4	2019	1994	40	19
Parking	Surface Lot	Heavy Rail	Norristown High Speed Line	Wynnewood Road		4	2019	2011	40	43
Parking	Surface Lot	Regional Rail	Chestnut Hill East	Carpenter		4	2019	2009	40	150
Parking	Surface Lot	Regional Rail	Chestnut Hill East	Germantown		3	2019	2010	40	130
Parking	Surface Lot	Regional Rail	Chestnut Hill East	Gravers		3	2019	2010	40	13
Parking	Surface Lot	Regional Rail	Chestnut Hill East	Sedgwick		3	2019	2004	40	17
Parking	Surface Lot	Regional Rail	Chestnut Hill East	Stenton		3	2019	1999	40	20
Parking	Surface Lot	Regional Rail	Chestnut Hill East	Washington Lane		3	2019	1999	40	62
Parking	Surface Lot	Regional Rail	Chestnut Hill East	Wyndmoor		4	2019	2011	40	41
Parking	Surface Lot	Regional Rail	Chestnut Hill West	Chelten Ave.		3	2019	2003	40	93
Parking	Surface Lot	Regional Rail	Chestnut Hill West	Chestnut Hill West		3	2019	1994	40	27
Parking	Surface Lot	Regional Rail	Chestnut Hill West	Queen Lane		3	2019	2011	40	173
Parking	Surface Lot	Regional Rail	Chestnut Hill West	St. Martins		4	2019	2009	40	41
Parking	Surface Lot	Regional Rail	Chestnut Hill West	Tulpehocken		4	2019	2011	40	76
Parking	Surface Lot	Regional Rail	Chestnut Hill West	Upsal		3	2019	2011	40	35
Parking	Surface Lot	Regional Rail	Cynwyd	Bala		3	2019	1994	40	7
Parking	Surface Lot	Regional Rail	Cynwyd	Cynwyd		4	2019	1994	40	76
Parking	Surface Lot	Regional Rail	Cynwyd	Wynnefield		3	2019	1989	40	41
Parking	Surface Lot	Regional Rail	Doylestown	Chalfont		4	2019	1989	40	71
Parking	Surface Lot	Regional Rail	Doylestown	Colmar		4	2016	2005	40	101
Parking	Surface Lot	Regional Rail	Doylestown	Doylestown		3	2016	2000	40	291
Parking	Surface Lot	Regional Rail	Doylestown	Fortuna		4	2016	2008	40	169
Parking	Surface Lot	Regional Rail	Doylestown	New Britain		3	2016	2008	40	33
Parking	Surface Lot	Regional Rail	Fox Chase	Cheltenham		4	2016	2006	40	39
Parking	Surface Lot	Regional Rail	Fox Chase	Fox Chase		4	2019	2007	40	14
Parking	Surface Lot	Regional Rail	Fox Chase	Olney		3	2019	2010	40	12
Parking	Surface Lot	Regional Rail	Fox Chase	Ryers		4	2019	2010	40	66
Parking	Surface Lot	Regional Rail	Main Line	Ambler		4	2019	2012	40	62
Parking	Surface Lot	Regional Rail	Main Line	Elkins Park		3	2019	2011	40	588
Parking	Surface Lot	Regional Rail	Main Line	Fern Rock		3	2016	2002	40	35

Parking	Surface Lot	Regional Rail	Main Line	Fort Washington		3	2019	1989	40	93
Parking	Surface Lot	Regional Rail	Main Line	Glenside		3	2019	2007	40	573
Parking	Surface Lot	Regional Rail	Main Line	Gwynedd Valley		3	2019	2009	40	260
Parking	Surface Lot	Regional Rail	Main Line	Jenkintown		3	2019	1999	40	118
Parking	Surface Lot	Regional Rail	Main Line	Lansdale		3	2019	2007	40	589
Parking	Surface Lot	Regional Rail	Main Line	Melrose Park		4	2019	2001	40	497
Parking	Surface Lot	Regional Rail	Main Line	North Hills		4	2019	2007	40	198
Parking	Surface Lot	Regional Rail	Main Line	North Wales		3	2019	1994	40	147
Parking	Surface Lot	Regional Rail	Main Line	Oreland		3	2019	2009	40	435
Parking	Surface Lot	Regional Rail	Main Line	Penllyn		3	2016	2001	40	145
Parking	Surface Lot	Regional Rail	Main Line	Pennbrook		3	2019	1984	40	55
Parking	Surface Lot	Regional Rail	Manayunk-Norristown	Conschohocken		3	2019	1994	40	84
Parking	Surface Lot	Regional Rail	Manayunk-Norristown	East Falls		3	2019	2000	40	95
Parking	Surface Lot	Regional Rail	Manayunk-Norristown	Elm Street		3	2019	1984	40	51
Parking	Surface Lot	Regional Rail	Manayunk-Norristown	Ivy Ridge		3	2019	1994	40	246
Parking	Surface Lot	Regional Rail	Manayunk-Norristown	Main Street		4	2019	2007	40	291
Parking	Surface Lot	Regional Rail	Manayunk-Norristown	Miquon		3	2019	2003	40	92
Parking	Surface Lot	Regional Rail	Manayunk-Norristown	Norristown Transporta		3	2019	1997	40	230
Parking	Surface Lot	Regional Rail	Manayunk-Norristown	Spring Mill		3	2019	2006	40	180
Parking	Surface Lot	Regional Rail	Manayunk-Norristown	Wissahickon		3	2019	2001	40	104
Parking	Surface Lot	Regional Rail	Media-Elwyn	Clifton-Aldan		3	2019	2008	40	206
Parking	Surface Lot	Regional Rail	Media-Elwyn	Elwyn		3	2019	2002	40	142
Parking	Surface Lot	Regional Rail	Media-Elwyn	Gladstone		3	2019	2003	40	348
Parking	Surface Lot	Regional Rail	Media-Elwyn	Lansdowne		3	2019	2001	40	106
Parking	Surface Lot	Regional Rail	Media-Elwyn	Media		3	2019	2002	40	127
Parking	Surface Lot	Regional Rail	Media-Elwyn	Morton		3	2019	1999	40	250
Parking	Surface Lot	Regional Rail	Media-Elwyn	Moylan-Rose Valley		3	2019	2010	40	81
Parking	Surface Lot	Regional Rail	Media-Elwyn	Primos		3	2019	1994	40	149
Parking	Surface Lot	Regional Rail	Media-Elwyn	Secane		4	2019	2002	40	119
Parking	Surface Lot	Regional Rail	Media-Elwyn	Swarthmore		3	2019	1994	40	41
Parking	Surface Lot	Regional Rail	Media-Elwyn	Wallingford		3	2019	2002	40	153
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Ardmore		3	2019	2002	40	61
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Berwyn		3	2020	2005	40	109
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Bryn Mawr		3	2020	2000	40	116
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Daylesford		3	2016	2005	40	199
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Devon		3	2020	1997	40	152
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Downingtown		3	2020	2000	40	267
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Exton		3	2020	2008	40	226
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Haverford		5	2020	2018	40	643
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Malvern		3	2020	2008	40	169
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Merion		4	2020	2011	40	341
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Narberth		3	2016	2008	40	87
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Overbrook		3	2016	2008	40	111
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Paoli		4	2020	2003	40	177
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Radnor		5	2020	2018	40	486
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Rosemont		4	2016	2002	40	141
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	St. Davids		3	2018	2008	40	112
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Strafford		3	2020	1989	40	57
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Thorndale		3	2020	2009	40	218
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Villanova		3	2020	1999	40	447
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Wayne		3	2016	1984	40	167
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Whitford		4	2020	2010	40	142
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Wynnewood		3	2016	1989	40	229
Parking	Surface Lot	Regional Rail	Trenton	Bristol		3	2016	2002	40	239
Parking	Surface Lot	Regional Rail	Trenton	Cornwells Heights		3	2019	2002	40	294
Parking	Surface Lot	Regional Rail	Trenton	Croydon		4	2019	1997	40	329
Parking	Surface Lot	Regional Rail	Trenton	Holmesburg		4	2019	2011	40	115
Parking	Surface Lot	Regional Rail	Trenton	Levittown		3	2019	2003	40	37
Parking	Surface Lot	Regional Rail	Warminster	Ardley		5	2020	2019	40	382
Parking	Surface Lot	Regional Rail	Warminster	Crestmont		3	2020	1995	40	47
Parking	Surface Lot	Regional Rail	Warminster	Hatboro		3	2020	2001	40	20

Parking	Surface Lot	Regional Rail	Warminster	Roslyn		3	2020	1984	40	100
Parking	Surface Lot	Regional Rail	Warminster	Warminster		2	2016	2001	40	87
Parking	Surface Lot	Regional Rail	Warminster	Willow Grove		4	2020	2001	40	800
Parking	Surface Lot	Regional Rail	West Trenton	Bethayres		3	2016	2008	40	190
Parking	Surface Lot	Regional Rail	West Trenton	Forest Hills		3	2016	2007	40	250
Parking	Surface Lot	Regional Rail	West Trenton	Langhorne		3	2016	2005	40	155
Parking	Surface Lot	Regional Rail	West Trenton	Meadowbrook		3	2020	2005	40	362
Parking	Surface Lot	Regional Rail	West Trenton	Neshaminy Falls		3	2016	1994	40	90
Parking	Surface Lot	Regional Rail	West Trenton	Noble		3	2016	2005	40	187
Parking	Surface Lot	Regional Rail	West Trenton	Philmont		4	2016	2007	40	61
Parking	Surface Lot	Regional Rail	West Trenton	Rydal		3	2020	2005	40	412
Parking	Surface Lot	Regional Rail	West Trenton	Somerton		3	2016	2007	40	43
Parking	Surface Lot	Regional Rail	West Trenton	Trevose		3	2016	2002	40	201
Parking	Surface Lot	Regional Rail	West Trenton	Woodbourne		4	2020	2008	40	219
Parking	Surface Lot	Regional Rail	West Trenton	Yardley		3	2020	2002	40	558
Parking	Surface Lot	Regional Rail	Wilmington-Newark	Crum Lynne		5	2020	1999	40	275
Parking	Surface Lot	Regional Rail	Wilmington-Newark	Curtis Park		3	2016	1989	40	13
Parking	Surface Lot	Regional Rail	Wilmington-Newark	Darby		4	2016	2009	40	24
Parking	Surface Lot	Regional Rail	Wilmington-Newark	Eddystone		4	2016	2008	40	21
Parking	Surface Lot	Regional Rail	Wilmington-Newark	Folcroft		3	2016	1999	40	12
Parking	Surface Lot	Regional Rail	Wilmington-Newark	Glenolden		4	2016	2001	40	43
Parking	Surface Lot	Regional Rail	Wilmington-Newark	Highland Avenue		4	2016	2011	40	72
Parking	Surface Lot	Regional Rail	Wilmington-Newark	Marcus Hook		4	2016	2009	40	13
Parking	Surface Lot	Regional Rail	Wilmington-Newark	Norwood		3	2016	1994	40	299
Parking	Surface Lot	Regional Rail	Wilmington-Newark	Prospect Park		3	2016	2001	40	62
Parking	Surface Lot	Regional Rail	Wilmington-Newark	Sharon Hill		3	2016	2011	40	48
Parking	Surface Lot	Trolley	101	Pine Ridge		3	2019	2013	40	182
Parking	Surface Lot	Trolley	101	Providence Road -101		4	2014	2010	40	12
Parking	Surface Lot	Trolley	101	Scenic Road		4	2014	2010	40	38
Parking	Surface Lot	Trolley	101	Springfield Road		3	2014	2010	40	51
Parking	Surface Lot	Trolley	101	Woodland Avenue		4	2014	2010	40	29
Parking	Surface Lot	Trolley	101			4	2014	2010	40	4
Power	Catenary	Regional Rail	Airport			3	2020	1995	200	364
Power	Catenary	Regional Rail	All Lines			3	2020	1930	200	54
Power	Catenary	Regional Rail	Chestnut Hill East			3	2020	1930	200	250
Power	Catenary	Regional Rail	Chestnut Hill East			3	2020	1930	200	250
Power	Catenary	Regional Rail	Chestnut Hill West			3	2020	1930	200	180
Power	Catenary	Regional Rail	Cynwyd			3	2020	1930	200	159
Power	Catenary	Regional Rail	Doylestown			3	2020	1930	200	316
Power	Catenary	Regional Rail	Main Line			3	2020	1930	200	356
Power	Catenary	Regional Rail	Main Line			3	2020	1930	200	526
Power	Catenary	Regional Rail	Manayunk-Norristown			3	2020	1931	200	789
Power	Catenary	Regional Rail	Media-Elwyn			3	2020	1930	200	559
Power	Catenary	Regional Rail	Paoli-Thorndale			3	2020	2010	200	92
Power	Catenary	Regional Rail	Warminster			3	2020	1930	200	219
Power	Catenary	Regional Rail	Warminster			3	2020	1930	200	219
Power	Catenary	Regional Rail	West Trenton			3	2020	1930	200	512
Power	Catenary	Regional Rail, Trolley	West Trenton, Chestnut Hill West, 10			3	2020	1930	200	49
Power	Catenary	Trolley	10			3	2020	1930	100	359
Power	Catenary	Trolley	11			3	2020	1930	100	513
Power	Catenary	Trolley	13			3	2020	1930	100	359
Power	Catenary	Trolley	15			3	2020	1930	100	660
Power	Catenary	Trolley	23			3	2020	1930	100	1,012
Power	Catenary	Trolley	34			3	2020	1930	100	359
Power	Catenary	Trolley	36			3	2020	1930	100	513
Power	Catenary	Trolley	56			3	2020	1930	100	579
Power	Catenary	Trolley	59			3	2020	1930	100	271
Power	Catenary	Trolley	66			3	2020	1930	100	575
Power	Catenary	Trolley	75			3	2020	1930	100	197
Power	Catenary	Trolley	102			3	2020	1980	30	310
Power	Catenary	Trolley	102			3	2020	1980	100	168

Power	Catenary	Trolley	102				3	2020	1980	100	176
Power	Catenary	Trolley	102				3	2020	1980	30	272
Power	Catenary	Trolley	101, 102				3	2020	1980	100	52
Power	Catenary	Trolley	101, 102				3	2020	1980	30	5
Power	Catenary	Trolley	101, 102				3	2020	1980	100	9
Power	Catenary	Regional Rail	Airport				3	2020	1985	40	4,224
Power	Catenary	Regional Rail	Airport				3	2020	2007	40	52,800
Power	Catenary	Regional Rail	Chestnut Hill East				3	2020	1930	40	60,192
Power	Catenary	Regional Rail	Chestnut Hill East				3	2020	1930	40	5,280
Power	Catenary	Regional Rail	Chestnut Hill West				3	2020	1989	40	69,696
Power	Catenary	Regional Rail	Cynwyd				3	2020	2010	40	5,280
Power	Catenary	Regional Rail	Cynwyd				3	2020	2010	40	8,448
Power	Catenary	Regional Rail	Doylestown				3	2020	2013	40	52,800
Power	Catenary	Regional Rail	Fox Chase				3	2020	1930	40	26,928
Power	Catenary	Regional Rail	Main Line				3	2020	2009	40	52,800
Power	Catenary	Regional Rail	Main Line				3	2020	2000	40	204,336
Power	Catenary	Regional Rail	Main Line				3	2020	1984	40	105,600
Power	Catenary	Regional Rail	Main Line				3	2020	1984	40	21,120
Power	Catenary	Regional Rail	Main Line				3	2020	1930	40	42,240
Power	Catenary	Regional Rail	Main Line				3	2020	2006	40	73,920
Power	Catenary	Regional Rail	Main Line				3	2020	1925	40	42,240
Power	Catenary	Regional Rail	Main Line				3	2020	1990	40	95,040
Power	Catenary	Regional Rail	Main Line				3	2020	2006	40	21,120
Power	Catenary	Regional Rail	Main Line				3	2020	2008	40	79,200
Power	Catenary	Regional Rail	Manayunk-Norristown				3	2020	1931	40	98,208
Power	Catenary	Regional Rail	Manayunk-Norristown				3	2020	2012	40	13,728
Power	Catenary	Regional Rail	Manayunk-Norristown				3	2020	2011	40	42,240
Power	Catenary	Regional Rail	Manayunk-Norristown				3	2020	2013	40	154,176
Power	Catenary	Regional Rail	Media-Elwyn				3	2020	2016	40	152,064
Power	Catenary	Regional Rail	Media-Elwyn				3	2020	2016	40	10,560
Power	Catenary	Regional Rail	Warminster				3	2020	2013	40	9,504
Power	Catenary	Regional Rail	Warminster				3	2020	2013	40	22,176
Power	Catenary	Regional Rail	Warminster				3	2020	2013	40	23,232
Power	Catenary	Regional Rail	Warminster				3	2020	2013	40	9,504
Power	Catenary	Regional Rail	Warminster				3	2020	2013	40	23,232
Power	Catenary	Regional Rail	Warminster				3	2020	2013	40	22,176
Power	Catenary	Regional Rail	West Trenton				3	2020	2007	40	234,432
Power	Catenary	Trolley	10				3	2020	2008	15	64,680
Power	Catenary	Trolley	11				3	2020	2005	15	92,400
Power	Catenary	Trolley	13				3	2020	2007	15	64,680
Power	Catenary	Trolley	15				3	2020	1999	15	118,800
Power	Catenary	Trolley	23				3	2020	1975	15	182,160
Power	Catenary	Trolley	34				3	2020	2008	15	64,680
Power	Catenary	Trolley	36				3	2020	2006	15	92,400
Power	Catenary	Trolley	56				3	2020	1975	15	104,280
Power	Catenary	Trolley	59				3	2020	1985	15	97,680
Power	Catenary	Trolley	66				3	2020	1975	15	206,976
Power	Catenary	Trolley	75				3	2020	2008	15	70,752
Power	Catenary	Trolley	101				3	2020	2010	15	8,026
Power	Catenary	Trolley	101				3	2020	2010	15	57,763
Power	Catenary	Trolley	101				3	2020	2010	15	10,138
Power	Catenary	Trolley	101				3	2020	2010	15	3,749
Power	Catenary	Trolley	102				3	2020	2010	15	5,491
Power	Catenary	Trolley	102				3	2020	2010	15	46,570
Power	Catenary	Trolley	10, 11, 13, 34, 36				3	2020	2017	15	22,515
Power	Catenary	Trolley	101, 102				3	2020	2010	15	300
Power	Catenary	Trolley	101, 102				3	2020	2010	15	200
Power	Catenary	Trolley	101, 102				3	2020	2010	15	50
Power	Catenary	Trolley	101, 102				3	2020	1980	15	5,280
Power	Catenary	Regional Rail	Doylestown				3	2020	2010	40	2,640
Power	Catenary	Regional Rail	Doylestown				3	2020	1930	40	2,640

Power	Catenary	Regional Rail	Doylestown				3	2020	2011	40	3,168
Power	Catenary	Regional Rail	Fox Chase				3	2020	1966	40	2,640
Power	Catenary	Regional Rail	Manayunk-Norristown				3	2020	2013	40	528
Power	Catenary	Regional Rail	Warminster				3	2020	2013	40	4,224
Power	Catenary	Regional Rail	Warminster				3	2020	2013	40	2,376
Power	Catenary	Regional Rail	Warminster				3	2020	2013	40	1,056
Power	Catenary	Regional Rail	Warminster				3	2020	2013	40	2,376
Power	Catenary	Regional Rail	Warminster				3	2020	2013	40	1,056
Power	Catenary	Regional Rail	Warminster				3	2020	2013	40	4,224
Power	Catenary	Regional Rail	West Trenton				3	2020	2001	40	2,640
Power	Catenary	Regional Rail	Doylestown				3	2020	1930	40	1,584
Power	Catenary Foundations	Regional Rail	Airport				3	2020	1930	80	2
Power	Catenary Foundations	Regional Rail	Chestnut Hill East				3	2020	1930	80	24
Power	Catenary Foundations	Regional Rail	Chestnut Hill West				3	2020	1930	80	3
Power	Catenary Foundations	Regional Rail	Cynwyd				3	2020	1930	80	18
Power	Catenary Foundations	Regional Rail	Doylestown				3	2020	1930	80	9
Power	Catenary Foundations	Regional Rail	Fox Chase				3	2020	1930	80	4
Power	Catenary Foundations	Regional Rail	Main Line	K Interlocking			3	2020	1930	80	2
Power	Catenary Foundations	Regional Rail	Main Line				3	2020	1930	80	4
Power	Catenary Foundations	Regional Rail	Main Line				3	2020	1930	80	5
Power	Catenary Foundations	Regional Rail	Media-Elwyn				3	2020	1930	80	190
Power	Catenary Foundations	Regional Rail	Norristown High Speed Line				3	2020	1930	80	45
Power	Catenary Foundations	Regional Rail	Warminster				3	2020	1930	80	1
Power	Catenary Foundations	Regional Rail	West Trenton				3	2020	1930	80	40
Power	Catenary Foundations	Regional Rail	Airport				3	2020	1930	90	12
Power	Catenary Foundations	Regional Rail	Chestnut Hill East				3	2020	1930	90	227
Power	Catenary Foundations	Regional Rail	Chestnut Hill West				3	2020	1930	90	134
Power	Catenary Foundations	Regional Rail	Cynwyd				3	2020	1930	90	46
Power	Catenary Foundations	Regional Rail	Doylestown				3	2020	1930	90	67
Power	Catenary Foundations	Regional Rail	Fox Chase				3	2020	1930	90	7
Power	Catenary Foundations	Regional Rail	Main Line	K Interlocking			3	2020	1930	90	20
Power	Catenary Foundations	Regional Rail	Main Line				3	2020	1930	90	75
Power	Catenary Foundations	Regional Rail	Main Line				3	2020	1930	90	48
Power	Catenary Foundations	Regional Rail	Media-Elwyn				3	2020	1930	90	206
Power	Catenary Foundations	Regional Rail	Norristown High Speed Line				3	2020	1930	90	140
Power	Catenary Foundations	Regional Rail	Warminster				3	2020	1930	90	24
Power	Catenary Foundations	Regional Rail	West Trenton				3	2020	1930	90	262
Power	Catenary Foundations	Regional Rail	Airport				3	2020	1930	100	140
Power	Catenary Foundations	Regional Rail	Chestnut Hill East				3	2020	1930	100	178
Power	Catenary Foundations	Regional Rail	Chestnut Hill West				3	2020	1930	100	134
Power	Catenary Foundations	Regional Rail	Cynwyd				3	2020	1930	100	94
Power	Catenary Foundations	Regional Rail	Doylestown				3	2020	1930	100	170
Power	Catenary Foundations	Regional Rail	Fox Chase				3	2020	1930	100	18
Power	Catenary Foundations	Regional Rail	Main Line	K Interlocking			3	2020	1930	100	27
Power	Catenary Foundations	Regional Rail	Main Line				3	2020	1930	100	308
Power	Catenary Foundations	Regional Rail	Main Line				3	2020	1930	100	414
Power	Catenary Foundations	Regional Rail	Media-Elwyn				3	2020	1930	100	220
Power	Catenary Foundations	Regional Rail	Norristown High Speed Line				3	2020	1930	100	295
Power	Catenary Foundations	Regional Rail	Warminster				3	2020	1930	100	152
Power	Catenary Foundations	Regional Rail	West Trenton				3	2020	1930	100	519
Power	Catenary Foundations	Regional Rail	Airport				3	2020	1930	120	210
Power	Catenary Foundations	Regional Rail	Chestnut Hill East				3	2020	1930	120	2
Power	Catenary Foundations	Regional Rail	Chestnut Hill West				3	2020	1930	120	18
Power	Catenary Foundations	Regional Rail	Cynwyd				3	2020	1930	120	18
Power	Catenary Foundations	Regional Rail	Doylestown				3	2020	1930	120	70
Power	Catenary Foundations	Regional Rail	Fox Chase				3	2020	1930	120	163
Power	Catenary Foundations	Regional Rail	Main Line	K Interlocking			3	2020	1930	120	3
Power	Catenary Foundations	Regional Rail	Main Line				3	2020	1930	120	166
Power	Catenary Foundations	Regional Rail	Main Line				3	2020	1930	120	164
Power	Catenary Foundations	Regional Rail	Media-Elwyn				3	2020	1930	120	81
Power	Catenary Foundations	Regional Rail	Norristown High Speed Line				3	2020	1930	120	309

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Power	Distribution	Heavy Rail	Market-Frankford-10, 11, 13, 34, 36	Ranstead Substation		3	2020	1991	40	2,474
Power	Distribution	Heavy Rail	Market-Frankford-10, 11, 13, 34, 36	Ranstead Substation		3	2020	1990	40	535
Power	Distribution	Heavy Rail	Market-Frankford-10, 11, 13, 34, 36	Ranstead Substation		3	2020	1991	40	2,015
Power	Distribution	Heavy Rail	Market-Frankford-10, 11, 13, 34, 36	Ranstead Substation		3	2020	1991	40	2,184
Power	Distribution	Heavy Rail	Market-Frankford-10, 11, 13, 34, 36	Ranstead Substation		3	2020	1990	40	150
Power	Distribution	Heavy Rail	Market-Frankford-10, 11, 13, 34, 36	Ranstead Substation		3	2020	1991	40	1,500
Power	Distribution	Heavy Rail	Market-Frankford-10, 11, 13, 34, 36	Ranstead Substation		3	2020	1990	40	150
Power	Distribution	Heavy Rail	Market-Frankford-10, 11, 13, 34, 36	Ranstead Substation		3	2020	1991	40	973
Power	Distribution	Heavy Rail	Market-Frankford-10, 11, 13, 34, 36	Ranstead Substation		3	2020	2001	40	750
Power	Distribution	Heavy Rail	Norristown High Speed Line			3	2020	1990	40	142,560
Power	Distribution	Heavy Rail	Norristown High Speed Line			3	2020	1990	40	285,120
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation		3	2020	2001	40	125
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation		3	2020	1990	40	7,366
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation		3	2020	2001	40	2,010
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation		3	2020	2001	40	2,995
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation		3	2020	1990	40	3,425
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation		3	2020	1990	40	4,951
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation		3	2020	1990	40	5,773
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation		3	2020	2001	40	1,010
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation		3	2020	1990	40	6,214
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation		3	2020	1990	40	500
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation		3	2020	1990	40	5,280
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation		3	2020	1990	40	4,929
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation		3	2020	1990	40	6,770
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation		3	2020	1990	40	1,320
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation		3	2020	2001	40	400
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation		3	2020	1990	40	5,280
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation		3	2020	1990	40	3,513
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation		3	2020	1990	40	5,280
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation		3	2020	1990	40	4,661
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation		3	2020	1990	40	1,019
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation		3	2020	1990	40	7,757
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation		3	2020	1990	40	3,922
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation		3	2020	2001	40	620
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation		3	2020	2001	40	440
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation		3	2020	2001	40	968
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation		3	2020	2001	40	921
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation		3	2020	2001	40	7,018
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation		3	2020	2001	40	1,326
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation		3	2020	1991	40	4,292
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation		3	2020	1990	40	844
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation		3	2020	1991	40	2

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Power	Distribution	Heavy Rail, Trolle	Market-Frankford, 15	Allison Substation		3	2020	1930	40	5,560
Power	Distribution	Heavy Rail, Trolle	Market-Frankford, 15	Allison Substation		3	2020	1990	40	963
Power	Distribution	Heavy Rail, Trolle	Market-Frankford, 15	Allison Substation		3	2020	1991	40	8,000
Power	Distribution	Heavy Rail, Trolle	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	2001	40	2,000
Power	Distribution	Heavy Rail, Trolle	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	2001	40	4,000
Power	Distribution	Heavy Rail, Trolle	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	2001	40	4,000
Power	Distribution	Heavy Rail, Trolle	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	2001	40	2,000
Power	Distribution	Heavy Rail, Trolle	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	2001	40	2,000
Power	Distribution	Heavy Rail, Trolle	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	2001	40	2,000
Power	Distribution	Heavy Rail, Trolle	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	2001	40	4,000
Power	Distribution	Heavy Rail, Trolle	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	2001	40	4,000
Power	Distribution	Heavy Rail, Trolle	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	2001	40	4,000
Power	Distribution	Regional Rail	Airport			3	2020	1931	40	61,248
Power	Distribution	Regional Rail	Airport			3	2020	1931	40	61,248
Power	Distribution	Regional Rail	Chestnut Hill East			3	2020	1930	40	60,192
Power	Distribution	Regional Rail	Chestnut Hill East			3	2020	1930	40	60,192
Power	Distribution	Regional Rail	Chestnut Hill West			3	2020	1918	40	69,696
Power	Distribution	Regional Rail	Chestnut Hill West			3	2020	1918	40	52,800
Power	Distribution	Regional Rail	Cynwyd			3	2020	1930	40	31,680
Power	Distribution	Regional Rail	Cynwyd			3	2020	1930	40	31,680
Power	Distribution	Regional Rail	Doylestown	Dale to Doylestown		3	2020	1930	40	100,320
Power	Distribution	Regional Rail	Fox Chase			3	2020	1930	40	5,280
Power	Distribution	Regional Rail	Fox Chase			3	2020	1930	40	5,280
Power	Distribution	Regional Rail	Main Line	Fairmont to Landsdale		3	2020	2009	40	147,840
Power	Distribution	Regional Rail	Main Line	Wayne to Norristown		3	2020	1931	40	76,560
Power	Distribution	Regional Rail	Main Line	Wayne to Norristown		3	2020	1931	40	200,640
Power	Distribution	Regional Rail	Manayunk-Norristown			3	2020	1931	40	76,560
Power	Distribution	Regional Rail	Manayunk-Norristown			3	2020	1931	40	200,640
Power	Distribution	Regional Rail	Media-Elwyn	Lenni Substation		3	2020	1928	40	79,200
Power	Distribution	Regional Rail	Media-Elwyn	Lenni Substation		3	2020	1925	40	68,640
Power	Distribution	Regional Rail	Media-Elwyn	Walnut to Lenni		3	2020	1925	40	158,400
Power	Distribution	Regional Rail	Warminster	Jenk to Hatboro		3	2020	1930	40	39,600
Power	Distribution	Regional Rail	West Trenton	Jenk to Yardley		3	2020	1930	40	221,760
Power	Distribution	Systemwide	All Lines	CTD		3	2020	1900	150	4,815
Power	Distribution	Systemwide	All Lines	CTD		3	2020	1900	150	1,452,000
Power	Distribution	Trolley	15	Mt Vernon Substation		3	2020	2011	40	13,819
Power	Distribution	Trolley	15	Mt Vernon Substation		3	2020	1990	40	1,551
Power	Distribution	Trolley	15	Mt Vernon Substation		3	2020	1990	40	5,139
Power	Distribution	Trolley	15	Mt Vernon Substation		3	2020	1990	40	2,595
Power	Distribution	Trolley	15	Mt Vernon Substation		3	2020	2001	40	24,468
Power	Distribution	Trolley	15	Mt Vernon Substation		3	2020	1990	40	1,288
Power	Distribution	Trolley	15	Mt Vernon Substation		3	2020	1990	40	1,930
Power	Distribution	Trolley	15	Mt Vernon Substation		3	2020	1990	40	6,316
Power	Distribution	Trolley	23	Chelten Substation		3	2020	1990	40	14,069
Power	Distribution	Trolley	23	Chelten Substation		3	2020	1990	40	14,527
Power	Distribution	Trolley	23	Chelten Substation		3	2020	1990	40	13,522
Power	Distribution	Trolley	23	Chelten Substation		3	2020	1990	40	13,510
Power	Distribution	Trolley	23	Chelten Substation		3	2020	1990	40	8,152
Power	Distribution	Trolley	23	Chelten Substation		3	2020	1990	40	2,102
Power	Distribution	Trolley	23	Mermaid Substation		3	2020	1990	40	3,646
Power	Distribution	Trolley	23	Mermaid Substation		3	2020	2001	40	80
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	2001	40	1,800
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	2001	40	1,250
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	1990	40	1,230
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	1990	40	1,834
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	1990	40	3,381
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	1990	40	150
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	1990	40	1,230
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	1990	40	1,000
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	1990	40	2,741
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	1990	40	155

Power	Distribution	Trolley	56	Millbourne Substation		3	2020	1990	40	135
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	2001	40	1,720
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	1990	40	114
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	2001	40	2,440
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	1990	40	4,000
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	1990	40	1,000
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	1990	40	1,230
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	1990	40	3,928
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	1990	40	1,000
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	1990	40	1,221
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	1990	40	3,458
Power	Distribution	Trolley	66	Gregg Substation		3	2020	2001	40	100
Power	Distribution	Trolley	66	Gregg Substation		3	2020	1990	40	7,920
Power	Distribution	Trolley	66	Gregg Substation		3	2020	1990	40	25
Power	Distribution	Trolley	101			3	2020	2010	40	10,560
Power	Distribution	Trolley	101			3	2020	1980	40	21,120
Power	Distribution	Trolley	101			3	2020	1980	40	79,200
Power	Distribution	Trolley	101			3	2020	2010	40	5,280
Power	Distribution	Trolley	101			3	2020	1980	40	52,800
Power	Distribution	Trolley	101			3	2020	2010	40	26,400
Power	Distribution	Trolley	101			3	2020	2010	40	26,400
Power	Distribution	Trolley	101			3	2020	1980	40	21,120
Power	Distribution	Trolley	102			3	2020	1980	40	7,920
Power	Distribution	Trolley	102			3	2020	2010	40	26,400
Power	Distribution	Trolley	102			3	2020	1980	40	21,120
Power	Distribution	Trolley	102			3	2020	2010	40	5,280
Power	Distribution	Trolley	102			3	2020	1980	40	26,400
Power	Distribution	Trolley	102			3	2020	1980	40	7,920
Power	Distribution	Trolley	102			3	2020	1980	40	5,280
Power	Distribution	Trolley	102			3	2020	2010	40	7,920
Power	Distribution	Trolley	102			3	2020	2010	40	7,920
Power	Distribution	Trolley	102			3	2020	2010	40	21,120
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	1990	40	110
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	1990	40	3,960
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	1990	40	1,518
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	1990	40	5,280
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	1990	40	7,920
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	1990	40	500
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	2001	40	482
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	2001	40	745
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	1990	40	1,050
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	2001	40	400
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	1990	40	1,500
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	1990	40	195
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	2001	40	450
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	1990	40	1,500
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	2001	40	735
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	1990	40	465
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	2001	40	400
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	1990	40	180
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	1990	40	15,840
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	1990	40	1,500
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	1990	40	5,280
Power	Distribution	Trolley	101, 102			3	2020	1980	40	153,120
Power	Distribution	Trolley	101, 102			3	2020	1980	40	153,120
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	4,878
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	5,280
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	1991	40	19,288
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	7,920
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	324
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	482

Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	1991	40	1,585
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	5,280
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	5,280
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	1,372
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	2,340
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	1,872
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	4,332
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	324
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	4,556
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	5,280
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	7,920
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	5,280
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	1991	40	200
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	482
Power	Power Dispatcher	Heavy Rail, Trolley	Multiple Lines	Power Dispatcher		3	2020	2005	10	3
Power	Power Dispatcher	Heavy Rail, Trolley	Multiple Lines	Power Dispatcher		3	2020	2005	5	6
Power	Power Dispatcher	Heavy Rail, Trolley	Multiple Lines	Power Dispatcher		3	2020	2005	15	1
Power	Power Dispatcher	Heavy Rail, Trolley	Multiple Lines	Power Dispatcher		3	2020	2005	7	13
Power	Power Dispatcher	Heavy Rail, Trolley	Multiple Lines	Power Dispatcher		3	2020	2005	12	7
Power	Power Dispatcher	Regional Rail	Multiple Lines	Power Dispatcher		3	2020	2003	7	18
Power	Power Dispatcher	Regional Rail	Multiple Lines	Power Dispatcher		3	2020	2003	5	9
Power	Power Dispatcher	Regional Rail	Multiple Lines	Power Dispatcher		3	2020	2003	15	1
Power	Power Dispatcher	Regional Rail	Multiple Lines	Power Dispatcher		3	2020	2003	12	7
Power	Power Dispatcher	Regional Rail	Multiple Lines	Power Dispatcher		3	2020	2003	10	3
Power	Substation	Regional Rail	Main Line	12th Street Substation		3	2020	1984	40	6
Power	Substation	Regional Rail	Main Line	18th Street Substation		3	2020	1920	40	9
Power	Substation	Regional Rail	Main Line	Portal		3	2020	1984	40	6
Power	Substation	Heavy Rail, Trolley	Market-Frankford, Norristown, 101	69th Street Signal Subs		3	2020	1991	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford, Norristown, 101	Norristown Signal Subs		3	2020	1991	40	2
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	40	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford, Norristown, 101	69th Street Signal Subs		3	2020	1991	40	3
Power	Substation	Heavy Rail, Trolley	Market-Frankford, Norristown, 101	Norristown Signal Subs		3	2020	1991	40	3
Power	Substation	Heavy Rail	Broad Street Line & Spur	Broad Substation		3	2020	1977	40	11
Power	Substation	Heavy Rail	Broad Street Line & Spur	Butler Substation		3	2020	1994	40	5
Power	Substation	Heavy Rail	Broad Street Line & Spur	Grange Substation		3	2020	1994	40	6
Power	Substation	Heavy Rail	Broad Street Line & Spur	McKean Substation		3	2020	1988	40	7
Power	Substation	Heavy Rail	Broad Street Line & Spur	Park Substation		3	2020	1977	40	13
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pattison Substation		3	2020	1971	40	4
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pine Substation		3	2020	1988	40	12
Power	Substation	Heavy Rail	Market-Frankford	46th St. Substation		3	2020	1998	40	5
Power	Substation	Heavy Rail	Market-Frankford	Bridge St. Substation		3	2020	2004	40	5
Power	Substation	Heavy Rail	Market-Frankford	Griscom Substation		3	2020	1983	40	9
Power	Substation	Heavy Rail	Market-Frankford	Sansom Substation		3	2020	1972	40	5
Power	Substation	Heavy Rail	Market-Frankford	Sansom Substation		3	2020	2009	40	7
Power	Substation	Heavy Rail	Market-Frankford	Tioga Substation		3	2020	1984	40	7
Power	Substation	Heavy Rail	Market-Frankford-10, 11, 13, 34, 36	Ranstead Substation		3	2020	1972	40	7
Power	Substation	Heavy Rail	Norristown High Speed Line	Beechwood Substation		3	2020	1992	40	8
Power	Substation	Heavy Rail	Norristown High Speed Line	Haverford Substation		3	2020	1984	40	1
Power	Substation	Heavy Rail	Norristown High Speed Line	Hughes Park Substation		3	2020	1980	40	5
Power	Substation	Heavy Rail	Norristown High Speed Line	Villanova Substation		3	2020	1980	40	5
Power	Substation	Heavy Rail, Trolley	Broad Street Line & Spur-75	Loudon Substation		3	2020	1977	40	11
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Allison Substation		3	2020	2005	40	7
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Allison Substation		3	2020	1968	40	6
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Ellen Substation		3	2020	1974	40	7
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Letterly Substation		3	2020	1984	40	7
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Letterly Substation		3	2020	2003	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	1999	40	9
Power	Substation	Heavy Rail, Trolley	Market-Frankford-10, 11, 13, 34, 36	Market Substation		3	2020	1970	40	15
Power	Substation	Trolley	15	Callowhill Substation		3	2020	1998	40	5
Power	Substation	Trolley	15	Mount Vernon Substat		3	2020	2005	40	5
Power	Substation	Trolley	23	Mermaid Substation		3	2020	1992	40	2

Power	Substation	Trolley	59	Castor Substation		3	2020	1954	40	2
Power	Substation	Trolley	66	Gregg Substation		3	2020	1954	40	2
Power	Substation	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	1980	40	14
Power	Substation	Trolley	101, 102	Aronimink Substation		3	2020	1985	40	5
Power	Substation	Trolley	101, 102	Clifton Substation		3	2020	2015	40	5
Power	Substation	Trolley	101, 102	Collingdale Substation		3	2020	1985	40	3
Power	Substation	Trolley	101, 102	Pine Ridge Substation		3	2020	1985	40	5
Power	Substation	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	1982	40	5
Power	Substation	Heavy Rail	Broad Street Line & Spur	Broad Substation		3	2020	1977	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Butler Substation		3	2020	1994	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Grange Substation		3	2020	1994	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	McKean Substation		3	2020	1988	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Park Substation		3	2020	1977	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pattison Substation		3	2020	2001	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pine Substation		3	2020	1988	40	2
Power	Substation	Heavy Rail	Market-Frankford	46th St. Substation		3	2020	1998	40	2
Power	Substation	Heavy Rail	Market-Frankford	Bridge St. Substation		3	2020	2004	40	1
Power	Substation	Heavy Rail	Market-Frankford	Griscom Substation		3	2020	1983	40	2
Power	Substation	Heavy Rail	Market-Frankford	Sansom Substation		3	2020	1972	40	2
Power	Substation	Heavy Rail	Market-Frankford	Tioga Substation		3	2020	1984	40	2
Power	Substation	Heavy Rail, Trolley	Broad Street Line & Spur-75	Loudon Substation		3	2020	1977	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Allison Substation		3	2020	1968	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Letterly Substation		3	2020	1984	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	1999	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford-10, 11, 13, 34, 36	Market Substation		3	2020	1970	40	2
Power	Substation	Trolley	15	Callowhill Substation		3	2020	1998	40	2
Power	Substation	Trolley	15	Mount Vernon Substation		3	2020	2005	40	2
Power	Substation	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	1980	40	2
Power	Substation	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2000	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Broad Substation		3	2020	1980	15	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Butler Substation		3	2020	1994	15	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Grange Substation		3	2020	1999	15	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	McKean Substation		3	2020	1990	15	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Park Substation		3	2020	1995	15	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pattison Substation		3	2020	2004	15	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pine Substation		3	2020	1990	15	1
Power	Substation	Heavy Rail	Market-Frankford	46th St. Substation		3	2020	1998	15	1
Power	Substation	Heavy Rail	Market-Frankford	Bridge St. Substation		3	2020	2004	15	1
Power	Substation	Heavy Rail	Market-Frankford	Griscom Substation		3	2020	2001	15	1
Power	Substation	Heavy Rail	Market-Frankford	Sansom Substation		3	2020	2000	15	1
Power	Substation	Heavy Rail	Market-Frankford	Tioga Substation		3	2020	2004	15	1
Power	Substation	Heavy Rail	Market-Frankford-10, 11, 13, 34, 36	Ranstead Substation		3	2020	1995	15	1
Power	Substation	Heavy Rail	Norristown High Speed Line	Beechwood Substation		3	2020	1992	15	1
Power	Substation	Heavy Rail	Norristown High Speed Line	Haverford Substation		3	2020	1984	15	1
Power	Substation	Heavy Rail	Norristown High Speed Line	Hughes Park Substation		3	2020	1980	15	1
Power	Substation	Heavy Rail	Norristown High Speed Line	Villanova Substation		3	2020	1980	15	1
Power	Substation	Heavy Rail, Trolley	Broad Street Line & Spur-75	Loudon Substation		3	2020	1997	15	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Allison Substation		3	2020	2000	15	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Ellen Substation		3	2020	2000	15	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Letterly Substation		3	2020	2007	15	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	2001	15	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford, Norristown, 101	69th Street Signal Substation		3	2020	2001	15	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford, Norristown, 101	Norristown Signal Substation		3	2020	2001	15	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford-10, 11, 13, 34, 36	Market Substation		3	2020	2002	15	1
Power	Substation	Regional Rail	Airport	Brill Substation		3	2020	2003	15	1
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Substation		3	2020	2007	15	1
Power	Substation	Regional Rail	Chestnut Hill West	Allen Lane Signal Substation		3	2020	2009	15	1
Power	Substation	Regional Rail	Main Line	12th Street Substation		3	2020	2007	15	1
Power	Substation	Regional Rail	Main Line	18th Street Substation		3	2020	2008	19	1
Power	Substation	Regional Rail	Main Line	30th Street Substation		3	2020	2011	15	1
Power	Substation	Regional Rail	Main Line	Ambler Substation		3	2020	2017	15	1

Power	Substation	Regional Rail	Main Line	Fairmount Substation		3	2020	2009	15	1
Power	Substation	Regional Rail	Main Line	Jenkintown Substation		3	2020	2016	15	1
Power	Substation	Regional Rail	Main Line	Lansdale Substation		3	2020	2008	15	1
Power	Substation	Regional Rail	Main Line	Portal		3	2020	2007	15	1
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	15	1
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	15	1
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation		3	2020	2009	15	1
Power	Substation	Regional Rail	Media-Elwyn	Lenni Substation		3	2020	2015	15	1
Power	Substation	Regional Rail	Media-Elwyn	Morton Substation		3	2020	2015	15	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation		3	2020	2005	15	1
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa		3	2020	2010	15	1
Power	Substation	Regional Rail	West Trenton	Yardley Substation		3	2020	2005	15	1
Power	Substation	Trolley	15	Callowhill Substation		3	2020	1998	15	1
Power	Substation	Trolley	15	Mount Vernon Substat		3	2020	2005	15	1
Power	Substation	Trolley	23	Mermaid Substation		3	2020	1999	15	1
Power	Substation	Trolley	59	Castor Substation		3	2020	2008	15	1
Power	Substation	Trolley	66	Gregg Substation		3	2020	2007	15	1
Power	Substation	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	1995	15	1
Power	Substation	Trolley	101, 102	Aronimink Substation		3	2020	1985	15	1
Power	Substation	Trolley	101, 102	Clifton Substation		3	2020	2015	15	1
Power	Substation	Trolley	101, 102	Collingdale Substation		3	2020	1985	15	1
Power	Substation	Trolley	101, 102	Pine Ridge Substation		3	2020	1985	15	1
Power	Substation	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2000	15	1
Power	Substation	Regional Rail	Airport	Brill Substation		3	2020	1985	40	5
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Subs		3	2020	1930	40	2
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Subs		3	2020	1930	40	1
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Subs		3	2020	1930	40	2
Power	Substation	Regional Rail	Chestnut Hill West	Allen Lane Substation		3	2020	2009	40	3
Power	Substation	Regional Rail	Doylestown	Doylestown Substation		3	2020	2016	40	1
Power	Substation	Regional Rail	Main Line	12th Street Substation		3	2020	1984	40	5
Power	Substation	Regional Rail	Main Line	30th Street Substation		3	2020	2011	40	20
Power	Substation	Regional Rail	Main Line	Ambler Substation		3	2020	2017	40	4
Power	Substation	Regional Rail	Main Line	Ambler Substation		3	2020	2017	40	1
Power	Substation	Regional Rail	Main Line	Ambler Substation		3	2020	2017	40	4
Power	Substation	Regional Rail	Main Line	Fairmount Substation		3	2020	2009	40	4
Power	Substation	Regional Rail	Main Line	Fairmount Substation		3	2020	2009	40	2
Power	Substation	Regional Rail	Main Line	Fairmount Substation		3	2020	2009	40	2
Power	Substation	Regional Rail	Main Line	Jenkintown Substation		3	2020	2016	40	7
Power	Substation	Regional Rail	Main Line	Jenkintown Substation		3	2020	2016	40	2
Power	Substation	Regional Rail	Main Line	Jenkintown Substation		3	2020	2016	40	7
Power	Substation	Regional Rail	Main Line	Lansdale Substation		3	2020	1930	40	3
Power	Substation	Regional Rail	Main Line	Lansdale Substation		3	2020	1930	40	2
Power	Substation	Regional Rail	Main Line	Lansdale Substation		3	2020	1930	40	3
Power	Substation	Regional Rail	Main Line	Portal		3	2020	1984	40	5
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	40	16
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	40	3
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	40	9
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation		3	2020	2002	40	2
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation		3	2020	2011	40	2
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation		3	2020	2011	40	2
Power	Substation	Regional Rail	Media-Elwyn	Lenni Substation		3	2020	2015	40	3
Power	Substation	Regional Rail	Warminster	Hatboro Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation		3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Bethayres Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation		3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa		3	2020	1930	40	5
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa		3	2020	1930	40	2
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa		3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Yardley Substation		3	2020	1930	40	2
Power	Substation	Regional Rail	West Trenton	Yardley Substation		3	2020	1930	40	2
Power	Substation	Regional Rail	West Trenton	Yardley Substation		3	2020	1930	40	2

Power	Substation	Regional Rail	Airport	Brill Substation		3	2020	1985	50	1
Power	Substation	Regional Rail	All Lines	30th Street Substation		3	2020	2012	75	1
Power	Substation	Regional Rail	All Lines	Wayne Junction Substa		3	2020	1930	75	1
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Subs		3	2020	1930	75	1
Power	Substation	Regional Rail	Chestnut Hill West	Allen Lane Substation		3	2020	2008	75	1
Power	Substation	Regional Rail	Doylestown	Doylestown Substation		3	2020	2016	75	1
Power	Substation	Regional Rail	Main Line	Ambler Substation		3	2020	2017	75	1
Power	Substation	Regional Rail	Main Line	Fairmount Substation		3	2020	2009	75	1
Power	Substation	Regional Rail	Main Line	Jenkintown Substation		3	2020	2015	75	1
Power	Substation	Regional Rail	Main Line	Lansdale Substation		3	2020	1930	75	1
Power	Substation	Regional Rail	Media-Elwyn	Lenni Substation		3	2020	2015	75	1
Power	Substation	Regional Rail	Media-Elwyn	Morton Substation		3	2020	2015	75	1
Power	Substation	Regional Rail	Norristown	Norristown Substation		3	2020	2011	50	1
Power	Substation	Regional Rail	Warminster	Hatboro Substation		3	2020	1930	75	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation		3	2020	1930	75	1
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa		3	2020	1930	75	1
Power	Substation	Regional Rail	West Trenton	Yardley Substation		3	2020	1930	75	1
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	40	2
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	40	2
Power	Substation	Regional Rail	Main Line	Ambler Substation		3	2020	2017	40	1
Power	Substation	Regional Rail	Main Line	Ambler Substation		3	2020	2017	40	1
Power	Substation	Regional Rail	Media-Elwyn	Lenni Substation		3	2020	2015	40	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa		3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa		3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Yardley Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Yardley Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa		3	2020	1930	40	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Allegheny Substation		3	2020	1920	40	8
Power	Substation	Heavy Rail	Broad Street Line & Spur	Broad Substation		3	2020	1977	40	16
Power	Substation	Heavy Rail	Broad Street Line & Spur	Butler Substation		3	2020	1994	40	12
Power	Substation	Heavy Rail	Broad Street Line & Spur	City Hall Substation No		3	2020	1998	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	City Hall Substation So		3	2020	2000	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Ellsworth-Federal Subs		3	2020	1930	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Fairmount Substation		3	2020	1920	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Grange Substation		3	2020	1994	40	14
Power	Substation	Heavy Rail	Broad Street Line & Spur	Hunting Park Substatio		3	2020	1920	40	4
Power	Substation	Heavy Rail	Broad Street Line & Spur	McKean Substation		3	2020	1988	40	9
Power	Substation	Heavy Rail	Broad Street Line & Spur	Olney Substation		3	2020	1993	40	4
Power	Substation	Heavy Rail	Broad Street Line & Spur	Oregon Substation		3	2020	1930	40	4
Power	Substation	Heavy Rail	Broad Street Line & Spur	Oxford Substation		3	2020	1920	40	8
Power	Substation	Heavy Rail	Broad Street Line & Spur	Park Substation		3	2020	1977	40	4
Power	Substation	Heavy Rail	Broad Street Line & Spur	Park Substation		3	2020	1928	40	9
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pattison Substation		3	2020	1971	40	7
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pine Substation		3	2020	1988	40	12
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pine Substation		3	2020	2008	40	3
Power	Substation	Heavy Rail	Market-Frankford	46th St. Substation		3	2020	1998	40	6
Power	Substation	Heavy Rail	Market-Frankford	46th St. Substation		3	2020	2008	40	1
Power	Substation	Heavy Rail	Market-Frankford	Allegheny Substation		3	2020	1995	40	4
Power	Substation	Heavy Rail	Market-Frankford	Arch St Substation		3	2020	1920	40	2
Power	Substation	Heavy Rail	Market-Frankford	Berks Substation		3	2020	1995	40	2
Power	Substation	Heavy Rail	Market-Frankford	Bridge St. Substation		3	2020	1920	40	3
Power	Substation	Heavy Rail	Market-Frankford	Bridge St. Substation		3	2020	2004	40	10
Power	Substation	Heavy Rail	Market-Frankford	Eleventh St. Substation		3	2020	1999	40	4
Power	Substation	Heavy Rail	Market-Frankford	Erie-Torresdale Substa		3	2020	1995	40	4
Power	Substation	Heavy Rail	Market-Frankford	Fifth St. Substation		3	2020	1920	40	4
Power	Substation	Heavy Rail	Market-Frankford	Forty Second St. Substa		3	2020	1930	40	4
Power	Substation	Heavy Rail	Market-Frankford	Forty Sixth St. Substati		3	2020	1930	40	3
Power	Substation	Heavy Rail	Market-Frankford	Griscom Substation		3	2020	1983	40	20
Power	Substation	Heavy Rail	Market-Frankford	Sansom Substation		3	2020	1972	40	16

Power	Substation	Heavy Rail	Market-Frankford	Second St Substation		3	2020	1999	40	2
Power	Substation	Heavy Rail	Market-Frankford	Sixty Ninth St Substation		3	2020	1990	40	3
Power	Substation	Heavy Rail	Market-Frankford	Sixty Third St Substation		3	2020	1930	40	2
Power	Substation	Heavy Rail	Market-Frankford	Thirtieth St Substation		3	2020	1930	40	4
Power	Substation	Heavy Rail	Market-Frankford	Thirty Fourth St Substation		3	2020	1930	40	4
Power	Substation	Heavy Rail	Market-Frankford	Tioga Substation		3	2020	1984	40	6
Power	Substation	Heavy Rail	Market-Frankford-10, 11, 13, 34, 36	Ranstead Substation		3	2020	1972	40	11
Power	Substation	Heavy Rail	Norristown High Speed Line	Beechwood Substation		3	2020	1992	40	5
Power	Substation	Heavy Rail	Norristown High Speed Line	Haverford Substation		3	2020	1984	40	2
Power	Substation	Heavy Rail	Norristown High Speed Line	Hughes Park Substation		3	2020	1980	40	4
Power	Substation	Heavy Rail	Norristown High Speed Line	Villanova Substation		3	2020	1980	40	4
Power	Substation	Heavy Rail, Trolley	Broad Street Line & Spur-75	Loudon Substation		3	2020	1995	40	6
Power	Substation	Heavy Rail, Trolley	Broad Street Line & Spur-75	Loudon Substation		3	2020	1977	40	7
Power	Substation	Heavy Rail, Trolley	Broad Street Line & Spur-75	Loudon Substation		3	2020	1928	40	5
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Allison Substation		3	2020	1968	40	14
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Ellen Substation		3	2020	2005	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Ellen Substation		3	2020	1974	40	7
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Letterly Substation		3	2020	1984	40	19
Power	Substation	Heavy Rail, Trolley	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	1999	40	18
Power	Substation	Heavy Rail, Trolley	Market-Frankford-10, 11, 13, 34, 36	Market Substation		3	2020	1970	40	24
Power	Substation	Trolley	15	Callowhill Substation		3	2020	1998	40	7
Power	Substation	Trolley	15	Mount Vernon Substation		3	2020	2005	40	4
Power	Substation	Trolley	23	Mermaid Substation		3	2020	1992	40	4
Power	Substation	Trolley	59	Castor Substation		3	2020	1954	40	3
Power	Substation	Trolley	66	Gregg Substation		3	2020	1954	40	3
Power	Substation	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	1980	40	12
Power	Substation	Trolley	101, 102	Aronimink Substation		3	2020	1985	40	6
Power	Substation	Trolley	101, 102	Clifton Substation		3	2020	2015	40	6
Power	Substation	Trolley	101, 102	Collingdale Substation		3	2020	1985	40	2
Power	Substation	Trolley	101, 102	Pine Ridge Substation		3	2020	1985	40	6
Power	Substation	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	1982	40	15
Power	Substation	Heavy Rail	Broad Street Line & Spur	Butler Substation		3	2020	2008	40	3
Power	Substation	Heavy Rail	Broad Street Line & Spur	Broad Substation		3	2020	1977	40	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Butler Substation		3	2020	2008	40	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pine Substation		3	2020	2008	40	1
Power	Substation	Heavy Rail	Market-Frankford	46th St. Substation		3	2020	2008	40	1
Power	Substation	Regional Rail	Airport	Brill Substation		3	2020	1930	40	4
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	Main Line	Ambler Substation		3	2020	2017	40	1
Power	Substation	Regional Rail	Main Line	Ambler Substation		3	2020	2017	40	1
Power	Substation	Regional Rail	Main Line	Fairmount Substation		3	2020	2009	40	4
Power	Substation	Regional Rail	Main Line	Fairmount Substation		3	2020	2009	40	2
Power	Substation	Regional Rail	Main Line	Jenkintown Substation		3	2020	2016	40	2
Power	Substation	Regional Rail	Main Line	Jenkintown Substation		3	2020	2016	40	1
Power	Substation	Regional Rail	Main Line	Lansdale Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	Main Line	Lansdale Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	Main Line	Wayne Junction Substation		3	2020	2016	40	2
Power	Substation	Regional Rail	Main Line	Wayne Junction Substation		3	2020	2016	40	1
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation		3	2020	2011	40	1
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation		3	2020	2011	40	1
Power	Substation	Regional Rail	Media-Elwyn	Lenni Substation		3	2020	2015	40	3
Power	Substation	Regional Rail	Media-Elwyn	Morton Substation		3	2020	2015	40	2
Power	Substation	Regional Rail	West Trenton	Bethayres Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substation		3	2020	1930	40	2
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Yardley Substation		3	2020	1930	40	2
Power	Substation	Regional Rail	West Trenton	Yardley Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Substation		3	2020	1930	40	2
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Substation		3	2020	1930	40	2

Power	Substation	Regional Rail	Doylestown	Doylestown Substation		3	2020	2016	40	1
Power	Substation	Regional Rail	Doylestown	Doylestown Substation		3	2020	2016	40	1
Power	Substation	Regional Rail	Main Line	Ambler Substation		3	2020	2017	40	4
Power	Substation	Regional Rail	Main Line	Ambler Substation		3	2020	2017	40	4
Power	Substation	Regional Rail	Main Line	Jenkintown Substation		3	2020	2016	40	7
Power	Substation	Regional Rail	Main Line	Jenkintown Substation		3	2020	2016	40	7
Power	Substation	Regional Rail	Main Line	Lansdale Substation		3	2020	1930	40	4
Power	Substation	Regional Rail	Main Line	Lansdale Substation		3	2020	1930	40	2
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	40	7
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	40	16
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation		3	2020	2011	40	2
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation		3	2020	2011	40	2
Power	Substation	Regional Rail	Warminster	Hatboro Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	Warminster	Hatboro Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation		3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Bethayres Substation		3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa		3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa		3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Yardley Substation		3	2020	1930	40	2
Power	Substation	Regional Rail	West Trenton	Yardley Substation		3	2020	1930	40	2
Power	Substation	Regional Rail	Media-Elwyn	Lenni Substation		3	2020	2015	40	2
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Subs		3	2020	1930	40	1
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Subs		3	2020	1930	40	2
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Subs		3	2020	1930	40	2
Power	Substation	Regional Rail	Doylestown	Doylestown Substation		3	2020	2016	40	1
Power	Substation	Regional Rail	Main Line	Ambler Substation		3	2020	2017	40	1
Power	Substation	Regional Rail	Main Line	Ambler Substation		3	2020	2017	40	4
Power	Substation	Regional Rail	Main Line	Ambler Substation		3	2020	2017	40	4
Power	Substation	Regional Rail	Main Line	Fairmount Substation		3	2020	2009	40	4
Power	Substation	Regional Rail	Main Line	Fairmount Substation		3	2020	2009	40	2
Power	Substation	Regional Rail	Main Line	Jenkintown Substation		3	2020	2016	40	2
Power	Substation	Regional Rail	Main Line	Jenkintown Substation		3	2020	2016	40	7
Power	Substation	Regional Rail	Main Line	Jenkintown Substation		3	2020	2016	40	7
Power	Substation	Regional Rail	Main Line	Lansdale Substation		3	2020	1930	40	2
Power	Substation	Regional Rail	Main Line	Lansdale Substation		3	2020	1930	40	2
Power	Substation	Regional Rail	Main Line	Lansdale Substation		3	2020	1930	40	3
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	40	16
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	40	9
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation		3	2020	2011	40	2
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation		3	2020	2011	40	2
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation		3	2020	2011	40	2
Power	Substation	Regional Rail	Media-Elwyn	Morton Substation		3	2020	2015	40	2
Power	Substation	Regional Rail	Warminster	Hatboro Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation		3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Bethayres Substation		3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa		3	2020	1930	40	2
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa		3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa		3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Yardley Substation		3	2020	1930	40	2
Power	Substation	Regional Rail	West Trenton	Yardley Substation		3	2020	1930	40	2
Power	Substation	Regional Rail	West Trenton	Yardley Substation		3	2020	1930	40	2
Power	Substation	Heavy Rail, Trolle	Market-Frankford, Norristown, 101	69th Street Signal Subs		3	2020	1991	40	1
Power	Substation	Heavy Rail, Trolle	Market-Frankford, Norristown, 101	Norristown Signal Subs		3	2020	1991	40	1
Power	Substation	Heavy Rail	Market-Frankford			3	2020	1995	25	125
Power	Substation	Heavy Rail	Broad Street Line & Spur	Broad Substation		3	2020	1977	40	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	McKean Substation		3	2020	1988	40	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Park Substation		3	2020	1977	40	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pine Substation		3	2020	1988	40	1
Power	Substation	Heavy Rail	Market-Frankford	Sansom Substation		3	2020	2009	40	1
Power	Substation	Heavy Rail	Market-Frankford-10, 11, 13, 34, 36	Ranstead Substation		3	2020	1954	40	1

Power	Substation	Heavy Rail	Norristown High Speed Line	Beechwood Substation		3	2020	1992	40	1
Power	Substation	Heavy Rail, Trolley	Broad Street Line & Spur-75	Loudon Substation		3	2020	2003	40	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford-10, 11, 13, 34, 36	Market Substation		3	2020	1970	40	1
Power	Substation	Trolley	101, 102	Aronimink Substation		3	2020	1985	20	1
Power	Substation	Trolley	101, 102	Clifton Substation		3	2020	2015	20	1
Power	Substation	Trolley	101, 102	Pine Ridge Substation		3	2020	1985	20	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Broad Substation		3	2020	1977	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Butler Substation		3	2020	1994	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Grange Substation		3	2020	1994	40	3
Power	Substation	Heavy Rail	Broad Street Line & Spur	McKean Substation		3	2020	1988	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Park Substation		3	2020	1977	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pattison Substation		3	2020	1971	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pine Substation		3	2020	1988	40	2
Power	Substation	Heavy Rail	Market-Frankford	46th St. Substation		3	2020	1998	40	2
Power	Substation	Heavy Rail	Market-Frankford	Griscom Substation		3	2020	1983	40	3
Power	Substation	Heavy Rail	Market-Frankford	Rectifier		3	2020	2004	40	2
Power	Substation	Heavy Rail	Market-Frankford	Sansom Substation		3	2020	1972	40	2
Power	Substation	Heavy Rail	Market-Frankford	Tioga Substation		3	2020	1984	40	2
Power	Substation	Heavy Rail	Market-Frankford-10, 11, 13, 34, 36	Ranstead Substation		3	2020	1972	40	2
Power	Substation	Heavy Rail	Norristown High Speed Line	Beechwood Substation		3	2020	1992	40	2
Power	Substation	Heavy Rail	Norristown High Speed Line	Haverford Substation		3	2020	1984	40	1
Power	Substation	Heavy Rail	Norristown High Speed Line	Hughes Park Substation		3	2020	1980	40	2
Power	Substation	Heavy Rail	Norristown High Speed Line	Villanova Substation		3	2020	1980	40	2
Power	Substation	Heavy Rail, Trolley	Broad Street Line & Spur-75	Loudon Substation		3	2020	1977	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Allison Substation		3	2020	1968	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Ellen Substation		3	2020	1974	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Letterly Substation		3	2020	1984	40	3
Power	Substation	Heavy Rail, Trolley	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	1999	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford-10, 11, 13, 34, 36	Market Substation		3	2020	1970	40	3
Power	Substation	Trolley	15	Callowhill Substation		3	2020	1998	40	2
Power	Substation	Trolley	15	Mount Vernon Substation		3	2020	2005	40	2
Power	Substation	Trolley	23	Mermaid Substation		3	2020	1992	40	1
Power	Substation	Trolley	59	Castor Substation		3	2020	1995	40	1
Power	Substation	Trolley	66	Gregg Substation		3	2020	1990	40	1
Power	Substation	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	1980	40	2
Power	Substation	Trolley	101, 102	Aronimink Substation		3	2020	1985	40	2
Power	Substation	Trolley	101, 102	Clifton Substation		3	2020	2015	40	2
Power	Substation	Trolley	101, 102	Collingdale Substation		3	2020	1985	40	1
Power	Substation	Trolley	101, 102	Pine Ridge Substation		3	2020	1985	40	2
Power	Substation	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	1982	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Broad Substation		3	2020	1977	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Butler Substation		3	2020	1994	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Grange Substation		3	2020	1994	40	3
Power	Substation	Heavy Rail	Broad Street Line & Spur	McKean Substation		3	2020	1988	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Park Substation		3	2020	1977	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pattison Substation		3	2020	1971	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pine Substation		3	2020	1988	40	2
Power	Substation	Heavy Rail	Market-Frankford	46th St. Substation		3	2020	1998	40	2
Power	Substation	Heavy Rail	Market-Frankford	Bridge St. Substation		3	2020	2004	40	2
Power	Substation	Heavy Rail	Market-Frankford	Griscom Substation		3	2020	1983	40	3
Power	Substation	Heavy Rail	Market-Frankford	Sansom Substation		3	2020	1972	40	2
Power	Substation	Heavy Rail	Market-Frankford	Tioga Substation		3	2020	1984	40	2
Power	Substation	Heavy Rail	Market-Frankford-10, 11, 13, 34, 36	Ranstead Substation		3	2020	1972	40	2
Power	Substation	Heavy Rail	Norristown High Speed Line	Beechwood Substation		3	2020	1992	40	2
Power	Substation	Heavy Rail	Norristown High Speed Line	Haverford Substation		3	2020	1984	40	1
Power	Substation	Heavy Rail	Norristown High Speed Line	Hughes Park Substation		3	2020	1980	40	2
Power	Substation	Heavy Rail	Norristown High Speed Line	Villanova Substation		3	2020	1980	40	2
Power	Substation	Heavy Rail, Trolley	Broad Street Line & Spur-75	Loudon Substation		3	2020	1977	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Allison Substation		3	2020	1968	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Ellen Substation		3	2020	1974	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Letterly Substation		3	2020	1984	40	3

Power	Substation	Heavy Rail, Trolley	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	1999	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford-10, 11, 13, 34, 36	Market Substation		3	2020	1970	40	3
Power	Substation	Trolley	15	Callowhill Substation		3	2020	1998	40	2
Power	Substation	Trolley	15	Mount Vernon Substation		3	2020	2005	40	2
Power	Substation	Trolley	23	Mermaid Substation		3	2020	1992	40	1
Power	Substation	Trolley	59	Castor Substation		3	2020	1954	40	1
Power	Substation	Trolley	66	Gregg Substation		3	2020	1954	40	1
Power	Substation	Trolley	1936-11-13 0:00	Elmwood Substation		3	2020	1980	40	2
Power	Substation	Trolley	101, 102	Aronimink Substation		3	2020	1985	40	2
Power	Substation	Trolley	101, 102	Clifton Substation		3	2020	2015	40	2
Power	Substation	Trolley	101, 102	Collingdale Substation		3	2020	1985	40	2
Power	Substation	Trolley	101, 102	Pine Ridge Substation		3	2020	1985	40	2
Power	Substation	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	1982	40	2
Power	Substation	Regional Rail	Airport	Airport Signal Substation		3	2020	1985	40	1
Power	Substation	Regional Rail	Airport	Brill Substation		3	2020	1985	40	1
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Signal Substation		3	2020	1931	40	1
Power	Substation	Regional Rail	Chestnut Hill West	Chestnut Hill West Signal Substation		3	2020	1918	40	1
Power	Substation	Regional Rail	Main Line	16th Street Signal Substation		3	2020	1984	40	1
Power	Substation	Regional Rail	Main Line	30th Street Substation		3	2020	2012	40	1
Power	Substation	Regional Rail	Main Line	T Basement Signal Substation		3	2020	1984	40	1
Power	Substation	Regional Rail	Main Line	Wayne Signal Substation		3	2020	1984	40	1
Power	Substation	Regional Rail	Main Line	Wayne Signal Substation		3	2020	2001	40	1
Power	Substation	Regional Rail	Main Line, Warminster, West Trenton	Jenkintown Signal Substation		3	2020	2001	40	1
Power	Substation	Regional Rail	Main Line-Doylestown	Lansdale Signal Substation		3	2020	2001	40	1
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Signal		3	2020	2011	40	1
Power	Substation	Regional Rail	Media-Elwyn	Lenni Signal Substation		3	2020	1924	40	1
Power	Substation	Regional Rail	Media-Elwyn	Walnut Signal Substation		3	2020	1988	40	1
Power	Substation	Regional Rail	Warminster	Hatboro Substation		3	2020	1931	40	1
Power	Substation	Regional Rail	West Trenton	Neshaminy Signal Substation		3	2020	1992	40	1
Power	Substation	Regional Rail	West Trenton	Yardley Signal Substation		3	2020	1931	40	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Broad Substation		3	2020	1997	40	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Butler Substation		3	2020	1994	30	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Grange Substation		3	2020	1994	30	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	McKean Substation		3	2020	1998	40	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Park Substation		3	2020	1997	50	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pattison Substation		3	2020	1997	40	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pine Substation		3	2020	1998	40	1
Power	Substation	Heavy Rail	Market-Frankford	46th St. Substation		3	2020	1999	45	1
Power	Substation	Heavy Rail	Market-Frankford	Bridge St. Substation		3	2020	2004	40	1
Power	Substation	Heavy Rail	Market-Frankford	Griscom Substation		3	2020	1999	30	1
Power	Substation	Heavy Rail	Market-Frankford	Sansom Substation		3	2020	1999	30	1
Power	Substation	Heavy Rail	Market-Frankford	Tioga Substation		3	2020	1999	40	1
Power	Substation	Heavy Rail	Market-Frankford-10, 11, 13, 34, 36	Ranstead Substation		3	2020	1995	40	1
Power	Substation	Heavy Rail	Norristown High Speed Line	Beechwood Substation		3	2020	1992	30	1
Power	Substation	Heavy Rail	Norristown High Speed Line	Haverford Substation		3	2020	1984	30	1
Power	Substation	Heavy Rail	Norristown High Speed Line	Hughes Park Substation		3	2020	1980	40	1
Power	Substation	Heavy Rail	Norristown High Speed Line	Villanova Substation		3	2020	1980	30	1
Power	Substation	Heavy Rail, Trolley	Broad Street Line & Spur-75	Loudon Substation		3	2020	2006	30	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Allison Substation		3	2020	1999	30	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Ellen Substation		3	2020	1999	40	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Letterly Substation		3	2020	1998	30	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	1999	30	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford-10, 11, 13, 34, 36	Market Substation		3	2020	1997	40	1
Power	Substation	Regional Rail	Airport	Brill Substation		3	2020	2003	30	1
Power	Substation	Regional Rail	Chestnut Hill East	SCADA Hill		3	2020	2003	30	1
Power	Substation	Regional Rail	Chestnut Hill West	Allen Lane Substation		3	2020	2003	30	1
Power	Substation	Regional Rail	Doylestown	Doylestown Substation		3	2020	2016	30	1
Power	Substation	Regional Rail	Main Line	12th Street Substation		3	2020	2003	40	1
Power	Substation	Regional Rail	Main Line	18th Street Substation		3	2020	2003	30	1
Power	Substation	Regional Rail	Main Line	30th Street Substation		3	2020	2011	30	1
Power	Substation	Regional Rail	Main Line	Ambler Substation		3	2020	2017	40	1

Power	Substation	Regional Rail	Main Line	Fairmount Substation		3	2020	2009	40	1
Power	Substation	Regional Rail	Main Line	Jenkintown Substation		3	2020	2016	30	1
Power	Substation	Regional Rail	Main Line	Lansdale Substation		3	2020	2003	30	1
Power	Substation	Regional Rail	Main Line	Portal		3	2020	2003	30	1
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	70	1
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation		3	2020	2011	20	1
Power	Substation	Regional Rail	Media-Elwyn	Lenni Substation		3	2020	2015	40	1
Power	Substation	Regional Rail	Media-Elwyn	Morton Substation		3	2020	2015	30	1
Power	Substation	Regional Rail	Warminster	Hatboro Substation		3	2020	2003	30	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation		3	2020	2003	40	1
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa		3	2020	2003	30	1
Power	Substation	Regional Rail	West Trenton	Yardley Substation		3	2020	2003	30	1
Power	Substation	Trolley	15	Callowhill Substation		3	2020	2002	20	1
Power	Substation	Trolley	15	Mount Vernon Substat		3	2020	2010	30	1
Power	Substation	Trolley	23	Mermaid Substation		3	2020	2010	30	1
Power	Substation	Trolley	59	Castor Substation		3	2020	2000	40	1
Power	Substation	Trolley	66	Gregg Substation		3	2020	2000	40	1
Power	Substation	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	1997	40	1
Power	Substation	Trolley	101, 102	Aronimink Substation		3	2020	1985	30	1
Power	Substation	Trolley	101, 102	Clifton Substation		3	2020	2015	40	1
Power	Substation	Trolley	101, 102	Collingdale Substation		3	2020	1985	30	1
Power	Substation	Trolley	101, 102	Pine Ridge Substation		3	2020	1985	40	1
Power	Substation	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	1996	40	1
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	25	2
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	25	1
Power	Substation	Regional Rail	Media-Elwyn	Signal Feeders		3	2020	1925	40	168,960
Power	Substation	Regional Rail	Airport	Brill Substation		3	2020	2003	40	1
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Subs		3	2020	1930	40	1
Power	Substation	Regional Rail	Doylestown	Doylestown Substation		3	2020	2016	40	1
Power	Substation	Regional Rail	Main Line	30th Street Substation		3	2020	2011	40	1
Power	Substation	Regional Rail	Main Line	Ambler Substation		3	2020	2017	40	1
Power	Substation	Regional Rail	Main Line	Fairmount Substation		3	2020	2009	40	1
Power	Substation	Regional Rail	Main Line	Jenkintown Substation		3	2020	2016	40	1
Power	Substation	Regional Rail	Main Line	Lansdale Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	50	1
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation		3	2020	2011	40	1
Power	Substation	Regional Rail	Media-Elwyn	Lenni Substation		3	2020	2015	40	1
Power	Substation	Regional Rail	Media-Elwyn	Morton Substation		3	2020	2015	40	1
Power	Substation	Regional Rail	Warminster	Hatboro Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa		3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Yardley Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	Airport	Brill Substation		3	2020	1930	40	4
Power	Substation	Regional Rail	Airport	Brill Substation		3	2020	1930	40	2
Power	Substation	Regional Rail	Chestnut Hill West	Allen Lane Substation		3	2020	2009	40	4
Power	Substation	Regional Rail	Chestnut Hill West	Allen Lane Substation		3	2020	2009	40	2
Power	Substation	Regional Rail	Main Line	30th Street Substation		3	2020	2011	40	20
Power	Substation	Regional Rail	Media-Elwyn	Lenni Substation		3	2020	2015	30	4
Power	Substation	Regional Rail	Media-Elwyn	Morton Substation		3	2020	2015	40	3
Power	Substation	Regional Rail	Media-Elwyn	Morton Substation		3	2020	2015	40	2
Power	Substation	Regional Rail	Media-Elwyn	Lenni Substation		3	2020	2015	40	4
Power	Substation	Regional Rail	Media-Elwyn	Morton Substation		3	2020	2015	40	4
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	40	1
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	40	1
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Subs		3	2020	1930	40	2
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Subs		3	2020	1930	40	2
Power	Substation	Regional Rail	Main Line	Ambler Substation		3	2020	2017	40	4
Power	Substation	Regional Rail	Main Line	Ambler Substation		3	2020	2017	40	4
Power	Substation	Regional Rail	Main Line	Jenkintown Substation		3	2020	2016	40	7
Power	Substation	Regional Rail	Main Line	Jenkintown Substation		3	2020	2016	40	7
Power	Substation	Regional Rail	Main Line	Lansdale Substation		3	2020	1930	40	3

Power	Substation	Regional Rail	Main Line	Lansdale Substation		3	2020	1930	40	3
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	40	8
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	40	15
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation		3	2020	2011	40	2
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation		3	2020	2011	40	2
Power	Substation	Regional Rail	West Trenton	Bethayres Substation		3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Bethayres Substation		3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa		3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa		3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Yardley Substation		3	2020	1930	40	2
Power	Substation	Regional Rail	West Trenton	Yardley Substation		3	2020	1930	40	2
Power	Substation	Heavy Rail, Trolle	Market-Frankford, Norristown, 101	69th Street Signal Subs		3	2020	1991	40	2
Power	Substation	Regional Rail	Airport	Brill Substation		3	2020	1985	40	2
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Subs		3	2020	1930	40	1
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Subs		3	2020	1930	30	1
Power	Substation	Regional Rail	Doylestown	Doylestown Substation		3	2020	2016	40	1
Power	Substation	Regional Rail	Doylestown	Doylestown Substation		3	2020	2016	30	1
Power	Substation	Regional Rail	Main Line	30th Street Substation		3	2020	2011	30	1
Power	Substation	Regional Rail	Main Line	Ambler Substation		3	2020	2017	40	1
Power	Substation	Regional Rail	Main Line	Ambler Substation		3	2020	2017	30	1
Power	Substation	Regional Rail	Main Line	Fairmount Substation		3	2020	2009	40	2
Power	Substation	Regional Rail	Main Line	Fairmount Substation		3	2020	2009	40	2
Power	Substation	Regional Rail	Main Line	Jenkintown Substation		3	2020	2016	40	2
Power	Substation	Regional Rail	Main Line	Jenkintown Substation		3	2020	2016	30	1
Power	Substation	Regional Rail	Main Line	Jenkintown Substation		3	2020	2016	40	2
Power	Substation	Regional Rail	Main Line	Lansdale Substation		3	2020	1930	40	2
Power	Substation	Regional Rail	Main Line	Lansdale Substation		3	2020	1930	30	1
Power	Substation	Regional Rail	Main Line	Lansdale Substation		3	2020	1930	40	2
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	30	2
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	40	2
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	40	1
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	40	1
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	40	1
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation		3	2020	2011	40	2
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation		3	2020	1930	30	1
Power	Substation	Regional Rail	Media-Elwyn	Lenni Substation		3	2020	2015	40	2
Power	Substation	Regional Rail	Media-Elwyn	Morton Substation		3	2020	2015	40	2
Power	Substation	Regional Rail	Warminster	Hatboro Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa		3	2020	1930	40	2
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa		3	2020	1930	30	1
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa		3	2020	1930	40	2
Power	Substation	Regional Rail	West Trenton	Yardley Substation		3	2020	1930	40	2
Power	Substation	Regional Rail	West Trenton	Yardley Substation		3	2020	1930	40	1
Power	Substation	Heavy Rail, Trolle	Market-Frankford, Norristown, 101	69th Street		3	2020	1991	40	2
Power	Substation	Regional Rail	Media-Elwyn	Lenni Substation		3	2020	2015	40	3
Power	Substation	Regional Rail	Media-Elwyn	Lenni Substation		3	2020	2015	40	2
Power	Substation	Regional Rail	Media-Elwyn	Morton Substation		3	2020	2015	40	5
Power	Substation	Regional Rail	Media-Elwyn	Morton Substation		3	2020	2015	40	5
Power	Traction Power	Heavy Rail	Broad Street Line & Spur			3	2020	1928	25	1,923
Power	Traction Power	Heavy Rail	Broad Street Line & Spur			3	2020	1928	25	3,204
Power	Traction Power	Heavy Rail	Broad Street Line & Spur			3	2020	1959	30	3,102
Power	Traction Power	Heavy Rail	Broad Street Line & Spur			3	2020	1959	30	2,386
Power	Traction Power	Heavy Rail	Broad Street Line & Spur			3	2020	1938	25	2,366
Power	Traction Power	Heavy Rail	Broad Street Line & Spur			3	2020	1932	30	1,494
Power	Traction Power	Heavy Rail	Broad Street Line & Spur			3	2020	1959	30	3,104
Power	Traction Power	Heavy Rail	Broad Street Line & Spur			3	2020	1928	25	1,728
Power	Traction Power	Heavy Rail	Broad Street Line & Spur			3	2020	1938	25	2,900
Power	Traction Power	Heavy Rail	Broad Street Line & Spur			3	2020	1932	25	2,374

Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1928	30	1,960
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1932	40	1,642
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1973	40	4,693
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1928	40	1,728
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1959	30	2,674
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1932	30	1,642
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1930	30	1,352
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1959	30	2,386
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1928	40	2,734
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1973	30	2,790
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1928	30	1,728
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1928	30	2,386
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1938	40	2,900
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1991	30	3,204
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	2008	25	2,244
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	2008	30	2,402
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	30	1,750
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	30	3,053
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	30	3,661
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	30	1,511
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	30	3,210
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	25	1,377
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	2008	30	3,143
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	25	2,511
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	25	3,210
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	30	1,945
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	30	3,402
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	50	1,360
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	30	3,402
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	25	3,539
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	50	2,692
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	2008	50	1,715
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	60	799
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	2008	50	1,681
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	50	3,661
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	50	2,976
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	2008	30	2,271
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	30	3,205
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	100	2,405
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	110	2,976
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	100	1,360
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	100	2,511
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	2008	100	2,244
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	100	4,502
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	110	1,945
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	110	1,911
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	110	2,405
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	100	1,511
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	100	3,205
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	110	2,405
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	100	1,377
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	30	4,502
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	50	5,436
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	30	799
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	2008	30	2,271
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	40	1,750
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	40	1,185
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	2008	30	1,681
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	30	3,539
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	2008	30	1,715
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	30	2,692

Power	Traction Power	Heavy Rail	Market-Frankford			3	2020	1980	40	5,436
Power	Traction Power	Heavy Rail	Market-Frankford			3	2020	2008	40	3,143
Power	Traction Power	Heavy Rail	Market-Frankford			3	2020	1995	40	3,053
Power	Traction Power	Heavy Rail	Market-Frankford			3	2020	2008	40	2,402
Power	Traction Power	Heavy Rail	Market-Frankford			3	2020	1995	40	2,405
Power	Traction Power	Heavy Rail	Market-Frankford			3	2020	1995	25	1,911
Power	Traction Power	Heavy Rail	Market-Frankford			3	2020	1980	30	1,185
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	2,444
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	2,212
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	25	2,892
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	3,710
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	25	1,718
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	50	3,050
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	4,022
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	25	3,050
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	25	3,728
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	40	3,710
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	1,064
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	4,686
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	3,886
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	3,090
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	60	4,834
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	60	6,710
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	60	2,212
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	3,215
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	2,498
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	110	2,400
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	100	6,710
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1984	100	3,220
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	110	2,892
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	110	2,498
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	110	4,706
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	4,184
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	3,090
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	40	2,156
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	4,022
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	40	4,834
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	40	4,686
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	40	2,400
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	1,064
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	40	1,718
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	50	3,886
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	2,444
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	40	3,215
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	4,706
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	40	2,156
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	20	4,184
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	3,728
Shops & Yards	Building Envelope	Bus	103 Victory			3	2017	1950	100	217,000
Shops & Yards	Building Envelope	Bus	11, 13, 34, 36	Comly Garage		3	2018	1921	140	105,000
Shops & Yards	Building Envelope	Bus	110 Victory			4	2017	2019	100	217,000
Shops & Yards	Building Envelope	Bus	All Lines	Callowhill Garage		3	2018	1913	140	213,000
Shops & Yards	Building Envelope	Bus	All Lines	Frankford Garage		3	2018	1999	100	102,000
Shops & Yards	Building Envelope	Bus	All Lines	Frontier Garage		3	2017	1950	100	45,000
Shops & Yards	Building Envelope	Bus	All Lines	Midvale Garage		3	2018	1996	100	443,000
Shops & Yards	Building Envelope	Bus	All Lines	Southern Garage		3	2017	1924	100	217,000
Shops & Yards	Building Envelope	Heavy Rail	Broad Street Line & Spur	Fern Rock Shop		3	2018	1955	100	250,000
Shops & Yards	Building Envelope	Heavy Rail	Broad Street Line & Spur	Fern Rock Shop		3	2018	1955	100	100,000
Shops & Yards	Building Envelope	Heavy Rail		Norristown Car House		3	2017	1992	100	40,000
Shops & Yards	Building Envelope	Heavy Rail, Trolley	Market-Frankford	Shops & Yards - 69th St		3	2017	2002	100	400,000
Shops & Yards	Building Envelope	Paratransit	All Lines	Germantown Garage		3	2017	1962	100	34,000

Shops & Yards	Building Envelope	Regional Rail	11, 13, 34, 39	Berridge Shop		3	2018	1955	100	475,000
Shops & Yards	Building Envelope	Regional Rail	All Lines	69th Street Motor Shop		3	2017	1989	100	35,000
Shops & Yards	Building Envelope	Regional Rail	All Lines	Allegheny Garage		4	2017	1986	100	208,000
Shops & Yards	Building Envelope	Regional Rail	All Lines	Broad & Lehigh Shop		3	2017	1986	100	14,000
Shops & Yards	Building Envelope	Regional Rail	All Lines	Bustleton Shop		3	2018	1950	100	30,000
Shops & Yards	Building Envelope	Regional Rail	All Lines	Courtland Shop		2	2018	1952	100	53,000
Shops & Yards	Building Envelope	Regional Rail	All Lines	Frazer Shop		3	2017	1986	100	200,000
Shops & Yards	Building Envelope	Regional Rail	All Lines	Overbrook Shop		3	2017	1994	100	200,000
Shops & Yards	Building Envelope	Regional Rail	All Lines	Roberts Shop		3	2017	1993	100	200,000
Shops & Yards	Building Envelope	Regional Rail	Liberty Yard			3	2017	1986	100	200,000
Shops & Yards	Building Envelope	Regional Rail	Market-Frankford	Shops & Yards - Bridge		3	2018	1950	100	45,000
Shops & Yards	Building Envelope	Regional Rail	Wayne Junction			3	2017	1955	100	300,000
Shops & Yards	Building Envelope	Trolley	10, 11, 13, 34, 36	Woodland Shop		4	2017	1982	100	250,000
Shops & Yards	Building Envelope	Trolley	11, 13, 34, 36	Shops & Yards - Elmwood		3	2017	1962	100	200,000
Shops & Yards	Elevator	Bus	11, 13, 34, 39	Berridge Shop		3	2018	1995	40	1
Shops & Yards	Elevator	Bus	All Lines	Allegheny Garage		4	2017	1996	30	1
Shops & Yards	Elevator	Bus	All Lines	Midvale Garage		3	2018	2018	35	1
Shops & Yards	Elevator	Heavy Rail	Broad Street Line & Spur	Fern Rock Shop		3	2018	1999	30	1
Shops & Yards	Elevator	Heavy Rail	Broad Street Line & Spur	Fern Rock Shop		3	2018	1999	40	1
Shops & Yards	Elevator	Heavy Rail, Trolley	103 Victory			3	2017	2018	30	1
Shops & Yards	Elevator	Heavy Rail, Trolley	All Lines	69th Street Motor Shop		3	2017	2002	30	1
Shops & Yards	Elevator	Heavy Rail, Trolley	All Lines	69th Street Shop		3	2017	2002	30	1
Shops & Yards	Elevator	Heavy Rail, Trolley	All Lines	69th Street Shop		3	2017	2002	30	1
Shops & Yards	Elevator	Regional Rail	All Lines	Frazer Shop		3	2017	1988	30	1
Shops & Yards	Elevator	Regional Rail	All Lines	Overbrook Shop		3	2017	1994	35	1
Shops & Yards	Elevator	Regional Rail	All Lines	Roberts Shop		3	2017	1987	30	1
Shops & Yards	Elevator	Regional Rail	Main Line	Wayne Junction Shop		3	2017	1955	30	1
Shops & Yards	Elevator	Regional Rail	Main Line	Wayne Junction Shop		3	2017	1955	40	1
Shops & Yards	Elevator	Trolley	10, 11, 13, 34, 36	Elmwood Shop		3	2017	1985	30	1
Shops & Yards	Elevator	Trolley	10, 11, 13, 34, 36	Woodland Shop		4	2017	1986	30	1
Shops & Yards	Fire Suppression	Bus	103 Victory			3	2017	1996	30	1
Shops & Yards	Fire Suppression	Bus	11, 13, 34, 36	Comly Garage		3	2018	2004	30	1
Shops & Yards	Fire Suppression	Bus	11, 13, 34, 39	Berridge Shop		3	2018	2005	30	1
Shops & Yards	Fire Suppression	Bus	110 Victory			4	2017	1991	30	1
Shops & Yards	Fire Suppression	Bus	All Lines	Allegheny Garage		4	2017	2016	30	1
Shops & Yards	Fire Suppression	Bus	All Lines	Callowhill Garage		3	2018	2011	30	1
Shops & Yards	Fire Suppression	Bus	All Lines	Frankford Garage		3	2018	2015	30	1
Shops & Yards	Fire Suppression	Bus	All Lines	Frontier Garage		3	2017	2012	30	1
Shops & Yards	Fire Suppression	Bus	All Lines	Midvale Garage		3	2018	1996	30	1
Shops & Yards	Fire Suppression	Bus	All Lines	Southern Garage		3	2017	2006	30	1
Shops & Yards	Fire Suppression	Heavy Rail	All Lines	69th Street Motor Shop		3	2017	1983	30	1
Shops & Yards	Fire Suppression	Heavy Rail	All Lines	Bustleton Shop		3	2018	1991	30	1
Shops & Yards	Fire Suppression	Heavy Rail	Broad Street Line & Spur	Fern Rock Shop		3	2018	2006	30	1
Shops & Yards	Fire Suppression	Heavy Rail	Broad Street Line & Spur	Fern Rock Shop		3	2018	1999	30	1
Shops & Yards	Fire Suppression	Heavy Rail	Market-Frankford	Shops & Yards - Bridge		3	2018	1983	30	1
Shops & Yards	Fire Suppression	Heavy Rail		Norristown Car House		3	2017	2003	30	1
Shops & Yards	Fire Suppression	Heavy Rail, Trolley	Market-Frankford	Shops & Yards - 69th Street		3	2017	2008	30	1
Shops & Yards	Fire Suppression	Paratransit	All Lines	Germantown Garage		3	2017	2003	30	1
Shops & Yards	Fire Suppression	Regional Rail	All Lines	Broad & Lehigh Shop		3	2017	1986	30	1
Shops & Yards	Fire Suppression	Regional Rail	All Lines	Courtland Shop		2	2018	2005	30	1
Shops & Yards	Fire Suppression	Regional Rail	All Lines	Frazer Shop		3	2017	2003	30	1
Shops & Yards	Fire Suppression	Regional Rail	All Lines	Overbrook Shop		3	2017	2005	30	1
Shops & Yards	Fire Suppression	Regional Rail	All Lines	Roberts Shop		3	2017	2006	30	1
Shops & Yards	Fire Suppression	Regional Rail	Liberty Yard			3	2017	2006	30	1
Shops & Yards	Fire Suppression	Regional Rail	Wayne Junction			3	2017	2006	30	1
Shops & Yards	Fire Suppression	Trolley	10, 11, 13, 34, 36	Woodland Shop		4	2017	2015	30	1
Shops & Yards	Fire Suppression	Trolley	11, 13, 34, 36	Shops & Yards - Elmwood		3	2017	2012	30	1
Shops & Yards	Roof	Bus	103 Victory			3	2017	2000	30	217,000
Shops & Yards	Roof	Bus	11, 13, 34, 36	Comly Garage		3	2018	2019	30	105,000
Shops & Yards	Roof	Bus	11, 13, 34, 39	Berridge Shop		3	2018	2016	30	475,000
Shops & Yards	Roof	Bus	110 Victory			4	2017	2005	30	217,000

Shops & Yards	Roof	Bus	All Lines	Allegheny Garage		4	2017	2006	30	208,000
Shops & Yards	Roof	Bus	All Lines	Callowhill Garage		3	2018	2015	30	213,000
Shops & Yards	Roof	Bus	All Lines	Frankford Garage		3	2018	2017	30	102,000
Shops & Yards	Roof	Bus	All Lines	Frontier Garage		3	2017	2018	30	45,000
Shops & Yards	Roof	Bus	All Lines	Midvale Garage		3	2018	1996	30	217,000
Shops & Yards	Roof	Bus	All Lines	Southern Garage		3	2017	2019	30	217,000
Shops & Yards	Roof	Heavy Rail	All Lines	69th Street Motor Shop		3	2017	2018	30	35,000
Shops & Yards	Roof	Heavy Rail	All Lines	Bustleton Shop		3	2018	2000	30	30,000
Shops & Yards	Roof	Heavy Rail	Broad Street Line & Spur	Fern Rock Shop		3	2018	2006	30	100,000
Shops & Yards	Roof	Heavy Rail	Broad Street Line & Spur	Fern Rock Shop		3	2018	2015	30	250,000
Shops & Yards	Roof	Heavy Rail	Market-Frankford	Bridge Street		3	2018	1983	30	45,000
Shops & Yards	Roof	Heavy Rail		Norristown Car House		3	2017	2017	30	40,000
Shops & Yards	Roof	Heavy Rail, Trolley	Market-Frankford	69th Street		3	2017	2000	30	400,000
Shops & Yards	Roof	Paratransit	All Lines	Germantown Garage		3	2017	2008	30	34,000
Shops & Yards	Roof	Regional Rail	All Lines	Broad & Lehigh Shop		3	2017	1986	30	14,000
Shops & Yards	Roof	Regional Rail	All Lines	Courtland Shop		2	2018	1980	30	53,000
Shops & Yards	Roof	Regional Rail	All Lines	Frazer Shop		3	2017	1986	30	200,000
Shops & Yards	Roof	Regional Rail	All Lines	Overbrook Shop		3	2017	2019	30	200,000
Shops & Yards	Roof	Regional Rail	All Lines	Roberts Shop		3	2017	2016	30	217,000
Shops & Yards	Roof	Regional Rail	Liberty Yard			3	2017	1986	50	200,000
Shops & Yards	Roof	Regional Rail	Main Line	Wayne Junction Shop		3	2017	2012	30	300,000
Shops & Yards	Roof	Trolley	10, 11, 13, 34, 36	Woodland Shop		4	2017	2015	30	250,000
Shops & Yards	Roof	Trolley	11, 13, 34, 36	Elmwood		3	2017	2009	30	200,000
Shops & Yards	Yard Lights	Heavy Rail	All Lines	69th Street Shop		3	2017	1980	60	1
Shops & Yards	Yard Lights	Heavy Rail	Broad Street Line & Spur	Fern Rock Shop		3	2018	1980	60	1
Shops & Yards	Yard Lights	Regional Rail	All Lines	Overbrook Shop		3	2017	1980	60	1
Shops & Yards	Yard Lights	Regional Rail	All Lines	Roberts Shop		3	2017	1980	60	1
Shops & Yards	Yard Lights	Regional Rail	Liberty Yard			3	2017	1980	60	1
Shops & Yards	Yard Lights	Regional Rail	Powelton Yard			4	2017	1980	60	1
Signals	OCC	Bus	Systemwide: Bus			4	2021	2005	7	1
Signals	OCC	Heavy Rail	Broad Street Line & Spur			4	2021	2000	7	1
Signals	OCC	Heavy Rail	Market-Frankford			4	2021	2001	7	1
Signals	OCC	Heavy Rail	Norristown High Speed Line			4	2021	1990	7	1
Signals	OCC	Paratransit	Systemwide: Paratransit			4	2021	2009	7	1
Signals	OCC	Regional Rail	Systemwide: Regional Rail			4	2021	1978	7	1
Signals	OCC	Trolley	Systemwide: Trolley			4	2021	2003	7	1
Signals	Wayside Signals	Heavy Rail	Norristown High Speed Line			4	2021	1990	47	1
Signals	Wayside Signals	Regional Rail	Doylestown			4	2021	2011	40	15
Signals	Wayside Signals	Regional Rail	Fox Chase			4	2021	2005	40	1
Signals	Wayside Signals	Regional Rail	Main Line			4	2021	2008	40	11
Signals	Wayside Signals	Regional Rail	Manayunk-Norristown			4	2021	1990	47	17
Signals	Wayside Signals	Regional Rail	Media-Elwyn			4	2021	2000	40	8
Signals	Wayside Signals	Regional Rail	Warminster			4	2021	2010	40	15
Signals	Wayside Signals	Regional Rail	West Trenton			4	2021	2003	40	10
Signals	Wayside Signals	Trolley	101			4	2021	1984	47	17
Signals	Wayside Signals	Trolley	102			4	2021	1984	47	18
Signals	Wayside Signals	Trolley	101, 102			4	2021	2001	47	11
Signals	Wayside Signals	Heavy Rail	Broad Street Line & Spur			4	2021	2011	40	7
Signals	Wayside Signals	Heavy Rail	Market-Frankford			4	2021	2001	40	13
Signals	Wayside Signals	Heavy Rail	Norristown High Speed Line			4	2021	1990	30	10
Signals	Wayside Signals	Regional Rail	Airport			4	2021	1984	30	6
Signals	Wayside Signals	Regional Rail	Chestnut Hill East			4	2021	2011	30	1
Signals	Wayside Signals	Regional Rail	Chestnut Hill West			4	2021	2015	30	1
Signals	Wayside Signals	Regional Rail	Cynwyd			4	2021	1978	40	1
Signals	Wayside Signals	Regional Rail	Doylestown			4	2021	2011	30	5
Signals	Wayside Signals	Regional Rail	Fox Chase			4	2021	2005	30	3
Signals	Wayside Signals	Regional Rail	Main Line			4	2021	2008	30	20
Signals	Wayside Signals	Regional Rail	Manayunk-Norristown			4	2021	2015	40	5
Signals	Wayside Signals	Regional Rail	Media-Elwyn			4	2021	2000	40	5
Signals	Wayside Signals	Regional Rail	Warminster			4	2021	2010	45	6
Signals	Wayside Signals	Regional Rail	West Trenton			4	2021	2003	30	1

Signals	Wayside Signals	Trolley	101				4	2021	1984	30	2
Signals	Wayside Signals	Trolley	102				4	2021	1984	30	1
Signals	Wayside Signals	Trolley	10, 11, 13, 34, 36				4	2021	2010	30	1
Signals	Wayside Signals	Trolley	101, 102				4	2021	2001	30	1
Signals	Wayside Signals	Heavy Rail	Broad Street Line & Spur				4	2021	1990	40	120
Signals	Wayside Signals	Heavy Rail	Market-Frankford				4	2021	2001	40	78
Signals	Wayside Signals	Heavy Rail	Norristown High Speed Line				4	2021	1990	40	43
Signals	Wayside Signals	Regional Rail	Airport				4	2021	1984	40	11
Signals	Wayside Signals	Regional Rail	Chestnut Hill East				4	2021	2011	40	4
Signals	Wayside Signals	Regional Rail	Chestnut Hill West				4	2021	1990	40	11
Signals	Wayside Signals	Regional Rail	Cynwyd				4	2021	1990	40	1
Signals	Wayside Signals	Regional Rail	Doylestown				4	2021	2011	40	13
Signals	Wayside Signals	Regional Rail	Fox Chase				4	2021	2005	40	3
Signals	Wayside Signals	Regional Rail	Main Line				4	2021	2008	40	152
Signals	Wayside Signals	Regional Rail	Manayunk-Norristown				4	2021	1990	40	20
Signals	Wayside Signals	Regional Rail	Media-Elwyn				4	2021	2000	40	32
Signals	Wayside Signals	Regional Rail	Warminster				4	2021	2010	40	9
Signals	Wayside Signals	Regional Rail	West Trenton				4	2021	2003	40	6
Signals	Wayside Signals	Trolley	101				4	2021	1984	40	9
Signals	Wayside Signals	Trolley	102				4	2021	1984	40	2
Signals	Wayside Signals	Trolley	10, 11, 13, 34, 36				4	2021	2010	40	3
Signals	Wayside Signals	Trolley	101, 102				4	2021	2001	40	22
Signals	Wayside Signals	Heavy Rail	Broad Street Line & Spur				4	2021	1990	47	453
Signals	Wayside Signals	Heavy Rail	Market-Frankford				4	2021	2001	47	76
Signals	Wayside Signals	Heavy Rail	Broad Street Line & Spur				4	2021	2011	47	398
Signals	Wayside Signals	Heavy Rail	Market-Frankford				4	2021	2001	47	45
Signals	Wayside Signals	Heavy Rail	Norristown High Speed Line				4	2021	1990	47	85
Signals	Wayside Signals	Regional Rail	Airport				4	2021	1984	40	38
Signals	Wayside Signals	Regional Rail	Chestnut Hill East				4	2021	2011	40	35
Signals	Wayside Signals	Regional Rail	Chestnut Hill West				4	2021	1978	47	32
Signals	Wayside Signals	Regional Rail	Cynwyd				4	2021	1978	47	7
Signals	Wayside Signals	Regional Rail	Doylestown				4	2021	2011	40	62
Signals	Wayside Signals	Regional Rail	Fox Chase				4	2021	2005	40	10
Signals	Wayside Signals	Regional Rail	Main Line				4	2021	2008	40	416
Signals	Wayside Signals	Regional Rail	Manayunk-Norristown				4	2021	1978	47	78
Signals	Wayside Signals	Regional Rail	Media-Elwyn				4	2021	2000	40	162
Signals	Wayside Signals	Regional Rail	Warminster				4	2021	2010	40	64
Signals	Wayside Signals	Regional Rail	West Trenton				4	2021	2003	40	39
Signals	Wayside Signals	Trolley	101				4	2021	1984	47	58
Signals	Wayside Signals	Trolley	102				4	2021	1984	47	28
Signals	Wayside Signals	Trolley	10, 11, 13, 34, 36				4	2021	2010	47	58
Signals	Wayside Signals	Trolley	101, 102				4	2021	2001	47	48
Signals	Wayside Signals	Heavy Rail	Broad Street Line & Spur				4	2021	2011	30	453
Signals	Wayside Signals	Heavy Rail	Market-Frankford				4	2021	2001	30	76
Signals	Wayside Signals	Heavy Rail	Norristown High Speed Line				4	2021	1990	40	50
Signals	Wayside Signals	Regional Rail	Airport				4	2021	1984	40	26
Signals	Wayside Signals	Regional Rail	Chestnut Hill East				4	2021	2011	30	19
Signals	Wayside Signals	Regional Rail	Chestnut Hill West				4	2021	1978	30	22
Signals	Wayside Signals	Regional Rail	Cynwyd				4	2021	1978	30	5
Signals	Wayside Signals	Regional Rail	Doylestown				4	2021	2011	30	16
Signals	Wayside Signals	Regional Rail	Fox Chase				4	2021	2005	40	9
Signals	Wayside Signals	Regional Rail	Main Line				4	2021	2008	30	282
Signals	Wayside Signals	Regional Rail	Manayunk-Norristown				4	2021	1978	30	23
Signals	Wayside Signals	Regional Rail	Media-Elwyn				4	2021	2000	40	76
Signals	Wayside Signals	Regional Rail	Warminster				4	2021	2010	40	19
Signals	Wayside Signals	Regional Rail	West Trenton				4	2021	2003	30	4
Signals	Wayside Signals	Trolley	101				4	2021	1984	30	21
Signals	Wayside Signals	Trolley	102				4	2021	1984	40	7
Signals	Wayside Signals	Trolley	10, 11, 13, 34, 36				4	2021	2010	40	48
Signals	Wayside Signals	Trolley	101, 102				4	2021	2001	30	24
Signals	Yard Signals	Heavy Rail	Broad Street Line & Spur				4	2021	1990	40	33

Signals	Yard Signals	Heavy Rail	Market-Frankford				4	2021	2001	40	78
Signals	Yard Signals	Heavy Rail	Norristown High Speed Line				4	2021	1990	40	43
Signals	Yard Signals	Regional Rail	Airport				4	2021	1984	40	11
Signals	Yard Signals	Regional Rail	Chestnut Hill East				4	2021	2011	40	4
Signals	Yard Signals	Regional Rail	Chestnut Hill West				4	2021	1990	40	9
Signals	Yard Signals	Regional Rail	Cynwyd				4	2021	1990	40	1
Signals	Yard Signals	Regional Rail	Doylestown				4	2021	2011	40	13
Signals	Yard Signals	Regional Rail	Fox Chase				4	2021	2005	40	3
Signals	Yard Signals	Regional Rail	Main Line				4	2021	2008	40	130
Signals	Yard Signals	Regional Rail	Manayunk-Norristown				4	2021	1990	40	16
Signals	Yard Signals	Regional Rail	Media-Elwyn				4	2021	2000	40	32
Signals	Yard Signals	Regional Rail	Warminster				4	2021	2010	40	7
Signals	Yard Signals	Trolley	101				4	2021	1984	40	9
Signals	Yard Signals	Trolley	102				4	2021	1984	40	2
Signals	Yard Signals	Trolley	101, 102				4	2021	2001	40	22
Stations	Bus Loop	Bus	2	Hunting Park and Pulaski		Hunting Park and Pulaski	4	2012	1986	30	1
Stations	Bus Loop	Bus	3	33rd and Cecil B. Moore		33rd and Cecil B. Moore	3	2012	2013	20	1
Stations	Bus Loop	Bus	18	Fox Chase			3	2012	2004	20	1
Stations	Bus Loop	Bus	18	Rising Sun and Knorr			3	2012	1997	30	1
Stations	Bus Loop	Bus	29	33rd and Dickinson			3	2012	1997	30	1
Stations	Bus Loop	Bus	42	Wycombe			4	2012	1997	40	1
Stations	Bus Loop	Bus	57	Rising Sun and Olney			3	2012	2005	30	1
Stations	Bus Loop	Bus	59	Alma			3	2012	1997	40	1
Stations	Bus Loop	Bus	60	35th and Alleghany			5	2018	2016	30	1
Stations	Bus Loop	Bus	61	Container			3	2012	1997	30	1
Stations	Bus Loop	Bus	1948-5-17 0:0:0	Front and Market			3	2012	2002	30	1
Stations	Bus Loop	Bus	1952-12-1 0:0:0	50th and Woodland			3	2012	2002	30	1
Stations	Bus Loop	Bus	1, 44, 52	54th and City Line			4	2012	1992	40	1
Stations	Bus Loop	Bus	1, 9, 27, 35, 38, 61, 62, 65, 124, 125	Wissahickon			3	2012	2000	50	1
Stations	Bus Loop	Bus	104, 107, 109, 110, 111, 112, 120,	69th Street West			5	2018	2016	30	1
Stations	Bus Loop	Bus	14, 19, 20, 24, 25, 26, 50, 58, 66, 67	Frankford Transportation			3	2012	2002	40	1
Stations	Bus Loop	Bus	21, 108, 113	69th Street South			5	2018	2015	40	1
Stations	Bus Loop	Bus	21, 42	61st and Pine			3	2018	2017	40	1
Stations	Bus Loop	Bus	23, 77, 94	Bethlehem Pike			3	2012	1995	30	1
Stations	Bus Loop	Bus	28, 56, 70, 84	Cottman and Torresdale			4	2012	2008	30	1
Stations	Bus Loop	Bus	28, 57, 70	Fern Rock -Bus			3	2012	1990	40	1
Stations	Bus Loop	Bus	30, 65, 103, 105, 106	69th Street North			3	2012	1992	30	1
Stations	Bus Loop	Bus	33, 56	23rd and Venango			5	2018	2015	40	1
Stations	Bus Loop	Bus	37, 109, 113, 114, 117, 118, 119	Chester Transportation			3	2012	2003	50	1
Stations	Bus Loop	Bus	47, 70, K	5th and Godfrey			3	2012	1992	40	1
Stations	Bus Loop	Bus	48, 52, 64	49th and Parkside			5	2012	2012	40	1
Stations	Bus Loop	Bus	58, 59	Bells Corner			4	2012	2010	40	1
Stations	Bus Loop	Bus	6, 8, 18, 22, 55, L	Broad and Olney			3	2012	2009	30	1
Stations	Bus Loop	Bus	6, H, XH	Cheltenham and Ogontz			5	2012	2011	30	1
Stations	Bus Loop	Bus	66, 130	Frankford and City Line			4	2012	2012	30	1
Stations	Bus Loop	Bus	66, 70	Frankford and Gregg			5	2012	2009	30	1
Stations	Bus Loop	Bus	7, 39, 54	33rd and Dauphin			3	2012	2013	30	1
Stations	Bus Loop	Bus	9, 35, 62	Ridge and Summit			3	2012	1986	40	1
Stations	Bus Loop	Bus	90, 91, 93, 96, 97, 98, 99	Norristown Transportation			3	2012	1997	40	1
Stations	Bus Loop	Bus	95, 124, 125	Gulph Mills Transportation			5	2012	2008	40	1
Stations	Bus Loop	Bus	J, K, 59, 75	Arrott Terminal			4	2012	2006	30	1
Stations	Bus Loop	Bus, Trolley	15	Richmond and Westmont	MP 8.5		3	2012	2012	30	1
Stations	Bus Loop	Bus, Trolley	1946-10-1 0:0:0	63rd and Malvern	MP 0		3	2012	1997	30	1
Stations	Bus Loop	Bus, Trolley	11, 13, 113, 114, 115	Darby	MP 6.1		4	2012	2010	30	1
Stations	Bus Loop	Trolley	13	Mt. Moriah	MP 1.2		3	2012	1986	40	1
Stations	Bus Loop	Trolley	13	Yeadon	MP 0		3	2012	2006	30	1
Stations	Bus Loop	Trolley	36	Eastwick	MP 0		3	2012	1999	40	1
Stations	Canopy or Roof	Heavy Rail	Broad Street Line & Spur	Fern Rock Transportation	MP 0.15		3	2019	1987	30	220,000
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	46th Street	MP 2.75		4	2019	2008	30	21,000
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	52nd Street	MP 2.2		4	2019	2008	30	21,000
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	56th Street	MP 1.75		4	2019	2006	30	21,000

Stations	Canopy or Roof	Heavy Rail	Market-Frankford	60th Street	MP 1.3		4	2019	2007	30	21,000
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	63rd Street	MP 1		4	2019	2009	30	16,000
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	69th Street Transporta	MP 0.25		3	2019	1987	30	1
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	Allegheny	MP 10.45		3	2019	2001	30	15,000
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	Arrott Transportation	MP 12.5		4	2019	2018	30	32,500
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	Berks	MP 8.7		3	2019	2006	30	18,000
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	Church	MP 12.1		4	2019	2006	30	16,000
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	Erie-Torresdale	MP 11.6		3	2019	2001	30	14,000
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	Frankford Transportati	MP 13.1		3	2019	2004	30	33,000
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	Girard	MP 8.1		3	2019	1994	30	27,000
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	Huntingdon	MP 9.6		4	2019	2006	30	14,300
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	Millbourne	MP 0.7		5	2009	2008	30	12,000
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	Somerset	MP 9.8		3	2019	1997	30	12,600
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	Spring Garden	MP 7.4		3	2019	1987	30	10,940
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	Tioga	MP 10.8		3	2019	1997	30	13,000
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	York-Dauphin	MP 9.2		3	2019	1997	30	21,000
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	69th Street -NHSL	MP 0		3	2019	2012	20	10,500
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Ardmore Avenue	MP 3.89		4	2019	2013	30	1,300
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Ardmore Junction	MP 3.48		3	2019	2013	20	950
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Beechwood-Brookline	MP 2.55		3	2019	1991	30	1,900
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Bridgeport	MP 13.76		3	2019	2013	20	700
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Bryn Mawr -NHSL	MP 5.35		3	2019	2014	20	2,800
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	County Line	MP 8.57		2	2019	1991	30	120
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	DeKalb Street	MP 12.29		3	2019	1991	30	630
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Garrett Hill	MP 6.37		3	2019	1991	30	450
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Gulph Mills	MP 10.22		4	2019	2008	20	430
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Haverford -NHSL	MP 4.65		4	2019	2011	20	1,500
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Hughes Park	MP 11.02		3	2019	1991	30	250
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Matsonford	MP 9.3		4	2019	2017	20	130
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Norristown Transporta	MP 13.32		4	2019	1991	30	8,750
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Parkview	MP 0.89		3	2019	1991	30	1,900
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Penfield	MP 1.95		3	2019	1991	30	1,340
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Radnor -NHSL	MP 7.88		4	2019	2016	20	800
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Roberts Road	MP 5.82		3	2019	1991	30	140
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Stadium-Ithan Ave	MP 6.77		5	2020	2019	30	1,050
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Township Line Road	MP 1.49		3	2019	1991	30	1,000
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Villanova -NHSL	MP 6.98		3	2019	1991	30	470
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Wynnewood Road	MP 3.15		4	2019	2012	20	3,000
Stations	Canopy or Roof	Regional Rail	Airport	Eastwick	MP 7.1		3	2019	2015	20	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill East	Chestnut Hill East	MP 10.8		3	2019	1997	30	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill East	Germantown	MP 6.8		3	2019	2010	30	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill East	Gravers	MP 10.3		3	2019	2010	30	8,050
Stations	Canopy or Roof	Regional Rail	Chestnut Hill East	Mount Airy	MP 9.3		3	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill East	Sedgwick	MP 8.9		3	2019	1997	30	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill East	Stenton	MP 8.6		3	2019	1997	30	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill East	Washington Lane	MP 7.8		3	2019	1997	30	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill East	Wister	MP 6.1		3	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill East	Wyndmoor	MP 10		4	2019	1981	30	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill West	Allen Lane	MP 4.8		4	2019	2011	30	1,630
Stations	Canopy or Roof	Regional Rail	Chestnut Hill West	Carpenter	MP 4.4		3	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill West	Cheltenham Avenue	MP 2.8		3	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill West	Chestnut Hill West	MP 6.65		4	2019	2002	30	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill West	Highland	MP 6.1		4	2019	2010	30	200
Stations	Canopy or Roof	Regional Rail	Chestnut Hill West	North Philadelphia	MP 0.07		3	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill West	Queen Lane	MP 2.2		4	2019	2009	30	3,690
Stations	Canopy or Roof	Regional Rail	Chestnut Hill West	Saint Martins	MP 5.6		3	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill West	Tulpehocken	MP 3.3		4	2019	2010	30	1,330
Stations	Canopy or Roof	Regional Rail	Chestnut Hill West	Upsal	MP 3.8		3	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Cynwyd	Bala	MP 5.7		4	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Cynwyd	Cynwyd	MP 6.1		4	2019	2011	30	1
Stations	Canopy or Roof	Regional Rail	Cynwyd	Wynnefield Avenue	MP 4.9		4	2019	1987	30	160

Stations	Canopy or Roof	Regional Rail	Doylestown	9th Street	MP 0.73		4	2016	2016	30	160
Stations	Canopy or Roof	Regional Rail	Doylestown	Chalfont	MP 5.3		4	2016	2005	30	400
Stations	Canopy or Roof	Regional Rail	Doylestown	Colmar	MP 2.4		3	2016	2000	30	1,050
Stations	Canopy or Roof	Regional Rail	Doylestown	Delaware Valley Univer	MP 8.4		4	2016	2002	30	875
Stations	Canopy or Roof	Regional Rail	Doylestown	Doylestown	MP 10		3	2016	2002	30	1
Stations	Canopy or Roof	Regional Rail	Doylestown	Fortuna	MP 1.5		3	2016	2017	30	1
Stations	Canopy or Roof	Regional Rail	Doylestown	Link Belt	MP 3		4	2016	2000	30	100
Stations	Canopy or Roof	Regional Rail	Doylestown	New Britain	MP 7.1		4	2016	2006	30	120
Stations	Canopy or Roof	Regional Rail	Fox Chase	Cheltenham	MP 10.2		4	2019	2007	30	1,440
Stations	Canopy or Roof	Regional Rail	Fox Chase	Fox Chase	MP 11.6		4	2019	2011	30	2,720
Stations	Canopy or Roof	Regional Rail	Fox Chase	Lawndale	MP 9.5		3	2019	1990	30	1
Stations	Canopy or Roof	Regional Rail	Fox Chase	Olney	MP 7.9		4	2019	2010	30	840
Stations	Canopy or Roof	Regional Rail	Fox Chase	Ryers	MP 10.8		4	2019	2012	30	160
Stations	Canopy or Roof	Regional Rail	Main Line	30th Street Station	MP 0.9		3	2019	2011	30	99,180
Stations	Canopy or Roof	Regional Rail	Main Line	Ambler	MP 17.2		4	2019	2011	30	5,300
Stations	Canopy or Roof	Regional Rail	Main Line	Elkins Park	MP 9.2		3	2019	1997	35	1
Stations	Canopy or Roof	Regional Rail	Main Line	Fern Rock Transportati	MP 7		3	2019	1992	25	5,500
Stations	Canopy or Roof	Regional Rail	Main Line	Fort Washington	MP 15.9		4	2019	2007	30	6,560
Stations	Canopy or Roof	Regional Rail	Main Line	Glenside	MP 11.9		3	2019	2010	30	900
Stations	Canopy or Roof	Regional Rail	Main Line	Gwynedd Valley	MP 20		3	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Main Line	Jefferson Station	MP 0.5		4	2019	2002	30	190,974
Stations	Canopy or Roof	Regional Rail	Main Line	Jenkintown	MP 10.7		4	2019	2016	30	1
Stations	Canopy or Roof	Regional Rail	Main Line	Lansdale	MP 24.9		3	2019	1997	30	1
Stations	Canopy or Roof	Regional Rail	Main Line	Melrose Park	MP 8.4		4	2019	2005	30	2,900
Stations	Canopy or Roof	Regional Rail	Main Line	North Broad	MP 2.9		3	2019	1992	30	72
Stations	Canopy or Roof	Regional Rail	Main Line	North Hills	MP 13		3	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Main Line	North Wales	MP 22.4		3	2019	2010	30	1,110
Stations	Canopy or Roof	Regional Rail	Main Line	Oreland	MP 13.8		3	2019	1998	30	1,950
Stations	Canopy or Roof	Regional Rail	Main Line	Penllyn	MP 18.8		2	2019	1981	30	1
Stations	Canopy or Roof	Regional Rail	Main Line	Penn Medicine	MP 1.7		3	2016	1995	30	4,950
Stations	Canopy or Roof	Regional Rail	Main Line	Pennbrook	MP 23.5		3	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Main Line	Suburban Station	MP 0		3	2019	2004	30	488,920
Stations	Canopy or Roof	Regional Rail	Main Line	Temple University	MP 2.1		4	2019	2014	30	20,000
Stations	Canopy or Roof	Regional Rail	Main Line	Wayne Junction	MP 5.2		3	2019	2015	30	9,980
Stations	Canopy or Roof	Regional Rail	Manayunk-Norristown	Allegheny	MP 4		3	2019	1987	30	1
Stations	Canopy or Roof	Regional Rail	Manayunk-Norristown	Conshohocken	MP 13.5		3	2020	1997	30	1
Stations	Canopy or Roof	Regional Rail	Manayunk-Norristown	East Falls	MP 5.5		3	2019	1981	30	1
Stations	Canopy or Roof	Regional Rail	Manayunk-Norristown	Elm Street	MP 18.1		3	2019	1992	45	1
Stations	Canopy or Roof	Regional Rail	Manayunk-Norristown	Ivy Ridge	MP 8.2		3	2019	2006	30	140
Stations	Canopy or Roof	Regional Rail	Manayunk-Norristown	Main Street	MP 17.77		3	2019	1997	30	1
Stations	Canopy or Roof	Regional Rail	Manayunk-Norristown	Manayunk	MP 7.5		3	2019	1998	30	1
Stations	Canopy or Roof	Regional Rail	Manayunk-Norristown	Miquon	MP 10.7		3	2019	1997	30	2,250
Stations	Canopy or Roof	Regional Rail	Manayunk-Norristown	Norristown Transporta	MP 17.2		3	2019	1997	30	1
Stations	Canopy or Roof	Regional Rail	Manayunk-Norristown	Spring Mill	MP 12.3		3	2019	1998	30	1
Stations	Canopy or Roof	Regional Rail	Manayunk-Norristown	Wissahickon	MP 6.4		3	2019	1998	30	1
Stations	Canopy or Roof	Regional Rail	Media-Elwyn	49th Street	MP 3.3		3	2019	1999	30	1
Stations	Canopy or Roof	Regional Rail	Media-Elwyn	Clifton-Aldan	MP 7.6		3	2019	2010	30	1,500
Stations	Canopy or Roof	Regional Rail	Media-Elwyn	Elwyn	MP 15.1		3	2019	1990	30	1
Stations	Canopy or Roof	Regional Rail	Media-Elwyn	Fernwood-Yeadon	MP 5.5		4	2019	2005	30	1
Stations	Canopy or Roof	Regional Rail	Media-Elwyn	Gladstone	MP 7		3	2019	2005	30	1
Stations	Canopy or Roof	Regional Rail	Media-Elwyn	Lansdowne	MP 6.3		3	2019	1987	40	1
Stations	Canopy or Roof	Regional Rail	Media-Elwyn	Media	MP 14		3	2019	1997	30	1
Stations	Canopy or Roof	Regional Rail	Media-Elwyn	Morton	MP 10.7		4	2019	2010	30	1,000
Stations	Canopy or Roof	Regional Rail	Media-Elwyn	Moylan-Rose Valley	MP 13.3		2	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Media-Elwyn	Primos	MP 8.2		4	2019	2012	30	5,300
Stations	Canopy or Roof	Regional Rail	Media-Elwyn	Secane	MP 8.9		4	2019	2019	30	1
Stations	Canopy or Roof	Regional Rail	Media-Elwyn	Swarthmore	MP 11.3		3	2019	2002	30	1
Stations	Canopy or Roof	Regional Rail	Media-Elwyn	Wallingford	MP 12.4		3	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Ardmore	MP 8.5		3	2020	1987	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Berwyn	MP 17.5		4	2020	1999	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Bryn Mawr	MP 10.1		3	2020	1981	30	1

Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Daylesford	MP 18.5		3	2020	1997	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Devon	MP 16.4		3	2020	1981	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Downingtown	MP 32.4		3	2020	1987	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Exton	MP 28.3		5	2020	2018	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Haverford	MP 9.1		3	2020	1981	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Malvern	MP 27.4		3	2020	2012	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Merion	MP 6.1		3	2016	2003	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Narberth	MP 6.7		3	2016	1980	50	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Overbrook	MP 5.4		4	2020	2003	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Radnor	MP 12.9		3	2016	2001	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Rosemont	MP 10.8		3	2018	2013	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	St. Davids	MP 13.7		3	2020	1987	40	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Strafford	MP 15.3		3	2020	2003	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Thorndale	MP 35.3		4	2020	1999	30	6,000
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Villanova	MP 11.9		3	2016	1981	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Wayne	MP 14.4		4	2020	2010	30	1,630
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Whitford	MP 21.5		3	2016	1987	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Wynnewood	MP 7.4		3	2016	1981	30	1
Stations	Canopy or Roof	Regional Rail	Trenton	Bridesburg	MP 10.2		3	2019	1981	40	1
Stations	Canopy or Roof	Regional Rail	Trenton	Bristol	MP 23.6		2	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Trenton	Cornwells Heights	MP 17.8		4	2019	2002	30	1
Stations	Canopy or Roof	Regional Rail	Trenton	Croydon	MP 20.7		4	2019	2011	30	5,300
Stations	Canopy or Roof	Regional Rail	Trenton	Eddington	MP 19.1		3	2019	1981	40	1
Stations	Canopy or Roof	Regional Rail	Trenton	Holmesburg Junction	MP 13.1		3	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Trenton	Levittown	MP 26.8		5	2019	2019	30	1
Stations	Canopy or Roof	Regional Rail	Trenton	Tacony	MP 12.1		3	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Trenton	Torresdale	MP 15.7		3	2019	1997	30	1
Stations	Canopy or Roof	Regional Rail	Warminster	Ardsley	MP 13.5		3	2020	1995	30	1
Stations	Canopy or Roof	Regional Rail	Warminster	Crestmont	MP 15.9		4	2020	2009	30	1
Stations	Canopy or Roof	Regional Rail	Warminster	Hatboro	MP 19.1		3	2020	1981	30	1
Stations	Canopy or Roof	Regional Rail	Warminster	Roslyn	MP 14.7		3	2016	1987	30	1
Stations	Canopy or Roof	Regional Rail	Warminster	Warminster	MP 20.6		3	2020	2009	30	4,350
Stations	Canopy or Roof	Regional Rail	Warminster	Willow Grove	MP 16.7		3	2016	1992	30	1
Stations	Canopy or Roof	Regional Rail	West Trenton	Bethayres	MP 15.1		3	2016	1992	30	3,150
Stations	Canopy or Roof	Regional Rail	West Trenton	Forest Hills	MP 17.7		3	2016	1987	40	1
Stations	Canopy or Roof	Regional Rail	West Trenton	Langhorne	MP 23.9		4	2020	2011	30	6,000
Stations	Canopy or Roof	Regional Rail	West Trenton	Meadowbrook	MP 13.8		3	2016	1998	30	1
Stations	Canopy or Roof	Regional Rail	West Trenton	Neshaminy Falls	MP 21.1		3	2016	2005	30	1
Stations	Canopy or Roof	Regional Rail	West Trenton	Noble	MP 12		3	2016	1981	30	1
Stations	Canopy or Roof	Regional Rail	West Trenton	Philmont	MP 16.4		3	2020	2010	30	2,850
Stations	Canopy or Roof	Regional Rail	West Trenton	Rydal	MP 12.8		4	2016	1997	30	1
Stations	Canopy or Roof	Regional Rail	West Trenton	Somerton	MP 18.2		3	2016	2002	30	1
Stations	Canopy or Roof	Regional Rail	West Trenton	Trevose	MP 19.9		3	2020	2008	30	1
Stations	Canopy or Roof	Regional Rail	West Trenton	Woodbourne	MP 26.5		3	2020	2002	30	1
Stations	Canopy or Roof	Regional Rail	West Trenton	Yardley	MP 30.7		5	2016	2018	30	1
Stations	Canopy or Roof	Regional Rail	Wilmington-Newark	Chester	MP 13.4		3	2016	2003	30	5,880
Stations	Canopy or Roof	Regional Rail	Wilmington-Newark	Crum Lynne	MP 11.1		3	2016	1987	40	1
Stations	Canopy or Roof	Regional Rail	Wilmington-Newark	Curtis Park	MP 6.7		3	2016	1981	40	1
Stations	Canopy or Roof	Regional Rail	Wilmington-Newark	Darby	MP 6.1		3	2016	1981	40	1
Stations	Canopy or Roof	Regional Rail	Wilmington-Newark	Eddystone	MP 12.3		4	2016	1997	30	1
Stations	Canopy or Roof	Regional Rail	Wilmington-Newark	Folcroft	MP 7.7		3	2016	2010	30	3,225
Stations	Canopy or Roof	Regional Rail	Wilmington-Newark	Glenolden	MP 8.3		3	2016	1987	60	1
Stations	Canopy or Roof	Regional Rail	Wilmington-Newark	Highland Ave	MP 15.4		3	2016	1981	30	1
Stations	Canopy or Roof	Regional Rail	Wilmington-Newark	Norwood	MP 9		3	2016	1987	40	1
Stations	Canopy or Roof	Regional Rail	Wilmington-Newark	Prospect Park	MP 9.4		4	2016	1997	30	1
Stations	Canopy or Roof	Regional Rail	Wilmington-Newark	Ridley Park	MP 10.3		3	2016	1997	30	1
Stations	Canopy or Roof	Regional Rail	Wilmington-Newark	Sharon Hill	MP 7.1		3	2016	1987	35	80
Stations	Canopy or Roof	Trolley	34	Bus Loop - 61st and Ba	MP 0		3	2012	2000	25	1
Stations	Canopy or Roof	Trolley	101	Anderson Avenue	MP 3.22		4	2014	2009	30	120
Stations	Canopy or Roof	Trolley	101	Aronimink	MP 2.85		4	2014	2009	30	1,600
Stations	Canopy or Roof	Trolley	101	Beatty Road	MP 7.71		4	2014	2009	30	200

Stations	Canopy or Roof	Trolley	101	Drexelbrook	MP 3.4		4	2014	2009	30	120
Stations	Canopy or Roof	Trolley	101	Drexeline	MP 3.7		4	2014	2009	30	70
Stations	Canopy or Roof	Trolley	101	Leamy Avenue	MP 5.3		4	2014	2009	30	200
Stations	Canopy or Roof	Trolley	101	Paper Mill Road	MP 6.67		4	2014	2009	30	1,600
Stations	Canopy or Roof	Trolley	101	Pine Ridge	MP 7.34		4	2014	2009	30	1,600
Stations	Canopy or Roof	Trolley	101	Providence Road - Rte	MP 7.95		4	2014	2009	30	1,600
Stations	Canopy or Roof	Trolley	101	Saxer Avenue	MP 5.03		4	2014	2009	30	390
Stations	Canopy or Roof	Trolley	101	Scenic Road	MP 4.1		4	2014	2009	30	900
Stations	Canopy or Roof	Trolley	101	School Lane	MP 2.51		4	2014	2009	30	900
Stations	Canopy or Roof	Trolley	101	Springfield Mall	MP 6.14		3	2014	2009	30	190
Stations	Canopy or Roof	Trolley	101	Springfield Road	MP 4.58		4	2014	2009	30	400
Stations	Canopy or Roof	Trolley	101	Thomson Avenue	MP 5.87		4	2014	2009	30	90
Stations	Canopy or Roof	Trolley	101	Woodland Avenue	MP 5.46		4	2014	2009	30	1,200
Stations	Canopy or Roof	Trolley	102	Andrews Avenue	MP 4.88		4	2014	2009	30	143
Stations	Canopy or Roof	Trolley	102	Baltimore Avenue	MP 3.3		4	2014	2010	30	1,700
Stations	Canopy or Roof	Trolley	102	Bartram Avenue	MP 4.64		4	2011	2009	30	200
Stations	Canopy or Roof	Trolley	102	Clifton-Aldan -Rte 102	MP 3.74		4	2011	2010	30	340
Stations	Canopy or Roof	Trolley	102	Creek Road	MP 3.01		4	2014	2010	30	980
Stations	Canopy or Roof	Trolley	102	Drexel Manor	MP 2.49		4	2014	2010	30	80
Stations	Canopy or Roof	Trolley	102	Garrettford	MP 2.36		4	2014	2010	30	700
Stations	Canopy or Roof	Trolley	102	MacDade Boulevard	MP 4.99		4	2014	2009	30	600
Stations	Canopy or Roof	Trolley	102	Marshall Road	MP 3.01		4	2014	2010	30	150
Stations	Canopy or Roof	Trolley	102	North Street	MP 4.41		4	2011	2009	30	135
Stations	Canopy or Roof	Trolley	102	Penn Street	MP 3.49		4	2014	2010	30	200
Stations	Canopy or Roof	Trolley	102	Providence Road -Rte	MP 4.12		4	2014	2009	30	135
Stations	Canopy or Roof	Trolley	102	Sharon Hill -	MP 5.25		4	2011	2009	30	1,200
Stations	Canopy or Roof	Trolley	102	Springfield Road -Rte 1	MP 3.6		4	2014	2010	30	200
Stations	Canopy or Roof	Trolley	101, 102	69th Street - 101/102	MP 0		3	2014	2015	30	15,000
Stations	Canopy or Roof	Trolley	101, 102	Avon Road	MP 0.64		3	2014	2000	30	180
Stations	Canopy or Roof	Trolley	101, 102	Beverly Boulevard	MP 0.98		4	2014	2000	30	140
Stations	Canopy or Roof	Trolley	101, 102	Congress Avenue	MP 1.25		4	2014	2010	30	110
Stations	Canopy or Roof	Trolley	101, 102	Drexel Hill Junction	MP 2.1		4	2014	2000	30	210
Stations	Canopy or Roof	Trolley	101, 102	Drexel Park	MP 1.73		4	2014	2000	30	1,600
Stations	Canopy or Roof	Trolley	101, 102	Fairfield Ave	MP 0.25		4	2014	2000	30	240
Stations	Canopy or Roof	Trolley	101, 102	Hilltop Road	MP 0.85		3	2014	2000	30	140
Stations	Canopy or Roof	Trolley	101, 102	Huey Avenue	MP 2.37		4	2014	2000	30	900
Stations	Canopy or Roof	Trolley	101, 102	Irvington Road	MP 1.84		4	2014	2000	30	900
Stations	Canopy or Roof	Trolley	101, 102	Lansdowne Avenue	MP 1.45		4	2014	2000	30	1,600
Stations	Canopy or Roof	Trolley	101, 102	Walnut St	MP 0.51		4	2014	2000	30	140
Stations	Canopy or Roof	Trolley	11, 13, 34, 36	40th	MP 0		3	2019	1997	30	11,000
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	8th and Market	MP 6.93		4	2019	2010	30	13,200
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Allegheny	MP 3.34		3	2019	2002	30	13,200
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Cecil B. Moore	MP 4.96		4	2019	1987	40	13,200
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Chinatown	MP 6.62		3	2019	1992	30	13,200
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Ellsworth-Federal	MP 7.95		4	2019	2002	30	18,718
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Erie	MP 2.82		3	2019	2005	30	21,920
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Fern Rock Transportation	MP 0.15		3	2019	2009	25	223,000
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Girard	MP 5.47		3	2019	2012	30	21,920
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Logan	MP 1.38		4	2019	2010	30	13,200
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Lombard-South	MP 7.4		3	2019	2000	30	18,718
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	North Philadelphia	MP 3.79		4	2019	2010	30	21,920
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	NRG	MP 10.1		3	2019	1992	30	18,718
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Olney Transportation C	MP 0.76		4	2019	2012	30	43,840
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Oregon	MP 9.31		3	2019	2007	30	18,718
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Race-Vine	MP 6.47		3	2019	2006	30	21,920
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Snyder	MP 8.78		3	2019	2002	30	18,718
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Spring Garden	MP 6.1		3	2019	2012	30	21,920
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Susquehanna-Dauphin	MP 4.37		3	2019	1992	30	13,200
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Tasker-Morris	MP 8.4		3	2019	2001	30	18,718
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Walnut-Locust	MP 7.07		4	2019	2008	30	21,920
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	11th Street	MP 5.75		3	2019	1999	30	1

Stations	Fire Suppression System	Heavy Rail	Market-Frankford	13th Street	MP 5.6		3	2019	2004	30	14,666
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	2nd Street	MP 6.5		3	2019	2002	30	14,666
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	30th Street	MP 4.3		3	2019	2019	30	26,607
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	34th Street	MP 3.9		3	2019	2002	30	19,107
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	40th Street	MP 3.4		3	2019	2018	30	14,666
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	46th Street	MP 2.75		4	2019	2008	25	21,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	52nd Street	MP 2.2		4	2019	2006	25	21,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	56th Street	MP 1.75		4	2019	2006	25	21,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	5th Street	MP 6.25		5	2020	1981	30	14,666
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	60th Street	MP 1.3		4	2019	2006	25	21,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	63rd	MP 1		4	2019	2009	25	16,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	69th Street Transporta	MP 0.25		3	2019	2008	25	71,600
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	8th Street	MP 6		3	2019	2007	30	14,666
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	Allegheny	MP 10.45		3	2019	2001	25	15,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	Arrott Transportation	MP 12.5		4	2019	2018	25	32,500
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	Berks	MP 8.7		3	2019	2006	25	19,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	Church	MP 12.1		4	2019	2006	25	16,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	Erie-Torresdale	MP 11.6		3	2019	2001	25	14,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	Frankford Transportati	MP 13.1		3	2019	2003	25	33,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	Girard	MP 8.1		3	2019	1994	25	27,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	Huntingdon	MP 9.6		4	2019	2006	25	13,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	Millbourne	MP 0.7		5	2009	2009	25	10,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	Somerset	MP 9.8		3	2019	1997	25	12,600
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	Spring Garden	MP 7.4		3	2019	1975	25	10,940
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	Tioga	MP 10.8		3	2019	1997	25	13,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	York-Dauphin	MP 9.2		3	2019	1997	25	21,000
Stations	Fire Suppression System	Heavy Rail	Norristown High Speed Line	69th Street -NHSL	MP 0		3	2019	2008	25	12,000
Stations	Fire Suppression System	Heavy Rail	Norristown High Speed Line	Norristown Transporta	MP 13.32		4	2019	1989	30	8,750
Stations	Fire Suppression System	Regional Rail	Chestnut Hill East	Mount Airy	MP 9.3		3	2019	2010	50	1
Stations	Fire Suppression System	Regional Rail	Chestnut Hill West	Allen Lane	MP 4.8		4	2019	2010	50	5,780
Stations	Fire Suppression System	Regional Rail	Chestnut Hill West	Queen Lane	MP 2.2		4	2019	2010	50	3,960
Stations	Fire Suppression System	Regional Rail	Cynwyd	Cynwyd	MP 6.1		4	2019	2011	50	4,860
Stations	Fire Suppression System	Regional Rail	Doylestown	Chalfont	MP 5.3		4	2016	2005	50	3,980
Stations	Fire Suppression System	Regional Rail	Doylestown	Colmar	MP 2.4		3	2016	2000	50	4,300
Stations	Fire Suppression System	Regional Rail	Doylestown	Link Belt	MP 3		4	2016	2000	50	1,080
Stations	Fire Suppression System	Regional Rail	Doylestown	New Britain	MP 7.1		4	2016	2006	50	1,240
Stations	Fire Suppression System	Regional Rail	Fox Chase	Fox Chase	MP 11.6		4	2019	2011	50	8,600
Stations	Fire Suppression System	Trolley	10, 11, 13, 34, 36	13th Street	MP 2.4		3	2019	2007	30	4,500
Stations	Fire Suppression System	Trolley	10, 11, 13, 34, 36	15th Street EB	MP 2.2		3	2019	2015	30	2,743
Stations	Fire Suppression System	Trolley	10, 11, 13, 34, 36	15th Street WB	MP 2.2		3	2019	1987	30	2,743
Stations	Fire Suppression System	Trolley	10, 11, 13, 34, 36	19th Street	MP 1.87		2	2019	1988	30	2,743
Stations	Fire Suppression System	Trolley	10, 11, 13, 34, 36	22nd Street	MP 1.6		3	2019	2015	30	2,743
Stations	Fire Suppression System	Trolley	10, 11, 13, 34, 36	30th Street	MP 1.2		4	2019	2003	30	7,500
Stations	Fire Suppression System	Trolley	10, 11, 13, 34, 36	33rd Street	MP 0.93		3	2019	1997	30	2,743
Stations	Fire Suppression System	Trolley	11, 13, 34, 36	36th	MP 0.57		3	2019	1997	30	2,743
Stations	Fire Suppression System	Trolley	11, 13, 34, 36	37th	MP 0.3		3	2019	1997	30	2,743
Stations	Island Platform	Trolley	15	Berks Street & Girard	MP 6.5		3	2018	2005	40	760
Stations	Island Platform	Trolley	15	Girard Ave & 11th St	MP 4.7		3	2018	2005	40	800
Stations	Island Platform	Trolley	15	Girard Ave & 12th St	MP 4.6		3	2018	2005	40	850
Stations	Island Platform	Trolley	15	Girard Ave & 2nd St	MP 5.5		3	2018	2005	40	800
Stations	Island Platform	Trolley	15	Girard Ave & 33th St	MP 2.8		3	2018	2005	40	400
Stations	Island Platform	Trolley	15	Girard Ave & 34th St	MP 2.5		3	2018	2005	40	1,100
Stations	Island Platform	Trolley	15	Girard Ave & 39th St	MP 2.1		3	2018	2005	40	1,000
Stations	Island Platform	Trolley	15	Girard Ave & 3rd St	MP 5.4		3	2018	2005	40	900
Stations	Island Platform	Trolley	15	Girard Ave & 40th St	MP 2		3	2018	2005	40	950
Stations	Island Platform	Trolley	15	Girard Ave & 41st St	MP 1.8		3	2018	2005	40	950
Stations	Island Platform	Trolley	15	Girard Ave & 42st St	MP 1.7		3	2018	2005	40	950
Stations	Island Platform	Trolley	15	Girard Ave & 4th St	MP 5.3		3	2018	2005	40	475
Stations	Island Platform	Trolley	15	Girard Ave & 5th St	MP 5.2		3	2018	2005	40	900
Stations	Island Platform	Trolley	15	Girard Ave & 7th St	MP 5		3	2018	2005	40	950
Stations	Island Platform	Trolley	15	Girard Ave & 8th St	MP 4.9		3	2018	2005	40	950

Stations	Island Platform	Trolley	15	Girard Ave and Colum	MP 6		3	2018	2005	40	900
Stations	Island Platform	Trolley	15	Girard Ave and Frankfo	MP 5.8		3	2018	2005	40	850
Stations	Island Platform	Trolley	15	Girard Ave and Front S	MP 5.7		3	2018	2005	40	710
Stations	Island Platform	Trolley	36	76th Street and Island	MP 0.6		3	2019	2005	40	450
Stations	Island Platform	Trolley	36	Buist Avenue and Islan	MP 0.8		3	2019	2005	40	450
Stations	Island Platform	Trolley	36	Lindbergh Blvd Island F	MP 0.3		3	2019	2005	40	450
Stations	Island Platform	Trolley	36	Tanager Street and Isla	MP 0.7		2	2019	2005	40	450
Stations	Leak Prevention	Heavy Rail	Broad Street Line & Spur	City Hall	MP 6.82		2	2019	1981	30	1
Stations	Leak Prevention	Heavy Rail	Broad Street Line & Spur	Fairmount Main	MP 5.79		3	2019	1981	30	1
Stations	Leak Prevention	Heavy Rail	Broad Street Line & Spur	Fairmount Spur	MP 5.79		3	2019	1981	30	1
Stations	Leak Prevention	Heavy Rail	Broad Street Line & Spur	Hunting Park	MP 2.2		3	2019	1981	30	1
Stations	Leak Prevention	Heavy Rail	Broad Street Line & Spur	Wyoming	MP 1.75		3	2019	1981	30	1
Stations	Leak Prevention	Heavy Rail	Market-Frankford	15th Street	MP 5.3		5	2020	1981	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	8th and Market	MP 6.93		4	2019	2010	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Allegheny	MP 3.34		3	2019	2002	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Cecil B. Moore	MP 4.96		4	2019	1987	40	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Chinatown	MP 6.62		3	2019	1992	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	City Hall	MP 6.82		2	2019	1981	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Ellsworth-Federal	MP 7.95		4	2019	2002	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Erie	MP 2.82		3	2019	2005	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Fairmount Main	MP 5.79		3	2019	1981	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Fairmount Spur	MP 5.79		3	2019	1981	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Girard	MP 5.47		3	2019	2012	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Logan	MP 1.38		4	2019	2010	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Lombard-South	MP 7.4		3	2019	2000	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	North Philadelphia	MP 3.79		4	2019	2010	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	NRG	MP 10.1		3	2019	1992	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Olney Transportation C	MP 0.76		4	2019	2012	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Oregon	MP 9.31		3	2019	2007	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Race-Vine	MP 6.47		3	2019	2006	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Snyder	MP 8.78		3	2019	2002	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Spring Garden	MP 6.1		3	2019	2012	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Susquehanna-Dauphin	MP 4.37		3	2019	1992	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Tasker-Morris	MP 8.4		3	2019	2001	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Walnut-Locust	MP 7.07		4	2019	2008	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Wyoming	MP 1.75		3	2019	1981	30	1
Stations	Mezzanine	Heavy Rail	Market-Frankford	11th Street	MP 5.75		3	2019	1999	30	1
Stations	Mezzanine	Heavy Rail	Market-Frankford	13th Street	MP 5.6		3	2019	2004	30	1
Stations	Mezzanine	Heavy Rail	Market-Frankford	15th Street	MP 5.3		5	2020	1981	30	1
Stations	Mezzanine	Heavy Rail	Market-Frankford	2nd Street	MP 6.5		3	2019	2002	30	1
Stations	Mezzanine	Heavy Rail	Market-Frankford	30th Street	MP 4.3		3	2019	2019	30	1
Stations	Mezzanine	Heavy Rail	Market-Frankford	34th (UG)	MP 3.9		3	2019	2002	30	1
Stations	Mezzanine	Heavy Rail	Market-Frankford	40th Street	MP 3.4		3	2019	2018	30	1
Stations	Mezzanine	Heavy Rail	Market-Frankford	5th Street	MP 6.25		5	2020	1981	30	1
Stations	Mezzanine	Heavy Rail	Market-Frankford	8th Street	MP 6		3	2019	2002	30	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	46th Street	MP 2.75		4	2019	2008	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	52nd Street	MP 2.2		4	2019	2008	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	56th Street - 56th	MP 1.75		4	2019	2006	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	60th Street	MP 1.3		4	2019	2007	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	63rd Street	MP 1		4	2019	2009	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	Allegheny	MP 10.45		3	2019	2001	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	Arrott Transportation	MP 12.5		4	2019	2018	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	Berks	MP 8.7		3	2019	2006	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	Church	MP 12.1		4	2019	2006	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	Erie-Torresdale	MP 11.6		3	2019	2001	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	Huntingdon	MP 9.6		4	2019	2006	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	Millbourne	MP 0.7		5	2009	2008	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	Somerset	MP 9.8		3	2019	1997	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	Tioga	MP 10.8		3	2019	1997	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	York-Dauphin	MP 9.2		3	2019	1997	50	1
Stations	Overpass-Underpass	Heavy Rail	Norristown High Speed Line	Haverford -NHSL	MP 4.65		4	2019	1981	50	1

Stations	Overpass-Underpass	Heavy Rail	Norristown High Speed Line	Parkview	MP 0.89		3	2019	1981	50	1
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	8th and Market	MP 6.93		4	2019	2010	25	13,200
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Allegheny	MP 3.34		3	2019	2009	35	13,200
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Cecil B. Moore	MP 4.96		4	2019	2010	35	13,200
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Chinatown	MP 6.62		3	2019	2010	35	13,200
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	City Hall	MP 6.82		2	2019	1999	25	21,920
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Ellsworth-Federal	MP 7.95		4	2019	2009	25	18,718
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Erie	MP 2.82		3	2019	2009	25	21,920
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Fairmount Main	MP 5.79		3	2019	2009	25	13,200
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Fairmount Spur	MP 5.79		3	2019	2009	25	13,200
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Fern Rock Transportation	MP 0.15		3	2019	1987	30	223,000
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Girard	MP 5.47		3	2019	1991	35	21,920
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Hunting Park	MP 2.2		3	2019	2010	25	13,200
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Logan	MP 1.38		4	2019	2010	35	13,200
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Lombard-South	MP 7.4		3	2019	2009	25	18,718
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	North Philadelphia	MP 3.79		4	2019	2010	35	21,920
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	NRG	MP 10.1		3	2019	2008	35	18,718
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Olney Transportation Center	MP 0.76		4	2019	2009	35	43,840
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Oregon	MP 9.31		3	2019	2009	35	18,718
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Race-Vine	MP 6.47		3	2019	2010	35	21,920
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Snyder	MP 8.78		3	2019	2009	25	18,718
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Spring Garden	MP 6.1		3	2019	2007	35	21,920
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Susquehanna-Dauphin	MP 4.37		3	2019	2008	25	13,200
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Tasker-Morris	MP 8.4		3	2019	2009	25	18,718
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Walnut-Locust	MP 7.07		4	2019	2009	35	21,920
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Wyoming	MP 1.75		3	2019	2011	25	13,200
Stations	Platform-Structures	Heavy Rail	Market-Frankford	11th Street	MP 5.75		3	2019	2008	25	14,666
Stations	Platform-Structures	Heavy Rail	Market-Frankford	13th Street	MP 5.6		3	2019	2010	35	14,666
Stations	Platform-Structures	Heavy Rail	Market-Frankford	15th Street	MP 5.3		5	2020	2008	35	14,666
Stations	Platform-Structures	Heavy Rail	Market-Frankford	2nd Street	MP 6.5		3	2019	2008	25	14,666
Stations	Platform-Structures	Heavy Rail	Market-Frankford	30th Street	MP 4.3		3	2019	2019	25	26,607
Stations	Platform-Structures	Heavy Rail	Market-Frankford	34th Street	MP 3.9		3	2019	2009	35	19,107
Stations	Platform-Structures	Heavy Rail	Market-Frankford	40th Street	MP 3.4		3	2019	2018	35	14,666
Stations	Platform-Structures	Heavy Rail	Market-Frankford	46th Street	MP 2.75		4	2019	2008	50	21,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	52nd Street	MP 2.2		4	2019	2008	50	21,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	56th Street	MP 1.75		4	2019	2006	50	21,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	5th Street	MP 6.25		5	2020	2010	25	14,666
Stations	Platform-Structures	Heavy Rail	Market-Frankford	60th Street	MP 1.3		4	2019	2007	50	21,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	63rd Street	MP 1		4	2019	2009	50	16,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	69th Street Transportation Center	MP 0.25		3	2019	1987	40	71,600
Stations	Platform-Structures	Heavy Rail	Market-Frankford	8th Street	MP 6		3	2019	2009	35	14,666
Stations	Platform-Structures	Heavy Rail	Market-Frankford	Allegheny	MP 10.45		3	2019	2001	60	15,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	Arrott Transportation Center	MP 12.5		4	2019	2018	50	32,500
Stations	Platform-Structures	Heavy Rail	Market-Frankford	Berks	MP 8.7		3	2019	2006	50	19,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	Church	MP 12.1		4	2019	2006	60	16,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	Erie-Torresdale	MP 11.6		3	2019	2001	60	14,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	Frankford Transportation Center	MP 13.1		3	2019	2004	50	33,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	Girard	MP 8.1		3	2019	1994	60	27,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	Huntingdon	MP 9.6		4	2019	2006	50	13,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	Millbourne	MP 0.7		5	2009	2008	50	10,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	Somerset	MP 9.8		3	2019	1997	60	12,600
Stations	Platform-Structures	Heavy Rail	Market-Frankford	Spring Garden	MP 7.4		3	2019	1987	40	10,940
Stations	Platform-Structures	Heavy Rail	Market-Frankford	Tioga	MP 10.8		3	2019	1997	60	13,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	York-Dauphin	MP 9.2		3	2019	1997	60	21,000
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	69th Street -NHSL	MP 0		3	2019	2012	60	12,000
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Ardmore Avenue	MP 3.89		4	2019	2013	50	12,000
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Ardmore Junction	MP 3.48		3	2019	2013	30	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Beechwood-Brookline	MP 2.55		3	2019	1991	30	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Bridgeport	MP 13.76		3	2019	2013	30	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Bryn Mawr -NHSL	MP 5.35		3	2019	2014	20	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	County Line	MP 8.57		2	2019	1991	30	1

Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	DeKalb Street	MP 12.29		3	2019	1991	40	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Garrett Hill	MP 6.37		3	2019	1991	40	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Gulph Mills	MP 10.22		4	2019	2008	50	3,900
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Haverford -NHSL	MP 4.65		4	2019	2011	20	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Hughes Park	MP 11.02		3	2019	1991	30	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Matsonford	MP 9.3		4	2019	2016	50	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Norristown Transporta	MP 13.32		4	2019	1991	30	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Parkview	MP 0.89		3	2019	1991	40	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Penfield	MP 1.95		3	2019	1991	30	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Radnor -NHSL	MP 7.88		4	2019	2016	50	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Roberts Road	MP 5.82		3	2019	1991	40	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Stadium-Ithan Ave	MP 6.77		5	2020	2019	30	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Township Line Road	MP 1.49		3	2019	1991	30	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Villanova -NHSL	MP 6.98		3	2019	1991	30	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Wynnewood Road	MP 3.15		4	2019	2012	50	1
Stations	Platform-Structures	Regional Rail	Airport	Eastwick	MP 7.1		3	2019	2015	30	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill East	Chestnut Hill East	MP 10.8		3	2019	1977	60	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill East	Germantown	MP 6.8		3	2019	2010	60	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill East	Gravers	MP 10.3		3	2019	1982	60	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill East	Mount Airy	MP 9.3		3	2019	1972	60	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill East	Sedgwick	MP 8.9		3	2019	1977	60	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill East	Stenton	MP 8.6		3	2019	1977	60	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill East	Washington Lane	MP 7.8		3	2019	1977	60	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill East	Wister	MP 6.1		3	2019	1972	50	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill East	Wyndmoor	MP 10		4	2019	1967	60	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill West	Allen Lane	MP 4.8		4	2019	2011	50	5,780
Stations	Platform-Structures	Regional Rail	Chestnut Hill West	Carpenter	MP 4.4		3	2019	1972	60	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill West	Chelten Avenue	MP 2.8		3	2019	1972	60	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill West	Chestnut Hill West	MP 6.65		4	2019	1982	60	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill West	Highland	MP 6.1		4	2019	1977	50	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill West	North Philadelphia	MP 0.07		3	2019	1972	50	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill West	Queen Lane	MP 2.2		4	2019	2009	50	3,690
Stations	Platform-Structures	Regional Rail	Chestnut Hill West	Saint Martins	MP 5.6		3	2019	2009	40	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill West	Tulpehocken	MP 3.3		4	2019	1967	60	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill West	Upsal	MP 3.8		3	2019	1972	60	1
Stations	Platform-Structures	Regional Rail	Cynwyd	Bala	MP 5.7		4	2019	2017	50	1
Stations	Platform-Structures	Regional Rail	Cynwyd	Cynwyd	MP 6.1		4	2019	2011	50	1
Stations	Platform-Structures	Regional Rail	Cynwyd	Wynnefield Avenue	MP 4.9		4	2019	2017	50	1
Stations	Platform-Structures	Regional Rail	Doylestown	9th Street	MP 0.73		4	2016	2016	50	1,050
Stations	Platform-Structures	Regional Rail	Doylestown	Chalfont	MP 5.3		4	2016	2005	50	3,980
Stations	Platform-Structures	Regional Rail	Doylestown	Colmar	MP 2.4		3	2016	2000	60	4,300
Stations	Platform-Structures	Regional Rail	Doylestown	Delaware Valley Univer	MP 8.4		4	2016	1998	50	875
Stations	Platform-Structures	Regional Rail	Doylestown	Doylestown	MP 10		3	2016	1982	60	1
Stations	Platform-Structures	Regional Rail	Doylestown	Fortuna	MP 1.5		3	2016	1972	50	1
Stations	Platform-Structures	Regional Rail	Doylestown	Link Belt	MP 3		4	2016	2000	50	1,080
Stations	Platform-Structures	Regional Rail	Doylestown	New Britain	MP 7.1		4	2016	2006	50	1,240
Stations	Platform-Structures	Regional Rail	Fox Chase	Cheltenham	MP 10.2		4	2019	2007	50	1,820
Stations	Platform-Structures	Regional Rail	Fox Chase	Fox Chase	MP 11.6		4	2019	2011	50	8,600
Stations	Platform-Structures	Regional Rail	Fox Chase	Lawndale	MP 9.5		3	2019	1990	30	1
Stations	Platform-Structures	Regional Rail	Fox Chase	Olney	MP 7.9		4	2019	2010	50	8,900
Stations	Platform-Structures	Regional Rail	Fox Chase	Ryers	MP 10.8		4	2019	2012	50	2,200
Stations	Platform-Structures	Regional Rail	Main Line	30th Street Station	MP 0.9		3	2019	2011	50	32,400
Stations	Platform-Structures	Regional Rail	Main Line	Ambler	MP 17.2		4	2019	2011	50	17,020
Stations	Platform-Structures	Regional Rail	Main Line	Elkins Park	MP 9.2		3	2019	1967	55	1
Stations	Platform-Structures	Regional Rail	Main Line	Fern Rock Transportati	MP 7		3	2019	1992	25	1
Stations	Platform-Structures	Regional Rail	Main Line	Fort Washington	MP 15.9		4	2019	2007	50	14,050
Stations	Platform-Structures	Regional Rail	Main Line	Glenside	MP 11.9		3	2019	1967	70	1
Stations	Platform-Structures	Regional Rail	Main Line	Gwynedd Valley	MP 20		3	2019	1992	30	1
Stations	Platform-Structures	Regional Rail	Main Line	Jefferson Station	MP 0.5		4	2019	1982	50	48,600
Stations	Platform-Structures	Regional Rail	Main Line	Jenkintown	MP 10.7		4	2019	1967	55	1
Stations	Platform-Structures	Regional Rail	Main Line	Lansdale	MP 24.9		3	2019	1997	40	1

Stations	Platform-Structures	Regional Rail	Main Line	Melrose Park	MP 8.4		4	2019	2005	50	12,760
Stations	Platform-Structures	Regional Rail	Main Line	North Broad	MP 2.9		3	2019	1992	50	2,688
Stations	Platform-Structures	Regional Rail	Main Line	North Hills	MP 13		3	2019	1972	50	1
Stations	Platform-Structures	Regional Rail	Main Line	North Wales	MP 22.4		3	2019	2008	60	14,250
Stations	Platform-Structures	Regional Rail	Main Line	Oreland	MP 13.8		3	2019	1998	30	1
Stations	Platform-Structures	Regional Rail	Main Line	Penllyn	MP 18.8		2	2019	1961	30	1
Stations	Platform-Structures	Regional Rail	Main Line	Penn Medicine	MP 1.7		3	2016	1995	60	7,160
Stations	Platform-Structures	Regional Rail	Main Line	Pennbrook	MP 23.5		3	2019	1992	40	1
Stations	Platform-Structures	Regional Rail	Main Line	Suburban Station	MP 0		3	2019	2004	60	488,920
Stations	Platform-Structures	Regional Rail	Main Line	Temple University	MP 2.1		4	2019	2014	60	29,110
Stations	Platform-Structures	Regional Rail	Main Line	Wayne Junction	MP 5.2		3	2019	2015	60	27,300
Stations	Platform-Structures	Regional Rail	Manayunk-Norristown	Allegheny	MP 4		3	2019	1967	50	1
Stations	Platform-Structures	Regional Rail	Manayunk-Norristown	Conshohocken	MP 13.5		3	2020	1977	50	1
Stations	Platform-Structures	Regional Rail	Manayunk-Norristown	East Falls	MP 5.5		3	2019	1961	50	1
Stations	Platform-Structures	Regional Rail	Manayunk-Norristown	Elm Street	MP 18.1		3	2019	1972	45	1
Stations	Platform-Structures	Regional Rail	Manayunk-Norristown	Ivy Ridge	MP 8.2		3	2019	2006	60	5,940
Stations	Platform-Structures	Regional Rail	Manayunk-Norristown	Main Street	MP 17.77		3	2019	1977	50	1
Stations	Platform-Structures	Regional Rail	Manayunk-Norristown	Manayunk	MP 7.5		3	2019	1998	40	1
Stations	Platform-Structures	Regional Rail	Manayunk-Norristown	Miquon	MP 10.7		3	2019	1998	40	1
Stations	Platform-Structures	Regional Rail	Manayunk-Norristown	Norristown Transporta	MP 17.2		3	2019	1977	50	1
Stations	Platform-Structures	Regional Rail	Manayunk-Norristown	Spring Mill	MP 12.3		3	2019	1998	40	1
Stations	Platform-Structures	Regional Rail	Manayunk-Norristown	Wissahickon	MP 6.4		3	2019	1998	30	1
Stations	Platform-Structures	Regional Rail	Media-Elwyn	49th Street	MP 3.3		3	2019	1999	40	1
Stations	Platform-Structures	Regional Rail	Media-Elwyn	Angora	MP 4.5		4	2019	2010	30	1
Stations	Platform-Structures	Regional Rail	Media-Elwyn	Clifton-Aldan	MP 7.6		3	2019	1990	45	1
Stations	Platform-Structures	Regional Rail	Media-Elwyn	Elwyn	MP 15.1		3	2019	1970	70	1
Stations	Platform-Structures	Regional Rail	Media-Elwyn	Fernwood-Yeadon	MP 5.5		4	2019	2005	30	1
Stations	Platform-Structures	Regional Rail	Media-Elwyn	Gladstone	MP 7		3	2019	2005	40	1
Stations	Platform-Structures	Regional Rail	Media-Elwyn	Lansdowne	MP 6.3		3	2019	1967	60	1
Stations	Platform-Structures	Regional Rail	Media-Elwyn	Media	MP 14		3	2019	1977	60	1
Stations	Platform-Structures	Regional Rail	Media-Elwyn	Morton	MP 10.7		4	2019	2010	30	1
Stations	Platform-Structures	Regional Rail	Media-Elwyn	Moylan-Rose Valley	MP 13.3		2	2019	1972	50	1
Stations	Platform-Structures	Regional Rail	Media-Elwyn	Primos	MP 8.2		4	2019	2012	50	17,020
Stations	Platform-Structures	Regional Rail	Media-Elwyn	Secane	MP 8.9		4	2019	2019	50	1
Stations	Platform-Structures	Regional Rail	Media-Elwyn	Swarthmore	MP 11.3		3	2019	1982	60	1
Stations	Platform-Structures	Regional Rail	Media-Elwyn	Wallingford	MP 12.4		3	2019	1972	60	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Ardmore	MP 8.5		3	2020	2004	50	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Berwyn	MP 17.5		4	2020	1999	50	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Bryn Mawr	MP 10.1		3	2020	1961	60	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Daylesford	MP 18.5		3	2020	1997	50	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Devon	MP 16.4		3	2020	1961	50	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Downingtown	MP 32.4		3	2020	1967	50	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Exton	MP 28.3		5	2020	2018	50	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Haverford	MP 9.1		3	2020	1961	50	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Malvern	MP 27.4		3	2020	2012	60	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Merion	MP 6.1		3	2016	1961	70	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Narberth	MP 6.7		3	2016	1980	50	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Overbrook	MP 5.4		4	2020	2003	60	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Radnor	MP 12.9		3	2016	2001	60	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Rosemont	MP 10.8		3	2018	2013	60	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	St. Davids	MP 13.7		3	2020	1967	65	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Strafford	MP 15.3		3	2020	2003	60	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Thorndale	MP 35.3		4	2020	1999	50	8,300
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Villanova	MP 11.9		3	2016	1961	50	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Wayne	MP 14.4		4	2020	2010	50	17,140
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Whitford	MP 21.5		3	2016	1967	50	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Wynnewood	MP 7.4		3	2016	1961	60	1
Stations	Platform-Structures	Regional Rail	Trenton	Bridesburg	MP 10.2		3	2019	1961	70	1
Stations	Platform-Structures	Regional Rail	Trenton	Bristol	MP 23.6		2	2019	1972	50	1
Stations	Platform-Structures	Regional Rail	Trenton	Cornwells Heights	MP 17.8		4	2019	1982	50	1
Stations	Platform-Structures	Regional Rail	Trenton	Croydon	MP 20.7		4	2019	2011	50	1

Stations	Platform-Structures	Regional Rail	Trenton	Eddington	MP 19.1		3	2019	1961	60	1
Stations	Platform-Structures	Regional Rail	Trenton	Holmesburg Junction	MP 13.1		3	2019	1972	60	1
Stations	Platform-Structures	Regional Rail	Trenton	Levittown	MP 26.8		5	2019	2019	50	1
Stations	Platform-Structures	Regional Rail	Trenton	Tacony	MP 12.1		3	2019	1972	60	1
Stations	Platform-Structures	Regional Rail	Trenton	Torresdale	MP 15.7		3	2019	1977	60	1
Stations	Platform-Structures	Regional Rail	Warminster	Ardsey	MP 13.5		3	2020	1995	40	1
Stations	Platform-Structures	Regional Rail	Warminster	Crestmont	MP 15.9		4	2020	2009	30	1
Stations	Platform-Structures	Regional Rail	Warminster	Hatboro	MP 19.1		3	2020	1961	60	1
Stations	Platform-Structures	Regional Rail	Warminster	Roslyn	MP 14.7		3	2016	1967	50	1
Stations	Platform-Structures	Regional Rail	Warminster	Warminster	MP 20.6		3	2020	1977	50	1
Stations	Platform-Structures	Regional Rail	Warminster	Willow Grove	MP 16.7		3	2016	1972	60	1
Stations	Platform-Structures	Regional Rail	West Trenton	Bethayres	MP 15.1		3	2016	1972	60	1
Stations	Platform-Structures	Regional Rail	West Trenton	Forest Hills	MP 17.7		3	2016	1967	70	1
Stations	Platform-Structures	Regional Rail	West Trenton	Langhorne	MP 23.9		4	2020	2011	30	1
Stations	Platform-Structures	Regional Rail	West Trenton	Meadowbrook	MP 13.8		3	2016	1998	60	1
Stations	Platform-Structures	Regional Rail	West Trenton	Neshaminy Falls	MP 21.1		3	2016	2005	60	1
Stations	Platform-Structures	Regional Rail	West Trenton	Noble	MP 12		3	2016	1961	50	1
Stations	Platform-Structures	Regional Rail	West Trenton	Philmont	MP 16.4		3	2020	2010	30	1
Stations	Platform-Structures	Regional Rail	West Trenton	Rydal	MP 12.8		4	2016	1977	50	1
Stations	Platform-Structures	Regional Rail	West Trenton	Somerton	MP 18.2		3	2016	2002	60	1
Stations	Platform-Structures	Regional Rail	West Trenton	Trevose	MP 19.9		3	2020	2008	40	1
Stations	Platform-Structures	Regional Rail	West Trenton	Woodbourne	MP 26.5		3	2020	2002	60	1
Stations	Platform-Structures	Regional Rail	West Trenton	Yardley	MP 30.7		5	2016	2018	50	1
Stations	Platform-Structures	Regional Rail	Wilmington-Newark	Chester	MP 13.4		3	2016	2003	40	20,400
Stations	Platform-Structures	Regional Rail	Wilmington-Newark	Crum Lynne	MP 11.1		3	2016	1967	70	1
Stations	Platform-Structures	Regional Rail	Wilmington-Newark	Curtis Park	MP 6.7		3	2016	1961	60	1
Stations	Platform-Structures	Regional Rail	Wilmington-Newark	Darby	MP 6.1		3	2016	1961	60	1
Stations	Platform-Structures	Regional Rail	Wilmington-Newark	Eddystone	MP 12.3		4	2016	1977	50	1
Stations	Platform-Structures	Regional Rail	Wilmington-Newark	Folcroft	MP 7.7		3	2016	1977	60	1
Stations	Platform-Structures	Regional Rail	Wilmington-Newark	Glenolden	MP 8.3		3	2016	1967	70	1
Stations	Platform-Structures	Regional Rail	Wilmington-Newark	Highland Ave	MP 15.4		3	2016	1961	60	1
Stations	Platform-Structures	Regional Rail	Wilmington-Newark	Marcus Hook	MP 17.1		3	2016	1972	50	1
Stations	Platform-Structures	Regional Rail	Wilmington-Newark	Norwood	MP 9		3	2016	1967	70	1
Stations	Platform-Structures	Regional Rail	Wilmington-Newark	Prospect Park	MP 9.4		4	2016	1977	50	1
Stations	Platform-Structures	Regional Rail	Wilmington-Newark	Ridley Park	MP 10.3		3	2016	1977	60	1
Stations	Platform-Structures	Regional Rail	Wilmington-Newark	Sharon Hill	MP 7.1		3	2016	1967	65	1
Stations	Platform-Structures	Trolley	101	Anderson Avenue	MP 3.22		4	2014	2009	50	1,400
Stations	Platform-Structures	Trolley	101	Aronimink	MP 2.85		4	2014	2009	50	2,090
Stations	Platform-Structures	Trolley	101	Beatty Road	MP 7.71		4	2014	2009	50	1,960
Stations	Platform-Structures	Trolley	101	Drexelbrook	MP 3.4		4	2014	2009	50	1,400
Stations	Platform-Structures	Trolley	101	Drexeline	MP 3.7		4	2014	2009	50	980
Stations	Platform-Structures	Trolley	101	Leamy Avenue	MP 5.3		4	2014	2009	50	1,580
Stations	Platform-Structures	Trolley	101	Paper Mill Road	MP 6.67		4	2014	2009	50	510
Stations	Platform-Structures	Trolley	101	Pine Ridge	MP 7.34		4	2014	2009	50	1,530
Stations	Platform-Structures	Trolley	101	Providence Road - Rte	MP 7.95		4	2014	2009	50	1,600
Stations	Platform-Structures	Trolley	101	Saxer Avenue	MP 5.03		4	2014	2009	50	1,190
Stations	Platform-Structures	Trolley	101	Scenic Road	MP 4.1		4	2014	2009	50	2,190
Stations	Platform-Structures	Trolley	101	School Lane	MP 2.51		4	2014	2009	50	1,500
Stations	Platform-Structures	Trolley	101	Springfield Mall	MP 6.14		3	2014	2009	60	700
Stations	Platform-Structures	Trolley	101	Springfield Road	MP 4.58		4	2014	2009	50	2,100
Stations	Platform-Structures	Trolley	101	Thomson Avenue	MP 5.87		4	2014	2009	50	280
Stations	Platform-Structures	Trolley	101	Woodland Avenue	MP 5.46		4	2014	2009	50	1,600
Stations	Platform-Structures	Trolley	102	Andrews Avenue	MP 4.88		4	2014	2009	50	740
Stations	Platform-Structures	Trolley	102	Baltimore Avenue	MP 3.3		4	2014	2010	50	3,030
Stations	Platform-Structures	Trolley	102	Bartram Avenue	MP 4.64		4	2011	2009	50	1,260
Stations	Platform-Structures	Trolley	102	Clifton-Aldan -Rte 102	MP 3.74		4	2011	2010	50	340
Stations	Platform-Structures	Trolley	102	Creek Road	MP 3.01		4	2014	2010	50	980
Stations	Platform-Structures	Trolley	102	Drexel Manor	MP 2.49		4	2014	2010	50	1,400
Stations	Platform-Structures	Trolley	102	Garrettford	MP 2.36		4	2014	2010	50	1,900
Stations	Platform-Structures	Trolley	102	MacDade Boulevard	MP 4.99		4	2014	2009	50	1,430
Stations	Platform-Structures	Trolley	102	Marshall Road	MP 3.01		4	2014	2010	50	1,890

Stations	Platform-Structures	Trolley	102	North Street	MP 4.41		4	2011	2009	50	1,080
Stations	Platform-Structures	Trolley	102	Penn Street	MP 3.49		4	2014	2010	50	1,120
Stations	Platform-Structures	Trolley	102	Providence Road -Rte 1	MP 4.12		4	2014	2009	50	1,080
Stations	Platform-Structures	Trolley	102	Sharon Hill	MP 5.25		4	2011	2009	50	3,370
Stations	Platform-Structures	Trolley	102	Springfield Road -Rte 1	MP 3.6		4	2014	2010	50	420
Stations	Platform-Structures	Trolley	10, 11, 13, 34, 36	13th Street	MP 2.4		3	2019	2010	35	4,500
Stations	Platform-Structures	Trolley	10, 11, 13, 34, 36	15th Street EB	MP 2.2		3	2019	2008	35	2,743
Stations	Platform-Structures	Trolley	10, 11, 13, 34, 36	15th Street WB	MP 2.2		3	2019	2008	35	2,743
Stations	Platform-Structures	Trolley	10, 11, 13, 34, 36	19th Street	MP 1.87		2	2019	1988	25	2,743
Stations	Platform-Structures	Trolley	10, 11, 13, 34, 36	22nd Street	MP 1.6		3	2019	2008	35	2,743
Stations	Platform-Structures	Trolley	10, 11, 13, 34, 36	30th Street	MP 1.2		4	2019	2008	25	7,500
Stations	Platform-Structures	Trolley	10, 11, 13, 34, 36	33rd Street	MP 0.93		3	2019	2008	35	2,743
Stations	Platform-Structures	Trolley	101, 102	69th Street - 101/102	MP 0		3	2014	2015	50	1
Stations	Platform-Structures	Trolley	101, 102	Avon Road	MP 0.64		3	2014	2000	60	2,200
Stations	Platform-Structures	Trolley	101, 102	Beverly Boulevard	MP 0.98		4	2014	2000	50	2,100
Stations	Platform-Structures	Trolley	101, 102	Congress Avenue	MP 1.25		4	2014	2010	50	1,260
Stations	Platform-Structures	Trolley	101, 102	Drexel Hill Junction	MP 2.1		4	2014	2000	50	2,150
Stations	Platform-Structures	Trolley	101, 102	Drexel Park	MP 1.73		4	2014	2000	50	1,400
Stations	Platform-Structures	Trolley	101, 102	Fairfield Ave	MP 0.25		4	2014	2000	50	2,400
Stations	Platform-Structures	Trolley	101, 102	Hilltop Road	MP 0.85		3	2014	2000	60	1,200
Stations	Platform-Structures	Trolley	101, 102	Huey Avenue	MP 2.37		4	2014	2000	50	1,400
Stations	Platform-Structures	Trolley	101, 102	Irvington Road	MP 1.84		4	2014	2000	50	1,400
Stations	Platform-Structures	Trolley	101, 102	Lansdowne Avenue	MP 1.45		4	2014	2000	50	1,800
Stations	Platform-Structures	Trolley	101, 102	Walnut St	MP 0.51		4	2014	2000	50	1,200
Stations	Platform-Structures	Trolley	11, 13, 34, 36	36th	MP 0.57		3	2019	2008	35	2,008
Stations	Platform-Structures	Trolley	11, 13, 34, 36	37th	MP 0.3		3	2019	2008	25	2,008
Stations	Platform-Structures	Trolley	11, 13, 34, 36	40th	MP 0		3	2019	1997	40	11,000
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	8th and Market	MP 6.93		4	2019	2010	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Allegheny	MP 3.34		3	2019	2002	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Cecil B. Moore	MP 4.96		4	2019	1917	120	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Chinatown	MP 6.62		3	2019	1922	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	City Hall	MP 6.82		2	2019	1911	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Ellsworth-Federal	MP 7.95		4	2019	2002	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Erie	MP 2.82		3	2019	2005	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Fairmount Main	MP 5.79		3	2019	1911	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Fairmount Spur	MP 5.79		3	2019	1911	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Girard	MP 5.47		3	2019	2012	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Hunting Park	MP 2.2		3	2019	1911	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Logan	MP 1.38		4	2019	2010	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Lombard-South	MP 7.4		3	2019	2000	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	North Philadelphia	MP 3.79		4	2019	2010	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	NRG	MP 10.1		3	2019	1922	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Olney Transportation C	MP 0.76		4	2019	2012	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Oregon	MP 9.31		3	2019	2007	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Race-Vine	MP 6.47		3	2019	2006	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Snyder	MP 8.78		3	2019	2002	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Spring Garden	MP 6.1		3	2019	2012	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Susquehanna-Dauphin	MP 4.37		3	2019	1922	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Tasker-Morris	MP 8.4		3	2019	2001	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Walnut-Locust	MP 7.07		4	2019	2008	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Wyoming	MP 1.75		3	2019	1911	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Market-Frankford	11th Street	MP 5.75		3	2019	1922	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Market-Frankford	13th Street	MP 5.6		3	2019	2004	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Market-Frankford	15th Street	MP 5.3		5	2020	1911	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Market-Frankford	2nd Street	MP 6.5		3	2019	1932	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Market-Frankford	30th Street	MP 4.3		3	2019	2019	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Market-Frankford	34th Street	MP 3.9		3	2019	1932	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Market-Frankford	40th Street	MP 3.4		3	2019	2018	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Market-Frankford	5th Street	MP 6.25		5	2020	1911	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Market-Frankford	8th Street	MP 6		3	2019	2007	100	1
Stations	Tunnel (Enclosing Station)	Trolley	10, 11, 13, 34, 36	13th Street	MP 2.4		3	2019	2007	100	1

Stations	Tunnel (Enclosing Station)	Trolley	10, 11, 13, 34, 36	15th Street EB	MP 2.2		3	2019	2015	100	1
Stations	Tunnel (Enclosing Station)	Trolley	10, 11, 13, 34, 36	15th Street WB	MP 2.2		3	2019	1917	100	1
Stations	Tunnel (Enclosing Station)	Trolley	10, 11, 13, 34, 36	19th Street	MP 1.87		2	2019	1988	100	1
Stations	Tunnel (Enclosing Station)	Trolley	10, 11, 13, 34, 36	22nd Street	MP 1.6		3	2019	2015	100	1
Stations	Tunnel (Enclosing Station)	Trolley	10, 11, 13, 34, 36	30th Street	MP 1.2		4	2019	2003	100	1
Stations	Tunnel (Enclosing Station)	Trolley	10, 11, 13, 34, 36	33rd Street	MP 0.93		3	2019	1955	100	1
Stations	Tunnel (Enclosing Station)	Trolley	11, 13, 34, 36	36th	MP 0.57		3	2019	1955	100	1
Stations	Tunnel (Enclosing Station)	Trolley	11, 13, 34, 36	37th	MP 0.3		3	2019	1955	100	1
Track	Bridge Timber Renewal	Heavy Rail	Norristown High Speed Line		MP 0.15		3	2020	1998	30	1
Track	Bridge Timber Renewal	Heavy Rail	Norristown High Speed Line		MP 12.81		3	2020	2013	30	1
Track	Bridge Timber Renewal	Regional Rail	Cynwyd		MP 4.32		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Cynwyd		MP 4.37		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Cynwyd		MP 5.29		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Doylestown		MP 2.76		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Doylestown		MP 7.34		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Doylestown		MP 5.76		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Doylestown		MP 4.42		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Doylestown		MP 8.9		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Doylestown		MP 3.92		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Fox Chase		MP 6.68		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Main Line		MP 15.22		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Main Line		MP 11.22		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Main Line		MP 20.25		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Main Line		MP 4.53		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Main Line		MP 17.54		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Main Line		MP 4.5		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Manayunk-Norristown		MP 17.77		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Manayunk-Norristown		MP 7.48		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Manayunk-Norristown		MP 4.66		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 18.14		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 25.75		3	2020	1995	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 27.45		3	2020	1997	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 18.05		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 10.12		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 20.31		3	2020	1995	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 11.87		3	2020	2016	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 18.5		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 24.23		3	2020	1995	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 25.4		3	2020	1997	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 4.79		3	2020	2016	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 25.09		3	2020	1995	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 23.71		3	2020	1995	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 7.11		3	2020	2016	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 23.74		3	2020	1997	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 14.41		3	2020	2015	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 19.69		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Warminster		MP 5.74		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	West Trenton		MP 23.22		3	2020	1998	30	1
Track	Bridge Timber Renewal	Trolley	101		MP 3.7		3	2020	2010	30	1
Track	Bridge Timber Renewal	Trolley	101		MP 3.77		3	2020	2010	30	1
Track	Bridge Timber Renewal	Trolley	101		MP 6.48		3	2020	1998	30	1
Track	Bridge Timber Renewal	Trolley	101		MP 6.7		3	2020	1987	30	1
Track	Bridge Timber Renewal	Trolley	102		MP 3.06		3	2020	2010	30	1
Track	Crossover	Regional Rail	Chestnut Hill East	Wind	MP 10.50		3	2020	1983	35	4
Track	Crossover	Regional Rail	Doylestown		MP 9.90		3	2020	2006	35	2
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 4.75		4	2020	1900	40	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 1.02		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 5.43		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 3.02		4	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 5.41		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 1.71		4	2020	1900	100	1

Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 4.65		5	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 6.88		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 6.84		5	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 1.53		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 2.95		5	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 6.17		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 1.51		4	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 4.65		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 3.28		5	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 4.44		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 5.1		4	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 4.57		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 3.59		4	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 4.75		4	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 3.75		4	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 0.91		4	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 6.6		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 3.05		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 5.32		4	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 2.95		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 4.26		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 4.1		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 1.6		5	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 0.81		4	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 2.29		1	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 3.03		5	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 5.42		4	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 4.89		5	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 4.2		4	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 4.3		5	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 7.17		4	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 9.29		4	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 7.18		4	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 5.59		4	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 4.98		1	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 4.89		4	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 9.34		3	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 4.37		5	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 4.59		4	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 5.66		4	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 9.24		3	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 4.93		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill East		MP 7.89		1	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill East		MP 5.75		2	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill East		MP 8.11		1	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill East		MP 5.59		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill East		MP 9.89		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill East		MP 8.26		1	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill East		MP 9.09		1	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill East		MP 7.87		4	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill East		MP 9.41		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill East		MP 10.28		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill East		MP 10.28		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 1.96		1	2020	1900	30	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 3.64		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 4.81		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 2.13		1	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 2.68		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 3.8		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 6.19		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 4.79		3	2020	1900	100	1

Track	Culvert	Regional Rail	Chestnut Hill West		MP 3.5		5	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 4.79		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 2.09		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 6.55		5	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 6.5		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 6.19		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 2.3		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 2.3		2	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 3.3		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 1.92		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 2.25		4	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 2.25		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 6.32		2	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 5.5		4	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 2.93		1	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 2.12		1	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 2.23		4	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 7.13		4	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 6.14		4	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 7.12		4	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 6.62		4	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 5.72		3	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 7.22		4	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 6.29		4	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 6.64		5	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 7.28		4	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 6.18		3	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 6.33		4	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 7.16		4	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 5.8		3	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 6.84		4	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 6.47		3	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 6.14		4	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 7.37		4	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 7.03		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 0.75		5	2020	1900	30	1
Track	Culvert	Regional Rail	Doylestown		MP 2.34		5	2020	1900	30	1
Track	Culvert	Regional Rail	Doylestown		MP 8.2		4	2020	1900	30	1
Track	Culvert	Regional Rail	Doylestown		MP 0.61		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 3.8		5	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 1.67		1	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 8.23		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 4.17		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 7.97		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 1.94		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 9.37		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 9.82		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 0.4		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 2.12		1	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 5.34		5	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 1.45		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 0.1		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 8.72		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 0.38		5	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 5.85		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 3.28		5	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 7.9		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 0.09		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 3.27		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 6.63		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 5.61		1	2020	1900	100	1

Track	Culvert	Regional Rail	Doylestown		MP 9		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 4.65		5	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 0.05		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 6.81		1	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 1.03		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 0.55		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 4.08		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 5.41		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 6.11		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 5.16		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 1.03		5	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 5.16		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 8.39		5	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 0.72		5	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 2.36		1	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 7.65		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 4.68		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 0.2		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 5.44		1	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 9.75		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 9.9		1	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 2.35		5	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 4.95		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 3.86		5	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 8.38		1	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 0.72		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 8.12		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 5.58		1	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 2.3		2	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 9.7		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 6.13		1	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 2.2		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 7.16		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 2.86		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 3.24		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 6.79		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 5.43		2	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 6.63		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 7.12		1	2020	1900	100	1
Track	Culvert	Regional Rail	Fox Chase		MP 7.3		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 17.9		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 10.4		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 9.1		4	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 22.4		4	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 22.1		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 3.2		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 24.16		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 5.6		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 12.92		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 20.55		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 23.5		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 17.8		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 11		2	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 16.11		4	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 12.15		2	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 18.15		4	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 2.79		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 18.91		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 20.77		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 17.2		4	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 22.55		3	2020	1900	100	1

Track	Culvert	Regional Rail	Main Line		MP 16.7		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 13.3		4	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 13.8		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 12.48		2	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 3.03		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 15.95		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 15.14		5	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 16.3		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 22.14		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 13.4		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 22.2		4	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 22.4		4	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 20.8		4	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 10.4		2	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 8.98		1	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 8.7		4	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 17.8		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 16.1		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 15.93		4	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 15.46		4	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 18.35		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 22.64		4	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 23.4		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 14.65		2	2020	1900	40	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 13.1		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 13.53		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 10.06		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 5.9		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 14.34		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 12.89		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 14.19		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 12.95		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 17.4		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 8.82		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 10.27		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 9.68		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 17.56		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 14.3		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 9.12		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 13.15		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 10.23		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 12.7		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 14.17		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 8.61		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 9.24		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 15.49		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 14.81		2	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 13.58		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 9.85		2	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 4.5		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 14.82		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 16.31		2	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 13.4		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 17.71		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 11		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 5.1		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 11.87		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 9.54		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 5.08		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 13.55		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 9.47		1	2020	1900	100	1

Track	Culvert	Regional Rail	Manayunk-Norristown		MP 5.91		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 9.02		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 12.98		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 13.57		5	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 3.55		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 15.9		2	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 10.36		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 11.49		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 11.32		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 5.24		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 13.02		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 13.59		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 13.45		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 11.76		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 12.91		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 12.5		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 17.9		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 11.94		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 14.22		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 9.63		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 13.3		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 12.25		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 9.3		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 11.39		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 11.69		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 10.38		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 13.08		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 15.63		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 12.96		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 5.88		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 11.41		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 9.75		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 6.13		2	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 10.03		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 13.55		5	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 11.8		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 12.9		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 11.5		5	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 15.27		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 16.16		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 8.97		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 5.03		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 15.48		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 10.09		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 10.8		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 14.45		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 8.74		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 13.69		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 4.22		5	2020	1900	40	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 14.76		3	2020	1900	30	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 5.85		1	2020	1900	40	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 13.2		3	2020	1900	40	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 10		3	2020	1900	30	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 3.21		3	2020	1900	40	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 14.76		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 5.25		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 6.51		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 9.83		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 5.83		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 10.16		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 6.27		1	2020	1900	100	1

Track	Culvert	Regional Rail	Media-Elwyn		MP 3.18		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 5.3		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 13.47		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 3.83		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 10.97		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 10.24		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 2.99		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 5.4		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 12.2		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 13.99		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 3.74		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 12.2		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 8.48		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 9.46		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 13.62		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 1.54		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 3.61		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 12.3		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 6.43		2	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 12.68		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 5.4		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 9.18		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 3.2		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 10.16		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 3.18		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 7.81		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 5.9		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 9.75		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 11.47		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 8.48		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 14.23		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 3.08		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 2.71		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 13.43		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 3.2		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 10.82		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 10.24		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 6.77		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 6.2		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 14.05		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 12.2		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 8.73		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 8.96		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 8.48		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 3.2		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 2.78		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 10.65		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 8.22		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 13.84		2	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 12.2		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 4.4		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 8.56		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 12.25		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 2.74		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 13.95		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 11.25		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 3.62		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 8.11		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 10.97		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 7.55		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 10		3	2020	1900	100	1

Track	Culvert	Regional Rail	Media-Elwyn	MP 9.38	2	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn	MP 12.3	3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn	MP 15.8	1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn	MP 11.25	1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn	MP 7.75	1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn	MP 10.97	4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn	MP 10.79	4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn	MP 10.45	4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn	MP 8.75	3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn	MP 10.79	4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn	MP 6.85	2	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn	MP 13.7	3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn	MP 9.76	5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn	MP 13.05	3	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 3.73	4	2020	1900	40	1
Track	Culvert	Regional Rail	Warminster	MP 1.62	5	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 7.89	4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 5.82	5	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 4.62	4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 1.07	4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 7.15	3	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 6.67	4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 6.5	4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 2.32	3	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 7.05	4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 0.13	4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 5.91	5	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 4.05	3	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 7.05	3	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 6.51	4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 6.7	3	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 7.58	3	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 3.8	5	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 5.83	2	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 1.91	1	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 6	4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 7.95	4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 4.1	5	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 8.12	5	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 6.61	1	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 6.85	1	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 1.3	1	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 8.25	4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 0.05	4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 6.49	1	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 8.2	4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 6.65	4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 5.36	2	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 7.52	1	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 8.12	5	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 1.92	1	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 0.97	4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 7.87	1	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 4.57	2	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 0.25	3	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 7.95	5	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 1.7	2	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 1	1	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 2.05	1	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 5.34	1	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster	MP 7.91	4	2020	1900	100	1

Track	Culvert	Regional Rail	West Trenton		MP 28.87		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 29.83		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 24.94		1	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 15.18		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 21.53		5	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 16.38		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 12.68		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 23.89		1	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 17.7		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 30.28		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 14.85		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 24.08		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 18.24		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 23.2		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 16.85		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 18.52		5	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 11.35		5	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 13.41		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 17.76		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 28.97		5	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 29.08		5	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 27.7		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 21.96		5	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 27.15		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 18.24		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 32.8		5	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 18		5	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 15.68		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 25.38		5	2020	1900	100	1
Track	Culvert	Trolley	101		MP 6.05		3	2020	1900	40	1
Track	Culvert	Trolley	101		MP 4.6		3	2020	1900	30	1
Track	Culvert	Trolley	101		MP 5.88		3	2020	1900	30	1
Track	Culvert	Trolley	101		MP 1.73		3	2020	1900	100	1
Track	Culvert	Trolley	101		MP 6.2		5	2020	1900	100	1
Track	Culvert	Trolley	101		MP 1.25		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 6.14		5	2020	1900	100	1
Track	Culvert	Trolley	101		MP 1.44		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 1.25		5	2020	1900	100	1
Track	Culvert	Trolley	101		MP 5.95		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 6.2		3	2020	1900	100	1
Track	Culvert	Trolley	101		MP 0.64		3	2020	1900	100	1
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Track	Culvert	Trolley	101		MP 7.58		3	2020	1900	100	1
Track	Culvert	Trolley	101		MP 7.62		3	2020	1900	100	1
Track	Culvert	Trolley	101		MP 5.5		5	2020	1900	100	1
Track	Culvert	Trolley	101		MP 6.25		5	2020	1900	100	1
Track	Culvert	Trolley	101		MP 5.53		5	2020	1900	100	1
Track	Culvert	Trolley	101		MP 1.84		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 7.47		3	2020	1900	100	1
Track	Culvert	Trolley	101		MP 6.35		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 0.25		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 2.85		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 0.67		4	2020	1900	100	1
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Track	Culvert	Trolley	101		MP 2.1		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 1.73		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 1.84		4	2020	1900	100	1

Track	Culvert	Trolley	101		MP 5.38		3	2020	1900	100	1
Track	Culvert	Trolley	101		MP 2.3		3	2020	1900	100	1
Track	Culvert	Trolley	101		MP 2.24		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 5.3		3	2020	1900	100	1
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Track	Culvert	Trolley	101		MP 3.7		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 5.51		5	2020	1900	100	1
Track	Culvert	Trolley	101		MP 4.58		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 0.85		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 1.84		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 5.84		3	2020	1900	100	1
Track	Culvert	Trolley	101		MP 0.25		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 6.28		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 4.05		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 2.7		2	2020	1900	100	1
Track	Culvert	Trolley	101		MP 1.45		4	2020	1900	100	1
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Track	Culvert	Trolley	101		MP 5.94		4	2020	1900	100	1
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Track	Culvert	Trolley	101		MP 7.34		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 1.46		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 4.24		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 0.5		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 6.26		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 3.2		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 2.19		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 1.46		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 5.86		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.3		4	2020	1900	30	1
Track	Culvert	Trolley	102		MP 4.46		4	2020	1900	40	1
Track	Culvert	Trolley	102		MP 4.89		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.97		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.68		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.88		5	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.59		2	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.9		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.55		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.42		5	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.54		5	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.29		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.5		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.64		5	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.99		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 3.44		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.8		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.41		1	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.5		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.1		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.35		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.54		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.99		3	2020	1900	100	1

Track	Culvert	Trolley	102		MP 4.49		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.4		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.55		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 3.46		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.59		5	2020	1900	100	1
Track	Culvert	Trolley	102		MP 5.25		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.89		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.44		5	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.99		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.55		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.29		4	2020	1900	100	1
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Track	Culvert	Trolley	102		MP 3.46		2	2020	1900	100	1
Track	Culvert	Trolley	102		MP 3.17		1	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.3		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.97		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.9		4	2020	1900	100	1
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Track	Culvert	Trolley	102		MP 4.9		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.64		2	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.19		5	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.19		5	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.54		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.68		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 3.41		3	2020	1900	100	1
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Track	Culvert	Trolley	102		MP 2.78		4	2020	1900	100	1
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Track	Culvert	Trolley	102		MP 2.4		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.49		2	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.5		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.49		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 3.46		2	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.1		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.88		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.64		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.79		2	2020	1900	100	1
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Track	Culvert	Trolley	102		MP 4.54		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.94		2	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.49		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.79		1	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.94		4	2020	1900	100	1
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 1			3	2020	2006	35	90
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 1			3	2020	2002	35	83
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 1			3	2020	2006	50	195
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 1			3	2020	2006	50	128
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 1			3	2020	2002	25	60
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 1			3	2020	2004	50	330
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 1			3	2020	2002	35	90
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 1			3	2020	2004	35	337
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 1			3	2020	2002	50	94
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 1			3	2020	2003	25	93
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 1			3	2020	2003	50	410

Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 1		3	2020	2003	25	90
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 2		3	2020	2005	50	349
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 2		3	2020	2005	50	273
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 2		3	2020	2006	40	323
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 3		3	2020	2005	25	400
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 3		3	2020	2005	50	291
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 3		3	2020	2007	35	180
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 4		3	2020	2019	50	371
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 4		3	2020	2019	50	248
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 4		3	2020	2005	35	287
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 4		3	2020	2002	25	105
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 4		3	2020	2002	35	98
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 4		3	2020	2003	50	90
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 4		3	2020	2003	25	96
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 4		3	2020	2003	40	353
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 4		3	2020	2010	25	232
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 1 (1		3	2020	1990	50	192
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 1 (1		3	2020	1990	40	164
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 1 (2		3	2020	1990	25	183
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 1 (3		3	2020	2009	35	640
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 1 (5		3	2020	2008	25	74
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 1 (6		3	2020	2014	25	162
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 1 (6		3	2020	2014	50	50
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 1 (6		3	2020	2014	35	63
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 1 (6		3	2020	2014	50	190
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 1 (7		3	2020	1990	30	235
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 1 (8		3	2020	1990	35	95
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 2 (1		3	2020	1994	35	97
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 2 (1		3	2020	1994	35	105
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 2 (1		3	2020	1994	25	144
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 2 (2		3	2020	1990	35	155
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 2 (3		3	2020	2009	35	685
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 2 (5		3	2020	2005	25	77
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 2 (6		3	2020	2005	25	164
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 2 (6		3	2020	2005	40	53
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 2 (6		3	2020	2005	35	256
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 2 (7		3	2020	1993	25	293
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 2 (8		3	2020	1994	25	97
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 69t		3	2020	2005	25	127
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 69t		3	2020	2005	35	127
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 69t		3	2020	2005	25	120
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 69t		3	2020	2005	50	103
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 69t		3	2020	2013	50	612
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 69t		3	2020	2005	25	27
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 69t		3	2020	2005	35	40
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 69t		3	2020	2005	35	78
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 69t		3	2020	2013	35	316
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 69t		3	2020	2005	50	65
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 69t		3	2020	2013	35	252
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 69t		3	2020	2005	50	55
Track	Curved Rail	Heavy Rail	Norristown High Speed Line	MP 7.27		3	2020	1983	15	490
Track	Curved Rail	Heavy Rail	Norristown High Speed Line	MP 13.2		3	2020	2013	15	110
Track	Curved Rail	Heavy Rail	Norristown High Speed Line	MP 7.27		3	2020	1983	15	425
Track	Curved Rail	Regional Rail	Airport	MP 9		3	2020	1983	15	742
Track	Curved Rail	Regional Rail	Airport	MP 4		3	2020	2002	15	900
Track	Curved Rail	Regional Rail	Airport	MP 4		3	2020	2006	15	914
Track	Curved Rail	Regional Rail	Airport	MP 3		3	2020	2006	15	1,019
Track	Curved Rail	Regional Rail	Airport	MP 9		3	2020	1983	15	698
Track	Curved Rail	Regional Rail	Chestnut Hill East	MP 5		3	2020	1983	15	1,020
Track	Curved Rail	Regional Rail	Chestnut Hill East	MP 6		3	2020	2017	15	1,223
Track	Curved Rail	Regional Rail	Chestnut Hill East	MP 10		3	2020	1983	15	277

Track	Curved Rail	Regional Rail	Chestnut Hill East		MP 6		3	2020	2017	15	1,208
Track	Curved Rail	Regional Rail	Chestnut Hill East		MP 10		3	2020	1983	15	233
Track	Curved Rail	Regional Rail	Chestnut Hill West		MP 0		3	2020	1989	15	888
Track	Curved Rail	Regional Rail	Chestnut Hill West		MP 0		3	2020	1989	15	847
Track	Curved Rail	Regional Rail	Cynwyd		MP 4		3	2020	2003	15	142
Track	Curved Rail	Regional Rail	Cynwyd		MP 4		3	2020	2003	15	968
Track	Curved Rail	Regional Rail	Cynwyd		MP 4		3	2020	2003	15	503
Track	Curved Rail	Regional Rail	Doylestown		MP 0		3	2020	1985	15	517
Track	Curved Rail	Regional Rail	Main Line		MP 0		3	2020	2013	15	907
Track	Curved Rail	Regional Rail	Main Line		MP 0		3	2020	2012	15	90
Track	Curved Rail	Regional Rail	Main Line		MP 0		3	2020	2012	15	135
Track	Curved Rail	Regional Rail	Main Line		MP 0		3	2020	2013	15	810
Track	Curved Rail	Regional Rail	Main Line		MP 0		3	2020	2012	15	98
Track	Curved Rail	Regional Rail	Main Line		MP 0		3	2020	2012	15	142
Track	Curved Rail	Regional Rail	Main Line		MP -1		3	2020	1987	15	675
Track	Curved Rail	Regional Rail	Main Line		MP -0.95		3	2020	1987	15	645
Track	Curved Rail	Regional Rail	Main Line		MP 0		3	2020	2012	15	113
Track	Curved Rail	Regional Rail	Main Line		MP -0.85		3	2020	1987	15	105
Track	Curved Rail	Regional Rail	Main Line		MP 0		3	2020	2013	15	855
Track	Curved Rail	Regional Rail	Main Line		MP 0		3	2020	2012	15	172
Track	Curved Rail	Regional Rail	Main Line		MP 0		3	2020	2012	15	158
Track	Curved Rail	Regional Rail	Main Line		MP 0		3	2020	2012	15	98
Track	Curved Rail	Regional Rail	Main Line		MP -1.2		3	2020	1987	15	840
Track	Curved Rail	Regional Rail	Main Line		MP -1.2		3	2020	1987	15	817
Track	Curved Rail	Regional Rail	Main Line		MP -0.21		3	2020	1987	15	113
Track	Curved Rail	Regional Rail	Main Line		MP -0.21		3	2020	1991	15	97
Track	Curved Rail	Regional Rail	Main Line		MP 0		3	2020	2013	15	862
Track	Curved Rail	Regional Rail	Manayunk-Norristown		MP 17		3	2020	2013	15	968
Track	Curved Rail	Regional Rail	Media-Elwyn		MP 1		3	2020	1987	15	825
Track	Curved Rail	Regional Rail	Media-Elwyn		MP 0		3	2020	1982	15	128
Track	Curved Rail	Regional Rail	Media-Elwyn		MP 1		3	2020	1987	15	975
Track	Curved Rail	Regional Rail	Warminster		MP 8		3	2020	1973	15	74
Track	Curved Rail	Regional Rail	Warminster		MP 4		3	2020	1988	15	83
Track	Curved Rail	Trolley	10	Curved Rail - EB Trk.at			3	2020	2018	15	1
Track	Curved Rail	Trolley	10	Curved Rail - EB Trk.at			3	2020	2019	15	1
Track	Curved Rail	Trolley	10	Curved Rail - EB Trk.at			3	2020	2018	15	1
Track	Curved Rail	Trolley	10	Curved Rail - WB Trk.at			3	2020	2018	15	1
Track	Curved Rail	Trolley	10	Curved Rail - WB Trk.at			3	2020	2019	15	1
Track	Curved Rail	Trolley	10	Curved Rail - WB Trk.at			3	2020	2018	15	1
Track	Curved Rail	Trolley	10	Curved Rail - WB Trk.at			3	2020	1985	15	1
Track	Curved Rail	Trolley	10	Curved Rail - WB Trk.at			3	2020	1985	15	1
Track	Curved Rail	Trolley	10	Curved Rail - WB Trk.at			3	2020	2017	15	1
Track	Curved Rail	Trolley	11	Curved Rail - EB Trk.at			3	2020	2014	15	1
Track	Curved Rail	Trolley	11	Curved Rail - EB Trk.at			3	2020	2018	15	1
Track	Curved Rail	Trolley	11	Curved Rail - EB Trk.at			3	2020	2004	15	1
Track	Curved Rail	Trolley	11	Curved Rail - EB Trk.at			3	2020	2014	15	1
Track	Curved Rail	Trolley	11	Curved Rail - EB Trk.at			3	2020	2014	15	1
Track	Curved Rail	Trolley	11	Curved Rail - EB Trk.at			3	2020	2014	15	1
Track	Curved Rail	Trolley	11	Curved Rail - EB Trk.at			3	2020	2014	15	1
Track	Curved Rail	Trolley	11	Curved Rail - EB Trk.at			3	2020	2014	15	1
Track	Curved Rail	Trolley	11	Curved Rail - EB Trk.at			3	2020	2017	15	1
Track	Curved Rail	Trolley	11	Curved Rail - WB Trk.at			3	2020	2014	15	1
Track	Curved Rail	Trolley	11	Curved Rail - WB Trk.at			3	2020	2018	15	1
Track	Curved Rail	Trolley	11	Curved Rail - WB Trk.at			3	2020	2004	15	1
Track	Curved Rail	Trolley	11	Curved Rail - WB Trk.at			3	2020	2014	15	1
Track	Curved Rail	Trolley	11	Curved Rail - WB Trk.at			3	2020	2014	15	1
Track	Curved Rail	Trolley	11	Curved Rail - WB Trk.at			3	2020	2014	15	1
Track	Curved Rail	Trolley	11	Curved Rail - WB Trk.at			3	2020	2014	15	1
Track	Curved Rail	Trolley	11	Curved Rail - WB Trk.at			3	2020	2014	15	1
Track	Curved Rail	Trolley	11	Curved Rail - WB Trk.at			3	2020	2017	15	1
Track	Curved Rail	Trolley	13	Curved Rail - Trk.at M			3	2020	1976	15	1

[illegible]

Track	Curved Rail	Trolley	101	Curved Rail - W-end T-r		3	2020	1987	15	97
Track	Curved Rail	Trolley	102	Curved Rail - EB - Curve		3	2020	2018	15	216
Track	Curved Rail	Trolley	102	Curved Rail - EB - Curve		3	2020	2018	15	518
Track	Curved Rail	Trolley	102	Curved Rail - EB - Stree		3	2020	1983	15	385
Track	Curved Rail	Trolley	102	Curved Rail - EB - Stree		3	2020	1983	15	263
Track	Curved Rail	Trolley	102	Curved Rail - EB - Stree		3	2020	2009	15	310
Track	Curved Rail	Trolley	102	Curved Rail - E-end T-o		3	2020	2010	15	73
Track	Curved Rail	Trolley	102	Curved Rail - WB - Curv		3	2020	2018	15	189
Track	Curved Rail	Trolley	102	Curved Rail - WB - Curv		3	2020	2018	15	528
Track	Curved Rail	Trolley	102	Curved Rail - WB - Stre		3	2020	1983	15	376
Track	Curved Rail	Trolley	102	Curved Rail - WB - Stre		3	2020	1983	15	287
Track	Curved Rail	Trolley	102	Curved Rail - WB - Stre		3	2020	2009	15	339
Track	Curved Rail	Trolley	102	Curved Rail - W-end T-r		3	2020	1983	15	73
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - EB Trk.at		3	2020	2017	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - EB Trk.at		3	2020	2017	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - EB Trk.at		3	2020	2008	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - EB Trk.at		3	2020	2017	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - EB Trk.at		3	2020	1992	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - EB Trk.at		3	2020	2017	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - EB Trk.at		3	2020	2017	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - EB Trk.at		3	2020	2017	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - EB Trk.at		3	2020	2009	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - EB Trk.at		3	2020	2018	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - WB Trk.at		3	2020	2017	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - WB Trk.at		3	2020	2017	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - WB Trk.at		3	2020	2017	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - WB Trk.at		3	2020	2017	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - WB Trk.at		3	2020	2017	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - WB Trk.at		3	2020	2017	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - WB Trk.at		3	2020	2017	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - WB Trk.at		3	2020	2018	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - WB Trk.at		3	2020	2018	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - WB Trk.at		3	2020	2011	15	1
Track	Curved Rail	Trolley	101, 102	Curved Rail - EB - E. of		3	2020	2010	15	317
Track	Curved Rail	Trolley	101, 102	Curved Rail - EB - W. of		3	2020	2010	15	266
Track	Curved Rail	Trolley	101, 102	Curved Rail - EB - W. of		3	2020	1985	15	309
Track	Curved Rail	Trolley	101, 102	Curved Rail - WB - E. of		3	2020	2010	15	334
Track	Curved Rail	Trolley	101, 102	Curved Rail - WB - W. of		3	2020	2010	15	246
Track	Curved Rail	Trolley	101, 102	Curved Rail - WB - W. of		3	2020	1985	15	309
Track	Curved Rail	Trolley	Diversion	Curved Rail - EB Trk.at		3	2020	1955	15	1
Track	Curved Rail	Trolley	Diversion	Curved Rail - EB Trk.at		3	2020	1970	15	1
Track	Curved Rail	Trolley	Diversion	Curved Rail - NB Trk.at		3	2020	2017	15	1
Track	Curved Rail	Trolley	Diversion	Curved Rail - NB Trk.at		3	2020	1970	15	1
Track	Curved Rail	Trolley	Diversion	Curved Rail - NB Trk.at		3	2020	1960	15	1
Track	Curved Rail	Trolley	Diversion	Curved Rail - NB Trk.at		3	2020	1970	15	1
Track	Curved Rail	Trolley	Diversion	Curved Rail - SB Trk.at		3	2020	1970	15	1
Track	Curved Rail	Trolley	Diversion	Curved Rail - WB Trk.at		3	2020	1970	15	1
Track	Curved Rail	Trolley	Diversion	Curved Rail - WB Trk.at		3	2020	1986	15	1
Track	Derail	Regional Rail	Paoli-Thorndale		MP 4.2	3	2020	2013	35	20
Track	Grade Crossing	Regional Rail	Doylestown		MP 0.27	4	2020	1997	19	60
Track	Grade Crossing	Regional Rail	Doylestown		MP 9	4	2020	2018	19	115
Track	Grade Crossing	Regional Rail	Doylestown		MP 7.7	4	2020	2013	19	32
Track	Grade Crossing	Regional Rail	Doylestown		MP 0.72	5	2020	2003	19	56
Track	Grade Crossing	Regional Rail	Doylestown		MP 1.45	4	2020	2006	19	32
Track	Grade Crossing	Regional Rail	Doylestown		MP 3.25	4	2020	2010	19	31
Track	Grade Crossing	Regional Rail	Doylestown		MP 3.8	4	2020	2010	19	24
Track	Grade Crossing	Regional Rail	Doylestown		MP 0.6	4	2020	2017	19	56
Track	Grade Crossing	Regional Rail	Doylestown		MP 1.2	4	2020	2018	19	190
Track	Grade Crossing	Regional Rail	Doylestown		MP 7.1	4	2020	2011	19	31
Track	Grade Crossing	Regional Rail	Doylestown		MP 6.65	4	2020	2018	19	26
Track	Grade Crossing	Regional Rail	Doylestown		MP 6.1	3	2020	2011	19	127
Track	Grade Crossing	Regional Rail	Doylestown		MP 0.1	4	2020	2007	19	484
Track	Grade Crossing	Regional Rail	Doylestown		MP 0.4	4	2020	2017	19	92

Track	Grade Crossing	Regional Rail	Doylestown		MP 7.85	Shady Retreat Road	4	2020	2013	19	25
Track	Grade Crossing	Regional Rail	Doylestown		MP 2.35	Bethlehem Pike - Route 309	4	2020	1998	19	58
Track	Grade Crossing	Regional Rail	Fox Chase		MP 11.2	Rhawn Street	5	2020	2020	25	108
Track	Grade Crossing	Regional Rail	Fox Chase		MP 10.75	Oxford Avenue	4	2020	2012	19	215
Track	Grade Crossing	Regional Rail	Main Line		MP 22.15	Second Street	4	2020	2018	19	63
Track	Grade Crossing	Regional Rail	Main Line		MP 22.3	Walnut Street	4	2020	2018	19	112
Track	Grade Crossing	Regional Rail	Main Line		MP 23.4	Church Road	4	2020	2001	19	74
Track	Grade Crossing	Regional Rail	Main Line		MP 22.2	Third Street	4	2020	2018	19	34
Track	Grade Crossing	Regional Rail	Main Line		MP 16.7	Church Street	4	2020	2007	19	48
Track	Grade Crossing	Regional Rail	Main Line		MP 22.1	Main Street	4	2020	2018	19	92
Track	Grade Crossing	Regional Rail	Main Line		MP 17.25	Butler Pike	5	2020	2019	19	68
Track	Grade Crossing	Regional Rail	Main Line		MP 1.7	Weaver's Crossing	5	2020	2018	19	86
Track	Grade Crossing	Regional Rail	Main Line		MP 11.3	Rices Mill Road	4	2020	2017	19	136
Track	Grade Crossing	Regional Rail	Main Line		MP 11	Private Crossing - PECO	4	2020	2005	19	40
Track	Grade Crossing	Regional Rail	Main Line		MP 23.7	Hancock Street	4	2020	2007	19	100
Track	Grade Crossing	Regional Rail	Main Line		MP 24.2	Broad Street	4	2020	1999	19	188
Track	Grade Crossing	Regional Rail	Main Line		MP 22.4	Beaver Street	4	2020	1998	19	78
Track	Grade Crossing	Regional Rail	Main Line		MP 17.8	Mount Pleasant Avenue	5	2020	2019	19	64
Track	Grade Crossing	Regional Rail	Main Line		MP 20	Gwynned Pike	4	2020	2004	19	64
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 13.4	Harry Street	4	2020	2014	19	74
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 17.6	Washington Street	4	2020	2014	19	88
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 12.35	End Street	4	2020	2014	19	50
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 13.15	Poplar Street	3	2020	2014	19	66
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 9.4	Shawmont Avenue	4	2020	2013	19	54
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 12.25	Spring Mill Road	4	2020	2014	19	60
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 9.7	Port Royal Avenue	4	2020	2013	19	86
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 17.75	Main Street	2	2020	2011	19	111
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 13.3	Ash Street	4	2020	2014	19	70
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 10.4	River Road	3	2020	2013	19	150
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 5.25	Indian Queen Lane	3	2020	2013	19	116
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 5.1	Scott's Lane	4	2020	2013	19	86
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 17.9	Marshall Street	4	2020	2002	19	59
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 16.6	Ford Street	3	2020	2014	19	153
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 12.95	Cherry Street	4	2020	2014	19	56
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 5.9	School House Lane	4	2020	2004	19	72
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 8.35	Glen Willow Road - Junkyard	3	2020	2014	19	50
Track	Grade Crossing	Regional Rail	Media-Elwyn		MP 9.75	Amosland Road	4	2020	2010	19	56
Track	Grade Crossing	Regional Rail	Media-Elwyn		MP 6	Union Avenue	4	2020	2010	19	48
Track	Grade Crossing	Regional Rail	Media-Elwyn		MP 8.75	Bishop Avenue	4	2020	2000	19	52
Track	Grade Crossing	Regional Rail	Media-Elwyn		MP 10.15	Blue Church Road	4	2020	2004	19	76
Track	Grade Crossing	Regional Rail	Media-Elwyn		MP 8.95	Providence Road	4	2020	2003	19	54
Track	Grade Crossing	Regional Rail	Media-Elwyn		MP 12.2	Turner Road	4	2020	2006	19	70
Track	Grade Crossing	Regional Rail	Media-Elwyn		MP 10.8	Swarthmore Avenue	4	2020	2010	19	50
Track	Grade Crossing	Regional Rail	Media-Elwyn		MP 9.95	Woodland Avenue	4	2020	1998	19	216
Track	Grade Crossing	Regional Rail	Media-Elwyn		MP 6.2	Wycombe Avenue	4	2020	1994	19	38
Track	Grade Crossing	Regional Rail	Media-Elwyn		MP 8.2	Oak Avenue	4	2020	1998	19	48
Track	Grade Crossing	Regional Rail	Warminster		MP 8.3	Street Road	4	2020	1987	25	52
Track	Grade Crossing	Regional Rail	Warminster		MP 6.4	Byberry Road	5	2020	2006	19	74
Track	Grade Crossing	Regional Rail	Warminster		MP 7.05	Meadowbrook Avenue	5	2020	2019	19	40
Track	Grade Crossing	Regional Rail	Warminster		MP 4	Davisville Road	4	2020	2006	19	60
Track	Grade Crossing	Regional Rail	Warminster		MP 4.05	Old York Road	4	2020	2006	19	55
Track	Grade Crossing	Regional Rail	Warminster		MP 6.65	Montgomery Avenue	5	2020	2018	19	40
Track	Grade Crossing	Regional Rail	Warminster		MP 6	Fulmor Avenue	4	2020	2006	19	20
Track	Grade Crossing	Regional Rail	Warminster		MP 1.9	Bradfield Road	4	2020	2012	19	110
Track	Grade Crossing	Regional Rail	Warminster		MP 0.9	Jenkintown Road	4	2020	2000	19	90
Track	Grade Crossing	Regional Rail	Warminster		MP 7.25	County Line Road	4	2020	2012	19	50
Track	Grade Crossing	Regional Rail	Warminster		MP 4.7	Private Crossing	5	2020	2016	19	15
Track	Grade Crossing	Regional Rail	Warminster		MP 0.2	Mount Carmel Avenue	4	2020	2018	19	90
Track	Grade Crossing	Regional Rail	Warminster		MP 2.1	Easton and Susquehanna Road	4	2020	2009	19	113
Track	Grade Crossing	Regional Rail	Warminster		MP 3.8	Moreland Road	4	2020	2005	19	50
Track	Grade Crossing	Regional Rail	Warminster		MP 6.55	Moreland Avenue	4	2020	2018	19	41

Track	Grade Crossing	Regional Rail	Warminster		MP 5.8	Warminster Road	4	2020	2006	19	109
Track	Grade Crossing	Regional Rail	West Trenton		MP 28.7	Stony Road	5	2020	2016	19	49
Track	Grade Crossing	Regional Rail	West Trenton		MP 23.9	Bellevue Avenue	4	2020	2009	19	114
Track	Grade Crossing	Regional Rail	West Trenton		MP 27.5	Township Line Road	5	2020	2016	19	81
Track	Grade Crossing	Regional Rail	West Trenton		MP 15.75	Red Lion Road	5	2020	2020	19	60
Track	Grade Crossing	Regional Rail	West Trenton		MP 29.7	Edgewood Road	5	2020	2016	19	98
Track	Grade Crossing	Regional Rail	West Trenton		MP 12.6	Rydal Road	4	2020	2009	19	156
Track	Grade Crossing	Regional Rail	West Trenton		MP 16.55	Tomlinson Road	5	2020	2020	19	72
Track	Grade Crossing	Regional Rail	West Trenton		MP 26.5	Woodbourne Road	4	2020	2009	19	81
Track	Grade Crossing	Regional Rail	West Trenton		MP 28.2	Heacock Road	5	2020	2016	19	106
Track	Grade Crossing	Regional Rail	West Trenton		MP 17.65	Byberry Road	4	2020	2006	19	82
Track	Grade Crossing	Regional Rail	West Trenton		MP 16.35	Pine Road	4	2020	2009	19	180
Track	Grade Crossing	Trolley	101		MP 2.98	Saxer Avenue	4	2020	2007	19	132
Track	Grade Crossing	Trolley	101		MP 3.78	Thompson Avenue	4	2020	2002	19	63
Track	Grade Crossing	Trolley	101		MP 2.04	Scenic Road	4	2020	2017	19	86
Track	Grade Crossing	Trolley	101		MP 0.42	School Lane	4	2020	2017	19	94
Track	Grade Crossing	Trolley	101		MP 4.6	Paper Mill Road	4	2020	2017	19	30
Track	Grade Crossing	Trolley	101		MP 5.24	Pine Ridge Road	4	2020	2009	19	70
Track	Grade Crossing	Trolley	101		MP 1.33	Wildell Avenue	4	2020	2015	19	114
Track	Grade Crossing	Trolley	101		MP 5.64	Beatty Road	4	2020	2002	19	72
Track	Grade Crossing	Trolley	101		MP 0.11	Turner Avenue	4	2020	2015	19	102
Track	Grade Crossing	Trolley	101		MP 2.52	Springfield Road	4	2020	2004	19	120
Track	Grade Crossing	Trolley	101		MP 5.7	Providence Road	4	2020	1985	19	49
Track	Grade Crossing	Trolley	101		MP 0.79	Burmout Road	4	2020	2009	19	140
Track	Grade Crossing	Trolley	101		MP 0.36	Edmonds Avenue	4	2020	2000	19	240
Track	Grade Crossing	Trolley	101		MP 0.16	Rosemont Avenue	4	2020	1975	19	108
Track	Grade Crossing	Trolley	101		MP 0.28	Huey Avenue	4	2020	1999	19	110
Track	Grade Crossing	Trolley	101		MP 3.41	Woodland Avenue	4	2020	2007	19	106
Track	Grade Crossing	Trolley	101		MP 3.23	Leamy Avenue	4	2020	2004	19	90
Track	Grade Crossing	Trolley	102		MP 2.2	Turner Avenue	4	2020	2015	19	88
Track	Grade Crossing	Trolley	102		MP 3.56	Berkley Avenue	4	2020	2009	19	120
Track	Grade Crossing	Trolley	102		MP 4.51	Broad Street	4	2020	2007	19	50
Track	Grade Crossing	Trolley	102		MP 4.56	Walnut Street	4	2020	2007	19	41
Track	Grade Crossing	Trolley	102		MP 4.91	Andrews Avenue	4	2020	2009	19	47
Track	Grade Crossing	Trolley	102		MP 4.46	Spruce Street	4	2020	2004	19	44
Track	Grade Crossing	Trolley	102		MP 5.02	McDade Boulevard	4	2020	2007	19	64
Track	Grade Crossing	Trolley	102		MP 2.38	Edmonds Avenue	4	2020	2013	19	166
Track	Grade Crossing	Trolley	102		MP 2.31	Garrett Road	4	2020	2002	19	146
Track	Grade Crossing	Trolley	102		MP 3.34	Baltimore Pike	4	2020	2018	19	98
Track	Grade Crossing	Trolley	102		MP 2.45	Burmout Road	4	2020	2019	19	104
Track	Grade Crossing	Trolley	102		MP 3.52	Penn Street	4	2020	2014	19	94
Track	Grade Crossing	Trolley	102		MP 4.67	Bartram Avenue	4	2020	2001	19	51
Track	Grade Crossing	Trolley	102		MP 3.47	Broadway Avenue	4	2020	2014	19	126
Track	Grade Crossing	Trolley	102		MP 2.67	Marshall Road	4	2020	2020	19	104
Track	Grade Crossing	Trolley	102		MP 4.61	Chestnut Street	4	2020	2002	19	46
Track	Grade Crossing	Trolley	101, 102		MP 0.13	West Chester Pike WB	4	2020	2005	19	234
Track	Grade Crossing	Trolley	101, 102		MP 1.73	Fairfax Road	4	2020	2001	19	80
Track	Grade Crossing	Trolley	101, 102		MP 0.25	Fairfield Avenue	4	2020	2015	19	134
Track	Grade Crossing	Trolley	101, 102		MP 0.87	Hilltop Avenue	4	2020	1992	19	102
Track	Grade Crossing	Trolley	101, 102		MP 0.15	West Chester Pike EB	5	2020	2019	19	132
Track	Grade Crossing	Trolley	101, 102		MP 1.59	Windemere Avenue	4	2020	1999	19	88
Track	Grade Crossing	Trolley	101, 102		MP 0.63	Avon Road	4	2020	2000	19	92
Track	Grade Crossing	Trolley	101, 102		MP 1.87	Irvington Road	4	2020	1999	19	78
Track	Grade Crossing	Trolley	101, 102		MP 2.1	Shadeland Avenue	4	2020	2015	19	184
Track	Grade Crossing	Trolley	101, 102		MP 0.11	Bywood Avenue	4	2020	1995	19	240
Track	Grade Crossing	Trolley	101, 102		MP 0.98	Beverly Boulevard	4	2020	2000	19	128
Track	Grade Crossing	Trolley	101, 102		MP 0.09	Brief Avenue	4	2020	1994	19	104
Track	Grade Crossing	Trolley	101, 102		MP 1.45	Landsdowne Avenue	4	2020	2003	19	168
Track	Grade Crossing	Trolley	101, 102		MP 0.47	Walnut Street	5	2020	2018	19	126
Track	Interlocking	Heavy Rail	Broad Street Line & Spur		MP 2021-6-13 0:0:0		3	2020	1982	35	10
Track	Interlocking	Heavy Rail	Broad Street Line & Spur		MP 2021-1-10 0:0:0		3	2020	1954	35	1

Track	Interlocking	Heavy Rail	Broad Street Line & Spur		MP 1937-5-1 0:0:0		3	2020	1957	35	10
Track	Interlocking	Heavy Rail	Broad Street Line & Spur		MP 2021-5-19 0:0:0		3	2020	1985	35	4
Track	Interlocking	Heavy Rail	Broad Street Line & Spur		MP 2021-6-20 0:0:0		3	2020	1957	35	4
Track	Interlocking	Heavy Rail	Broad Street Line & Spur		MP 1945-1-1 0:0:0		3	2020	2001	35	12
Track	Interlocking	Heavy Rail	Broad Street Line & Spur		MP 1934-5-1 0:0:0		3	2020	1971	35	6
Track	Interlocking	Heavy Rail	Broad Street Line & Spur		MP 2021-4-15 0:0:0		3	2020	1984	35	2
Track	Interlocking	Heavy Rail	Broad Street Line & Spur		MP 1955-1-1 0:0:0		3	2020	1989	35	15
Track	Interlocking	Heavy Rail	Broad Street Line & Spur		MP 1938-9-1 0:0:0		3	2020	1926	35	6
Track	Interlocking	Heavy Rail	Broad Street Line & Spur		MP 1960-8-1 0:0:0		3	2020	1957	35	6
Track	Interlocking	Heavy Rail	Market-Frankford		MP 2021-5-31 0:0:0		3	2020	2001	35	4
Track	Interlocking	Heavy Rail	Market-Frankford				3	2020	2007	35	4
Track	Interlocking	Heavy Rail	Market-Frankford				3	2020	1990	35	10
Track	Interlocking	Heavy Rail	Market-Frankford		MP 351		3	2020	1987	35	4
Track	Interlocking	Heavy Rail	Market-Frankford		MP 475		3	2020	1987	35	4
Track	Interlocking	Heavy Rail	Market-Frankford				3	2020	2005	35	4
Track	Interlocking	Heavy Rail	Market-Frankford		MP 173		3	2020	1987	35	4
Track	Interlocking	Heavy Rail	Market-Frankford		MP 253		3	2020	1987	35	4
Track	Interlocking	Heavy Rail	Market-Frankford		MP 620		3	2020	2003	35	6
Track	Interlocking	Heavy Rail	Market-Frankford		MP 1939-5-1 0:0:0		3	2020	2001	35	4
Track	Interlocking	Heavy Rail	Market-Frankford		MP 2021-6-15 0:0:0		3	2020	2001	35	4
Track	Interlocking	Heavy Rail	Market-Frankford				3	2020	2008	35	4
Track	Interlocking	Heavy Rail	Market-Frankford				3	2020	1978	35	6
Track	Interlocking	Regional Rail	Fox Chase		MP 9.02		3	2020	2004	35	1
Track	Interlocking	Regional Rail	Fox Chase		MP 11.0		3	2020	2002	35	1
Track	Interlocking	Regional Rail	Fox Chase		MP 9.60		3	2020	2000	35	1
Track	Interlocking	Regional Rail	Main Line		MP 6.20		3	2020	2017	35	8
Track	Interlocking	Regional Rail	Main Line		MP 12.1		3	2020	2006	35	6
Track	Interlocking	Regional Rail	Main Line		MP 10.6		3	2020	2005	35	4
Track	Interlocking	Regional Rail	Main Line		MP 19.0		3	2020	2017	35	4
Track	Interlocking	Regional Rail	Main Line		MP 4.50		3	2020	2017	35	8
Track	Interlocking	Regional Rail	Main Line		MP 5.10		3	2020	2017	35	26
Track	Interlocking	Regional Rail	Main Line		MP -1.1		3	2020	2017	35	9
Track	Interlocking	Regional Rail	Main Line		MP 0.80		3	2020	1980	35	12
Track	Interlocking	Regional Rail	Main Line		MP 11.8		3	2020	2006	35	2
Track	Interlocking	Regional Rail	Main Line		MP 10.8		3	2020	2005	35	5
Track	Interlocking	Regional Rail	Main Line		MP 3.50		3	2020	2017	35	24
Track	Interlocking	Regional Rail	Main Line		MP -0.8		3	2020	2018	35	15
Track	Interlocking	Regional Rail	Main Line		MP 7.10		3	2020	2005	35	5
Track	Interlocking	Regional Rail	Main Line		MP 0.20		3	2020	1980	35	4
Track	Interlocking	Regional Rail	Main Line		MP -0.6		3	2020	1974	35	14
Track	Interlocking	Regional Rail	Main Line		MP 24.2		3	2020	2006	35	9
Track	Interlocking	Regional Rail	Main Line		MP -0.4		3	2020	2018	35	15
Track	Interlocking	Regional Rail	Manayunk-Norristown		MP 17.9		3	2020	1997	35	1
Track	Interlocking	Regional Rail	Manayunk-Norristown		MP 16.8		3	2020	2013	35	5
Track	Interlocking	Regional Rail	Manayunk-Norristown		MP 10.6		3	2020	2013	35	6
Track	Interlocking	Regional Rail	Manayunk-Norristown		MP 17.3		3	2020	2014	35	2
Track	Interlocking	Regional Rail	Manayunk-Norristown		MP 17.6		3	2020	2014	35	1
Track	Interlocking	Regional Rail	Media-Elwyn		MP 1.40		3	2020	1987	35	4
Track	Interlocking	Regional Rail	Media-Elwyn		MP 2.30		3	2020	2017	35	4
Track	Interlocking	Regional Rail	Media-Elwyn		MP 15.3		3	2020	1994	35	1
Track	Interlocking	Regional Rail	Media-Elwyn		MP 9.10		3	2020	1974	35	4
Track	Interlocking	Regional Rail	Media-Elwyn		MP 1.10		3	2020	2018	35	2
Track	Interlocking	Regional Rail	Media-Elwyn		MP 14.0		3	2020	1994	35	6
Track	Interlocking	Regional Rail	Paoli-Thorndale		MP -1.9		3	2020	2007	35	14
Track	Interlocking	Regional Rail	Paoli-Thorndale		MP -4.2		3	2020	1992	35	2
Track	Interlocking	Regional Rail	Warminster		MP 4.90		3	2020	1988	35	1
Track	Interlocking	Regional Rail	Warminster		MP 7.95		3	2020	2006	35	2
Track	Interlocking	Regional Rail	Warminster		MP 7.9		3	2020	2009	35	1
Track	Interlocking	Regional Rail	Warminster		MP 8.10		3	2020	2006	35	1
Track	Interlocking	Regional Rail	Warminster		MP 7.90		3	2020	2006	35	1
Track	Interlocking	Regional Rail	Warminster		MP 4.20		3	2020	2003	35	1

Track	Interlocking	Regional Rail	West Trenton		MP 21.2		3	2020	1986	35	4
Track	Interlocking	Trolley	101		MP 1.94		3	2020	2010	35	4
Track	Interlocking	Trolley	101		MP 3.33		3	2020	2010	35	2
Track	Interlocking	Trolley	101		MP 4.90		3	2020	1987	35	1
Track	Interlocking	Trolley	101		MP 5.80		3	2020	2009	35	2
Track	Interlocking	Trolley	102		MP 3.38		3	2020	2018	35	2
Track	Interlocking	Trolley	102		MP 4.41		3	2020	2010	35	2
Track	Interlocking	Trolley	10, 11, 13, 34, 36				3	2020	1966	35	1
Track	Interlocking	Trolley	10, 11, 13, 34, 36		MP 1933-1-1 0:0:0		3	2020	1987	35	2
Track	Interlocking	Trolley	101, 102		MP 0.25		3	2020	1995	35	4
Track	Interlocking	Trolley	101, 102		MP 2.00		3	2020	2010	35	3
Track	Interlocking	Trolley	101, 102		MP 1.33		3	2020	2019	35	2
Track	Interlocking	Trolley	101, 102		MP 2.09		3	2020	2010	35	5
Track	Interlocking	Regional Rail	Main Line		MP 13.8		3	2020	1982	35	1
Track	Interlocking	Regional Rail	Main Line		MP 2.80		3	2020	1991	35	1
Track	Interlocking	Regional Rail	Main Line		MP 17.1		3	2020	2006	35	1
Track	Interlocking	Regional Rail	Main Line		MP 6.90		3	2020	1980	35	1
Track	Interlocking	Regional Rail	Manayunk-Norristown		MP 6.30		3	2020	1985	35	1
Track	Interlocking	Regional Rail	Manayunk-Norristown		MP 13.7		3	2020	2005	35	1
Track	Interlocking	Regional Rail	Manayunk-Norristown		MP 3.50		3	2020	1985	35	1
Track	Interlocking	Regional Rail	Manayunk-Norristown		MP 12.7		3	2020	1992	35	1
Track	Interlocking	Regional Rail	Main Line		MP 5.3		3	2020	2004	35	23
Track	Interlocking	Regional Rail	Main Line		MP 4.6		3	2020	1983	35	34
Track	Interlocking	Regional Rail	Main Line		MP 17.2		3	2020	1985	35	1
Track	Interlocking	Regional Rail	Main Line		MP 10.8		3	2020	1915	35	1
Track	Interlocking	Regional Rail	Main Line		MP 4.9		3	2020	1989	35	2
Track	Interlocking	Regional Rail	Main Line		MP 2.8		3	2020	1991	35	3
Track	Interlocking	Regional Rail	Main Line		MP 12.05		3	2020	2006	35	3
Track	Interlocking	Regional Rail	Main Line		MP 1.15		3	2020	2007	35	26
Track	Interlocking	Regional Rail	Manayunk-Norristown		MP 18.00		3	2020	2003	35	1
Track	Interlocking	Regional Rail	West Trenton		MP 26.9		3	2020	2015	40	6
Track	Interlocking	Regional Rail	West Trenton		MP 32.6		3	2020	2015	40	1
Track	Interlocking	Regional Rail	West Trenton		MP 30.6		3	2020	2015	30	1
Track	Maintenance	Heavy Rail	Norristown High Speed Line	Brush					2007	27	68,640
Track	Maintenance	Regional Rail	Airport	MP 3.5 to MP 9.4 - Bru	MP 3.5				2000	27	31,152
Track	Maintenance	Regional Rail	Chestnut Hill East	MP 5.0 to MP 10.8 - Br	MP 5				2001	27	30,624
Track	Maintenance	Regional Rail	Chestnut Hill West	MP 0.0 to MP 6.6 - Bru	MP 0				2007	27	34,848
Track	Maintenance	Regional Rail	Cynwyd	MP 4.0 to MP 6.9 - Bru	MP 4				2003	27	15,321
Track	Maintenance	Regional Rail	Doylestown	MP 0.0 to MP 10.0 - Br	MP 0				2006	27	52,800
Track	Maintenance	Regional Rail	Fox Chase	MP 6.0 to MP 11.5 - Br	MP 6				2002	27	29,040
Track	Maintenance	Regional Rail	Main Line	MP 1 to MP 12 - Brush	MP 1				2008	27	58,080
Track	Maintenance	Regional Rail	Main Line	MP 1.75 to MP 2.68 - B	MP 1.75				2008	27	16,684
Track	Maintenance	Regional Rail	Main Line	MP 1.78 to MP .19 - Br	MP 1.78				1995	27	33,158
Track	Maintenance	Regional Rail	Main Line	MP 12 to MP 25 - Brush	MP 12				2005	27	68,640
Track	Maintenance	Regional Rail	Main Line	MP 3.61 to MP 5.21 - B	MP 3.61				1995	27	8,448
Track	Maintenance	Regional Rail	Manayunk-Norristown		MP 17.3				1999	27	4,382
Track	Maintenance	Regional Rail	Manayunk-Norristown		MP 3.5				2005	27	72,864
Track	Maintenance	Regional Rail	Media-Elwyn	MP 0.79 to MP 15.39 -	MP 0.79				2004	27	148,896
Track	Maintenance	Regional Rail	Warminster	MP 0.0 to MP 8.0 - Bru	MP 0				2006	27	53,539
Track	Maintenance	Regional Rail	West Trenton	MP 10.5 to MP MP 21.	MP 10.5				2006	27	57,657
Track	Maintenance	Regional Rail	West Trenton	MP 21.42 to MP 25.5 -	MP 21.42				2004	27	21,595
Track	Maintenance	Regional Rail	West Trenton	MP 21.42 to MP 26.5 -	MP 21.42				1997	27	26,822
Track	Maintenance	Regional Rail	West Trenton	MP 26.5 to MP 33 - Bru	MP 26.5				2008	27	34,320
Track	Maintenance	Trolley	102	Brush					2001	27	17,160
Track	Maintenance	Trolley	101, 102	Brush					2001	27	45,197
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	MP 2.0 to MP 11.0 - Su	MP 2				1946	27	206,180
Track	Maintenance	Heavy Rail	Market-Frankford	MP 0.0 to MP 13.5 - Su	MP 0				1959	27	146,045
Track	Maintenance	Heavy Rail	Norristown High Speed Line	11.3 to MP 12.0 - Surf	MP 11.3				2001	27	3,696
Track	Maintenance	Heavy Rail	Norristown High Speed Line	11.37 to MP 12.7 - Surf	MP 11.37				2001	27	7,022
Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 0.0 to MP 5.3 - Surf	MP 0				2005	27	55,968
Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 12.0 to MP 12.7 - S	MP 12				2000	27	3,696

Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 12.7 to MP 13.0 - S	MP 12.7				2012	27	3,168
Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 5.3 to 7.79 - Surfac	MP 5.3				2002	27	13,147
Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 5.3 to 7.79 - Surfac	MP 5.3				2003	27	13,147
Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 7.79 to MP 11.3 - S	MP 7.79				2002	27	18,533
Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 7.79 to MP 11.37 - S	MP 7.79				2003	27	18,902
Track	Maintenance	Regional Rail	Airport	MP 3.5 to MP 4.2 - Sur	MP 3.5				2012	27	3,696
Track	Maintenance	Regional Rail	Airport	MP 3.5 to MP 9.4 - Sur	MP 3.5				2012	27	57,552
Track	Maintenance	Regional Rail	Chestnut Hill East	MP 5.0 to MP 10.8 - Su	MP 5				2011	27	61,248
Track	Maintenance	Regional Rail	Chestnut Hill West	MP 0.0 to MP 6.6 - Sur	MP 0				2012	27	69,696
Track	Maintenance	Regional Rail	Cynwyd	MP 4.0 to MP 6.22 - Su	MP 4				2003	27	14,467
Track	Maintenance	Regional Rail	Doylestown	MP 0.0 to MP 10.0 - Su	MP 0				2006	27	54,859
Track	Maintenance	Regional Rail	Fox Chase	MP 6.0 to MP 11.5 - Su	MP 6				2002	27	29,040
Track	Maintenance	Regional Rail	Main Line	MP 0.19 to MP 0.46 - S	MP 0.19				1996	27	5,702
Track	Maintenance	Regional Rail	Main Line	MP 0.46 to MP 1.75 - S	MP 0.46				2002	27	13,622
Track	Maintenance	Regional Rail	Main Line	MP 0.46 to MP 1.75 - S	MP 0.46				2003	27	6,811
Track	Maintenance	Regional Rail	Main Line	MP 0.46 to MP 1.75 - S	MP 0.46				2005	27	6,811
Track	Maintenance	Regional Rail	Main Line	MP 1.0 to MP 3.2 - Sur	MP 1				2005	27	46,464
Track	Maintenance	Regional Rail	Main Line	MP 1.75 to MP 2.68 - S	MP 1.75				2008	27	16,684
Track	Maintenance	Regional Rail	Main Line	MP 12.0 to MP 25 - Sur	MP 12				2007	27	137,280
Track	Maintenance	Regional Rail	Main Line	MP 3.2 to MP 4.3 - Sur	MP 3.2				2007	27	23,232
Track	Maintenance	Regional Rail	Main Line	MP 3.61 to MP 5.21 - S	MP 3.61				2007	27	8,448
Track	Maintenance	Regional Rail	Main Line	MP 4.3 to MP 5.51 - Su	MP 4.3				1993	27	21,859
Track	Maintenance	Regional Rail	Main Line	MP 5.51 to MP 12.0 - S	MP 5.51				2008	27	68,534
Track	Maintenance	Regional Rail	Main Line	MP 6.52 to MP 7.5 - Su	MP 6.52				1991	27	3,854
Track	Maintenance	Regional Rail	Manayunk-Norristown		MP 3.5				2013	27	40,550
Track	Maintenance	Regional Rail	Manayunk-Norristown		MP 7.5				2013	27	107,923
Track	Maintenance	Regional Rail	Manayunk-Norristown		MP 7.34				2013	27	1,690
Track	Maintenance	Regional Rail	Media-Elwyn	MP 0.5 to MP 9.1 - Sur	MP 0.5				2003	27	90,288
Track	Maintenance	Regional Rail	Media-Elwyn	MP 9.0 to MP 16.02 - S	MP 9				2004	27	70,277
Track	Maintenance	Regional Rail	Warminster	MP 0.0 to MP 8.0 - Sur	MP 0				2006	27	53,539
Track	Maintenance	Regional Rail	West Trenton	MP 10.5 to MP 21.4 - S	MP 10.5				2002	27	57,552
Track	Maintenance	Regional Rail	West Trenton	MP 10.5 to MP 25.01 - S	MP 10.5				1997	27	76,613
Track	Maintenance	Regional Rail	West Trenton	MP 21.4 to MP 26.5 - S	MP 21.4				1991	27	26,928
Track	Maintenance	Trolley	102	2.1 to 3.6 - Surfacing	MP 2.1				2006	27	15,840
Track	Maintenance	Trolley	102	3.6 to 4.4 - Surfacing	MP 3.6				2015	27	8,448
Track	Maintenance	Trolley	102	4.4 to 5.25 - Surfacing	MP 4.4				2009	27	4,488
Track	Maintenance	Trolley	101, 102	MP 0.0 to 2.87 - Surfac	MP 0				2008	27	15,154
Track	Maintenance	Trolley	101, 102	MP 0.0 to MP 1.32 - Su	MP 0				2008	27	6,970
Track	Maintenance	Trolley	101, 102	MP 1.32 to 2.87 - Surfa	MP 1.32				2015	27	8,184
Track	Maintenance	Trolley	101, 102	MP 2.87 to MP 3.4 - Su	MP 2.87				2009	27	2,798
Track	Maintenance	Trolley	101, 102	MP 2.87 to MP 5.46 - S	MP 2.87				2009	27	13,675
Track	Maintenance	Trolley	101, 102	MP 3.4 to MP 3.7 - Sur	MP 3.4				2015	27	1,584
Track	Maintenance	Trolley	101, 102	MP 3.7 to MP 5.46 - Su	MP 3.7				2009	27	9,293
Track	Maintenance	Trolley	101, 102	MP 5.46 to MP 6.13 - S	MP 5.46				2015	27	3,538
Track	Maintenance	Trolley	101, 102	MP 6.13 to MP 6.67 - S	MP 6.13				1991	27	2,851
Track	Maintenance	Trolley	101, 102	MP 6.99 to MP 7.96 - S	MP 6.99				2008	27	5,122
Track	Maintenance	Trolley	101, 102	MP 6.99 to MP 7.96 - S	MP 6.99				2008	27	5,122
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Allegheny to North Phi					1928	50	2,386
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Allegheny to North Phi					1928	50	2,386
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Allegheny to North Phi					1959	50	2,386
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Allegheny to North Phi					1959	50	2,386
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Cecil B. Moore to Girar					1959	50	2,674
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Cecil B. Moore to Girar					1928	50	2,674
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Cecil B. Moore to Girar					1928	50	2,674
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Cecil B. Moore to Girar					1959	50	2,674
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Chinatown to 8th & Ma					1932	50	1,494
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	City Hall to Walnut-Loc					1930	50	1,352
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	City Hall to Walnut-Loc					1930	50	1,352
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	City Hall to Walnut-Loc					1930	50	1,352
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	City Hall to Walnut-Loc					1930	50	1,352
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Ellsworth-Federal to Ta					1938	50	2,366

Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Ellsworth-Federal to T						1938	50	2,366
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Erie to Allegheny - Ties						1959	50	2,734
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Erie to Allegheny - Ties						1928	50	2,734
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Erie to Allegheny - Ties						1928	50	2,734
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Erie to Allegheny - Ties						1959	50	2,734
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Erie to Upper Level Erie						1928	50	3,960
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Erie to Upper Level Erie						1959	50	1,584
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Erie to Upper Level Erie						1928	50	3,960
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Erie to Upper Level Erie						1959	50	1,584
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Fairmount to Spring Ga						1932	50	1,642
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Fairmount to Spring Ga						1928	50	1,652
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Fairmount to Spring Ga						1928	50	1,652
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Fairmount to Spring Ga						1932	50	1,642
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Fairmount to Spring Ga						1928	50	1,652
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Fairmount to Spring Ga						1928	50	1,652
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Fern Rock to Olney - Ti						1956	50	3,041
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Fern Rock to Olney - Ti						1956	50	3,041
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Fern Rock to Olney - Ti						1956	50	3,041
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Fern Rock to Olney - Ti						1956	50	3,041
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Girard to Fairmount - T						1928	50	1,728
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Girard to Fairmount - T						1928	50	1,728
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Girard to Fairmount - T						1928	50	1,728
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Girard to Fairmount - T						1932	50	2,122
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Girard to Fairmount - T						1932	50	2,122
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Girard to Fairmount - T						1928	50	1,728
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Hunting Park to Erie - T						1928	50	3,204
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Hunting Park to Erie - T						1991	50	3,204
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Hunting Park to Erie - T						1991	50	3,204
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Hunting Park to Erie - T						1928	50	3,204
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Logan to Wyoming - Ti						1991	50	1,960
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Logan to Wyoming - Ti						1928	50	1,960
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Logan to Wyoming - Ti						1991	50	1,960
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Logan to Wyoming - Ti						1928	50	1,960
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Lombard-South to Ellsv						1938	50	2,900
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	North Philadelphia to S						1959	50	3,104
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	North Philadelphia to S						1928	50	3,104
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	North Philadelphia to S						1959	50	3,104
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	North Philadelphia to S						1928	50	3,104
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Olney to Logan - Ties						1991	50	3,264
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Olney to Logan - Ties						1991	50	3,264
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Olney to Logan - Ties						1928	50	3,264
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Olney to Logan - Ties						1928	50	3,264
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Oregon to Pattison - Er						1973	50	4,693
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Oregon to Pattison - Er						1973	50	4,69

Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Susquehanna-Dauphin t				1959	50	3,102
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Susquehanna-Dauphin t				1959	50	3,102
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Tasker-Morris to Snyder				1938	50	2,040
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Tasker-Morris to Snyder				1938	50	2,040
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Walnut-Locust to Lomb				1932	50	1,746
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Walnut-Locust to Lomb				1932	50	1,746
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Wyoming to Hunting P				1928	50	2,480
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Wyoming to Hunting P				1991	50	2,480
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Wyoming to Hunting P				1928	50	2,480
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Wyoming to Hunting P				1991	50	2,480
Track	Maintenance	Heavy Rail	Market-Frankford	2nd St to Girard Ave - T				1980	30	15,418
Track	Maintenance	Heavy Rail	Market-Frankford	46th St to 2nd St - Ties				1950	50	33,475
Track	Maintenance	Heavy Rail	Market-Frankford	Ties				1959	27	97,152
Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 0 to MP 5.3 - Ties	MP 0			2005	27	55,968
Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 11.37 to MP 12.7 - Ties	MP 11.37			2002	27	7,022
Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 12.7 to MP 13.0 - Ties	MP 12.7			2012	27	3,168
Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 5.3 to MP 7.79 - Ties	MP 5.3			2003	27	13,147
Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 5.3 to MP 7.79 - Ties	MP 5.3			2004	27	13,147
Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 7.79 to MP 11.37 - Ties	MP 7.79			2003	27	18,902
Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 7.79 to MP 12.7 - Ties	MP 7.79			2002	27	25,925
Track	Maintenance	Regional Rail	Airport	MP 3.5 to MP 4.2 - Ties	MP 3.5			2012	27	3,696
Track	Maintenance	Regional Rail	Airport	MP 3.5 to MP 9.4 - Ties	MP 3.5			2012	27	57,552
Track	Maintenance	Regional Rail	Chestnut Hill East	MP 5.0 to MP 10.8 - Ties	MP 5			2012	27	61,248
Track	Maintenance	Regional Rail	Chestnut Hill West	MP 0.0 to MP 6.6 - Ties	MP 0			2012	27	69,696
Track	Maintenance	Regional Rail	Cynwyd	MP 4.0 to MP 6.22 - Ties	MP 4			2003	27	14,467
Track	Maintenance	Regional Rail	Doylestown	MP 0.0 to MP 10.0 - Ties	MP 0			2006	27	54,859
Track	Maintenance	Regional Rail	Fox Chase	MP 6.0 to MP 11.5 - Ties	MP 6			2011	27	29,040
Track	Maintenance	Regional Rail	Main Line	MP 0.19 to MP 0.46 - Ties	MP 0.19			2016	27	5,702
Track	Maintenance	Regional Rail	Main Line	MP 0.19 to MP 1.0 - Ties	MP 0.19			2016	27	25,133
Track	Maintenance	Regional Rail	Main Line	MP 0.46 to MP 1.75 - Ties	MP 0.46			2005	27	6,811
Track	Maintenance	Regional Rail	Main Line	MP 0.46 to MP 1.75 - Ties	MP 0.46			2002	27	13,622
Track	Maintenance	Regional Rail	Main Line	MP 0.46 to MP 1.75 - Ties	MP 0.46			2003	27	6,811
Track	Maintenance	Regional Rail	Main Line	MP 1.0 to MP 3.2 - Ties	MP 1			1992	27	46,464
Track	Maintenance	Regional Rail	Main Line	MP 1.75 to MP 2.68 - Ties	MP 1.75			2008	27	16,684
Track	Maintenance	Regional Rail	Main Line	MP 12.0 to MP 25 - Ties	MP 12			2007	27	137,280
Track	Maintenance	Regional Rail	Main Line	MP 3.2 to MP 5.3 - Ties	MP 3.2			1993	27	42,874
Track	Maintenance	Regional Rail	Main Line	MP 3.61 to MP 5.21 - Ties	MP 3.61			2007	27	8,448
Track	Maintenance	Regional Rail	Main Line	MP 5.3 to MP 12.0 - Ties	MP 5.3			2008	27	70,752
Track	Maintenance	Regional Rail	Main Line	MP 6.52 to MP 7.5 - Ties	MP 6.52			1991	27	3,854
Track	Maintenance	Regional Rail	Manayunk-Norristown		MP 3.5			2005	27	150,110
Track	Maintenance	Regional Rail	Media-Elwyn	MP 0.5 to MP 9.1 - Ties	MP 0.5			2003	27	90,288
Track	Maintenance	Regional Rail	Media-Elwyn	MP 9.0 to MP 16.02 - Ties	MP 9			2004	27	70,277
Track	Maintenance	Regional Rail	Warminster	MP 0.0 to MP 8.0 - Ties	MP 0			2006	27	53,539
Track	Maintenance	Regional Rail	West Trenton	MP 10.5 to MP 21.4 - Ties	MP 10.5			2002	27	57,552
Track	Maintenance	Regional Rail	West Trenton	MP 10.5 to MP 25.01 - Ties	MP 10.5			1997	27	76,613
Track	Maintenance	Regional Rail	West Trenton	MP 21.4 to MP 26.5 - Ties	MP 21.4			1991	27	26,928
Track	Maintenance	Trolley	102	2.1 to 5.0 - Ties	MP 2.1			2012	27	28,776
Track	Maintenance	Trolley	101, 102	MP 0.0 to MP 7.96 - Ties	MP 0			2012	27	74,395
Track	ROW	Heavy Rail	Norristown High Speed Line			3	2020	1912	100	2,000
Track	ROW	Heavy Rail	Norristown High Speed Line			3	2020	1912	100	2,600
Track	ROW	Regional Rail	Chestnut Hill East			3	2020	1900	100	2,600
Track	ROW	Regional Rail	Chestnut Hill West			3	2020	1900	100	3,000
Track	ROW	Regional Rail	Doylestown			3	2020	1900	100	2,600
Track	ROW	Regional Rail	Main Line			3	2020	1900	100	2,000
Track	ROW	Regional Rail	Main Line			3	2020	1900	100	1,300
Track	ROW	Regional Rail	Main Line			3	2020	1900	100	3,000
Track	ROW	Regional Rail	Main Line			3	2020	1900	100	2,600
Track	ROW	Regional Rail	Media-Elwyn			3	2020	1900	100	3,000
Track	Shops & Yards	Heavy Rail	Broad Street Line & Spur	Shops & Yards - Fern R		3	2020	2010	35	1
Track	Shops & Yards	Heavy Rail	Broad Street Line & Spur	Shops & Yards - Fern R		3	2020	2011	35	1
Track	Shops & Yards	Heavy Rail	Market-Frankford	Shops & Yards - 69th St		3	2020	2005	35	1

Track	Shops & Yards	Heavy Rail	Market-Frankford	Shops & Yards - Bridge		3	2020	2003	35	1
Track	Shops & Yards	Heavy Rail	Norristown High Speed Line	NHSL Car Barn Yard		3	2020	1993	35	1
Track	Shops & Yards	Regional Rail	All Lines	Frazier Yard		3	2020	1995	35	1
Track	Shops & Yards	Regional Rail	All Lines	Overbrook Yard		3	2020	1993	35	1
Track	Shops & Yards	Regional Rail	Chestnut Hill East	Chestnut Hill East Yard		3	2020	2011	35	1
Track	Shops & Yards	Regional Rail	Doylestown	Doylestown Yard		3	2020	2011	35	1
Track	Shops & Yards	Regional Rail	Main Line	Lansdale Yard		3	2020	1985	35	1
Track	Shops & Yards	Regional Rail	Main Line	Powelton Yard		3	2020	2007	35	1
Track	Shops & Yards	Regional Rail	Main Line	Roberts Yard		3	2020	1983	35	1
Track	Shops & Yards	Regional Rail	Main Line	Wayne Electric Yard (N)		3	2020	2004	35	1
Track	Shops & Yards	Regional Rail	Main Line	Wayne Electric Yard (S)		3	2020	2003	35	1
Track	Shops & Yards	Regional Rail	Manayunk-Norristown	Elm Street Yard		3	2020	2003	35	1
Track	Shops & Yards	Regional Rail	Media-Elwyn	Media Yard		3	2020	1994	35	1
Track	Shops & Yards	Regional Rail	West Trenton	West Trenton Yard		3	2020	1980	35	1
Track	Shops & Yards	Trolley	15	Shops & Yards - Callow		3	2020	2021	35	1
Track	Shops & Yards	Trolley	101, 102	Shops & Yards - 69th St		3	2020	1988	35	1
Track	Shops & Yards	Trolley	101, 102	Shops & Yards - West Y		3	2020	1995	35	1
Track	Shops & Yards	Trolley	11, 13, 34, 36	Shops & Yards - Elmwo		3	2020	2017	35	1
Track	Shops & Yards	Trolley	11, 13, 34, 36	Shops & Yards - Woodl		3	2020	1981	35	1
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Alleghen		3	2020	1990	40	2,386
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Alleghen		3	2020	2001	40	2,386
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Alleghen		3	2020	2002	40	2,386
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Alleghen		3	2020	1990	40	2,386
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Cecil B. N		3	2020	1990	40	2,674
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Cecil B. N		3	2020	2004	40	2,509
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Cecil B. N		3	2020	1990	40	2,674
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Cecil B. N		3	2020	2005	40	2,486
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Chinatow		3	2020	2003	40	893
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - City Hall		3	2020	2006	40	910
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - City Hall		3	2020	2006	40	1,029
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - City Hall		3	2020	2007	40	441
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - City Hall		3	2020	2007	40	1,172
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Ellsworth		3	2020	2007	40	2,163
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Ellsworth		3	2020	2006	40	2,366
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Erie to A		3	2020	2018	40	2,734
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Erie to A		3	2020	2002	40	2,614
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Erie to A		3	2020	2002	40	2,584
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Erie to A		3	2020	2017	40	2,734
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Erie to U		3	2020	1928	40	3,960
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Erie to U		3	2020	1928	40	3,960
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Erie to U		3	2020	1990	40	1,584
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Erie to U		3	2020	1990	40	1,584
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Fairmour		3	2020	2003	40	1,459
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Fairmour		3	2020	2003	40	1,520
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Fairmour		3	2020	1990	40	1,652
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Fairmour		3	2020	2004	40	1,480
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Fairmour		3	2020	2005	40	1,510
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Fairmour		3	2020	1990	40	1,652
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Fern Roc		3	2020	2002	40	1,745
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Fern Roc		3	2020	2002	40	2,898
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Fern Roc		3	2020	1994	40	3,041
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Fern Roc		3	2020	2002	40	3,041
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Girard to		3	2020	2005	40	1,335
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Girard to		3	2020	2003	40	1,464
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Girard to		3	2020	1990	40	1,728
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Girard to		3	2020	2003	40	1,499
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Girard to		3	2020	1990	40	1,728
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Girard to		3	2020	2004	40	1,330
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Hunting f		3	2020	1990	40	3,204
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Hunting f		3	2020	2002	40	3,020
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Hunting f		3	2020	2002	40	3,001

Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Hunting t		3	2020	1990	40	3,204
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Logan t		3	2020	1990	40	1,960
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Logan t		3	2020	2002	40	1,960
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Logan t		3	2020	2002	40	1,960
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Logan t		3	2020	1990	40	1,960
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Lombard		3	2020	2007	40	2,900
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Lombard		3	2020	2006	40	2,900
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - MP 0.5 t		3	2020	1994	40	1,221
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - MP 4.5 t	MP 4.5	3	2020	2001	40	2,419
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - MP 8.7 t	MP 8.7	3	2020	2012	40	121
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - MP 8.7 t	MP 8.7	3	2020	2013	40	287
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - North Ph		3	2020	1990	40	3,104
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - North Ph		3	2020	2002	40	2,941
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - North Ph		3	2020	2001	40	2,924
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - North Ph		3	2020	1990	40	3,104
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Olney to		3	2020	1990	40	3,264
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Olney to		3	2020	1990	40	3,264
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Olney to		3	2020	2002	40	3,114
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Olney to		3	2020	2002	40	3,106
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Oregon t		3	2020	2013	40	4,565
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Oregon t		3	2020	2012	40	4,693
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Pattison		3	2020	2012	40	1,150
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Pattison		3	2020	2013	40	1,150
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Race-Vin		3	2020	1990	40	1,193
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Race-Vin		3	2020	1990	40	1,262
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Race-Vin		3	2020	2005	40	1,597
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Race-Vin		3	2020	2004	40	1,120
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Snyder t		3	2020	2012	40	2,790
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Snyder t		3	2020	2013	40	2,295
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Spring G		3	2020	2003	40	2,374
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Spring G		3	2020	2003	40	2,374
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Spring G		3	2020	1990	40	1,923
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Spring G		3	2020	2005	40	1,672
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Spring G		3	2020	2004	40	1,702
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Susqueh		3	2020	1990	40	3,102
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Susqueh		3	2020	1990	40	3,102
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Susqueh		3	2020	2001	40	3,102
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Susqueh		3	2020	2001	40	683
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Tasker-M		3	2020	2006	40	1,334
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Tasker-M		3	2020	2007	40	1,446
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO		3	2020	2004	40	135
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO		3	2020	2012	40	158
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO		3	2020	2004	40	150
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO		3	2020	2002	40	150
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO		3	2020	2006	40	127
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO		3	2020	2004	40	113
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO		3	2020	2006	40	150
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO		3	2020	2006	40	112
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO		3	2020	2006	40	135
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO		3	2020	2006	40	150
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO		3	2020	2004	40	165
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO		3	2020	2004	40	101
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO		3	2020	2004	40	172
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO		3	2020	2002	40	150
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO		3	2020	2001	40	180
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO		3	2020	2004	40	97
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO		3	2020	2004	40	120
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO		3	2020	2006	40	135
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO		3	2020	2003	40	128
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO		3	2020	2003	40	120

[illegible]

Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Church to		3	2020	1995	40	2,457
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Church to		3	2020	1995	40	2,399
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Erie-Torr		3	2020	1992	40	3,539
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Erie-Torr		3	2020	1992	40	3,539
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Frankford		3	2020	1994	40	2,690
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Frankford		3	2020	1994	40	2,728
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Girard to		3	2020	2009	40	2,717
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Girard to		3	2020	2009	40	2,722
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Huntingdon		3	2020	1995	40	1,757
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Huntingdon		3	2020	1995	40	1,911
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Margaret		3	2020	1993	40	2,205
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Margaret		3	2020	1993	40	2,274
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Millbourne		3	2020	2014	40	1,672
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Millbourne		3	2020	2014	40	1,676
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Somerses		3	2020	1990	40	1,750
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Somerses		3	2020	1990	40	1,750
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Spring Ga		3	2020	2009	40	3,752
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Spring Ga		3	2020	2009	40	3,789
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Tioga to		3	2020	1992	40	2,405
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Tioga to		3	2020	1992	40	2,405
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 1 (C		3	2020	2009	40	488
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 1 (C		3	2020	2009	40	73
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 1 (C		3	2020	2005	40	95
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 1 (C		3	2020	2005	40	350
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 1 (C		3	2020	1990	40	131
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 1 (C		3	2020	2007	40	165
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 1 (C		3	2020	2014	40	662
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 1 (C		3	2020	2014	40	68
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 1 (C		3	2020	1990	40	63
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 2 (C		3	2020	2009	40	493
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 2 (C		3	2020	2009	40	66
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 2 (C		3	2020	2005	40	178
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 2 (C		3	2020	2005	40	344
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 2 (C		3	2020	1993	40	200
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 2 (C		3	2020	2005	40	138
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 2 (C		3	2020	1999	40	726
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 2 (C		3	2020	1994	40	34
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 69th		3	2020	2005	40	32
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 69th		3	2020	2005	40	47
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - York-Dau		3	2020	1986	40	2,511
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - York-Dau		3	2020	1986	40	2,328
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - 69th Street MP 0		3	2020	1986	40	4,586
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - 69th Street MP 0		3	2020	1986	40	4,506
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Ardmore MP 3.89		3	2020	2019	40	4,022
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Ardmore MP 3.89		3	2020	1975	40	4,022
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Ardmore MP 3.48		3	2020	2019	40	2,212
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Ardmore MP 3.48		3	2020	1977	40	2,212
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Beechwood MP 2.64		3	2020	2019	40	2,588
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Beechwood MP 2.55		3	2020	2019	40	202
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Beechwood MP 2.55		3	2020	2018	40	3,215
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Bridgeport MP 12.76		3	2020	2013	40	3,070
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Bryn Mawr MP 5.35		3	2020	1977	40	891
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Bryn Mawr MP 5.35		3	2020	1993	40	2,055
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - County Line MP 8.57		3	2020	1993	40	3,636
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - County Line MP 8.57		3	2020	1993	40	3,591
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - DeKalb Street MP 12.29		3	2020	2020	40	2,378
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - DeKalb Street MP 12.29		3	2020	1983	40	2,288
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Garrett Hill MP 6.37		3	2020	1993	40	2,156
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Garrett Hill MP 6.37		3	2020	1993	40	2,156
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Gulph Mills MP 10.22		3	2020	1983	40	4,184
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Gulph Mills MP 10.22		3	2020	1982	40	4,184

Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Haverfor	MP 4.65		3	2020	1975	40	3,710
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Haverfor	MP 4.65		3	2020	2020	40	2,915
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Hughes F	MP 11.02		3	2020	1983	40	6,385
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Hughes F	MP 11.02		3	2020	2020	40	5,178
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Matsonf	MP 9.3		3	2020	1982	40	4,004
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Matsonf	MP 9.3		3	2020	1983	40	4,274
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 0.16	MP 0.16		3	2020	1986	40	180
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 0.16	MP 0.16		3	2020	1986	40	100
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 0.95	MP 0.95		3	2020	1986	40	215
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 0.95	MP 0.95		3	2020	1986	40	250
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 1.15	MP 1.15		3	2020	2016	40	1,750
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 1.85	MP 1.85		3	2020	2003	40	376
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 1.88	MP 1.88		3	2020	2015	40	155
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 1.88	MP 1.88		3	2020	2003	40	220
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 10.0	MP 10.01		3	2020	1983	40	205
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 10.0	MP 10.01		3	2020	1982	40	110
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 12 to	MP 12		3	2020	2020	40	1,297
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 12.3	MP 12.3		3	2020	1983	40	235
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 12.3	MP 12.3		3	2020	2020	40	325
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 12.54	MP 12.54		3	2020	1983	40	120
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 12.54	MP 12.54		3	2020	2020	40	210
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 12.86	MP 12.86		3	2020	2013	40	40
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 2.16	MP 2.16		3	2020	2003	40	160
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 2.16	MP 2.16		3	2020	2015	40	160
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 2.4 to	MP 2.4		3	2020	2001	40	773
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 2.4 to	MP 2.4		3	2020	2018	40	523
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 2.45	MP 2.45		3	2020	2018	40	250
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 2.45	MP 2.45		3	2020	2001	40	280
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 2.77	MP 2.77		3	2020	2018	40	145
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 3.2 to	MP 3.2		3	2020	1977	40	170
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 5.2 to	MP 5.2		3	2020	1993	40	795
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 5.34	MP 5.34		3	2020	1977	40	180
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 5.34	MP 5.34		3	2020	1993	40	130
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 5.55	MP 5.55		3	2020	1993	40	1,184
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 5.58	MP 5.58		3	2020	1993	40	195
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 5.58	MP 5.58		3	2020	1993	40	165
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 5.9 to	MP 5.9		3	2020	1972	40	1,840
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 6.25	MP 6.25		3	2020	1993	40	631
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 6.76	MP 6.76		3	2020	1995	40	190
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 6.76	MP 6.76		3	2020	1993	40	160
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 7.25	MP 7.25		3	2020	1983	40	2,804
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 7.26	MP 7.26		3	2020	1983	40	2,817
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 7.86	MP 7.86		3	2020	1983	40	180
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 7.86	MP 7.86		3	2020	1983	40	285
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 8.19	MP 8.19		3	2020	1983	40	220
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 8.19	MP 8.19		3	2020	1983	40	235
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 8.5 to	MP 8.5		3	2020	1993	40	163
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 8.5 to	MP 8.5		3	2020	1993	40	215
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 8.5 to	MP 8.5		3	2020	1993	40	250
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 8.92	MP 8.92		3	2020	1993	40	250
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 8.92	MP 8.92		3	2020	1993	40	295
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 9.4 to	MP 9.4		3	2020	1982	40	255
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 9.4 to	MP 9.4		3	2020	1983	40	320
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 9.79	MP 9.79		3	2020	1983	40	305
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 9.79	MP 9.79		3	2020	1982	40	195
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Parkview	MP 0.89		3	2020	1986	40	1,050
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Parkview	MP 0.89		3	2020	1986	40	2,835
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Penfield	MP 1.95		3	2020	2015	40	1,938
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Penfield	MP 1.95		3	2020	2003	40	2,158
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Radnor N	MP 7.88		3	2020	1983	40	2,845
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Radnor N	MP 7.88		3	2020	1983	40	2,935

Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Rosemont	MP 5.82	3	2020	1993	40	2,892
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Rosemont	MP 5.82	3	2020	1993	40	421
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Stadium	MP 6.77	3	2020	1993	40	659
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Stadium	MP 6.77	3	2020	1993	40	659
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Stone Creek	MP 6.9	3	2020	1993	40	245
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Stone Creek	MP 6.9	3	2020	1985	40	215
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Township	MP 1.49	3	2020	2004	40	1,913
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Township	MP 1.5	3	2020	2015	40	2,444
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Utility Pit	MP 8.5	3	2020	1993	40	128
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Villanova	MP 6.98	3	2020	1985	40	1,412
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Villanova	MP 6.98	3	2020	1993	40	1,464
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Wynnewood	MP 3.15	3	2020	2018	40	1,718
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Wynnewood	MP 3.15	3	2020	1977	40	1,548
Track	Straight Rail	Regional Rail	Airport	Straight Rail - 60th Street	MP 4.4	3	2020	2002	40	1
Track	Straight Rail	Regional Rail	Airport	Straight Rail - 60th Street	MP 4.4	3	2020	2002	40	1
Track	Straight Rail	Regional Rail	Airport	Straight Rail - Elmwood	MP 4.2	3	2020	2012	40	1,056
Track	Straight Rail	Regional Rail	Airport	Straight Rail - MP 3 to MP 3	MP 3	3	2020	2012	40	217
Track	Straight Rail	Regional Rail	Airport	Straight Rail - MP 3.6 to MP 3.6	MP 3.6	3	2020	2012	40	3,168
Track	Straight Rail	Regional Rail	Airport	Straight Rail - MP 4 to MP 4	MP 4	3	2020	2012	40	487
Track	Straight Rail	Regional Rail	Airport	Straight Rail - MP 4.55 to MP 4.55	MP 4.55	3	2020	1980	40	22,309
Track	Straight Rail	Regional Rail	Airport	Straight Rail - MP 4.55 to MP 4.55	MP 4.55	3	2020	1980	40	22,412
Track	Straight Rail	Regional Rail	Airport	Straight Rail - MP 8 to MP 8	MP 8	3	2020	2019	40	2,498
Track	Straight Rail	Regional Rail	Airport	Straight Rail - MP 8 to MP 8	MP 8	3	2020	2019	40	2,557
Track	Straight Rail	Regional Rail	Airport	Straight Rail - Philadelphia	MP 3.6	3	2020	2012	40	1,445
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 10 to MP 10	MP 10	3	2020	1983	40	203
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 10 to MP 10	MP 10	3	2020	1983	40	157
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 10 to MP 10	MP 10	3	2020	1983	40	128
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 4 to MP 4	MP 4	3	2020	1997	40	435
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 5 to MP 5	MP 5	3	2020	1983	40	391
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 5 to MP 5	MP 5	3	2020	1983	40	75
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 5 to MP 5	MP 5	3	2020	1983	40	127
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 5 to MP 5	MP 5	3	2020	1983	40	293
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 5 to MP 5	MP 5	3	2020	1983	40	360
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 5 to MP 5	MP 5	3	2020	1983	40	1,110
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 6 to MP 6	MP 6	3	2020	1983	40	503
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 6 to MP 6	MP 6	3	2020	1983	40	367
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 7 to MP 7	MP 7	3	2020	1983	40	413
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 7 to MP 7	MP 7	3	2020	1983	40	982
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 7 to MP 7	MP 7	3	2020	1983	40	488
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 7 to MP 7	MP 7	3	2020	1983	40	540
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 7 to MP 7	MP 7	3	2020	1983	40	908
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 7 to MP 7	MP 7	3	2020	1983	40	930
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 8 to MP 8	MP 8	3	2020	1983	40	1,402
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 8 to MP 8	MP 8	3	2020	1983	40	1,500
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 9 to MP 9	MP 9	3	2020	1983	40	1,298
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 9 to MP 9	MP 9	3	2020	1983	40	1,253
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 9 to MP 9	MP 9	3	2020	1983	40	427
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 9 to MP 9	MP 9	3	2020	1983	40	428
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 9 to MP 9	MP 9	3	2020	1983	40	435
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 9 to MP 9	MP 9	3	2020	1983	40	420
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - Springtown	MP 10.5	3	2020	1983	40	1,351
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - Springtown	MP 10.5	3	2020	1983	40	1,307
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - Wayne	MP 5.1	3	2020	1983	40	18,236
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - Wayne	MP 5.1	3	2020	1983	40	19,764
Track	Straight Rail	Regional Rail	Chestnut Hill West	Straight Rail - Cresheim	MP 5.2	3	2020	1990	40	5,759
Track	Straight Rail	Regional Rail	Chestnut Hill West	Straight Rail - Cresheim	MP 5.2	3	2020	1990	40	5,713
Track	Straight Rail	Regional Rail	Chestnut Hill West	Straight Rail - MP 0 to MP 0	MP 0	3	2020	1994	40	23,324
Track	Straight Rail	Regional Rail	Chestnut Hill West	Straight Rail - MP 0 to MP 0	MP 0	3	2020	1994	40	24,543
Track	Straight Rail	Regional Rail	Chestnut Hill West	Straight Rail - MP 1 to MP 1	MP 1	3	2020	1994	40	1,282
Track	Straight Rail	Regional Rail	Chestnut Hill West	Straight Rail - MP 2 to MP 2	MP 2	3	2020	1994	40	1,328
Track	Straight Rail	Regional Rail	Chestnut Hill West	Straight Rail - MP 2 to MP 2	MP 2	3	2020	1994	40	1,320

Track	Straight Rail	Regional Rail	Chestnut Hill West	Straight Rail - MP 5 to MP 5		3	2020	1994	40	675
Track	Straight Rail	Regional Rail	Chestnut Hill West	Straight Rail - MP 5 to MP 5		3	2020	1994	40	705
Track	Straight Rail	Regional Rail	Chestnut Hill West	Straight Rail - MP 6 to MP 6		3	2020	1990	40	1,897
Track	Straight Rail	Regional Rail	Chestnut Hill West	Straight Rail - MP 6 to MP 6		3	2020	1990	40	1,943
Track	Straight Rail	Regional Rail	Cynwyd	Straight Rail - Valley to MP 4		3	2020	2003	40	10,506
Track	Straight Rail	Regional Rail	Cynwyd	Straight Rail - Valley to MP 4		3	2020	2003	40	2,137
Track	Straight Rail	Regional Rail	Doylestown	Straight Rail - 5th St. to MP 0.4		3	2020	1985	40	50,688
Track	Straight Rail	Regional Rail	Doylestown	Straight Rail - Dale to MP 0		3	2020	1985	40	2,112
Track	Straight Rail	Regional Rail	Doylestown	Straight Rail - Dale to MP 0		3	2020	1985	40	1,595
Track	Straight Rail	Regional Rail	Doylestown	Straight Rail - Forest St		3	2020	1985	40	1,056
Track	Straight Rail	Regional Rail	Doylestown	Straight Rail - Long Side		3	2020	2010	40	2,112
Track	Straight Rail	Regional Rail	Fox Chase	Straight Rail - Cheltenham 9.39		3	2020	2002	40	7,046
Track	Straight Rail	Regional Rail	Fox Chase	Straight Rail - MP 6 to MP 6		3	2020	1992	40	855
Track	Straight Rail	Regional Rail	Fox Chase	Straight Rail - MP 7 to MP 7		3	2020	1960	40	1,290
Track	Straight Rail	Regional Rail	Fox Chase	Straight Rail - MP 9 to MP 9		3	2020	1960	40	240
Track	Straight Rail	Regional Rail	Fox Chase	Straight Rail - Newtown 6.2		3	2020	1960	40	16,441
Track	Straight Rail	Regional Rail	Fox Chase	Straight Rail - South Fox 11		3	2020	2002	40	528
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - 20th Street MP -0.6		3	2020	1987	40	891
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - 20th Street MP -0.6		3	2020	1987	40	1,056
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - 20th Street MP -0.6		3	2020	1987	40	718
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - 20th Street MP -0.6		3	2020	1987	40	1,056
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - 30th Street MP -0.9		3	2020	1987	40	423
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - 30th Street MP -0.9		3	2020	1987	40	528
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - 30th Street MP -0.9		3	2020	1987	40	461
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - 30th Street MP -0.9		3	2020	1987	40	355
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - 34th Street MP -2.4		3	2020	2008	40	2,218
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - 9th St. Viaduct MP 1.34		3	2020	1992	40	9,131
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - 9th St. Viaduct MP 1.34		3	2020	1992	40	9,176
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - 9th St. Viaduct MP 1.34		3	2020	1992	40	9,206
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - 9th St. Viaduct MP 1.34		3	2020	1992	40	9,093
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Bridge Street MP 13.95		3	2020	1996	40	32,736
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Bridge Street MP 13.95		3	2020	1990	40	32,736
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Broad Street to MP -0.4		3	2020	1987	40	868
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Broad Street to MP -0.4		3	2020	1987	40	816
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Broad Street to MP -0.4		3	2020	1987	40	943
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Broad Street to MP -0.4		3	2020	1987	40	1,056
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - CP Newtown 6.3		3	2020	1991	40	3,586
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Glenwood MP 3.2		3	2020	1984	40	12,144
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Glenwood MP 3.2		3	2020	1984	40	10,884
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Glenwood MP 3.2		3	2020	1984	40	8,996
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Glenwood MP 3.2		3	2020	1984	40	8,727
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Juniper Street MP 0.2		3	2020	1981	40	149
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Juniper Street MP 0.2		3	2020	1989	40	764
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Juniper Street MP 0.2		3	2020	1981	40	823
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Juniper Street MP 0.2		3	2020	1981	40	201
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Mark Circle MP 0.4		3	2020	1981	40	528
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Mark Circle MP 0.4		3	2020	1981	40	528
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Mark Circle MP 0.4		3	2020	1989	40	528
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Mark Circle MP 0.4		3	2020	1981	40	528
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Market East MP 0.5		3	2020	2012	40	722
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Market East MP 0.5		3	2020	2014	40	774
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Market East MP 0.5		3	2020	2012	40	1,584
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Market East MP 0.5		3	2020	2014	40	1,584
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 0 to MP 0		3	2020	1989	40	142
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 0 to MP 0		3	2020	1989	40	113
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 0 to MP 0		3	2020	1989	40	157
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 0 to MP 0		3	2020	1989	40	128
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 0 to MP 0		3	2020	1989	40	120
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 0 to MP 0		3	2020	1989	40	135
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -0.15 MP -0.15		3	2020	1991	40	240
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -0.21 MP -0.21		3	2020	1991	40	83

Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -0.22	MP -0.22	3	2020	1987	40	188
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -0.26	MP -0.26	3	2020	1988	40	38
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -0.26	MP -0.26	3	2020	1989	40	165
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -0.28	MP -0.28	3	2020	1991	40	60
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -0.66	MP -0.66	3	2020	1987	40	240
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -0.66	MP -0.66	3	2020	1987	40	385
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -0.66	MP -0.66	3	2020	1987	40	338
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -0.66	MP -0.66	3	2020	1987	40	352
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -0.81	MP -0.81	3	2020	1987	40	173
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -0.85	MP -0.85	3	2020	1987	40	232
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -0.97	MP -0.97	3	2020	1987	40	67
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -1.38	MP -1.38	3	2020	1987	40	188
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -1.5	MP -1.5	3	2020	1987	40	350
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -1.52	MP -1.52	3	2020	1990	40	120
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -1.52	MP -1.52	3	2020	1987	40	285
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -1.65	MP -1.65	3	2020	1987	40	2,350
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -1.65	MP -1.65	3	2020	1975	40	2,350
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 10.8	MP 10.8	3	2020	1983	40	8,712
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 10.8	MP 10.8	3	2020	1983	40	8,712
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 12.45	MP 12.45	3	2020	1983	40	7,920
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 12.45	MP 12.45	3	2020	1986	40	7,920
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 2 to 1	MP 2	3	2020	1992	40	173
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 2 to 1	MP 2	3	2020	1992	40	645
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 2 to 1	MP 2	3	2020	1992	40	690
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 2 to 1	MP 2	3	2020	1992	40	555
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 2 to 1	MP 2	3	2020	1992	40	615
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -2.8	MP -2.8	3	2020	2008	40	5,914
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -2.8	MP -2.8	3	2020	2008	40	5,914
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -2.9	MP -2.9	3	2020	2008	40	6,442
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 20.15	MP 20.15	3	2020	1995	40	20,328
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 20.15	MP 20.15	3	2020	1995	40	20,328
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 24.0	MP 24	3	2020	2007	40	1,056
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 24.0	MP 24	3	2020	2007	40	1,056
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 4 to 1	MP 4	3	2020	1984	40	1,065
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 4 to 1	MP 4	3	2020	1984	40	120
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 4 to 1	MP 4	3	2020	1984	40	1,260
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 4 to 1	MP 4	3	2020	1984	40	652
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 5 to 1	MP 5	3	2020	1984	40	240
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 5.5 to 1	MP 5.5	3	2020	1984	40	27,984
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 5.5 to 1	MP 5.5	3	2020	1984	40	27,984
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 6 to 1	MP 6	3	2020	1996	40	173
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 6 to 1	MP 6	3	2020	1996	40	135
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 6 to 1	MP 6	3	2020	1996	40	330
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Schuylkil	MP -0.8	3	2020	1987	40	824
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Schuylkil	MP -0.8	3	2020	1987	40	671
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Schuylkil	MP -0.8	3	2020	1987	40	1,056
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Schuylkil	MP -0.8	3	2020	1987	40	704
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Spring G	MP -1.68	3	2020	1987	40	2,589
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Spring G	MP -2.4	3	2020	1977	40	363
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Spring G	MP -2.4	3	2020	1987	40	2,942
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Spring G	MP -2.4	3	2020	1987	40	40
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - SS Appro	MP -0.2	3	2020	1930	40	1,056
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - SS Appro	MP -0.2	3	2020	1930	40	921
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - SS Appro	MP -0.2	3	2020	1981	40	1,729
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - SS Appro	MP -0.2	3	2020	1980	40	1,056
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Suburban	MP 0	3	2020	1989	40	756
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Suburban	MP 0	3	2020	1989	40	590
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Suburban	MP 0	3	2020	1989	40	853
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Suburban	MP 0	3	2020	1981	40	749
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Vine to 5	MP 0.8	3	2020	1981	40	2,851
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Vine to 5	MP 0.8	3	2020	1981	40	2,851

Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Vine to	MP 0.8	3	2020	1981	40	2,851
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Vine to	MP 0.8	3	2020	1981	40	2,851
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - West to	MP -1.1	3	2020	1987	40	1,056
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - West to	MP -1.1	3	2020	1987	40	411
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - West to	MP -1.1	3	2020	1987	40	1,056
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - West to	MP -1.1	3	2020	1987	40	1,056
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 8	3	2020	1998	40	630
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 15.3	3	2020	1990	40	1,056
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 17	3	2020	1990	40	810
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 7.5	3	2020	1998	40	12,213
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 17	3	2020	1990	40	577
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 17	3	2020	1990	40	165
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 15	3	2020	1990	40	420
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 15.5	3	2020	1990	40	588
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 10	3	2020	1998	40	345
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 16	3	2020	1991	40	1,020
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 8	3	2020	1998	40	1,118
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 8	3	2020	1998	40	383
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 3.5	3	2020	1999	40	8,618
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 5.25	3	2020	2000	40	11,019
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 3	3	2020	1999	40	622
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 15.5	3	2020	1991	40	904
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 3.5	3	2020	1999	40	19,432
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 15	3	2020	1991	40	240
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 12.25	3	2020	1992	40	7,946
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 10.85	3	2020	1991	40	1,532
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 10.4	3	2020	1993	40	9,355
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 10.4	3	2020	1993	40	9,318
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 16.4	3	2020	1990	40	4,752
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 15	3	2020	1991	40	270
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 15.85	3	2020	1990	40	6,283
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 15	3	2020	1990	40	944
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 6	3	2020	2000	40	1,125
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 17.75	3	2020	1997	40	1,585
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 15	3	2020	1991	40	1,260
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 8	3	2020	1998	40	495
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 8	3	2020	2000	40	495
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 8	3	2020	2000	40	293
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 13.88	3	2020	1991	40	7,258
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 8	3	2020	2000	40	353
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 16	3	2020	1990	40	953
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 11	3	2020	1993	40	413
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 17.3	3	2020	1990	40	21
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 6	3	2020	1999	40	1,080
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 3	3	2020	1999	40	608
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 15	3	2020	1991	40	352
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 10	3	2020	2000	40	360
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 11	3	2020	1993	40	450
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 13	3	2020	1992	40	555
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 7.5	3	2020	1998	40	1,848
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 8	3	2020	2000	40	323
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 13.88	3	2020	1991	40	8,284
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 17	3	2020	1990	40	98
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 8	3	2020	2000	40	1,125
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 13	3	2020	1992	40	660
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 12.25	3	2020	1992	40	8,051
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 8	3	2020	1998	40	256
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 7.85	3	2020	2000	40	10,387
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - 30th St. S	MP 0.9	3	2020	1987	40	5,621
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - 30th St. S		3	2020	1987	40	2,364
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - Arsenal I	MP 2.3	3	2020	1978	40	528

Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - Arsenal to MP 2.3		3	2020	1978	40	528
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 0 to MP 0		3	2020	1987	40	225
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 1 to MP 1		3	2020	1987	40	668
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 1 to MP 1		3	2020	1987	40	810
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 1 to MP 1		3	2020	1987	40	502
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 11 to MP 11		3	2020	1983	40	390
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 11 to MP 11		3	2020	1994	40	405
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 11.0 to MP 11		3	2020	1994	40	18,562
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 13 to MP 13		3	2020	1994	40	315
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 13 to MP 13		3	2020	1994	40	1,125
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 13.1 to MP 13.1		3	2020	1994	40	8,458
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 14 to MP 14		3	2020	1994	40	232
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 14 to MP 14		3	2020	1994	40	1,027
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 14 to MP 14		3	2020	1994	40	1,043
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 2 to MP 2		3	2020	1978	40	728
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 2.4 to MP 2.4		3	2020	1994	40	26,707
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 2.4 to MP 2.4		3	2020	1994	40	18,280
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 6 to MP 6		3	2020	1983	40	1,013
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 6 to MP 6		3	2020	1994	40	1,028
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 8.5 to MP 8.5		3	2020	1983	40	13,200
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - Oak Ave. to MP 8.2		3	2020	1994	40	1,584
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - South St. to MP 1.7		3	2020	1994	40	2,666
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - Springfie to MP 7.65		3	2020	1983	40	28,371
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - Union Av to MP 6		3	2020	1983	40	10,588
Track	Straight Rail	Regional Rail	Paoli-Thorndale	Straight Rail - West End		3	2020	2007	40	9,293
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - Carmel to MP 0		3	2020	1989	40	6,618
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - Carmel to MP 0		3	2020	1989	40	5,905
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - Grove St		3	2020	1989	40	3,493
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - Hatboro to MP 6.5		3	2020	1973	40	7,704
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - Lynn MP to MP 2.1		3	2020	1989	40	18,440
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 0 to MP 0		3	2020	1989	40	135
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 0 to MP 0		3	2020	1989	40	1,057
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 0 to MP 0		3	2020	1989	40	1,838
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 0 to MP 0		3	2020	1989	40	1,890
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 12 to MP 12		3	2020	1988	40	2,288
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 12 to MP 12		3	2020	1988	40	2,235
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 2 to MP 2		3	2020	1989	40	502
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 2 to MP 2		3	2020	1989	40	210
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 2 to MP 2		3	2020	2012	40	1,470
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 4 to MP 4		3	2020	1988	40	120
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 4 to MP 4		3	2020	1988	40	1,425
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 5 to MP 5		3	2020	1989	40	922
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 5 to MP 5		3	2020	1989	40	473
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 7 to MP 7		3	2020	1973	40	142
Track	Straight Rail	Regional Rail	West Trenton	Straight Rail - Jenkin to MP 10.8		3	2020	1984	40	52,827
Track	Straight Rail	Regional Rail	West Trenton	Straight Rail - Jenkin to MP 10.8		3	2020	2001	40	28,925
Track	Straight Rail	Regional Rail	West Trenton	Straight Rail - MP 10 to MP 10		3	2020	1984	40	2,085
Track	Straight Rail	Regional Rail	West Trenton	Straight Rail - MP 10 to MP 10		3	2020	2001	40	379
Track	Straight Rail	Regional Rail	West Trenton	Straight Rail - MP 25.1 to MP 25.1		3	2020	2015	40	39,600
Track	Straight Rail	Regional Rail	West Trenton	Straight Rail - MP26.55 to MP 26.55		3	2020	2015	40	21,384
Track	Straight Rail	Regional Rail	West Trenton	Straight Rail - Neshami to MP 21.1		3	2020	1991	40	20,592
Track	Straight Rail	Regional Rail	West Trenton	Straight Rail - Neshami to MP 21.2		3	2020	1991	40	28,248
Track	Straight Rail	Regional Rail	West Trenton	Straight Rail - Pine Rd. to MP 16.35		3	2020	2002	40	25,608
Track	Straight Rail	Trolley	10	Straight Rail - 36TH to		3	2020	2001	25	950
Track	Straight Rail	Trolley	10	Straight Rail - 38TH to		3	2020	1996	25	3,200
Track	Straight Rail	Trolley	10	Straight Rail - 60TH to		3	2020	2020	25	1,445
Track	Straight Rail	Trolley	10	Straight Rail - E. 36TH		3	2020	2001	25	50
Track	Straight Rail	Trolley	10	Straight Rail - E. CURVE		3	2020	1999	25	1,267
Track	Straight Rail	Trolley	10	Straight Rail - E. HAVER		3	2020	2013	25	3,221
Track	Straight Rail	Trolley	10	Straight Rail - GIRARD V		3	2020	2019	25	2,746
Track	Straight Rail	Trolley	10	Straight Rail - LANCAST		3	2020	2020	25	9,901

Track	Straight Rail	Trolley	10	Straight Rail - MALVER		3	2020	1999	25	1,100
Track	Straight Rail	Trolley	10	Straight Rail - NCL MAF		3	2020	1995	25	1,162
Track	Straight Rail	Trolley	10	Straight Rail - S. COLUN		3	2020	2010	25	1,800
Track	Straight Rail	Trolley	10	Straight Rail - S. MARKI		3	2020	1990	25	264
Track	Straight Rail	Trolley	10	Straight Rail - W. 52ND		3	2020	2019	25	1,000
Track	Straight Rail	Trolley	10	Straight Rail - W. BELM		3	2020	2001	25	2,112
Track	Straight Rail	Trolley	11	Straight Rail - 41ST to		3	2020	2004	25	634
Track	Straight Rail	Trolley	11	Straight Rail - 41ST to		3	2020	2004	25	211
Track	Straight Rail	Trolley	11	Straight Rail - 50TH to		3	2020	2004	25	5,855
Track	Straight Rail	Trolley	11	Straight Rail - 56TH to		3	2020	2004	25	1,162
Track	Straight Rail	Trolley	11	Straight Rail - 62ND to		3	2020	2008	25	10,454
Track	Straight Rail	Trolley	11	Straight Rail - 68TH to		3	2020	2006	25	620
Track	Straight Rail	Trolley	11	Straight Rail - ON CSX E		3	2020	2008	25	700
Track	Straight Rail	Trolley	11	Straight Rail - ON RRD I		3	2020	2004	25	400
Track	Straight Rail	Trolley	11	Straight Rail - W. 40TH		3	2020	2017	25	582
Track	Straight Rail	Trolley	11	Straight Rail - W. CHES		3	2020	2004	25	422
Track	Straight Rail	Trolley	11	Straight Rail - W. ISLAN		3	2020	2014	25	7,845
Track	Straight Rail	Trolley	11	Straight Rail - W.42ND		3	2020	2004	25	4,858
Track	Straight Rail	Trolley	11	Straight Rail - W.49TH		3	2020	2006	25	528
Track	Straight Rail	Trolley	11	Straight Rail - WCL 58T		3	2020	1993	25	1,584
Track	Straight Rail	Trolley	11	Straight Rail - WE BRID		3	2020	2008	25	2,006
Track	Straight Rail	Trolley	13	Straight Rail - 42ND to		3	2020	2007	25	5,957
Track	Straight Rail	Trolley	13	Straight Rail - 60TH to		3	2020	2011	25	2,473
Track	Straight Rail	Trolley	13	Straight Rail - 62ND to		3	2020	2011	25	2,249
Track	Straight Rail	Trolley	13	Straight Rail - CEDAR t		3	2020	1991	25	6,230
Track	Straight Rail	Trolley	13	Straight Rail - CEDAR t		3	2020	1996	25	1,517
Track	Straight Rail	Trolley	13	Straight Rail - CHESTER		3	2020	1996	25	387
Track	Straight Rail	Trolley	13	Straight Rail - CHESTER		3	2020	1996	25	220
Track	Straight Rail	Trolley	13	Straight Rail - CHESTER		3	2020	1991	25	2,681
Track	Straight Rail	Trolley	13	Straight Rail - CHESTER		3	2020	2011	25	789
Track	Straight Rail	Trolley	13	Straight Rail - COBBS C		3	2020	1991	25	2,218
Track	Straight Rail	Trolley	13	Straight Rail - E. CEDAR		3	2020	1996	25	1,948
Track	Straight Rail	Trolley	13	Straight Rail - KINGSES		3	2020	2011	25	771
Track	Straight Rail	Trolley	13	Straight Rail - N. LOOP		3	2020	1985	25	151
Track	Straight Rail	Trolley	13	Straight Rail - ON COBE		3	2020	1980	25	287
Track	Straight Rail	Trolley	13	Straight Rail - RIDGE to		3	2020	1985	25	600
Track	Straight Rail	Trolley	13	Straight Rail - W.49TH		3	2020	1999	25	528
Track	Straight Rail	Trolley	13	Straight Rail - WCL 58T		3	2020	2011	25	2,006
Track	Straight Rail	Trolley	13	Straight Rail - WE BRID		3	2020	1997	25	8,131
Track	Straight Rail	Trolley	13	Straight Rail - WOODLA		3	2020	2007	25	1,070
Track	Straight Rail	Trolley	15	Straight Rail - 25TH to		3	2020	1987	25	528
Track	Straight Rail	Trolley	15	Straight Rail - 31ST to		3	2020	2001	25	2,112
Track	Straight Rail	Trolley	15	Straight Rail - 38th to		3	2020	2001	25	2,746
Track	Straight Rail	Trolley	15	Straight Rail - 40TH to		3	2020	2001	25	555
Track	Straight Rail	Trolley	15	Straight Rail - 40TH to		3	2020	2011	25	3,590
Track	Straight Rail	Trolley	15	Straight Rail - 4TH to A		3	2020	2015	25	400
Track	Straight Rail	Trolley	15	Straight Rail - 52ND to		3	2020	2011	25	1,691
Track	Straight Rail	Trolley	15	Straight Rail - 54TH to		3	2020	2002	25	5,569
Track	Straight Rail	Trolley	15	Straight Rail - 5TH to A		3	2020	2015	25	400
Track	Straight Rail	Trolley	15	Straight Rail - 60TH to		3	2020	1984	25	416
Track	Straight Rail	Trolley	15	Straight Rail - 61ST to		3	2020	1984	25	970
Track	Straight Rail	Trolley	15	Straight Rail - ACROSS I		3	2020	1992	25	1,056
Track	Straight Rail	Trolley	15	Straight Rail - ALLEGHE		3	2020	1986	25	335
Track	Straight Rail	Trolley	15	Straight Rail - BROAD t		3	2020	2017	25	6,307
Track	Straight Rail	Trolley	15	Straight Rail - E. 63RD		3	2020	1930	25	65
Track	Straight Rail	Trolley	15	Straight Rail - EE TRAN		3	2020	1979	25	2,112
Track	Straight Rail	Trolley	15	Straight Rail - FRANKFC		3	2020	2012	25	4,013
Track	Straight Rail	Trolley	15	Straight Rail - GIRARD		3	2020	1983	25	1,162
Track	Straight Rail	Trolley	15	Straight Rail - GIRARD		3	2020	2001	25	145
Track	Straight Rail	Trolley	15	Straight Rail - GIRARD		3	2020	1954	25	2,874
Track	Straight Rail	Trolley	15	Straight Rail - HAVERFC		3	2020	2016	25	425

Track	Straight Rail	Trolley	15	Straight Rail - LANCASTER		3	2020	2001	25	4,181
Track	Straight Rail	Trolley	15	Straight Rail - LANSDOWN		3	2020	2010	25	1,256
Track	Straight Rail	Trolley	15	Straight Rail - LANSDOWN		3	2020	1984	25	1,028
Track	Straight Rail	Trolley	15	Straight Rail - MASTER		3	2020	1928	25	228
Track	Straight Rail	Trolley	15	Straight Rail - N. ALLEGANY		3	2020	1979	25	990
Track	Straight Rail	Trolley	15	Straight Rail - N. LEHIGH		3	2020	1990	25	12,267
Track	Straight Rail	Trolley	15	Straight Rail - NCL CUM		3	2020	1944	25	3,062
Track	Straight Rail	Trolley	15	Straight Rail - ON BRIDGE		3	2020	1970	25	1,762
Track	Straight Rail	Trolley	15	Straight Rail - ON CONFE		3	2020	1955	25	68
Track	Straight Rail	Trolley	15	Straight Rail - POPLAR		3	2020	1987	25	360
Track	Straight Rail	Trolley	15	Straight Rail - POPLAR		3	2020	1987	25	292
Track	Straight Rail	Trolley	15	Straight Rail - RICHMOND		3	2020	2015	25	2,640
Track	Straight Rail	Trolley	15	Straight Rail - S. COLLEGE		3	2020	2001	25	90
Track	Straight Rail	Trolley	15	Straight Rail - S. SOMESET		3	2020	1944	25	6,125
Track	Straight Rail	Trolley	15	Straight Rail - SUQUEHAN		3	2020	2015	25	6,970
Track	Straight Rail	Trolley	15	Straight Rail - W. COLLIER		3	2020	1987	25	5,174
Track	Straight Rail	Trolley	15	Straight Rail - W. CORI		3	2020	2001	25	241
Track	Straight Rail	Trolley	15	Straight Rail - W. COLLEGE		3	2020	1984	25	792
Track	Straight Rail	Trolley	15	Straight Rail - WCL 4TH		3	2020	2015	25	845
Track	Straight Rail	Trolley	15	Straight Rail - WCL 5TH		3	2020	2002	25	6,970
Track	Straight Rail	Trolley	15	Straight Rail - WE BELM		3	2020	2001	25	2,323
Track	Straight Rail	Trolley	15	Straight Rail - WE BRID		3	2020	1930	25	528
Track	Straight Rail	Trolley	34	Straight Rail - 40TH to		3	2020	2012	25	1,624
Track	Straight Rail	Trolley	34	Straight Rail - 40TH ST		3	2020	2012	25	1,100
Track	Straight Rail	Trolley	34	Straight Rail - 52ND to		3	2020	2012	25	240
Track	Straight Rail	Trolley	34	Straight Rail - E. 56TH		3	2020	2002	25	5,618
Track	Straight Rail	Trolley	34	Straight Rail - W. 49TH		3	2020	2012	25	3,253
Track	Straight Rail	Trolley	34	Straight Rail - W. 42ND		3	2020	2000	25	7,000
Track	Straight Rail	Trolley	34	Straight Rail - W. 52ND		3	2020	2002	25	1,200
Track	Straight Rail	Trolley	34	Straight Rail - W. 53RD		3	2020	2012	25	2,600
Track	Straight Rail	Trolley	36	Straight Rail - 53RD to		3	2020	2005	25	39
Track	Straight Rail	Trolley	36	Straight Rail - 5539 ELN		3	2020	1996	25	4,224
Track	Straight Rail	Trolley	36	Straight Rail - 60TH to		3	2020	2018	25	528
Track	Straight Rail	Trolley	36	Straight Rail - 73RD to		3	2020	2019	25	876
Track	Straight Rail	Trolley	36	Straight Rail - ACROSS I		3	2020	2009	25	300
Track	Straight Rail	Trolley	36	Straight Rail - ACROSS		3	2020	2009	25	845
Track	Straight Rail	Trolley	36	Straight Rail - BUIST to		3	2020	2009	25	1,267
Track	Straight Rail	Trolley	36	Straight Rail - CSX BRID		3	2020	2005	25	528
Track	Straight Rail	Trolley	36	Straight Rail - E. 61ST t		3	2020	2018	25	5,069
Track	Straight Rail	Trolley	36	Straight Rail - ECL 67TH		3	2020	2001	25	6,442
Track	Straight Rail	Trolley	36	Straight Rail - ELMWOOD		3	2020	2006	25	1,162
Track	Straight Rail	Trolley	36	Straight Rail - GREYS-5		3	2020	2005	25	2,006
Track	Straight Rail	Trolley	36	Straight Rail - ON AMTI		3	2020	2005	25	528
Track	Straight Rail	Trolley	36	Straight Rail - ON CSX E		3	2020	2005	25	232
Track	Straight Rail	Trolley	36	Straight Rail - S. LINDB		3	2020	2009	25	3,696
Track	Straight Rail	Trolley	36	Straight Rail - S. TANAN		3	2020	2009	25	2,534
Track	Straight Rail	Trolley	36	Straight Rail - W. 60TH		3	2020	2018	25	600
Track	Straight Rail	Trolley	36	Straight Rail - W. LINDE		3	2020	2004	25	600
Track	Straight Rail	Trolley	36	Straight Rail - W.49TH		3	2020	2005	25	2,400
Track	Straight Rail	Trolley	36	Straight Rail - WCL 65T		3	2020	2001	25	1,373
Track	Straight Rail	Trolley	36	Straight Rail - WOODLA		3	2020	2005	25	475
Track	Straight Rail	Trolley	36	Straight Rail - WOODLA		3	2020	2005	25	475
Track	Straight Rail	Trolley	36	Straight Rail - WOODLA		3	2020	2019	25	3,062
Track	Straight Rail	Trolley	101	Straight Rail - BEATTY F		3	2020	2009	25	1,125
Track	Straight Rail	Trolley	101	Straight Rail - BEATTY F		3	2020	2009	25	1,125
Track	Straight Rail	Trolley	101	Straight Rail - BURMON		3	2020	2010	25	2,800
Track	Straight Rail	Trolley	101	Straight Rail - BURMON		3	2020	2010	25	2,797
Track	Straight Rail	Trolley	101	Straight Rail - Drexellin MP 3.7		3	2020	2010	25	474
Track	Straight Rail	Trolley	101	Straight Rail - Drexellin MP 3.7		3	2020	1995	25	392
Track	Straight Rail	Trolley	101	Straight Rail - EB - Burn		3	2020	2010	25	77
Track	Straight Rail	Trolley	101	Straight Rail - EB - Curv		3	2020	2009	25	846

Track	Straight Rail	Trolley	101	Straight Rail - EB - Curv		3	2020	2005	25	2,555
Track	Straight Rail	Trolley	101	Straight Rail - EB - Curv		3	2020	2009	25	558
Track	Straight Rail	Trolley	101	Straight Rail - EB - Scho		3	2020	2010	25	1,728
Track	Straight Rail	Trolley	101	Straight Rail - EB - Wes		3	2020	1987	25	1,855
Track	Straight Rail	Trolley	101	Straight Rail - EB - Wes		3	2020	2010	25	1,756
Track	Straight Rail	Trolley	101	Straight Rail - EDMOND		3	2020	2010	25	290
Track	Straight Rail	Trolley	101	Straight Rail - EDMOND		3	2020	2010	25	290
Track	Straight Rail	Trolley	101	Straight Rail - HUEY AV		3	2020	2010	25	445
Track	Straight Rail	Trolley	101	Straight Rail - HUEY AV		3	2020	2010	25	445
Track	Straight Rail	Trolley	101	Straight Rail - LEARY AV		3	2020	1987	25	787
Track	Straight Rail	Trolley	101	Straight Rail - LEARY AV		3	2020	1987	25	793
Track	Straight Rail	Trolley	101	Straight Rail - MP 5.96	MP 5.96	3	2020	2009	25	17
Track	Straight Rail	Trolley	101	Straight Rail - MP 7.0	MP 7	3	2020	2009	25	1,610
Track	Straight Rail	Trolley	101	Straight Rail - PAPER M	MP 7	3	2020	1987	25	61
Track	Straight Rail	Trolley	101	Straight Rail - PINE RID		3	2020	2009	25	706
Track	Straight Rail	Trolley	101	Straight Rail - PINE RID		3	2020	2009	25	760
Track	Straight Rail	Trolley	101	Straight Rail - PROVIDE		3	2020	1996	25	3,660
Track	Straight Rail	Trolley	101	Straight Rail - PROVIDE		3	2020	1996	25	3,660
Track	Straight Rail	Trolley	101	Straight Rail - ROSEMO		3	2020	2010	25	600
Track	Straight Rail	Trolley	101	Straight Rail - ROSEMO		3	2020	2010	25	600
Track	Straight Rail	Trolley	101	Straight Rail - SAXER AV		3	2020	1987	25	1,386
Track	Straight Rail	Trolley	101	Straight Rail - SAXER AV		3	2020	1987	25	1,386
Track	Straight Rail	Trolley	101	Straight Rail - SCENIC R		3	2020	2005	25	246
Track	Straight Rail	Trolley	101	Straight Rail - SCENIC R		3	2020	1991	25	208
Track	Straight Rail	Trolley	101	Straight Rail - SCHOOL		3	2020	2010	25	227
Track	Straight Rail	Trolley	101	Straight Rail - SCHOOL		3	2020	2010	25	173
Track	Straight Rail	Trolley	101	Straight Rail - SHADELA		3	2020	2010	25	389
Track	Straight Rail	Trolley	101	Straight Rail - SHADELA		3	2020	2010	25	244
Track	Straight Rail	Trolley	101	Straight Rail - Single - C		3	2020	1987	25	951
Track	Straight Rail	Trolley	101	Straight Rail - Single - C		3	2020	1998	25	939
Track	Straight Rail	Trolley	101	Straight Rail - Single - C		3	2020	1987	25	730
Track	Straight Rail	Trolley	101	Straight Rail - Single - E		3	2020	2009	25	1,167
Track	Straight Rail	Trolley	101	Straight Rail - Single - V		3	2020	2009	25	403
Track	Straight Rail	Trolley	101	Straight Rail - Springfie		3	2020	1998	25	1,656
Track	Straight Rail	Trolley	101	Straight Rail - SPRINGF		3	2020	1987	25	532
Track	Straight Rail	Trolley	101	Straight Rail - SPRINGF		3	2020	1987	25	530
Track	Straight Rail	Trolley	101	Straight Rail - THOMSC		3	2020	2009	25	563
Track	Straight Rail	Trolley	101	Straight Rail - T-out - T		3	2020	2009	25	105
Track	Straight Rail	Trolley	101	Straight Rail - TURNER		3	2020	2010	25	285
Track	Straight Rail	Trolley	101	Straight Rail - TURNER		3	2020	2010	25	285
Track	Straight Rail	Trolley	101	Straight Rail - WB - Bur		3	2020	2010	25	80
Track	Straight Rail	Trolley	101	Straight Rail - WB - Cur		3	2020	2009	25	846
Track	Straight Rail	Trolley	101	Straight Rail - WB - Cur		3	2020	1991	25	2,597
Track	Straight Rail	Trolley	101	Straight Rail - WB - Cur		3	2020	2009	25	504
Track	Straight Rail	Trolley	101	Straight Rail - WB - Sch		3	2020	2010	25	1,782
Track	Straight Rail	Trolley	101	Straight Rail - WB - We		3	2020	1987	25	1,853
Track	Straight Rail	Trolley	101	Straight Rail - WB - We		3	2020	1975	25	1,794
Track	Straight Rail	Trolley	101	Straight Rail - WILDELL	MP 3.7	3	2020	2010	25	608
Track	Straight Rail	Trolley	101	Straight Rail - WILDELL	MP 3.7	3	2020	1975	25	1,530
Track	Straight Rail	Trolley	101	Straight Rail - WOODL	MP 5.96	3	2020	1987	25	1,650
Track	Straight Rail	Trolley	102	Straight Rail - ANDREW		3	2020	2010	25	570
Track	Straight Rail	Trolley	102	Straight Rail - BALTIMC		3	2020	2018	25	106
Track	Straight Rail	Trolley	102	Straight Rail - BALTIMC		3	2020	2018	25	147
Track	Straight Rail	Trolley	102	Straight Rail - BARTRAN		3	2020	2010	25	1,240
Track	Straight Rail	Trolley	102	Straight Rail - BROAD S		3	2020	2010	25	97
Track	Straight Rail	Trolley	102	Straight Rail - BROADW		3	2020	2018	25	112
Track	Straight Rail	Trolley	102	Straight Rail - BROADW		3	2020	2018	25	270
Track	Straight Rail	Trolley	102	Straight Rail - BURMON		3	2020	2010	25	459
Track	Straight Rail	Trolley	102	Straight Rail - BURMON		3	2020	2010	25	444
Track	Straight Rail	Trolley	102	Straight Rail - CHESTNL		3	2020	2010	25	335
Track	Straight Rail	Trolley	102	Straight Rail - EB - Curv		3	2020	2010	25	281

Track	Straight Rail	Trolley	102	Straight Rail - EB - Curv		3	2020	1988	25	666
Track	Straight Rail	Trolley	102	Straight Rail - EB - Curv		3	2020	2010	25	982
Track	Straight Rail	Trolley	102	Straight Rail - EB - Curv		3	2020	2010	25	246
Track	Straight Rail	Trolley	102	Straight Rail - EB - Curv		3	2020	2010	25	736
Track	Straight Rail	Trolley	102	Straight Rail - EB - Curv		3	2020	2010	25	218
Track	Straight Rail	Trolley	102	Straight Rail - EB - Singl		3	2020	2010	25	754
Track	Straight Rail	Trolley	102	Straight Rail - EDMOND		3	2020	2010	25	260
Track	Straight Rail	Trolley	102	Straight Rail - EDMOND		3	2020	2010	25	169
Track	Straight Rail	Trolley	102	Straight Rail - GARRETT		3	2020	2010	25	280
Track	Straight Rail	Trolley	102	Straight Rail - GARRETT		3	2020	2010	25	280
Track	Straight Rail	Trolley	102	Straight Rail - MACDAD		3	2020	2010	25	1,040
Track	Straight Rail	Trolley	102	Straight Rail - MARSHA		3	2020	2010	25	2,084
Track	Straight Rail	Trolley	102	Straight Rail - MARSHA		3	2020	2010	25	1,982
Track	Straight Rail	Trolley	102	Straight Rail - MP 5.18	MP 5.18	3	2020	2010	25	125
Track	Straight Rail	Trolley	102	Straight Rail - MP 5.2	MP 5.2	3	2020	2010	25	313
Track	Straight Rail	Trolley	102	Straight Rail - NORTH S		3	2020	2010	25	67
Track	Straight Rail	Trolley	102	Straight Rail - PENN ST		3	2020	2018	25	261
Track	Straight Rail	Trolley	102	Straight Rail - PENN ST		3	2020	2018	25	290
Track	Straight Rail	Trolley	102	Straight Rail - SHADELA		3	2020	1988	25	189
Track	Straight Rail	Trolley	102	Straight Rail - SHADELA		3	2020	1988	25	167
Track	Straight Rail	Trolley	102	Straight Rail - Single - C		3	2020	2010	25	673
Track	Straight Rail	Trolley	102	Straight Rail - Single - C		3	2020	2010	25	87
Track	Straight Rail	Trolley	102	Straight Rail - SPRUCE S		3	2020	2010	25	97
Track	Straight Rail	Trolley	102	Straight Rail - TURNER		3	2020	1988	25	244
Track	Straight Rail	Trolley	102	Straight Rail - TURNER		3	2020	1988	25	222
Track	Straight Rail	Trolley	102	Straight Rail - WALNUT		3	2020	2010	25	92
Track	Straight Rail	Trolley	102	Straight Rail - WB - Cur		3	2020	2010	25	190
Track	Straight Rail	Trolley	102	Straight Rail - WB - Cur		3	2020	2010	25	256
Track	Straight Rail	Trolley	102	Straight Rail - WB - Cur		3	2020	1988	25	622
Track	Straight Rail	Trolley	102	Straight Rail - WB - Cur		3	2020	2010	25	1,001
Track	Straight Rail	Trolley	102	Straight Rail - WB - Cur		3	2020	2010	25	237
Track	Straight Rail	Trolley	102	Straight Rail - WB - Cur		3	2020	2010	25	721
Track	Straight Rail	Trolley	102	Straight Rail - WB - Cur		3	2020	2010	25	310
Track	Straight Rail	Trolley	102	Straight Rail - WOODLA		3	2020	2015	25	3,138
Track	Straight Rail	Trolley	102	Straight Rail - WOODLA		3	2020	2015	25	2,655
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 15th Stre		3	2020	1985	25	933
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 15th Stre		3	2020	1985	25	1,065
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 19th Stre		3	2020	2016	25	2,002
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 19th Stre		3	2020	2003	25	1,908
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 22nd Stre		3	2020	2016	25	1,417
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 22nd Stre		3	2020	2003	25	1,378
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 30th Stre		3	2020	2014	25	2,153
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 30th Stre		3	2020	2015	25	2,166
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 33rd Stre		3	2020	2014	25	1,478
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 33rd Stre		3	2020	2015	25	1,456
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 36th Stre		3	2020	2015	25	2,056
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 36th Stre		3	2020	2014	25	2,115
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 37th Stre		3	2020	2014	25	1,519
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 37th Stre		3	2020	2015	25	1,271
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - Portal to		3	2020	2014	25	1,659
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - Portal to		3	2020	2015	25	1,931
Track	Straight Rail	Trolley	101, 102	Straight Rail - 69TH ST		3	2020	1985	25	211
Track	Straight Rail	Trolley	101, 102	Straight Rail - 69TH ST		3	2020	1985	25	211
Track	Straight Rail	Trolley	101, 102	Straight Rail - AVON RO		3	2020	2010	25	1,255
Track	Straight Rail	Trolley	101, 102	Straight Rail - AVON RO		3	2020	2010	25	1,255
Track	Straight Rail	Trolley	101, 102	Straight Rail - BEVERLY		3	2020	2010	25	248
Track	Straight Rail	Trolley	101, 102	Straight Rail - BEVERLY		3	2020	2010	25	248
Track	Straight Rail	Trolley	101, 102	Straight Rail - CONGRE		3	2020	2010	25	656
Track	Straight Rail	Trolley	101, 102	Straight Rail - CONGRE		3	2020	2010	25	673
Track	Straight Rail	Trolley	101, 102	Straight Rail - E. B. WES		3	2020	1985	25	394
Track	Straight Rail	Trolley	101, 102	Straight Rail - E. B. WES		3	2020	1985	25	399

Track	Straight Rail	Trolley	101, 102	Straight Rail - EB - W. e		3	2020	1985	25	81
Track	Straight Rail	Trolley	101, 102	Straight Rail - EB - W. o		3	2020	2010	25	581
Track	Straight Rail	Trolley	101, 102	Straight Rail - FAIRFAX		3	2020	2010	25	700
Track	Straight Rail	Trolley	101, 102	Straight Rail - FAIRFAX		3	2020	2010	25	700
Track	Straight Rail	Trolley	101, 102	Straight Rail - FAIRFIELD		3	2020	1991	25	219
Track	Straight Rail	Trolley	101, 102	Straight Rail - FAIRFIELD		3	2020	1995	25	559
Track	Straight Rail	Trolley	101, 102	Straight Rail - HILLTOP		3	2020	2010	25	560
Track	Straight Rail	Trolley	101, 102	Straight Rail - HILLTOP		3	2020	2010	25	560
Track	Straight Rail	Trolley	101, 102	Straight Rail - IRVINGT		3	2020	2010	25	213
Track	Straight Rail	Trolley	101, 102	Straight Rail - IRVINGT		3	2020	2010	25	109
Track	Straight Rail	Trolley	101, 102	Straight Rail - LANDSD		3	2020	2010	25	434
Track	Straight Rail	Trolley	101, 102	Straight Rail - LANDSD		3	2020	2010	25	414
Track	Straight Rail	Trolley	101, 102	Straight Rail - MP 0.3 t	MP 0.3	3	2020	1995	25	351
Track	Straight Rail	Trolley	101, 102	Straight Rail - MP 1.0 t	MP 1	3	2020	2010	25	646
Track	Straight Rail	Trolley	101, 102	Straight Rail - MP 1.0 t	MP 1	3	2020	2010	25	646
Track	Straight Rail	Trolley	101, 102	Straight Rail - Viaduct t	MP 1.13	3	2020	2010	25	596
Track	Straight Rail	Trolley	101, 102	Straight Rail - Viaduct t	MP 1.13	3	2020	2010	25	596
Track	Straight Rail	Trolley	101, 102	Straight Rail - W.B. WE		3	2020	1985	25	120
Track	Straight Rail	Trolley	101, 102	Straight Rail - W.B. WE		3	2020	1985	25	120
Track	Straight Rail	Trolley	101, 102	Straight Rail - WALNUT		3	2020	2010	25	845
Track	Straight Rail	Trolley	101, 102	Straight Rail - WALNUT		3	2020	2010	25	845
Track	Straight Rail	Trolley	101, 102	Straight Rail - WB - W.		3	2020	1985	25	76
Track	Straight Rail	Trolley	101, 102	Straight Rail - WB - W.		3	2020	2010	25	570
Track	Straight Rail	Trolley	101, 102	Straight Rail - WINDEM		3	2020	2010	25	730
Track	Straight Rail	Trolley	101, 102	Straight Rail - WINDEM		3	2020	2010	25	730
Track	Straight Rail	Trolley	Diversion	Straight Rail - 38TH to		3	2020	1949	25	1,544
Track	Straight Rail	Trolley	Diversion	Straight Rail - 38TH to		3	2020	2017	25	1,032
Track	Straight Rail	Trolley	Diversion	Straight Rail - 40TH to		3	2020	1913	25	580
Track	Straight Rail	Trolley	Diversion	Straight Rail - 40TH to		3	2020	1986	25	1,029
Track	Straight Rail	Trolley	Diversion	Straight Rail - 41ST to		3	2020	1986	25	264
Track	Straight Rail	Trolley	Diversion	Straight Rail - CHESTER		3	2020	1953	25	317
Track	Straight Rail	Trolley	Diversion	Straight Rail - CHESTER		3	2020	1990	25	264
Track	Straight Rail	Trolley	Diversion	Straight Rail - CHESTER		3	2020	1953	25	120
Track	Straight Rail	Trolley	Diversion	Straight Rail - SPRUCE		3	2020	1947	25	2,003
Track	Straight Rail	Trolley	Diversion	Straight Rail - SPRUCE		3	2020	1972	25	2,140
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - 40TH to		3	2020	1974	25	525
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - 49TH to		3	2020	1980	25	316
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - 58TH to		3	2020	1973	25	1,356
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - ACROSS I		3	2020	1998	25	150
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - BALTIMC		3	2020	1948	25	3,783
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - CALLOW		3	2020	1973	25	592
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - CALLOW		3	2020	1953	25	1,035
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - CALLOW		3	2020	1976	25	200
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - CHESTER		3	2020	1999	25	717
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - FILBERT		3	2020	1980	25	158
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - GIRARD		3	2020	1958	25	4,194
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - GIRARD		3	2020	1921	25	300
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - GIRARD		3	2020	1952	25	1,937
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - KINGSES		3	2020	1960	25	1,916
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - LANCAST		3	2020	1996	25	595
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - LANCAST		3	2020	1984	25	2,059
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - LANCAST		3	2020	1951	25	1,402
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - N. CALLO		3	2020	1915	25	50
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - N. HAVEf		3	2020	1921	25	792
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - N. POWE		3	2020	1986	25	1,290
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - OGDEN f		3	2020	1974	25	2,112
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - ON PRR f		3	2020	1941	25	212
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - ON PRR f		3	2020	1952	25	642
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - PARKSID		3	2020	1929	25	25
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - PRR BRID		3	2020	1951	25	531
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - S. CALLO		3	2020	1957	25	200

Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - S. GREEN		3	2020	1980	25	2,112
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - S. MARK		3	2020	1948	25	2,006
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - S.CHESTE		3	2020	1995	25	39
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - SIDING t		3	2020	1980	25	316
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - WOODLA		3	2020	1995	25	634
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - WOODLA		3	2020	1962	25	375
Track	Switches	Heavy Rail	Norristown High Speed Line		MP 0.01	3	2020	1994	35	10
Track	Switches	Heavy Rail	Norristown High Speed Line		MP 7.2	3	2020	1993	35	1
Track	Switches	Heavy Rail	Norristown High Speed Line		MP 3.1	3	2020	1970	35	2
Track	Switches	Heavy Rail	Norristown High Speed Line		MP 12.7	3	2020	1970	35	2
Track	Switches	Heavy Rail	Norristown High Speed Line		MP 11.1	3	2020	1980	35	4
Track	Switches	Heavy Rail	Norristown High Speed Line		MP 0.01	3	2020	1986	35	2
Track	Switches	Heavy Rail	Norristown High Speed Line		MP 0.3	3	2020	1993	35	11
Track	Switches	Heavy Rail	Norristown High Speed Line		MP 2.7	3	2020	2016	35	1
Track	Switches	Heavy Rail	Norristown High Speed Line		MP 1.4	3	2020	1986	35	4
Track	Switches	Heavy Rail	Norristown High Speed Line		MP 7.7	3	2020	1992	35	4
Track	Switches	Heavy Rail	Norristown High Speed Line		MP 5.3	3	2020	1993	35	4
Track	Switches	Heavy Rail	Norristown High Speed Line		MP 13.2	3	2020	1992	35	1
Track	Switches	Regional Rail	Airport		MP 7.70	3	2020	1980	35	3
Track	Switches	Regional Rail	Airport		MP 4.40	3	2020	2012	35	1
Track	Switches	Regional Rail	Airport		MP 4.80	3	2020	1980	35	6
Track	Switches	Regional Rail	Airport		MP 8.80	3	2020	1980	35	4
Track	Switches	Regional Rail	Chestnut Hill East		MP 5.35	4	2020	2015	35	5
Track	Switches	Regional Rail	Chestnut Hill West		MP 6.50	3	2020	1985	35	6
Track	Switches	Regional Rail	Chestnut Hill West		MP 0.80	3	2020	2013	35	5
Track	Switches	Regional Rail	Doylestown		MP 0.30	3	2020	1984	35	1
Track	Switches	Regional Rail	Doylestown		MP 3.30	3	2020	2010	35	1
Track	Switches	Regional Rail	Doylestown		MP 3.10	3	2020	2010	35	1
Track	Switches	Heavy Rail	Norristown High Speed Line		MP 12.2	3	2020	1993	35	1
Track	Switches	Regional Rail	Airport		MP 6.53	3	2020	1980	35	1
Track	Switches	Regional Rail	Airport		MP 4.20	3	2020	2012	35	1
Track	Switches	Regional Rail	Chestnut Hill East		MP 5.65	3	2020	1983	35	1
Track	Switches	Regional Rail	Chestnut Hill East		MP 10.5	3	2020	2012	35	4
Track	Switches	Regional Rail	Chestnut Hill West		MP 1.80	3	2020	1994	35	2
Track	Switches	Regional Rail	Doylestown		MP 1.25	3	2020	2017	35	1
Track	Switches	Regional Rail	Doylestown		MP 5.90	3	2020	1985	35	1
Track	Switches	Regional Rail	Doylestown		MP 9.40	3	2020	1984	35	1
Track	Switches	Regional Rail	Doylestown		MP 0.60	3	2020	1984	35	1
Track	Switches	Regional Rail	Doylestown		MP 0.20	3	2020	1985	35	2
Track	Switches	Regional Rail	Doylestown		MP 3.10	3	2020	1984	35	1
Track	Switches	Regional Rail	Media-Elwyn		MP 14.3	3	2020	1986	35	2
Track	Switches	Regional Rail	Media-Elwyn		MP 5.65	3	2020	1993	35	1
Track	Switches	Regional Rail	Media-Elwyn		MP 10.2	3	2020	1982	35	1
Track	Switches	Regional Rail	Media-Elwyn		MP 4.30	3	2020	1994	35	1
Track	Switches	Regional Rail	Warminster		MP 2.10	3	2020	1988	35	1
Track	Switches	Regional Rail	Warminster		MP 7.10	3	2020	2001	35	1
Track	Switches	Regional Rail	Warminster		MP 6.20	3	2020	2006	35	1
Track	Switches	Regional Rail	West Trenton		MP 11.6	3	2020	1986	35	2
Track	Switches	Regional Rail	West Trenton		MP 25.2	3	2020	1999	35	1
Track	Switches	Regional Rail	West Trenton		MP 17.3	3	2020	1994	35	2
Track	Switches	Regional Rail	Cynwyd		MP 4.50	3	2020	1988	35	1
Track	Switches	Regional Rail	Doylestown		MP 10.05	3	2020	2011	35	3
Track	Switches	Regional Rail	Doylestown		MP 0.2	3	2020	1985	35	1
Track	Switches	Regional Rail	Media-Elwyn		MP 14.10	3	2020	1988	35	2
Track	Switches	Regional Rail	Paoli-Thorndale		MP 4.2	3	2020	1993	35	15
Track	Switches	Regional Rail	Paoli-Thorndale		MP 23.8	3	2020	1995	35	12
Track	Switches	Regional Rail	West Trenton		MP 32.60	3	2020	2001	35	3
Track	Switches	Trolley	101, 102		MP 0.124	3	2020	1995	35	5
Track	Switches	Trolley	101, 102		MP 0	3	2020	1988	35	4
Tunnels	Pedestrian	Regional Rail	Chestnut Hill East	Germantown		3	2021	1933	100	10
Tunnels	Pedestrian	Regional Rail	Chestnut Hill East	Sedgwick		3	2021	1931	100	1

Tunnels	Pedestrian	Regional Rail	Chestnut Hill East	Washington Ln		3	2021	1907	100	1
Tunnels	Pedestrian	Regional Rail	Chestnut Hill East	Wister		3	2021	1933	100	6
Tunnels	Pedestrian	Regional Rail	Chestnut Hill East	Wyndmoor		4	2021	1931	100	8
Tunnels	Pedestrian	Regional Rail	Chestnut Hill East		MP 6.48	3	2021	1927	100	8
Tunnels	Pedestrian	Regional Rail	Chestnut Hill West	North Philadelphia		3	2021	1888	130	6
Tunnels	Pedestrian	Regional Rail	Chestnut Hill West	St. Martins		3	2021	1906	120	10
Tunnels	Pedestrian	Regional Rail	Chestnut Hill West	Tulpehocken		4	2021	1914	100	6
Tunnels	Pedestrian	Regional Rail	Main Line	Elkins Park		3	2021	1924	100	6
Tunnels	Pedestrian	Regional Rail	Main Line	Fort Washington		4	2021	2006	100	8
Tunnels	Pedestrian	Regional Rail	Main Line	Jenkintown		4	2021	1903	120	6
Tunnels	Pedestrian	Regional Rail	Main Line	Penlyn		2	2021	1930	100	8
Tunnels	Pedestrian	Regional Rail	Main Line	Wayne Junction		3	2021	2012	100	8
Tunnels	Pedestrian	Regional Rail	Manayunk-Norristown	East Falls		3	2021	1912	100	6
Tunnels	Pedestrian	Regional Rail	Manayunk-Norristown	Manayunk		3	2021	1923	100	10
Tunnels	Pedestrian	Regional Rail	Manayunk-Norristown	Norristown TC		3	2021	1931	100	9
Tunnels	Pedestrian	Regional Rail	Media-Elwyn	Clifton-Aldan		3	2021	1991	100	6
Tunnels	Pedestrian	Regional Rail	Media-Elwyn	Swarthmore		3	2021	1918	120	6
Tunnels	Pedestrian	Regional Rail	Media-Elwyn	Swarthmore		3	2021	1965	100	10
Tunnels	Pedestrian	Regional Rail	Media-Elwyn	Swarthmore		3	2021	1906	120	6
Tunnels	Pedestrian	Regional Rail	Paoli-Thorndale	Ardmore		3	2021	1925	100	6
Tunnels	Pedestrian	Regional Rail	Paoli-Thorndale	Bryn Mawr		3	2021	1920	100	6
Tunnels	Pedestrian	Regional Rail	Paoli-Thorndale	Devon		3	2021	1920	100	6
Tunnels	Pedestrian	Regional Rail	Paoli-Thorndale	Downingtown		3	2021	1999	100	6
Tunnels	Pedestrian	Regional Rail	Paoli-Thorndale	Haverford		3	2021	1920	100	6
Tunnels	Pedestrian	Regional Rail	Paoli-Thorndale	Malvern		3	2021	2011	100	10
Tunnels	Pedestrian	Regional Rail	Paoli-Thorndale	Merion		3	2021	2001	100	6
Tunnels	Pedestrian	Regional Rail	Paoli-Thorndale	Narberth		3	2021	1920	100	6
Tunnels	Pedestrian	Regional Rail	Paoli-Thorndale	Overbrook		4	2021	2003	100	6
Tunnels	Pedestrian	Regional Rail	Paoli-Thorndale	Radnor		3	2021	2001	100	6
Tunnels	Pedestrian	Regional Rail	Paoli-Thorndale	Villanova		3	2021	1920	100	6
Tunnels	Pedestrian	Regional Rail	Paoli-Thorndale	Wayne		4	2021	2009	100	6
Tunnels	Pedestrian	Regional Rail	Paoli-Thorndale	Wynnewood		3	2021	1920	100	6
Tunnels	Pedestrian	Regional Rail	Trenton	Bristol		2	2021	1930	115	10
Tunnels	Pedestrian	Regional Rail	Trenton	Levittwn-Tullytwn		5	2021	2003	100	8
Tunnels	Pedestrian	Regional Rail	West Trenton	Meadowbrook		3	2021	1912	115	6
Tunnels	Pedestrian	Regional Rail	West Trenton	Philmont		3	2021	1987	100	5
Tunnels	Pedestrian	Regional Rail	West Trenton	West Trenton		3	2021	1929	115	8
Tunnels	Pedestrian	Regional Rail	West Trenton	Yardley		5	2021	1997	100	8
Tunnels	Pedestrian	Regional Rail	Wilmington-Newark	Chester		3	2021	2000	100	10
Tunnels	Pedestrian	Regional Rail	Wilmington-Newark	Curtis Park		3	2021	1920	100	8
Tunnels	Railroad	Heavy Rail	Broad Street Line & Spur			3	2021	1907	100	1
Tunnels	Railroad	Heavy Rail	Market-Frankford			3	2021	1907	100	1
Tunnels	Railroad	Regional Rail	All Lines			3	2021	1984	50	1
Tunnels	Railroad	Trolley	10, 11, 13, 34, 36			3	2021	1928	100	1
Tunnels	Railroad	Heavy Rail	Broad Street Line & Spur			3	2021	1972	200	224,106
Tunnels	Railroad	Heavy Rail	Broad Street Line & Spur			3	2021	1930	200	287,665
Tunnels	Railroad	Heavy Rail	Broad Street Line & Spur			3	2021	1928	200	2,240,068
Tunnels	Railroad	Heavy Rail	Broad Street Line & Spur			3	2021	1928	200	192,608
Tunnels	Railroad	Heavy Rail	Market-Frankford			3	2021	1908	200	195,104
Tunnels	Railroad	Heavy Rail	Market-Frankford			3	2021	1948	200	404,736
Tunnels	Railroad	Heavy Rail	Market-Frankford			3	2021	1974	200	54,112
Tunnels	Railroad	Regional Rail	Cynwyd	Wynnefield		4	2021	1902	200	1,744
Tunnels	Railroad	Regional Rail	Cynwyd	Wynnefield		4	2021	1902	200	3,488
Tunnels	Railroad	Regional Rail	Main Line	30th St.		3	2021	1895	200	15,680
Tunnels	Railroad	Regional Rail	Main Line	Market East		3	2021	1984	200	421,824
Tunnels	Railroad	Regional Rail	Main Line	Suburban Station		3	2021	1930	200	297,344
Tunnels	Railroad	Regional Rail	Media-Elwyn	30th St.		3	2021	1930	200	44,256
Tunnels	Railroad	Trolley	10, 11, 13, 34, 36	Subway Surface Tunne		3	2021	1928	200	266,048
Tunnels	ROW Access	Heavy Rail	Broad Street Line & Spur			3	2021	1928	40	1
Tunnels	ROW Access	Heavy Rail	Market-Frankford			3	2021	1928	30	1
Tunnels	ROW Access	Heavy Rail	Broad Street Line & Spur			3	2021	1928	40	14

Tunnels	ROW Access	Heavy Rail	Broad Street Line & Spur				3	2021	1928	40	1
Tunnels	ROW Access	Heavy Rail	Broad Street Line & Spur				4	2021	1928	125	23
Tunnels	ROW Access	Heavy Rail	Broad Street Line & Spur				4	2021	1928	125	3
Tunnels	ROW Access	Regional Rail	All Lines				4	2021	1984	45	6
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				3	2021	1930	75	3
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				3	2021	1930	75	10
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				3	2021	1928	75	17
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				3	2021	2028	100	2
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				3	2021	1928	75	9
Tunnels	ROW Drainage	Regional Rail	All Lines				3	2021	1984	25	23
Tunnels	ROW Drainage	Trolley	10, 11, 13, 34, 36				3	2021	1955	65	3
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				3	2021	1928	95	19
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				3	2021	1930	100	9
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				3	2021	1928	100	47
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				3	2021	1928	100	1
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				3	2021	1930	100	9
Tunnels	ROW Drainage	Regional Rail	All Lines				3	2021	1984	35	21
Tunnels	ROW Drainage	Trolley	10, 11, 13, 34, 36				3	2021	1955	70	4
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				4	2021	1928	115	67
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				4	2021	1930	115	18
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				4	2021	1930	115	13
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				4	2021	1928	115	9
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				4	2021	1928	115	4
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				4	2021	1928	115	18
Tunnels	ROW Drainage	Regional Rail	All Lines				4	2021	1984	45	27
Tunnels	ROW Drainage	Trolley	10, 11, 13, 34, 36				4	2021	1955	100	6
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				4	2021	1928	125	13
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				4	2021	1930	125	17
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				4	2021	1928	125	92
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				4	2021	1930	125	22
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				4	2021	1928	125	2
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				4	2021	1928	125	46
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				4	2021	1928	125	84
Tunnels	ROW Drainage	Heavy Rail	Market-Frankford				4	2021	1955	95	16
Tunnels	ROW Drainage	Heavy Rail	Market-Frankford				4	2021	1955	95	14
Tunnels	ROW Drainage	Regional Rail	All Lines				4	2021	1984	55	41
Tunnels	ROW Drainage	Trolley	10, 11, 13, 34, 36				4	2021	1955	95	6
Tunnels	Vehicle	Regional Rail	Main Line	30th St.			3	2021	1929	200	1,600
Tunnels	Vehicle	Regional Rail	Main Line	North Broad			3	2021	1928	75	768
Tunnels	Vehicle	Regional Rail	Main Line	Wayne Junction			3	2021	1900	75	432
Tunnels	Vehicle	Regional Rail	Paoli-Thorndale	Overbrook			3	2021	2003	75	6,240
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2013	8	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2019	8	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2016	8	7
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2010	8	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2015	8	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2018	8	9
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2008	8	3
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2009	8	3
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2010	8	5
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2018	8	108
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2018	8	10
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2009	8	32
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2019	8	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2010	8	30
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2008	8	38
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2018	8	3
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2020	8	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2015	8	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2016	8	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2018	8	1

[illegible]

Vehicles	Non-Revenue Vehicles	Regional Rail					3	2020	2014	25	1
Vehicles	Non-Revenue Vehicles	Regional Rail					3	2020	1966	25	1
Vehicles	Non-Revenue Vehicles	Regional Rail					3	2020	2016	25	1
Vehicles	Non-Revenue Vehicles	Regional Rail					3	2020	2015	25	1
Vehicles	Non-Revenue Vehicles	Regional Rail					3	2020	1951	25	3
Vehicles	Non-Revenue Vehicles	Regional Rail					3	2020	1981	25	1
Vehicles	Non-Revenue Vehicles	Regional Rail					3	2020	2000	25	2
Vehicles	Non-Revenue Vehicles	Regional Rail					3	2020	2008	25	1
Vehicles	Non-Revenue Vehicles	Trolley					3	2020	2002	25	1
Vehicles	Non-Revenue Vehicles	Trolley					3	2020	1948	25	1
Vehicles	Non-Revenue Vehicles	Trolley					3	2020	2010	25	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2009	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2009	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1990	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2018	14	4
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2005	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1994	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2008	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2016	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2016	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1996	14	4
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2007	25	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2007	35	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2002	25	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2009	30	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1995	30	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2007	30	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1988	30	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2016	30	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2018	30	5
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2003	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1985	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2002	14	4
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2005	14	4
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2002	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1984	14	7
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2012	14	4
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2001	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2016	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2007	14	3
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2016	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1986	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2015	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2008	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2017	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1996	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1999	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2001	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2018	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2018	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2007	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2005	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2018	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2007	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2016	14	3
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2016	14	22
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2011	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1985	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1985	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2017	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2013	14	1

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[illegible]

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Vehicles	Non-Revenue Vehicles	Regional Rail				3	2020	2016	14	1
Vehicles	Non-Revenue Vehicles	Regional Rail				3	2020	2018	14	2
Vehicles	Non-Revenue Vehicles	Regional Rail				3	2020	2007	14	1
Vehicles	Non-Revenue Vehicles	Regional Rail				3	2020	2007	14	1
Vehicles	Non-Revenue Vehicles	Regional Rail				3	2020	2007	14	3
Vehicles	Non-Revenue Vehicles	Regional Rail				3	2020	2001	14	2
Vehicles	Non-Revenue Vehicles	Regional Rail				3	2020	2013	14	1
Vehicles	Non-Revenue Vehicles	Regional Rail				3	2020	1991	14	1
Vehicles	Non-Revenue Vehicles	Regional Rail				3	2020	2007	14	8
Vehicles	Non-Revenue Vehicles	Regional Rail				3	2020	1991	14	1
Vehicles	Non-Revenue Vehicles	Regional Rail				3	2020	2015	14	2
Vehicles	Non-Revenue Vehicles	Regional Rail				3	2020	2015	14	1
Vehicles	Non-Revenue Vehicles	Regional Rail				3	2020	1923	14	2
Vehicles	Non-Revenue Vehicles	Regional Rail				3	2020	2011	14	1
Vehicles	Non-Revenue Vehicles	Regional Rail				3	2020	2018	14	1
Vehicles	Non-Revenue Vehicles	Regional Rail				3	2020	2009	14	5
Vehicles	Non-Revenue Vehicles	Regional Rail				3	2020	2011	14	1
Vehicles	Non-Revenue Vehicles	Regional Rail				3	2020	2007	14	5
Vehicles	Non-Revenue Vehicles	Regional Rail				3	2020	2011	14	2
Vehicles	Non-Revenue Vehicles	Regional Rail				3	2020	1991	14	1
Vehicles	Non-Revenue Vehicles	Regional Rail				3	2020	2008	14	1
Vehicles	Non-Revenue Vehicles	Regional Rail				3	2020	2007	14	2
Vehicles	Non-Revenue Vehicles	Regional Rail				3	2020	2012	14	1
Vehicles	Non-Revenue Vehicles	Regional Rail				3	2020	2018	14	1
Vehicles	Non-Revenue Vehicles	Regional Rail				3	2020	1983	14	1
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	2018	14	1
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	2007	14	2
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	2011	25	1
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	2010	30	1
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	2001	30	1
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	2018	14	2
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	1999	14	1
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	2005	14	1
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	1978	14	1
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	1989	14	1
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	2005	14	3
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	2018	14	1
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	2016	14	2
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	2010	14	1
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	2000	14	1
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	2001	14	1
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	2008	14	1
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	2004	14	2
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	2004	14	1
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	2007	14	1
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	2018	14	1
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	2005	14	1
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	2010	14	1
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	2014	14	1
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	1999	14	8
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	2015	14	2
Vehicles	Non-Revenue Vehicles	Trolley				3	2020	2011	14	3
Vehicles	Revenue Vehicles	Bus				4	2021	2016	14	31
Vehicles	Revenue Vehicles	Bus				2	2021	2005	14	118
Vehicles	Revenue Vehicles	Bus				2	2021	2004	14	101

Vehicles	Revenue Vehicles	Bus					5	2021	2020	14	115
Vehicles	Revenue Vehicles	Bus					4	2021	2009	14	120
Vehicles	Revenue Vehicles	Bus					4	2021	2018	14	102
Vehicles	Revenue Vehicles	Bus					4	2021	2014	14	90
Vehicles	Revenue Vehicles	Bus					4	2021	2018	14	3
Vehicles	Revenue Vehicles	Bus					5	2021	2019	14	287
Vehicles	Revenue Vehicles	Bus					2	2021	2018	10	25
Vehicles	Revenue Vehicles	Bus					4	2021	2014	14	45
Vehicles	Revenue Vehicles	Bus					4	2021	2014	14	15
Vehicles	Revenue Vehicles	Bus					4	2021	2013	14	53
Vehicles	Revenue Vehicles	Bus					4	2021	2015	14	40
Vehicles	Revenue Vehicles	Bus					4	2021	2016	14	32
Vehicles	Revenue Vehicles	Heavy Rail					4	2021	1981	50	42
Vehicles	Revenue Vehicles	Heavy Rail					4	2021	1982	50	42
Vehicles	Revenue Vehicles	Heavy Rail					4	2021	1983	50	41
Vehicles	Revenue Vehicles	Regional Rail					4	2021	1986	50	45
Vehicles	Revenue Vehicles	Paratransit					3	2021	2012	7	3
Vehicles	Revenue Vehicles	Paratransit					3	2021	2013	7	8
Vehicles	Revenue Vehicles	Paratransit					3	2021	2014	7	47
Vehicles	Revenue Vehicles	Paratransit					3	2021	2011	7	3
Vehicles	Revenue Vehicles	Paratransit					3	2021	2012	7	3
Vehicles	Revenue Vehicles	Paratransit					3	2021	2013	7	3
Vehicles	Revenue Vehicles	Paratransit					3	2021	2016	7	153
Vehicles	Revenue Vehicles	Paratransit					3	2021	2019	7	68
Vehicles	Revenue Vehicles	Paratransit					3	2021	2014	7	21
Vehicles	Revenue Vehicles	Paratransit					3	2021	2017	7	77
Vehicles	Revenue Vehicles	Paratransit					3	2021	2018	7	86
Vehicles	Revenue Vehicles	Regional Rail					5	2021	2018	30	15
Vehicles	Revenue Vehicles	Trolley					4	2021	1981	50	70
Vehicles	Revenue Vehicles	Trolley					4	2021	1980	50	71
Vehicles	Revenue Vehicles	Heavy Rail					2	2021	1998	30	73
Vehicles	Revenue Vehicles	Heavy Rail					2	2021	1997	30	74
Vehicles	Revenue Vehicles	Heavy Rail					4	2021	1999	30	73
Vehicles	Revenue Vehicles	Heavy Rail					4	2021	1993	35	26
Vehicles	Revenue Vehicles	Trolley					4	2021	2005	25	18
Vehicles	Revenue Vehicles	Regional Rail					4	2021	1976	30	96
Vehicles	Revenue Vehicles	Regional Rail					4	2021	1977	30	28
Vehicles	Revenue Vehicles	Regional Rail					4	2021	1975	30	47
Vehicles	Revenue Vehicles	Regional Rail					4	2021	1974	30	60
Vehicles	Revenue Vehicles	Regional Rail					4	2021	2010	30	27
Vehicles	Revenue Vehicles	Regional Rail					4	2021	2011	30	52
Vehicles	Revenue Vehicles	Regional Rail					4	2021	2012	30	41
Vehicles	Revenue Vehicles	Trackless Trolley					4	2021	2008	18	38



APPENDIX B: Performance Targets



MEMORANDUM

TO: Scott Sauer
Chief Operating Officer

CC: David Montvydas
Kate O'Connor
Cleophas Crasto

FROM: Joseph Schade
Laura Zale

DATE: September 21, 2022

SUBJECT: 2022 Transit Asset Management Performance Measures
and Narrative Report (A-90)

The Federal Transit Administration (FTA) Final Rule on Asset Management (49 CFR Parts 625 and 630, or “the TAM Final Rule”) defined the term “state of good repair,” established the national framework for transit asset management, and established state of good repair performance measures. The performance measures include vehicle age beyond a useful life benchmark, percentage of facilities that are below a condition rating of 3 on the TERM (Transit Economic Requirements Mode) scale, and amount of the right-of-way under performance restrictions. Per the TAM Final rule, the performance targets are based on the agency’s current resources and investment plans. The targets look ahead one year and are constrained by procurement timing and existing capital funds.

The annual TAM targets, as well as an agency’s progress towards meeting these goals, are reported to the FTA through the National Transit Database. The initial targets were set in 2018. Starting in 2019, transit agencies were required to evaluate their performance against these established targets and submit an annual narrative report that provides a description of any change in the condition of its transit system from the previous year in relation to the targets. The agency is then required to establish new targets for the coming year.

This is SEPTA’s fourth narrative report prepared under the guidance of the TAM Final Rule. The asset management group has evaluated the age, condition, and performance of SEPTA’s assets, as well as planned maintenance and replacement activities and long-term agency goals. This memorandum report includes:

- an evaluation of SEPTA’s performance against the established 2022 targets;
- a narrative report to describe this progress; and
- establishes the 2023 performance targets.

Measure 1: Average Revenue Fleet Age: The useful life benchmarks (ULBs) for each subfleet have been established by the vehicle engineering department and are reevaluated with the asset management group annually. The ULBs reflect the maintenance group's experience, structural testing, manufacturers' specifications, and best industry practice. Most of SEPTA's buses are within their ULBs. The Market-Frankford Line cars and the light rail vehicles are approaching the end of their useful lives. A substantial number of commuter rail vehicles are beyond their ULBs. This does not mean that the vehicles are unsafe; however, additional maintenance may be required to allow these fleets to maintain service quality and performance.

Measure 1: Age of the Revenue Fleet Relative to the Useful Life Benchmark				
NTD Category/Subfleet	Useful Life Benchmark (years)	Proposed 2022 Target	2022 Measure	Proposed 2023 Target
AB: Articulated Bus	14	0%	0%	0%
BU: Bus	14 (12 for electric)	10%	9.2%	10%
HR: Heavy Rail Passenger Car	30 (MFSE), 35 (NHSL), 40 (BSS)	0%	0%	0%
SR: Light Rail Vehicle	45 (updated in FY 21)	0%	0%	0%
RL: Commuter Rail Locomotive	30	0%	0%	0%
RP: Commuter Rail Passenger Coach	39	0%	0%	0%
RS: Commuter Rail, Self-Propelled Passenger Car	39	66%	66%	66%
CU: Cutaway Car	10	0%	0%	0%
TB: Trolleybus	18	0%	0%	0%
VT: Vintage Trolley/ Streetcar	58	100%	100%	100%

Evaluation of 2022 Performance: SEPTA met the FY 2022 targets for all fleets. The Asset Management group worked with the engineers responsible for bus and rail maintenance and engineering to evaluate the ULBs for heavy rail and light rail vehicles. These ULB's, based on structural evaluations and performance metrics, are reflected in Table 1, above. One recent change is that SEPTA was able to extend the ULB of the light rail fleet due to condition and performance data. SEPTA also improved its bus fleet's measure from last year's measure for the percentage of its fleet falling beyond its useful live benchmark from 10.7% to 9.2%.

Planned Projects that Will Impact Future Measures and Targets: SEPTA has initiated a project to replace 220 buses, with an option to purchase an additional 120 buses. SEPTA recognizes that additional investment is needed in the rail fleets, maintenance facilities, and infrastructure to bring them to a current vehicle standard. Due to their condition, replacement of the Market-Frankford Line cars is of the highest priority. SEPTA also continues to work to secure funding to replace the 231 Silverliner IV commuter rail vehicles, which were purchased between 1973 and 1976. SEPTA is in the early phases of a "Trolley Modernization" program, which includes the procurement of new light

rail vehicles, along with associated infrastructure and maintenance facility upgrades. In addition to daily inspections and routine maintenance, all revenue vehicles receive preventative maintenance on a regular basis through SEPTA's vehicle overhaul (VOH) program. The VOH program is particularly important for the rail fleets, where most vehicles are approaching or have aged beyond their ULB.

Measure 2: Average Age of Non-Revenue Fleet: The performance measure for non-revenue, support-service, and maintenance vehicles is the percentage of those vehicles that have met or exceeded their ULBs.

Measure 2: Age of the Non-Revenue Fleet Relative to the Useful Life Benchmark			
NTD Category	2022 Target	2022 Measure	Proposed 2023 Target
Automobiles	50%	41%	50%
Other Rubber Tired Vehicles	45%	45%	50%
Steel Wheel Vehicles	50%	50%	50%

SEPTA utility vehicles support transit and railroad operations, and include the following types of equipment:

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

Evaluation of 2022 Performance: In recent years, several procurements have allowed SEPTA to reduce the average age of the automobile and van fleets. While many of the other vehicles are beyond their useful life benchmarks, SEPTA maintains the non-revenue fleet as a part of the vehicle overhaul program.

Planned Projects that Will Impact Future Measures and Targets: 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. SEPTA's Capital Program allocates \$130.89M for renewal of the utility fleet between FY 2023 and FY 2034.

Measure 3: Average Condition of Facilities: The FTA requires transit agencies to evaluate all facilities on the TERM scale. (5.0 = new, 1.0= poor. Assets below a rating of 3.0 are not in a state of good repair.) Facilities are to be evaluated every 4 years.

Measure 3: Percent of Facilities Rated Less than 3.0 on the TERM Scale			
NTD Category	2022 Target	2022 Measure	Proposed 2023 Target
Passenger Facilities	3%	3%	5%
Maintenance and Administrative Facilities	5%	3.6%	5%

Evaluation of 2022 Performance: SEPTA maintains over 300 passenger facilities and 28 maintenance facilities. Many of these facilities were built in the late 1890's and the early 1900's. While most of these facilities are in fair to good condition, we observed that more of our facilities fell below a 3.0 rating in FY 2022. Measures have been taken to perform heavy maintenance with a focus on safety in these locations. During scheduled maintenance programs, improvements are made to maintain the facilities in a safe condition until funds for a larger capital improvement project can be allocated.

Planned Projects that Will Impact Future Measures and Targets: The major factors that impact the selection of facility investment projects include ridership, operational efficiencies, and ADA compliance. While some station projects include the complete reconstruction of the facility, the majority of station projects consist of both the renovation of existing facilities as well as the addition of features. These features include the construction of high-level platforms, ADA-compliant ramps and pedestrian crossings, replacements of roofs and major building systems, and installation of efficient lighting. SEPTA's 2023-2034 Capital Budget includes provisions of \$990.08M and \$419.72M for passenger and maintenance facilities, respectively. SEPTA continues to design improvements for Bristol, Hunting Park, and City Hall Stations, which are rated to be in poor condition.

Measure 4: Percentage of Track Segments with Performance Restrictions: The FTA requires transit agencies to report the percentage of the right of way that is operating under performance restriction on the first Wednesday of each month at 9:00 in the morning. An average is reported at the end of the year.

Measure 4: Percent of Guideway Under Performance Restriction			
NTD Mode	2022 Target	2022 Measure	Proposed 2023 Target
CR: Commuter Rail	10%	3.5%	10%
HR: Heavy Rail	5%	2.6%	5%
SR: Streetcar Rail	3%	0.7%	3%

Evaluation of 2022 Performance: The asset management group reviewed the weekly speed restriction reports and made note of the reasons that the restriction was implemented. The majority of SEPTA track speed restrictions are put in place because SEPTA is performing preventative maintenance, such as tie and surfacing or replacement of the overhead contact wires on the Regional Railroad. Other work to proactively bring the right of way to a state of good repair included the annual Trolley Tunnel Blitz and the Southwest Connection Improvement Program. None of SEPTA's bridges have a speed or a load restriction.

Planned Projects that Will Impact Future Measures and Targets: SEPTA's track is inspected twice a week. In the case of an observed condition that requires immediate action, SEPTA deploys crews to fix the issue as soon as possible. SEPTA proactively performs work on the right-of-way to maintain a state of good repair, such as the cyclical replacement of railroad tie timbers and overhead contact wire. As this work typically occurs during daylight hours (between 9:00 AM and 3:00 PM), SEPTA will always have some track under a speed restriction in this report. SEPTA evaluated the scope of planned maintenance work when establishing the performance targets for FY 2023. SEPTA is performing several projects that will harden the guideway against extreme weather events, including stabilization of cut rock slopes, drainage improvement programs, dewatering systems for underground rail lines, and upgrading the signal system.



PART's Financial Capacity Analysis and TAM Plan

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Borough of Pottstown
Pottstown Area Rapid Transit (PART)
Financial Capacity Assessment and Certification
April 16, 2026

In accordance with Federal Transit Administration (FTA) Circular 7800.1A, this serves as documentation that the Borough of Pottstown has the financial capacity to carry out the operating and capital projects included in the Fiscal Year 2027-20330 Transportation Improvement Program. The Borough understands that public transportation is still recovering from the COVID-19 pandemic. All COVID-19 funding has been expended. As of April 2026, overall ridership has reached 63% of pre-COVID levels. Therefore, the Borough will require additional subsidies to maintain service levels as ridership continues to recover.

1) Scope of Operations

The Borough of Pottstown owns and contracts out service of Pottstown Area Rapid Transit (PART), serving Western Montgomery and Northern Chester County. PART serves the Borough of Pottstown, Lower, Upper, and West Pottsgrove, Douglass, Limerick, and North Coventry Townships. PART operates five fixed route vehicles and one paratransit vehicle in maximum service.

Overall ridership has reached 63% of pre-COVID levels. Individually, fixed route has reached 54% and paratransit has reached 72% of pre-COVID levels.

2) Financial Trends

Appendix A outlines the financial trends for the past two fiscal years, and budget for FY25-26. The contract for service has increased 2%, and the Borough has spent funds conservatively and expenses have remained level for the past two years.

The Borough has been able to meet its financial obligations and has no outstanding long-term or capital debt.

3) Current Conditions

The Borough strives to maintain no greater than a 2% increase per fiscal year.

As of July 1, 2024, the Borough has reserved 25% of PennDOT operating funds in a restricted account, allowing for the use of Federal lapsing funds.

The Borough is embarking on a Transit Development Plan to improve ridership and efficiency. In addition, the Borough has been allocated Carbon Reduction Funds in the

amount of \$800,000 to complete a bus shelter capital project. Design will begin once the Transit Development Plan is complete.

4) Financial Projections

The Borough will continue to budget a 2% increase in expenses per fiscal year. In 2025, fixed route and paratransit services were put out to bid. PART Inc. was the only respondent and was awarded the contract. The increase in contract cost is approximately 2% per year. In addition, the Borough will continue to set aside 25% of State operating funds into reserve.

Because Pottstown is now included in the Philadelphia census tract, the Borough will coordinate with SEPTA on the Federal allocation. Should the Federal allocation decrease, the Borough will utilize the restricted operating funds to cover any operating deficit.

5) Capital Program

The Borough will implement the bus shelter project upon completion of the Transit Development Plan as the plan may include rerouting. This will include bus shelter replacement and amenities such as lighting, seating, and trash receptacles.

Additional capital improvement projects include:

FY2027 – Security Upgrade - \$25,000

FY2028 – Shelter Replacement - \$1,000,000

FY2029 – Fareboxes and Mobile Ticketing - \$500,000

FY2030 – Transit Plaza Upgrades - \$100,000

The Borough will continue to seek out Capital funds from FTA and PennDOT for needs as required.

6) Financial Capability

The Borough of Pottstown has the financial capacity to carry out the projects included in the FY2027-2030 Transportation Improvement Program.

The Borough receives Section 5307 funds from the Federal Transit Administration, as well as from other Federal and State entities. The Borough is familiar with meeting and fulfilling grant requirements. The Borough is scheduled for a Federal Transit Administrator Triennial Review in September of 2026.

The Commonwealth of Pennsylvania provides the Borough with both operating and capital assistance. PennDOT provides the state match for capital projects; the local match is provided by Montgomery and Chester counties. This funding is provided through the annual budget for each governmental organization.

Annual Transit Asset Management Plan Compliance Certification

I, Kourtney High, confirm that I am the Accountable Executive
Name of the Accountable Executive for Borough of Pottstown / Pottstown Area Rapid Transit
Name of Transit Agency

I certify that my transit agency is in compliance with the TAM Rule.

My agency has met the TAM Plan requirements by:

☒

Participating in a Group Plan sponsored by PennDOT.

Or

☐

Completing our own TAM Plan and keeping it up to date. I have provided an updated copy of our TAM Plan to PennDOT, Bureau of Public Transit.

We confirm that we are implementing the TAM Plan at our property.

Signed,

Signature of Accountable Executive

5/1/25
Date

Borough of Pottstown
Pottstown Area Rapid Transit (PART)
Financial Capacity Assessment and Certification
April 16, 2026

CERTIFICATION

In accordance with Circular 7800.1A and based on the updated operating and capital needs as outlined in this Financial Capacity Assessment, the Borough certifies that it has the financial capacity to provide services and capital projects included in the DVRPC Fiscal Years 2027-2030 Transit Improvement Program (TIP).



Justin Keller, Borough Manager

PART Budget

	Acct. No.	ACCOUNT DESCRIPTION	2025/2026	2024/2025	2023/2024
	P.A.R.T. Fund 46				
KH	46.341.100	Interest	\$0.00	\$0.00	\$50.00
KH	46.341.200	Interest - restricted cash	\$0.00	\$0.00	\$25.00
		TOTAL INTEREST	\$0.00	\$0.00	\$7,500.00
KH	46.351.010	Federal Section 9 Operating	\$1,121,553.00	\$510,074.00	\$415,862.00
KH	46.351.013	Federal Grant - Capital Purchases	\$900,000.00	\$1,000,000.00	\$320,000.00
		TOTAL FEDERAL FUNDS	\$2,021,553.00	\$1,510,074.00	\$735,862.00
KH	46.354.100	PennDOT Operating	\$1,439,237.00	\$1,439,237.00	\$1,790,289.00
KH	46.354.200	Capital State Funds	\$11,982.00	\$19,442.00	\$80,000.00
KH		PennDOT Operating Reserve (Restricted)	\$479,745.00	\$479,745.00	
		TOTAL STATE OPERATING	\$1,930,964.00	\$1,938,424.00	\$1,870,289.00
KH	46.357.010	Local Match - Mont Co 85%	\$107,393.00	\$102,280.00	\$97,409.00
KH	46.357.011	Local Match - Chester Co 15%	\$18,952.00	\$18,049.00	\$17,190.00
		TOTAL LOCAL GOV GRANTS	\$126,345.00	\$120,329.00	\$114,599.00
KH	46.380.100	Miscellaneous Revenue	\$1,000.00	\$1,000.00	\$0.00
KH	46.380.200	PART Bus Pass Fees	\$28,000.00	\$27,500.00	\$21,250.00
KH	46.380.300	PART Bus Fare Box Revenue	\$210,000.00	\$200,000.00	\$231,750.00
KH	46.380.400	PART Charter and Other Revenue	\$0.00	\$0.00	\$0.00
KH		Transfer from General Fund - Capital Match	\$400.00	\$648.00	
		TOTAL MISC	\$239,400.00	\$229,148.00	\$253,000.00
KH	46.391.100	Sales of General Fixed Assets	\$0.00	\$0.00	\$0.00
		TOTAL SALES	\$0.00	\$0.00	\$0.00
		TOTAL P.A.R.T. REVENUE -46	\$4,318,262.00	\$3,797,975.00	\$2,981,250.00
KH	46.401.460	Continuing Education -Contractual	\$0.00	\$0.00	\$0.00
KH	46.401.530	Subsidy to Fund 01 wages	\$30,000.00	\$30,000.00	\$25,000.00
		TOTAL ADMIN	\$30,000.00	\$30,000.00	\$25,000.00
KH	46.402.311	Accounting and Auditing Services	\$8,500.00	\$8,000.00	\$10,000.00
KH	46.402.390	Bank Charges	\$0.00	\$0.00	\$0.00
		TOTAL FINANCE	\$8,500.00	\$8,000.00	\$10,000.00
KH	46.404.314	Legal Expenses	\$2,000.00	\$1,500.00	\$1,500.00
		TOTAL LEGAL EXPENSES	\$2,000.00	\$1,500.00	\$1,500.00
RP	46.406.530	Subsidy to Fund 01 wages	\$8,500.00	\$8,500.00	\$8,500.00
		TOTAL HR	\$8,500.00	\$8,500.00	\$8,500.00
KH	46.408.313	Engineering	\$30,000.00	\$30,000.00	\$15,000.00
		TOTAL ENGINEERING	\$30,000.00	\$30,000.00	\$15,000.00
RP	46.409.374	Building Cost Allocations	\$1,500.00	\$1,000.00	\$1,000.00
		TOTAL BUILDING	\$1,500.00	\$1,000.00	\$1,000.00
KH	46.447.210	Office Supplies	\$1,500.00	\$1,500.00	\$2,000.00
KH	46.447.232	Fuel-vehicles	\$225,000.00	\$200,000.00	\$300,000.00
KH	46.447.241	General Operating Supplies	\$7,500.00	\$7,500.00	\$750.00
KH	46.447.260	Safety & Security Exp	\$15,000.00	\$15,000.00	\$15,000.00
KH	46.447.310	Professional Services	\$3,000.00	\$1,500.00	\$1,500.00
KH	46.447.325	Postage	\$250.00	\$250.00	\$250.00
KH	46.447.341	Advertising	\$10,000.00	\$10,000.00	\$13,500.00
KH	46.447.342	Printing -Schedules	\$25,000.00	\$21,000.00	\$21,000.00
KH	46.447.361	Electric - College Dr. Bus U-Turn	\$2,750.00	\$2,750.00	\$2,750.00
KH	46.447.380	Miscellaenous Services & Expenses	\$2,000.00	\$2,000.00	\$500.00
KH	46.447.420	Dues, Licenses, Subscriptions & Memberships	\$5,000.00	\$5,000.00	\$5,000.00
KH	46.447.425	Meetings, Seminars & Conferences	\$5,000.00	\$5,000.00	\$5,000.00
KH	46.447.540	P.A.R.T.	\$2,540,135.00	\$2,185,620.00	\$2,150,000.00
KH	46.447.740	Capital Purchase	\$912,382.00	\$1,020,090.00	\$400,000.00
		TOTAL TRANSIT COSTS	\$3,754,517.00	\$3,477,210.00	\$2,917,250.00
RP	46.488.196	Indirect Health Insurance	\$3,500.00	\$3,000.00	\$3,000.00
		TOTAL INDIRECT COSTS	\$3,500.00	\$3,000.00	\$3,000.00
KH	46.492.001	Transfer to General Fund	\$0.00	\$0.00	\$0.00
		TOTAL INTERFUND TRANSFERS	\$0.00	\$0.00	\$0.00
KH	46.499.100	Transfer to Reserves	\$0.00	\$0.00	\$0.00
		TOTAL FR RESERVES	\$0.00	\$0.00	\$0.00
		Total of Fund 46 expenses	\$3,838,517.00	\$3,559,210.00	\$2,981,250.00
		Total of Fund 46 revenues	\$4,318,262.00	\$3,797,975.00	\$2,981,250.00
		Less PennDOT Operating Reserve (Restricted)	\$479,745.00	\$479,745.00	
		Fund 46 revenues	\$3,838,517.00	\$3,318,230.00	