

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

Montgomery

MPMS# 90680 *Ardmore Transit Center Line Item*

LIMITS Ardmore Transit Center

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M8

PLANNING AREA:

DOD: 1

PROJECT MANAGER: CMP:

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

This line item will allow the advance of other phases, Preliminary Engineering, Final Design, Utility, Right-Of-Way, and Construction, to draw down funds when appropriate. This project will use Redevelopment Assistance Capital Program (RACP) funds.

See MPMS# 95401 and 73214

		TIP Program Years (\$ 000)															
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024				
CON	OTH	15,500															
		15,500	0	0	0	0	0	0	0	0	0	0	0				
Total FY2013-2016		15,500			Total FY2017-2020				0				Total FY2021-2024				0

Total For	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
Montgomery	\$15,500	\$0	\$0	\$0	\$15,500	\$0	\$0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

PennDOT

MPMS# 82860 FTA SECTION 5310 PROGRAM

Return

LIMITS Capital Assistance for Transportation of

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

AQ Code:M10

PLANNING AREA:

DOD:

PROJECT MANAGER:

CMP:

Capital Assistance for Purchase of Accessible Small Transit Vehicles Section 5310 Program

The Section 5310 program is intended to support the provision of transportation services for elderly persons and persons with disabilities who cannot be reasonably accommodated by conventional public transportation services. The program provides an opportunity for private non profit organizations and designated public agencies to apply for State-administered Federal capital assistance to pay 80% of the purchase costs of new wheel chair accessible vehicles and other related transportation equipment. The remaining 20% must be provided by the applicant.

Total programmed in FY13 - \$1,705,600
(\$1,364,480 FTA -5310/\$341,120 Local Match)

The 4 agencies receiving funds are:

Bucks County

-Bucks County Transport, Inc - funds to be used for the purchase of 10 replacement buses - \$580,000 (\$646,000 FTA -5310/\$116,000 Local Match)

Chester County

-County of Chester - funds to be used for the purchase of 6 replacement buses - \$370,000 (\$296,000 FTA-5310/\$74,000 Local Match)

Delaware County

-Community Transit of Delaware County, Inc. - funds to be used for the purchase of 4 replacement buses - \$211,600 (\$169,280 FTA-5310/\$42,230 Local Match)

Montgomery County

-Suburban Transit Network, Inc - funds to be used for the purchase of 8 replacement buses - \$544,000 (\$435,200 FTA-5310/\$108,800 Local Match)

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CAP	5310	1,365												
CAP	LOC	341												
		1,706	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,706	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

PennDOT

MPMS# 87534 Coatesville Train Station SR:0030

LIMITS North Third Avenue and Fleetwood Street

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

AQ Code:M8

PLANNING AREA:

DOD:

PROJECT MANAGER: W/DVRPC/LS

CMP:

This project will include design and construction of a new ADA accessible train station approximately 300 feet east of the current station with approximately 100 parking spaces. The new station will include improved lighting, level-boarding platforms, overhead canopy, elevators, a passenger connection for crossing the tracks, and track re-alignment. These station improvements, provided by the Statewide Keystone Corridor Line Item, will move the Keystone Corridor towards full ADA accessibility, and provide an improved environment to foster increased ridership.

Companion projects include a \$1,300,323 minor rehabilitation of the existing train station building for sustainable alternative. These improvements will be funded with a \$1,000,000 FTA earmark to the City, already in a grant, plus \$300,323 TE funds (see MPMS# 71195). This is in addition to \$977,500 (Home Town Streets/Safe Routes to School, MPMS# 79210) for streetscape improvements on Third Avenue from the station to Lincoln Highway. Transit Oriented Development is planned to integrate with and support the new train station.

The Coatesville Station located in Chester County is a component of the Keystone Corridor rail service between Philadelphia and Harrisburg. There are approximately seven Amtrak stops per day at the Coatesville Station. The Keystone line has multiple tracks, full electrification, and almost complete grade separation from the highway grid. The remaining three public highway grade crossings on the Philadelphia-Harrisburg segment are being eliminated with current projects. Speed on the line is now up to 110 mph.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	5309		4,000											
CON	1516		1,000											
CON	5307			6,000										
CON	5309			6,000										
CON	1516			3,000										
		0	5,000	15,000	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			20,000	Total FY2017-2020				0	Total FY2021-2024			0

Total For PennDOT	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
	\$1,706	\$5,000	\$15,000	\$0	\$21,706	\$0	\$0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

Pottstown

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

LIMITS Pottstown Borough

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Pottstown Borough

AQ Code:M1

PLANNING AREA: Developed Community

DOD: 4

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A

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

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

Capital projects planned in FY13 - FY16 include:

FY 2013

Transit Admin Vehicle - \$35,000

(ITS) Farebox System Upgrade - \$50,000

FY2014

(ITS) Dianostic Upgrade - \$60,000

FY2015

Intermodal Transit Facility Improvements - \$55,000

FY2016

(ITS) Bus Timing Prediction Technology - \$45,000

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
OP	5307	688												
OP	1513	940												
OP	LOC	64												
OP	5307		688											
OP	1513		940											
OP	LOC		64											
OP	5307			689										
OP	1513			940										
OP	LOC			64										
OP	5307				690									
OP	1513				940									
OP	LOC				64									
OP	5307					750								
OP	1513					940								
OP	LOC					64								
		1,692	1,692	1,693	1,694	1,754	0	0	0	0	0	0	0	
		Total FY2013-2016			6,771	Total FY2017-2020			1,754	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

Pottstown

MPMS# 95739 *Transportation Capital Improvements*

LIMITS

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

AQ Code:M4

PLANNING AREA:

DOD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A, 16A

This project covers the transit capital projects for basic improvements to the Pottstown Area Rapid Transit System. Capital projects include FY13, Transit Admin Vehicle, (\$35,000) and ITS Farebox System Upgrade, (\$50,000), FY14 ITS Diagnostic Upgrade, (\$60,000), FY15 Intermodal Transit Facility Improvements, (\$55,000) and FY16 ITS Bus Timing Prediction Technology, (\$45,000).

TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAP	5307	34											
CAP	1517	50											
CAP	LOC	1											
CAP	5307		58										
CAP	LOC		2										
CAP	5307			53									
CAP	LOC			2									
CAP	1517				45								
		85	60	55	45	0	0	0	0	0	0	0	0
		Total FY2013-2016				Total FY2017-2020				Total FY2021-2024			
		245				0				0			

Total For	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
Pottstown	\$1,777	\$1,752	\$1,748	\$1,739	\$7,016	\$1,754	\$0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 15407 Villanova Intermodal Station Accessibility SR:0030

LIMITS Villanova Station in Delaware County

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Radnor Township

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 2C, 7B

This project includes the design and phased construction of accessibility improvements at Villanova Station. The total project cost is \$23.7 million.

SEPTA will use prior year funds and funds programmed in FY 2014 to advance Phase I of the Villanova Intermodal Station project. The total budget for Phase I is \$9,180,000. Phase I of the project provides for the construction of a pedestrian underpass, ramps and stairs, as well as preliminary engineering/design of the entire Villanova Intermodal Station project.

As a result of capital funding constraints, future phases of the project have been deferred in SEPTA's capital program. The budget for future phases is \$14,520,000. Pending availability of additional capital funds, future phases will include the construction of high level platforms on each side of the tracks to allow complete access to both sides of the rail line. Future improvements will also include bicycle storage, renovation of the station building, and renovation or replacement of the existing canopy structures on both sides of the tracks. The unfunded phases of this project are included in the Illustrative List of Unfunded Projects (MPMS #15407).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	5307													
CON	1514 BON													
CON	LOC													
		0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			0	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 59966 *Capital Asset Lease Program*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M1

PLANNING AREA:

DOD:

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAL	5307	15,267											
CAL	5309	6,946											
CAL	1517	6,780											
CAL	5307		17,744										
CAL	5309		6,383										
CAL	1517												
CAL	1514 BON		7,148										
CAL	LOC		289										
CAL	5307			11,357									
CAL	5309			12,178									
CAL	1517			7,191									
CAL	5309				24,346								
CAL	1517				7,418								
CAL	5309					25,018							
CAL	1517					7,609							
CAL	5309						25,750						
CAL	1517						7,804						
CAL	5307							5,459					
CAL	5309							21,077					
CAL	1517							8,000					
CAL	5307								5,679				
CAL	5309								21,592				
CAL	1517								8,184				
CAL	5307									5,678			
CAL	5309									21,593			
CAL	1517									8,184			
CAL	5307										5,679		
CAL	5309										21,592		
CAL	1517										8,184		
CAL	5307											5,680	
CAL	5309											21,591	
CAL	1517											8,184	
CAL	5307												5,679
CAL	5309												21,592
CAL	1517												8,184
		28,993	31,564	30,726	31,764	32,627	33,554	34,536	35,455	35,455	35,455	35,455	35,455
		Total FY2013-2016		123,047		Total FY2017-2020		136,172		Total FY2021-2024		141,820	

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 59973 Utility Fleet Renewal Program - Non Revenue Vehicles

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M2

PLANNING AREA:

DOD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding

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

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAP	5307	2,400											
CAP	1514 BON	581											
CAP	LOC	19											
CAP	5307		2,800										
CAP	1514 BON		678										
CAP	LOC		22										
CAP	5307			2,400									
CAP	1514 BON			581									
CAP	LOC			19									
CAP	5307				2,400								
CAP	1514 BON				581								
CAP	LOC				19								
CAP	5307					2,400							
CAP	1514 BON					581							
CAP	LOC					19							
CAP	5307						2,400						
CAP	1514 BON						581						
CAP	LOC						19						
CAP	5307							2,400					
CAP	1514 BON							581					
CAP	LOC							19					
CAP	5307								2,400				
CAP	1514 BON								581				
CAP	LOC								19				
CAP	5307									2,400			
CAP	1514 BON									581			
CAP	LOC									19			
CAP	5307											2,400	
CAP	1514 BON											581	
CAP	LOC											19	
CAP	5307												2,400
CAP	1514 BON												581
CAP	LOC												19
		3,000	3,500	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000
		Total FY2013-2016		12,500		Total FY2017-2020		12,000		Total FY2021-2024		12,000	

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60255 **Regional Rail Signal Modernization Program**

LIMITS System-wide railroad facilities

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M6

PLANNING AREA:

DOD: 6

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

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

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

Prior year funds supported modernization of the Doylestown, Warminster, and Chestnut Hill East lines. Current TIP funding will support implementation of the Cynwyd, Norristown, and Chestnut Hill West lines. Projects currently programmed include but are not limited to:

- Cynwyd Line Signals, Specialwork and ROW improvements - \$8.2 million (Prior years, FY 2013-2015)
- Norristown Line Signals, Specialwork and ROW improvements - \$29.2 million (Prior years, FY 2013-2014)
- Chestnut Hill West Line Signals, Interlocking and ROW improvements - \$14.9 million (Prior years, FY 2013)
- Positive Train Control (PTC) - \$157 million (Prior years, FY 2013-2016)

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAP	5307	5,889											
CAP	5309	39,336											
CAP	1514 BON	10,942											
CAP	1517	6,131											
CAP	LOC	364											
CAP	5307		5,850										
CAP	5309		36,639										
CAP	1517		378										
CAP	1514 BON		10,279										
CAP	LOC		190										
CAP	5307			250									
CAP	5309			30,109									
CAP	1514 BON			7,344									
CAP	1517			4,222									
CAP	LOC			245									
CAP	5309				2,788								
CAP	1514 BON				675								
CAP	LOC				22								
		62,662	53,336	42,170	3,485	0	0	0	0	0	0	0	0
		Total FY2013-2016		161,653		Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60275 *Debt Service*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M1

PLANNING AREA:

DOD:

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

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

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
DS	PTAF 44	32,918											
DS	5309	13,656											
DS	1517	3,414											
DS	LOC	1,134											
DS	5309		13,656										
DS	PTAF 44		32,967										
DS	1517		3,414										
DS	LOC		1,136										
DS	5309			13,654									
DS	PTAF 44			32,917									
DS	1517			3,413									
DS	LOC			1,134									
DS	PTAF 44				32,853								
DS	5309				13,657								
DS	1517				3,414								
DS	LOC				1,132								
DS	5309					13,656							
DS	PTAF 44					32,841							
DS	1517					3,414							
DS	LOC					1,131							
DS	5309						13,656						
DS	PTAF 44						32,758						
DS	1517						3,414						
DS	LOC						1,128						
DS	PTAF 44							32,708					
DS	5309							13,655					
DS	1517							3,414					
DS	LOC							1,127					
DS	5309								13,656				
DS	PTAF 44								25,399				
DS	1517								3,414				
DS	LOC								875				

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

DS	5309									13,654			
DS	PTAF 44									25,341			
DS	1517									3,414			
DS	LOC									873			
DS	PTAF 44										12,998		
DS	5309										13,656		
DS	1517										3,414		
DS	LOC										448		
DS	5309											13,658	
DS	PTAF 44											12,938	
DS	1517											3,414	
DS	LOC											446	
DS	5309												13,655
DS	PTAF 44												12,936
DS	1517												3,414
DS	LOC												446
		51,122	51,173	51,118	51,056	51,042	50,956	50,904	43,344	43,282	30,516	30,456	30,451
		Total FY2013-2016		204,469		Total FY2017-2020		196,246		Total FY2021-2024		134,705	

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60317 Federal Preventive Maintenance

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M1

PLANNING AREA:

DOD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding

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

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
OP	5307	21,223											
OP	5309	14,771											
OP	LOC	8,999											
OP	5307		25,450										
OP	5309		10,752										
OP	LOC		9,050										
OP	5307			21,065									
OP	5309			15,357									
OP	LOC			9,105									
OP	5307				12,476								
OP	5309				24,179								
OP	LOC				9,164								
OP	5307					8,000							
OP	5309					28,900							
OP	LOC					9,225							
OP	5307						6,988						
OP	5309						30,170						
OP	LOC						9,289						
OP	5307							11,783					
OP	5309							25,648					
OP	LOC							9,358					
OP	5307								12,106				
OP	5309								25,613				
OP	LOC								9,430				
OP	5307									12,106			
OP	5309									25,613			
OP	LOC									9,430			
OP	5307										12,106		
OP	5309										25,613		
OP	LOC										9,430		
OP	5307											16,327	
OP	5309											21,392	
OP	LOC											9,430	
OP	5307												17,369
OP	5309												20,350
OP	LOC												9,429
		44,993	45,252	45,527	45,819	46,125	46,447	46,789	47,149	47,149	47,149	47,149	47,148
		Total FY2013-2016		181,591		Total FY2017-2020		186,510		Total FY2021-2024		188,595	

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

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

LIMITS City Hall / 15th Street Station in Philadelphia

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Center City Philadelphia

AQ Code:M8

PLANNING AREA:

DOD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 10A, 14A

SEPTA's City Hall Station / 15th Street Station project will provide for phased renovations of City Hall Station and 15th Street Station, which together serve as a major transit hub in Center City Philadelphia. At these stations, customers can make connections between the Broad Street Line, Market-Frankford Subway-Elevated Line, and trolley lines. Connections with Regional Rail and bus lines are also located nearby. Due to their age and deteriorating condition, City Hall and 15th Street Stations require renovations to bring the stations to a state of good repair, improve accessibility, and reduce heavy maintenance costs. The total project cost is \$142 million.

Funding in the amount of \$24.4 million was provided in prior fiscal years. SEPTA is using prior year funds to advance the Early Action (Dilworth Plaza) phase of the City Hall Station / 15th Street Station project. Prior year funds programmed in MPMS #60335 supported design. Prior year funds programmed in MPMS #92394, the Dilworth Plaza Project, supported construction of the Early Action (Dilworth Plaza) phase.

As a result of capital funding constraints, future phases of the project have been deferred in SEPTA's capital program until FY 2023. Funding in the amount of \$38.6 million is programmed in Fiscal Years 2023-2024. Additional funding in the amount of \$79 million will be programmed in later fiscal years. Future phases of the project (pending availability of capital funds) may include the following elements:

15th Street Station (Phase II):

- Accessibility improvements to bring the station into ADA compliance, with new elevators to provide access to the platforms, and repair/replacement of stairs
- Structural repairs and remediation of water infiltration
- Reconfiguration of fare collection areas
- New architectural finishes and lighting, Audio-Visual Public Address (AVPA) and fire alarm systems

City Hall Station (Phase III):

- Accessibility improvements to bring the station into ADA compliance, with new elevators and rehabilitated or replaced staircases, corridors, and ramps
- Structural repairs and remediation of water infiltration
- Reconfiguration of fare lines and pedestrian interchanges, and removal of out-of-service mezzanines
- New fare collection areas and new ventilation shaft for natural ventilation
- New lighting, signs, AVPA, fire alarm, and security systems

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	5307											6,049		
CON	5309											6,400		
CON	1514 BON											3,012		
CON	LOC											101		
CON	5307												10,400	
CON	5309												8,000	
CON	1514 BON												4,452	
CON	LOC												149	
CON	LOC													
		0	0	0	0	0	0	0	0	0	0	15,562	23,001	
Total FY2013-2016		0				Total FY2017-2020				0		Total FY2021-2024		38,563

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60557 System Improvements

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M6

PLANNING AREA:

DOD: 1

PROJECT MANAGER: CMP: Not SOV Capacity Adding

The System Improvements Program is used to develop, design, and implement projects that enhance communications, security, customer satisfaction and service quality.

Projects include but are not limited to:

- City of Philadelphia TIGER III: Transit Signal Priority (TSP) Improvements - Implementation of transit signal priority (TSP) improvements on key corridors in the region - \$2 million (FY 2013)
- Information Technology - Enhancements to SEPTA's information technology infrastructure and computer software applications - Ongoing
- Route 101/102 Trolley Lines Automatic Train Control (ATC) System - \$33 million (Prior Years, FY 2015-2018)

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAP	5307	3,200											
CAP	1514 BON	774											
CAP	LOC	26											
CAP	5307		1,600										
CAP	1514 BON		305										
CAP	LOC		13										
CAP	5307			800									
CAP	5309			6,000									
CAP	1514 BON			387									
CAP	LOC			55									
CAP	5307				800								
CAP	5309				11,760								
CAP	1514 BON				3,039								
CAP	LOC				101								
CAP	5307					800							
CAP	5309					4,400							
CAP	1514 BON					1,258							
CAP	LOC					41							
CAP	5307						800						
CAP	5309						3,040						
CAP	1514 BON						929						
CAP	LOC						31						
CAP	5307							800					
CAP	1514 BON							194					
CAP	LOC							6					
CAP	5307								800				
CAP	1514 BON								194				
CAP	LOC								6				
CAP	5307									800			
CAP	1514 BON									194			
CAP	LOC									6			
CAP	5307										800		
CAP	1514 BON										194		
CAP	LOC										6		
CAP	5307											800	
CAP	1514 BON											194	
CAP	LOC											6	

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

CAP 5307													800
CAP 1514 BON													194
CAP LOC													7
	4,000	1,918	7,242	15,700	6,499	4,800	1,000	1,000	1,000	1,000	1,000	1,000	1,001
	Total FY2013-2016		28,860		Total FY2017-2020		13,299		Total FY2021-2024		4,001		

MPMS# 60571 *Environmental Cleanup and Protection Program*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:S2

PLANNING AREA:

DOD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	1514 BON	290											
CON	LOC	10											
CON	1514 BON		967										
CON	LOC		33										
CON	1514 BON			290									
CON	LOC			10									
CON	1514 BON				290								
CON	LOC				10								
CON	1514 BON					290							
CON	LOC					10							
CON	1514 BON						290						
CON	LOC						10						
CON	1514 BON							290					
CON	LOC							10					
CON	1514 BON								290				
CON	LOC								10				
CON	1514 BON									290			
CON	LOC									10			
CON	1514 BON										290		
CON	LOC										10		
CON	1514 BON											290	
CON	LOC											10	
		300	1,000	300	300	300	300	300	300	300	300	300	300
		Total FY2013-2016		1,900		Total FY2017-2020		1,200		Total FY2021-2024		1,200	

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60574 Paoli Transportation Center

LIMITS Paoli Transportation Center in Chester County

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Tredyffrin Township

AQ Code:FYN

PLANNING AREA: Growing Suburb

DOD: 1

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

This project provides for the development, engineering, and construction of a new multi-modal transportation center in Paoli, Chester County. The new facility will be located on the Paoli/Thorndale Regional Rail Line west of the existing station. This station serves SEPTA and Amtrak trains and is one of the most heavily patronized SEPTA train stops outside of Center City. The total project cost is \$44.9 million.

SEPTA is using prior year funds in the amount of \$7,610,000 to advance engineering/design of the complete Paoli Transportation Center project.

As a result of capital funding constraints, future phases of the project have been deferred in SEPTA's capital program until Fiscal Year 2017. Funding in the amount of \$23,000,000 is programmed in Fiscal Years 2017-2018. Additional funding in the amount of \$14,290,000 will be programmed in later fiscal years. Pending availability of capital funds, the project includes the construction of an intermodal station facility complete with high-level platforms, a waiting area, ticket office and passenger amenities; construction of a new commuter parking facility and bus facilities; reconfiguration of access roads and entrances to the station; construction of new pedestrian linkages throughout the station area including sidewalks, crosswalks, and a concourse linking inbound and outbound station platforms; and reconfiguration of the track/interlocking to accommodate the new transportation center.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CAP	5307					9,136								
CAP	1514 BON					2,210								
CAP	LOC					74								
CAP	5307						9,264							
CAP	1514 BON						2,241							
CAP	LOC						75							
CAP	LOC													
		0	0	0	0	11,420	11,580	0	0	0	0	0	0	
Total FY2013-2016		0				Total FY2017-2020		23,000		Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60582 Vehicle Overhaul Program

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M3

PLANNING AREA:

DOD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding

The Vehicle Overhaul Program provides for the major overhaul of SEPTA's rolling stock. A vehicle must receive periodic overhauls if it is to achieve, or exceed, its full, useful service life. Prudent fleet management requires a program of heavy maintenance and overhauls for optimal fleet reliability, service quality, cost efficiency, and passenger comfort. The advanced scheduling of vehicle overhauls allows SEPTA to purchase material and produce rebuilt components in an efficient and effective manner. In addition to vehicle overhauls, this program also provides for vehicle campaigns. Each vehicle type undergoes its own specialized overhaul program and campaign work. Campaigns address both critical items and vehicle equipment upgrades and modifications, which are accomplished on a fleet-wide basis.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAP	5307	16,607											
CAP	5309	26,512											
CAP	1514 BON	9,641											
CAP	LOC	348											
CAP	5307		18,634										
CAP	5337		4,630										
CAP	5309		29,419										
CAP	1514 BON		12,360										
CAP	LOC		406										
CAP	5307			16,243									
CAP	5309			15,590									
CAP	1514 BON			26,810									
CAP	LOC			843									
CAP	5307				14,347								
CAP	5309				16,158								
CAP	1514 BON				25,696								
CAP	LOC				856								
CAP	5307					7,800							
CAP	5309					22,514							
CAP	1514 BON					25,873							
CAP	LOC					863							
CAP	5307						8,243						
CAP	5309						21,872						
CAP	1514 BON						26,064						
CAP	LOC						868						
CAP	5307							17,078					
CAP	5309							12,821					
CAP	1514 BON							26,267					
CAP	LOC							875					
CAP	5307								17,608				
CAP	5309								12,056				
CAP	1514 BON								26,457				
CAP	LOC								882				
CAP	5307									16,018			
CAP	5309									13,650			
CAP	1514 BON									26,459			
CAP	LOC									882			
CAP	5307										18,106		
CAP	5309										11,627		

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Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

CAP 1514 BON										26,475			
CAP LOC										883			
CAP 5307											12,560		
CAP 5309											17,213		
CAP 1514 BON											26,486		
CAP LOC											883		
CAP 5307												10,705	
CAP 5309												19,058	
CAP 1514 BON												26,483	
CAP LOC												883	
	53,108	65,449	59,486	57,057	57,050	57,047	57,041	57,003	57,009	57,091	57,142	57,129	
	Total FY2013-2016		235,100		Total FY2017-2020		228,141		Total FY2021-2024		228,371		

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60599 *Paratransit Vehicle Purchase*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M10

PLANNING AREA:

DOD:

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

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PUR	5307	3,448											
PUR	1514 BON	835											
PUR	LOC	27											
PUR	5307		4,000										
PUR	1514 BON		968										
PUR	LOC		32										
PUR	5307			4,000									
PUR	1514 BON			968									
PUR	LOC			32									
PUR	5307				4,000								
PUR	1514 BON				968								
PUR	LOC				32								
PUR	5307					4,800							
PUR	1514 BON					1,161							
PUR	LOC					39							
PUR	5307						4,800						
PUR	1514 BON						1,161						
PUR	LOC						39						
PUR	5307							4,800					
PUR	1514 BON							1,161					
PUR	LOC							39					
PUR	5307								4,800				
PUR	1514 BON								1,161				
PUR	LOC								39				
PUR	5307									4,800			
PUR	1514 BON									1,161			
PUR	LOC									39			
PUR	5307										4,800		
PUR	1514 BON										1,161		
PUR	LOC										39		
PUR	5307											4,800	
PUR	1514 BON											1,161	
PUR	LOC											39	
PUR	5307												4,800
PUR	1514 BON												1,161
PUR	LOC												39
		4,310	5,000	5,000	5,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000
		Total FY2013-2016		19,310		Total FY2017-2020		24,000		Total FY2021-2024		24,000	

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60611 *Fare Collection System/New Payment Technologies*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M5

PLANNING AREA:

DOD:

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

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

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

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

The NPT system will be implemented in phases. Phase 1 of the project will include the complete design, deployment of the data network backbone and customer support system, and pilot testing of the NPT system. Phase 2 will include the deployment of the system on the Trolley, Heavy Rail and Bus fleets and pilot testing on Regional Rail. In Phase 3, the Regional Rail, Parking Operations and Customized Community Transportation (CCT) segments will be deployed.

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

The total cost of the New Payment Technologies project is \$228.8 million. Funding in the amount of \$18.7 million was provided in prior years. Funding in the amount of \$210.1 million is programmed in Fiscal Years 2013-2018.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	5307	1,280											
CON	1514 BON	310											
CON	LOC	10											
CON	5307		16,598										
CON	1514 BON		3,135										
CON	LOC		104										
CON	5307				35,394								
CON	1517				5,558								
CON	1514 BON				8,563								
CON	LOC				285								
CON	5307					48,017							
CON	1514 BON					11,617							
CON	1517					5,379							
CON	LOC					387							
CON	5307						51,786						
CON	1514 BON						12,529						
CON	1517						5,267						
CON	LOC						418						

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

1,600	0	19,837	49,800	65,400	70,000	0	0	0	0	0	0
Total FY2013-2016		71,237		Total FY2017-2020		135,400		Total FY2021-2024		0	

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60629 *Job Access and Reverse Commute (JARC) and New Freedom*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:20130

PLANNING AREA:

DOD:

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

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

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

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

Every month, approximately 135,000 trips are made on the Southeastern Pennsylvania regional job access routes.

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
OP	JARC	2,172											
OP	NF	1,329											
OP	NF-S	319											
OP	JARC-S	3,172											
OP	LOC	5											
OP	JARC		2,155										
OP	NF		1,345										
OP	JARC-S		4,259										
OP	NF-S		319										
OP	NF			1,322									
OP	JARC			2,155									
OP	NF-S			319									
OP	JARC-S			4,259									
OP	JARC				2,155								
OP	NF				1,322								
OP	NF-S				319								
OP	JARC-S				4,259								
OP	JARC					2,155							
OP	NF					1,322							
OP	NF-S					319							
OP	JARC-S					4,259							
OP	JARC						2,155						
OP	NF						1,322						
OP	NF-S						319						
OP	JARC-S						4,259						
OP	NF							1,322					
OP	JARC							2,155					
OP	NF-S							319					

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

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

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M10

PLANNING AREA:

DOD:

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

This project provides for the purchase of 245 railcars to replace SEPTA's Silverliner IV railcar fleet. The Silverliner IV rail cars were built between 1974 and 1976. Vehicles acquired will fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations regarding safety features and systems. In addition, this project will provide for the acquisition of nine diesel/electric locomotives to replace Bombardier Push-Pull Locomotives.

This project also provides for the purchase of 170 (articulated and non-articulated) trolleys for SEPTA's Trolley Routes 10, 11, 13, 15, 34, 36, 101 & 102. These rail transit lines currently operate with 141 trolleys that were built in 1981, as well as 18 "Presidential Conference Committee" (PCC-II) cars originally manufactured in 1947 and rebuilt by Brookville Equipment Company in 2003-2004. Vehicles to be acquired will fully comply with Americans with Disabilities Act (ADA) requirements.

As a result of capital funding constraints, this project has been deferred in SEPTA's capital program until Fiscal Year 2023. Funding in the amount of \$60 million is programmed in Fiscal Years 2023-2024. Additional funding in the amount of \$2.364 billion will be programmed in later fiscal years.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PUR	5307									6,958			
PUR	1517									12,947			
PUR	1514 BON									1,683			
PUR	LOC									56			
PUR	5307										1,665		
PUR	5309										4,635		
PUR	1517										24,707		
PUR	1514 BON										1,524		
PUR	LOC										50		
PUR	5307												400
PUR	5309												4,633
PUR	1517												24,709
PUR	1514 BON												1,218
PUR	LOC												40
Total FY2013-2016		0	0	0	0	Total FY2017-2020				0	21,644	32,581	31,000
										0	85,225		

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

CAP 5307												
CAP 5309												
CAP 1514 BON												
CAP LOC												
CAP 5307												
CAP 5309												
CAP 1514 BON												
CAP LOC												
	21,410	3,516	0	0	0	0	32,106	53,082	25,286	26,239	0	0
	Total FY2013-2016			24,926	Total FY2017-2020			85,188	Total FY2021-2024		51,525	

MPMS# 60655 **Levittown Intermodal Facility Improvements (B)**

LIMITS Levittown station in Bucks County

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M8

PLANNING AREA:

DOD: 1

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

This project includes design and phased construction of improvements at SEPTA's Levittown Intermodal Station. The total project cost is \$31.6 million.

SEPTA is using prior year funds to advance Phase I of the Levittown Intermodal Station Project. The total budget for Phase I is \$7,775,160. Phase I includes construction of intersection improvements at Levittown Parkway and Rt. 13, relocation of utilities, construction of the southern portion of the inbound parking lot and new entrance drive, and reconfiguration of the existing outbound parking lot. Phase I includes engineering/design of the entire Levittown Intermodal Station Project.

As a result of capital funding constraints, future phases of the project have been deferred in SEPTA's capital program until Fiscal Year 2023. Funding in the amount of \$21,000,000 is programmed in Fiscal Years 2023-2024. Additional funding in the amount of \$2,824,840 will be programmed in later fiscal years. Future phases (pending availability of capital funds) include the replacement of the station building at its present site, including a new ticket office, ADA-compliant restrooms, signage and lighting; construction of inbound and outbound high-level platforms, with low level extensions; ADA accessibility improvements, including tactile warning tiles, ramps, railings and lighting; sump pump replacement; construction of a new bus loop and bus shelters, and reconfiguration of the parking lot to accommodate bus access. In addition, a new pedestrian overpass with elevators will be installed. This project will also include intersection improvements at Fallsington Avenue, and the elimination of Canal Street, which runs through the inbound parking lot at Levittown Station. The elimination of Canal Street will consolidate the lot, and allow for safer vehicle circulation and better bus and intermodal transfers.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAP	5307											6,000	
CAP	5309											4,000	
CAP	1514 BON											2,419	
CAP	LOC											80	
CAP	5307												4,000
CAP	5309												2,800
CAP	1514 BON												1,645
CAP	LOC												56
CAP	LOC												
		0	0	0	0	0	0	0	0	0	0	12,499	8,501
		Total FY2013-2016			0	Total FY2017-2020			0	Total FY2021-2024		21,000	

DVRPC FY 2013-2016 TIP for PA

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 73214 **Ardmore Transportation Center**

LIMITS Ardmore Station in Montgomery County

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Lower Merion Township

AQ Code:M8

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7B

The Ardmore Station improvement project will be completed in two phases. Phase I will include the demolition of the existing Amtrak station building, construction of 528 ft. high level boarding platforms, tunnel ADA improvements, elevator, stair, and ramp access to platforms, parking garage foundations for Phase II, canopies and shelters, passenger amenities, and improved site lighting including on platforms and in the tunnel. The existing station must be demolished to facilitate the high level platforms.

Phase I is estimated to cost a total of \$22,250,000 (see FY13 funds). SEPTA will complete Phase I utilizing:

- \$12.75 million from PennDOT in federal and state funds
- \$3.5 million in Redevelopment Assistance Capital Program (RACP) funds under contract between Lower Merion Township and the Commonwealth of PA (MPMS #90680)
- \$3.64 million from a FTA earmark , E2005-BUSP-346 (and \$728,348 match)
- \$2.35 million from SEPTA/Amtrak

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

The Ardmore Station located in Montgomery County is a component of the Keystone Corridor rail service route owned by the National Passenger Railroad Corporation (Amtrak) that is capable of speeds reaching 110 mph and shared with SEPTA's R-5 line between Philadelphia and Harrisburg. There are approximately 8 stops per day at the Amtrak station. The Keystone line has multiple tracks, full electrification, and almost complete grade separation from the highway grid. The remaining three public at-grade crossings on the Philadelphia-Harrisburg segment are being eliminated with current projects. This station improvement is necessary to accommodate increasing ridership needs. In FY 2011, 250,000 SEPTA riders boarded a train at Ardmore Station.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	5307	2,596												
CON	1516	649												
CON	5309		7,604											
CON	1516		1,901											
CON	5307										1,600			
CON	5309										1,600			
CON	1514 BON											774		
CON	LOC											26		
CON	5307												2,000	
CON	5309												2,000	
CON	1514 BON												968	
CON	LOC												32	
CON	LOC													
		3,245	9,505	0	0	0	0	0	0	0	0	4,000	5,000	
		Total FY2013-2016			12,750		Total FY2017-2020			0		Total FY2021-2024		9,000

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 77180 *State of Good Repair*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M8

PLANNING AREA:

DOD: 3

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

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

Currently programmed projects include:

- 69th Street Platform Improvements on the Norristown High Speed Line (NHSL) - \$3 million (Prior years, FY 2013)
- I-95 PennDOT Route 15 Richmond Street Relocation Project - \$2.7 million (Prior years, FY 2013)
- Airport Line Tie Renewal - \$2.6 million (FY 2013)
- Berridge Bus Maintenance Facility Roof - \$11.7 million (FY 2022)
- Broad St. Subway Continuous Welded Rail Renewal - \$4.5 million (FY 2013-2014)
- Bus Lift Replacement Phases I & II - \$7.2 million (FY2013-2014)
- Doylestown Line Catenary Replacement Program - \$3.5 million (FY 2013-2014)
- Fern Rock Car House Roof Replacement - \$4.5 million (FY 2014)
- Fire Suppression Replacement Engineering & Design - \$300,000 (FY2013)
- Media / Elwyn Line Catenary Replacement Program - \$9 million (FY 2013-2016)
- Norristown High Speed Lin (NHSL) Bridgeport Viaduct Tie Replacement - \$10.7 million (FY2013)
- Railroad Grade Crossing Surface Renewal - \$4.2 million (FY 2013-2015)
- Rt. 10 Lancaster Ave. Street Track Renewal - \$2.7 million (FY 2013-2014)
- Rt. 11 Main St. Street Track Renewal - \$3.2 million (FY 2013-2015)
- Rt. 15 Girard Ave. and Richmond Street Track Renewal - \$3.8 million (FY 2015-2016)
- Rt. 102 Sharon Hill Line Street Track Renewal - \$3.3 million (FY 2014-2016)
- Rt. 102 Grade Crossing Improvements (6 Locations) - \$450,000 (FY2013)
- Transit Asset management System - \$1.3 million (FY2013)
- Woodland Rail Shop Roof - \$5.6 million (FY 2021)

Please refer to the Illustrative List of Unfunded Projects, MPMS #77180, for State of Good Repair projects that have been deferred from SEPTA's capital program due to funding constraints.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAP	5307	9,096											
CAP	5339	2,957											
CAP	5309	3,670											
CAP	1514 BON	15,169											
CAP	1517	1,000											
CAP	LOC	473											
CAP	5307		5,861										
CAP	5339		2,600										
CAP	5337		3,680										
CAP	5309												
CAP	1514 BON		2,937										
CAP	LOC		98										
CAP	5307			5,350									
CAP	5309			1,600									
CAP	1514 BON			1,681									
CAP	LOC			56									
CAP	5307				2,400								
CAP	5309				1,600								
CAP	1514 BON				968								
CAP	LOC				32								
CAP	1517									5,600			
CAP	1517										11,700		

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

32,365	15,176	8,687	5,000	0	0	0	0	5,600	11,700	0	0	
Total FY2013-2016		61,228		Total FY2017-2020				0		Total FY2021-2024		17,300

MPMS# 77183 *Transit and Regional Rail Station Program*

LIMITS System-wide stations

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M8

PLANNING AREA:

DOD: 3

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

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

Transit and Regional Rail Facilities that will be reconstructed or rehabilitated as part of this program include but are not limited to:

- 69th Street Transportation Center West End Terminal Rehabilitation - \$6,250,000 (FY2013)
- 23rd and Venango Streets Bus Loop Rehabilitation - \$1,700,000 (Using FY2012 Funds)
- 35th and Allegheny Streets Bus Loop Rehabilitation - \$450,000 (Using FY2012 Funds)

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CAP	5309-C	5,000												
CAP	1514 BON	1,210												
CAP	LOC	40												
CAP	5307		1,200											
CAP	1514 BON		290											
CAP	LOC		10											
		6,250	1,500	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016		7,750		Total FY2017-2020				0		Total FY2021-2024		0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

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

LIMITS At 69th Street in Delaware County

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Upper Darby Township

AQ Code:FYN

PLANNING AREA: Developed Community

DOD: 5

PROJECT MANAGER:

CMP:

This project includes the design and phased construction of parking improvements at the 69th Street Transportation Center. The 69th Street Transportation Center is an intermodal transportation facility that serves as a terminus for SEPTA customers using the Market-Frankford Line, the Norristown High Speed Line, the Media-Sharon Hill Line and 17 SEPTA bus routes. The total project cost is \$30.2 million.

SEPTA is using prior year funds to advance Phase I of the 69th Street Transportation Center Parking Facility project. The total budget for Phase I is \$7,761,575. Phase I includes construction of site improvements including an upgrade of the transformer substation area, replacement of a retaining wall, installation of a stormwater management system, repair of 60-inch stormwater main, and relocation of a sanitary line. Phase I includes engineering/design of the entire 69th Street Transportation Center Parking Facility project.

As a result of capital funding constraints, future phases of the project have been deferred in SEPTA's capital program until Fiscal Year 2023. Funding in the amount of \$17,000,000 is programmed in Fiscal Years 2023-2024. Additional funding in the amount of \$5,468,425 will be programmed in later fiscal years. Future phases (pending availability of capital funds) include the construction of a 425-space parking garage and improvements to pedestrian connections between the new garage and the existing building. The construction of this garage will provide for increased ridership on SEPTA routes serving the 69th Street Transportation Center. A portion of the new parking facilities will also serve retail customers during evenings and weekends.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAP	5307											4,000	
CAP	5309											4,000	
CAP	1514 BON											1,936	
CAP	LOC											64	
CAP	5307												3,200
CAP	5309												2,400
CAP	1514 BON												1,355
CAP	LOC												45
CAP	LOC												
		0	0	0	0	0	0	0	0	0	0	10,000	7,000
		Total FY2013-2016			0	Total FY2017-2020				0	Total FY2021-2024		17,000

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 90497 *Infrastructure Safety and Renewal Program*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

AQ Code:M9

PLANNING AREA:

DOD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for the renovation, rehabilitation, or replacement of essential infrastructure and associated components of SEPTA's transit and railroad system. Projects to be funded include renovation/replacement of tracks, buildings and bridges, communications equipment and signals, and power equipment. SEPTA's ISRP projects are selected annually based on need. Projects to be advanced during FY 2013 include but are not limited to:

- Track/Right-of-Way: Trolley track work at 49th St. and Woodland Ave.; renew Trolley Route 34 track at several locations between 40th St. and 58th St. on Baltimore Ave., grade crossings at Edmonds Ave. and Berkley Ave. on the Route 102 Trolley Line; replace tie, resurface track, and perform brush cutting on the Norristown and Chestnut Hill West Regional Rail Lines; and replace curve worn rail at locations on the Market-Frankford and Trolley Lines.
- Regional Rail Line Station Facilities: Improvements (e.g. shelters, stairs, benches, floors, doors, windows, pathways, signage, sidewalks, drainage, tunnels, canopies, lighting, bicycle loops) to Norwood, Glenolden, Folcroft, Sharon Hill, Curtis Park and Darby Stations on Wilmington/Newark; renovate parking lot entrance at Glenolden; improve platforms at Warminster, 30th Street platform "A," and Fern Rock; replace tactile platform edging at Bethayres and Neshaminy Falls.
- Norristown High Speed Line reconstruction of Ardmore Avenue Station (replacement of platforms and shelters; new stairs and ramps from parking lot to the platforms; replacement of all electrical devices and lighting; and installation of new landscaping).
- Market-Frankford line: Replace roof and escalators at Spring Garden Station, and tactile platform edging at 15th St.
- Power Systems: replace DC traction power feeder cables at Loudon Substation(supports Broad Street and Trackless Trolley Lines); replace trolley wire on Route 11 along Woodland Ave. between 49th St. and Cecil St., and on Route 36 between the intersection of 49th St. & Paschall Ave. and the intersection of Elmwood Ave. & Millick St.; improvements to various City and Suburban Transit substations including replacement of high speed trip devices and breakers; replace existing Uninterrupted Power Supplies (UPS) for the Control Center and Radio Room; replace a section of duct bank and existing AC cable on the east side of Broad St. in the vicinity of Kerbaugh St.; replace catenary on Norristown and Warminster Lines.
- Maintenance/Support Facilities: repair floor beam connections at Bridge #0.49 and #0.58 on the Regional Rail Main Line. Design bridge repairs for Bridge #13.10 on the Lansdale Regional Rail Line; improvements to Broad Street Line vent wells and emergency exits; overhaul Packer Ave., 5th St. and 44th St. Pump Rooms on Market-Frankford and Broad Street Lines; improve lighting on the Broad St. Line (tunnel), Olney Transportation Center and 40th St. Station on Market-Frankford; improvements to Frontier Depot and other bus and rail vehicle maintenance shops, including energy efficient shop lighting, fencing and paving repairs; renovate office, locker room, bathroom and other transit and vehicle maintenance crew areas at Victory, Germantown, Southern, Callowhill, Fern Rock and Comly Garages; rehabilitate catenary structure attachments on 9th St. Viaduct of the Regional Rail Norristown and Main Lines.
- Regional Rail Signals/Communications Systems: install standard communications infrastructure on Airport Line, and between Temple and Wayne Junction Stations on Main Line to complement SEPTA's Positive Train Control implementation; replace existing Audio Visual Public Address (AVPA) signs at platform and mezzanine levels of 30th St. Station with industry standard LED signs; refurbish public address control units at all passenger stations on the Doylestown Line.
- Rail Operations Control Center communication improvements

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ERC	1514 BON	33,581											
ERC	LOC	1,119											
ERC	1514 BON		34,355										
ERC	LOC		1,145										
ERC	1514 BON			33,581									
ERC	LOC			1,119									
ERC	1514 BON				33,581								
ERC	LOC				1,119								
ERC	1514 BON					33,581							
ERC	LOC					1,119							
ERC	1514 BON						33,581						
ERC	LOC						1,119						
ERC	1514 BON							33,581					
ERC	LOC							1,119					

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

ERC 1514 BON									33,581			
ERC LOC									1,119			
ERC 1514 BON									33,581			
ERC LOC									1,119			
ERC 1514 BON										33,581		
ERC LOC										1,119		
ERC 1514 BON											33,581	
ERC LOC											1,119	
	34,700	35,500	34,700	34,700	34,700	34,700	34,700	34,700	34,700	34,700	34,700	34,700
	Total FY2013-2016		139,600		Total FY2017-2020		138,800		Total FY2021-2024		138,800	

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 90512 SEPTA Bus Purchase Program

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

AQ Code:M10

PLANNING AREA:

DOD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics including normal replacement of vehicles that have reached the end of their useful life. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for City Transit and Suburban service routes to 27-foot and 30-foot buses for contracted service routes. On March 22, 2012, SEPTA's Board awarded a contract for the 2012-2015 Bus Purchase Program. The 2012-2015 bus purchase program includes the purchase of approximately ninety 40-foot buses and one hundred fifty-five 60-foot buses to replace vehicles that have reached the end of their useful life. This program will replace the existing 60-foot bus fleet as follows: fifty-five buses in 2012, fifteen buses in 2013, forty-five buses in 2014 and forty buses in 2015. This program will replace ninety 40-foot buses in 2013.

The 2012-2015 Bus Purchase Program was structured with the option to purchase the 40-foot and 60-foot buses as hybrids (diesel-electric) or clean diesel in any given calendar year. SEPTA received supplemental Federal Transit Administration (FTA) discretionary funds that will allow the Authority to purchase of 60-foot hybrid buses in 2012 and 40-foot hybrid bus in 2013.

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

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

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

Funding for this program is also provided from MPMS #65109, FHWA Transit Flex to SEPTA.

State Bond funds programmed in MPMS #90512 in the amount of \$4.133 million each year will be applied as a state match for the flex funds programmed in MPMS# 65109.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PUR	5339	2,645											
PUR	5307	14,752											
PUR	1514 BON	8,342											
PUR	LOC	278											
PUR	5339		4,918										
PUR	5307		15,010										
PUR	5308		3,000										
PUR	1514 BON		9,680										
PUR	LOC		323										
PUR	5307			11,871									
PUR	5339			5,526									
PUR	1514 BON			8,342									
PUR	LOC			278									
PUR	5307				22,757								
PUR	1514 BON				9,639								
PUR	LOC				321								
PUR	5307					13,621							
PUR	1514 BON					7,428							
PUR	LOC					248							

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

PUR 5307					13,493								
PUR 1514 BON					7,397								
PUR LOC					247								
PUR 5307						22,757							
PUR 1514 BON						9,639							
PUR LOC						321							
PUR 5307							22,757						
PUR 1514 BON							9,639						
PUR LOC							321						
PUR 5307								22,757					
PUR 1514 BON								9,639					
PUR LOC								321					
PUR 5307									22,757				
PUR 1514 BON									9,639				
PUR LOC									321				
PUR 5307										31,893			
PUR 1514 BON										11,849			
PUR LOC										395			
PUR 5307											32,021		
PUR 1514 BON											11,880		
PUR LOC											396		
	26,017	32,931	26,017	32,717	21,297	21,137	32,717	32,717	32,717	32,717	44,137	44,297	
	Total FY2013-2016		117,682		Total FY2017-2020		107,868		Total FY2021-2024		153,868		

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 95402 *Bridge Improvement Program*

LIMITS System-wide bridges

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

AQ Code:M9

PLANNING AREA:

DOD:

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

This program will restore SEPTA's bridges to a state of good repair. Currently programmed projects include but are not limited to:

- Chestnut Hill West Regional Rail Line - Bridge 0.35 replacement - \$5.5 million (FY 2019)
- Media Regional Rail Line – Crum Creek Viaduct replacement - \$59 million (FY 2020-2021)
- Media Regional Rail Line – Crum Creek Viaduct replacement Engineering & Design - \$500,000 (FY 2013)
- Media Regional Rail Line – Replacement of bridge timbers on three viaducts and painting - \$8.2 million (FY 2022)
- Norristown High Speed Line (NHSL) - Viaduct over Schuylkill River Rehab, Timbers/Cables and Painting - \$33.8 million (FY 2019-2020)
- Norristown High Speed Line - Bridge 0.15 replacement - \$13.5 million (FY 2021-2022)
- Regional Rail lines - Stone arch bridge rehabilitation - \$6 million (FY 2022-2023)
- Regional Rail lines - Stone arch bridge rehabilitation Engineering & Design - \$400,000 (FY 2013)

Please refer to the Illustrative List of Unfunded Projects, MPMS #95402, for bridge projects that have been deferred from SEPTA's capital program due to funding constraints.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAP	5307	720											
CAP	1514 BON	174											
CAP	LOC	6											
CAP	1514 BON		929										
CAP	LOC		31										
CAP	5307						19,188						
CAP	5309						10,008						
CAP	1514 BON						7,064						
CAP	LOC						236						
CAP	5307							9,560					
CAP	5309							6,967					
CAP	1514 BON							3,999					
CAP	LOC							133					
CAP	5307								21,346				
CAP	5309								12,982				
CAP	1514 BON								8,305				
CAP	LOC								277				
CAP	5307									12,377			
CAP	5309									8,800			
CAP	1514 BON									5,123			
CAP	LOC									171			
CAP	5307												
CAP	1514 BON												
CAP	LOC												
		900	960	0	0	0	0	36,496	20,659	42,910	26,471	0	0
		Total FY2013-2016		1,860		Total FY2017-2020		57,155		Total FY2021-2024		69,381	

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 98235 *West Trenton Line Separation Project*

LIMITS Woodbourne, PA to West Trenton NJ

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M9

PLANNING AREA:

DOD:

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

This project, which is in partnership with CSX Transportation, will separate SEPTA passenger rail and CSX freight rail operations along a six-mile portion of track owned by CSX between the Woodbourne, Pennsylvania and West Trenton, New Jersey Stations.

The project will also permit SEPTA to fully implement Positive Train Control (PTC), the signal-based rail safety system.

TIGER V Grant: \$10,000,000

CSX Contribution: \$7,223,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CAP	TIGER-T		10,000											
CAP	5307													
CAP	CSX		7,223											
CAP	1517		2,500											
CAP	1514 BON		12,848											
CAP	LOC		429											
CAP	5307			3,640										
CAP	1517			1,500										
CAP	1514 BON			3,530										
CAP	LOC			117										
		0	33,000	8,787	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016		41,787		Total FY2017-2020			0		Total FY2021-2024			0

Total For	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
SEPTA	\$385,972	\$398,358	\$350,652	\$343,453	\$1,478,435	\$1,378,199	\$1,372,574

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

Various

MPMS# 97474 *John Heinz National Wildlife Refuge Cyclist and Pedestrian Access Study*

LIMITS No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Philadelphia City; Tincum Township AQ Code:A2

PLANNING AREA: Core City; Developed Community DOD:

PROJECT MANAGER: CAC CMP:

This project is funded through the Paul S. Sarbanes Transit in Parks program and is to support bicycle and pedestrian access planning in four distinct focus areas adjacent to the John Heinz National Wildlife Refuge (JHNWR): 1.)The 84th Street Crossing in Philadelphia, PA; 2.)The SEPTA Eastwick Station Link in Philadelphia, PA;3.)The Pennsylvania Route 420 Crossing in Tincum Township, Delaware County, PA; and 4.)The abandoned Chester Short Line Trolley bed in Philadelphia, PA and Tincum Township, Delaware County, PA.

Clean Air Council will take the lead on retaining a design and engineering consultant to create a set of detailed design plans for bicycle and pedestrian connections to John Heinz National Wildlife Refuge. Design and engineering activity for this project will require coordination with the Pennsylvania Department of Transportation, the John Heinz National Wildlife Refuge, local governments, and others with interests.

The John Heinz National Wildlife Refuge is an important destination along and component of the East Coast Greenway, a proposed multi-use trail running from Maine to Florida. Improved access to The Refuge will assist in the creation of an uninterrupted route fro pedestrians and cyclists through busy and congested areas in this area.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
STUD	5320	0	447	0	0	0	0	0	0	0	0	0	0
Total FY2013-2016		447		447		Total FY2017-2020				0			
										Total FY2021-2024			
										0			

Total For Various	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
	\$0	\$447	\$0	\$0	\$447	\$0	\$0