



FISCAL YEAR 2023

PROPOSED CAPITAL BUDGET

Fiscal Years 2023–2034 Proposed Capital Program



69TH ST
TERMINAL

145

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50



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AN INVESTMENT IN OUR RIDERS: A Letter From Leadership

The Philadelphia region's foundation and strength is built on transit.

In 1964, the Southeastern Pennsylvania Transportation Authority (SEPTA) inherited a collection of independent railroads, trolley lines, and bus companies. Together, these former competitors created the framework the region grew around. Our entire region—from the streetcar suburbs of West Philly, to the Main Line of the Pennsylvania Railroad—our downtowns, our neighborhoods, our communities, blossomed around these legacy transit lines.

Today, this historic transportation system remains more than essential: it's what enables people in Greater Philadelphia to lead productive, enjoyable, meaningful lives. Hundreds of thousands of people rely on SEPTA to reach jobs, schools, and essential services; cultural centers, recreation, houses of worship, and life-changing opportunities. SEPTA makes that happen—now more than ever. Our riders, like our operators, are the heroes moving Philadelphia through the pandemic. Our riders are our neighbors, our friends, and our family. This Capital Program is an investment in them.

Thanks to leaders at all levels of government from across our region, this Capital Program represents a historic commitment of more than \$1 billion in FY2023 to transit across our region. We are grateful to these leaders for recognizing that investing in transit is an investment in our region and the entire Commonwealth of Pennsylvania: an investment to connect our residents to opportunities, keep goods moving, create well-paying jobs, and enable inclusive growth. It is an investment to sustain our environment and secure our health.

Our mission at SEPTA is not just to operate and maintain the incredible legacy system we inherited, but to transform it for the 21st century. That's why this Capital Program creates a more effective bus network, a Regional Rail system that goes beyond the commute, and a more accessible Metro system with modern trolleys and extended service to King of Prussia. **Together, these efforts will move our region forward because we know that SEPTA is more than transit; it is the way we connect to each other.**



Pasquale T. Deon
SEPTA Board Chairman



Leslie S. Richards
SEPTA Chief Executive Officer/GM



○ A HISTORIC FUNDING OPPORTUNITY

- **SEPTA's FY 2023 Capital Budget proposal is the largest in our history at more than \$1.1 billion to transform our legacy system into the transit network of tomorrow. Over the next 12 years, we intend to invest \$11.4 billion in building a region that is equitable, sustainable, and prosperous for everyone.**

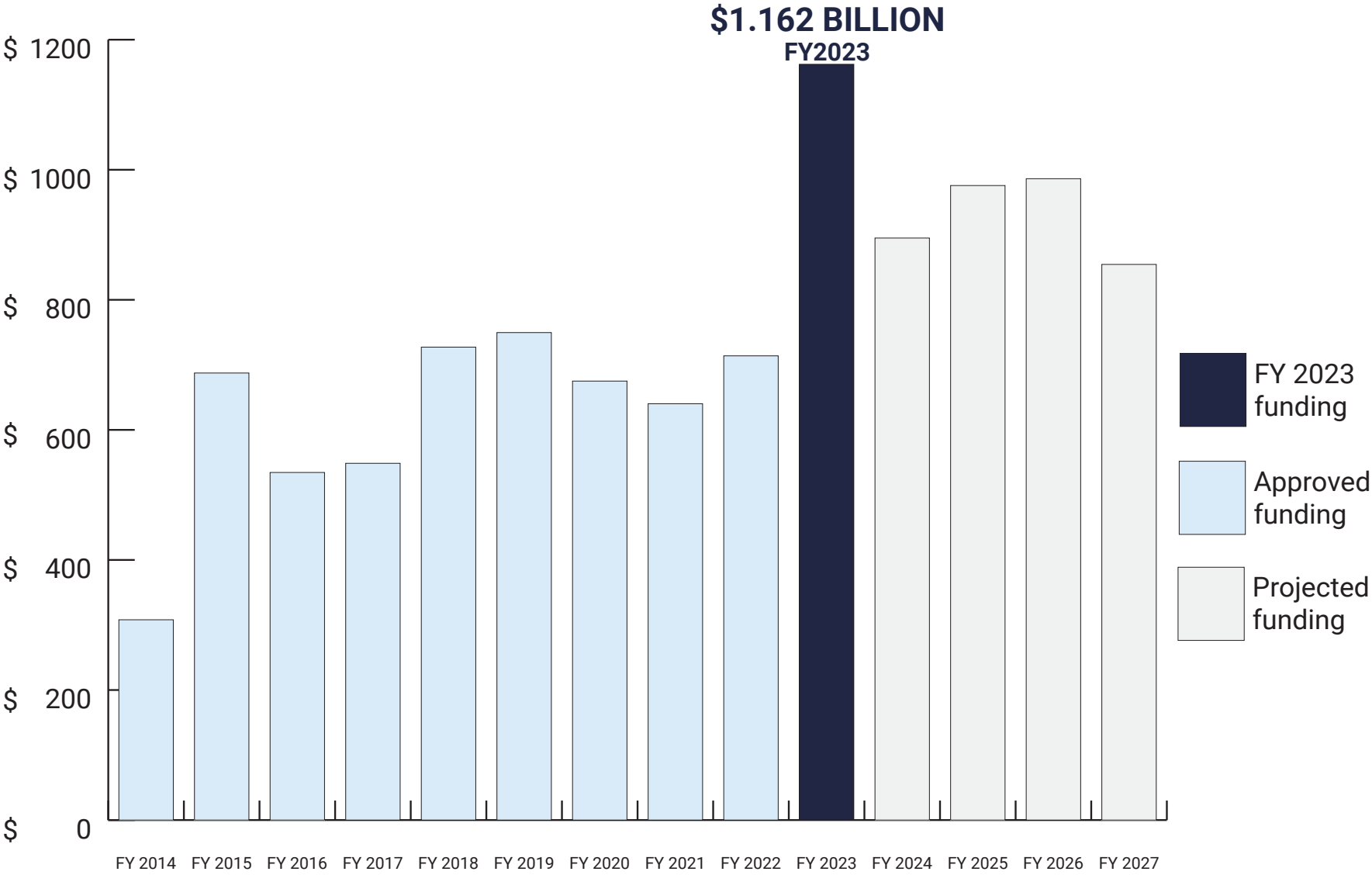
These historic funding levels are made possible by increased federal funding resulting from November 2021 enactment of the Bipartisan Infrastructure Law (BIL, also known as the Infrastructure Investment and Jobs Act, or IIJA) and the transition of state sources of capital assistance from reliance on Pennsylvania Turnpike Commission bonds to the state's Motor Vehicle Sales and Use Tax.

With the transition of state funding to a sustainable and bondable source, SEPTA is able to leverage against forecasted state revenues to issue bonds to support critical capital investments. These projected bond revenues significantly increase the Authority's capital program, allowing it to address the critical state of good repair backlog earlier, including supporting the acquisition of new vehicles to replace the nation's oldest rail fleet.

SEPTA's capital program is also supported by a commitment from regional leaders to flex nearly \$300 million in federal Congestion Mitigation and Air Quality program (CMAQ) funds beginning in FY 2025. These additional flexed federal highway dollars allow SEPTA to commit significant dollars to advancing its Projects of Significance while our region continues to identify additional regional funding to help leverage and maximize federal and state resources to address SEPTA's capital needs.

SEPTA is grateful to elected leaders at the local, state, and federal level for their commitment to advancing these funding sources in order to deliver a transformative investment in the entire Southeastern Pennsylvania region.

Approved and Projected Capital Funding (in Millions)



PROVIDING BENEFITS ACROSS THE REGION

The Southeastern Pennsylvania region is built on the strength of our diverse communities and neighborhoods. SEPTA connects people to what makes the region unique. It links the workers, offices, educational institutions, and other resources that makes our region so attractive to businesses.

But SEPTA is more than the sum of our parts—we support equity and enhance quality of life by catalyzing the economy, connecting people with opportunity, sustaining our environment, and supporting safe and healthy lifestyles.

\$3 billion
annual statewide
economic activity

and has catalyzed additional growth and development across Southeastern PA.

\$33 billion
in housing value
in southeastern PA

Access to transit represented 8% of total housing value, highlighting the enduring value of living near transit.

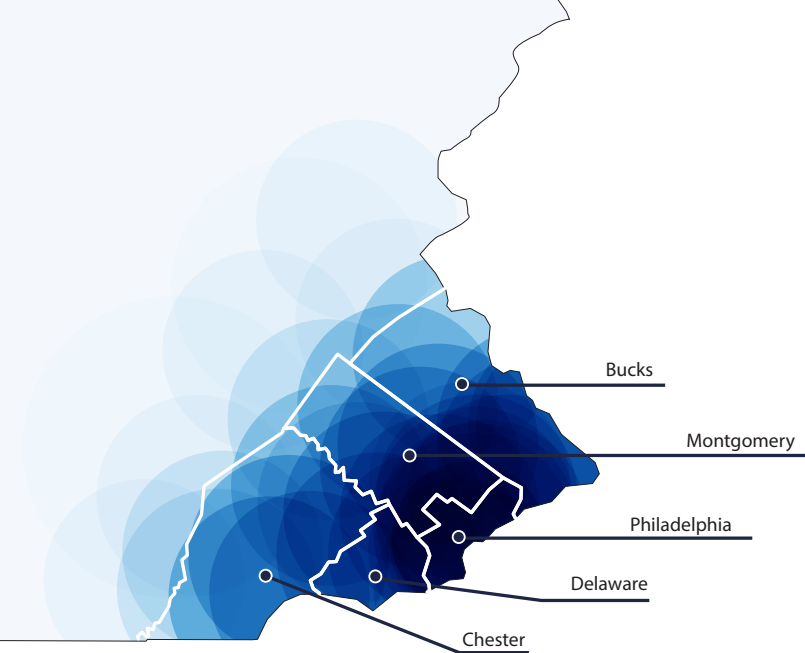
\$13.3 billion
or 38% of total
tax revenues

to the state general fund. Transit makes this possible.



• TRANSIT IS AN ECONOMIC ENGINE

SEPTA contributes directly to our region's economy and spurs broader economic growth. **Southeastern Pennsylvania, which covers 5% of Pennsylvania's land area, accounts for 42% of the Commonwealth's total economic activity.** This degree of economic productivity and density is **only possible with transit to efficiently connect people throughout the region.**



\$830 in savings per household each year

Transit is an economic equalizer that preserves affordability and access to opportunity in a growing region, serving as an important catalyst for an equitable future. In the City of Philadelphia, the average household saves \$830 per year on transportation household spending, a net financial benefit associated with proximity to high-quality transit.

GHG emissions are >10% below national average

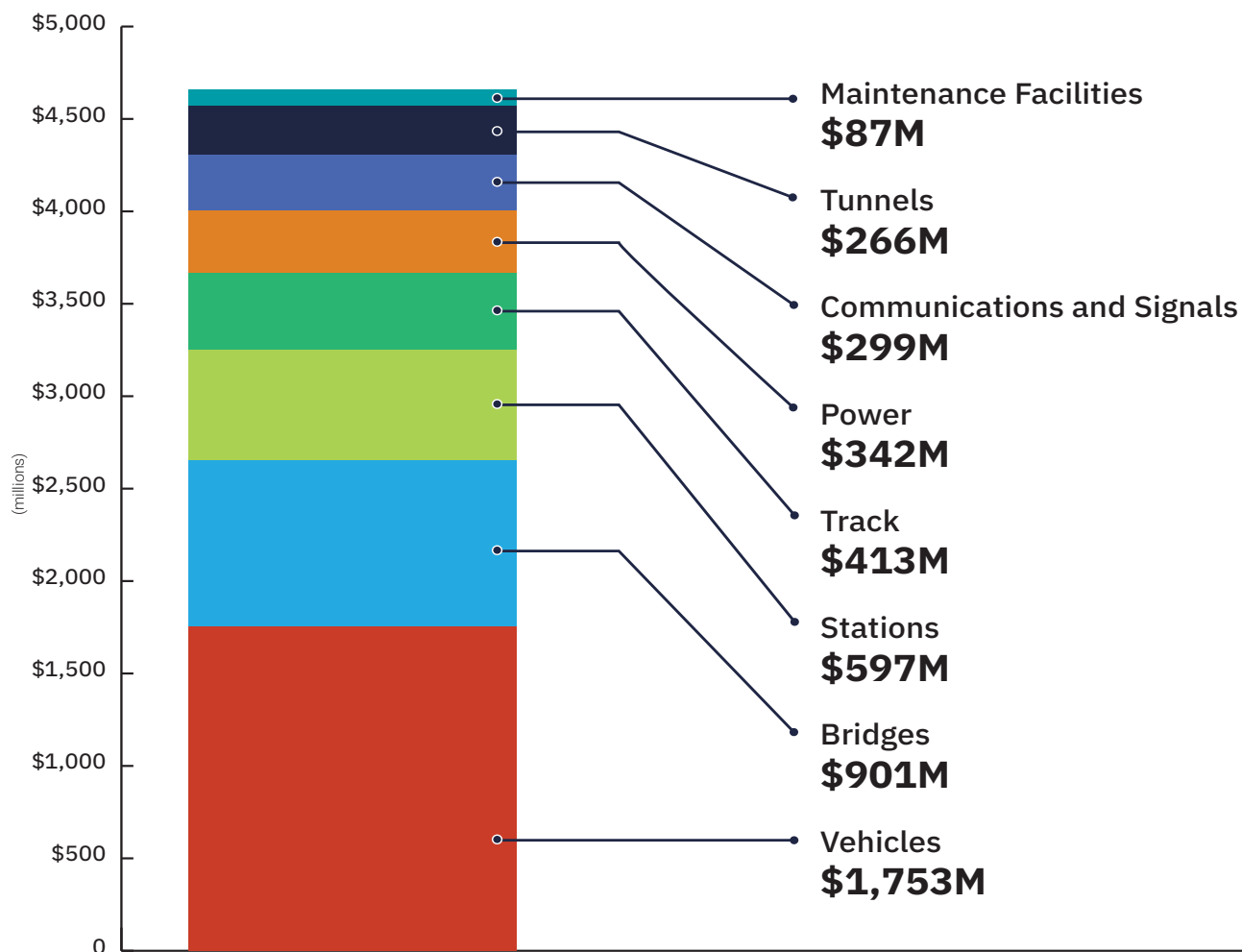
Public transit is inherently sustainable: SEPTA Metro and Regional Rail emit less than half as many greenhouse gasses per passenger mile as a single-occupancy car. Transportation is the largest source of carbon emissions in the U.S., accounting for 28% of all emissions. In Philadelphia, transportation only represents 25% of carbon emissions thanks to a culture of low and no-carbon travel, including mass transit.

10x to 18x safer than driving

Riding transit is safer than driving—by many multiples. As transit use increases, traffic fatalities decrease—bus and rail transit are 10 times safer than driving while Regional Rail is 18 times safer than driving. Transit usage is a critical component of the region's Vision Zero initiatives to eliminate deaths and serious injuries resulting from traffic crashes.

OUR STATE-OF-GOOD-REPAIR BACKLOG IS MORE THAN NUMBERS ON PAPER.

As a legacy agency, we work hard to keep the systems we inherited running everyday while modernizing them to meet the needs of our region. We are rehabilitating bridges, upgrading power supply systems, and rebuilding stations to support a 21st century transit system; however, our \$4.6 billion state-of-good-repair-backlog outpaces funding levels, which means that we need to prioritize our most urgent needs.

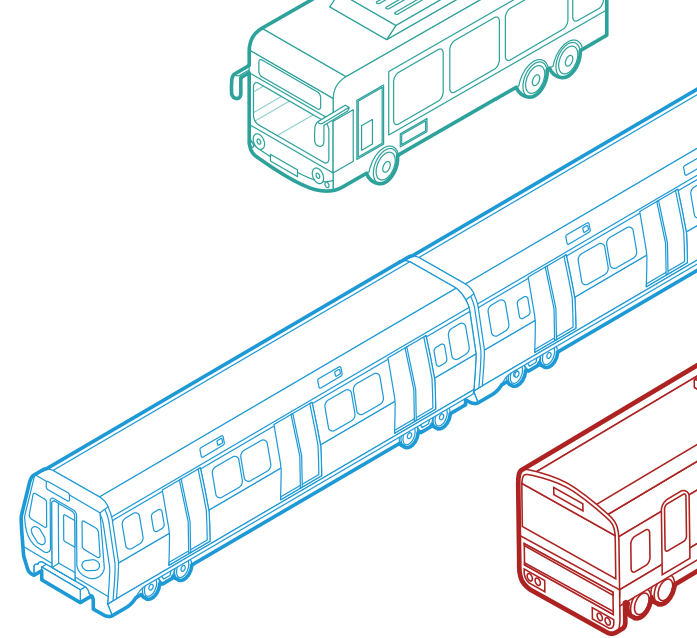


Nearly 40% of SEPTA's backlog of state-of-good repair is vehicles.

SEPTA has one of the oldest rail fleets in the country—and we're doing everything we can to keep our vehicles up and running. We inspect them regularly, run robust maintenance programs, and completely overhaul them every few years—but these efforts can only go so far.

Most of our Regional Rail cars are almost 50 years old—they started running while President Nixon was still in office. Our trolleys were built nearly 40 years ago, before important accessibility requirements were standard practice. Vehicles on the Market-Frankford Line, which carry more people than any other line in our system, are already almost 25 years old.

These vehicles are the anchor of our system—everything that we do to keep the region moving relies on them. That's why our Capital Program invests in more reliable, modern vehicles that will run smoother, increase reliability, and improve accessibility for all.



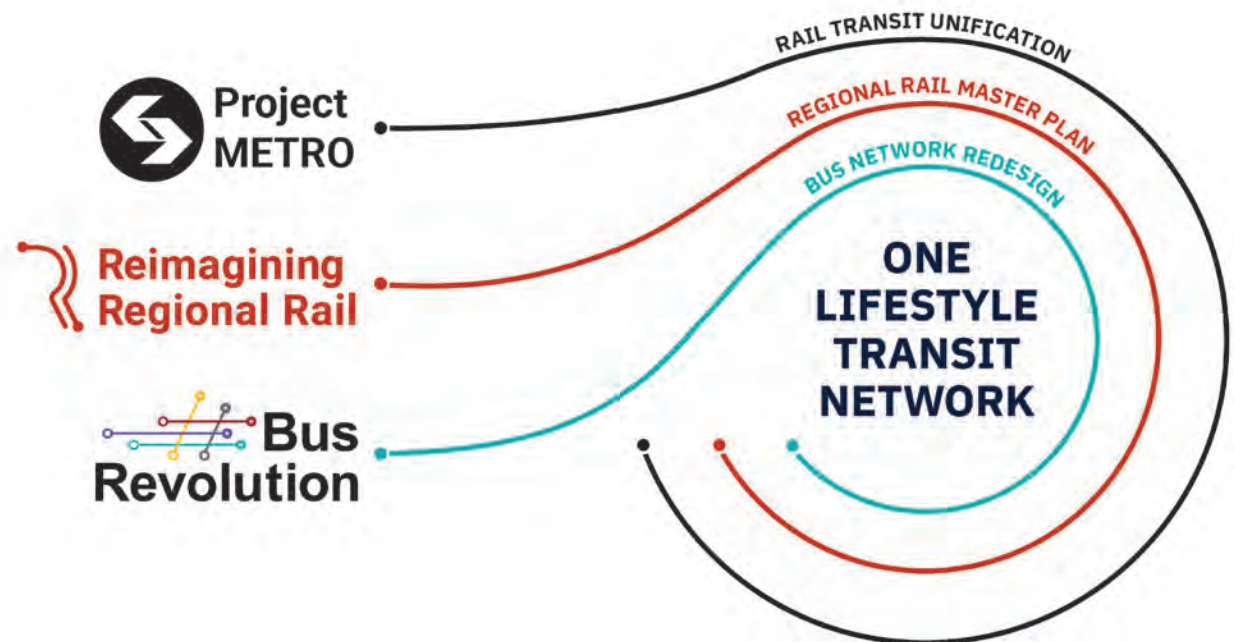
SEPTA		Track 6	
5:04	Chestnut H E 6710 LOC	2 LATE	6
5:11	Elwyn 361 LOC	ON TIME	6
5:14	Newark 9251 EXP	2 LATE	6
5:19	Marcus Hook 5253 LOC	ON TIME	6
September 27, 5:08 PM			

SEPTA FORWARD

SEPTA Forward, our strategic plan, is the framework to transform our organization and services to meet the changing needs of our riders. It sets a clear vision for the future with transit at the core of a resilient, prosperous, and equitable, community for everyone because **SEPTA is more than transit; it is the way we connect to each other.**

THREE PROJECTS, ONE NETWORK, ONE VISION

SEPTA Forward established three major initiatives to help us build towards our vision. While each initiative is focused on crunching the numbers, involving the public, and making data-driven recommendations for improvement, this Capital Program lays the groundwork to bring this vision to reality through these three programs.

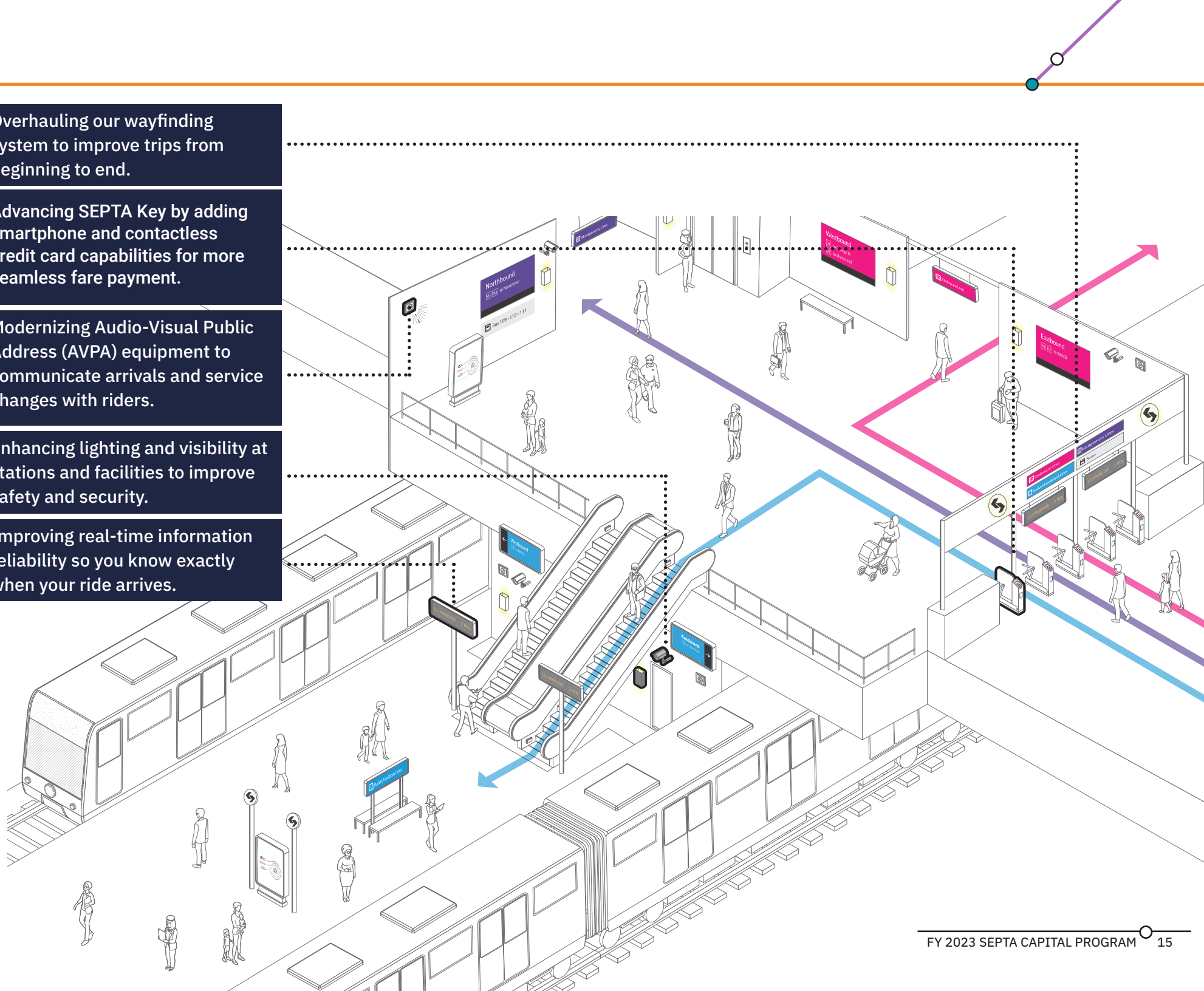




PROVIDING AN INTUITIVE + SEAMLESS EXPERIENCE

The vision put forth by SEPTA Forward is based on providing an intuitive experience and a seamless transit network. That means making our system easy-to-use for all, providing convenient services and the right information at the right time, for a smooth and enjoyable journey. SEPTA is making investments across the system to bring this to reality with enhanced real-time information and more seamless fare payment methods.

- Overhauling our wayfinding system to improve trips from beginning to end.
- Advancing SEPTA Key by adding smartphone and contactless credit card capabilities for more seamless fare payment.
- Modernizing Audio-Visual Public Address (AVPA) equipment to communicate arrivals and service changes with riders.
- Enhancing lighting and visibility at stations and facilities to improve safety and security.
- Improving real-time information reliability so you know exactly when your ride arrives.





Project METRO



A TRANSFORMATIONAL INVESTMENT IN OUR RAIL TRANSIT NETWORK

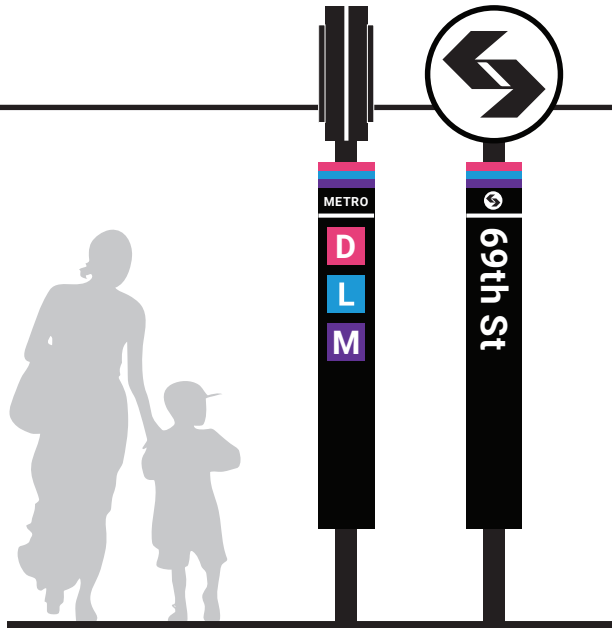
We're working to unify the Market-Frankford Line, Broad Street Line, Norristown High Speed Line, and the routes 10, 11, 13, 15, 34, 36, and 101 and 102 as a single, easy-to-use network with new maps, signage, and communication—the SEPTA Metro. Our goal is to make these vital lines accessible and easy to use no matter who you are, or how well you know SEPTA.

More than wayfinding, "Project Metro" is how we can work together to create a modern, best-in-class frequent rail transit network. From Trolley Modernization's new stations and accessible vehicles, to King of Prussia Rail's extension to the region's third largest employment center, the procurement of new vehicles on the Market-Frankford Line, and accessibility improvements at major hubs like 30th Street and along the Broad Street Line, Project Metro will ensure that these projects are working together to meet the same goals.

Project Goals

1. Increase and improve access to opportunity.
2. Prioritize an intuitive, accessible journey from start to finish.
3. Create a visible, prominent transit system that is seen as the front door to the region.





MAKING TRANSIT EASY TO USE FOR EVERYONE

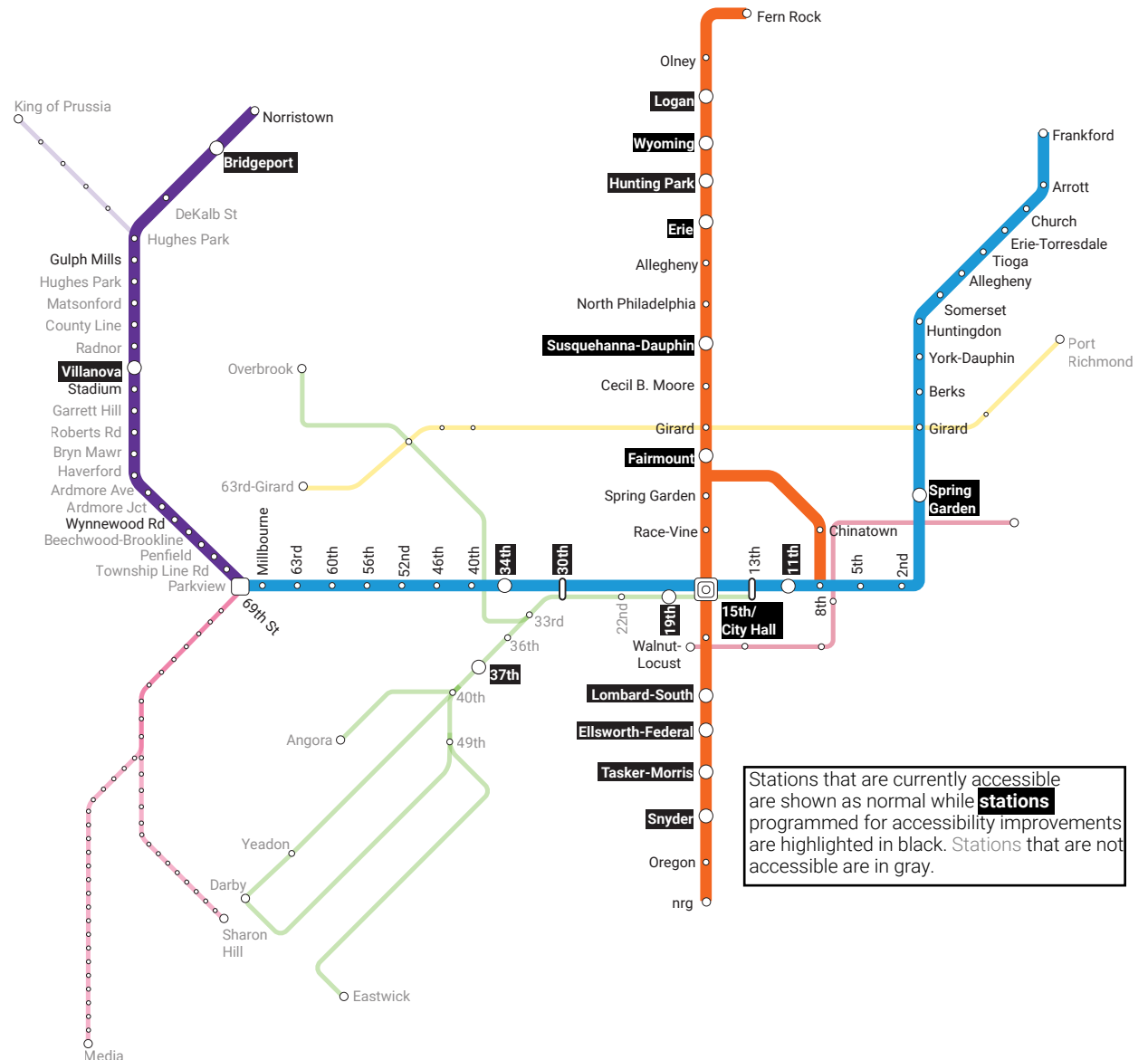
After years of feedback, **SEPTA is committing \$40 million to implement the Wayfinding Master Plan** by installing new signage across the Metro system to make the stations easier to navigate, improving real-time information with enhanced screens, and redesigning our mobile app and website. Together, these efforts will transform the Metro system into an intuitive and seamless network that is welcoming to all.



BUILDING AN ACCESSIBLE METRO

In recent years, SEPTA completed accessibility projects at 40th Street, 15th Street, and Arrott Transportation Center on the Market-Frankford Line. Additional work is underway at Susquehanna-Dauphin Station on the Broad Street Line and 30th Street Station serving both the Market-Frankford Line and City Trolleys, while design work continues on improvements at Tasker-Morris Station on the Broad Street Line and 11th Street Station on the Market-Frankford Line.

Thanks in part to additional federal infrastructure funding, **SEPTA is investing more than \$500 million to continue to focus on our commitment to make all stations on the Broad Street Line and Market Frankford Line accessible within the next decade.** These investments make the system easier to use and more accessible for all, including seniors, anyone with mobility disabilities, and those with baby strollers or groceries.



NEW VEHICLES FOR OUR MOST USED LINE

SEPTA's Market-Frankford Line is the workhorse of our system, connecting to every other Metro line, the entire Regional Rail system, and nearly half of our bus routes. However, the M-4 vehicles that provide this service day in and day out are now 25 years old and require more and more maintenance every year to keep them running. In order to continue providing reliable service on this line, **we're investing \$800 million in modern vehicles and an upgraded signal system to support greater frequency of service.**



Trolley Modernization

Trolley Modernization is a once in a generation opportunity to transform the nation's largest trolley network, delivering benefits across the region. Trolleys have played a critical role in our region since the early 1900s. The current vehicles have served communities since the 1980s, but need to be replaced with modern, accessible vehicles and stations. **SEPTA is committing more than \$1.15 billion to transform trolleys to meet the needs of riders today and tomorrow—that means faster and easier to use service for everyone.**

New, longer vehicles that hold more passengers and feature low floors and ramps, wider pathways, audio and visual messaging systems, and designated open space for people with wheelchairs, walkers, and strollers.

New on-street stations that are well-marked, safe, and fully accessible. Rebuilt existing stations are fully accessible with improved amenities.

Infrastructure + operational improvements to facilities, signals, and stations to make service faster and more reliable.

Proposed line extensions to make it easier for riders to reach more destinations and connect to more SEPTA services, improve operations, and have more room for passenger and operator amenities.



King of Prussia Rail

○ The King of Prussia Rail Project (KOP Rail) will extend the existing Norristown High Speed Line (NHSL) 4 miles into King of Prussia, connecting the region's three largest employment centers—Center City, University City, and King of Prussia—with frequent and reliable transit service that reduces a typical trip on transit from 75 minutes to 45 minutes.

By providing a congestion-free transit connection to King of Prussia, Philadelphia, Norristown, and other destinations, KOP Rail will help drive growth and opportunity for the Region, including stimulating 5.3 million square feet of new development, \$2.5 billion in property values across the region, 8,000 permanent new jobs, and \$636 million in additional annual earnings across southeastern PA.

KOP Rail is currently advancing through the Federal Transit Administration's Capital Investment Grant (CIG) Program pipeline—the largest transit construction grant program in the country. **SEPTA is committing \$390 million in this Capital Program to progress the project and leverage additional federal funding.**



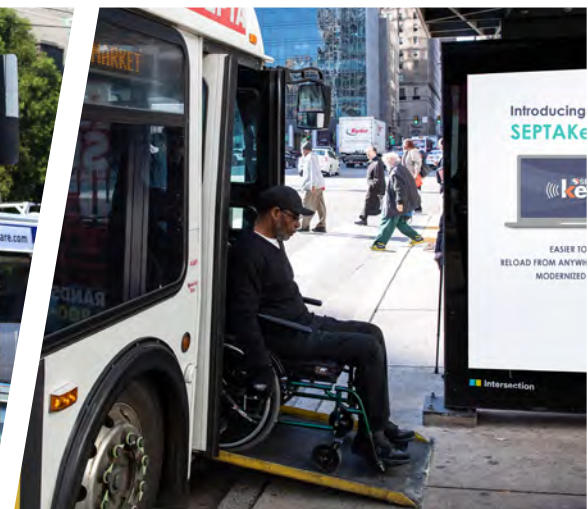
Bus Revolution

A COMPLETE BUS NETWORK REDESIGN

Buses are the lifeblood of the SEPTA system. They carry nearly half of all SEPTA riders and make up the majority of “service hours” across our region. While our bus network is rooted in history, with many of our buses running on the same routes that started out as streetcar and trolley lines a century ago, the way we travel now has changed a lot. Bus Revolution will redesign the bus network to better match how people travel, aligning services with changes to the city and region, simplifying bus routes to improve system legibility, and increasing operational efficiency and effectiveness through improved speed and reliability.

Project Goals

1. Increase and improve access to opportunity.
2. Prioritize an intuitive rider experience through a seamless, simplified system.
3. Create a reliable, predictable system that people can trust.

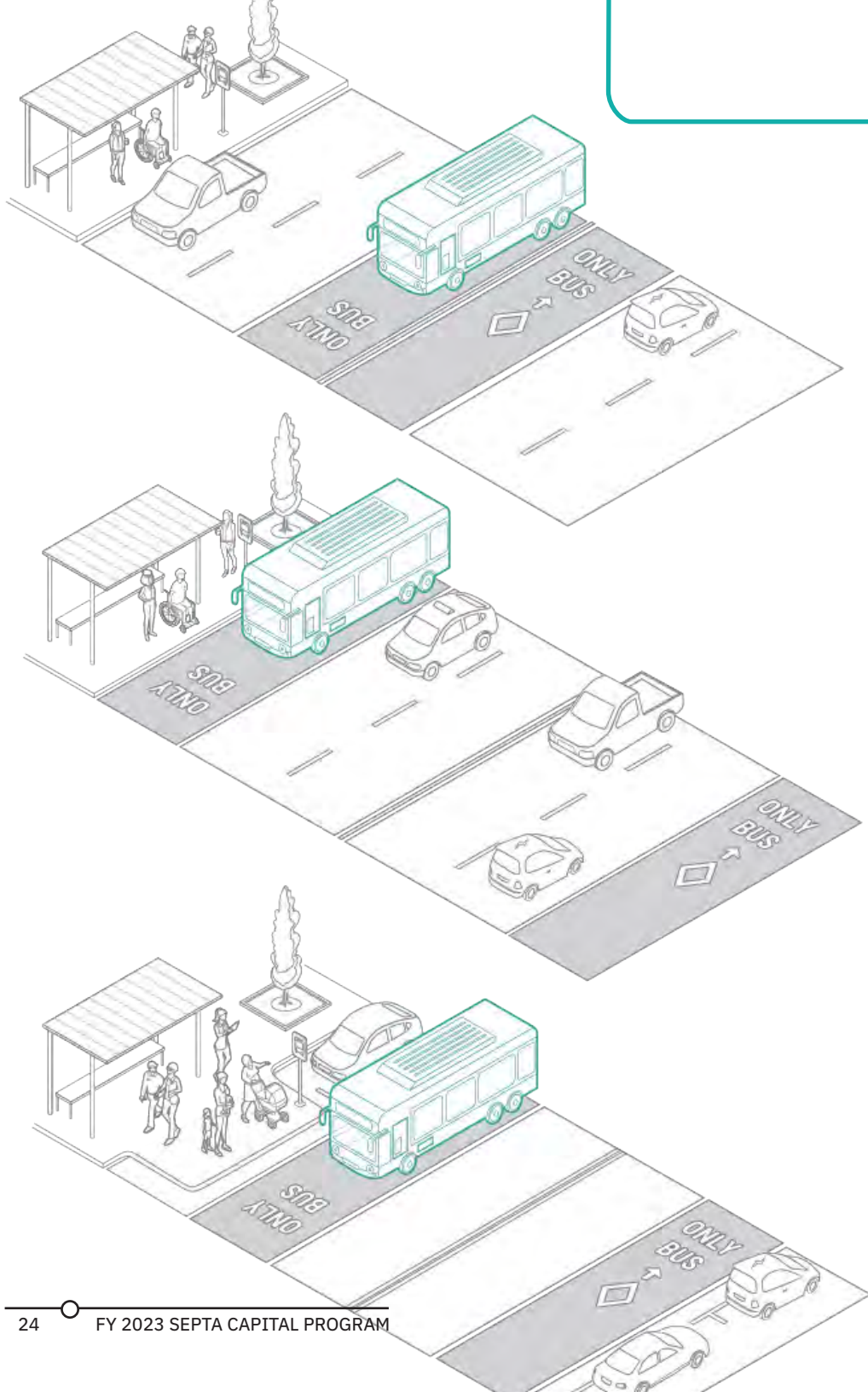


○ PARTNERSHIPS ARE CRITICAL

We can't make bus service faster and more reliable alone. Many of the opportunities to improve speed and reliability include work along public streets, such as introducing transit-only lanes, prioritization at signalized intersections, and even improved bus stop platforms. These improvements require help from the communities where buses operate, such as the City of Philadelphia, and other partners like the Pennsylvania Department of Transportation (PennDOT)—that's why we are committed to working with them to invest in bus infrastructure and complete streets projects across our region.

This Capital Program commits \$130 million to infrastructure improvements designed to complement the service changes made through Bus Revolution to make our transit network more seamless and reliable.





PRIORITIZING TRANSIT ON OUR STREETS

The analysis we completed for Bus Revolution revealed that the biggest opportunities to strengthen the bus system are improving speed and reliability. That's not surprising—when buses are stuck in congestion it means longer trips with more frequent delays for riders. In similar cities across the country, buses move at an average speed of 13 to 14 mph, but in the City of Philadelphia, buses average only 8 mph—that's over 40% slower!

Transit priority measures help buses move more quickly along streets and through intersections. That could mean dedicated bus lanes along certain streets or special traffic lights that prioritize transit ("transit signal priority") and lanes that let buses bypass car traffic ("queue jump lanes") at intersections. **SEPTA is committing \$45 million to these improvements and additional enhancements to bus stops, including real-time information and platforms, to create the strong foundation necessary for reliable and frequent bus service and address the top priorities of our riders.**



The new facility at the Wissahickon Transportation Center will improve connections and the waiting experience for riders and provide improved amenities for operators, such as bathrooms and break rooms.

○ IMPROVING END-OF-LINE FACILITIES

Improving bus end-of-line facilities is important for both riders and operators. SEPTA's end-of-line facilities are often where riders transfer to other bus lines and SEPTA services such as Metro and Regional Rail, and where riders are dropped off from carpools or shuttles to catch the bus. For operators, it's where they can take their break between trips. In many locations, SEPTA does not own these locations and frequently partners with nearby property owners to provide bathrooms for operators, but it's not always reliable for operators.

For our riders, improved end-of-line facilities mean we can provide a more consistent set of amenities at these locations—such as benches, shelters, real-time information screens, and maps—which is essential to making transit easy for everyone. It also means that we can provide more comfortable break rooms and bathrooms for our bus operators—the heroes we rely on to move people safely across our region. **This Capital Program dedicates \$70 million to designing and developing new end-of-line facilities across our bus network.**



MAKING TRANSIT EVEN MORE SUSTAINABLE ○ WITH ZERO-EMISSION BUSES

Although riding transit is already much more sustainable than driving, SEPTA is committed to transitioning away from diesel-powered buses and toward zero-emission buses (ZEBs) by the year 2040. ZEBs could include a combination of battery-electric buses (BEBs), fuel cell electric buses (FCEBs), and Trackless Trolleys. In addition to reducing SEPTA's carbon footprint, ZEBs contribute to regional and national greenhouse gas reduction goals and improve local air quality. Once SEPTA completes its current procurement of 220 hybrid buses, **SEPTA is investing between \$105 million and \$140 million every year between 2026 and 2034 to transition to a ZEB fleet as a part of our rolling bus replacement program.**

MORE RELIABLE BUS SERVICE WITH A NEW DISPATCH SYSTEM

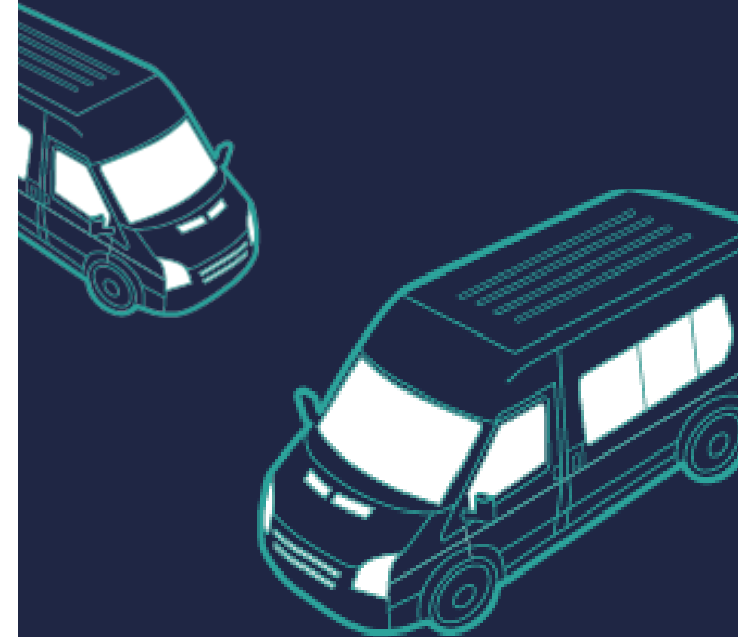
SEPTA relies on increasingly-outdated technology to dispatch buses and communicate with the Control Center. **This Capital Program commits \$121 million to delivering a new Computer Aided Radio Dispatch (CARD) system to improve communications between operators, dispatchers, and the Control Center, ensuring that vehicles are on-time and service changes are clearly communicated with riders.**

We know that reliable and accurate real-time information is key to improving riders' experience on SEPTA. This new CARD system will also generate accurate real-time information that will be shared with riders through our new Audio Visual Public Address signs and speakers, as well as on mobile devices. This project will retire the existing CARD system.



IMPROVING SERVICE WITH MICROTRANSIT

Microtransit is a flexible, on-demand transit service designed to serve low density, low ridership, and other difficult-to-service areas where access remains critical. It is the next generation of dial-a-ride, designed to maintain access while improving both rider experiences and operational efficiency. Redesigning the bus network through Bus Revolution creates an opportunity to introduce microtransit as part of a proposed family of services.



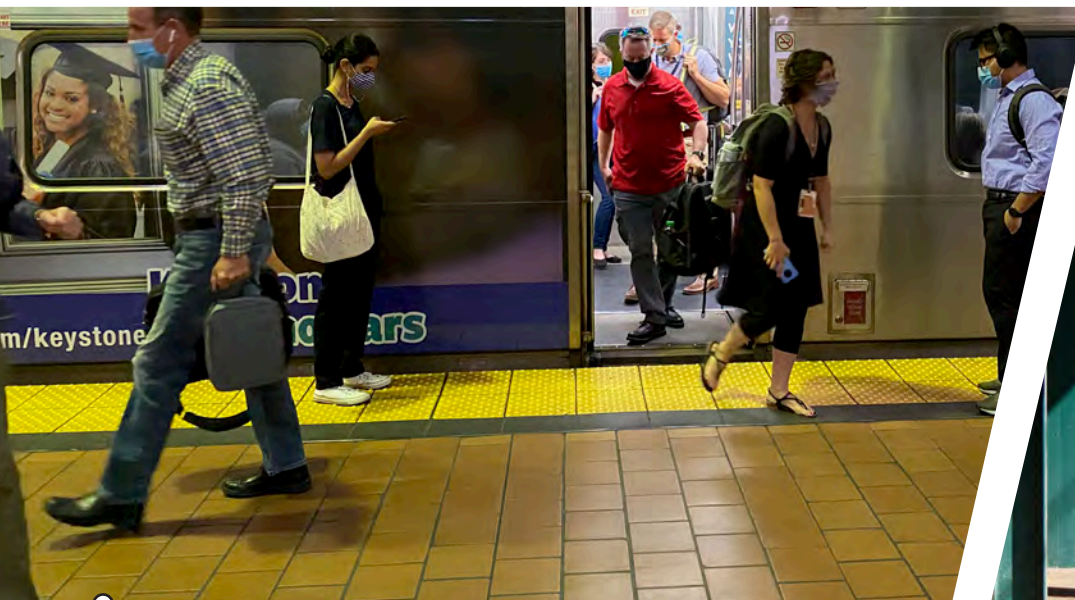
Reimagining Regional Rail

REGIONAL RAIL THAT WORKS FOR EVERYONE

Everyone knows Regional Rail is great for commuting 9-to-5, but what if it could be more than that? Imagine Regional Rail service that is just as convenient on nights and weekends as it is at 5:00 PM, or that serves reverse commuters just as well as those headed to Center City. Imagine Regional Rail with better integration with Metro and buses. How would that change the way you travel? We see Regional Rail as part of a lifestyle network of frequent, all-day, and all-week services that connect people to a range of destinations across the region. Reimagining Regional Rail is a rider and data-driven process to create a vision of what that looks like, and identifying what it will take to get there. Everything is up for discussion—from schedules to vehicles, station amenities and signage.

Project Goals

1. Increase and improve access to opportunity.
2. Prioritize an intuitive rider experience through a seamless, welcoming system.
3. Create a reliable, predictable Regional Rail system that people can trust.



TRANSFORMING REGIONAL RAIL WITH NEW TRAINS

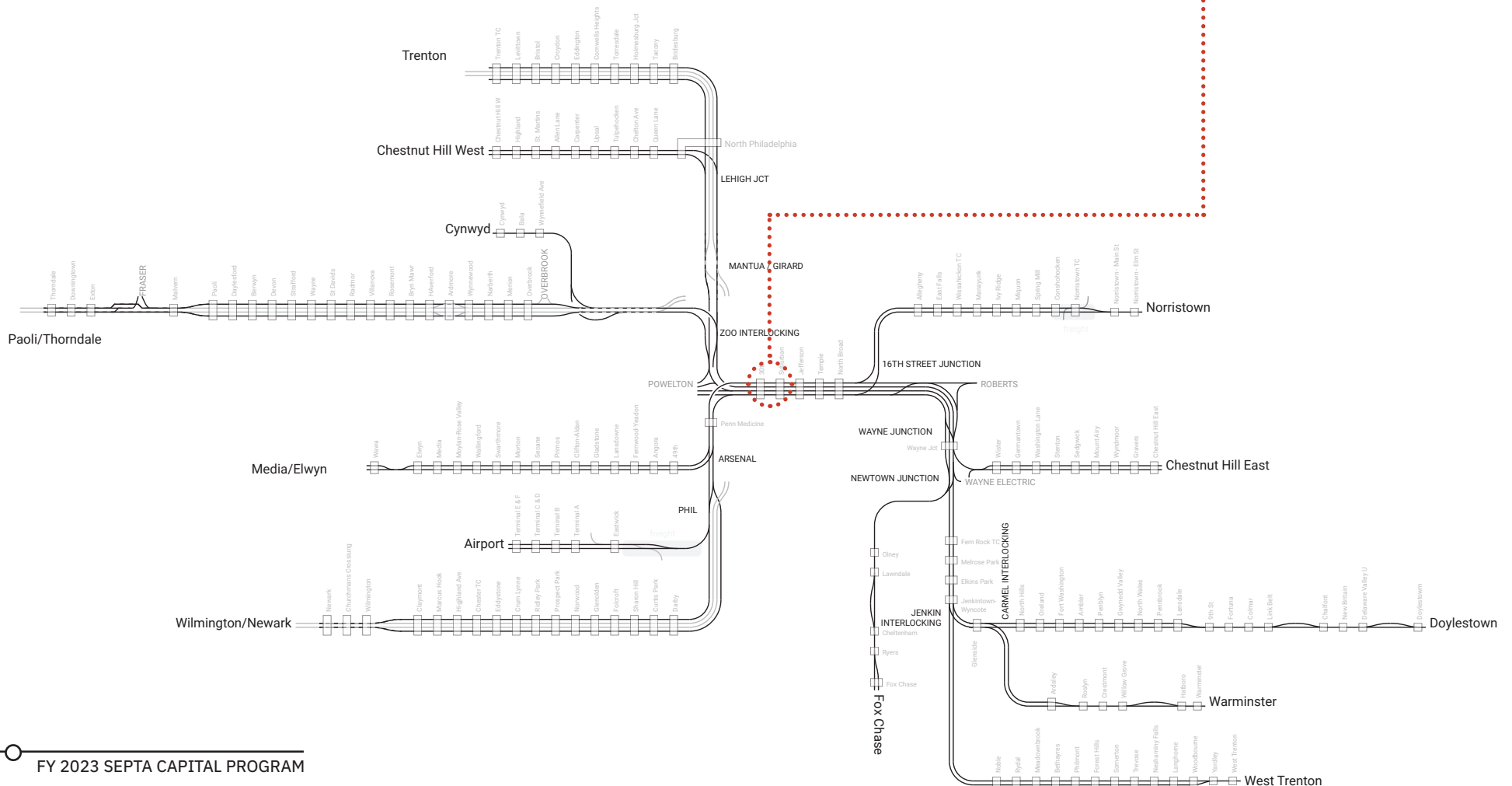
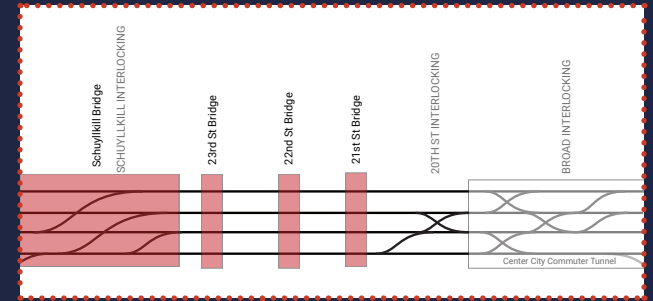
Since most of our Regional Rail vehicles started running back in the 1970s, improving service today and providing reliable service in the future requires new vehicles. Not only will these cars ensure that SEPTA can continue to provide reliable Regional Rail service, but these new cars will dramatically improve the rider experience.

The new cars will be fully accessible to people with disabilities and include passenger amenities such as an enhanced climate control system, bicycle storage, and WiFi—as well as communications tools essential to integrating Regional Rail with the SEPTA Metro and bus network. This includes exterior and interior destination signs, audio announcements and corresponding displays on video screens. SEPTA is acquiring 45 new multi-level rail cars to provide this enhanced service, and we are evaluating alternatives for more vehicles that support that vision of Reimagining Regional Rail.



MAINLINE-SCHUYLKILL BRIDGES

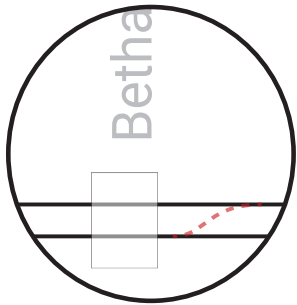
When the Center City Commuter Connection Tunnel was built in the early 1980s to connect the Pennsylvania and Reading Railroads, it created the only fully electrified, through-running railroad in North America and the heart of SEPTA's Regional Rail network. With every Regional Rail line using this stretch of track, the underlying infrastructure plays a crucial role in our ability to provide reliable and frequent service. While the connection between Suburban Station and Jefferson Station consists of modern infrastructure, the seven bridges between Suburban Station and 30th Street Station were originally built in 1929 and require significant rehabilitation. SEPTA will rehabilitate these bridges over the next 11 years while phasing the work to keep service running.



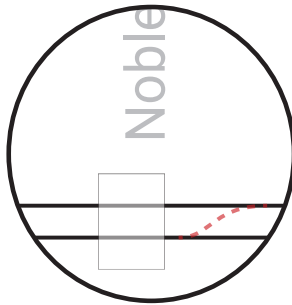
INTERLOCKINGS

Interlockings allow trains to cross from one track to another and are essential to delivering reliable and on-time service, particularly on Regional Rail where all of the lines converge through Center City. **This Capital Program commits \$187 million to enhancements and modernization of railroad interlockings to improve operational efficiency at key junctions across the system.**

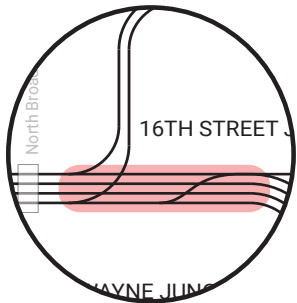
Beth Interlocking



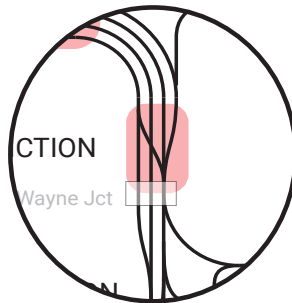
York Interlocking



16th Street Junction



Wayne Junction

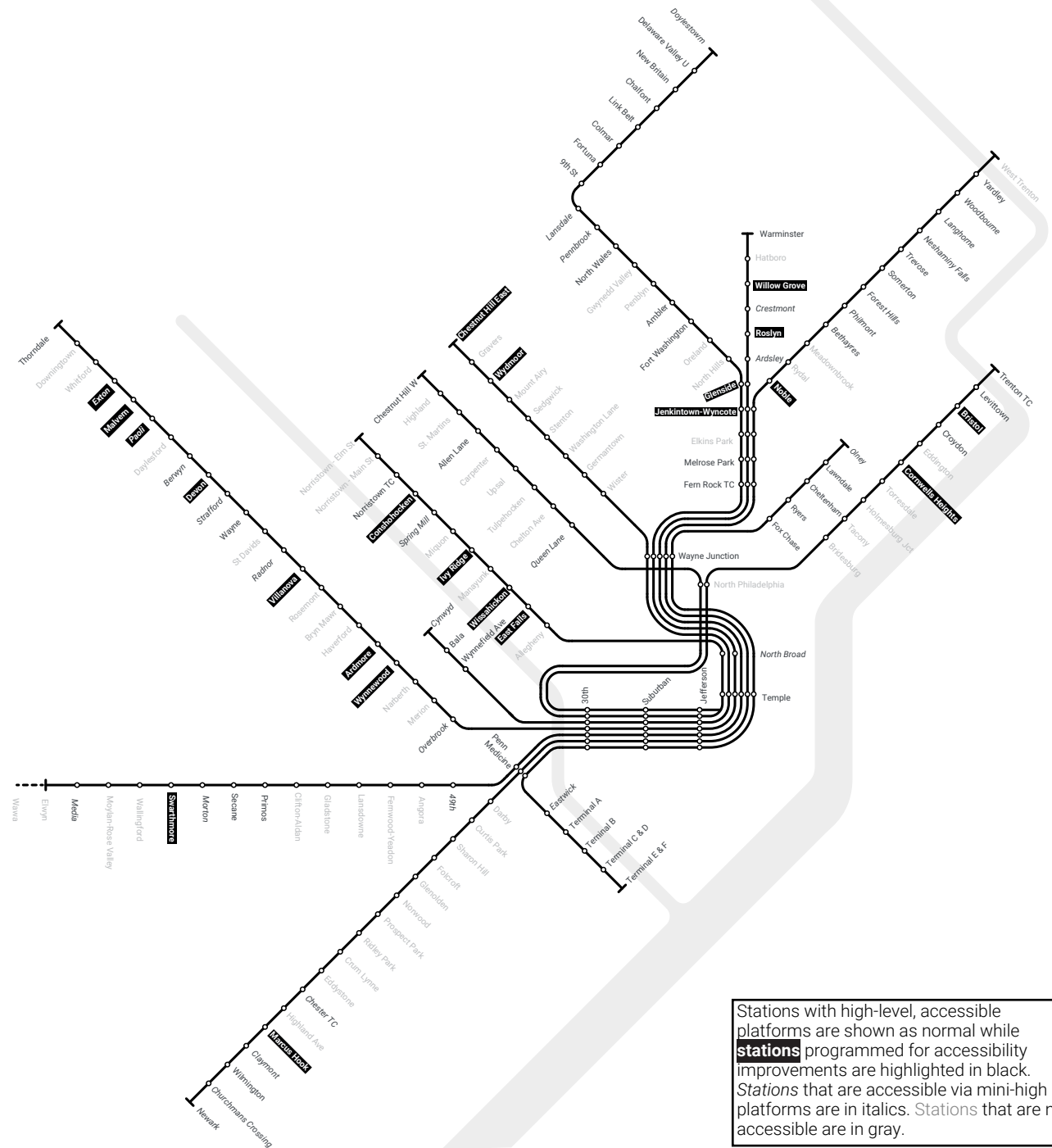
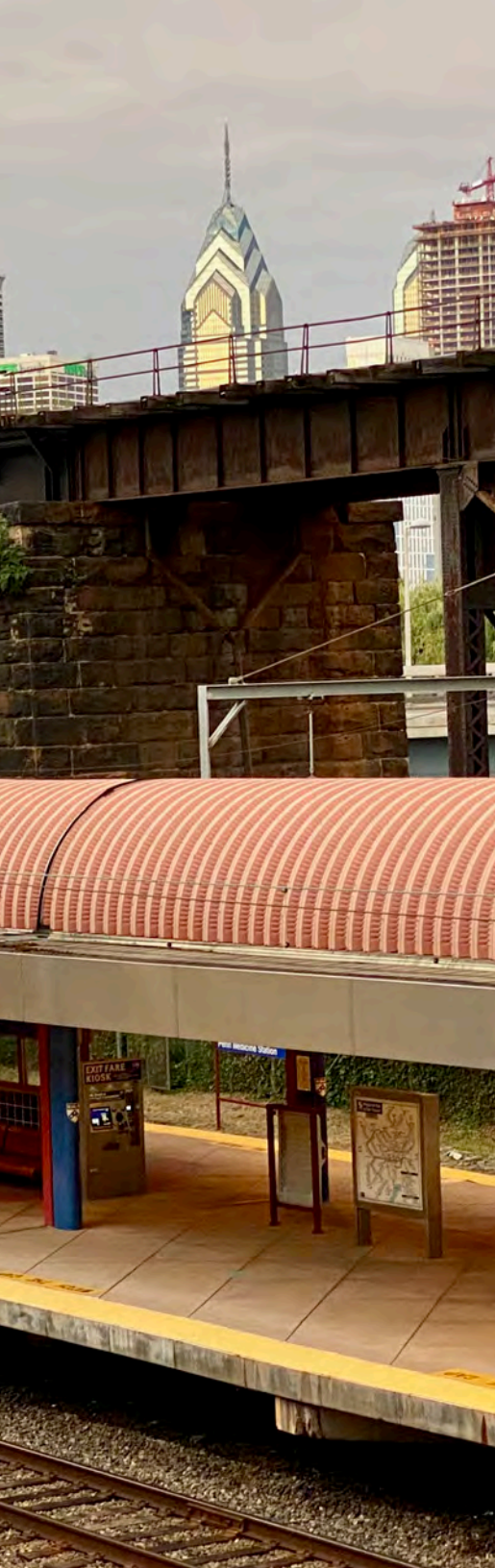


● BUILDING ACCESSIBLE AND COMFORTABLE STATIONS

Stations are the front door to SEPTA's Regional Rail system and form the foundation of an intuitive and seamless network. **We are investing \$428 million on continued efforts to modernize Regional Rail stations across our system to make them fully accessible and provide seamless connections to the rest of the SEPTA Metro and bus network.**

Upgraded stations will have high-level platforms that make Regional Rail service accessible to people with disabilities and easier to ride for seniors, small children and their families, and anyone who needs a little more help to get where they are going. These high-level platforms also reduce the time it takes to board—speeding up service for everyone. SEPTA is also ensuring that upgraded stations feature modern amenities that make riders' journeys easier, such as enhanced real-time information screens.





FY 2023 PROPOSED CAPITAL BUDGET AND
FY 2023 – 2034 PROPOSED CAPITAL PROGRAM

CAPITAL FUNDING



FY 2023 PROPOSED CAPITAL BUDGET: AND FY 2023 – 2034 PROPOSED CAPITAL PROGRAM

SEPTA's FY 2023 Capital Budget proposal totals **\$1.162 billion** and under current funding projections the FY 2023 – 2034 Capital Program proposal totals **\$11.44 billion**. This amounts to the largest capital commitment the Authority has made in its history. These historic funding levels are made possible by increased federal funding resulting from the November 2021 enactment of the Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Law (BIL), and the planned transition of Pennsylvania Act 89 Public Transportation funding sources from reliance on Pennsylvania Turnpike Commission bonds to the state's Motor Vehicle Sales and Use Tax. The infusion of federal capital assistance through FY 2026, along with the transition of state funding to a sustainable and bondable funding source allows SEPTA to address its \$4.6 billion state of good repair backlog while planning for future service improvements to ensure capital dollars are invested to advance equity, safety, ADA accessibility, and service reliability.

With the transition of state funding to a sustainable and bondable source, SEPTA is able to leverage against forecasted state revenues to issue bonds to support critical capital investments. These projected bond revenues significantly increase the Authority's capital program, allowing it to address the critical state of good repair backlog earlier, including supporting the acquisition of new vehicles to replace the nation's oldest railcar fleet.

SEPTA's capital program is also supported by a transformative commitment of \$299.72 million in federal Congestion Mitigation and Air Quality program (CMAQ) flex funds beginning in FY 2025, supported by our local partners the City of Philadelphia and Bucks, Chester, Delaware, and Montgomery Counties and the Delaware Valley Regional Planning Commission. These additional flexed federal highway dollars enables SEPTA to commit significant dollars to advancing its Projects of Significance.

With the increase in federal and state capital assistance, SEPTA continues to work with local funding partners to identify additional regional funding to help leverage and maximize federal and state resources to address SEPTA's capital needs.



King of Prussia Rail 30% Design – Geotechnical Sampling



Elwyn to Middletown Service Restoration

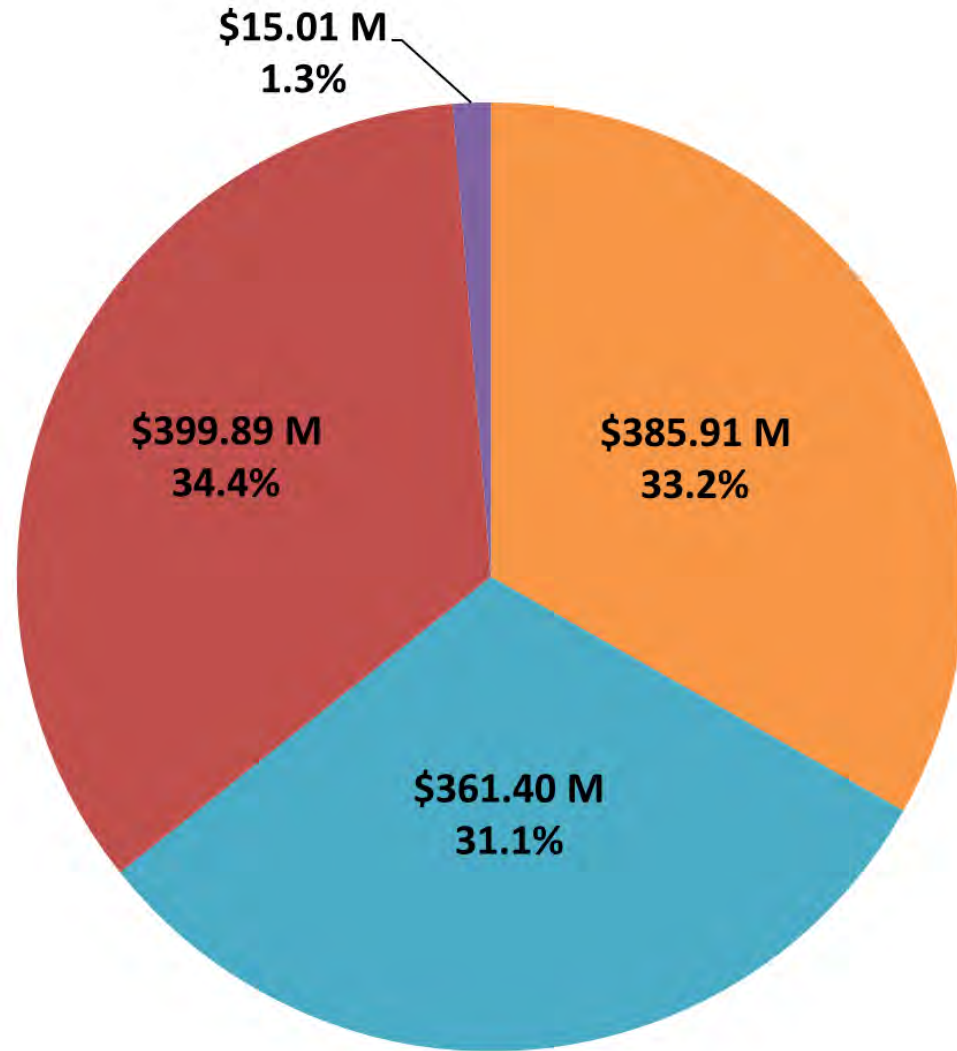
FY 2023 PROPOSED CAPITAL BUDGET: AND FY 2023 – 2034 PROPOSED CAPITAL PROGRAM

FY 2023 - 2034 Capital Program / Financial Obligations (\$ Millions)	Prior Funding	Budget Year FY 2023	Program Years				FY 2028 - 2034	12-Year Program Total	Beyond 2034^	Total Budget
			FY 2024	FY 2025*	FY 2026*	FY 2027*				
Capital Program										
Bridge Program	\$29.47	\$18.49	\$21.46	\$42.41	\$42.79	\$40.70	\$171.93	\$337.77	\$0.00	\$367.24
Communications, Signal Systems and Technology Improvements	\$401.94	\$104.89	\$60.18	\$101.03	\$55.03	\$41.16	\$369.33	\$731.63	\$0.00	\$1,133.57
Infrastructure Safety Renewal Program (ISRP)	\$0.00	\$54.00	\$55.08	\$56.18	\$57.31	\$58.45	\$443.23	\$724.25	\$0.00	\$724.25
Maintenance/Transportation Shops and Offices	\$144.73	\$33.79	\$37.04	\$53.74	\$30.72	\$26.85	\$237.58	\$419.72	\$0.00	\$564.45
Projects of Significance	\$74.03	\$143.99	\$219.80	\$292.39	\$307.27	\$369.68	\$1,354.97	\$2,688.10	\$3,235.90	\$5,998.03
Safety and Security Improvements	\$117.61	\$31.58	\$31.98	\$22.94	\$20.70	\$20.70	\$173.20	\$301.10	\$0.00	\$418.71
SEPTA Key	\$303.63	\$5.70	\$5.68	\$0.00	\$0.00	\$0.00	\$0.00	\$11.37	\$0.00	\$315.00
Service Restoration & Enhancements	\$184.50	\$12.71	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$12.71	\$0.00	\$197.21
Stations, Loops and Parking Improvements	\$417.43	\$88.69	\$88.89	\$144.83	\$126.23	\$90.57	\$489.48	\$1,028.69	\$58.69	\$1,504.81
Substations and Power Improvements	\$146.25	\$25.07	\$24.94	\$42.24	\$41.21	\$36.46	\$234.60	\$404.52	\$0.00	\$550.77
Track and Right-of-Way Improvements	\$56.82	\$7.92	\$7.34	\$5.80	\$3.50	\$3.50	\$59.50	\$87.56	\$24.50	\$168.88
Vehicle Acquisitions and Overhauls	\$332.34	\$273.11	\$219.02	\$95.08	\$153.80	\$40.69	\$1,659.59	\$2,441.28	\$0.00	\$2,773.62
Financial Obligations										
Capital Leases	\$78.06	\$56.79	\$60.16	\$36.90	\$53.87	\$21.51	\$516.41	\$745.65	\$0.00	\$823.71
Debt Service	\$218.05	\$305.48	\$63.58	\$82.19	\$93.83	\$104.20	\$853.16	\$1,502.44	\$0.00	\$1,720.50
Total Capital Budget	\$2,823.11	\$1,162.20	\$895.15	\$975.74	\$986.25	\$854.47	\$6,562.98	\$11,436.80	\$83.19	\$14,024.85

* FY 2025, FY 2026 and FY 2027 Vehicle Acquisition and Overhauls program and Capital Leases reflect budget fiscal year funding allocations. Actual forecasted spending for these years will utilize prior year funding. Refer to Capital Program Descriptions for information.

^ For Projects of Significance, this number represents the dollars needed to fully fund King of Prussia Rail Project, Trolley Modernization, and replacement of the Silverliner IV Regional Railcars.

FY 2023 PROPOSED CAPITAL BUDGET: SOURCES OF CAPITAL FUNDING



Total: \$1.162 B

\$385.91 million in state funding

\$361.40 million in federal funding

\$399.89 million in capital financing
bond revenues

\$15.01 million in local funds

FY 2023 PROPOSED CAPITAL BUDGET: SOURCES OF CAPITAL FUNDING

STATE FUNDING: \$385.91 MILLION

SEPTA's proposed FY 2023 Capital Budget includes \$385.91 million in state funding from PennDOT.

The Section 1514 program provides most of the state funding for SEPTA's capital program. These funds directly support SEPTA capital projects as well as provide the state's match commitment to federally funded projects. SEPTA also receives state funding from other programs on a periodic basis, including the PA Department of Environmental Protection.

Beginning July 2022, pursuant to Act 89 the Pennsylvania Turnpike Commission's payments to PennDOT will decline from \$450 million annually to \$50 million. Pennsylvania Governor Tom Wolf's FY 2022 – 2023 Budget Proposal affirms the Commonwealth's commitment to Act 89 funding levels and the transition of transportation funding to the Commonwealth's Motor Vehicle Sales and Use Tax.

The Section 1514 program supports 96.775 percent of the total cost of state funded projects. The remaining 3.225 percent of the total cost is matched by Bucks, Chester, Delaware and Montgomery Counties and the City of Philadelphia. SEPTA also uses these state resources to match federal grants, with the state share comprising 96.775 percent of the non-federal local match commitment (generally a total project share of 19.355 percent).

Further, as these dollars are no longer sourced from Pennsylvania Turnpike Commission bonding, SEPTA plans to leverage a portion of the funding it receives from PennDOT to establish a multi-year bonding program to fund capital improvement projects within this proposed capital budget and 12-year capital program.

FEDERAL FUNDING: \$361.40 MILLION

SEPTA's FY 2023 Capital Budget includes an estimated \$361.40 million in federal funds.

Most of SEPTA's federal funding is provided by grants from the U.S. Department of Transportation's Federal Transit Administration (FTA) via formula funding programs. These programs provide predictable annual funding to SEPTA's capital program and received significant nationwide annual funding increases via the Infrastructure Investments and Jobs Act (IIJA) which establishes federal funding levels for the next five years. The IIJA provides an increase of approximately \$100 million above the federal projections for FY 2023 utilized in the FY 2023 – 2034 Capital Program. This infusion of federal capital assistance through FY 2026 provides SEPTA the opportunity to leverage federal formula funding to address critical state of good repair needs and begin to advance ADA accessible rail station projects sooner than previously planned.

SEPTA also receives federal highway Congestion Mitigation and Air Quality (CMAQ) funds that PennDOT "flexes" (i.e., transfers) to transit agencies in the Commonwealth. SEPTA anticipates to receive \$25.08 million from this program in FY 2023 to support the Bus Purchase Program (\$17M) and the Conshohocken Station Parking Garage Project (\$8M). Through the development of the FY 2023-2026 Transportation Improvement Program for Pennsylvania (adoption anticipated July 2022), the regional partners (including Bucks, Chester, Delaware and Montgomery Counties and the City of Philadelphia) elected to allocate \$299.79 million of the Philadelphia region's CMAQ program dollars to support SEPTA's Trolley Modernization, King of Prussia Rail, Bus Revolution, and rail vehicle replacement projects. This Regional investment in transit is an

FY 2023 PROPOSED CAPITAL BUDGET: SOURCES OF CAPITAL FUNDING

investment in our climate, equitable access to opportunities, public health and safety, and regional economic strength.

Federal formula funds typically support 80 percent of the total cost of a capital project; the remaining 20 percent local match is provided by the Commonwealth of Pennsylvania, the City of Philadelphia and Bucks, Chester, Delaware, and Montgomery Counties. Competitive grants may require a different matching share but these vary based on the matching commitment of specific competitive awards.

The FY 2023 budget proposal also includes \$1 million in projected Transit Security Grant Program (TSGP) funds allocated through competitive grants administered by the Federal Emergency Management Agency (FEMA).

SEPTA also regularly applies for federal competitive grants when available. In the past year, SEPTA was selected to receive \$15 million to support ADA Accessibility Improvements to the 19th and 37th Street Trolley Stations via U.S. DOT's RAISE program and \$9.8 million from the FTA Bus and Bus Related Facilities program to support the South Philadelphia Transportation Center project. Both projects are integral to the success of the Trolley Modernization and Bus Revolution Projects of Significance. These awards demonstrate the commitment of SEPTA, state, and regional funding partners to pursue federal funding to advance our key infrastructure investment priorities.

FY 2023 Capital Budget: Federal Formula and Flex Funding Estimates		
Program	Description	Amount (Millions)
FTA Section 5307	Urbanized Area Formula Program. Funds transit capital projects. Allocations based on population, density, operating expenses, revenue miles and route miles.	\$138.14 M
FTA Section 5340	Growing States and High Density States Formula Program. Allocations based on population forecasts and population density. SEPTA receives Growing States program funding.	
FTA Section 5337	State of Good Repair Program. Funds High Intensity Fixed Guideway (rail) and High Intensity Motorbus capital projects. Allocations based on vehicle revenue miles and route miles.	\$190.74 M
FTA Section 5339	Bus and Bus Facilities Formula Program. Funds capital projects to replace, rehabilitate or purchase buses and related facilities. Allocations based on population and service factors after providing a minimum amount per state.	\$6.43 M
Highway Flex	Federal highway program funds that PennDOT provides to state transit agencies for capital improvement projects. Based on the Governor's commitment, a minimum of \$25 million per year is flexed annually to transit operators.	\$25.08 M
Transit Security Grant Program	Competitive grant program administered by Federal Emergency Management Agency (FEMA). Provides funds for anti-terrorism, safety and security improvements, and operational activities such as directed patrols.	\$1.00 M
Total Federal		\$361.40 M

FY 2023 PROPOSED CAPITAL BUDGET: SOURCES OF CAPITAL FUNDING

LOCAL FUNDING: \$15.01 MILLION

The local funding contributions to SEPTA's FY 2023 Capital Budget is \$15.01 M. These local contributions are required to match state and federal grant funds and are provided by the City of Philadelphia and Bucks, Chester, Delaware and Montgomery Counties. SEPTA requests capital assistance from the City of Philadelphia as part of the City's capital budget process. Capital assistance is requested from the four counties concurrent with the annual operating budget subsidy request.

CAPITAL FINANCING: \$399.89 MILLION

Once the transportation dollars SEPTA receives from PennDOT transitions to the Motor Vehicle Sales and Use Tax, the Authority intends to leverage a portion of the funding it receives from the Commonwealth to issue bonds to support various capital improvement projects. In February 2022, the SEPTA Board authorized the Authority to issue up to \$800 million in Taxable or Tax-Exempt Revenue bonds to support the capital program. In 2022, SEPTA plans to issue approximately \$550 Million to support capital projects over the next three years. Once issued, the focus of the bond proceeds will be towards state of good repair infrastructure investments and in the future, rail vehicle replacements for the trolley system and Market-Frankford Line. SEPTA will also use a portion of the bond proceeds in its first issuance to refinance outstanding debt used to fund prior capital projects. SEPTA anticipates expending \$399.89 million of bond funding in FY 2023.

Regional Funding Leverages Additional Investments

The federal IIJA provides significant opportunities for SEPTA address its state of good repair backlog, advance its Projects of Significance, and continue to invest in making rail stations ADA accessible.

To take full advantage of federal opportunities that will be made available in the next few years, significant regional resources are needed to leverage potential federal investments. Legislative action from Harrisburg is necessary to enable local investment options to leverage additional federal funding to advance the projects that drive local and regional priorities.

SEPTA estimates that an additional \$100 million in regional funding can leverage up to \$400 million in additional federal infrastructure funding. Some examples of federal funding programs that can be leveraged to the maximum extent with additional regional funding include:

- All Stations Accessibility Program (ASAP)
- Rail Vehicle Replacement Program
- Capital Investment Grant Program (CIG)
- Transportation Infrastructure Finance and Innovation Act (TIFIA) and Railroad Rehabilitation & Improvement Financing (RRIF) Loan Programs

FUNDING ASSUMPTIONS

SEPTA's FY 2023 Proposed Capital Budget and FY 2023 – 2034 Proposed Capital Program is fiscally constrained and all projects proposed in this budget reflect anticipated funding against forecasted funding levels.

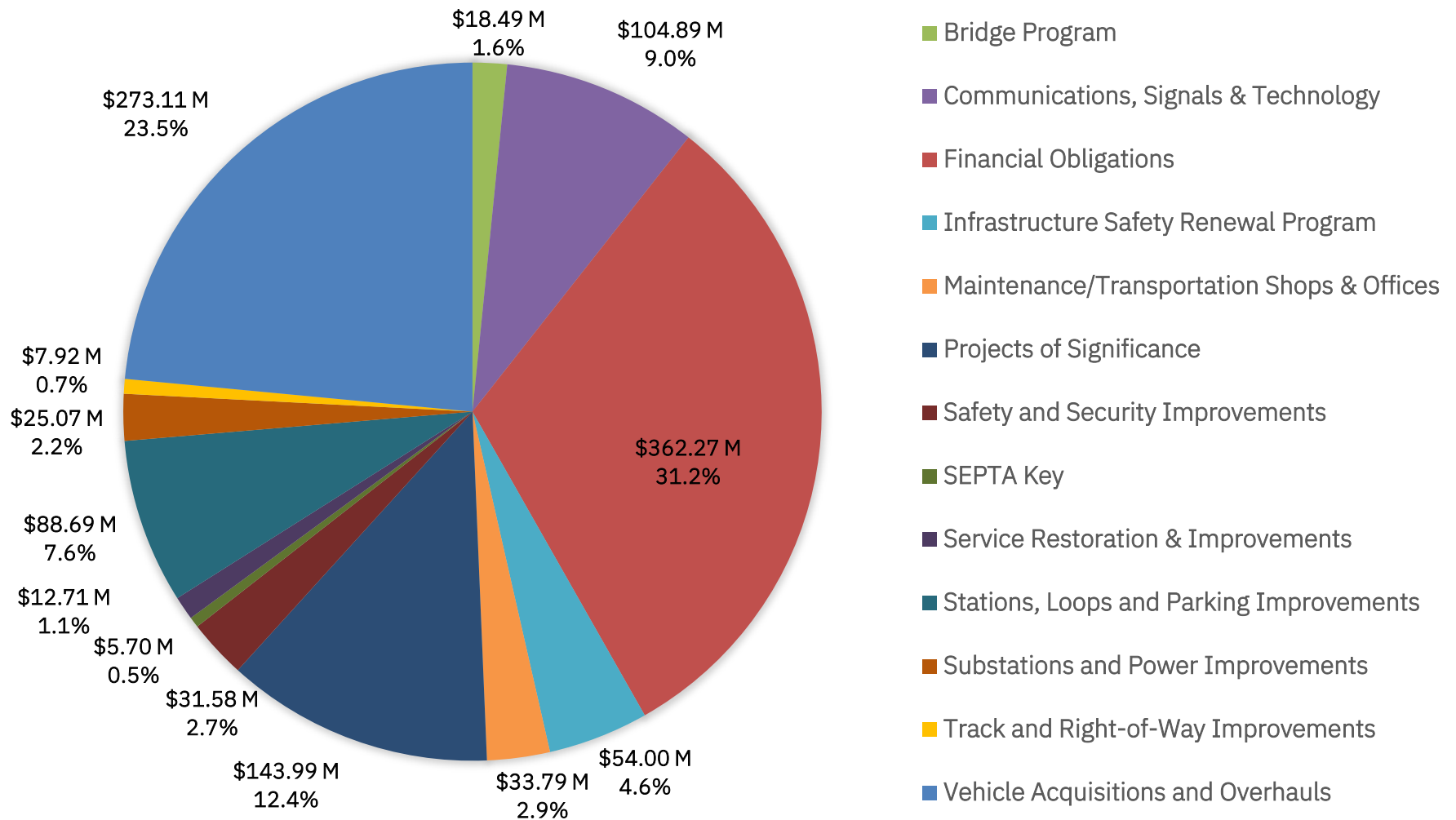
The passage of the IIJA provides SEPTA with sustainable federal funding assumptions for FYs 2022 - 2026. As IIJA funding levels were elevated to address the impacts of COVID-19, beginning in FY 2027 SEPTA's federal funding projections revert back to prior funding levels as authorized via the Fixing America's Surface Transportation Act (FAST Act). The additional CMAQ funding negotiated at the regional level continues through FY 2034, the final year of this 12-year capital program. SEPTA also intends to pursue competitive opportunities made available via the IIJA to supplement the capital program, including but not limited to the following programs: All Station Accessibility Program (ASAP), Capital Investment Grant (CIG) Program, Low or No-Emission Bus Programs, and Rebuilding American Infrastructure with Sustainability and Equity (RAISE).

State funding assumes an annual increase in funding per financial guidance distributed by PennDOT and the Delaware Valley Regional Planning Commission (DVRPC). With the transition of state public transportation support to the Motor Vehicle Sales and Use Tax, SEPTA and other providers of public transportation in the Commonwealth of Pennsylvania now have a sustainable and bondable long-term source of capital assistance. As approved by the Board, SEPTA anticipates leveraging these dollars to pursue an initial issuance in 2022 with subsequent annual bond issuances to support the capital program from FY 2025 through FY 2034.

For federal and state grant dollars, SEPTA assumes regular local match contributions from the City of Philadelphia and Bucks, Chester, Delaware and Montgomery Counties. Local match contributions to federal projects generally comprises 0.0645 percent of total project costs for projects receiving federal assistance and 3.225 percent match to state funded projects. Local matching ratios may increase on a case-by-case basis to leverage future federal and state assistance to advance capital projects.

FY 2023 PROPOSED CAPITAL BUDGET: USES OF CAPITAL FUNDING

SEPTA's proposed FY 2023 Capital Budget totals \$1.162 billion. Total FY 2023 spending is allocated among projects that will bring assets to a state of good repair, meet the Authority's financial obligations, advance strategic objectives, and implement system improvements to enhance transit service. In anticipation of future funding constraints to the capital program once IIJA funding levels expire at the end of FY 2026, SEPTA proposes to allocate additional FY 2023 dollars to its Vehicle Overhaul Program, capital asset lease commitments, and bus purchases to maintain future year funding levels for these critical ongoing programs. Due to the impacts of COVID-19, these programs are currently utilizing prior year funds. SEPTA will spend these FY 2023 dollars in the year of expenditure when the funds will be needed.



FY 2023 PROPOSED CAPITAL BUDGET AND FY 2023 – 2034 PROPOSED CAPITAL PROGRAM

CAPITAL PROGRAM DESCRIPTIONS



BRIDGE PROGRAM

SEPTA owns and maintains more than 350 bridges. The majority of structures were constructed in the late 1800's and early 1900's. The bridge program consists of renewal and rehabilitation that will restore the structures to a state of good repair and extend their useful life. Highlights of the FY 2023 Capital Budget include the rehabilitation of the Bridgeport Viaduct, which carries the Norristown High Speed Line over the Schuylkill River, the Regional Rail and Suburban Rail Transit Critical Bridge programs, and the allocation of IIJA funds to advance the rehabilitation of bridges along the Chestnut Hill East and Chestnut Hill West Regional Rail Lines in Philadelphia.



Media/Elwyn Regional Rail Line Park Ave Bridge - Built 1917

Bridge Program - Program Elements (\$ Millions)	Prior Funding	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028 - 2034	12-Year Program Total	Total Budget
Regional Rail Bridge	\$23.72	\$15.29	\$11.28	\$29.28	\$34.02	\$37.22	\$147.58	\$274.67	\$298.39
Transit Bridge	\$5.75	\$3.20	\$10.18	\$13.13	\$8.77	\$3.48	\$24.35	\$63.10	\$68.85
Bridge Program Total	\$29.47	\$18.49	\$21.46	\$42.41	\$42.79	\$40.70	\$171.93	\$337.77	\$367.24



19th Century Stone Arch Bridges



Norristown High Speed Line Bridgeport Viaduct - Built 1911

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Railroad Bridge Projects (FY 2023 – 2027)				
Chestnut Hill East Line Bridge Rehabilitation Program				
Rehabilitation of five bridges on the Chestnut Hill East Regional Rail Line located at:	\$30.00 M	Design and Construction 2022 - 2026	Philadelphia	Philadelphia
<ul style="list-style-type: none"> • Mile Post (MP) 5.04 (Wayne Avenue), Built 1893 • MP 5.72 (Logan Street), Built 1932 • MP 7.63 (Chew Street), Built 1901 • MP 8.90 (Mt. Pleasant Avenue), Built 1907 • MP 9.59 (Cresheim Valley Drive), Built 1931 				
Chestnut Hill West Line Bridge Rehabilitation Program				
Rehabilitation of seven bridges on the Chestnut Hill West Regional Rail Line located at:	\$35.00 M	Design and Construction 2022 - 2028	Philadelphia	Philadelphia
<ul style="list-style-type: none"> • MP 0.06 (SEPTA Main Line), Built 1913 • MP 0.83 (22nd Street), Built 1918 • MP 1.17 (Hunting Park Avenue), Built 1910 • MP 1.26 (CSX Tracks), Built 1917 • MP 2.98 (Rittenhouse Street), Built 1918 • MP 4.42 (Carpenter Lane), Built 1928 • MP 5.67 (Springfield Avenue), Built 1917 				

BRIDGE PROGRAM

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Critical Bridge Program <p>Annual program to rehabilitate or replace bridges throughout the system to restore infrastructure to a state of good repair.</p> <p>Bridges programmed for design and/or construction in FY 2023 include but are not limited to:</p> <ul style="list-style-type: none"> • Fox Chase Line MP 7.03 (3rd St. Philadelphia), Built 1910 • Lansdale/Doylestown Line MP 11.62 (Keswick Ave.), Built 1904 • Lansdale/Doylestown Line MP 11.83 (Easton Road), Built 1928 • Media/Elwyn Line MP 10.12 (Small Run), Built 1965 • Media/Elwyn Line MP 13.81 (Park Ave.), Built 1917 • Norristown Line MP 17.16 (Dekalb St.), Built 1931 • Norristown Line MP 17.77 (Stoney Creek), Built 1900 • West Trenton Line MP 31.63 (Delaware & Raritan Canal), Built 1902 	<p>12-Year Program Total \$161.00 M</p>	Ongoing	<p>Bucks Chester Delaware Montgomery Philadelphia</p>	System-Wide
Mainline–Schuylkill Bridges (30th Street Station to Suburban Station) <p>Rehabilitation of seven bridges between 30th Street Station and Suburban Station located at: MP 0.49 (21st Street); MP 0.58 (22nd Street); MPs 0.61, 0.64 and 0.68 (22nd Street/23rd Street); MP 0.72 (CSX Tracks); and MP 0.76 (Schuylkill River). These bridges were built in 1929. The first phase of this project included critical repairs to bridges MP 0.49 and MP 0.58.</p> <p>The second phase will include duct bank and cable work. The third phase will include complete rehabilitation of all seven bridges.</p>	<p>Phase 2 \$10.95 M</p> <p>Phase 3 \$45.05 M</p>	<p>Phase 1 – Complete</p> <p>Phase 2 Design & Construction 2021 – 2024</p> <p>Phase 3 Design 2022 - 2023 Construction 2025 – 2028</p>	Philadelphia	System-Wide

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Stone Arch Bridge Program - Phase 2				
Rehabilitation of Stone Arch Bridges on the Regional Railroad, including:	\$13.20 M	Design 2017 – 2020	Bucks Delaware Montgomery Philadelphia	System-Wide
Phase 2A in Construction				
<ul style="list-style-type: none"> West Trenton Line MP 13.70 (Stream), Built 1912 West Trenton Line MP 15.95 (Stream), Built 1876 		Construction 2020 – 2025		
Phase 2B in Design/Construction				
<ul style="list-style-type: none"> Lansdale/Doylestown Line Mile Post (MP) 4.87 (Creek), Built 1915 Lansdale/Doylestown Line MP 18.91 (Stream), Built 1903 Lansdale/Doylestown Line MP 17.31 (Honey Run Creek), Built 1903 				
Transit Bridge Projects (FY 2023 – 2027)				
NHSL Bridge 0.15 over 69th St. Yard Tracks				
Critical repairs to the superstructure of Bridge 0.15 on the Norristown High Speed Line (NHSL). This bridge was built in 1906. Construction is being advanced in phases to limit operational impacts.	\$4.00 M	Construction 2018 – 2023	Delaware	Delaware Montgomery
NHSL Viaduct over Schuylkill River				
Rehabilitation of the Bridgeport Viaduct at Mile Post 12.81 (Schuylkill River) on the NHSL. The project includes steel, concrete and bearing repairs and painting. The viaduct was constructed in 1911 and is 3,165 feet long.	\$35.00 M	Design 2022	Montgomery	Delaware Montgomery
		Construction 2023 - 2025		

BRIDGE PROGRAM

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Suburban Rail Transit Critical Bridge Program				
Annual program to rehabilitate or replace bridges throughout the suburban rail transit system (Norristown High Speed Line (NHSL) and Media-Sharon Hill Line (MSHL)) to restore infrastructure to a state of good repair.	12-Year Program Total \$29.56 M	Ongoing	Delaware Montgomery	Delaware Montgomery
Bridges programmed for design and/or construction in FY 2023 include but are not limited to:				
<ul style="list-style-type: none"> Sharon Hill Line MP 3.06 (Darby Creek), Built 1905 Media Line MP 3.70 (Darby Creek), Built 1912 Media Line MP 3.77 (Darby Creek), Built 1912 				

COMMUNICATIONS, SIGNAL SYSTEMS AND TECHNOLOGY IMPROVEMENTS

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

Communications, Signal Systems and Technology Improvements - Program Elements (\$ Millions)	Prior Funding	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028 - 2034	12-Year Program Total	Total Budget
Communications & Signals	\$383.59	\$83.02	\$43.27	\$87.83	\$42.03	\$30.66	\$266.20	\$553.02	\$936.61
Technology Improvements	\$18.35	\$21.87	\$16.92	\$13.20	\$13.00	\$10.50	\$103.12	\$178.61	\$196.95
Communications, Signal Systems and Technology Improvements Total	\$401.94	\$104.89	\$60.18	\$101.03	\$55.03	\$41.16	\$369.33	\$731.63	\$1,133.57



COMMUNICATIONS, SIGNAL SYSTEMS AND TECHNOLOGY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Communications & Signal Improvements - Railroad Projects (FY 2023 – 2027)				
Harrisburg Line Capacity Improvements: Bidirectional Signaling - Paoli to Overbrook				
This Federal Railroad Administration (FRA) Federal-State Partnership Grant Program funded project will bring the Paoli/Thorndale Line signal system to a state of good repair. The project will replace existing signal infrastructure with a modern bidirectional signal system that requires less maintenance and is more resistant to disruptions. Upgrading all tracks with bidirectional signals will greatly improve operational flexibility, reduce congestion, and add resiliency. This project is a joint effort of SEPTA, Amtrak, and the Pennsylvania Department of Transportation (PennDOT).	\$21.90 M	Design & Construction 2022 - 2028	Chester Montgomery Philadelphia	System-wide
Positive Train Control				
Design and installation of a Positive Train Control (PTC) system for the Railroad Division. The PTC system is similar in all aspects to the system provided on the Northeast Corridor, to ensure complete interoperability not only with Amtrak, but with the various freight carriers that operate in SEPTA's territory. SEPTA has implemented PTC systems on all Regional Rail lines. Remaining work involves the cohesive integration and interoperability of SEPTA's PTC system with CSX and Norfolk Southern PTC systems throughout the region. To ensure PTC technology remains up-to-date, upgrades to this system are programmed in the Safety and Security Technology Upgrades project within the Safety & Security Program.	\$174.02 M	Construction 2012 – 2021 Continuing Integration with Partner Railroads 2021 - 2023	Bucks Chester Delaware Montgomery Philadelphia Delaware (State) New Jersey	System-wide

COMMUNICATIONS, SIGNAL SYSTEMS AND TECHNOLOGY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Positive Train Control - Onboard Survey Mapping				
Development of a Positive Train Control (PTC) Onboard Survey Map Software, as required by the Federal Railroad Administration (FRA). The project will enhance SEPTA's existing PTC system (ACSEC II) by providing a supplementary and redundant safety measure. An Onboard Survey Map will contain the physical characteristics of the railroad that informs the train of the speeds and restrictions associated with its location. The information on the survey map is the same as the existing transponders but will be housed in the train's onboard computer. Having both a wayside and vehicle notification will strengthen SEPTA's PTC system and will comply with new FRA requirements.	\$3.30 M	Development 2021 - 2023	Bucks Chester Delaware Montgomery Philadelphia Delaware (State) New Jersey	System-wide
Railroad Interlocking Improvement Program				
Rebuilding, reconfiguration and construction of railroad interlockings to improve operational efficiency. Regional Rail locations include but are not limited to: 16 th Street Interlocking, Beth and York Interlockings, Broad Interlocking, Hunt/Wayne Interlocking, and Schuylkill Interlocking.	12-Year Program Total \$180.00 M	Ongoing	Montgomery Philadelphia	System-wide
Southwest Connection Improvement Program (SCIP)				
Reconfiguration and rebuilding of signals, track, catenary, and interlockings from 30th Street Station to Phil Interlocking. Work includes new track special work, Overhead Contact Systems (OCS), and switch and lock mechanisms, as well as the addition of new PTC systems.	\$57.99 M	Construction 2017 - 2022	Philadelphia	System-wide

COMMUNICATIONS, SIGNAL SYSTEMS AND TECHNOLOGY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Communications & Signal Improvements - Railroad Projects (FY 2028 – 2034)				
Regional Railroad Signal Improvement Program				
Modernization of the signal system on the Regional Rail Network. Work includes upgrades to improve operational reliability for the train control systems on the entire Regional Rail network.	\$40.00 M	2028 – 2034 Project	System-wide	System-wide
Communications & Signal Improvements - Transit Projects (FY 2023 – 2027)				
Broad Street Subway Line Signals				
Modernization of the signal system on the Broad Street Line and Broad-Ridge Spur. Work includes upgrades to improve operational reliability for the train control systems on the entire corridor.	Broad-Ridge Spur \$14.66 M	Design & Construction 2015 - 2023	Philadelphia	Philadelphia
	Broad Street Subway \$65.00 M	Design & Construction 2028 – 2034 Project		
Market-Frankford Line Positive Train Control				
Modernization of the signal system on the Market-Frankford Line. Work includes upgrades to improve operational reliability for the train control systems on the entire corridor. Preliminary engineering/design is required for specification development of new Market-Frankford Line rail cars.	\$82.00 M	Preliminary Design 2022 – 2028	Delaware Philadelphia	Delaware Philadelphia
Norristown High Speed Line Interlockings				
Renewal and reconfiguration of interlockings on the Norristown High Speed Line at Wynnewood, Bryn Mawr, and Matsonford to bring interlockings to a state of good repair and improve operational reliability.	\$12.27 M	Construction 2018 - 2024	Delaware Montgomery	Delaware Montgomery

COMMUNICATIONS, SIGNAL SYSTEMS AND TECHNOLOGY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Route 101/102 Positive Train Control and ROW Improvements				
Installation of a new state-of-the art Communications Based Train Control (CBTC) system for the Route 101/102 trolley lines. The new system will automatically enforce trolley separation and provide overspeed and roadway worker protection. New power switching will be installed to facilitate operational flexibility. Includes new interlockings, track special work and power work, as well as a new Remote Operations Control Center.	\$90.12 M	Construction 2015 - 2023	Delaware	Delaware
Signal System Renewal on the Norristown High Speed Line				
Modernization of the signal system on the Norristown High Speed Line (NHSL). Work includes upgrades to improve operational reliability for the train control systems on the entire corridor. This project will address state of good repair needs for the existing line while ensuring compatibility with a signal system being installed as part of the King of Prussia Rail Project (KOP Rail).	\$80.00 M	Design 2022 – 2023	Delaware	Delaware
		Construction 2023 - 2030	Montgomery	Montgomery

COMMUNICATIONS, SIGNAL SYSTEMS AND TECHNOLOGY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Communications & Signal Improvements – System-Wide Projects (FY 2023 – 2027)				
Computer Aided Radio Dispatch (CARD) System Replacement				
<p>This project will retire the existing Computer Aided Radio Dispatch (CARD) system. The CARD system is made up of two main subsystems: the Radio System and the Computer-Aided Dispatch / Automatic Vehicle Location system (CAD/AVL). Both systems are at end of system design lifespan. The current 502MHz radio system (T-Band) will be replaced with a new state-of-the-art 700 MHz radio system covering transit operations in the five counties in which SEPTA operates. The Transit Police were previously added to the system that includes interoperability with partner agencies in the City of Philadelphia and surrounding counties.</p> <p>The CARD system is used to dispatch SEPTA buses, trolleys, Norristown High Speed Line, and paratransit vehicles and is the system that bus and trolley operators use to communicate with the control center. The new system will provide enhanced functionality to improve SEPTA transit operations including real-time vehicle arrival information to be displayed on existing and new Audio-Visual Public Address (AVPA) signs, as well as the SEPTA website.</p>	\$124.82 M	<p>Design Complete</p> <p>Construction 2022 – 2026</p>	<p>Bucks Chester Delaware Montgomery Philadelphia</p>	System-wide
Control Center Wall Display				
<p>This project will provide for replacement of display hardware and technology upgrades for the Control Center and Video Evidence Department. The Control Center video walls are essential to the safe and efficient operation of all SEPTA modes of transportation. The current software and equipment are past their useful life.</p>	\$6.39 M	<p>Design Complete</p> <p>Construction 2021 - 2023</p>	Philadelphia	System-wide

COMMUNICATIONS, SIGNAL SYSTEMS AND TECHNOLOGY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Crash Hardened Video Recorders				
Installation of crash and fire protected video recorders on SEPTA's regional rail and rail transit fleets. Audio and video from the devices will be easily accessible for accident investigation and as a tool to improve operational safety.	\$7.73 M	Implementation 2019 - 2022	System-wide	System-wide
Real-Time Information / Audio Visual Public Address (AVPA) System				
Upgrade and modernization of SEPTA's real-time arrival information for customers on all SEPTA modes of transportation. Includes installation of a Real-Time Vehicle Locating system on all SEPTA vehicles, providing vehicle location information that will be accessible to the public via smartphone applications and the web. In addition, SEPTA will upgrade Audio Visual Public Address (AVPA) equipment at all railroad and transit stations.	\$34.73 M	Implementation 2017 - 2024	System-wide	System-wide
Telecommunications System Replacement				
This project will replace SEPTA's current telecommunications services with a new Voice over IP (VoIP) system. The resulting network will provide a secure, cost-effective, and high-reliability infrastructure for the voice systems. It will utilize existing internal cables and provides a method for integration to existing third-party systems, such as those used in the Control Center and Customer Call Centers. The project will also deliver additional benefits, including the option to migrate other services currently operating on the legacy phone system currently used at rail transit stations.	\$13.71 M	Design & Implementation 2022 - 2025	System-wide	System-wide

COMMUNICATIONS, SIGNAL SYSTEMS AND TECHNOLOGY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Technology Improvements (FY 2023 – 2034)				
Fare Payment Technology Upgrades Design				
With the implementation of SEPTA Key nearing completion, SEPTA is initiating design to scope upgrades and improvements to the SEPTA Key fare payment system. Fare payment technology throughout the transit industry is continuously evolving to address emerging customer service benefits and security risks. The design effort will conduct a peer review of existing fare payment technology best practices and engage stakeholders as a full scope and request for proposals is developed.	\$5.00 M	Design 2022 - 2024	System-wide	System-wide

COMMUNICATIONS, SIGNAL SYSTEMS AND TECHNOLOGY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Information Technology Program SEPTA addresses technology as 21 st Century infrastructure. This program provides for the upgrades of back-end infrastructure systems to implement industry best practices in communications and control systems as well as improved digital services for customers. SEPTA's IT upgrades and improvements include new and replacement computer hardware and software, Enterprise Resource Systems (ERP), threat detection security appliances, and real-time location information for SEPTA travel and fare collection. The FY 2023 proposed program includes: <ul style="list-style-type: none"> • An initiative to upgrade Enterprise applications, including a replacement of the Financial, Human Resources, Payroll and Benefits systems; • Security and Network Appliance Technology Refresh including Cyber Security Appliances and related Hardware/Software; • Technology Program computers, laptops, and mobile devices; • Operations Applications and VMIS Upgrade/Replacement; • Public Facing Systems Refresh/Upgrade such as Web Services, Mobile Applications, Trip Planner. This includes investing in real-time data information for all modes of SEPTA transportation including applications for display signs, website and mobile app, and Application Programming Interface (APIs) for open data initiatives; • Enhancements to SEPTA's network infrastructure including secure wireless networking for internal business and operational purposes; • Operational Technology (OT) Cyber Security Initiatives. 	12-Year Program Total \$126.32 M	Ongoing	Philadelphia	System-wide

COMMUNICATIONS, SIGNAL SYSTEMS AND TECHNOLOGY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Operations Training Simulators				
Purchase, installation and validation of training simulators for Regional Rail and Rail Transit Operations. Includes the installation of pre-fabricated modular soundproof rooms where the training simulators will be installed.	\$6.59 M	Implementation 2017 - 2022	Philadelphia	System-wide
SEPTA Transformation - Efficiency and Accountability Capital Support				
<p>This program will provide capital funding to support SEPTA's Efficiency and Accountability (E&A) Transformation program. Spearheaded by a newly established Transformation Office, the SEPTA E&A initiative is an effort taking place across SEPTA which gives the Authority a framework to look within the organization and operations to understand where it can be better - better for employees and riders. This initiative has four main goals:</p> <ul style="list-style-type: none"> - Ensuring SEPTA has the right capabilities, mindsets, and resources in place to deliver on our strategic plan - Eliminating day-to-day pain points to make SEPTA a more satisfying place to work for employees - Driving efficiency, productivity, and accountability improvements in business units across the organization - Pursuing cost-saving and revenue-generating opportunities that put SEPTA on firm financial footing <p>Efforts being funded by this project include installation of communications video and training screens at SEPTA facilities, installation of self-compacting trash receptacles at rail stations, and other capital investments necessary to support SEPTA's transformation efforts.</p>	\$1.90 M	Design & Implementation 2022 - 2024	System-wide	System-wide

COMMUNICATIONS, SIGNAL SYSTEMS AND TECHNOLOGY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Transit Asset Management System The project includes the development and implementation of a system-wide asset management program that will automate the process of managing all assets and provide real-time inventory control. The system will have the data necessary to accurately track existing inventory and conditions.	\$6.77 M	Design & Implementation 2011 – 2023	Philadelphia	System-wide
Video Systems Refreshment Program Replacement of existing Mobile Video System components and installation of equipment on SEPTA's vehicle fleets including, but not limited to inward facing cameras within Regional Rail Cars and crash hardened digital video recording devices in the bus fleet.	\$42.37 M	Implementation 2023 – 2034	System-wide	System-wide

FINANCIAL OBLIGATIONS

The Capital Asset Lease Program provides for payments attributable to capital leases. Capital Asset Leases covered by this program include Amtrak trackage leases, copier machines throughout the Authority, and communications towers. To plan for future commitments, SEPTA is proposing to program a portion of its FY 2023 and FY 2024 funding to address future lease payments once IIJA funding expires after FY 2026.

State and federal capital funds provide for debt service and the cost of issuance of bonds, notes and other indebtedness incurred by SEPTA. In addition to the three series of bonds previously issued, SEPTA anticipates issuing up to \$550 million to pay for critical state of good repair and ADA Accessibility projects over the next several fiscal years. Additional bond issuances to cover short and long-term capital needs will continue to be explored.



SEPTA Operation on Amtrak's Keystone Corridor

Financial Obligations - Program Elements (\$ Millions)	Prior Funding	FY 2023	FY 2024	FY 2025*	FY 2026*	FY 2027*	FY 2028 - 2034	12-Year Program Total	Total Budget Total
Capital Leases	\$78.06	\$56.79	\$60.16	\$36.90	\$53.87	\$21.51	\$516.41	\$745.65	\$823.71
Debt Service	\$218.05	\$305.48	\$63.58	\$82.19	\$93.83	\$104.20	\$853.16	\$1,502.44	\$1,720.50
Financial Obligations Total	\$296.11	\$362.27	\$123.75	\$119.10	\$147.69	\$125.72	\$1,369.57	\$2,248.09	\$2,544.21

* FY 2025, FY 2026 and FY 2027 Capital Leases reflects fiscal year budget allocations. Forecasted Capital Lease payments for FY 2025 are \$61.98M supported by prior year funding of \$25.08M; FY 2026 forecasted payments are \$63.87M supported by prior year funding of \$10.00M; and FY 2027 forecasted payments are \$65.81M supported by prior year funding of \$44.30M.



Wayne Junction Station (Series 2017/2019 Bond)



Frazer Shop and Yard / Regional Rail Electric Locomotive (EB-5 Loan)

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Capital Asset Leases (FY 2023 – 2034)				
Amtrak Trackage				
This agreement provides a payment mechanism for SEPTA's use of Amtrak tracks to operate the Trenton, Wilmington/Newark and Paoli/Thorndale Regional Rail service, and portions of the Chestnut Hill West, Airport and Cynwyd Regional Rail Lines. With the enactment of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), Congress mandated that a standardized methodology be developed to allocate costs among the Northeast Corridor (NEC) owners and operators that ensures each agency take the full financial responsibility for its use of shared NEC infrastructure and related facilities. Payments made to Amtrak under this agreement are SEPTA's costs based on methodologies and policies established by the NEC Infrastructure and Operations Advisory Commission for all NEC users pursuant to PRIIA.	12-Year Total \$842.26 M	Ongoing	System-wide	System-wide
Copiers				
This lease provides for rental of copiers, which are dispersed throughout SEPTA's headquarters and transportation/maintenance facilities.	12-Year Total \$4.82 M	Ongoing	System-wide	System-wide
Communications Towers				
This lease provides for the right to house voice and data transmission and receiving equipment on towers at the following locations: Y-100, Loews Hotel, Malvern, West Rockhill, Lincoln Plaza Center, Newtown Square, and New Britain.	12-Year Total \$10.95 M	Ongoing	System-wide	System-wide

FINANCIAL OBLIGATIONS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Debt Service (FY 2023 – 2034)				
Payments on Capital Grant Receipts Bonds, Series 2011/2017				
<u>Acquisition of 120 Silverliner V Regional Rail Cars</u> - These electric multiple-unit (EMU) cars have replaced the Silverliner II and III rail cars, and provided additional cars to supplement the regional rail car fleet. Vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations. The total cost for this project of \$319.7 million is funded through a combination of grants and capital financing.	12-Year Debt Service Total \$92.81 M	Final year of debt service funding for Series 2011/2017 Bonds - 2029	System-wide	System-wide
<u>Rehabilitation of the Wayne Junction Intermodal Facility</u> - The Wayne Junction Intermodal Facility was originally constructed at the turn of the 20th Century. This project provided for restoring the station's historic integrity while modernizing its structure to provide a more accessible and environmentally friendly facility for local residents. The project provided for the enhancement of passenger amenities such as lighting, signage, shelters, audio and visual public announcement system, windscreens, benches, HVAC systems, and sanitary systems. Structural improvements included station building rehabilitation and ADA accessibility modifications, such as high-level platforms, elevators, stairway renovations, passenger tunnel improvements, new canopies and shelters. The total project cost of \$29.4 million is funded through a Federal Transit Administration Bus and Bus Facilities Livability Grant and capital financing.				
In October 2017, the Authority advance refunded a portion of Capital Grant Receipts Bonds, Series 2011 ("Series 2011 Bonds"), to reduce future debt service payments. The final maturity date of the newly issued Series 2017 Bonds was unchanged from the Series 2011 Bonds.				

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Payments on Fixed Rate Revenue Refunding Bonds, Series 2017/2019				
Proceeds from the Fixed Rate Revenue Refunding Bonds ("Series 2010 Bonds") were used to refund the Special Revenue Bonds, Series 1999, which provided funds for the Market-Frankford Line cars, various capital improvement projects, and partial refunding of Series 1995A Bonds. In October 2017, the Authority advance refunded a portion of the Series 2010 Bonds to reduce future debt service payments. In December 2019, the Authority refunded a portion of the Series 2010 bonds to further reduce future debt service payments. The final maturity of the Series 2017 and 2019 bonds was unchanged from the Series 2010 bonds.	12-Year Debt Service Total \$59.40 M	Final year of debt service funding for Series 2017/2019 Bonds - 2028	System-wide	System-wide
Capital Financing - EB-5 Loan				
In January 2016, SEPTA entered into a loan agreement with the Delaware Valley Regional Center (DVRC) pursuant to the Employment Based Immigration-5th Preference (EB-5) Program administered by United States Citizenship and Immigration Services (USCIS). The loan was made available to SEPTA over a period of several years and was used to partially fund the acquisition of electric locomotives, expansion of Frazer Yard, and substation rehabilitation projects. This loan will be refinanced as part of the Bond Issuance SEPTA is undertaking in calendar year 2022.	Loan Principal and Interest \$241.90 M	Refinancing in Calendar Year 2022	System-wide	System-wide

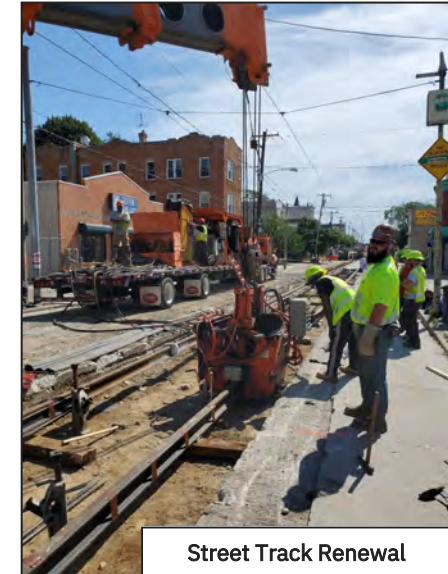
FINANCIAL OBLIGATIONS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Payments on Capital Grant Receipts Bonds, Series 2020				
Acquisition of 140 Hybrid (Diesel-Electric) Buses – These buses replaced diesel buses acquired in 2004. The vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations. The buses have electronic exterior and interior destination signs, voice annunciation of bus destination and upcoming bus stops, interior video display monitors and the capability for SEPTA’s Control Center to broadcast messages directly to passengers. These buses are equipped with on-board video surveillance and automatic passenger counting systems. The buses are also equipped with enhanced passenger amenities such as USB Charging Ports, Cellular Router for real time critical vehicle data on demand and a dual purpose Passenger Wifi system, and a QPod Wheelchair Restraint System to decrease wheelchair and scooter ambulatory device tipping.	12-Year Debt Service Total \$98.83 M	Final year of debt service funding for other Capital Financing - 2032	System-wide	System-wide
Payments on State Motor Vehicle Sales Tax Bonds, Series 2022				
On February 24, 2022, the SEPTA Board approved the Authority to issue bonds in an amount not to exceed \$800 M to support SEPTA’s capital program. This approval is based on PennDOT’s prior approval for SEPTA to issue debt pursuant to Section 1514(f) of Title 74 of the Pennsylvania Consolidated Statutes. The Authority expects to proceed with an initial bond issuance of \$550 million to fund various capital projects, including refinancing of SEPTA’s outstanding EB-5 Loan as well as various state of good repair infrastructure, ADA Accessibility station, and rail fleet replacement projects.	12-year Debt Service Total (Estimated) \$984.50 M	Final year of debt service funding for other Capital Financing (Estimated) – 2034	System-wide	System-wide

INFRASTRUCTURE SAFETY RENEWAL PROGRAM (ISRP)

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

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



Street Track Renewal

Infrastructure Safety Renewal Program (ISRP) - Program Elements (\$ Millions)	Prior Funding	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028 - 2034	12-Year Program Total	Total Budget
ISRP	\$0.00	\$54.00	\$55.08	\$56.18	\$57.31	\$58.45	\$443.23	\$724.25	\$724.25
ISRP Total	\$0.00	\$54.00	\$55.08	\$56.18	\$57.31	\$58.45	\$443.23	\$724.25	\$724.25



Power Systems



Track and Right-of-Way

MAINTENANCE/TRANSPORTATION SHOPS AND OFFICES

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



Maintenance Shop Equipment—Fall Arrest System

Maintenance/Transportation Shops and Offices - Program Elements (\$ Millions)	Prior Funding	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028 - 2034	12-Year Program Total	Total Budget
Maintenance/Transportation Facilities and Offices	\$106.83	\$26.69	\$34.94	\$48.45	\$25.96	\$21.05	\$218.91	\$376.00	\$482.83
Roof Program	\$37.90	\$7.10	\$2.10	\$5.29	\$4.76	\$5.80	\$18.68	\$43.73	\$81.63
Maintenance/Transportation Shops and Offices Total	\$144.73	\$33.79	\$37.04	\$53.74	\$30.72	\$26.85	\$237.58	\$419.72	\$564.45



Frazer Rail Shop and Yard Upgrade



Courtland Shop Improvements

MAINTENANCE/TRANSPORTATION SHOPS AND OFFICES

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Maintenance & Transportation Facilities (FY 2023 – 2027)				
Boiler Replacement Program				
Replacement of boilers at various SEPTA facilities. The boilers have exceeded their useful life and will be replaced with new energy efficient boilers.	\$16.00 M	Design & Construction 2027 - 2034	Delaware Montgomery Philadelphia	System-wide
Bus Lift Program				
Replacement of in-ground and portable lifts that have exceeded their useful life at select SEPTA City Transit and Suburban Transit bus maintenance facilities.	\$8.00 M	Design & Construction 2027 - 2034	Delaware Montgomery Philadelphia	System-wide
Courtland Shop Improvements				
This project will address the conditions at SEPTA’s Courtland Track and Carpentry Facility. The design phase will evaluate renovation of the existing facility and relocating SEPTA crews to new facilities.	\$22.50 M	Design 2018 – 2022	Philadelphia	System-wide
		Construction 2023 – 2025		
Environmental Clean Up and Protection				
Activities include remediation associated with underground storage tanks, lead-based paint, asbestos, contaminated soil and groundwater. Site assessments to determine environmental exposure prior to acquiring properties are included under this program. The program also includes activities that will reduce SEPTA’s environmental footprint, such as recycling containers and trash compactors.	12-Year Program Total \$14.83 M	Ongoing	Bucks Chester Delaware Montgomery Philadelphia	System-wide

MAINTENANCE/TRANSPORTATION SHOPS AND OFFICES

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Facilities Critical Infrastructure Program				
Annual renovation and renewal of critical infrastructure at SEPTA facilities including, but not limited to heating, ventilation, air conditioning, plumbing, and lighting. This is an ongoing systemwide program to address critical needs to keep the SEPTA system operating reliably and safely.	12 Year Program Total \$42.00 M	Ongoing	Bucks Chester Delaware Montgomery Philadelphia	System-wide
Frazer Rail Shop and Yard Expansion				
Phased upgrade of the Frazer Maintenance Facility to accommodate the expansion of SEPTA's Regional Rail railcar and locomotive fleets including multi-level railcars. Work includes extending existing storage tracks and adding new storage tracks; major upgrades to the repair shop and equipment, including the wheel truing machine and drop table; construction of a shop extension, new cleaning track, train washer building, storage building and yardmaster building; utility upgrades and stormwater improvements. In addition, the roof and mechanical equipment will be replaced.	\$139.00 M	Design 2016 – 2021 Phase 1 & 2 Construction Complete Phase 3 Construction 2022 - 2026	Chester	System-wide
Frazer Transportation Building				
The expansion of the Frazer Rail Shop and Yard will result in an increase of personnel at the rail facility. This project will construct a new transportation building at SEPTA's Frazer Railroad facility to accommodate the expanded staff, including train crews, and provide functional quarters for the Yardmaster. This project was initially included within the scope of the Frazer Rail Shop and Yard project. However, the scope and budget of the project warrants it being funded and managed separately from the Frazer Rail Shop and Expansion Project.	\$25.00 M	Design 2021 - 2023 Construction 2025 - 2030	Chester	System-wide

MAINTENANCE/TRANSPORTATION SHOPS AND OFFICES

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Garage / Shop Overhead Doors				
Replacement of overhead and fire doors, which have exceeded their useful life, at various SEPTA facilities	\$7.50 M	Design & Construction 2029 - 2034	Delaware Philadelphia	Bucks Delaware Philadelphia
Maintenance Shop Equipment Program				
Annual replacement of shop equipment such as lifting jacks, wash tanks, lathes, and grip cranes. This is an ongoing systemwide program to address critical needs to keep the SEPTA system operating reliably and safely.	12-Year Program Total \$60.00 M	Ongoing	Bucks Chester Delaware Montgomery Philadelphia	System-wide
Powelton Yard Facility Improvements				
Improvements to the Powelton Yard Facility including building repairs, new windows, new bathrooms, and replacement of the storeroom facility currently housed in a former railroad boxcar.	\$5.53 M	Design Complete Construction 2021 - 2023	Philadelphia	Philadelphia
Steel Wheel Lift Program				
Rebuilding/modernization or replacement of truck and body hoist systems at various SEPTA steel wheel shops. These hoists are used to facilitate body and truck separation and to elevate railcars to safe heights and hold them as required to perform inspections and repairs under the rail vehicles.	\$12.32 M	Design & Construction 2023 – 2034	Bucks Chester Delaware Montgomery Philadelphia	System-wide

MAINTENANCE/TRANSPORTATION SHOPS AND OFFICES

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Vehicle Washer Program Replacement and upgrading of the vehicle washers, which have exceeded their useful life, at various SEPTA facilities.	\$20.00 M	Design & Construction 2025 - 2034	Delaware Montgomery Philadelphia	System-wide
Wheel Truing Program Reconditioning and rebuilding wheel truing machines that have exceeded their useful life.	\$10.50 M	Design & Construction 2024 - 2034	Delaware Philadelphia	System-wide
Wyoming Complex Stormwater Retrofits Reconfigure stormwater management and improve pavement conditions in the existing parking lot at SEPTA's Wyoming Complex which includes Wyoming, Berridge and Courtland shops.	\$8.36 M	Design 2020 – 2021 Construction 2022 - 2024	Philadelphia	Philadelphia
Victory Shop and Storage Replacement of the existing deteriorated shop and storage facilities located at 103 Victory Avenue. Work also includes improvements to parking and vehicle circulation, installation of a stormwater management system and replacement of the salt dome.	\$18.75 M	Design 2023 – 2024 Construction 2026 – 2030	Delaware	Delaware Montgomery Philadelphia

MAINTENANCE/TRANSPORTATION SHOPS AND OFFICES

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Maintenance & Transportation Facilities (FY 2028 – 2034)				
Maintenance Facilities Improvement Program				
This project will address the conditions at SEPTA's various maintenance facilities and implement necessary improvements to improve safety and efficiency. Facilities will be identified and budgeted for improvements.	\$55.00 M	2028 – 2034 Project	Regionwide	Regionwide
Roof Program (FY 2023 – 2034)				
5800 Bustleton Roof Replacement				
Replacement of the roof at SEPTA's office building located at 5800 Bustleton Avenue.	\$1.75 M	Design & Construction 2024 - 2025	Philadelphia	Philadelphia
69th St. Transportation Center Shop Complex Roofs Replacement				
Replacement of existing roofs. Includes replacement of mechanical equipment. Prior phases replaced roofs at the 69th Street Terminal, Media Sharon Hill Line (MSHL) Car Shop, Norristown High Speed Line (NHSL) Maintenance Facility and Victory Bus Washer. Remaining phases include the Market-Frankford Line Canopy Roof and associated mechanical equipment.	\$14.10 M	Design Complete Construction 2016 - 2023	Delaware	Delaware Montgomery Philadelphia
Frankford Depot Roof Replacement				
Replacement of the Frankford Depot roof with a new roofing system. Includes replacement of mechanical equipment.	\$8.80 M	Design 2023 Construction 2024 - 2026	Philadelphia	Philadelphia

MAINTENANCE/TRANSPORTATION SHOPS AND OFFICES

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Maintenance, Stations, and Substations Roof Program				
Replacement and upgrade of the existing roofs at maintenance facilities, stations and substations throughout the SEPTA system. Work may include replacement of mechanical equipment.	12-Year Program Total \$19.50 M	Ongoing	Bucks Chester Delaware Montgomery Philadelphia	System-wide
Midvale Bus Garage Roof Replacement				
Replacement of existing roofs with a new roofing system and mechanical equipment.	\$29.90 M	Design Complete Construction 2020 - 2023	Philadelphia	Philadelphia
Southern Garage Roof Replacement				
Replacement and upgrade of the existing roof system at Southern Garage.	\$7.58 M	Design & Construction 2026 - 2029	Philadelphia	Philadelphia

PROJECTS OF SIGNIFICANCE

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



Projects of Significance - Program Elements (\$ Millions)	Prior Funding	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028 - 2034	12-Year Program Total	Unfunded Balance	Total Budget
Bus Revolution	\$34.22	\$13.26	\$22.18	\$18.23	\$10.00	\$2.50	\$63.00	\$129.17	\$0.00	\$163.39
King of Prussia Rail	\$10.41	\$40.04	\$39.71	\$56.29	\$75.00	\$116.56	\$52.45	\$380.04	\$1,689.55	\$2,080.00
Rail Vehicle Procurement (Market Frankford Line and Regional Rail)	\$3.37	\$5.77	\$5.00	\$140.00	\$89.52	\$111.56	\$699.42	\$1,051.27	\$850.00	\$1,904.64
Trolley Modernization	\$26.03	\$84.92	\$152.90	\$77.87	\$132.75	\$139.06	\$540.11	\$1,127.61	\$696.35	\$1,850.00
Projects of Significance Total	\$74.03	\$143.99	\$219.80	\$292.39	\$307.27	\$369.68	\$1,354.97	\$2,688.10	\$3,235.90	\$5,998.03



Bus Revolution



King of Prussia Rail Project

PROJECTS OF SIGNIFICANCE

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Bus Revolution				
Bus Network Enhancement Projects				
A key goal of Bus Revolution is to ensure SEPTA's bus network is more equitable by increasing opportunities for low-income individuals and people of color, who rely on public transportation to meet their needs more than the population at large. Projects will be informed by the results of Bus Revolution to ensure investments serve the people most dependent on transit resulting in better service and customer experience. These infrastructure improvements include but are not limited to right-of-way enhancements including transit priority measures bus end of line facilities, bus wayfinding, and enhanced bus stops.	\$105.00 M Infrastructure Support	Property Acquisition, Design & Construction 2022 – 2034	System-wide	System-wide
Exton Station Multimodal Improvements				
Initiate design and implement Phase 2 of Exton Station Multimodal Improvements project on the Paoli-Thorndale Regional Rail Line. This phase will design and implement multimodal improvements, including the construction of a bus loop with bus shelter. Derived from the recommendations of Bus Revolution, the planned bus circulator loop will promote intermodal access to the station.	\$6.00 M	Design & Construction 2022 – 2024	Chester	Chester
South Philadelphia Transportation Center				
Work on a new South Philadelphia Transportation Center, which was selected by the Federal Transit Administration (FTA) to receive \$9.8 million in grant funding to construct new end of line facilities in South Philadelphia for both east-west and north-south routes.	\$12.25 M	Property Acquisition, Design & Construction 2022 – 2026	Philadelphia	Philadelphia

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Wissahickon Transportation Center <p>This project will expand and improve the Wissahickon Transportation Center in Philadelphia to effectively accommodate its ridership and enhance the transportation network, intermodal connections, and access to jobs and essential services. Expansion of the WTC will allow vehicles and pedestrians to safely navigate the area while reducing congestion. These improvements will strategically position the facility for future connectivity with projects such as the King of Prussia Rail Project (KOP Rail) and the Roosevelt Boulevard Direct Bus project.</p>	\$37.64 M	Design Complete Construction 2021 - 2025	Philadelphia	Montgomery Philadelphia

PROJECTS OF SIGNIFICANCE

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
King of Prussia Rail Project				
SEPTA's King of Prussia Rail Project (KOP Rail) will extend the existing Norristown High Speed Line (NHSL) 4 miles into King of Prussia. The project includes five ADA accessible stations and will provide a "one-seat" ride from any station along the NHSL, including the 69th Street Transportation Center in Upper Darby and the Norristown Transportation Center in Norristown.	30% Non-CIG Share Funding Commitment \$390.00 M	Design & Construction 2021 - 2029	Montgomery	Delaware Montgomery Philadelphia
The KOP Rail Project is currently proceeding towards 30 percent design. In October 2021, the Federal Transit Administration (FTA) officially approved entry of the project into the Project Development stage of its Capital Investment Grant (CIG) program. Project Development activities will add more design and engineering detail to KOP Rail and the five stations and supporting documentation, including a draft financial plan and evaluation of project delivery methods. The total project is currently estimated at \$2.08 billion dollars.	Balance Needed for Project \$1,689.55 M			
As a precursor to advancing the project further along in the CIG program, FTA requires the development of a financial plan. The 20-year Financial Plan, currently in development, will consider a wide range of future funding options. This could include state, regional, and/or county funding; private investment; and innovative finance options. FTA also requires that project sponsors identify 30 percent of non-CIG project funding to demonstrate financial commitment for a project to progress into Engineering. Via this budget proposal, SEPTA is committing \$390.00 M towards advancing the KOP Rail project.				

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Rail Vehicle Replacement Program				
Market-Frankford Line Vehicle Replacement				
This project will purchase modern trainsets to replace the aging Market-Frankford Line M-4 Railcars. Included within the budget of this project is vehicle specification development as well as signal system and other infrastructure improvements needed to enhance operational efficiency of the new railcars.	Vehicle and supporting infrastructure \$720.00 M	MFL Vehicle Design 2021 – 2022 Rail Vehicle Acquisition 2025 – 2031	System-wide	System-wide
Regional Rail Cars Silverliner VI Replacement				
This project is for pursuing future procurement of regional rail cars to replace the Authority's aging Silverliner IV railcar fleet. The Silverliner IV railcar fleet was built between 1974 and 1976. This initial investment in the replacement of the aging fleet will ensure that service on Regional Rail continues to be safe and reliable.	\$250.00 M	2028 – 2034 Project	Bucks Chester Delaware Montgomery Philadelphia	System-wide

PROJECTS OF SIGNIFICANCE

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Trolley Modernization				
SEPTA is committing a total of \$1.15 billion for Trolley Modernization. These capital funds allow SEPTA to advance early action trolley infrastructure design and construction for the \$1.85 billion Trolley Modernization program. The new ADA accessible vehicles will require a complex and closely interrelated series of infrastructure upgrades in areas such as communications, signals, power, ADA stations, bridge improvements and maintenance facilities.	Trolley Vehicles \$770.00 M	Design & Initial Enhancements 2021-2025	Delaware Philadelphia	Delaware Philadelphia
The goals of the Trolley Modernization program are:	Trolley Modernization Infrastructure \$383.22 M	Trolley Acquisition FY 2022 – 2032		
<ul style="list-style-type: none"> • Accessible Trolleys that are fast and easy to use • A system in full compliance with the Americans with Disabilities Act including vehicles and stations • Providing quick, reliable and higher capacity service • A safe and improved customer experience • This program advances equity by improving trolley access and service that disproportionately serves people of color, low-income populations, and individuals with disabilities. 	Balance Needed for Program \$696.78 M	Construction 2023 - 2029		
Specific activities to be addressed include the following:				
<ul style="list-style-type: none"> • Property acquisition for the new accessible vehicle Facility/Facilities • ADA Accessibility and State of Good Repair Improvements to 19th and 37th Street Trolley Stations • Bridge enhancements to support the new vehicles • Trolley Tunnel State of Good Repair Program, including the overhaul of the 40th Street Substation • Develop modern station design standards and identify locations with public input and community engagement • Study and advancement of end-of-line improvements • Coordination with utilities and the City of Philadelphia • Preliminary engineering and program management for overall project • ADA Accessible vehicle acquisition. 				

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
69th Street Transportation Center Comprehensive Plan Implementation				
Development of a comprehensive master plan and undertake early actions to rehabilitate and improve service at the 69th Street Transportation Center. These infrastructure and intermodal connectivity improvements are critical to the success of Trolley Modernization, King of Prussia (KOP) Rail, and Bus Revolution.	\$4.00 M	Design and Early Actions 2022 – 2024	Delaware	Delaware Montgomery Philadelphia

SAFETY AND SECURITY IMPROVEMENTS

Safety is a core value at SEPTA. All projects advanced in the capital program have a safety-first focus throughout. Having a comprehensive safety plan and program is part of SEPTA's goal to promote safety and public health. This program includes life safety assessments and facility and vehicle safety and security measures. This program also includes projects funded with competitive U. S. Department of Homeland Security grant funds. The Authority is part of the Philadelphia Area Regional Transit Security Working Group (PARTSWG), which is working to advance safety and security improvements for all transit operations into and out of Philadelphia and the surrounding area.

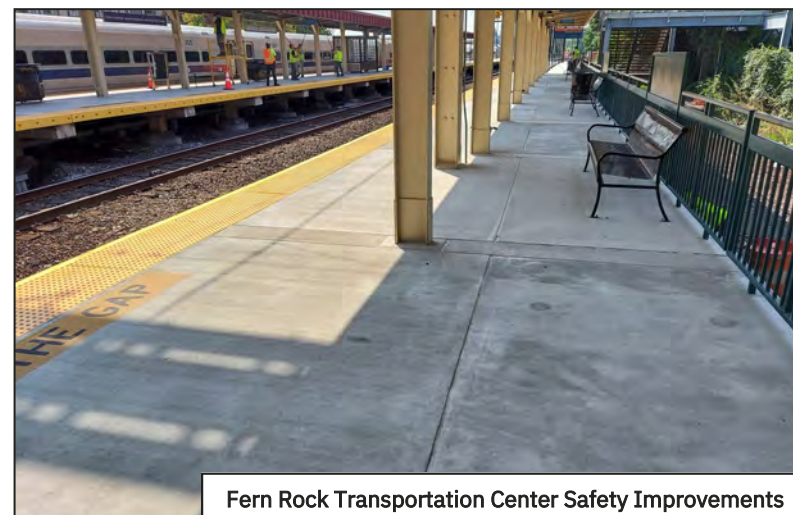


Jefferson Station Ventilation

Safety and Security Improvements - Program Elements (\$ Millions)	Prior Funding	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028 - 2034	12-Year Program Total	Total Budget
Resiliency & Recovery Projects	\$83.34	\$10.43	\$8.17	\$1.63	\$0.00	\$0.00	\$0.00	\$20.23	\$103.57
Safety and Security Projects	\$33.97	\$20.15	\$22.81	\$20.31	\$19.70	\$19.70	\$166.20	\$268.87	\$302.85
Transit Security Grant Projects	\$0.29	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$7.00	\$12.00	\$12.29
Safety and Security Improvements Total	\$117.61	\$31.58	\$31.98	\$22.94	\$20.70	\$20.70	\$173.20	\$301.10	\$418.71



Grade Crossing Enhancement Program



Fern Rock Transportation Center Safety Improvements

SAFETY AND SECURITY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Resiliency Projects (FY 2023 - 2027)				
Jenkintown Flood Mitigation				
This project provides for the implementation of a drainage improvement program at Jenkintown Station, a key hub in the Regional Rail network. The project will include: 1) A comprehensive study of the drainage patterns and contributory areas (Tacony Creek, Baeder Creek, and Tookany Creek) and suggested improvements to downstream best management practices; 2) The design and construction of a new box culvert and detention system at Culvert 10.38; 3) The design and construction of reinforcements to Bridge 10.97 or replacement, including the stabilization of area structures and a rainwater detention system; and Construction to widen the stream North of Jenkintown Station.	\$19.98 M	Design Complete Construction 2022 – 2024	Montgomery	Bucks Montgomery Philadelphia
Railroad Signal Power Reinforcement				
This project will upgrade the Regional Rail Signal Power System to significantly improve the reliability of SEPTA's Railroad through a new powering system. The new power system will consist of a local utility feed with solar and battery power as a back-up. Upon completion, all SEPTA owned Railroad lines will have a resilient signal power system.	\$43.23 M	Design Complete Construction 2019 - 2024	Bucks Montgomery Delaware Philadelphia	System-wide

SAFETY AND SECURITY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Sharon Hill Line Flood Mitigation				
This project will provide relief from flooding on the Route 102 Sharon Hill Trolley Line by constructing a pumped drainage system where the Sharon Hill Trolley crosses under a freight railroad bridge at Mile Post 5.30 in Delaware County. This frequently flooded underpass forces SEPTA to rely on a bus substitution program to detour service around the high-water area more than a dozen times each year. Bus substitution is employed at a significant cost and disruption to passengers.	\$15.37M	Design Complete Construction 2018 - 2023	Delaware	Delaware
Safety and Security Projects (FY 2023 - 2027)				
Escalator / Elevator Improvement Program				
Modernization and upgrades to the escalators and elevators throughout the SEPTA system, including design, construction, and integration of an escalator remote monitoring system. This is an ongoing systemwide program to address critical needs to keep the SEPTA system operating reliably and safely.	12-Year Program Total \$74.70 M	Ongoing	Philadelphia	System-wide
Fern Rock Transportation Center Safety Improvements				
Safety improvements at Fern Rock Transportation Center Regional Rail Station, which serves the Lansdale/Doylestown, Warminster and West Trenton Regional Rail Lines and provides connecting service to the Broad Street Line. Includes construction of a grade-separated pedestrian crossing, overhauling the elevator, platform repairs and related station modifications.	\$20.52 M	Design 2018 - 2022 Construction 2019 - 2024	Philadelphia	Bucks Montgomery Philadelphia

SAFETY AND SECURITY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Grade Crossing Enhancement Program This safety project will renew and upgrade various railroad and trolley highway/rail grade crossing locations within the SEPTA system, including the addition of passive and/or active safety enhancements.	12- Year Program Total \$20.50 M	Ongoing	Bucks Delaware Montgomery Philadelphia	System-wide
Safety and Security Infrastructure Hardening Program Infrastructure improvements and modifications throughout the SEPTA system that will improve safety and security of both passengers and assets. This program includes but is not limited to culvert and retaining wall replacements and renewal. It will also allow SEPTA to perform analysis and conceptual design of key safety and security initiatives. This is an ongoing systemwide program to address critical needs to keep the SEPTA system operating reliably and safely.	12-Year Program Total \$48.00 M	Ongoing	Bucks Delaware Montgomery Philadelphia	Regionwide
Safety and Security Shop, Yard, & Office Hardening Infrastructure improvements and modifications throughout SEPTA's shops, yards, and offices to improve safety and security of employees and assets. This program includes but is not limited to fencing, lighting, and securement of materials. It also allows SEPTA to perform analysis and conceptual design of key safety and security initiatives. This is an ongoing systemwide program to address critical safety and security needs to keep the SEPTA system operating reliably and safely.	12-Year Program Total \$42.00 M	Ongoing	Bucks Delaware Montgomery Philadelphia	Regionwide

SAFETY AND SECURITY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Safety & Security Technology Upgrades <p>This project will fund critical infrastructure software and hardware investments necessary to address current and future security and functional needs. Funding includes upgrades for Positive Train Control (PTC) and SEPTA Key technology and system support.</p>	12-Year Program Total \$30.00 M	Ongoing	Bucks Chester Delaware Montgomery Philadelphia	System-wide
Suburban Station Ventilation Improvements <p>This project will consist of engineering services and 3rd-party construction for Suburban Station replacement of the general ventilation systems. Suburban Station work includes replacement of 11 platform level exhaust fans and the installation of 8 vane axial exhaust/supply fans for the concourse level smoke abatement system.</p>	\$12.82 M	Design Complete Construction 2022 - 2024	Philadelphia	System-wide
Tank Replacement Program <p>Replacement or relining of storage tanks, which have exceeded their useful life, at various SEPTA facilities. This is an ongoing systemwide program to address critical needs to keep the SEPTA system operating reliably and safely.</p>	12-Year Program Total \$24.00 M	Ongoing	Bucks Chester Delaware Montgomery Philadelphia	System-wide

SAFETY AND SECURITY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Safety and Security Projects (FY 2028 – 2034)				
NRG Station Ventilation Improvements				
Replacement and upgrade of the existing ventilation systems and installation of a smoke abatement system at NRG Station.	\$10.00 M	Phase 1 Complete	Philadelphia	Philadelphia
		Phase 2 2032 - 2034 Project		
On-Site Power for Major Facilities				
Installation of emergency back-up power and power system upgrades and at major SEPTA maintenance and transportation facilities.	\$6.00 M	2028 - 2034 Project	Bucks Chester Delaware Montgomery Philadelphia	System-wide

SAFETY AND SECURITY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Transit Security Grant Projects (FY 2023 - 2034)				
Through the U.S. Department of Homeland Security (DHS), the Transit Security Grant Program provides funds to operators of public transportation systems to protect critical surface transportation assets and the traveling public from acts of terrorism, and to increase the resilience of transit infrastructure. From this grant program, SEPTA has funded closed circuit television (CCTV) cameras on vehicles; multi-jurisdictional counter terrorism emergency simulation drills on various transit modes; directed SEPTA Transit Police Patrols in strategically designated areas during periods of elevated alert using specially trained anti-terrorism teams; hazardous material identification kits for Special Operations and Response Teams (SORT); purchase of explosive detection devices, intrusion detection and surveillance equipment, and bulletproof vests; Special Operations and Response Teams (SORT) and K-9 patrol teams; upgraded mobile communications and Control Center monitoring equipment; installation of video surveillance cameras at transit facilities; implementation of a radio interoperability system (RIOS); maintenance of a computer aided dispatch and records management system (CAD/RMS) for the Philadelphia region; and perimeter fencing and security cameras at SEPTA's Fern Rock facility. SEPTA will continue to fund eligible projects from this grant program.	Competitive Annual Program ~\$1.00 M	Ongoing	Bucks Chester Delaware Montgomery Philadelphia	System-wide

SEPTA KEY

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

SEPTA Key is unique as it includes all of SEPTA's service modes. In addition to bus, rail transit, and regional rail fare collection improvements, this project includes 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 support the enhanced system-wide fare collection system. SEPTA Key deployment is complete for Transit services (Bus, Trolley, Trackless Trolley and High Speed Lines). Regional Rail launch is complete with Center City station farelines, outer station platform validators and on-board conductor handheld sales devices accepting credit/debit cards. Parking Payment and CCT functionality are partially deployed.

Other completed features include: school passes, Partner portal for corporations, social service agencies & universities and mobile app for SEPTA Key. Upcoming Key features include upgraded Key Card readers, mobile ticketing and open payment/mobile wallets.



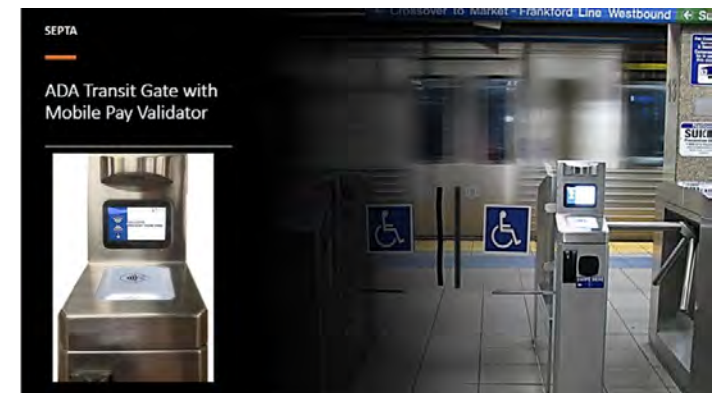
SEPTA Key - Program Elements (\$ Millions)	Prior Funding	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028 - 2034	12-Year Program Total	Total Budget
SEPTA Key	\$303.63	\$5.70	\$5.68	\$0.00	\$0.00	\$0.00	\$0.00	\$11.37	\$315.00
SEPTA Key Total	\$303.63	\$5.70	\$5.68	\$0.00	\$0.00	\$0.00	\$0.00	\$11.37	\$315.00

Companion projects supporting the SEPTA Key project include: bus and trolley farebox upgrade; Market-Frankford Line and Broad Street Line fiber optics improvements; electrical support for new fare lines at five Center City Regional Rail stations (Temple University, Jefferson Station, Suburban Station, 30th Street Station and Penn Medicine Station); Broad Street Line, Market-Frankford Line and Trolley station fare line improvements; zone offices to monitor fare lines and assist passengers; control modifications for elevators; Railroad station waiting room security; provision of power to Railroad Parking Payment Stations; and 30th Street Railroad Station ticket office/vendor relocations. These SEPTA Key companion projects are necessary to provide enhanced customer service and achieve cost efficiencies and revenue enhancements. Most of this work is complete or nearing completion.

Efforts are underway to design and develop a scope for improvements to the fare payment technology system. Capital dollars to support this effort are included within the Fare Payment Technology Upgrades project with the Communications, Signals & Technology Program.

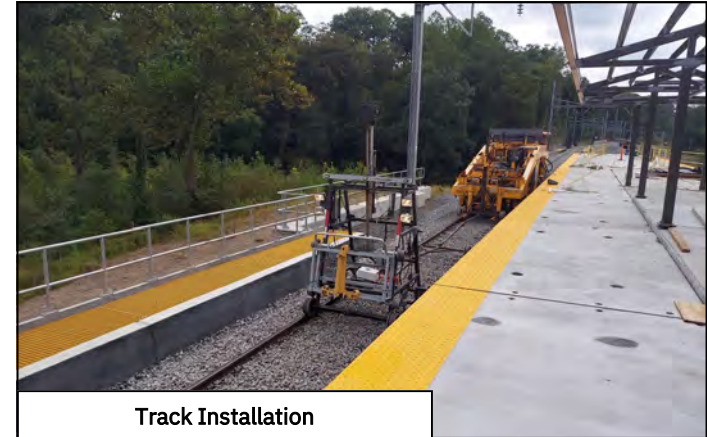
The SEPTA Board approved a loan agreement with the Philadelphia Industrial Development Corporation (PIDC), Limited Partnership (LP) XXVIII, to partially finance this project. The total project cost includes the loan repayment, interest, program management, and companion project costs.

Project status updates are available online at <http://www.septa.org/key/>.



SERVICE RESTORATION

This program provides for the Elwyn to Middletown Township/US Route 1 Rail Service Restoration project. This will restore rail service on the Media/Elwyn Regional Rail Line from its existing terminus at Elwyn, Delaware County, to a new terminus in Middletown Township/US Route 1 in Delaware County. Regional Rail service beyond Elwyn was discontinued in the early 1980s. The project includes renewal of infrastructure, including bridges, track, signals and catenary systems, as well as construction of a new station and parking deck at US Route 1 as well as crew and yard facilities at Lenni.



Track Installation

Service Restoration & Enhancements - Program Elements (\$ Millions)	Prior Funding	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028 - 2034	12-Year Program Total	Total Budget
Service Restoration - Regional Rail	\$184.50	\$12.71	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$12.71	\$197.21
Service Restoration & Enhancements Total	\$184.50	\$12.71	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$12.71	\$197.21



Station Building



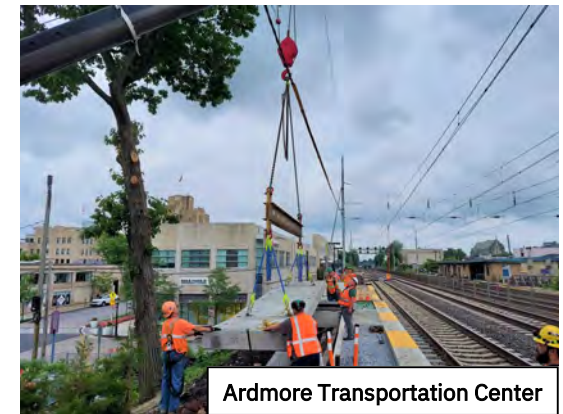
Overhead Catenary System Installation

SERVICE RESTORATION

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Service Restoration				
Elwyn to Middletown/US Route 1 Service				
<p>This project will provide restoration of rail service from the existing Media/Elwyn Regional Rail Line terminus at Elwyn, Delaware County, to a new terminus at Middletown Township/US Route 1, Delaware County along the existing right-of-way referred to as the West Chester Branch. The scope of work for this project consists of track bed reconstruction including crossties, continuous welded rail and track interlockings; catenary system replacement; and the replacement and rehabilitation of bridges and culverts. The installation of a bi-directional signal system and communications system improvements including Positive Train Control (PTC) is being funded in part by a competitive PTC grant from the Federal Transit Administration.</p> <p>The new terminus at Middletown Township/US Route 1 will include a station building with a passenger waiting area and restroom facilities; a high-level island platform with canopy and windscreens; a pedestrian underpass with accessible ramps and stairways; a 600+ car parking deck; and connections to SEPTA bus service. The new facility will be fully ADA compliant. The project also includes the construction of a new traffic intersection and access road connecting US Route 1 to the station. A railcar storage/maintenance yard and crew facility will be constructed along the right-of-way in Lenni, Delaware County.</p>	\$197.21 M	<p>Design Complete</p> <p>Construction 2018 - 2022</p>	Delaware	<p>Chester Delaware Philadelphia</p>

STATIONS, LOOPS AND PARKING IMPROVEMENTS

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

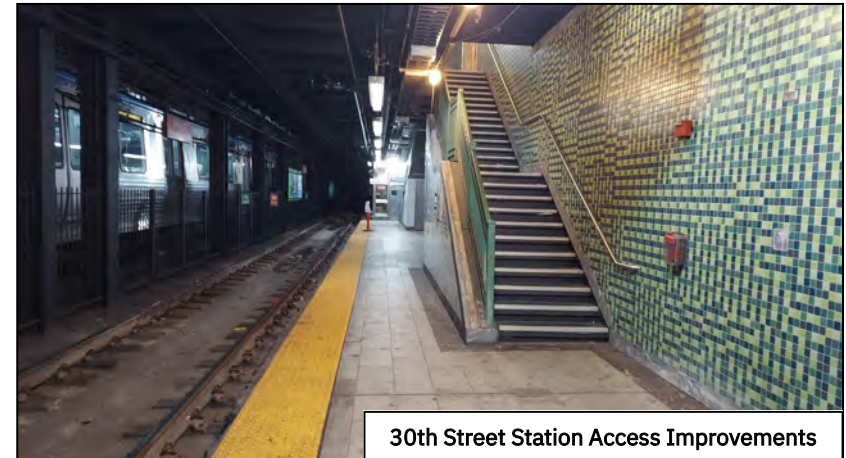


Ardmore Transportation Center

Stations, Loops and Parking Improvements - Program Elements (\$ Millions)	Prior Funding	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028 - 2034	12-Year Program Total	Beyond 2034	Total Budget
Bus & Trolley Loops	\$1.69	\$0.31	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.31	\$0.00	\$2.00
Multi-Modal Stations	\$0.19	\$2.01	\$0.00	\$0.00	\$0.00	\$0.00	\$75.00	\$77.01	\$0.00	\$77.21
Parking Improvements	\$25.66	\$1.52	\$3.06	\$7.98	\$0.00	\$0.00	\$0.00	\$12.56	\$0.00	\$38.22
<i>Conshohocken Station Parking</i>	\$25.66	\$1.52	\$3.06	\$7.98	\$0.00	\$0.00	\$0.00	\$12.56	\$0.00	\$38.22
Regional Rail Stations	\$205.99	\$17.50	\$31.82	\$55.97	\$47.15	\$33.45	\$242.74	\$428.63	\$58.69	\$693.31
<i>Ardmore Transportation Center - Phases 1 & 2</i>	\$37.33	\$4.70	\$7.07	\$4.50	\$0.00	\$0.00	\$0.00	\$16.27	\$26.05	\$79.65
<i>Exton Station Improvements - Phases 1 & 3</i>	\$30.45	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$32.64	\$63.09
<i>Paoli Transportation Center - Phases 1 & 2</i>	\$41.94	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$50.28	\$50.28	\$0.00	\$92.22
<i>Villanova Station - Phases 1 & 2</i>	\$21.01	\$0.00	\$0.50	\$5.76	\$4.19	\$0.00	\$0.00	\$10.45	\$0.00	\$31.46
Transit Stations	\$183.90	\$67.35	\$54.00	\$80.87	\$79.08	\$57.12	\$171.74	\$510.17	\$0.00	\$694.07
<i>City Hall & 15th Street Station</i>	\$75.32	\$13.75	\$13.11	\$14.80	\$20.50	\$20.40	\$31.15	\$113.72	\$0.00	\$189.04
Stations, Loops and Parking Improvements Total	\$417.43	\$88.69	\$88.89	\$144.83	\$126.23	\$90.57	\$489.48	\$1,028.69	\$58.69	\$1,504.81



Susquehanna-Dauphin Station and ADA Accessibility Improvements



30th Street Station Access Improvements

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Multi-Modal Station Improvements and ADA Accessibility Projects (FY 2023 – 2027)				
ADA Bridge Plates				
This project will provide replacement and additional bridge plates at rail stations to assist passengers with disabilities or special needs to board railcars over gaps that exist between station platforms and vehicles.	\$2.21 M	Design & Procurement 2020 – 2023	Bucks Chester Delaware Montgomery Philadelphia	System-wide
Bicycle Transit Access Program				
Installation of new bicycle parking shelters and racks and improved bicycle access at select SEPTA stations. The addition of bicycle parking shelters and racks and improve bicycle access and security at SEPTA stations will encourage more customers to bike to transit and expand opportunities to access SEPTA stations.	\$2.26 M	Ongoing	System-wide	System-wide

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Center City Concourses				
Multi-phase improvements to the Center City Concourses to enhance accessibility and bring the concourse network to a state of good repair. This program includes new finishes, lighting and security features structural rehabilitation, new drainage, and electrical upgrades.	\$59.65 M	Phase 1 & 3 Complete	Philadelphia	Philadelphia
Major capital improvements will be advanced in the following phases:		Phase 2 & 4 Design 2020 – 2021 Construction 2021 – 2024		
<ul style="list-style-type: none"> Phase 1 (Complete): Center Square under South Penn Street passing over South Broad concourse and terminating at Juniper Street. Phase 2: East Suburban Station entrance adjacent to Love Park continuing in front of the Municipal Services Building and terminating at the Market East Concourse (North). Phase 3: (Complete) Concourse from 15th Street Station to Dilworth Park and West Trolley entrance. Phase 4: East Market Street Concourse (North and South Corridors). Phase 5: 8th Street concourse on North and South side of Market Street. Phase 6: Corridor from City Hall Station to Juniper Street. Phase 7: Corridors in Suburban Station between 17th and 16th Streets. Phase 8: South Broad Concourse from City Hall to Spruce Street. 		Phases 5 - 8 Design & Construction 2024 – 2029		

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Rail Transit Wayfinding & Signage				
SEPTA will redesign and replace the wayfinding & signage system for its Rail Transit network, which includes the Market-Frankford Line, Broad Street Line, Norristown High Speed Line, Trolleys, and Media-Sharon Hill Lines. The project will include new station identification signage and pylons, directional signage, platform signage, in-vehicle signage, regulatory signage, and system, line and station area maps. The signs will utilize clear, accessible, and consistent standard service communications language and graphic standards outlined in an updated wayfinding and signage manual.	\$40.00 M	Design & Implementation 2021 – 2025	Delaware Montgomery Philadelphia	Delaware Montgomery Philadelphia
Regional Rail Station ADA Accessibility and Improvement Program (FY 2023 – 2027)				
Ardmore Transportation Center on the Paoli/Thorndale Line				
Improvements to the Ardmore Transportation Center on the Paoli/Thorndale Regional Rail Line will be completed in two phases.	Phase 1 \$53.60 M	Phase 1 Construction 2019 – 2023	Montgomery	Chester Delaware Montgomery Philadelphia
Phase 1 will make this station fully ADA accessible with enhancements that include a new inbound station building; outbound shelters; high and low-level platforms; canopies; passenger amenities; tunnel accessibility improvements; elevators and accessible pathways; improved lighting; new signage; landscaping and site improvements including stormwater management; and installing foundations for a future parking garage.	Phase 2 \$26.05 M	Phase 2 TBD		
Phase 2 includes the construction of an accessible multi-level parking garage with approximately 500 spaces; landscaping; site improvements; bus berthing area inside the garage; and improved vehicle and pedestrian access to Lancaster Avenue. Due to reduced ridership resulting from the COVID-19 pandemic and in conjunction with the Reimagining Regional Rail initiative, SEPTA is re-evaluating its station parking project schedules. A schedule and funding plan for Phase 2 will be developed as ridership levels increase and necessity for additional parking becomes clearer.				

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Bristol Station on the Trenton Line				
This project will make the station on the Trenton Regional Rail Line fully ADA accessible and includes full length high-level platforms, new passenger shelters, security improvements and passenger amenities.	\$30.00 M	Design 2022 – 2023 Construction 2024 – 2026	Bucks	Bucks Philadelphia New Jersey
Chestnut Hill East Station on the Chestnut Hill East Line				
Accessibility improvements at the Chestnut Hill East Regional Rail Station including construction of a high-level platform, station building improvements and an ADA accessible pathway at the station.	\$11.17 M	Design 2021 – 2023 Construction 2023 – 2026	Philadelphia	Philadelphia
Conshohocken Station on the Manayunk/Norristown Line				
This project provides for design and construction of a new fully ADA accessible station, and station access improvements at Conshohocken Station on the Manayunk/Norristown Regional Rail Line. This station will receive new full length high-level platforms; new station building and passenger shelters; accessible pathways, sidewalks and handrails/guardrails; bike facilities; additional roadway access to the station; new signage and lighting; stormwater management systems and landscaping.	\$15.00 M	Design Complete Construction 2020 – 2024	Montgomery	Montgomery Philadelphia

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Exton Station on the Paoli/Thorndale Line				
<p>This project provides for the phasing of improvements at Exton Station on the Paoli-Thorndale Regional Rail Line.</p> <p>Phase 2 includes the construction of bus loops with bus shelters. The planned bus circulator loops will promote intermodal access to the station. This phase is included within the Bus Revolution project in Projects of Significance.</p> <p>Phase 3 will provide for the development and construction of a fully accessible parking expansion. Due to reduced ridership resulting from the COVID-19 pandemic and in conjunction with the Reimagining Regional Rail initiative, SEPTA is re-evaluating its station parking project schedules. A schedule and funding plan for Phase 3 will be developed as ridership levels increase and necessity for additional parking becomes clearer.</p>	Phase 3 \$32.64 M	Phase 3 TBD	Chester	Chester Delaware Montgomery Philadelphia
Jenkintown-Wyncote Station on the Regional Rail Mainline				
Improvements that will make the station fully ADA accessible. This station will receive new full length high-level platforms; new pedestrian overpass and elevators; new passenger shelters; accessible pathways and handrails/guardrails; new signage and lighting; stormwater management systems and landscaping.	\$50.28 M	Design 2016 – 2023 Construction 2023 – 2026	Montgomery	Bucks Montgomery Philadelphia
Malvern Station on the Paoli/Thorndale Line				
This project will make the station fully ADA accessible and includes full length high-level platforms, new passenger shelters, security improvements and passenger amenities.	\$15.26 M	Design 2022 – 2024 Construction 2025 – 2027	Chester	Chester Montgomery Philadelphia

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Marcus Hook Station on the Wilmington Line This project will make the station fully ADA accessible and includes full length high-level platforms, new passenger shelters, security improvements and passenger amenities.	\$22.50 M	Design 2022 – 2024 Construction 2025 – 2027	Delaware	Delaware Philadelphia Delaware (State)
Noble Station on the West Trenton Line Construction to make the station ADA accessible and provide for a storage track for operational efficiency at Noble Station on the West Trenton Regional Rail Line. Work will make the station fully ADA accessible and includes full length high-level platforms; canopies and passenger shelters; accessible pathways, sidewalks and handrails/ guardrails; new signage, lighting and security cameras; stormwater management systems and landscaping. SEPTA is coordinating this project with PennDOT's replacement of the adjacent Route 611 bridge.	\$28.20 M	Design 2016 – 2023 Construction 2027 – 2031	Montgomery	Bucks Montgomery Philadelphia New Jersey

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Paoli Transportation Center on the Paoli/Thorndale Line				
<p>This project provides for the engineering and construction of a new multimodal transportation center in Paoli, Chester County. The facility is located on SEPTA’s Paoli/Thorndale Regional Rail Line and Amtrak’s Harrisburg Line. Connecting services include Bus Routes 92, 106, 204, and 206.</p> <p>The project includes three phases. Phase 1, completed in September 2019, made the existing station ADA accessible.</p> <p>Phase 2 includes construction of an additional high- level platform on the outbound side, passenger amenities, enhanced bus facilities, improved station access. A companion PennDOT project will consist of the extension of Darby Road over the railroad, including a new bridge connecting to the station, and the removal of the North Valley Road bridge. This companion project needs to be completed prior to advancement of Phase 2.</p> <p>Phase 3 includes the construction of an accessible multi-level parking garage. Due to reduced ridership resulting from the COVID-19 pandemic and in conjunction with the Reimagining Regional Rail initiative, SEPTA is re-evaluating its station parking project schedules. A schedule and funding plan for Phase 3 will be developed as ridership levels increase and necessity for additional parking becomes clearer.</p>	Phase 2 \$50.28 M	Phase 2 Design & Construction 2028 – 2034 Project	Chester	Chester Delaware Montgomery Philadelphia
	Phase 3 TBD	Phase 3 TBD		
Regional Rail Station Roof Program				
Ongoing program for repair, renewal, and/or replacement of station roofs along the Regional Rail network.	12-Year Program Total \$12.00 M	Ongoing	Bucks Chester Delaware Montgomery Philadelphia	System-wide

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Swarthmore Station on the Media/Elwyn Regional Rail Line				
Improvements to the ADA path of travel at the Swarthmore Station on the Media/Elwyn Regional Rail Line. Work includes improvements to tunnel and new ramps between tunnel and platforms.	\$7.96 M	Design & Construction 2022 – 2025	Delaware	Delaware Philadelphia
Willow Grove Station on the Warminster Regional Rail Line				
Relocation of Willow Grove Station on the Warminster Regional Rail Line that will make the station fully ADA accessible and address traffic congestion issues on Rt 611 near the existing station.	\$39.44 M	Phase 1 2017 – 2023	Montgomery	Bucks Montgomery Philadelphia
Phase 1 work includes realigning the tracks and related right-of-way improvements. Phase 2 includes new full length high-level center platform passenger shelters; accessible pathways and handrails/guardrails; improved station access; parking expansion; new signage and lighting; stormwater management systems; and landscaping.		Phase 2 2024 – 2033 Project		
Villanova Station on the Paoli/Thorndale Regional Rail Line				
This project will make the station fully ADA accessible and includes full length high-level platforms, new canopies, station building improvements, passenger shelters, security improvements and passenger amenities.	Phase 2 \$10.45 M	Phase 1 Completed 2019 Final Design & Construction 2024 – 2026	Delaware	Chester Delaware Montgomery Philadelphia

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Parking Improvements (FY 2023 – 2027)				
Conshohocken Station Parking				
In support of PennDOT's I-76 Integrated Corridor Management (ICM) Program, this project provides for design, property acquisition, and construction of a multi-level smart parking facility. This project will increase available parking from 118 to 528 spaces. SEPTA is forecasted to receive a total of \$10 million in Federal Highway Administration (FHWA) Congestion Mitigation and Air Quality (CMAQ) program dollars to support this project.	\$38.22 M	Design 2020 – 2022 Construction 2022 – 2025	Montgomery	Montgomery Philadelphia
Due to reduced ridership resulting from the COVID-19 pandemic and as part of the Reimagining Regional Rail initiative, SEPTA is re-evaluating station parking needs. The following projects listed under the previous capital budget will be revisited in coordination with the results of Reimagining Regional Rail and as ridership returns and the need for parking at each location is clearer.				
• 69th Street Transportation Center Parking Garage			Delaware	
• Fern Rock Complex			Philadelphia	
• Gwynedd Valley Station Parking			Montgomery	Bucks Chester
• Ivy Ridge Parking Improvements			Philadelphia	Delaware
• Noble Station Parking Garage			Montgomery	Montgomery Philadelphia
• Philmont Station Parking			Montgomery	
• Secane Station Parking			Delaware	

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Transit Rail Station ADA Accessibility and Improvements Program (FY 2023 – 2027)				
City Hall & 15th Street Stations				
<p>Rehabilitation of City Hall Station on the Broad Street Line and 15th Street Station on the Market-Frankford Line (MFL) to make the stations fully ADA accessible; bring the stations to a state of good repair; improve customer use, safety and security; and reduce heavy maintenance costs. The project will:</p> <ul style="list-style-type: none"> • Provide full access for riders with disabilities through installation of 14 new elevators and ramps to all levels of both stations, new and wider ramped corridors and accessible fare line gates; • Improve passenger flow with reconfigured fare lines, wider stairs and railings, and more open areas on platforms and the 15th Street Mezzanine; • Update station interiors and systems including new architectural finishes, signs, Art-in-Transit, lighting and public address systems, fire alarm system, closed-circuit TV and security systems; • Provide structural repairs and upgrades, mechanical and natural ventilation and improvements to prevent/intercept water infiltration and inflow, new fire suppression systems and new employee restrooms. <p>The City Hall / 15th Street Stations project is being advanced in phases:</p> <ul style="list-style-type: none"> • Dilworth Park Phase and 15th Street Station (complete) • Interlocking Reconfiguration: Modification of Fairmount interlocking to allow for track outages necessary to complete project construction and provide for greater future operational flexibility. • Inter-Station Connections and City Hall Station structural work (underpinnings): New and widened corridors with ramps, improved ventilation structures, platform wall openings, and new elevator shaftways from the City Hall Station mezzanines to the platforms. • City Hall Station: Upgrades within City Hall Station including fitting out the elevator shaftways with elevators and new or renovated platforms, stairs, lighting and amenities. 	\$189.04 M	<p>15th Street Station Completed 2020</p> <p>City Hall Station Design 2019 – 2023</p> <p>Construction 2020 – 2029</p>	Philadelphia	Philadelphia

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Broad Street Subway Stations				
Design for Broad Street Subway Station ADA Accessibility				
With funding programmed as part of the IIJA, SEPTA is initiating design of stations along the Broad Street Subway in order to advance construction as soon as operational needs allow. Design will be performance for the following station projects: Chinatown, Ellsworth-Federal, Fairmount Stations (Mainline and Ridge Spur), Hunting Park, Logan, Lombard-South, Snyder and Wyoming. Commencing design now also allows SEPTA to pursue competitive funding that will be made available via the federal All Stations Accessibility Program (ASAP), a new program created by the IIJA that provides funding specifically for ADA Accessibility improvements at legacy rail stations.	\$12.48 M	Design 2022 – 2024	Philadelphia	Philadelphia
Chinatown Station on the Broad-Ridge Spur				
Improvements to Chinatown Station on the Broad-Ridge Spur that will make the station fully ADA accessible. The project provides for the installation of elevators and accessibility improvements; renovation of existing platforms and station interior; new signage, lighting and security cameras; and waterproofing improvements.	\$10.00 M	Construction 2025 – 2028		
Ellsworth-Federal Station				
Improvements to Ellsworth-Federal Station on the Broad Street Line that will make the station fully ADA accessible. The project provides for the installation of elevators and accessibility improvements; renovation of existing platforms and station interior; new signage, lighting and security cameras; and waterproofing improvements.	\$19.82 M	Design 2022 – 2024 Construction 2029 – 2031		

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Erie Station				
Improvements to the Erie station on the Broad Street Line that will make the station fully ADA accessible. Work includes installation of three (3) ADA accessible elevators with one being between street level and the mezzanine level of the station, and the other two being located within the paid areas of the mezzanine level and will serve the north and southbound platforms. The project will also provide for the construction of head houses for the elevator and station entrances at street level; new signage and lighting, security features including surveillance cameras, passenger amenities; and drainage and waterproofing improvements.	\$23.27 M	Design 2020 – 2022 Construction 2023 – 2025	Philadelphia	Philadelphia
Fairmount Stations				
Improvements to Fairmount Station on the Broad Street Line and Broad-Ridge Spur to make both platform levels of the station fully ADA accessible. The project provides for installation of elevators and accessibility improvements; renovation of existing platforms and station interior; new signage, lighting and security cameras; and waterproofing improvements.	\$35.05 M	Design 2020 – 2024 Construction 2025 – 2028	Philadelphia	Philadelphia
Hunting Park Station				
Improvements to Hunting Park Station on the Broad Street Line that will make the station fully ADA accessible. The project provides for the installation of elevators and accessibility improvements; renovation of existing platforms and station interior; new signage, lighting and security cameras; and waterproofing improvements.	\$24.76 M	Design 2022 – 2024 Construction 2027 – 2030	Philadelphia	Philadelphia

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Logan Station Improvements to Logan Station on the Broad Street Line that will make the station fully ADA accessible. The project provides for installation of elevators and accessibility improvements; renovation of existing platforms and station interior; new signage, lighting and security cameras; and waterproofing improvements.	\$24.76 M	Design 2026 – 2027 Construction 2028 – 2030	Philadelphia	Philadelphia
Lombard-South Station Improvements to Lombard-South Station on the Broad Street Line that will make the station fully ADA accessible. The project provides for installation of elevators and accessibility improvements; renovation of existing platforms and station interior; new signage, lighting and security cameras; and waterproofing improvements.	\$19.82 M	Design 2022 – 2024 Construction 2029 – 2032	Philadelphia	Philadelphia
Snyder Station Improvements to Snyder Station on the Broad Street Line that will make the station fully ADA accessible. The project provides for the installation of elevators and accessibility improvements; renovation of existing platforms and station interior; new signage, lighting and security cameras; and waterproofing improvements.	\$30.36 M	Design 2022 – 2024 Construction 2025 - 2026	Philadelphia	Philadelphia
Susquehanna-Dauphin Station Modernization of Susquehanna-Dauphin Station on the Broad Street Line to make the station fully ADA accessible. The project includes the installation of elevators; relocating the existing head house and replacing with a covered head house; accessible pathways and handrails/guardrails; signage, lighting and security cameras.	\$23.87 M	Design Complete Construction 2020 - 2023	Philadelphia	Philadelphia

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Tasker-Morris Station				
Improvements to Tasker-Morris Station on the Broad Street Line that will make the station fully ADA accessible. The project provides for installation of elevators and accessibility improvements; renovation of existing platforms and station interior; new signage, lighting and security cameras; and waterproofing improvements.	\$19.21 M	Design Complete Construction 2022 - 2023	Philadelphia	Philadelphia
Wyoming Station				
Improvements to Wyoming Station on the Broad Street Line that will make the station fully ADA accessible. The project provides for installation of elevators and accessibility improvements; renovation of existing platforms and station interior; new signage, lighting and security cameras; and waterproofing improvements.	\$24.76 M	Design 2022 – 2024 Construction 2027 - 2029	Philadelphia	Philadelphia
Market-Frankford Line Stations				
11th Street Station				
Improvements to 11th Street Station on the Market-Frankford Line that will make the station fully ADA accessible. The project provides for installation of elevators and accessibility improvements; renovation of existing platforms and station interior; new signage, lighting and security cameras; and waterproofing improvements.	\$23.81 M	Design 2019 – 2022 Construction 2022 – 2025	Philadelphia	Philadelphia

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
34th Street Station				
Improvements to the 34th Street Station on the Market-Frankford Line that will make the station fully ADA accessible. The project provides for the installation of elevators and accessibility improvements; renovation of existing platforms and station interior; new signage, lighting and security cameras; and waterproofing improvements.	\$31.00 M	Design & Construction 2024 – 2028	Philadelphia	Philadelphia
Spring Garden Station				
Improvements to Spring Garden Station on the Market-Frankford Line that will make the station fully ADA accessible. The project provides for the installation of elevators and accessibility improvements; renovation of existing platforms; and new signage, lighting and security cameras. Work will be conducted concurrently with and in coordination with PennDOT's I-95 Improvement Project.	\$7.37 M	Design & Construction 2024 – 2026	Philadelphia	Philadelphia
Norristown High Speed Line Stations				
Bridgeport Station				
As part of the rehabilitation of the Bridgeport Viaduct at Mile Post 12.81 (Schuylkill River) on the Norristown High Speed Line (NHSL), improvements will be made to Bridgeport Station to make the station fully ADA accessible. This project will also include rehabilitation of station facilities, including improvements to existing platforms and shelters, accessibility improvements including ramps and handrails/ guardrails, new signage, lighting and security cameras, and stormwater management.	\$4.00 M	Design & Construction 2022 – 2025	Montgomery	Delaware Montgomery

STATIONS, LOOPS AND PARKING IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Villanova Station				
Improvements will make Villanova Station on the NHSL fully ADA accessible. Rehabilitation of station facilities, including improvements to existing platforms and shelters; accessibility improvements including ramps and handrails/ guardrails; new signage, lighting, and security cameras; and stormwater management.	\$4.00 M	Design & Construction 2022 – 2025	Delaware	Delaware Montgomery
Regional Rail and Rail Transit Station ADA Accessibility and Improvements Program (FY 2028 – 2034)				
Stations programmed in FY 2028 - 2034 will be modernized and made ADA accessible. A detailed scope of work for these stations and additional Regional Rail and rail transit stations identified for capital improvements will be developed as they are designed. Stations include but are not limited to the following:				
• Devon Station on the Paoli/Thorndale Regional Rail Line	\$20.00 M	2028 - 2034 Project	Chester	
• East Falls Station on the Manayunk/Norristown Regional Rail Line	\$19.50 M	2028 - 2034 Project	Philadelphia	
• Glenside Station on Regional Rail Mainline	\$24.75 M	2028 - 2034 Project	Montgomery	
• Ivy Ridge Station on the Manayunk/Norristown Regional Rail Line	\$18.50 M	2028 - 2034 Project	Philadelphia	
• Wissahickon Station on the Manayunk/Norristown Regional Rail Line	\$28.20 M	2028 - 2034 Project	Philadelphia	
• Wyndmoor Station on the Chestnut Hill East Regional Rail Line	\$19.50 M	2028 - 2034 Project	Philadelphia	
• Wynnewood Station on the Paoli/Thorndale Regional Rail Line	\$19.50 M	2028 - 2034 Project	Montgomery	

SUBSTATIONS AND POWER IMPROVEMENTS

Many of SEPTA's railroad and transit substations have been in continuous operation since the 1920s and 1930s. In order to bring these substations up to modern standards of reliability and performance, they must be overhauled or replaced. These projects will replace existing equipment with modern indoor switchgear and state-of-the-art industry safety systems, communications and relay protection systems, and will provide additional power and reliability. Work includes replacing transformers, trolley breakers, feeder switches, substation switchgears and protective relaying.

Power infrastructure must also be brought to a state of good repair. This includes replacing catenary systems and upgrading 80+ year old Regional Rail infrastructure. Additional power improvements will be undertaken as part of the Infrastructure Safety Renewal Program (ISRP).



Portal Switching Station

Substations and Power Improvements - Program Elements (\$ Millions)	Prior Funding	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028 - 2034	12-Year Program Total	Total Budget
Power	\$23.99	\$2.24	\$3.62	\$14.85	\$12.04	\$10.23	\$10.02	\$53.01	\$77.00
Substation	\$122.26	\$22.83	\$21.32	\$27.39	\$29.16	\$26.23	\$224.57	\$351.51	\$473.77
Substations and Power Improvements Total	\$146.25	\$25.07	\$24.94	\$42.24	\$41.21	\$36.46	\$234.60	\$404.52	\$550.77



12th Street Switching Station



30th Street West Catenary

SUBSTATIONS AND POWER IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Multimodal Substation Overhaul Program (FY 2023 - 2034)				
Supervisory Control and Data Acquisition (SCADA) System and Network Upgrade				
SEPTA's expansive traction power infrastructure is monitored and controlled centrally from its Control Center through a complex Supervisory Control and Data Acquisition (SCADA) system. The SCADA system allows SEPTA's dispatch personnel to continuously monitor and control traction power substation and wayside equipment throughout SEPTA's City Transit, Suburban Transit, and Regional Rail Divisions. In addition to the traction power equipment, the SCADA system also monitors/controls primary lighting and signal circuits, pump rooms, intrusion and fire alarms, and various other points of indication/control.	\$18.50 M	Design & Implementation 2028 – 2034 Project	System-wide	System-wide
This project will replace an existing aged legacy SCADA system that is becoming increasingly difficult to maintain due to the obsolescence of critical components and supporting communication infrastructure. The project will modernize the system and control room to improve operational efficiencies and provide enhanced data for trending and analytics.				
Substation Design and Equipment Purchase				
This program includes the design necessary for improvements to seven transit substations (Market, Ellen, Ranstead, Park, Broad, Loudon, and Castor), nine railroad substations and switching stations (Neshaminy, Bethayres, Yardley, Lansdale, Hatboro substations and 12th Street, 18 th Street, and Portal switching stations), and one new substation at Woodbourne. The program also includes procuring long lead equipment such as auto transformers and circuit breakers that will be required for the substation construction projects.	\$28.23 M	Design / Procurement 2016 – 2024	Bucks Montgomery Philadelphia	System-wide

SUBSTATIONS AND POWER IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Power Improvements (FY 2023 - 2027)				
30th Street West Catenary Replacement				
Replacement and upgrade of the overhead contact system including catenary structures from 30th Street Station to 'K' Interlocking and the Powelton Yard Complex.	\$77.00 M	Design 2015 – 2023 Construction 2023 – 2027	Philadelphia	System-wide
Railroad Substations (FY 2023 - 2027)				
18th Street Switching Station				
Overhaul of 18th Street Switching Station in the Center City Tunnel. Work includes new transformers, trolley breakers, feeder breakers, substation switchgear and protective relaying. Design is being performed as part of the Substation Design and Equipment Purchase project (see description above).	\$13.00 M	Construction 2023 – 2025	Philadelphia	Network-wide
Brill Substation				
Replacement of major power components at Brill Substation, originally built in 1985, on the Airport Regional Rail Line. Work includes installing new transformers, trolley breakers, feeder breakers, substation switchgear and protective relaying.	\$12.80 M	Design & Construction 2025 – 2028	Philadelphia	Philadelphia

SUBSTATIONS AND POWER IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Cresheim Valley Substation Construction of a new substation for the Chestnut Hill East and West Regional Rail Lines. Work includes new transformers, trolley breakers, feeder breakers, substation switchgear and protective relaying. The new Cresheim Valley substation will consolidate the functions of existing Chestnut Hill East substation, Allen's Lane switching station, and Amtrak's North Philadelphia substation.	\$25.79 M	Design & Construction 2022 – 2026	Philadelphia	Bucks Chester Delaware Montgomery Philadelphia New Jersey
Lansdale, Hatboro and 12th Street/Portal Switching Stations Overhaul of the following railroad substations and switching stations. Work includes new transformers, trolley breakers, feeder breakers, substation switchgear and protective relaying. <ul style="list-style-type: none"> Lansdale Substation on the Lansdale/Doylestown Regional Rail Line Hatboro Substation on the Warminster Regional Rail Line 12th Street and Portal Switching Stations in the Center City Tunnel Design is being performed as part of the Substation Design and Equipment Purchase project (see description above).	\$31.54 M	Construction 2019 – 2022	Montgomery Philadelphia	Bucks Delaware Montgomery Philadelphia New Jersey
Wayne Junction Static Frequency Converters (SFC) #1-4 The major components of the three Static Frequency Converters (SFCs), located adjacent to Wayne Junction Substation, are past their useful lives. SFCs are necessary to convert 230 kV 60 Hz power provided from PECO into a one-of-a-kind 24/12 kV 25 Hz auto transformer system. The construction of a new #4 converter must be completed before the replacement of the three existing converters is initiated to sustain existing service during construction.	\$85.70 M	Design 2015 – 2021 Construction 2022 – 2027	Philadelphia	Bucks Montgomery Philadelphia

SUBSTATIONS AND POWER IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Woodbourne Substation Construction of a new Traction Power and Substation on the West Trenton Regional Rail Line. Design is being performed as part of the Substation Design and Equipment Purchase project (see description above).	\$23.79 M	Construction 2023– 2026	Bucks	Bucks Montgomery Philadelphia
Regional Rail Substations (FY 2028 - 2034)				
Regional Rail Substation Program Multi-year overhaul of other regional rail substations. Work includes installing new breakers, rectifiers, transformers, relays and switch gear.	\$36.11 M	2028 – 2034 and Beyond Project	Bucks Chester Delaware Montgomery Philadelphia	System-wide
Transit Substations (FY 2023 - 2027)				
Ellen Substation Overhaul of Ellen Substation, serving the Market-Frankford Line and a portion of the Rt. 15 Trolley. Work includes replacement and upgrade of existing breakers, rectifiers, transformers, relays and switch gears. Design is being performed as part of the Substation Design and Equipment Purchase project (see description above).	\$12.68 M	Construction 2025 - 2028	Philadelphia	Delaware Philadelphia

SUBSTATIONS AND POWER IMPROVEMENTS

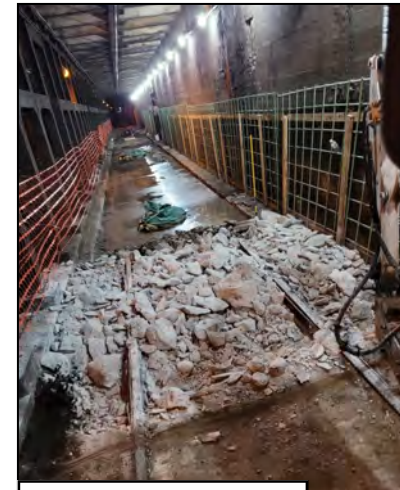
Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Market Substation <p>Overhaul of the Market Substation, serving the Market-Frankford Line and City Trolley Lines. Work includes replacement and upgrade of existing breakers, rectifiers, transformers, relays and switch gears.</p> <p>Design is being performed as part of the Substation Design and Equipment Purchase project (see description above).</p>	\$12.50 M	Construction 2022 – 2024	Philadelphia	Delaware Philadelphia
Park, Broad, Louden, Castor Substations <p>Overhaul of the following transit substations. Work includes replacement and upgrade of existing breakers, rectifiers, transformers, relays and switch gears.</p> <ul style="list-style-type: none"> • Park Substation, serving the Broad Street Line (BSS). • Broad Substation, serving the BSS and Ridge Avenue Spur. • Louden Substation, serving the BSS and Route 75 Trackless Trolley. • Castor Substation, serving the Route 59 Trackless Trolley. <p>Design is being performed as part of the Substation Design and Equipment Purchase project (see description above).</p>	\$19.95 M	Construction 2022 – 2024	Philadelphia	Philadelphia
Ranstead Substation <p>Overhaul of Ranstead Substation, serving the Market-Frankford Line and a portion of the City and Suburban Trolley Lines. Work includes replacement and upgrade of existing breakers, rectifiers, transformers, relays and switch gears.</p> <p>Design is being performed as part of the Substation Design and Equipment Purchase project (see description above).</p>	\$12.68 M	Construction 2027 – 2029	Philadelphia	Philadelphia Delaware

SUBSTATIONS AND POWER IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Transit Substations (FY 2028 - 2034)				
Transit Substation Program				
Multi-year overhaul of other transit substations. Work includes installing new breakers, rectifiers, transformers, relays and switch gear.	\$140.00 M	2028 - 2034 and Beyond Project	Philadelphia	Philadelphia

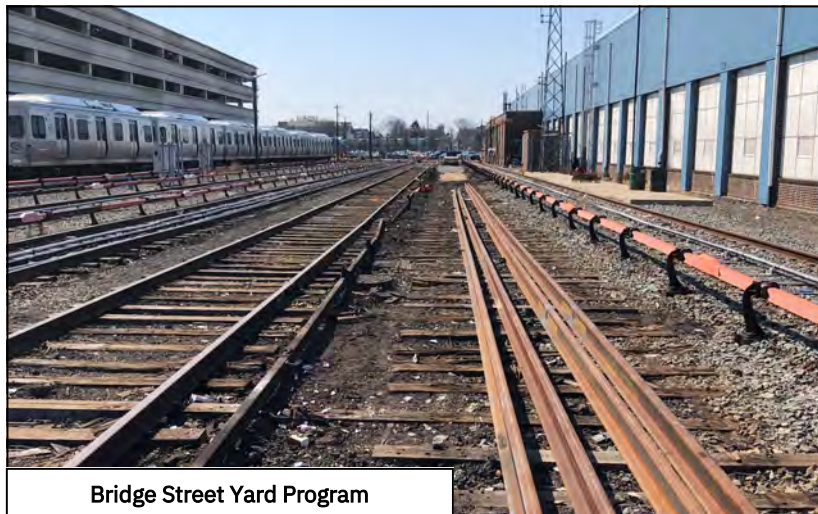
TRACK AND RIGHT-OF-WAY IMPROVEMENTS

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



Trolley Tunnel Track

Track and Right-of-Way Improvements - Program Elements (\$ Millions)	Prior Funding	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028 - 2034	12-Year Program Total	Total Budget
Regional Rail Track & ROW	\$11.16	\$3.50	\$2.01	\$0.00	\$0.00	\$0.00	\$10.00	\$15.51	\$51.18
Transit Track & ROW	\$45.66	\$4.42	\$5.33	\$5.80	\$3.50	\$3.50	\$49.50	\$72.05	\$117.71
Track and Right-of-Way Improvements Total	\$56.82	\$7.92	\$7.34	\$5.80	\$3.50	\$3.50	\$59.50	\$87.56	\$168.88



Bridge Street Yard Program



NHSL Tie Replacement & Continuous Welded Rail

TRACK AND RIGHT-OF-WAY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Railroad Track and Right-of-Way Improvements (FY 2023 – 2027)				
Harrisburg Line Capacity Improvements – Track 2				
The project will rehabilitate and upgrade Track 2 from Glen to Thorn Interlocking in Chester County, PA, on the Amtrak-owned Harrisburg Line between Philadelphia and Harrisburg. The Federal Railroad Administration (FRA) Federal-State Partnership Grant funded project will upgrade 10 miles of track to FRA class 3 standards (60 mph) and upgrade the signal system with bidirectional signals. This project is a joint effort of SEPTA, Amtrak, and the Pennsylvania Department of Transportation (PennDOT).	\$16.68 M	Design & Construction 2021 – 2023	Chester	Chester Montgomery Philadelphia
Transit Track and Right-of-Way Improvements (FY 2023 – 2027)				
Market-Frankford Line Bridge Street Yard Program				
Renewal of yard tracks including 3rd rail for the Market-Frankford Line at the Bridge Street Yard.	\$3.00 M	Construction 2021 – 2023	Philadelphia	Philadelphia Delaware
Norristown High Speed Line Tie Replacement and Continuous Welded Rail				
Renewal of ties and bridge timbers, and conversion of 100-pound bolted rail to 115-pound bolted rail for the Norristown High Speed Line (NHSL), including track surfacing, and new special track work. Project includes acquiring special rail maintenance of way (MOW) equipment including a tie handler, tie inserter/extractor, tamper, spiker, and spike puller.	\$33.60 M	Design Complete Construction 2014 – 2023	Delaware Montgomery	Delaware Montgomery

TRACK AND RIGHT-OF-WAY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Route 101/102 Yard Tracks Program				
Renewal of yard tracks and special track work for the Suburban Transit Division Route 101/102 Trolley Lines at the 69th Street maintenance complex.	\$7.10 M	Design 2021 – 2022 Construction 2023 – 2024	Delaware	Delaware
Track and Right of Way Improvements				
Renewal of street track and special track work on City Transit Division trolley routes. This includes Trolley Routes 15, 10, 11, 13, 34 and 36 and diversion routes and non-revenue routes. Trolley diversion routes are used to transport customers to 40th Street Station on the Market Frankford Line when the tunnel portion of the trolley lines is out of service for maintenance. Non-revenue tracks are used by trolleys heading to and from Elmwood and Callowhill Shops/Yards.	\$18.00 M	Construction 2026 - 2034	Delaware Philadelphia	Delaware Philadelphia
Trolley Tunnel Track				
Annual program to renew track, ties, and curve worn rail in the City Transit Division Trolley Tunnel. The tunnel serves Trolley Routes 10, 11, 13, 34 and 36. This is an ongoing systemwide program to address critical needs to keep the SEPTA system operating reliably and safely.	12-Year Program Total \$42.80 M	Ongoing	Philadelphia	Philadelphia

TRACK AND RIGHT-OF-WAY IMPROVEMENTS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Railroad Track and Right-of-Way Improvements (FY 2028 – 2034)				
Norristown Station Regional Rail 3rd Track				
Construction of a third track at Norristown Station to separate freight rail service from passenger rail service and facilitate the opportunity for increased frequency on SEPTA's Manayunk/Norristown Regional Rail Line. The Norristown Regional Rail Station will be reconstructed and made fully ADA accessible as part of this project.	\$34.50 M	2028 – 2034 and Beyond Project	Montgomery	Montgomery Philadelphia

VEHICLE ACQUISITIONS AND OVERHAULS

SEPTA utilizes a fleet of over 3,000 revenue vehicles and non-revenue vehicles that support revenue services and utility work. Under this Program of Projects, vehicles will be overhauled on a planned schedule to maintain a state of good repair throughout a vehicle's service life. This program also provides for the replacement of revenue and utility vehicles and equipment that have exceeded their useful life. As SEPTA continues to develop its Zero Emission Bus (ZEB) Playbook (<https://planning.septa.org/projects/zero-emission-bus/>), the authority is proceeding with a 2-year bus procurement to replace the final diesel powered buses with more efficient hybrid-electric vehicles. Future bus purchases beginning in FY 2026 will be guided by the results of Bus Revolution and the ZEB Playbook. To plan for future commitments, SEPTA is proposing to program a portion of its FY 2023 and FY 2024 funding to address future Vehicle Overhaul and bus purchase program needs once IIJA funding expires after FY 2026.



Work Train Locomotive Replacement

Vehicle Acquisitions and Overhauls - Program Elements (\$ Millions)	Prior Funding	FY 2023	FY 2024	FY 2025*	FY 2026*	FY 2027*	FY 2028 - 2034	12-Year Program	Total Budget
Bus Purchase Program	\$88.93	\$112.75	\$108.70	\$0.00	\$56.20	\$4.63	\$855.22	\$1,137.49	\$1,226.42
Paratransit Vehicle Acquisition	\$12.40	\$1.21	\$2.08	\$8.12	\$8.00	\$8.16	\$62.78	\$90.36	\$102.75
Regional Rail Vehicle Acquisition	\$109.29	\$56.52	\$7.85	\$6.34	\$0.00	\$0.00	\$0.00	\$70.71	\$180.00
Utility Fleet Vehicle Acquisition	\$14.47	\$12.64	\$13.22	\$10.61	\$9.60	\$12.32	\$72.50	\$130.89	\$145.36
Vehicle Overhaul Program	\$107.25	\$90.00	\$87.18	\$70.00	\$80.00	\$15.58	\$669.09	\$1,011.84	\$1,119.09
Vehicle Acquisitions and Overhauls Total	\$332.34	\$273.11	\$219.02	\$95.08	\$153.80	\$40.69	\$1,659.59	\$2,441.28	\$2,773.62

* FY 2025, FY 2026 and FY 2027 Bus Purchase Program and Vehicle Overhaul Program budgets reflects fiscal year allocations. Forecasted Bus Purchase Program cashflows for FY 2026 are \$105.04M supported by prior year funding of \$48.84M; FY 2027 forecasted cashflows are \$108.19M supported by prior year funding of \$103.55M. Forecasted Vehicle Overhaul Program cashflows for FYs 2025 - 2027 are \$90.00M supported by prior funding of \$20.00M for FY 2025, \$10.00M for FY 2026 and \$74.42M for FY 2027.



SEPTA Transit Police Vehicle Replacement



Bus Purchase Program

VEHICLE ACQUISITIONS AND OVERHAULS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Bus Purchase Program (FY 2023- 2034)				
<p>SEPTA is planning for a full transition to zero-emission buses (ZEBs) by the year 2040. The Zero Emission Bus (ZEB) Master Plan will lay the groundwork for the bus fleet of the future. SEPTA has completed the first phase of analysis that examines the feasibility of procuring battery electric buses (BEBs) and installing charging infrastructure to support the fleet. The next phase of the plan will evaluate fuel cell electric buses (FCEBs) and the necessary fueling infrastructure to support them. To ensure the reliability and continuity of bus operations while the ZEB Master Plan and transition plan is finalized, the Authority contracted with New Flyer to purchase 220 hybrid buses with an option for 100 additional buses to provide flexibility to transition to a zero-emission bus procurement sooner if technology is available. This bus procurement will allow SEPTA to retire the last of the all-diesel fleet which is now more than 15 years old (purchased in 2005). Future bus purchases will be guided by the ZEB Playbook and the results of Bus Revolution.</p>	220 40-Ft. Hybrid Bus Purchase \$220.18 M	220 40-Ft. Hybrid Bus Purchase Delivery 2022 – 2024	Bucks Chester Delaware Montgomery Philadelphia	Bucks Chester Delaware Montgomery Philadelphia
	Future Bus Purchase \$1,093.56 M	Future Bus Purchase Procurement & Delivery 2024 – 2033		
Paratransit Vehicle Purchase Program (FY 2023- 2034)				
<p>SEPTA routinely acquires new revenue vehicles for its paratransit and shared-ride services to replace vehicles that have exceeded their useful life of five years. These vehicles are provided to private carriers, which operate the services and maintain the vehicles under contract to SEPTA.</p> <p>SEPTA ownership of these vehicles provides the following benefits:</p> <ul style="list-style-type: none"> • The flexibility to rapidly exchange vehicles between carrier networks should the need arise • Creates an economic incentive for carriers to provide quality service • More control over fleet composition and standardization of the fleet • More control over vehicle design features. 	\$102.5 M	Ongoing	Bucks Chester Delaware Montgomery Philadelphia	Bucks Chester Delaware Montgomery Philadelphia

VEHICLE ACQUISITIONS AND OVERHAULS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Regional Rail Multi-Level Car Acquisition (FY 2023 - 2028)				
This project provides for the acquisition of new multi-level push-pull passenger railcars. In 2017, a contract was awarded to CRRC MA Corp. for 45 railcars with an option for an additional 10 push-pull railcars. The new cars will fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations regarding safety features and systems. The cars will include passenger amenities, such as a state-of-the-art climate control system, bicycle storage area and WiFi. The new cars will have electronic exterior and interior destination signs, voice announcement and corresponding display on video screens of train destination and upcoming station stops. In addition, the new railcars will be equipped with on-board video surveillance and automatic passenger counting systems.	\$180.00 M	Contract Award Complete Delivery 2022 - 2025	Regional Rail System	Bucks Chester Delaware Montgomery Philadelphia Delaware (State) New Jersey

VEHICLE ACQUISITIONS AND OVERHAULS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Vehicle Overhaul Program (VOH) (FY 2023 - 2034)				
<p>SEPTA's Vehicle Overhaul Program (VOH) provides for the systematic replacement or upgrade of systems on SEPTA's rolling stock and VOH support equipment. In addition to vehicle fleet overhauls, this program also provides for vehicle campaigns to address specific component overhaul needs of a bus or rail fleet. The VOH Program allows SEPTA to continue its overhaul of rolling stock, thus ensuring continued safe and reliable service, particularly for its increasingly aging rail vehicle fleet.</p> <p>Vehicles are scheduled for overhauls during their service lives based on vehicle type and age to optimize performance throughout its useful service life. Prudent fleet management requires a program of preventive maintenance for optimal fleet reliability, service quality, efficient performance, and passenger comfort. Advanced scheduling of vehicle overhauls and campaigns allows SEPTA to purchase material and produce rebuilt components in an efficient and effective manner.</p> <p>Highlights of the Fiscal Year 2023 program includes the following activities:</p> <ul style="list-style-type: none"> • Bus Overhaul: 40-foot Nova hybrid buses, 60-foot Nova Articulated hybrid buses and prototypes for the midlife overhaul of New Flyer 40-foot Xcelsior and 30-foot MiDi Series fleets. • Rail Overhaul: Broad Street B-IV cars, City and Suburban trolleys, Regional Rail Silverliner IV and V cars, Regional Rail Push-Pull cars, Market Frankford M-4 cars, Route 15 PCC-II Trolley Cars, Norristown High Speed Line N-5 cars, and support vehicles and equipment. <p>Highlights of rail transit campaigns for Fiscal Year 2023 include: M-4 LCU Software Upgrade; M-4 carbody bolster repairs. Regional Rail campaigns include Push-Pull cab/coach center door overhaul, HVAC control box upgrade and various Silverliner IV equipment and system overhauls.</p>	<p>12-Year Program Total \$1,119.09 M</p>	<p>Annual program to overhaul portions of each vehicle fleet</p>	<p>System-wide</p>	<p>System-wide</p>

VEHICLE ACQUISITIONS AND OVERHAULS

Project Descriptions	Budget	Schedule / Status (Calendar Year)	Location	Service Area
Utility Fleet Renewal (Non-Revenue Vehicles) (FY 2023 - 2034)				
<p>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. 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.</p> <p>The utility fleet comprises the following types of vehicles and equipment:</p> <ul style="list-style-type: none"> • Utility vehicles for transit and paratransit supervisors, and SEPTA police officers. • Maintenance-of-way vehicles used for inspection, maintenance and construction of buildings, overhead power systems, communications systems, signal systems and track. These vehicles include trucks, cranes, high rail vehicles and maintenance-of-way equipment. • Transporter vehicles used in garages and shops, including revenue trucks, forklifts for material handling, pick-up trucks for material movement between depots and shops, and for snow removal. • Service vehicles used for vehicle maintenance including wreckers, tow tractors, man lifts and pick-up trucks. • Miscellaneous equipment such as generators, compressors, trailers, floor scrubbers and welding units. 	<p>12-Year Program Total \$130.89 M</p>	Ongoing Program	System-wide	System-wide

Appendix A - Budget and Schedule Changes

The table below summarizes changes to project budgets and schedules between the approved FY 2022 Capital Budget and Fiscal Years 2022 - 2033 Capital Program and the proposed FY 2023 Capital Budget and Fiscal Years 2023 - 2034 Capital Program.

Program	Project	FY 2022 Capital Program		FY 2023 Capital Program	
		Budget *	Schedule (Calendar Year) *	Budget *	Schedule (Calendar Year) *
Bridge Program	Chestnut Hill East Line Bridge Rehabilitation Program	\$30.00 M	Design and Construction 2024 - 2027	\$30.00 M	Design and Construction 2022 - 2027
	Chestnut Hill West Line Bridge Rehabilitation Program	\$35.00 M	Design and Construction 2024 - 2030	\$35.00 M	Design and Construction 2022 - 2028
	Mainline-Schuylkill Bridges Phase 3	\$45.05 M	Design & Construction 2027 - 2033 Project	\$45.05 M	Design & Construction 2022 - 2028
	Stone Arch Bridge Program - Phase 2	\$11.20 M	Design 2017 – 2020 Construction 2020 - 2023	\$13.20 M	Design 2017 – 2020 Construction 2020 - 2026
	NHSL Bridge 0.15 over 69th St. Yard Tracks	\$4.00 M	Construction 2018 - 2022	\$4.00 M	Construction 2018 - 2023
	NHSL Viaduct over Schuylkill River	\$35.00 M	Design 2021 Construction 2022 - 2024	\$35.00 M	Design 2022 Construction 2023 - 2026
Communications, Signal Systems & Technology	Broad Street Line Ridge-Spur Signals	\$8.66 M	Construction 2015 - 2022	\$14.66 M	Construction 2015 - 2023
	Broad Street Line Signals	\$65.00 M	Design & Construction 2025 - 2030	\$65.00 M	Design & Construction 2028 - 2034
	Computer Aided Radio Dispatch (CARD) System Replacement	\$124.82 M	Design Complete; Construction 2021 - 2026	\$124.82 M	Design Complete; Construction 2022 - 2026
	Control Center Wall Display	\$3.89 M	Design Complete; Construction 2021 - 2023	\$6.39 M	Design Complete; Construction 2021 - 2023
	Crash Hardened Video Recorders	\$4.80 M	Implementation 2019 - 2022	\$7.73 M	Implementation 2019 - 2022
	Facilities Video System	N/A	N/A	\$1.86 M	Implementation 2018 - 2022
	Fare Payment Technology Upgrade Design	N/A	N/A	\$5.0 M	Design 2022 - 2024
	Operations Training Simulators	\$6.59 M	Implementation 2017 - 2022	\$6.59 M	Implementation 2017 - 2022
	Positive Train Control	\$167.00 M	Design Complete; Construction 2012 - 2020	\$174.02 M	Construction 2012 - 2021; Continuing Integration with Partner Railroads 2021 - 2023
	Real-Time Information / Audio Visual Public Address (AVPA)	\$34.73 M	Implementation 2017 - 2023	\$34.73 M	Implementation 2017 - 2024
	Regional Rail Signal Upgrades Program	N/A	N/A	\$40.00 M	2031 - 2034 & Beyond Project
	Route 101/102 Positive Train Control & ROW Improvements	\$76.40 M	Construction 2015 - 2023	\$90.12 M	Construction 2015 - 2023
	Video Systems Refreshment Program	\$21.47 M	Implementation 2023 - 2027	\$42.37 M	Implementation 2023 - 2034
	PTC - Onboard Survey Mapping / ACCESS III	\$3.30 M	Development 2021-2022	\$3.30 M	Development 2021-2024
	Market-Frankford Line PTC (Preliminary Engineering)	\$12.00 M	Preliminary Design 2022 - 2024	\$82.00 M	Preliminary Design 2022 - 2028
	Harrisburg Line Capacity Improvements - Bidirectional	N/A	N/A	\$21.90 M	Design and Construction 2022 - 2029
	Signaling - Paoli to Overbrook				
	SEPTA Transformation - Efficiency and Accountability Capital Support	N/A	N/A	\$1.90 M	Design & Implementation 2022 - 2024
	Signal System Renewal on the Norristown High Speed Line	N/A	N/A	\$80.00 M	Design 2022 - 2023; Construction 2023 - 2030
	Supervisory Control and Data Acquisition (SCADA) System and Network Upgrade	N/A	N/A	\$18.40 M	Design and Implementation 2028 - 2034
	Telecommunications System Replacement	N/A	N/A	\$13.71 M	Design and Implementation 2022 - 2025
	Transit Asset Management System	N/A	N/A	\$6.77 M	Design and Implementation 2011 - 2023

Appendix A

Program	Project	FY 2022 Capital Program		FY 2023 Capital Program	
		Budget *	Schedule (Calendar Year) *	Budget *	Schedule (Calendar Year) *
Maintenance / Transportation, Shops & Offices	Frazer Rail Shop and Yard Expansion	\$139.00 M	Design 2016 - 2021; P1&P2 Complete; P3 Construction 2022 - 2024	\$139.00 M	Design 2016 - 2021; P1&P2 Complete; P3 Construction 2022 - 2026
	Frazer Transportation Building	N/A	N/A	\$25.00 M	Design 2019 - 2022; Construction 2025 - 2030
	Maintenance Facilities Improvement Program	N/A	N/A	\$55.00 M	2028 - 2034 Project
	Powelton Yard Facility Improvements	\$3.92 M	Design Complete; Construction 2021 - 2022	\$5.53 M	Design Complete; Construction 2021 - 2023
	Steel Wheel Lift Program	\$6.00 M	Design and Construction 2028 - 2033	\$12.32 M	Design and Construction 2023 - 2034
	Vehicle Washer Program	\$14.00 M	Design and Construction 2025 - 2030	\$20.00 M	Design and Construction 2023 - 2034
	Wayne Car Shop Improvements	\$13.50 M	Design 2017 - 2021; Construction 2021 - 2024	\$0.00	Removed from Program
	Wheel Truing Program Phase 1	\$4.61 M	Design and Construction 2024 - 2028	\$10.51 M	Design and Construction 2023 - 2034
	Wyoming Complex Stormwater Retrofits	\$4.92 M	Design 2020 - 2021; Construction 2022 - 2023	\$8.36 M	Design 2020 - 2021; Construction 2022 - 2024
	Boiler Replacement Program	\$3.50 M	2027 - 2033 Project	\$16.00 M	Design & Construction 2027 - 2034
	Bus Lift Program	\$6.00 M	2027 - 2033 Project	\$8.00 M	Design & Construction 2027 - 2034
	Courtland Facility (formerly Track Shop Facility)	\$22.50 M	Design 2018 - 2021; Construction 2022 - 2025	\$22.50 M	Design 2018 - 2022; Construction 2023 - 2025
Roof Program	Victory Shop & Storage	\$18.75 M	Design 2022 - 2023; Construction 2022 - 2026	\$18.75 M	Design 2023 - 2024; Construction 2024 - 2030
	69th St. Transportation Center Shop Complex Roofs Replacement	\$12.10 M	Construction 2016 - 2022	\$14.10 M	Construction 2016 - 2023
	Midvale Bus Garage Roof Replacement	\$31.40 M	Design Complete; Construction 2020 - 2023	\$29.90 M	Design Complete; Construction 2020 - 2023
Projects of Significance: Early Actions	Southern Garage Roof Replacement	\$3.40 M	Design & Construction 2026 - 2027	\$7.58 M	Design & Construction 2026 - 2029
	King of Prussia (KOP) Rail Project	N/A	N/A	\$2.08 B	Design & Construction 2021 - 2029
	Bus Network Infrastructure Support	\$25.00 M	Design and Construction 2022 - 2027	\$105.00 M	Design and Construction 2022 - 2034
	Exton Station Multimodal Improvements	\$6.00 M	2027 - 2033 Project	\$6.00 M	Design & Construction 2022 - 2024
	Market-Frankford Line Vehicle Replacement	N/A	N/A	\$720.00 M	MFL Vehicle Design 2021 - 2022; Rail Vehicle Acquisition 2023 - 2031
	South Philadelphia Transportation Center	N/A	N/A	\$12.25 M	Design & Construction 2022 - 2026
	69th Street Transportation Center Comprehensive Plan Implementation	TBD	TBD	\$4.00 M	Design and Early Actions 2022 - 2024
Safety & Security	Trolley Modernization	\$216.36 M	Preliminary Design 2020 - 2021; Project Design & Planning 2021 - 2026 Construction TBD	\$1.80 B	Design & Initial Enhancements 2021 - 2025; Trolley Acquisition 2027 - 2033; Construction 2021 - 2029
	Jenkintown Flood Mitigation	\$19.98 M	Design Complete; Construction 2022 - 2023	\$19.98 M	Design Complete; Construction 2022 - 2024
	Sharon Hill Line Flood Mitigation	\$12.18 M	Design Complete; Construction 2018 - 2023	\$15.37 M	Design Complete; Construction 2018 - 2023
	Shoreline Stabilization on the Manayunk/Norristown Line	\$8.46 M	Design Complete; Construction 2019 - 2021	\$5.07 M	Design & Construction 2022
	Station Ventilation Improvements: Suburban Station	N/A	N/A	\$12.82 M	Design Complete; Construction 2022 - 2024
SEPTA Key	SEPTA Key (New Payment Technology)	\$302.30 M	Implementation 2008 - 2022	\$15.00 M	Implementation 2008 - 2023
Service Restoration	Elwyn to Middletown/US Route 1 Rail Service	\$197.21 M	Design Complete; Construction 2018 - 2023	\$197.21 M	Design Complete; Construction 2018 - 2022

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Program	Project	FY 2022 Capital Program		FY 2023 Capital Program	
		Budget *	Schedule (Calendar Year) *	Budget *	Schedule (Calendar Year) *
Stations, Loops, & Parking	11th Street Station	\$11.51 M	Design 2019 - 2022; Construction 2022 - 2024	\$23.81 M	Design 2019 - 2022; Construction 2022 - 2025
	34th Street Station	\$31.00 M	Design & Construction 2024 - 2030	\$31.00 M	Design & Construction 2024 - 2028
	Ardmore Transportation Center Phase 1	\$53.58 M	Construction 2019 - 2023	\$53.60 M	Construction 2019 - 2023
	Bridgeport Station (NHSL)	N/A	N/A	\$4.00 M	Design and Construction 2022 - 2025
	Bristol Station on the Trenton Line	N/A	N/A	\$30.00 M	Design 2022 - 2023; Construction 2024 - 2026
	Broad Street Station ADA Accessibility Design	N/A	N/A	\$12.48 M	Design 2023 - 2025
	Center City Concourses	\$57.65 M	P 2 & 4 Design 2018 - 2020; Construction 2021 - 2023; P 5 - 8 Design & Construction 2023 - 2027	\$59.65 M	P 2 & 4 Design 2020 - 2021; Construction 2021 - 2024; P 5 - 8 Design & Construction 2024 - 2029
	Chestnut Hill East ADA Improvements	\$11.17 M	Design 2021 - 2022; Construction 2023 - 2024	\$11.17 M	Design 2021 - 2023; Construction 2023 - 2026
	Chinatown Station	\$10.00 M	2027 - 2033 Project	\$10.00 M	Design 2022 - 2023; Construction 2025 - 2028
	City Hall & 15th Street Stations	\$146.47 M	City Hall: Design 2019 - 2023; Construction 2020 - 2028	\$189.04 M	City Hall: Design 2019 - 2023; Construction 2020 - 2029
	Conshohocken Station	\$15.00 M	Design Complete; Construction 2020 - 2022	\$15.00 M	Design Complete; Construction 2020 - 2024
	Conshohocken Station Parking	\$37.17 M	Design 2020 - 2021; Construction 2021 - 2023	\$38.22 M	Design 2020 - 2022; Construction 2022 - 2025
	Ellsworth-Federal Station	\$9.80 M	2027 - 2033 Project	\$19.82 M	Design 2022 - 2024; Construction 2029 - 2031
	Erie Station	\$9.02 M	Design 2020 - 2021; Construction 2021 - 2024	\$23.27 M	Design 2020 - 2022; Construction 2023 - 2025
	Exton Parking Expansion (Phase 3)	TBD	TBD	\$32.64 M	TBD
	Exton Station - Multimodal Improvements	\$6.00 M	Circulation Enhancements 2027 - 2033 Project	N/A	Moved under Bus Revolution
	Fairmount Station	\$18.00 M	2027 - 2033 Project	\$35.05 M	Design 2020 - 2024; Construction 2025 - 2028
	Hunting Park Station	\$12.50 M	Design & Construction 2024 - 2027	\$24.76 M	Design 2022 - 2024; Construction 2027 - 2030
	Jenkintown-Wyncote Station	\$25.32 M	Design 2016 - 2023; Construction 2022 - 2026	\$50.28 M	Design 2016 - 2023; Construction 2023 - 2026
	Logan Station	\$12.50 M	2027 - 2033 Project	\$24.76 M	Design 2026 - 2027; Construction 2028 - 2030
	Lombard-South Station	\$9.80 M	2027 - 2033 Project	\$19.82 M	Design 2022 - 2024; Construction 2029 - 2032
	Malvern Station High Level Platforms	\$15.26 M	2027 - 2033 Project	\$15.26 M	Design 2022 - 2024; Construction 2026 - 2027
	Marcus Hook Station	\$22.50 M	2027 - 2033 Project	\$22.50 M	Design 2022 - 2024; Construction 2029 - 2030
	Noble Station on West Trenton Line	\$18.20 M	Design 2016 - 2021; Construction 2023 - 2025	\$28.20 M	Design 2016 - 2023; Construction 2027 - 2031
	Paoli Intermodal Transportation Center Phase 2	\$50.28 M	Design & Construction 2027 - 2033 Project	\$50.28 M	Design & Construction 2028 - 2034 Project
			Parking Project TBD		Phase 3 TBD
	Rail Transit Station ADA Stations	N/A	N/A	\$75.00 M	2032 - 2034 & Beyond Project
	Rail Transit Wayfinding Signage	\$40.00 M	Design & Implementation 2021 - 2023	\$40.00 M	Design & Implementation 2021 - 2025
	Snyder Station	\$9.80 M	Design & Construction 2024 - 2027	\$30.36 M	Design 2022 - 2024; Construction 2025 - 2026
	Swarthmore Station	\$7.96 M	Design & Construction 2022 - 2023	\$7.96 M	Design & Construction 2022 - 2025
	Tasker-Morris Station	\$11.22 M	Design Complete; Construction 2021 - 2023	\$19.21 M	Design Complete; Construction 2022 - 2023
	Villanova Station NHSL	\$4.00 M	Design & Construction 2022 - 2024	\$4.00 M	Design & Construction 2022 - 2025
	Villanova RRD Station Phase 2	\$10.45 M	Final Design & Construction 2024 - 2025	\$10.45 M	Final Design & Construction 2024 - 2026
	Willow Grove Station	\$20.89 M	Phase 1 2017 - 2023; Phase 2 2027 - 2033	\$39.44 M	Phase 1 2017 - 2023; Phase 2 2024 - 2033
	Wissahickon Transportation Center	N/A	N/A	\$37.64 M	Design Complete; Construction 2021 - 2025
	Wyoming Station	\$5.00 M	2027 - 2033 Project	\$24.76 M	Design 2022 - 2024; Construction 2027 - 2029

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Program	Project	FY 2022 Capital Program		FY 2023 Capital Program	
		Budget *	Schedule (Calendar Year) *	Budget *	Schedule (Calendar Year) *
Substations & Power	30th Street West Catenary Replacement	\$77.00 M	Design 2015 - 2021; Construction 2022 - 2026	\$77.00 M	Design 2015 - 2023; Construction 2023 - 2027
	Substation Design and Equipment Purchase	\$28.23 M	Design / Procurement 2016 - 2023	\$28.23 M	Design / Procurement 2016 - 2024
	Railroad Substation - 18th Street Switching Station	\$13.00 M	Construction 2022 - 2025	\$13.00 M	Construction 2023 - 2025
	Railroad Substation - Brill Substation	\$12.80 M	Design & Construction 2024 - 2027	\$12.80 M	Design & Construction 2024 - 2028
	Railroad Substation - Cresheim Valley Substation	\$22.54 M	Design 2022; Construction 2023 - 2026	\$25.79 M	Design & Construction 2022 - 2026
	Railroad Substation - Lansdale, Hatboro and 12th Street/Portal Switching Stations	\$32.87 M	Construction 2019 - 2022	\$31.54 M	Construction 2019 - 2022
	Regional Rail Substation Program	N/A	N/A	\$36.61 M	2032 - 2034 & Beyond Project
	Transit Substation - Park, Broad, Loudon, Castor Substations	\$19.95 M	Construction 2022 - 2023	\$19.95 M	Construction 2022 - 2024
	Transit Substation - Ransstead	\$12.68 M	Construction 2024 - 2027	\$12.68 M	Construction 2027 - 2029
	Transit Substation Program	\$330.00 M	2027 - 2032 & Beyond Project	\$140.00 M	2028 - 2034 & Beyond Project
Track & ROW Improvements	Wayne Junction Static Frequency Converters (SFC) #1-4	\$60.00 M	Design 2015 - 2021; Construction 2022 - 2023	\$85.70 M	Design 2015 - 2021; Construction 2022 - 2027
	Harrisburg Line Capacity Improvements -Track 2	N/A	N/A	\$16.68 M	Design & Construction 2021 - 2023
	Norristown High Speed Line Tie Replacement and Continuous Welded Rail	\$29.60 M	Construction 2014 - 2024	\$33.60 M	Construction 2014 - 2023
	Norristown Station Regional Rail 3rd Track	\$34.50 M	2027 - 2033 Project	\$34.50 M	2028 - 2034 & Beyond Project
	Route 101/102 Yard Tracks Program	\$7.10 M	Design & Construction 2021 - 2026	\$7.10 M	Design & Construction 2021 - 2024
	Transit Track and Right of Way Improvements	\$27.50 M	2027 - 2033 Project	\$18.00 M	2026 - 2034 Project
	Track & Right of Way Rail Service Improvements	N/A	N/A		
Vehicle Acquisitions & Overhauls	Trolley Tunnel Track	\$28.50 M	Ongoing	\$42.80 M	Purchase & Delivery 2022 - 2024; Future Procurement & Delivery 2024 - 2033
	Regional Rail Multi-Level Car Acquisition	\$179.20 M	Delivery 2021 - 2025	\$180.00 M	Delivery 2022 - 2025