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September 10, 2013

Honorable Barry J. Schoch, P.E
Secretary of Transportation
Pennsylvania Department of Transportation
Commonwealth of Pennsylvania
Harrisburg, PA. 17120

Dear Secretary Schoch:

The Southeastern Pennsylvania Transportation Authority (SEPTA) is requesting the authorization and funding approval of the Pennsylvania Department of Transportation under Act 44 of 2007 to advance \$6.5 billion in critical state of good repair capital initiatives over the next ten years with state funds. A detailed description of the projects and funding schedule is attached to this letter.

To ensure safe and reliable transit service, SEPTA continuously evaluates the system's infrastructure and vehicle needs. To bring the system to a state of good repair requires in the next decade investing \$6.5 billion above current funding levels. The funding will support critical infrastructure and vehicle projects for bridges, power, communication and signals, tracks, tunnels, stations, maintenance facilities, and regional rail and rail transit vehicle replacement. The projects are detailed in an attachment and the funding requirements by year are summarized as follows:

Year Funds Required	Amount (in millions)
2014	\$454
2015	\$463
2016	\$538
2017	\$829
2018	\$977
2019	\$1,000
2020	\$812
2021	\$528
2022	\$454
2023	\$453
Total	\$6.508 Billion

The FY 2014 SEPTA Capital Budget represents the fourth consecutive year of reduced state capital funding from the loss of State Act 44 funds. This is the lowest level of capital funding in fifteen years. At the same time, ridership recently reached the highest level in 23 years and last year SEPTA Regional Rail ridership set an all-time high with over 36 million trips taken.

Without adequate funding to operate a safe system, SEPTA will have no choice but to reduce its transit network to a level that can be maintained by current funding. In the event that additional state capital funding is not authorized and approved by the Department, the Authority has developed a plan to align the transit system with the existing fiscal environment. The attached Service Realignment Plan details the steps SEPTA must take to sustain operation of a safe and reliable transit system. The plan reduces or eliminates rail service, where the capital needs are most significant and immediate. Unless steps are taken in the near term to address state of good repair needs, SEPTA will begin to implement the Service Realignment Plan beginning in calendar year 2014. Without an increase in funding, SEPTA will reduce the size and scope of the rail network over the next ten years by:

- Suspending service on 9 Regional Rail Lines
- Truncating service on 2 Regional Rail Lines
- Suspending service on the Broad Street Line Ridge-Spur and eliminating all express train service
- Truncating service on the Norristown High Speed Line
- Converting the Media-Sharon Hill Trolley and all City Trolley Lines to bus service

Maps of the current rail system along with maps of the rail system in 2018 and 2023 are enclosed.

When fully implemented, SEPTA projects these changes will result in 89,000 daily riders losing rail service. This translates to a total of 40.7 million annual trips lost. A dramatic reduction in rail ridership will add vehicles to the roadways, thereby increasing traffic congestion, travel times, and roadway and bridge maintenance costs. Implementation of the SEPTA Service Realignment Plan will increase roadway congestion on arterials including Interstates 76, 276, 476, 95, US Route 202/422/30 and 309 Corridors and Broad Street as well as the local roadway system. The impacts of increased roadway vehicles will ultimately extend throughout the entire regional transportation network.

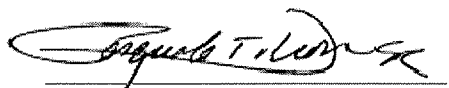
Current funding levels are inadequate to safely sustain SEPTA's transit network. Consequently, SEPTA requests the authorization and funding approval to advance \$6.5 billion in critical state of good repair initiatives over the next ten years. The Department's consideration and approval of this request will allow the Authority to maintain critical infrastructure and safe operations for our customers and is critical to the economic viability of this region and the entire Commonwealth.

Honorable Barry J. Schoch

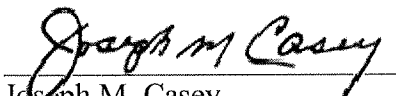
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Your consideration of this request is appreciated. SEPTA is prepared to proceed with these projects immediately following PennDOT approval.

Sincerely,



Pasquale T. Deon, Sr.
Chairman



Joseph M. Casey
General Manager

Enclosures

cc: SEPTA Board members

SEPTA SERVICE REALIGNMENT PLAN

Calendar Years 2014-2023

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SEPTEMBER 2013

SEPTA SERVICE REALIGNMENT PLAN

CALENDAR YEARS 2014-2023

SUMMARY

This plan represents SEPTA's strategy to continue to provide safe and reliable public transportation service in southeastern Pennsylvania based on the presumption that status quo funding shortfalls will continue indefinitely. SEPTA is committed to operating within its financial means. At current funding levels, SEPTA will be unable to provide safe and reliable service in the future unless the size of the system shrinks.

Of SEPTA's capital need, 70 percent is associated with addressing aging rail vehicles and infrastructure. For this reason, this plan is based on the imminent reality that SEPTA will have no choice but to reduce the size of its efficient but capital intensive rail system and replace it with a slower bus system with less capacity, or in some cases, to suspend the service entirely without replacement.

The driving force behind this plan is a recognized need to downsize the rail network to match available funding. Between calendar years 2014 and 2023, SEPTA's unfunded capital needs total \$6.5 billion, including more than \$4.5 billion for rail-related infrastructure repairs and nearly \$2 billion for vehicle replacements. This plan is based on what SEPTA will need to do, absent an increase in funding, to continue operating a safe and reliable transit system to the greatest number of riders over this period of time.

The plan prioritizes reductions in rail service where capital needs are most significant and immediate, and preserving rail service where it will be most cost effective to do so. Decisions to suspend and truncate parts of the rail system were made based on the cumulative impact of:

- Infrastructure conditions:
 - o Much of SEPTA's Regional Rail system was originally built in the mid- to late- 19th century. The average age of SEPTA's railroad bridges is more than 80 years old, with 103 bridges that are more than 100 years old. Electrical power substations have been continuously running since the 1930s. At current funding levels, this rail network is deteriorating faster than SEPTA has resources to rebuild it despite SEPTA's efforts to maintain the aging infrastructure.
- Aging vehicles:
 - o Trolleys are more than 30 years old and Silverliner IVs (representing approximately two-thirds of SEPTA's Regional Rail fleet) are nearly 40 years old and increasingly unreliable. At current funding levels, SEPTA cannot afford to replace any of these fleets.
- Federal mandates:
 - o The Positive Train Control (PTC) signal system mandated by the Rail Safety Improvement Act along with the capital and operating cost-sharing requirements with Amtrak pursuant to the Passenger Rail Investment & Improvement Act (PRIIA) are unfunded mandates that likely will increase the cost of providing Regional Rail service. At current funding levels, SEPTA can only afford to achieve compliance with these mandates if the Regional Rail system shrinks.
- Capacity constraints:
 - o The retirement of aging rail vehicles will reduce service capacity by 2023. On Regional Rail, SEPTA will be left with less than one-fourth of its current seating capacity, which is already at 95 percent utilization during the peak periods. SEPTA's Regional Rail parking utilization rate is approaching 90 percent, with 79 stations (53 percent) that have no available parking spaces. Parking capacity constraints will leave little room for riders to access alternate stations after their line is suspended.

- SEPTA’s conversion of certain lines and routes to bus will require purchasing additional buses. SEPTA does not have excess real estate at its existing bus facilities to accommodate a larger fleet. For this reason SEPTA will be forced to convert some existing rail facilities to provide capacity for the expanded bus operation.

Remaining resources will be focused where they can be invested most cost effectively. The result of continued inadequate funding, however, will result in significant service impacts across the five counties of southeastern Pennsylvania. Between 2014 and 2023:

- On Regional Rail:
 - Suspension of nine lines: Cynwyd in 2014; Media/Elwyn in 2015; Chestnut Hill West in 2018; and Airport, Warminster, Marcus Hook/Wilmington, West Trenton, Chestnut Hill East, and Fox Chase by 2023.
 - Truncation of two lines: Lansdale/Doylestown (at Lansdale) in 2018; and Paoli/Thorndale (at Malvern) by 2023.
- On Suburban Transit:
 - Truncation of the Norristown High Speed Line (at Bryn Mawr) in 2016
 - Reduced service on the Media-Sharon Hill Lines in 2018, followed by conversion to bus by 2023
- On City Transit:
 - Conversion of two trolley routes to bus in 2014, and the remaining four trolley lines to bus in 2018
 - Suspension of the Broad Ridge Spur in 2018 and Broad Street Subway express service by 2023

Based on this ten-year service realignment plan, approximately 89,000 riders will completely lose their rail service. These 89,000 riders translate to a total of 40.7 million annual trips lost, 12 percent of SEPTA’s annual ridership. An unknown number of additional passenger trips will become less reliable, either by conversion to bus service, reduced service frequency, slower service speed, and general overcrowding. For this reason, estimates of annual trips lost in accordance with this plan are considered conservative.

This plan represents a “best case scenario” for service over this ten-year period. Not included in the impact analysis are unanticipated future increases in cost sharing associated with the unfunded federal PRIIA mandate, incremental cost increases associated with a larger bus fleet, and accelerated deterioration of aging infrastructure. Any unanticipated increase in capital and operating costs could result in additional service cuts on remaining lines.

Implementation of this plan will acutely impact roadway congestion on arterials in areas where service has been affected and displaced riders are forced to drive – namely:

- US Routes 202/422/30 Corridors (Paoli/Thorndale Line)
- US Route 1 Corridor (West Trenton, Media/Elwyn Lines)
- Interstate 276 (Warminster Line)
- Interstate 76 (Paoli/Thorndale, Cynwyd, Airport, Norristown High Speed Lines)
- Interstate 476 (Airport, Media/Elwyn, Norristown High Speed Lines)
- Interstate 95 (Airport, West Trenton, Marcus Hook/Wilmington, Media/Elwyn Lines)
- Broad Street (Broad Street Line/Ridge Spur)
- PA 611 & PA 309 Corridors (Warminster, Lansdale/Doylestown Lines)

While not every displaced rider will choose to drive, many will, particularly in the outlying suburbs served by truncated Regional Rail lines where few travel alternatives exist.

Finally, it should also be noted that it would take as many as five years to reverse the implementation of this plan due to the long lead time for vehicle procurement and infrastructure restoration.

SEPTA RIDERS LOSING RAIL SERVICE

BRANCH LINE	EXTENT OF REALIGNMENT	WEEKDAY RIDERS LOSING RAIL SERVICE	ANNUAL PASSENGER TRIPS LOST	DATE OF REALIGNMENT
REGIONAL RAIL	Nine Lines Suspended; Two Truncated	30,243	24,166,974	2014-2023
NORRISTOWN HIGH SPEED LINE	Truncate @ Bryn Mawr	2,823	1,660,000	2016
MEDIA & SHARON HILL LINES	Reduce Service (2018); Convert to Bus (2023)	3,624	1,400,000	2018; 2023
CITY TROLLEYS	Convert Two Routes to Bus (2014); Convert Four Routes to Bus (2018)	50,670	9,600,000	2014; 2018
BROAD STREET LINE & RIDGE-SPUR	Suspend Ridge-Spur (2018); Local Service Only (2023)	1,544	3,900,000	2018; 2023
TOTAL		88,904	40,726,974	2014-2023

RIDERSHIP CALCULATIONS

Ridership impacts are presented in two forms:

- Weekday Riders Losing Rail Service: This metric represents the number of weekday riders that currently use SEPTA’s Regional Rail and Rail Transit network and will no longer have access to those rail lines upon implementation of this plan. The measure is based on SEPTA’s station-level census of rail ridership. It assumes a roundtrip for each weekday rider and divides the census passenger counts by two to estimate a rider-level impact of service realignment.
- Annual Passenger Trips Lost: This metric represents an annualized measure of ridership losses. The measure is based on SEPTA’s revenue model for calculating annual passenger trips. It assumes: 1) for routes converted to bus, 33 percent of riders will be lost (67 percent of riders will be retained on the new bus system); 2) for rail lines suspended or truncated without alternate service, 100 percent of riders will be lost; and 3) for Regional Rail lines preserved beyond 2023, incremental ridership losses will ensue based on an estimated reduction in seating capacity.

REGIONAL RAIL

FACTORS INFLUENCING REDUCTIONS:

On Regional Rail, the cumulative effect of infrastructure conditions, aging vehicles, federal mandates, and capacity constraints will require SEPTA to right size the network to match available funding. Factors include:

- Infrastructure conditions:
 - o Cynwyd: Amtrak’s bridge 4.17 over the Paoli/Thorndale Line and tracks leading up to it are in poor condition.
 - o Media/Elwyn: The bridge timbers on three large viaducts are in poor condition; the Crum Creek Viaduct (built in 1895) requires replacement; the electric power substations on this line are the oldest in the SEPTA system.
 - o Chestnut Hill West: Bridge 0.35, which crosses over SEPTA’s Mainline, is in poor condition.
 - o Warminster, West Trenton & Lansdale/Doylestown: The Jenkintown Substation, which currently provides power for the Warminster, West Trenton, and Lansdale/Doylestown Lines, has been in continuous service since the early 1930s. Its components have exceeded their

useful life. Anticipated equipment failures will require SEPTA to cannibalize other substations on branch lines to keep Jenkintown in service for as long as possible.

- Aging vehicles:

- By 2016, more than two-thirds (284 of 404) of SEPTA's Regional Rail fleet will be beyond its useful life. Of these, 231 Silverliner IV railcars were built in the mid-1970s and are nearly 40 years old. Another 53 push-pull coaches are powered by eight locomotives that were built in 1988 and by 2018 will have reached the end of their useful life. By 2023, all Silverliner IV railcars will be nearly 50 years old and will need to be retired due to age and condition. The total replacement cost of these Regional Rail vehicles is approximately \$1.4 billion, which is currently unfunded.

- Federal mandates:

- The convergence of two federal mandates will significantly increase the ongoing operating costs and shared capital costs of Regional Rail. Starting in 2014, PRIIA will increase SEPTA's annual capital and operating contribution requirements for rights to operate over Amtrak territory. This mandate is unfunded. At current funding levels, PRIIA will require SEPTA to rationalize service on remaining lines based on a priority to mitigate the impact of the costly new federal requirement, which will affect the following lines that operate over Amtrak territory:

- Amtrak Northeast Corridor (Trenton, Marcus Hook/Wilmington, Airport, Chestnut Hill West, Media/Elwyn Lines)
- Amtrak Keystone Corridor (Paoli/Thorndale, Cynwyd Lines)

Where SEPTA is the sole or primary user of an Amtrak facilities, it is anticipated that there will be significant operational and shared capital cost increases associated with PRIIA. For example, SEPTA operates over Tracks 5 and 6 on the Northeast Corridor to access the Airport Line. SEPTA also crosses all four tracks on the Northeast Corridor to access to the Chestnut Hill West Line at Lehigh Interlocking in North Philadelphia.

- By December 31, 2015, SEPTA must complete installation of a Positive Train Control (PTC) signal overlay to meet federal Rail Safety Improvement Act requirements for safety and interoperability across the entire Regional Rail system. SEPTA is advancing PTC to adhere to the unfunded federal mandate, however the budgeted cost of SEPTA's signal program is more than 20 percent of the capital program for the next two years.

- Capacity constraints:

- The retirement of 284 railcars (231 Silverliner IV and 53 push-push coaches) by 2023 will leave SEPTA with 120 Silverliner V railcars remaining to provide service. The 120 railcars represent less than one-fourth of SEPTA's current Regional Rail seating capacity, which is already at 95 percent utilization during peak periods.
- With only 120 railcars to provide service, the rail network will shrink to match remaining capacity. By 2023, nine lines will have been suspended: Cynwyd in 2014; Media/Elwyn in 2015; Chestnut Hill West in 2018; and Airport, Warminster, Marcus Hook/Wilmington, West Trenton, Chestnut Hill East, and Fox Chase by 2023. Another two lines will have been truncated to minimize car requirements: Lansdale/Doylestown (at Lansdale) in 2018; and Paoli/Thorndale (at Malvern) by 2023.
- By 2023, only four Regional Rail lines will remain in service: Manayunk/Norristown, Trenton, Paoli/Malvern, and Lansdale. These four lines represent the maximum geographic coverage serving the greatest number of riders that SEPTA will be able to afford to operate given the cumulative impact of infrastructure conditions, aging vehicles, unfunded federal mandates, and capacity constraints. Based on the current schedule, an estimated 179 railcars will be required to provide peak service on these lines. With only 120 railcars, SEPTA will run shorter trains

and/or less frequent service, resulting in additional overcrowding across the remaining rail system.

- Riders losing rail service may be able to access the remaining rail system by driving to alternate lines and parking at stations on the four lines where rail service was preserved. However, it should be noted that SEPTA's Regional Rail parking utilization rate is currently is approaching 90 percent, leaving little room for riders to access stations on alternate lines after theirs is suspended.

REGIONAL RAIL RIDERS LOSING RAIL SERVICE

BRANCH LINE	EXTENT OF REALIGNMENT	RIDERS LOSING RAIL SERVICE	ANNUAL PASSENGER TRIPS LOST	YEAR REALIGNED
CYNWYD	SUSPEND	304	160,000	2014
MEDIA/ELWYN	SUSPEND	4,933	2,850,000	2015
CHESTNUT HILL WEST	SUSPEND	2,649	1,610,000	2018
LANSDALE/DOYLESTOWN	TRUNCATE @ LANSDALE (NO SERVICE TO DOYLESTOWN)	1,074	650,000	2018
WEST TRENTON	SUSPEND	5,453	2,690,000	2023
AIRPORT	SUSPEND & PROVIDE ALTERNATE BUS SERVICE	2,270	700,000	2023
WARMINSTER	SUSPEND	2,467	1,450,000	2023
MARCUS HOOK/WILMINGTON	SUSPEND	4,625	2,700,000	2023
PAOLI/THORNDALE	TRUNCATE @ MALVERN (NO SERVICE TO THORNDALE)	1,927	1,200,000	2023
FOX CHASE	SUSPEND	2,466	1,400,000	2023
CHESTNUT HILL EAST	SUSPEND	2,075	1,604,000	2023
MANAYUNK/NORRISTOWN	NONE	N/A	N/A	N/A
TRENTON	NONE	N/A	N/A	N/A
REMAINING LINES	REDUCE SERVICE (120 RAILCARS)	N/A	7,152,974	2023
TOTAL		30,243	24,166,974	2014-2023

SUBURBAN TRANSIT

FACTORS INFLUENCING REDUCTIONS:

On Suburban Transit, the cumulative effect of infrastructure conditions, aging vehicles, and capacity constraints will require SEPTA to reduce the extent of rail services to match available funding. Factors include:

- Infrastructure conditions:
 - Media and Sharon Hill Lines: An outdated signal system requires replacement to continue to provide safe and reliable service along these lines. SEPTA will ultimately suspend service if it cannot advance its signal modernization project.
 - Norristown High Speed Line: Track conditions are deteriorating between Bryn Mawr and Norristown, and the Bridgeport Viaduct was built in 1911 and requires extensive structural rehabilitation to continue to provide service across the Schuylkill River to the Norristown Transportation Center. By 2016, SEPTA will no longer be able to provide manageable service

along this section of the line. SEPTA will truncate the line at Bryn Mawr to provide service to the maximum number of riders given limited available resources to address the deteriorating condition of track and structural infrastructure on the line.

- Aging vehicles:
 - o Media and Sharon Hill Lines: All 29 trolleys were built in 1981 and are beyond their useful life of 30 years. The replacement cost of these trolleys is \$108.8 million, which is currently unfunded. SEPTA plans to scale back service by 2018 and retire the trolleys by 2023, at which time they will be more than 40 years old.
- Capacity constraints:
 - o Media and Sharon Hill Lines: The impending retirement of all 29 trolleys will force SEPTA to reduce service and ultimately to convert the lines to bus. The slower operating speeds of bus service will reduce carrying capacity of each line.
 - o Norristown High Speed Line: SEPTA does not have adequate capacity to convert the truncated portion of the NHSL to bus, requiring riders to seek alternate routes, such as the Manayunk/Norristown Line (which will be kept in service under this plan) and bus routes 105 & 123 to 69th Street Transportation Center and 124 & 125 to Center City Philadelphia.

SUBURBAN TRANSIT RIDERS LOSING RAIL SERVICE

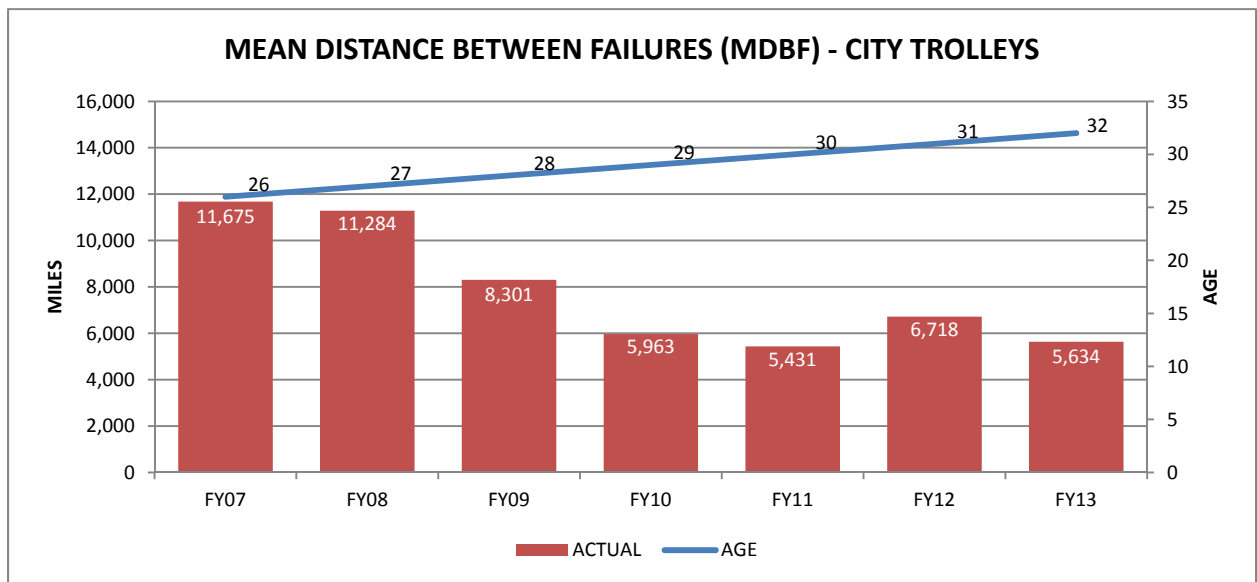
BRANCH LINE	EXTENT OF REALIGNMENT	WEEKDAY RIDERS LOSING RAIL SERVICE	ANNUAL PASSENGER TRIPS LOST	YEAR REALIGNED
NORRISTOWN HIGH SPEED LINE	TRUNCATE @ BRYN MAWR	2,823	1,660,000	2016
MEDIA & SHARON HILL LINES	REDUCE SERVICE (2018); CONVERT TO BUS (2023)	3,624	1,400,000	2018; 2023
TOTAL		6,447	3,060,000	2016-2023

CITY TRANSIT

FACTORS INFLUENCING REDUCTIONS:

On City Transit, the cumulative effect of aging vehicles and capacity constraints will require SEPTA to reduce the extent of rail services to match available funding. Factors include:

- Aging vehicles:
 - o Trolleys: 112 trolleys were built in 1981 and are beyond their useful life of 30 years. Another 18 historic PCC trolleys were built in 1947, rehabbed in 2004, and are beyond their useful life. These vehicles have become increasingly unreliable with age, as illustrated by a 50 percent drop in the mean distance between failures since 2007. The impact of aging vehicles is compounded by a harsh urban operating environment. For this reason, SEPTA plans to begin to scale back city trolley service in 2014, converting the Routes 10 and 15 to bus to provide additional spare vehicles to remaining routes. By 2018, SEPTA will retire the trolley fleet and Routes 11, 13, 34, and 36 will also be converted to bus. The replacement cost of these 130 trolleys is \$487.5 million, which is currently unfunded.



- Broad Street Line: 125 Broad Street Line cars were built in 1981 and are beyond their useful life of 30 years. By 2023, the age of vehicles will make them unreliable for safe high-speed express service. SEPTA will suspend the Broad Ridge Spur by 2018 to provide spares for Broad Street Line service. These cars will be used to supplement capacity for local-only service by 2023.
- Capacity constraints:
 - Trolleys: The impending retirement of 130 trolleys will force SEPTA to reduce service and ultimately to convert the routes to bus service. The slower operating speeds of bus service will reduce carrying capacity of each line. The increase in peak vehicle requirements for SEPTA’s bus fleet will require the purchase of additional buses and additional bus storage capacity. SEPTA will convert three of its existing rail facilities to increase storage space for a larger bus fleet.

CITY TRANSIT RIDERS LOSING RAIL SERVICE

BRANCH LINE	EXTENT OF REALIGNMENT	WEEKDAY RIDERS LOSING RAIL SERVICE	ANNUAL PASSENGER TRIPS LOST	YEAR REALIGNED
TROLLEY ROUTES 10, 15	CONVERT TO BUS	50,670	9,600,000	2014
TROLLEY ROUTES 11, 13, 34, 36	CONVERT TO BUS			2018
BROAD RIDGE SPUR	SUSPEND	1,544	880,000	2018
BROAD STREET LINE	LOCAL SERVICE ONLY	0	3,020,000	2023
TOTAL		52,214	13,500,000	2014-2023

PARATRANSIT

FACTORS INFLUENCING REDUCTIONS:

- Federal mandates:
 - ADA requires SEPTA to provide complementary paratransit services within ¼ of a mile from a bus route or rail station to people with disabilities who cannot use the fixed-route bus or rail service because of a disability. The geographic coverage of SEPTA’s service network will be contracted by this plan, and as such, the extent of its ADA-compliant paratransit services will be reduced accordingly.

OVERVIEW OF SEPTA SERVICE REALIGNMENT PLAN (2014-2023)

YEAR	SERVICE IMPACT			COMMENTS	NUMBER OF RIDERS IMPACTED	COUNTIES DIRECTLY AFFECTED	PRIMARY TRAVEL CORRIDORS AFFECTED
	DIVISION	LINE/ROUTE	TYPE OF IMPACT				
2014	REGIONAL RAIL	CYNWYD	SUSPEND	<ul style="list-style-type: none"> ➤ Infrastructure: Poor tie & bridge condition on Amtrak, PTC ➤ Capital costs: Reduce track & structural work, PTC ➤ Operating costs: PRIIA, O&M (labor, materials) 	<ul style="list-style-type: none"> ➤ 304 riders lose rail service ➤ 160K annual trips lost 	Philadelphia, Montgomery	I-76
	CITY TRANSIT	TROLLEY ROUTE 10	CONVERT TO BUS	<ul style="list-style-type: none"> ➤ Vehicles: Age (33) & poor condition of fleet; cars will be used on Routes 11, 13, 34, 36 to address reliability ➤ Infrastructure: Conversion of rail facility to bus ➤ Capital costs: Reduce track & wire work 	<ul style="list-style-type: none"> ➤ 8,251 riders lose rail service ➤ 1.6M annual trips lost 	Philadelphia	Local Roads
	CITY TRANSIT	TROLLEY ROUTE 15	CONVERT TO BUS	<ul style="list-style-type: none"> ➤ Vehicles: Age (67) & poor condition of fleet (Rebuilt 2004) ➤ Infrastructure: Conversion of rail facility to bus ➤ Capital costs: Reduce track & wire work 	<ul style="list-style-type: none"> ➤ 5,285 riders lose rail service ➤ 1.0M annual trips lost 	Philadelphia	Local Roads
2015	REGIONAL RAIL	MEDIA/ELWYN	SUSPEND	<ul style="list-style-type: none"> ➤ Infrastructure: Poor timber conditions on three large viaducts & aging power substations ➤ Capital costs: Reduce structural & power work, PTC ➤ Operating costs: Reduce O&M (labor, materials) 	<ul style="list-style-type: none"> ➤ 4,933 riders lose rail service ➤ 2.9M annual trips lost 	Philadelphia, Delaware	I-95, I-476 & US-1
2016	SUBURBAN TRANSIT	NHSL	TRUNCATE @ BRYN MAWR (NO SERVICE TO NTC)	<ul style="list-style-type: none"> ➤ Infrastructure: Poor track & structural conditions between Bryn Mawr and Norristown ➤ Operating: High ridership from Bryn Mawr, lower ridership between Bryn Mawr and Norristown 	<ul style="list-style-type: none"> ➤ 2,823 riders lose rail service ➤ 1.7M annual trips lost 	Delaware, Montgomery	I-76, I-476
	PARA-TRANSIT	CCT	TRUNCATE SERVICE	<ul style="list-style-type: none"> ➤ Service is reduced as service area shrinks (continues to shrink throughout duration of plan) 	<ul style="list-style-type: none"> ➤ TBD 	All Counties	N/A
2018	REGIONAL RAIL	CHESTNUT HILL WEST	SUSPEND	<ul style="list-style-type: none"> ➤ Infrastructure: Poor condition of Bridge 0.35 ➤ Vehicle shortage (retirement of locomotives) ➤ Capital costs: PRIIA ➤ Operating costs: Availability of parallel service; PRIIA, O&M (labor, materials) 	<ul style="list-style-type: none"> ➤ 2,649 riders lose rail service ➤ 1.6M annual trips lost 	Philadelphia	Local Roads
	REGIONAL RAIL	LANSDALE/DOYLESTOWN	TRUNCATE @ LANSDALE (NO SERVICE TO DOYLESTOWN)	<ul style="list-style-type: none"> ➤ Vehicle shortage (retirement of locomotives) ➤ Operating: High ridership from Lansdale, lower ridership between Lansdale and Doylestown 	<ul style="list-style-type: none"> ➤ 1,074 riders lose rail service ➤ 650K annual trips lost 	Bucks, Montgomery	US-202, PA-309 & PA-611
	CITY TRANSIT	TROLLEY ROUTE 11	CONVERT TO BUS	<ul style="list-style-type: none"> ➤ Vehicles retired due to age (37) & poor condition ➤ Capital costs: Reduce track & wire work 	<ul style="list-style-type: none"> ➤ 9,308 riders lose rail service ➤ 1.8M annual trips lost 	Philadelphia, Delaware	Local Roads
	CITY TRANSIT	TROLLEY ROUTE 13	CONVERT TO BUS	<ul style="list-style-type: none"> ➤ Vehicles retired due to age (37) & poor condition ➤ Capital costs: Reduce track & wire work 	<ul style="list-style-type: none"> ➤ 9,110 riders lose rail service ➤ 1.7M annual trips lost 	Philadelphia, Delaware	Local Roads
	CITY TRANSIT	TROLLEY ROUTE 34	CONVERT TO BUS	<ul style="list-style-type: none"> ➤ Vehicles retired due to age (37) & poor condition ➤ Capital costs: Reduce track & wire work 	<ul style="list-style-type: none"> ➤ 9,445 riders lose rail service ➤ 1.8M annual trips lost 	Philadelphia	Local Roads
	CITY TRANSIT	TROLLEY ROUTE 36	CONVERT TO BUS	<ul style="list-style-type: none"> ➤ Vehicles retired due to age (37) & poor condition ➤ Capital costs: Reduce track & wire work 	<ul style="list-style-type: none"> ➤ 9,271 riders lose rail service ➤ 1.8M annual trips lost 	Philadelphia	Local Roads
	SUBURBAN TRANSIT	MSHL	SERVICE CUTS	<ul style="list-style-type: none"> ➤ Service reduced to account for reduced vehicle availability 	<ul style="list-style-type: none"> ➤ No riders lose rail service 	Delaware	N/A
	CITY TRANSIT	BROAD RIDGE SPUR	SUSPEND	<ul style="list-style-type: none"> ➤ Suspended to account for reduced vehicle availability on Broad Street Line 	<ul style="list-style-type: none"> ➤ 1,544 riders lose rail service ➤ 880K annual trips lost 	Philadelphia	N/A

YEAR	SERVICE IMPACT			COMMENTS	NUMBER OF RIDERS IMPACTED	COUNTIES DIRECTLY AFFECTED	PRIMARY TRAVEL CORRIDORS AFFECTED
	DIVISION	LINE/ROUTE	TYPE OF IMPACT				
2023	REGIONAL RAIL	AIRPORT	SUSPEND (PROVIDE BUS SERVICE)	<ul style="list-style-type: none"> ➤ Vehicle shortage (retirement of Silverliner IVs) ➤ Capital costs: PRIIA ➤ Operating costs: PRIIA, O&M (labor, materials) 	<ul style="list-style-type: none"> ➤ 2,270 riders lose rail service ➤ 1.7M annual trips lost 	Philadelphia	I-95, I-476, & I-76
	REGIONAL RAIL	WARMINSTER	SUSPEND	<ul style="list-style-type: none"> ➤ Vehicle shortage (retirement of Silverliner IVs); ➤ Infrastructure: Transformers moved to Jenkintown Substation to maintain service on main trunk ➤ Operating costs: O&M (labor, materials) 	<ul style="list-style-type: none"> ➤ 2,467 riders lose rail service ➤ 1.5M annual trips lost 	Bucks, Montgomery	PA-611, PA-309
	REGIONAL RAIL	MARCUS HOOK/WILMINGTON	SUSPEND	<ul style="list-style-type: none"> ➤ Vehicle shortage (retirement of Silverliner IVs) ➤ Capital costs: PRIIA ➤ Operating costs: PRIIA, O&M (labor, materials) 	<ul style="list-style-type: none"> ➤ 4,625 riders lose rail service ➤ 2.7M annual trips lost 	Philadelphia, Delaware, State of Delaware	I-95
	REGIONAL RAIL	WEST TRENTON	SUSPEND	<ul style="list-style-type: none"> ➤ Vehicle shortage (retirement of Silverliner IVs) ➤ Poor condition of power substations 	<ul style="list-style-type: none"> ➤ 3,587 riders lose rail service ➤ 2.7M annual trips lost 	Bucks, Montgomery, Philadelphia, State of NJ	US 1, I-95
	REGIONAL RAIL	PAOLI/THORNDALE	TRUNCATE @ MALVERN (NO SERVICE TO THORNDALE)	<ul style="list-style-type: none"> ➤ PRIIA, vehicle shortage (retirement of Silverliner IVs) ➤ Capital costs: PRIIA ➤ Operating costs: PRIIA, O&M (labor, materials) 	<ul style="list-style-type: none"> ➤ 1,927 riders lose rail service ➤ 1.2M annual trips lost from reduced service quality 	Chester	US 202/422/30 & I-76
	REGIONAL RAIL	CHESTNUT HILL EAST	SUSPEND	<ul style="list-style-type: none"> ➤ Vehicle shortage (retirement of Silverliner IVs) 	<ul style="list-style-type: none"> ➤ 2,075 riders lose rail service ➤ 1.6M annual trips lost 	Philadelphia	Local Roads
	REGIONAL RAIL	FOX CHASE	SUSPEND	<ul style="list-style-type: none"> ➤ Vehicle shortage (retirement of Silverliner IVs) 	<ul style="list-style-type: none"> ➤ 2,466 riders lose rail service ➤ 1.4M annual trips lost 	Philadelphia	Local Roads
	SUBURBAN TRANSIT	MSHL	CONVERT TO BUS	<ul style="list-style-type: none"> ➤ Vehicles retired due to age (42) & poor condition ➤ Capital costs: Reduce track & wire work 	<ul style="list-style-type: none"> ➤ 3,624 riders lose rail service ➤ 1.4M annual trips lost 	Delaware	Local Roads
	CITY TRANSIT	BROAD STREET SUBWAY	SUSPEND EXPRESS SERVICE	<ul style="list-style-type: none"> ➤ Age of vehicles makes them unreliable for safe high-speed express service. 	<ul style="list-style-type: none"> ➤ No riders lose rail service ➤ 3.0M annual trips lost from reduced service quality 	Philadelphia	N/A
PARA-TRANSIT	CCT	TRUNCATE SERVICE	<ul style="list-style-type: none"> ➤ Service reductions take full effect 	<ul style="list-style-type: none"> ➤ TBD 	All Counties	N/A	
POST-2023	REGIONAL RAIL	ALL REMAINING LINES	SEATING CAPACITY LIMITATIONS	<ul style="list-style-type: none"> ➤ Reduction in ridership based on railcar capacity (120) lower than anticipated railcar demand (179) 	<ul style="list-style-type: none"> ➤ No riders lose rail service ➤ 6.4M annual trips lost from reduced capacity 	All Counties	All Corridors

APPENDIX A: SYSTEM MAPS BEFORE & AFTER IMPLEMENTATION



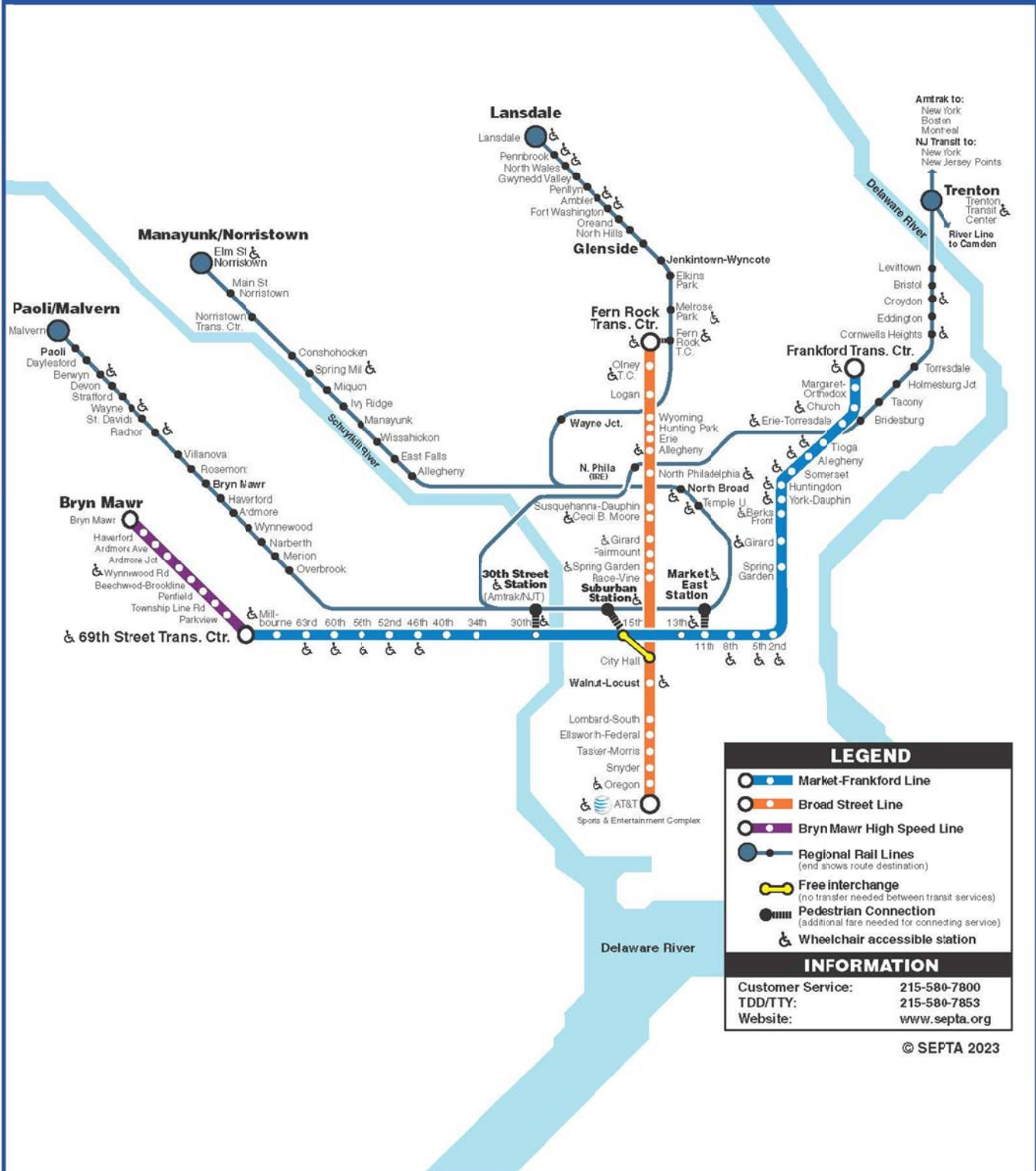
SEPTA Regional Rail & Rail Transit





Without Critical Funding...

What Happens to SEPTA Rail Network by 2023



APPENDIX B: REGIONAL RAIL RIDERS LOSING RAIL SERVICE BY LINE

STATION	WEEKDAY TRIPS	RIDER ESTIMATE	STATION	WEEKDAY TRIPS	RIDER ESTIMATE	STATION	WEEKDAY TRIPS	RIDER ESTIMATE
CYNWYD			CHESTNUT HILL EAST			FOX CHASE		
Cynwyd	264	132	Chestnut Hill East	549	275	Fox Chase	2,690	1,345
Bala	179	90	Gravers	261	131	Ryers	676	338
Wynnefield	164	82	Wyndmoor	1,174	587	Cheltenham	716	358
CYNWYD TOTAL	607	304	Mt Airy	620	310	Lawndale	436	218
CHESTNUT HILL WEST			Stenton	935	468	Olney	414	207
Chestnut Hill West	846	423	Washington Lane	396	198	FOX CHASE TOTAL	4,932	2,466
Highland	60	30	Germantown	215	108	MARCUS HOOK/WILMINGTON		
St. Martins	405	203	CHESTNUT HILL EAST	4,150	2,075	Darby	205	103
Allen Lane	621	311	PAOLI/THORNDALE			Curtis Park	217	109
Carpenter	765	383	Thorndale	967	484	Sharon Hill	262	131
Upsal	725	363	Downingtown	856	428	Folcroft	332	166
Tulpehocken	313	157	Whitford	610	305	Glenolden	392	196
Cheltenham Ave	721	361	Exton	1,420	710	Norwood	551	276
Queen Lane	841	421	PAOLI/THORNDALE TOTAL	3,853	1,927	Prospect Park	444	222
CHESTNUT HILL WEST TOTAL	5,297	2,649	MEDIA/ELWYN			Ridley Park	471	236
WARMINSTER			Elwyn	900	450	Crum Lynne	140	70
Warminster	2,207	1,104	Media	1,238	619	Eddystone	113	57
Hatboro	887	444	Moylan-Rose Valley	404	202	Chester	626	313
Willow Grove	864	432	Wallingford	565	283	Highland Ave	185	93
Crestmont	154	77	Swarthmore	1,430	715	Marcus Hook	1,010	505
Roslyn	520	260	Morton	1,350	675	Claymont	1,229	615
Ardsley	301	151	Secane	912	456	Wilmington	1,804	902
WARMINSTER TOTAL	4,933	2,467	Primos	693	347	Churchmans Crossing	607	304
WEST TRENTON			Clifton-Aldan	666	333	Newark	661	331
West Trenton	492	246	Gladstone	438	219	MARCUS HOOK/WILMINGTON TOTAL	9,249	4,625
Yardley	708	354	Lansdowne	880	440	LANSDALE/DOYLESTOWN		
Woodbourne	1,208	604	Fernwood	219	110	Fortuna	217	109
Langhorne	1,324	662	Angora	58	29	Colmar	592	296
Neshaminy Falls	542	271	49th Street	112	56	Link Belt	73	37
Trevoise	733	367	MEDIA/ELWYN TOTAL	9,865	4,933	Chalfont	273	137
Somerton	1,628	814	AIRPORT			New Britain	104	52
Forest Hills	765	383	Airport Terminal E & F	828	414	Delaware Valley College	124	62
Philmont	1,445	723	Airport Terminal C & D	992	496	Doylestown	765	383
Bethayres	1,346	673	Airport Terminal B	1,039	520	LANSDALE/DOYLESTOWN TOTAL	2,148	1,074
Meadowbrook	130	65	Airport Terminal A	999	500			
Rydal	200	100	Eastwick	682	341			
Noble	384	192	AIRPORT TOTAL	4,540	2,270			
WEST TRENTON TOTAL	10,905	5,453						

SEPTA 10-YEAR STATE OF GOOD REPAIR UNFUNDED CAPITAL NEEDS

TOTAL ESTIMATED COST BY PROGRAM AREA	POWER INFRASTRUCTURE	\$324,308,560
	POWER SUBSTATIONS	\$248,239,630
	TRACK	\$716,191,664
	TUNNELS	\$304,166,780
	STATIONS	\$1,180,483,350
	MAINTENANCE FACILITIES	\$305,563,830
	COMMUNICATIONS & SIGNALS	\$480,950,190
	BRIDGES	\$975,829,050
	VEHICLES	\$1,973,000,000
	TOTAL	\$6,508,733,054

PROGRAM AREA	DIVISION	LINE OR FACILITY	PROJECT DESCRIPTION	ESTIMATED COST	
POWER INFRASTRUCTURE: \$324,308,560	REGIONAL RAIL: \$181,842,708	AIRPORT	Catenary Structure Rehabilitation & Overhead Contact System (OCS) Replacement	\$8,258,983	
		CHESTNUT HILL EAST	Catenary Structure Rehabilitation & OCS Replacement	\$12,692,531	
		CHESTNUT HILL WEST	Catenary Structure Rehabilitation & OCS Replacement	\$9,521,407	
		CYNWYD	Catenary Structure Rehabilitation & OCS Replacement	\$4,198,803	
		FOX CHASE	Catenary Structure Rehabilitation, Wood Pole Replacement, & OCS Replacement	\$2,131,802	
		MEDIA/ELWYN	Catenary Structure Rehabilitation & OCS Replacement	\$34,148,421	
		WEST TRENTON	Catenary Structure Rehabilitation & OCS Replacement	\$16,929,607	
		MAINLINE (GIRARD TO SUBURBAN)	Catenary Structure Rehabilitation & OCS Replacement	\$31,731,320	
		LANSDALE/DOYLESTOWN	Catenary Structure Rehabilitation	\$1,685,206	
		MANAYUNK/NORRISTOWN	Catenary Structure Rehabilitation	\$18,613,427	
	ZOO TO WEST (INC. POWELTON)	Catenary Structure Rehabilitation & OCS Replacement	\$41,931,201		
	CITY TRANSIT: \$77,626,066	TROLLEYS	Trolley Pole Rehabilitation & OCS Replacement	\$18,177,622	
		TRACKLESS TROLLEY	Trolley Pole Rehabilitation & OCS Replacement	\$9,139,984	
		BROAD STREET LINE	Feeder Replacement	\$37,112,415	
		MARKET-FRANKFORD LINE	Feeder Replacement	\$13,196,045	
	SUBURBAN TRANSIT: \$64,839,786	MEDIA SHARON HILL LINES	OCS Replacement & Wood Pole Replacement	\$37,846,375	
		NORRISTOWN HIGH SPEED LINE	Feeder & AC Distribution Replacement	\$26,993,411	
	POWER SUBSTATIONS: \$248,239,630	REGIONAL RAIL: \$221,526,682	WEST TRENTON, WARMINSTER, LANSDALE	Replace Jenkintown Substation	\$42,236,401
			WEST TRENTON, WARMINSTER, FOX CHASE, LANSDALE/DOYLESTOWN, MANAYUNK/NORRISTOWN	Wayne Junction Static Frequency Converter (SFC) Overhaul	\$20,140,000
LANSDALE/DOYLESTOWN			Overhaul Ambler Substation	\$9,385,019	
WARMINSTER			Overhaul Hatboro Substation	\$5,591,606	
WEST TRENTON			Overhaul Bethayers Substation	\$9,010,000	
LANSDALE/DOYLESTOWN			Overhaul Lansdale Substation	\$11,020,000	
LANSDALE/DOYLESTOWN			Overhaul Doylestown Substation	\$5,591,606	
CHESTNUT HILL EAST			Overhaul Chestnut Hill East Substation	\$9,010,000	
MEDIA/ELWYN			Overhaul Morton Substation	\$9,798,000	
MEDIA/ELWYN			Overhaul Lenni Substation	\$9,798,000	
WEST TRENTON			Overhaul Neshaminy Falls Substation	\$10,500,000	
WEST TRENTON			Overhaul Yardley Substation	\$10,310,000	
WEST TRENTON			Woodbourne Substation	\$34,080,000	
VARIOUS			Signal Power Substations	\$35,056,050	

SEPTA 10-YEAR STATE OF GOOD REPAIR UNFUNDED CAPITAL NEEDS

TOTAL ESTIMATED COST BY PROGRAM AREA	POWER INFRASTRUCTURE	\$324,308,560
	POWER SUBSTATIONS	\$248,239,630
	TRACK	\$716,191,664
	TUNNELS	\$304,166,780
	STATIONS	\$1,180,483,350
	MAINTENANCE FACILITIES	\$305,563,830
	COMMUNICATIONS & SIGNALS	\$480,950,190
	BRIDGES	\$975,829,050
	VEHICLES	\$1,973,000,000
	TOTAL	\$6,508,733,054

PROGRAM AREA	DIVISION	LINE OR FACILITY	PROJECT DESCRIPTION	ESTIMATED COST	
POWER SUBSTATIONS (CONTINUED)	CITY TRANSIT: \$23,379,248	MARKET-FRANKFORD LINE, TROLLEYS	Equipment Replacement at 5 City Substations (Sansom, Market, Ranstead, Allison, Ellen)	\$10,626,931	
		BROAD STREET LINE	Equipment Replacement at 4 City Substations (Pattison, Park, Broad, Louden)	\$8,501,545	
		TRACKLESS TROLLEY	Equipment Replacement at 2 City Substations (Gregg, Castor)	\$4,250,772	
	SUBURBAN TRANSIT: \$3,333,700	MEDIA SHARON HILL LINES	Overhaul Clifton Substation	\$3,333,700	
TRACK: \$716,191,664	REGIONAL RAIL: \$333,165,000	AIRPORT	Track, Tie & Special Work Renewal Program	\$59,247,786	
		CHESTNUT HILL EAST	Track, Tie & Special Work Renewal Program	\$22,032,931	
		CHESTNUT HILL WEST	Track, Tie & Special Work Renewal Program	\$15,976,449	
		CYNWYD	Track, Tie & Special Work Renewal Program	\$6,143,686	
		FOX CHASE	Track, Tie & Special Work Renewal Program	\$16,753,007	
		MEDIA/ELWYN	Track, Tie & Special Work Renewal Program	\$51,321,694	
		WEST TRENTON	Track, Tie & Special Work Renewal Program	\$16,784,858	
		MAINLINE	Track, Tie & Special Work Renewal Program	\$93,070,508	
		LANSDALE/DOYLESTOWN	Track, Tie & Special Work Renewal Program	\$12,639,425	
		MANAYUNK/NORRISTOWN	Track, Tie & Special Work Renewal Program	\$23,150,249	
		PAOLI/THORNDALE	Track, Tie & Special Work Renewal Program	\$2,000,001	
		WARMINSTER	Track, Tie & Special Work Renewal Program	\$14,044,406	
	CITY TRANSIT: \$270,457,504	BROAD STREET LINE & RIDGE-SPUR	Track, Tie & Special Work Renewal Program	\$87,438,127	
		MARKET-FRANKFORD LINE	Track, Tie & Special Work Renewal Program	\$41,856,570	
		TROLLEYS	Street Track, Tunnel Track & Tie, & Special Work Renewal Program	\$141,162,807	
		SUBURBAN TRANSIT: \$112,569,160	MEDIA SHARON HILL LINES	Track, Tie & Special Work Renewal Program	\$37,845,740
			NORRISTOWN HIGH SPEED LINE	Track, Tie & Special Work Renewal Program	\$74,723,420
	TUNNELS: \$304,166,780	REGIONAL RAIL: \$28,895,800	SUBURBAN & CENTER CITY COMMUTER TUNNEL	Tunnel Renewal	\$28,895,800
		CITY TRANSIT: \$275,270,980	BROAD STREET LINE & RIDGE-SPUR	Tunnel Renewal	\$205,312,600
MARKET-FRANKFORD LINE			Tunnel Renewal	\$45,625,030	
TROLLEYS			Tunnel Renewal	\$24,333,350	

SEPTA 10-YEAR STATE OF GOOD REPAIR UNFUNDED CAPITAL NEEDS

TOTAL ESTIMATED COST BY PROGRAM AREA	POWER INFRASTRUCTURE	\$324,308,560
	POWER SUBSTATIONS	\$248,239,630
	TRACK	\$716,191,664
	TUNNELS	\$304,166,780
	STATIONS	\$1,180,483,350
	MAINTENANCE FACILITIES	\$305,563,830
	COMMUNICATIONS & SIGNALS	\$480,950,190
	BRIDGES	\$975,829,050
	VEHICLES	\$1,973,000,000
	TOTAL	\$6,508,733,054

PROGRAM AREA	DIVISION	LINE OR FACILITY	PROJECT DESCRIPTION	ESTIMATED COST
STATIONS: \$1,180,483,350	REGIONAL RAIL: \$838,211,151	CHESTNUT HILL EAST	Gravers, Mt Airy, Sedgwick, Stenton, Wister, Wyndmoor, Washington Lane & Chestnut Hill East	\$17,680,373
		CHESTNUT HILL WEST	Carpenter, Chelten Ave, Highland, North Philadelphia Station, Tulpehocken, Upsal, & Chestnut Hill West	\$21,450,009
		CYNWYD	Bala, Cynwyd, & Wynnefield Ave.	\$11,682,569
		LANSDALE/DOYLESTOWN	Doylestown, Fortuna and North Wales, Elkins Park, North Hills, Penllyn, Pennbrook, Glenside, Jenkintown-Wyncote, Gwynedd Valley	\$108,512,329
		FOX CHASE	Lawndale	\$3,500,165
		CENTER CITY MAINLINE	Market East, Fern Rock Transportation Center & Temple University	\$4,300,120
		MANAYUNK/NORRISTOWN	Allegheny, Conshohocken, Main St Norristown, Norristown Transportation Center, East Falls, Elm and Miquon	\$19,370,438
		MARCUS HOOK/WILMINGTON	Chester, Crum Lynne, Marcus Hook, Curtis Park, Darby, Eddystone, Folcroft, Glenolden, Highland Ave, Norwood, Prospect Park, Ridley Park & Sharon Hill	\$125,726,139
		MEDIA/ELWYN	Clifton-Aldan, Elwyn, Lansdowne, Media, Swarthmore, Wallingford, Secane & Moylan-Rose Valley	\$55,381,216
		PAOLI/THORNDALE	Bryn Mawr, Devon, Downingtown, Haverford, Malvern, Merion, Narberth, Rosemont, Wynnewood, Paoli Transportation Center, Daylesford, St. Davids, Villanova, Whitford & Exton	\$371,120,924
		TRENTON	Bridesburg, Bristol, Eddington, Holmesburg Jct, Levittown, Tacony, Torresdale & Cornwells Heights	\$69,608,399
		WARMINSTER	Ardsley, Hatboro, Roslyn, Rydal, Warminster & Willow Grove	\$12,670,534
	WEST TRENTON	Bethayres, Forest Hills, Noble, Rydal, Philmont & Meadowbrook	\$17,207,936	
	CITY TRANSIT: \$288,431,407	BROAD STREET LINE & RIDGE SPUR	Fern Rock Complex, AT&T, Wyoming, Hunting Park, Erie, Snyder & Fairmount	\$115,185,628
		MARKET-FRANKFORD LINE	Margaret/Orthodox, 5th St & 40th St	\$50,449,734
		BROAD STREET LINE & MARKET-FRANKFORD LINE	City Hall & 15 th Street	\$117,361,789
		BUS LOOPS	Ridge & Summit, 5th & Godfrey & 61st & Pine	\$5,434,256
	SUBURBAN TRANSIT: \$53,840,792	NORRISTOWN HIGH SPEED LINE	Station Improvements & Parking – Various Stations	\$12,752,516
		69TH STREET TRANSPORTATION CENTER	Parking Garage & South Terminal, Terminal Roof, West Terminal	\$39,335,918
		NORRISTOWN TRANSPORTATION CENTER	Stair Rehabilitation & Station Renewal	\$1,752,358

SEPTA 10-YEAR STATE OF GOOD REPAIR UNFUNDED CAPITAL NEEDS

TOTAL ESTIMATED COST BY PROGRAM AREA	POWER INFRASTRUCTURE	\$324,308,560
	POWER SUBSTATIONS	\$248,239,630
	TRACK	\$716,191,664
	TUNNELS	\$304,166,780
	STATIONS	\$1,180,483,350
	MAINTENANCE FACILITIES	\$305,563,830
	COMMUNICATIONS & SIGNALS	\$480,950,190
	BRIDGES	\$975,829,050
	VEHICLES	\$1,973,000,000
	TOTAL	\$6,508,733,054

PROGRAM AREA	DIVISION	LINE OR FACILITY	PROJECT DESCRIPTION	ESTIMATED COST
MAINTENANCE FACILITIES: \$305,563,830	REGIONAL RAIL: \$39,585,288	BROAD & LEHIGH	Structural Rehabilitation & Industrial Equipment	\$2,359,650
		FRAZER YARD	Structural Rehabilitation & Industrial Equipment	\$10,371,505
		LIBERTY YARD	Structural Rehabilitation	\$2,850,010
		OVERBROOK SHOP	Structural Rehabilitation & Industrial Equipment	\$13,976,056
		ROBERTS YARD	Structural Rehabilitation & Industrial Equipment	\$8,068,254
		WAYNE JUNCTION	Structural Rehabilitation & Industrial Equipment	\$1,609,063
		POWELTON YARD	Structural Rehabilitation	\$350,750
	CITY TRANSIT: \$127,880,563	ALLEGHENY GARAGE	Structural Rehabilitation & Industrial Equipment	\$9,289,236
		BERRIDGE SHOP	Structural Rehabilitation & Industrial Equipment	\$15,955,065
		CALLOWHILL GARAGE	Structural Rehabilitation & Industrial Equipment	\$17,246,061
		COMLY GARAGE	Structural Rehabilitation & Industrial Equipment	\$6,804,036
		GERMANTOWN SHOP	Structural Rehabilitation & Industrial Equipment	\$150,009
		FRANKFORD GARAGE	Structural Rehabilitation & Industrial Equipment	\$4,477,454
		MIDVALE GARAGE	Structural Rehabilitation & Industrial Equipment	\$29,748,309
		SOUTHERN GARAGE	Structural Rehabilitation & Industrial Equipment	\$4,376,583
		5800 BUSTLETON	Structural Rehabilitation & Industrial Equipment	\$2,859,010
		69TH STREET CAR HOUSE	Structural Rehabilitation & Industrial Equipment	\$4,319,754
		BRIDGE STREET CAR HOUSE	Structural Rehabilitation & Industrial Equipment	\$3,750,037
		COURTLAND SHOP	Structural Rehabilitation & Industrial Equipment	\$3,457,714
		ELMWOOD CAR HOUSE	Structural Rehabilitation & Industrial Equipment	\$4,377,435
		FERN ROCK SHOP	Structural Rehabilitation & Industrial Equipment	\$9,511,661
		WOODLAND SHOP	Structural Rehabilitation & Industrial Equipment	\$11,558,199
	SUBURBAN TRANSIT: \$17,762,118	FRONTIER GARAGE	Structural Rehabilitation & Industrial Equipment	\$1,686,631
		110 VICTORY GARAGE	Industrial Equipment	\$13,562,505
		MEDIA SHARON HILL SHOP	Structural Rehabilitation	\$552,963
		NORRISTOWN CAR HOUSE	Industrial Equipment	\$1,960,019
	OTHER: \$120,335,861	VARIOUS LOCATIONS	Compressed Air Plant Renewal Program	\$4,942,782
		VARIOUS LOCATIONS	Emergency Generators	\$3,520,528
		VARIOUS LOCATIONS	Pump Room Program	\$108,384,339
		VARIOUS LOCATIONS	Substation Industrial Equipment	\$3,488,212

SEPTA 10-YEAR STATE OF GOOD REPAIR UNFUNDED CAPITAL NEEDS

TOTAL ESTIMATED COST BY PROGRAM AREA	POWER INFRASTRUCTURE	\$324,308,560
	POWER SUBSTATIONS	\$248,239,630
	TRACK	\$716,191,664
	TUNNELS	\$304,166,780
	STATIONS	\$1,180,483,350
	MAINTENANCE FACILITIES	\$305,563,830
	COMMUNICATIONS & SIGNALS	\$480,950,190
	BRIDGES	\$975,829,050
	VEHICLES	\$1,973,000,000
	TOTAL	\$6,508,733,054

PROGRAM AREA	DIVISION	LINE OR FACILITY	PROJECT DESCRIPTION	ESTIMATED COST
COMMUNICATIONS & SIGNALS \$480,950,190	REGIONAL RAIL: \$220,938,480	AIRPORT, MEDIA/ELWYN, MAINLINE (16TH STREET TO ARSENAL INTERLOCKING)	Signal System Infrastructure	\$220,938,480
	CITY TRANSIT: \$180,350,770	BROAD STREET LINE & RIDGE-SPUR TROLLEYS	Signal System Infrastructure	\$130,964,100
			Signal System Infrastructure	\$49,386,670
	SUBURBAN TRANSIT: \$21,030,875	NORRISTOWN HIGH SPEED LINE	Signal System Infrastructure	\$21,030,875
	OTHER: \$58,630,065	VARIOUS LOCATIONS	Radio Communications	\$2,980,000
		VARIOUS LOCATIONS	Control Center Technical Refresh	\$23,459,290
		VARIOUS LOCATIONS	CARD System Refresh	\$32,190,775
	BRIDGES: \$975,829,050	REGIONAL RAIL: \$82,700,000\$	SHOVEL-READY BRIDGE PROGRAM: \$112,700,000	Chestnut Hill West: Bridge 0.35 – Rehabilitation
Media/Elwyn: Bridge 11.87 (Crum Creek Viaduct) – Replacement				\$60,000,000
Media/Elwyn: Bridge 4.79 (Cobbs Creek Viaduct) – Timbers				\$4,100,000
Media/Elwyn: Bridge 7.11 (Darby Creek Viaduct) – Timbers				\$4,100,000
RRD Stone Arch Bridge Program: Media/Elwyn Bridge 12.12; Manayunk/Norristown Bridge 4.61, 9.41, 9.93, 16.88; Lansdale/Doylestown Bridge 13.10 (Lansdale Branch), 22.93 (Lansdale Branch); West Trenton Bridge 12.38, 20.21 – Rehabilitation				\$6,900,000
Norristown High Speed Line: Bridge 12.81 (Bridgeport Viaduct) – Rehabilitation				\$30,000,000
REGIONAL RAIL: \$229,706,974		PRIORITY BRIDGE PROGRAM: \$254,970,334	Chestnut Hill West: 7 Bridges – Rehabilitation (Bridge 0.06, 0.83, 1.17, 1.26, 2.98, 4.42, 5.67)	\$31,696,160
			Chestnut Hill East: 5 Bridges – Rehabilitation (Bridge 5.04, 5.72, 7.63, 8.90, 9.59)	\$29,123,040
			Mainline/Suburban: 7 Bridges – Rehabilitation (Bridge 0.49, 0.58, 0.61, 0.64, 0.68, 0.72, 1.25)	\$55,439,040
			Media/Elwyn: 4 Bridges – Major Structural Rehabilitation, Painting or Replacement (Bridge 4.79, 7.11, 13.81, 14.41)	\$90,992,414
			Lansdale/Doylestown: 1 Bridge – Major Structural Rehabilitation, Painting or Replacement (Lansdale – Bridge 11.62)	\$3,391,840
			Manayunk/Norristown: 2 Bridges – Major Structural Rehabilitation, Painting or Replacement (Bridge 7.20, 17.77)	\$7,719,360
			Fox Chase: 1 Bridge – Major Structural Rehabilitation, Painting or Replacement (Bridge 6.44)	\$3,040,960
			West Trenton: 1 Bridge – Major Structural Rehabilitation, Painting or Replacement (Bridge 24.85)	\$2,573,120

SEPTA 10-YEAR STATE OF GOOD REPAIR UNFUNDED CAPITAL NEEDS

TOTAL ESTIMATED COST BY PROGRAM AREA	POWER INFRASTRUCTURE	\$324,308,560
	POWER SUBSTATIONS	\$248,239,630
	TRACK	\$716,191,664
	TUNNELS	\$304,166,780
	STATIONS	\$1,180,483,350
	MAINTENANCE FACILITIES	\$305,563,830
	COMMUNICATIONS & SIGNALS	\$480,950,190
	BRIDGES	\$975,829,050
	VEHICLES	\$1,973,000,000
	TOTAL	\$6,508,733,054

PROGRAM AREA	DIVISION	LINE OR FACILITY	PROJECT DESCRIPTION	ESTIMATED COST
BRIDGES (CONTINUED)	REGIONAL RAIL (CONTINUED)	PRIORITY BRIDGE PROGRAM (CONTINUED)	Cynwyd: 1 Bridge – Major Structural Rehabilitation, Painting or Replacement (Bridge 4.75)	\$2,222,240
			Mainline: 1 Bridge -- Major Structural Rehabilitation, Painting or Replacement (Bridge 5.68)	\$3,508,800
			Norristown High Speed Line:	\$20,818,880
			Media Sharon Hill Lines:	\$4,444,480
	REGIONAL RAIL: \$499,374,220	ADDITIONAL BRIDGE PROJECTS: \$608,158,716	Mainline/Suburban: 3 Bridges – Rehabilitation	\$45,181,048
			Mainline: 43 Bridges – Painting, Water Proofing & Structural Repairs	\$128,073,586
			Lansdale/Doylestown: 26 Bridges (18 Lansdale Branch, 8 Doylestown Branch) – Painting, Water Proofing & Structural Repairs	\$15,836,384
			Chestnut Hill West: 13 Bridges – Rehabilitation	\$47,719,680
			Chestnut Hill East: 22 Bridges – Painting, Water Proofing & Structural Repairs	\$58,678,800
			Airport: 2 Bridges – Painting, Water Proofing & Structural Repairs	\$37,813,168
			Cynwyd: 4 Bridges – Painting, Water Proofing & Structural Repairs	\$12,350,976
			Fox Chase: 8 Bridges – Painting, Water Proofing & Structural Repairs	\$8,070,240
			Media/Elwyn: 10 Bridges – Painting, Water Proofing & Structural Repairs	\$20,795,458
			Manayunk/Norristown: 19 Bridges – Painting, Water Proofing & Structural Repairs	\$80,105,904
			Warminster: 7 Bridges – Painting, Water Proofing & Structural Repairs	\$1,543,872
			West Trenton: 25 Bridges – Painting, Water Proofing & Structural Repairs	\$43,205,104
			Norristown High Speed Line (NHSL): 32 Bridges	\$39,029,552
			Media Sharon Hill Lines, Route 102: 5 Bridges – Painting, Water Proofing & Structural Repairs	\$7,099,472
			Media Sharon Hill Lines, Route 101: 10 Bridges – Painting, Water Proofing & Structural Repairs	\$9,660,896
			SUBURBAN TRANSIT: \$55,789,920	
Broad Street Line: 3 Bridges – Painting, Water Proofing & Structural Repairs	\$5,602,384			
VEHICLES: \$1,973,000,000	REGIONAL RAIL: \$1,376,000,000	ALL LINES	Silverliner VI Railcars	\$1,376,000,000
	SUBURBAN TRANSIT: \$109,000,000	MEDIA SHARON HILL LINES	Trolley Replacements	\$109,000,000
	CITY TRANSIT: \$488,000,000	TROLLEYS	Trolley Replacements	\$488,000,000