|  |  |
| --- | --- |
| DOT | FTA |

|  |  |
| --- | --- |
| **U.S. Department of Transportation** | **Federal Transit Administration** |

|  |  |  |
| --- | --- | --- |
|  | **Award** |  |

|  |  |
| --- | --- |
| **Federal Award Identification Number (FAIN)** | PA-2019-021-00 |
| **Temporary Application Number** | 1947-2019-5 |
| **Award Name** | FY 2019 Section 5337 - SEPTA SOGR Projects |
| **Award Status** | Active (Executed) |
| **Award Budget Number** | 0 |

**Part 1: Recipient Information**

|  |
| --- |
| **Name: Southeastern Pennsylvania Transportation Authority** |
|

|  |  |  |  |
| --- | --- | --- | --- |
| **Recipient ID** | **Recipient OST Type** | **Recipient Alias** | **Recipient DUNS** |
| 1947 | Transit Authority | SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY | 044543841 |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Location Type** | **Address** | **City** | **State** | **Zip** |
| Headquarters | 1234 MARKET ST 4TH FL | PHILADELPHIA | PA | 191073701 |
| Physical Address | 1234 MARKET ST 4TH FL | PHILADELPHIA | PA | 19107 |
| Mailing Address | 1234 MARKET STREET | PHILADELPHIA | PA | 19107 |

 |

**Union Information**

|  |  |
| --- | --- |
| **Union Name** | **BROTHERHOOD OF LOCOMOTIVE ENGINEERS (BLE)** |
| Address 1 | STANDARD BUILDING |
| Address 2 | MEZZANINE |
| City | CLEVELAND |
| State | Ohio |
| Zipcode | 44113 |
| Contact Name | MR. DON HAHS |
| Telephone |  |
| Fax | 2162416516 |
| E-mail |  |
| Website |  |

|  |  |
| --- | --- |
| **Union Name** | **BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYEES (BMWE)** |
| Address 1 | 26555 EVERGREEN ROAD |
| Address 2 | SUITE 200 |
| City | SOUTHFIELD |
| State | Michigan |
| Zipcode | 48076 |
| Contact Name | MR. FREDDIE SIMPSON |
| Telephone |  |
| Fax |  |
| E-mail |  |
| Website |  |

|  |  |
| --- | --- |
| **Union Name** | **BROTHERHOOD OF RAILROAD SIGNALMEN (BRS)** |
| Address 1 | 601 WEST GOLF ROAD |
| Address 2 | P.O. BOX U |
| City | MOUNT PROSPECT |
| State | Illinois |
| Zipcode | 60056 |
| Contact Name | MR. W. PICKETT |
| Telephone |  |
| Fax |  |
| E-mail |  |
| Website |  |

|  |  |
| --- | --- |
| **Union Name** | **FRATERNAL ORDER OF TRANSIT POLICE (FOTP)** |
| Address 1 | P.O. BOX 34640 |
| Address 2 |  |
| City | PHILADELPHIA |
| State | Pennsylvania |
| Zipcode | 19101 |
| Contact Name | MR. SALVATORE PERPETUA |
| Telephone |  |
| Fax |  |
| E-mail |  |
| Website |  |

|  |  |
| --- | --- |
| **Union Name** | **INTERNATIONAL ASSOCIATION OF MACHINISTS AND AEROSPACE WORKERS (IAMAW)** |
| Address 1 | 9000 MACHINISTS PLACE |
| Address 2 |  |
| City | UPPER MARLBORO |
| State | Maryland |
| Zipcode | 20772 |
| Contact Name | MR. R. THOMAS BUFFENBARGER |
| Telephone |  |
| Fax | 3019674588 |
| E-mail |  |
| Website |  |

|  |  |
| --- | --- |
| **Union Name** | **INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS (IBEW)** |
| Address 1 | 1125 15TH STREET, NW |
| Address 2 |  |
| City | WASHINGTON |
| State | District of Columbia |
| Zipcode | 20025 |
| Contact Name | MR. EDWIN HILL |
| Telephone |  |
| Fax | 2024676316 |
| E-mail |  |
| Website |  |

|  |  |
| --- | --- |
| **Union Name** | **INTERNATIONAL BROTHERHOOD OF TEAMSTERS (IBT)** |
| Address 1 | INTERNATIONAL BROTHERHOOD |
| Address 2 | OF TEAMSTERS |
| City | WASHINGTON |
| State | District of Columbia |
| Zipcode | 20001 |
| Contact Name | MR. JAMES HOFFA |
| Telephone |  |
| Fax | 2026248780 |
| E-mail |  |
| Website |  |

|  |  |
| --- | --- |
| **Union Name** | **RAILWAY LABOR EXECUTIVES' ASSOCIATION**  |
| Address 1 | 400 NORTH CAPITAL STREET N.W.  |
| Address 2 | SUITE 850  |
| City | WASHINGTON  |
| State | District of Columbia |
| Zipcode | 20001 |
| Contact Name | MR. ROBERT IRVIN |
| Telephone |  |
| Fax |  |
| E-mail |  |
| Website |  |

|  |  |
| --- | --- |
| **Union Name** | **TRANSPORTATION COMMUNICATIONS INTERNATIONAL UNION (TCIU)** |
| Address 1 | 3 RESEARCH PLACE |
| Address 2 |  |
| City | ROCKVILLE |
| State | Maryland |
| Zipcode | 20850 |
| Contact Name | MR. ROBERT SCARDELLETTI |
| Telephone |  |
| Fax | 3013307662 |
| E-mail |  |
| Website |  |

|  |  |
| --- | --- |
| **Union Name** | **TRANSPORTATION WORKERS UNION (TWU)** |
| Address 1 | O'DONNELL & SCHWARTZ |
| Address 2 | 60 EAST 42 STREET, |
| City | NEW YORK |
| State | New York |
| Zipcode | 10165 |
| Contact Name | MR. MALCOM GOLDSTEIN |
| Telephone |  |
| Fax |  |
| E-mail |  |
| Website |  |

|  |  |
| --- | --- |
| **Union Name** | **TRANSPORTATION WORKERS UNION (TWU)** |
| Address 1 | 80 WEST END AVENUE |
| Address 2 |  |
| City | NEW YORK |
| State | New York |
| Zipcode | 10023 |
| Contact Name | MR. MIKE O`BRIEN |
| Telephone |  |
| Fax | 2127211431 |
| E-mail |  |
| Website |  |

|  |  |
| --- | --- |
| **Union Name** | **UNITED TRANSPORTATION UNION** |
| Address 1 | 14600 DETROIT AVENUE |
| Address 2 |  |
| City | CLEVELAND |
| State | Ohio |
| Zipcode | 44107 |
| Contact Name | MR. PAUL THOMPSON |
| Telephone |  |
| Fax | 2162285755 |
| E-mail |  |
| Website |  |

|  |  |
| --- | --- |
| **Union Name** | **INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS (IBEW)** |
| Address 1 | 900 Seventh Street NW |
| Address 2 |  |
| City | Washington |
| State | DC |
| Zipcode | 20001 |
| Contact Name | LONNIE STEPHENSON |
| Telephone | (202) 833-7000 |
| Fax |  |
| E-mail | construction@ibew.org |
| Website |  |

|  |  |
| --- | --- |
| **Union Name** | **INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS (IBEW)** |
| Address 1 | 900 Seventh Street NW |
| Address 2 |  |
| City | Washington |
| State | DC |
| Zipcode | 20001 |
| Contact Name | BILL BOHNE Jr |
| Telephone | (202) 728-6016 |
| Fax |  |
| E-mail | railroad@ibew.org |
| Website |  |

|  |  |
| --- | --- |
| **Union Name** | **INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS (IBEW)** |
| Address 1 | 300 Cantrell Street |
| Address 2 |  |
| City | Philadelphia |
| State | PA |
| Zipcode | 19148 |
| Contact Name | ARTHUR DAVIDSON |
| Telephone | (215) 336-1053 |
| Fax |  |
| E-mail | ibewsc7@aol.com |
| Website |  |

**Part 2: Award Information**

|  |
| --- |
| **Title: FY 2019 Section 5337 - SEPTA SOGR Projects** |
|

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **FAIN** | **Award Status** | **Award Type** | **Date Created** | **Last Updated Date** | **From TEAM?** |
| PA-2019-021-00 | Active (Executed) | Grant | 2/21/2019 | 2/21/2019 | No |

 |
| **Award Start Date** 6/20/2019 |
| **Award End Date** 6/30/2021 |
| **Award Executive Summary**The Southeastern Pennsylvania Transportation Authority (SEPTA) is applying FFY 2019 Section 5337 (State of Good Repair) funds apportioned to the Philadelphia PA-NJ-DE-MD urbanized area in the amount of $131,379,803 for the following projects:FY 2019 Capital Portion of Amtrak Trackage AgreementFY 2019 Preventive MaintenanceFY 2019-2020 Vehicle Overhaul Program (Rail)Positive Train ControlExton Station Improvements ProjectFY 2019 Debt Service: Silverliner V Rail Car AcquisitionFY 2019 Debt Service: Wayne Junction Intermodal Station Reconstruction ProjectBy executing this grant, we certify that projects funded in this grant are aligned with the 2019 TAM plan and are identified in its investment prioritization section. The non-Federal share for this project will be provided by SEPTA, the Commonwealth of Pennsylvania, City of Philadelphia, and Bucks, Chester, Delaware, Montgomery counties.  |
| **Frequency of Milestone Progress Reports (MPR)**Quarterly |
| **Frequency of Federal Financial Reports (FFR)**Quarterly |
| **Does this application include funds for research and/or development activities?**This award does not include research and development activities.  |
| **Pre-Award Authority**This award is using Pre-Award Authority.  |
| **Does this application include suballocation funds?**Recipient organization is the Designated Recipient and can apply for and receive these apportioned funds.  |
| **Will this Grant be using Lapsing Funds?**No, this Grant does not use Lapsing Funds.  |
| **Will indirect costs be applied to this application?**This award is applying an approved Indirect cost rate(s).*Indirect Rate Details*: Indirect Costs will be applied to the FY 2019-20 Vehicle Overhaul Program (Rail), Positive Train Control, and the Exton Station Improvements projects. The rate was approved by FTA on February 6, 2019 pursuant to review of SEPTA's cost allocation plan and will remain in effect until replaced by a subsequently approved rate. Each applicable activity line description indicates SEPTA's indirect cost rate will be applied. |
| **Requires E.O. 12372 Review**No, this application does not require E.O. 12372 Review. |
| **Delinquent Federal Debt**No, my organization does not have delinquent federal debt. |
| **Award Point of Contact Information**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **First Name** | **Last Name** | **Title** | **E-mail Address** | **Phone** |
| Brian | McFadden | Manager, Capital Grant Development | bmcfadden@septa.org | 215 580 3166  |
| Timothy | Steinitz | Program Analyst | timothy.steinitz@dot.gov | 215-656-7253 |
| Timothy | Lidiak | Community Planner | Timothy.Lidiak@dot.gov | (215) 656-7084 |

**Award Budget Control Totals**

|  |  |  |  |
| --- | --- | --- | --- |
| **Funding Source** | **Section of Statute** | **CFDA Number** | **Amount** |
| 5337 - State of Good Repair Grants | 5337 | 20525 | $131,379,803 |
| Local |  |  | $9,817,388 |
| Local/In-Kind |  |  | $0 |
| State |  |  | $23,027,564 |
| State/In-Kind |  |  | $0 |
| Other Federal |  |  | $0 |
| Transportation Development Credit |  |  | $0 |
| Adjustment |  |  | $0 |
| **Total Eligible Cost** | **$164,224,755** |

**Award Budget**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Project Number** | **Budget Item** | **FTA Amount** | **Non-FTA Amount** | **Total Eligible Amount** | **Quantity** |
| PA-2019-021-01-00 | 122-00 (122-A1) | RAIL TRANSITWAY LINES | $33,524,204.00 | $8,381,051.00 | $41,905,255.00 | 1 |
| PA-2019-021-01-00 |  | 12.26.20 | LEASE MISC RAIL EQUIPMENT | $33,524,204.00 | $8,381,051.00 | $41,905,255.00 | 1 |
| PA-2019-021-02-00 | 127-00 (127-A2) | OTHER CAPITAL ITEMS (RAIL) | $38,400,000.00 | $9,600,000.00 | $48,000,000.00 | 2 |
| PA-2019-021-02-00 |  | 12.72.09 | FY 2019 Rail VOH | $18,099,148.00 | $4,524,787.00 | $22,623,935.00 | 1 |
| PA-2019-021-02-00 |  | 12.72.09 | FY 2020 Rail VOH | $20,300,852.00 | $5,075,213.00 | $25,376,065.00 | 1 |
| PA-2019-021-03-00 | 127-00 (127-A3) | OTHER CAPITAL ITEMS (RAIL) | $1,326,194.00 | $331,549.00 | $1,657,743.00 | 0 |
| PA-2019-021-03-00 |  | 12.71.11 | OTHER - 3RD PARTY | $1,326,194.00 | $331,549.00 | $1,657,743.00 | 0 |
| PA-2019-021-04-00 | 127-00 (127-A4) | OTHER CAPITAL ITEMS (RAIL) | $11,929,405.00 | $2,982,352.00 | $14,911,757.00 | 1 |
| PA-2019-021-04-00 |  | 12.71.11 | OTHER - 3RD PARTY | $11,929,405.00 | $2,982,352.00 | $14,911,757.00 | 1 |
| PA-2019-021-05-00 | 127-00 (127-A5) | OTHER CAPITAL ITEMS (RAIL) | $36,200,000.00 | $9,050,000.00 | $45,250,000.00 | 1 |
| PA-2019-021-05-00 |  | 12.7A.00 | PREVENTIVE MAINTENANCE (RAIL) | $36,200,000.00 | $9,050,000.00 | $45,250,000.00 | 1 |
| PA-2019-021-06-00 | 123-00 (123-A6) | RAIL - STATION/STOPS/TERMINALS | $6,000,000.00 | $1,500,000.00 | $7,500,000.00 | 1 |
| PA-2019-021-06-00 |  | 12.34.02 | REHAB/RENOV - RAIL STATION | $6,000,000.00 | $1,500,000.00 | $7,500,000.00 | 1 |
| PA-2019-021-07-00 | 126-00 (126-A7) | SIGNAL/COMMUNICATION (RAIL) | $4,000,000.00 | $1,000,000.00 | $5,000,000.00 | 1 |
| PA-2019-021-07-00 |  | 12.63.01 | CONSTRUCT TRAIN CONTROL-SIGNAL SYS | $4,000,000.00 | $1,000,000.00 | $5,000,000.00 | 1 |

**Earmark and Discretionary Allocations**This application does not contain earmarks or discretionary allocations. **Sources of Federal Financial Assistance**

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **PO Number** | **Project Number** | **Scope Name** | **Scope Number** | **Scope Suffix** | **UZA Code** | **Area Name** | **Account Class Code** | **FPC** | **Description** | **Amendment Amount** | **Cumulative Amount** |
| PA-54-0019 | PA-2019-021-01-00 | RAIL TRANSITWAY LINES | 122-00 (122) | A1 | 420040 | Philadelphia, PA-NJ-DE-MD | 2019.25.54.38.2 | 00 | SGR - Fixed Guideway | $33,524,204 | $33,524,204 |
| PA-54-0019 | PA-2019-021-02-00 | OTHER CAPITAL ITEMS (RAIL) | 127-00 (127) | A2 | 420040 | Philadelphia, PA-NJ-DE-MD | 2019.25.54.38.2 | 00 | SGR - Fixed Guideway | $38,400,000 | $38,400,000 |
| PA-54-0019 | PA-2019-021-03-00 | OTHER CAPITAL ITEMS (RAIL) | 127-00 (127) | A3 | 420040 | Philadelphia, PA-NJ-DE-MD | 2019.25.54.38.2 | 00 | SGR - Fixed Guideway | $1,326,194 | $1,326,194 |
| PA-54-0019 | PA-2019-021-04-00 | OTHER CAPITAL ITEMS (RAIL) | 127-00 (127) | A4 | 420040 | Philadelphia, PA-NJ-DE-MD | 2019.25.54.38.2 | 00 | SGR - Fixed Guideway | $11,929,405 | $11,929,405 |
| PA-54-0019 | PA-2019-021-05-00 | OTHER CAPITAL ITEMS (RAIL) | 127-00 (127) | A5 | 420040 | Philadelphia, PA-NJ-DE-MD | 2019.25.54.38.2 | 00 | SGR - Fixed Guideway | $36,200,000 | $36,200,000 |
| PA-54-0019 | PA-2019-021-06-00 | RAIL - STATION/STOPS/TERMINALS | 123-00 (123) | A6 | 420040 | Philadelphia, PA-NJ-DE-MD | 2019.25.54.38.2 | 00 | SGR - Fixed Guideway | $6,000,000 | $6,000,000 |
| PA-54-0019 | PA-2019-021-07-00 | SIGNAL/COMMUNICATION (RAIL) | 126-00 (126) | A7 | 420040 | Philadelphia, PA-NJ-DE-MD | 2019.25.54.38.2 | 00 | SGR - Fixed Guideway | $4,000,000 | $4,000,000 |

**Part 3: Project Information**

|  |
| --- |
| **Project Title: FY 2019 Capital Trackage Agreement - Amtrak** |
|

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Project Number** | **Temporary Project Number** | **Date Created** | **Start Date** | **End Date** |
| PA-2019-021-01-00 | 1947-2019-5-P1 | 2/21/2019 | 7/1/2018  | 12/31/2019 |

 |
| **Project Description**SEPTA intends to use these funds for capital trackage agreement payments to Amtrak for the period beginning on 7/1/2018 and ending on 6/30/2019. Amtrak Trackage is the required right-of way use arrangement between Amtrak and SEPTA for SEPTA to run service over Amtrak rail lines and provides the funds for Amtrak to maintain the tracks in a state of good repair. The agreement between SEPTA and Amtrak for Northeast Corridor Access and Services has been in effect since January 1983 and was recently amended in 2016. Either party has the right to terminate the agreement by giving a minimum of 120 days notice. Annual increases for service take effect at the beginning of the Federal Fiscal Year, October, and are based on a variety of factors. The current annual budget for Northeast Corridor Access and Services track is $49,608,300. It covers access to Amtrak tracks and required maintenance for SEPTA rail routes. The agreement also covers propulsion power, but that is a separate cost and is not included in this grant.  |
| **Project Benefits**SEPTA operates several routes over Amtrak tracks. This Capital Trackage Agreement allows SEPTA to operate Regional Rail service on those tracks and provides the funds for Amtrak to maintain the tracks in a state of good repair.  |
| **Additional Information***None provided.*  |
| **Location Description**SEPTA leases Amtrak trackage throughout the entire Regional Rail service area. |

**Project Location (Urbanized Areas)**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|

|  |  |
| --- | --- |
| **UZA Code** | **Area Name** |
| 420040 | Philadelphia, PA-NJ-DE-MD |

 |

**Congressional District Information**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |
| --- | --- | --- |
| **State** | **District** | **Representative** |
| Pennsylvania | 1 | Brian Fitzpatrick |
| Pennsylvania | 2 | Brendan Boyle |
| Pennsylvania | 3 | Dwight Evans |
| Pennsylvania | 4 | Madeleine Dean |
| Pennsylvania | 5 | Mary Gay Scanlon |
| Pennsylvania | 6 | Chrissy Houlahan |

 |

**Program Plan Information** **STIP/TIP** Date: 9/25/2018Description: FY 2019-2022 PA STIP**UPWP** Date: N/ADescription: N/A**Long Range Plan** Date: N/ADescription: N/A**Project Control Totals**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |  |
| --- | --- | --- | --- |
| **Funding Source** | **Section of Statute** | **CFDA Number** | **Amount** |
| 5337 - State of Good Repair Grants | 5337 | 20525 | $33,524,204 |
| Local |  |  | $270,289 |
| Local/In-Kind |  |  | $0 |
| State |  |  | $8,110,762 |
| State/In-Kind |  |  | $0 |
| Other Federal |  |  | $0 |
| Transportation Development Credit |  |  | $0 |
| Adjustment |  |  | $0 |
| **Total Eligible Cost** | **$41,905,255** |

 |

**Project Budget**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Project Number** | **Budget Item** | **FTA Amount** | **Non-FTA Amount** | **Total Eligible Amount** | **Quantity** |
| PA-2019-021-01-00 | 122-00 (122-A1) | RAIL TRANSITWAY LINES | $33,524,204.00 | $8,381,051.00 | $41,905,255.00 | 1 |
| PA-2019-021-01-00 |  | 12.26.20 | LEASE MISC RAIL EQUIPMENT | $33,524,204.00 | $8,381,051.00 | $41,905,255.00 | 1 |

 |

**Project Budget Activity Line Items**

|  |
| --- |
| **Budget Activity Line Item: 12.26.20 - LEASE MISC RAIL EQUIPMENT** |
|

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Scope Name / Code** | **Line Item #** | **Line Item Name** | **Activity** | **Quantity** |
| RAIL TRANSITWAY LINES (122-00) | 12.26.20 | LEASE MISC RAIL EQUIPMENT | LEASE | 1 |

 |
| **Extended Budget Description**This Activity Line Item partially funds capital asset trackage agreement payments (the capital portion of the Amtrak-SEPTA rail trackage agreement) to Amtrak for the period of 7/1/2018 to 06/30/2019.The total amount of the FY 2019 Amtrak payment is $49,608,300 ($39,686,640 Federal). To date, the FTA has provided $773,735 towards the costs of the FY 2019 Amtrak payment. Please see the Project Funding Summary attached to this grant under Application Documents.This project is included in the FY 2019-2022 PA STIP under MPMS #59966 and is attached to this grant under Application Documents.  |
| **Will 3rd Party contractors be used to fulfill this activity line item?**No, 3rd Party Contractors will not be used for this line item.  |
|

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |  |
| --- | --- | --- | --- |
| **Funding Source** | **Section of Statute** | **CFDA Number** | **Amount** |
| 5337 - State of Good Repair Grants | 5337 | 20525 | $33,524,204 |
| Local |  |  | $270,289 |
| Local/In-Kind |  |  | $0 |
| State |  |  | $8,110,762 |
| State/In-Kind |  |  | $0 |
| Other Federal |  |  | $0 |
| Transportation Development Credit |  |  | $0 |
| Adjustment |  |  | $0 |
| **Total Eligible Cost** | **$41,905,255**  |

 |

 |
|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |
| --- | --- | --- |
| **Milestone Name** | **Est. Completion Date** | **Description** |
| Initial Expenditure | 7/1/2018 |  |
| Final Expenditure | 6/30/2019 |  |
| Project Closeout | 12/31/2019 |  |

 |

 |

**Project Environmental Findings**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |
| --- |
| **Finding: Class II(c) - Categorical Exclusions (C-List)**  |
| **Class Level Description**Class II(c) consists of projects called categorical exclusions (CEs) which are known not to have, either individually or cumulatively, a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. Class II(c) does not require documentation.  |
| **Categorical Exclusion Description**Type 04: Planning and administrative activities which do not involve or lead directly to construction, such as: training, technical assistance and research; promulgation of rules, regulations, directives, or program guidance; approval of project concepts; engineering; and operating assistance to transit authorities to continue existing service or increase service to meet routine demand.

|  |  |
| --- | --- |
| **Date Description** | **Date** |
| Class IIc CE Approved |  |

|  |
| --- |
|  |
| **Scope Name / Code** | **Line Item Number** | **Line Item Name** | **Quantity** | **FTA Amount** | **Total Eligible Cost** |
| RAIL TRANSITWAY LINES (122-00) | 12.26.20 | LEASE MISC RAIL EQUIPMENT | 1 | $33,524,204.00 | $41,905,255.00 |

 |

 |

 |

|  |
| --- |
| **Project Title: FY 2019-2020 Rail Vehicle Overhaul Program** |
|

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Project Number** | **Temporary Project Number** | **Date Created** | **Start Date** | **End Date** |
| PA-2019-021-02-00 | 1947-2019-5-P3 | 2/28/2019 | 7/1/2018  | 9/30/2020 |

 |
| **Project Description**This project will fund the FY 2019-2020 Rail Vehicle Overhaul Program. The Vehicle Overhaul Program provides for the systematic replacement or upgrade of systems on SEPTA’s rolling stock. Vehicles are scheduled for overhauls during their service lives based on vehicle type. A vehicle must receive periodic overhauls if it is to optimize fleet reliability, service quality, efficient performance and passenger comfort. The advanced scheduling of vehicle preventive maintenance allows SEPTA to purchase material and produce rebuilt components in an efficient and effective manner. The Vehicle Overhaul Program will allow SEPTA to continue its overhaul of rolling stock, thus ensuring continued safe and reliable service. Specific VOH program activities vary by vehicle fleet but generally include safety critical items such as vehicle propulsion systems and brake systems. |
| **Project Benefits**The Vehicle Overhaul Program enables SEPTA to continually rehabilitate rolling stock, which ensures safe and reliable service.  |
| **Additional Information***None provided.*  |
| **Location Description**The Vehicle Overhaul Program rehabilitates rolling stock that operates throughout the entire SEPTA service area. |

**Project Location (Urbanized Areas)**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|

|  |  |
| --- | --- |
| **UZA Code** | **Area Name** |
| 420040 | Philadelphia, PA-NJ-DE-MD |

 |

**Congressional District Information**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |
| --- | --- | --- |
| **State** | **District** | **Representative** |
| Pennsylvania | 1 | Brian Fitzpatrick |
| Pennsylvania | 2 | Brendan Boyle |
| Pennsylvania | 3 | Dwight Evans |
| Pennsylvania | 4 | Madeleine Dean |
| Pennsylvania | 5 | Mary Gay Scanlon |
| Pennsylvania | 6 | Chrissy Houlahan |

 |

**Program Plan Information**

**STIP/TIP**

Date: 9/25/2018

Description: FY 2019-2022 PA STIP

**UPWP**

Date: N/A

Description: N/A

**Long Range Plan**

Date: N/A

Description: N/A

**Project Control Totals**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |  |
| --- | --- | --- | --- |
| **Funding Source** | **Section of Statute** | **CFDA Number** | **Amount** |
| 5337 - State of Good Repair Grants | 5337 | 20525 | $38,400,000 |
| Local |  |  | $309,600 |
| Local/In-Kind |  |  | $0 |
| State |  |  | $9,290,400 |
| State/In-Kind |  |  | $0 |
| Other Federal |  |  | $0 |
| Transportation Development Credit |  |  | $0 |
| Adjustment |  |  | $0 |
| **Total Eligible Cost** | **$48,000,000** |

 |

**Project Budget**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Project Number** | **Budget Item** | **FTA Amount** | **Non-FTA Amount** | **Total Eligible Amount** | **Quantity** |
| PA-2019-021-02-00 | 127-00 (127-A2) | OTHER CAPITAL ITEMS (RAIL) | $38,400,000.00 | $9,600,000.00 | $48,000,000.00 | 2 |
| PA-2019-021-02-00 |  | 12.72.09 | FY 2019 Rail VOH | $18,099,148.00 | $4,524,787.00 | $22,623,935.00 | 1 |
| PA-2019-021-02-00 |  | 12.72.09 | FY 2020 Rail VOH | $20,300,852.00 | $5,075,213.00 | $25,376,065.00 | 1 |

 |

**Project Budget Activity Line Items**

|  |
| --- |
| **Budget Activity Line Item: 12.72.09 - FY 2020 Rail VOH** |
|

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Scope Name / Code** | **Line Item #** | **Line Item Name** | **Activity** | **Quantity** |
| OTHER CAPITAL ITEMS (RAIL) (127-00) | 12.72.09 | FORCE ACCT VEHICLE REHAB | FORCE ACCOUNT | 1 |

 |
| **Extended Budget Description**This Activity Line Item funds SEPTA's FY 2020 Rail Vehicle Overhaul Program (VOH).The total cost of the FY 2020 Rail Vehicle Overhaul Program is $49,521,153 ($39,616,922 Federal). This ALI is the first increment of funding for the FY 2020 Rail VOH Program. Please see the Project Funding Summary attached to this grant under Application Documents. The SEPTA Force Account Plan for the FY 2020 Vehicle Overhaul Program is presently under development by SEPTA. Prior to incurring any costs for the FY 2020 Vehicle Overhaul Program, SEPTA will ensure that the Force Account Plan for the FY 2020 VOH is approved. The Force Account Plan details the overhaul type by vehicle and quantity. Indirect Costs will be applied to this Activity Line Item. This project is included in the FY 2019-2022 PA STIP under MPMS #60582 and is attached to this grant under Application Documents.  |
| **Will 3rd Party contractors be used to fulfill this activity line item?**No, 3rd Party Contractors will not be used for this line item.  |
|

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |  |
| --- | --- | --- | --- |
| **Funding Source** | **Section of Statute** | **CFDA Number** | **Amount** |
| 5337 - State of Good Repair Grants | 5337 | 20525 | $20,300,852 |
| Local |  |  | $163,676 |
| Local/In-Kind |  |  | $0 |
| State |  |  | $4,911,537 |
| State/In-Kind |  |  | $0 |
| Other Federal |  |  | $0 |
| Transportation Development Credit |  |  | $0 |
| Adjustment |  |  | $0 |
| **Total Eligible Cost** | **$25,376,065**  |

 |

 |
|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |
| --- | --- | --- |
| **Milestone Name** | **Est. Completion Date** | **Description** |
| Initial Expenditure | 7/1/2019 |  |
| Final Expenditure | 6/30/2020 |  |
| Project Closeout | 9/30/2020 |  |

 |

 |

|  |
| --- |
| **Budget Activity Line Item: 12.72.09 - FY 2019 Rail VOH** |
|

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Scope Name / Code** | **Line Item #** | **Line Item Name** | **Activity** | **Quantity** |
| OTHER CAPITAL ITEMS (RAIL) (127-00) | 12.72.09 | FORCE ACCT VEHICLE REHAB | FORCE ACCOUNT | 1 |

 |
| **Extended Budget Description**This Activity Line Item funds SEPTA's FY 2019 Rail Vehicle Overhaul Program (VOH).The total cost of the FY 2019 Rail Vehicle Overhaul Program is $47,052,881 ($37,642,305 Federal). To date, the FTA has provided $19,543,157 towards the costs of the FY 2019 Rail Vehicle Overhaul Program. This ALI fully funds the FY 2019 Rail Vehicle Overhaul Program (VOH). Please see the Project Funding Summary attached to this grant under Application Documents. The SEPTA Force Account Plan for the FY 2019 Vehicle Overhaul Program was approved by FTA on 06/25/2018 (see letter attached to this grant under Application Documents). The Force Account Plan details the overhaul type by vehicle and quantity. Indirect Costs will be applied to this Activity Line Item. This project is included in the FY 2019-2022 PA STIP under MPMS #60582 and is attached to this grant under Application Documents.  |
| **Will 3rd Party contractors be used to fulfill this activity line item?**No, 3rd Party Contractors will not be used for this line item.  |
|

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |  |
| --- | --- | --- | --- |
| **Funding Source** | **Section of Statute** | **CFDA Number** | **Amount** |
| 5337 - State of Good Repair Grants | 5337 | 20525 | $18,099,148 |
| Local |  |  | $145,924 |
| Local/In-Kind |  |  | $0 |
| State |  |  | $4,378,863 |
| State/In-Kind |  |  | $0 |
| Other Federal |  |  | $0 |
| Transportation Development Credit |  |  | $0 |
| Adjustment |  |  | $0 |
| **Total Eligible Cost** | **$22,623,935**  |

 |

 |
|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |
| --- | --- | --- |
| **Milestone Name** | **Est. Completion Date** | **Description** |
| Initial Expenditure | 7/1/2018 |  |
| Project Closeout | 9/30/2019 |  |
| Final Expenditure | 6/30/2019 |  |

 |

 |

**Project Environmental Findings**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |
| --- |
| **Finding: Class II(c) - Categorical Exclusions (C-List)**  |
| **Class Level Description**Class II(c) consists of projects called categorical exclusions (CEs) which are known not to have, either individually or cumulatively, a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. Class II(c) does not require documentation.  |
| **Categorical Exclusion Description**Type 07: Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.

|  |  |
| --- | --- |
| **Date Description** | **Date** |
| Class IIc CE Approved |  |

 |

 |

|  |
| --- |
| **Project Title: Wayne Junction Intermodal Facility Reconstruction - Debt Service** |
|

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Project Number** | **Temporary Project Number** | **Date Created** | **Start Date** | **End Date** |
| PA-2019-021-03-00 | 1947-2019-5-P4 | 3/1/2019 | 6/1/2019  | 12/31/2019 |

 |
| **Project Description**This project funds the debt service associated with the reconstruction of the Wayne Junction Intermodal Facility Project. The Wayne Junction Intermodal Facility was constructed at the turn of the 20th Century. This project restored the station’s historic integrity and modernized its structure to provide a more accessible and environmentally friendly facility for local residents. The project provides for the enhancement of passenger amenities such as lighting, signage, shelters, audio & visual public announcement system, windscreens, benches, HVAC (heating, ventilation, air conditioning) systems, and sanitary systems.The FTA first issued a Letter of No Prejudice (LONP) on March 31, 2011 permitting SEPTA to use future Fixed Guideway Modernization formula funds (49 USC § 5309) and/or successor funds for the repayment of principal, interest, financing costs, and other related permissible costs associated with SEPTA`s proposed 2011 bond issuance. This bond issuance, which is not to exceed 18 years and the final debt service payment scheduled for June 30, 2028, is being used to fund the reconstruction of the Wayne Junction Intermodal Facility and the acquisition of 120 Silverliner V Regional Rail Cars. On June 2, 2011, the FTA approved changes to the initial LONP (letter attached in Project Details section of TEAM). Per the June 2, 2011 letter, FTA is permitting SEPTA to enter into a bond agreement not to exceed 18 years with a total aggregate principal amount not to exceed $252 million and a total debt service amount not to exceed $400 million. In October 2017, SEPTA advance refunded a portion of this bond agreement to reduce future debt service payments. The final maturity date of the newly issued Series 2017 Bonds was unchanged from the Series 2011 Bonds.SEPTA anticipates requesting approximately $12.6 million annually in Section 5337 or successor funds for the duration of the debt service re-payment, which is not to exceed 18 years. Of the $12.6 million in Section 5337 funding to be requested annually, $1.3 million will be associated with the Wayne Junction Intermodal Facility.  |
| **Project Benefits**This project rehabilitated and modernized Wayne Junction Intermodal Facility to make the station fully ADA accessible and bring it to a state of good repair.  |
| **Additional Information***None provided.*  |
| **Location Description**The project work was completed at Wayne Junction Station in Philadelphia, Pennsylvania. |

**Project Location (Urbanized Areas)**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|

|  |  |
| --- | --- |
| **UZA Code** | **Area Name** |
| 420040 | Philadelphia, PA-NJ-DE-MD |

 |

**Congressional District Information**

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |
| --- | --- | --- |
| **State** | **District** | **Representative** |
| Pennsylvania | 2 | Brendan Boyle |
| Pennsylvania | 3 | Dwight Evans |

 |

**Program Plan Information**

**STIP/TIP**

Date: 9/25/2018

Description: FY 2019-2022 PA STIP

**UPWP**

Date: N/A

Description: N/A

**Long Range Plan**

Date: N/A

Description: N/A

**Project Control Totals**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |  |
| --- | --- | --- | --- |
| **Funding Source** | **Section of Statute** | **CFDA Number** | **Amount** |
| 5337 - State of Good Repair Grants | 5337 | 20525 | $1,326,194 |
| Local |  |  | $10,693 |
| Local/In-Kind |  |  | $0 |
| State |  |  | $320,856 |
| State/In-Kind |  |  | $0 |
| Other Federal |  |  | $0 |
| Transportation Development Credit |  |  | $0 |
| Adjustment |  |  | $0 |
| **Total Eligible Cost** | **$1,657,743** |

 |

**Project Budget**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Project Number** | **Budget Item** | **FTA Amount** | **Non-FTA Amount** | **Total Eligible Amount** | **Quantity** |
| PA-2019-021-03-00 | 127-00 (127-A3) | OTHER CAPITAL ITEMS (RAIL) | $1,326,194.00 | $331,549.00 | $1,657,743.00 | 0 |
| PA-2019-021-03-00 |  | 12.71.11 | OTHER - 3RD PARTY | $1,326,194.00 | $331,549.00 | $1,657,743.00 | 0 |

 |

**Project Budget Activity Line Items**

|  |
| --- |
| **Budget Activity Line Item: 12.71.11 - OTHER - 3RD PARTY** |
|

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Scope Name / Code** | **Line Item #** | **Line Item Name** | **Activity** | **Quantity** |
| OTHER CAPITAL ITEMS (RAIL) (127-00) | 12.71.11 | OTHER - 3RD PARTY | 3RD PARTY CONSULTANT SERVICES (RAIL) | 0 |

 |
| **Extended Budget Description**This Activity Line Item funds the ninth debt service payment associated with a bond issuance funding for the Wayne Junction Intermodal Facility Reconstruction Project.The total cost of the project is approximately $29,391,186. To date, FTA has provided $19,477,214. Please see Project Funding Summary attached to this grant under Application Documents. This project is included in the FY 2019-2022 PA STIP under MPMS #60275 and is attached to this grant under Application Documents.  |
| **Will 3rd Party contractors be used to fulfill this activity line item?**No, 3rd Party Contractors will not be used for this line item.  |
|

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |  |
| --- | --- | --- | --- |
| **Funding Source** | **Section of Statute** | **CFDA Number** | **Amount** |
| 5337 - State of Good Repair Grants | 5337 | 20525 | $1,326,194 |
| Local |  |  | $10,693 |
| Local/In-Kind |  |  | $0 |
| State |  |  | $320,856 |
| State/In-Kind |  |  | $0 |
| Other Federal |  |  | $0 |
| Transportation Development Credit |  |  | $0 |
| Adjustment |  |  | $0 |
| **Total Eligible Cost** | **$1,657,743**  |

 |

 |
|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |
| --- | --- | --- |
| **Milestone Name** | **Est. Completion Date** | **Description** |
| Initial Expenditure | 6/1/2019 |  |
| Project Closeout | 12/31/2019 |  |
| Final Expenditure | 6/30/2019 |  |

 |

 |

**Project Environmental Findings**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |
| --- |
| **Finding: Class II(d) - Categorical Exclusions (D-List)**  |
| **Class Level Description**Class II(d) consists of projects called categorical exclusions (CEs) which are known not to have, either individually or cumulatively, a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. Class II(d) does require documentation.  |
| **Categorical Exclusion Description**Type 09: Other

|  |  |
| --- | --- |
| **Date Description** | **Date** |
| Class IId CE Approved | 6/14/2010 |

 |

 |

|  |
| --- |
| **Project Title: Silverliner V Regional Rail Cars - Debt Service** |
|

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Project Number** | **Temporary Project Number** | **Date Created** | **Start Date** | **End Date** |
| PA-2019-021-04-00 | 1947-2019-5-P5 | 3/1/2019 | 6/1/2019  | 12/31/2019 |

 |
| **Project Description**SEPTA intends to use these funds for a debt service payment associated with a bond issuance for the Silverliner V Regional Rail Car Acquisition. The Silverliner V Rail Car Acquisition project provides for the acquisition of 120 new rail cars for SEPTA Regional Rail service. These new electric multiple-unit (EMU) cars have replaced the Silverliner II and III rail cars, and also have provided additional cars to supplement the regional rail car fleet in response to current and projected ridership increases. The acquired vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations regarding safety features and systems. New U.S. Federal Railroad Administration (FRA) passenger car strength and safety requirements have been incorporated into the design of the vehicles. The car design also incorporates recent technology and proven components and enhanced passenger amenities to ensure overall safety, security and passenger comfort.Passenger amenities include larger windows, wider aisles, a state-of-the-art climate control system and enhanced seating arrangement with more two-passenger seating. Each car is also equipped to accommodate two wheelchairs. The combination of aisle width, placement of wider doors and interior seating arrangements provides a more pleasant environment for passenger movement and seating. The new cars have electronic exterior and interior destination signs and voice annunciation of train destination and upcoming station stops. The enhanced public address system enables SEPTA`s Control Center to broadcast messages directly to customers on trains. Cars are also equipped with a passenger emergency intercom system. In addition, the new cars are more accommodating for customers with bicycles during off-peak hours.On March 23, 2006, a contract was awarded to United Transit Systems (UTS) for 104 rail cars. The SEPTA Board executed an option for 16 additional cars on April 26, 2007. Four of these cars were funded by the State of Delaware. Assembly of the production cars took place in Philadelphia. |
| **Project Benefits**The project supports the acquisition of 120 new rail cars that replaced rail cars that had exceeded their useful life.  |
| **Additional Information**The FTA first issued a Letter of No Prejudice (LONP) on March 31, 2011 permitting SEPTA to use future Fixed Guideway Modernization formula funds (49 USC § 5309) and/or successor funds for the repayment of principal, interest, financing costs, and other related permissible costs associated with SEPTA's 2011 bond issuance. This bond issuance is being used to support SEPTA`s procurement of the Silverliner V Regional Rail Cars and the reconstruction of the Wayne Junction Intermodal Facility. On June 2, 2011, the FTA approved changes to the initial LONP (letter attached). Per the June 2, 2011 letter, FTA is permitting SEPTA to enter into a bond agreement not to exceed 18 years with a total aggregate principal amount not to exceed $252 million and a total debt service amount not to exceed $400 million. On August 22, 2017 SEPTA requested FTA's acknowledgement of its intent to execute an advance refunding of the Series 2011 bonds. The FTA provided this acknowledgement in a letter dated September 12, 2017 (attached). In October 2017, SEPTA advance refunded a portion of this bond agreement to reduce future debt service payments. The final maturity date of the newly issued Series 2017 Bonds was unchanged from the Series 2011 Bonds.SEPTA anticipates requesting approximately $12.6 million in Federal Section 5337 or successor funds annually for the duration of the debt service re-payment, which is not to exceed 18 years. Of the $12.6 million in Section 5337 funding to be requested annually, approximately $11.3 million annually will be associated with the Silverliner V Regional Rail Car Acquisition.  |
| **Location Description**The Silverliner V Rail Cars are utilized throughout the entire SEPTA service area. |

**Project Location (Urbanized Areas)**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|

|  |  |
| --- | --- |
| **UZA Code** | **Area Name** |
| 420040 | Philadelphia, PA-NJ-DE-MD |

 |

**Congressional District Information**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |
| --- | --- | --- |
| **State** | **District** | **Representative** |
| Pennsylvania | 1 | Brian Fitzpatrick |
| Pennsylvania | 2 | Brendan Boyle |
| Pennsylvania | 3 | Dwight Evans |
| Pennsylvania | 4 | Madeleine Dean |
| Pennsylvania | 5 | Mary Gay Scanlon |
| Pennsylvania | 6 | Chrissy Houlahan |

 |

**Program Plan Information**

**STIP/TIP**

Date: 9/25/2018

Description: FY 2019-2022 PA STIP

**UPWP**

Date: N/A

Description: N/A

**Long Range Plan**

Date: N/A

Description: N/A

**Project Control Totals**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |  |
| --- | --- | --- | --- |
| **Funding Source** | **Section of Statute** | **CFDA Number** | **Amount** |
| 5337 - State of Good Repair Grants | 5337 | 20525 | $11,929,405 |
| Local |  |  | $96,181 |
| Local/In-Kind |  |  | $0 |
| State |  |  | $2,886,171 |
| State/In-Kind |  |  | $0 |
| Other Federal |  |  | $0 |
| Transportation Development Credit |  |  | $0 |
| Adjustment |  |  | $0 |
| **Total Eligible Cost** | **$14,911,757** |

 |

**Project Budget**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Project Number** | **Budget Item** | **FTA Amount** | **Non-FTA Amount** | **Total Eligible Amount** | **Quantity** |
| PA-2019-021-04-00 | 127-00 (127-A4) | OTHER CAPITAL ITEMS (RAIL) | $11,929,405.00 | $2,982,352.00 | $14,911,757.00 | 1 |
| PA-2019-021-04-00 |  | 12.71.11 | OTHER - 3RD PARTY | $11,929,405.00 | $2,982,352.00 | $14,911,757.00 | 1 |

 |

**Project Budget Activity Line Items**

|  |
| --- |
| **Budget Activity Line Item: 12.71.11 - OTHER - 3RD PARTY** |
|

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Scope Name / Code** | **Line Item #** | **Line Item Name** | **Activity** | **Quantity** |
| OTHER CAPITAL ITEMS (RAIL) (127-00) | 12.71.11 | OTHER - 3RD PARTY | 3RD PARTY CONSULTANT SERVICES (RAIL) | 1 |

 |
| **Extended Budget Description**This Activity Line Item funds the ninth debt service payment associated with a bond issuance for the Silverliner V Regional Rail Car Acquisition.The total cost of the Regional Rail Car Acquisition is approximately $319.7 million. To date, FTA has provided $202,668,001. Please see Project Funding Summary attached to this grant under Application Documents.This project is included in the FY 2019-2022 PA STIP under MPMS #60275 and is attached to this grant under Application Documents.  |
| **Will 3rd Party contractors be used to fulfill this activity line item?**No, 3rd Party Contractors will not be used for this line item.  |
|

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |  |
| --- | --- | --- | --- |
| **Funding Source** | **Section of Statute** | **CFDA Number** | **Amount** |
| 5337 - State of Good Repair Grants | 5337 | 20525 | $11,929,405 |
| Local |  |  | $96,181 |
| Local/In-Kind |  |  | $0 |
| State |  |  | $2,886,171 |
| State/In-Kind |  |  | $0 |
| Other Federal |  |  | $0 |
| Transportation Development Credit |  |  | $0 |
| Adjustment |  |  | $0 |
| **Total Eligible Cost** | **$14,911,757**  |

 |

 |
|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |
| --- | --- | --- |
| **Milestone Name** | **Est. Completion Date** | **Description** |
| Initial Expenditure | 6/1/2019 |  |
| Project Closeout | 12/31/2019 |  |
| Final Expenditure | 6/30/2019 |  |

 |

 |

**Project Environmental Findings**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |
| --- |
| **Finding: Class II(c) - Categorical Exclusions (C-List)**  |
| **Class Level Description**Class II(c) consists of projects called categorical exclusions (CEs) which are known not to have, either individually or cumulatively, a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. Class II(c) does not require documentation.  |
| **Categorical Exclusion Description**Type 07: Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.

|  |  |
| --- | --- |
| **Date Description** | **Date** |
| Class IIc CE Approved |  |

 |

 |

|  |
| --- |
| **Project Title: FY 2019 Preventive Maintenance** |
|

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Project Number** | **Temporary Project Number** | **Date Created** | **Start Date** | **End Date** |
| PA-2019-021-05-00 | 1947-2019-5-P6 | 3/4/2019 | 7/1/2018  | 12/30/2019 |

 |
| **Project Description**SEPTA intends to use these funds for Preventive Maintenance activities for the period beginning on 7/1/2018 and ending on 6/30/2019.  |
| **Project Benefits**This project benefits the entire SEPTA system by providing funding for vehicle and infrastructure maintenance.  |
| **Additional Information***None provided.*  |
| **Location Description**This project impacts SEPTA's entire service area. |

**Project Location (Urbanized Areas)**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|

|  |  |
| --- | --- |
| **UZA Code** | **Area Name** |
| 420040 | Philadelphia, PA-NJ-DE-MD |

 |

**Congressional District Information**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |
| --- | --- | --- |
| **State** | **District** | **Representative** |
| Pennsylvania | 1 | Brian Fitzpatrick |
| Pennsylvania | 2 | Brendan Boyle |
| Pennsylvania | 3 | Dwight Evans |
| Pennsylvania | 4 | Madeleine Dean |
| Pennsylvania | 5 | Mary Gay Scanlon |
| Pennsylvania | 6 | Chrissy Houlahan |

 |

**Program Plan Information**

**STIP/TIP**

Date: 9/25/2018

Description: FY 2019-2022 PA STIP

**UPWP**

Date: N/A

Description: N/A

**Long Range Plan**

Date: N/A

Description: N/A

**Project Control Totals**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |  |
| --- | --- | --- | --- |
| **Funding Source** | **Section of Statute** | **CFDA Number** | **Amount** |
| 5337 - State of Good Repair Grants | 5337 | 20525 | $36,200,000 |
| Local |  |  | $9,050,000 |
| Local/In-Kind |  |  | $0 |
| State |  |  | $0 |
| State/In-Kind |  |  | $0 |
| Other Federal |  |  | $0 |
| Transportation Development Credit |  |  | $0 |
| Adjustment |  |  | $0 |
| **Total Eligible Cost** | **$45,250,000** |

 |

**Project Budget**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Project Number** | **Budget Item** | **FTA Amount** | **Non-FTA Amount** | **Total Eligible Amount** | **Quantity** |
| PA-2019-021-05-00 | 127-00 (127-A5) | OTHER CAPITAL ITEMS (RAIL) | $36,200,000.00 | $9,050,000.00 | $45,250,000.00 | 1 |
| PA-2019-021-05-00 |  | 12.7A.00 | PREVENTIVE MAINTENANCE (RAIL) | $36,200,000.00 | $9,050,000.00 | $45,250,000.00 | 1 |

 |

**Project Budget Activity Line Items**

|  |
| --- |
| **Budget Activity Line Item: 12.7A.00 - PREVENTIVE MAINTENANCE (RAIL)** |
|

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Scope Name / Code** | **Line Item #** | **Line Item Name** | **Activity** | **Quantity** |
| OTHER CAPITAL ITEMS (RAIL) (127-00) | 12.7A.00 | PREVENTIVE MAINTENANCE (RAIL) | OTHER CAPITAL ITEMS (RAIL) | 1 |

 |
| **Extended Budget Description**This Activity Line Item funds Preventive Maintenance for all eligible activities associated with vehicle and facility maintenance, including: 1) repair of buildings, grounds, and equipment; 2) operation of electric power facilities; 3) maintenance of vehicle movement control systems, fare collection, counting equipment and structures; and 4) maintenance of general administration buildings, grounds, equipment, and electrical facilities, as defined in the National Transit Database Reporting Manual for the period of 7/1/2018 to 6/30/2019. This project is included in the FY 2019-2022 PA STIP under MPMS #60317 and is attached to this grant under Application Documents.  |
| **Will 3rd Party contractors be used to fulfill this activity line item?**No, 3rd Party Contractors will not be used for this line item.  |
|

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |  |
| --- | --- | --- | --- |
| **Funding Source** | **Section of Statute** | **CFDA Number** | **Amount** |
| 5337 - State of Good Repair Grants | 5337 | 20525 | $36,200,000 |
| Local |  |  | $9,050,000 |
| Local/In-Kind |  |  | $0 |
| State |  |  | $0 |
| State/In-Kind |  |  | $0 |
| Other Federal |  |  | $0 |
| Transportation Development Credit |  |  | $0 |
| Adjustment |  |  | $0 |
| **Total Eligible Cost** | **$45,250,000**  |

 |

 |
|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |
| --- | --- | --- |
| **Milestone Name** | **Est. Completion Date** | **Description** |
| Initial Expenditure | 7/1/2018 |  |
| Final Expenditure | 6/30/2019 |  |
| Project Closeout | 12/30/2019 |  |

 |

 |

**Project Environmental Findings**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |
| --- |
| **Finding: Class II(c) - Categorical Exclusions (C-List)**  |
| **Class Level Description**Class II(c) consists of projects called categorical exclusions (CEs) which are known not to have, either individually or cumulatively, a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. Class II(c) does not require documentation.  |
| **Categorical Exclusion Description**Type 07: Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.

|  |  |
| --- | --- |
| **Date Description** | **Date** |
| Class IIc CE Approved |  |

 |

 |

|  |
| --- |
| **Project Title: Exton Station Improvements** |
|

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Project Number** | **Temporary Project Number** | **Date Created** | **Start Date** | **End Date** |
| PA-2019-021-06-00 | 1947-2019-5-P7 | 3/4/2019 | 4/15/2015  | 12/31/2019 |

 |
| **Project Description**SEPTA intends to use these funds to modernize Exton Station on the Paoli Thorndale Regional Rail Line. The overall project will include the construction of full length high level platforms, a station building, bus circulation loops, and a multilevel parking garage at Exton Station on the Paoli Thorndale Regional Rail Line. Phase 1 includes the construction of high level platforms with canopies and wind screens; stormwater management improvements; a new station building; fully ADA compliant facilities; and new lighting, signage, security features, and passenger amenities. Phase 2 comprises the construction of bus circulation loops with bus shelters. The planned bus circulator loops will promote intermodal access to the station. Phase 3 will provide for the development and construction of a fully accessible parking expansion.  |
| **Project Benefits**This project rehabilitates and modernizes Exton Station to make the station fully ADA accessible and bring it to a state of good repair.  |
| **Additional Information***None provided.*  |
| **Location Description**This project is located in Exton, Chester County, PA.  |

**Project Location (Urbanized Areas)**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|

|  |  |
| --- | --- |
| **UZA Code** | **Area Name** |
| 420000 | Pennsylvania |

 |

**Congressional District Information**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |
| --- | --- | --- |
| **State** | **District** | **Representative** |
| Pennsylvania | 6 | Chrissy Houlahan |

 |

**Program Plan Information**

**STIP/TIP**

Date: 9/25/2018

Description: FY 2019-2022 PA STIP

**UPWP**

Date: N/A

Description: N/A

**Long Range Plan**

Date: N/A

Description: N/A

**Project Control Totals**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |  |
| --- | --- | --- | --- |
| **Funding Source** | **Section of Statute** | **CFDA Number** | **Amount** |
| 5337 - State of Good Repair Grants | 5337 | 20525 | $6,000,000 |
| Local |  |  | $48,375 |
| Local/In-Kind |  |  | $0 |
| State |  |  | $1,451,625 |
| State/In-Kind |  |  | $0 |
| Other Federal |  |  | $0 |
| Transportation Development Credit |  |  | $0 |
| Adjustment |  |  | $0 |
| **Total Eligible Cost** | **$7,500,000** |

 |

**Project Budget**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Project Number** | **Budget Item** | **FTA Amount** | **Non-FTA Amount** | **Total Eligible Amount** | **Quantity** |
| PA-2019-021-06-00 | 123-00 (123-A6) | RAIL - STATION/STOPS/TERMINALS | $6,000,000.00 | $1,500,000.00 | $7,500,000.00 | 1 |
| PA-2019-021-06-00 |  | 12.34.02 | REHAB/RENOV - RAIL STATION | $6,000,000.00 | $1,500,000.00 | $7,500,000.00 | 1 |

 |

**Project Budget Activity Line Items**

|  |
| --- |
| **Budget Activity Line Item: 12.34.02 - REHAB/RENOV - RAIL STATION** |
|

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Scope Name / Code** | **Line Item #** | **Line Item Name** | **Activity** | **Quantity** |
| RAIL - STATION/STOPS/TERMINALS (123-00) | 12.34.02 | REHAB/RENOV - RAIL STATION | REHAB/RENOVATE | 1 |

 |
| **Extended Budget Description**This Activity Line Item funds Phase 1 of the Exton Station Improvements project. Phase 1 includes the construction of high level platforms with canopies and wind screens; stormwater management improvements; a new station building; fully ADA compliant facilities; and new lighting, signage, security features, and passenger amenities.The total project cost for the Exton Station Improvements Project is $24,420,158 ($17,316,530 Federal). To date, FTA has provided $17,316,530; this line item increment fully funds this project. Please see the Project Funding Summary attached to this grant under Application Documents. Indirect costs will be applied to this Activity Line Item. The useful life for this facility is 40 years as per FTA Circular 5010.1E.This project is included in the FY 2019-2022 PA STIP under MPMS #93588 and is attached to this grant under Application Documents.  |
| **Will 3rd Party contractors be used to fulfill this activity line item?**Yes, 3rd Party Contractors will be used for this line item.  |
|

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |  |
| --- | --- | --- | --- |
| **Funding Source** | **Section of Statute** | **CFDA Number** | **Amount** |
| 5337 - State of Good Repair Grants | 5337 | 20525 | $6,000,000 |
| Local |  |  | $48,375 |
| Local/In-Kind |  |  | $0 |
| State |  |  | $1,451,625 |
| State/In-Kind |  |  | $0 |
| Other Federal |  |  | $0 |
| Transportation Development Credit |  |  | $0 |
| Adjustment |  |  | $0 |
| **Total Eligible Cost** | **$7,500,000**  |

 |

 |
|

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |
| --- | --- | --- |
| **Milestone Name** | **Est. Completion Date** | **Description** |
| RFP/IFB | 4/15/2015 |  |
| Contract Award | 6/30/2015 |  |
| NTP | 6/30/2015 |  |
| Contract Complete | 9/30/2019 |  |
| Project Closeout | 12/31/2019 |  |

 |

 |

**Project Environmental Findings**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |
| --- |
| **Finding: Class II(c) - Categorical Exclusions (C-List)**  |
| **Class Level Description**Class II(c) consists of projects called categorical exclusions (CEs) which are known not to have, either individually or cumulatively, a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. Class II(c) does not require documentation.  |
| **Categorical Exclusion Description**Type 08: Maintenance, rehabilitation, and reconstruction of facilities that occupy substantially the same geographic footprint and do not result in a change in functional use, such as: improvements to bridges, tunnels, storage yards, buildings, stations, and terminals; construction of platform extensions, passing track, and retaining walls; and improvements to tracks and railbeds.

|  |  |
| --- | --- |
| **Date Description** | **Date** |
| Class IIc CE Approved | 2/13/2013 |

 |

 |

|  |
| --- |
| **Project Title: Positive Train Control (PTC)** |
|

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Project Number** | **Temporary Project Number** | **Date Created** | **Start Date** | **End Date** |
| PA-2019-021-07-00 | 1947-2019-5-P8 | 3/4/2019 | 11/1/2010  | 6/1/2021 |

 |
| **Project Description**SEPTA intends to use these funds for the installation and integration of Positive Train Control (PTC) equipment on its Regional Rail lines.In October 2008, Congress passed HR 2095 - `Rail Safety Improvement Act of 2008` requiring, among other things, that all carriers providing `intercity rail passenger transportation or commuter rail passenger transportation` have a system of Positive Train Control in operation by December 31, 2015. SEPTA is installing an Advanced Civil Speed Enforcement System (ACSES) on all Regional Rail lines. Working in unison with the recently installed Automatic Train Control (ATC) technology, these two systems will provide the functionality of a Positive Train Control (PTC) system mandated by RSIA. The PTC system can enforce permanent and temporary civil speed restrictions and train stops through a network of transponders, while maintaining the continuous track monitoring advantages of the ATC system.  |
| **Project Benefits**The project will provide a fully functioning and interoperable Positive Train Control system that will enhance safety throughout the entire SEPTA Regional Rail network.  |
| **Additional Information***None provided.*  |
| **Location Description**The installation and integration of PTC equipment benefits SEPTA's entire service area.  |

**Project Location (Urbanized Areas)**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|

|  |  |
| --- | --- |
| **UZA Code** | **Area Name** |
| 420040 | Philadelphia, PA-NJ-DE-MD |

 |

**Congressional District Information**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |
| --- | --- | --- |
| **State** | **District** | **Representative** |
| Pennsylvania | 1 | Brian Fitzpatrick |
| Pennsylvania | 2 | Brendan Boyle |
| Pennsylvania | 3 | Dwight Evans |
| Pennsylvania | 4 | Madeleine Dean |
| Pennsylvania | 5 | Mary Gay Scanlon |
| Pennsylvania | 6 | Chrissy Houlahan |

 |

**Program Plan Information**

**STIP/TIP**

Date: 9/25/2018

Description: FY 2019-2022 PA STIP

**UPWP**

Date: N/A

Description: N/A

**Long Range Plan**

Date: N/A

Description: N/A

**Project Control Totals**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |  |
| --- | --- | --- | --- |
| **Funding Source** | **Section of Statute** | **CFDA Number** | **Amount** |
| 5337 - State of Good Repair Grants | 5337 | 20525 | $4,000,000 |
| Local |  |  | $32,250 |
| Local/In-Kind |  |  | $0 |
| State |  |  | $967,750 |
| State/In-Kind |  |  | $0 |
| Other Federal |  |  | $0 |
| Transportation Development Credit |  |  | $0 |
| Adjustment |  |  | $0 |
| **Total Eligible Cost** | **$5,000,000** |

 |

**Project Budget**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Project Number** | **Budget Item** | **FTA Amount** | **Non-FTA Amount** | **Total Eligible Amount** | **Quantity** |
| PA-2019-021-07-00 | 126-00 (126-A7) | SIGNAL/COMMUNICATION (RAIL) | $4,000,000.00 | $1,000,000.00 | $5,000,000.00 | 1 |
| PA-2019-021-07-00 |  | 12.63.01 | CONSTRUCT TRAIN CONTROL-SIGNAL SYS | $4,000,000.00 | $1,000,000.00 | $5,000,000.00 | 1 |

 |

**Project Budget Activity Line Items**

|  |
| --- |
| **Budget Activity Line Item: 12.63.01 - CONSTRUCT TRAIN CONTROL-SIGNAL SYS** |
|

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Scope Name / Code** | **Line Item #** | **Line Item Name** | **Activity** | **Quantity** |
| SIGNAL/COMMUNICATION (RAIL) (126-00) | 12.63.01 | CONSTRUCT TRAIN CONTROL-SIGNAL SYS | CONSTRUCTION | 1 |

 |
| **Extended Budget Description**This Activity Line Item funds SEPTA's Positive Train Control (PTC) project.The total project cost for the Positive Train Control project is $170,000,000. To date, FTA has provided $122,183,999. Please see Project Funding Summary attached to this grant under Application Documents. This project is included in the FY 2019-2022 PA STIP under MPMS# 60255 and is attached to this grant under Application Documents.  |
| **Will 3rd Party contractors be used to fulfill this activity line item?**Yes, 3rd Party Contractors will be used for this line item.  |
|

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |  |
| --- | --- | --- | --- |
| **Funding Source** | **Section of Statute** | **CFDA Number** | **Amount** |
| 5337 - State of Good Repair Grants | 5337 | 20525 | $4,000,000 |
| Local |  |  | $32,250 |
| Local/In-Kind |  |  | $0 |
| State |  |  | $967,750 |
| State/In-Kind |  |  | $0 |
| Other Federal |  |  | $0 |
| Transportation Development Credit |  |  | $0 |
| Adjustment |  |  | $0 |
| **Total Eligible Cost** | **$5,000,000**  |

 |

 |
|

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |  |
| --- | --- | --- |
| **Milestone Name** | **Est. Completion Date** | **Description** |
| RFP/IFB | 11/1/2010 |  |
| Contract Award | 3/30/2012 |  |
| Contract Complete | 12/31/2020 |  |
| Project Closeout | 6/1/2021 |  |
| NTP | 12/30/2012 |  |

 |

 |

**Project Environmental Findings**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |
| --- |
| **Finding: Class II(c) - Categorical Exclusions (C-List)**  |
| **Class Level Description**Class II(c) consists of projects called categorical exclusions (CEs) which are known not to have, either individually or cumulatively, a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. Class II(c) does not require documentation.  |
| **Categorical Exclusion Description**Type 07: Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.

|  |  |
| --- | --- |
| **Date Description** | **Date** |
| Class IIc CE Approved | 3/1/2012 |

 |

 |

**Part 4: Fleet Details**

No fleet data exists for this application.

**Part 5: FTA Review Comments**

**DOL Certification**

|  |  |
| --- | --- |
| **Comment By** | **Denise Diminuco** |
| Comment Type | DOL Review for Certification |
| Date | 6/20/2019 |
| Comment |  |

**FTA Comments for DOL**

|  |  |
| --- | --- |
| **Comment By** | **Timothy Lidiak** |
| Comment Type | DOL Review for Certification |
| Date | 6/4/2019 |
| Comment | The Federal Transit Administration's projected timetable for acting upon the subject grant is 36 days from the date of this application. In order to meet that timetable, Department of Labor certification is requested no later than one week prior to that date. Please establish a time schedule for negotiations pursuant to 29 CFR 215.3(d). Please advise us of the 49 USC Section 5333(b) terms and conditions for inclusion in the grant contract. The Grantee Contact for this application is Brian McFadden; 215-580-3166; fax: 215-580-7321; email: bmcfadden@septa.org. The FTA contact for this application is Timothy Lidiak who can be reached at (215) 656-7084, or via email at timothy.lidiak@dot.gov. The Union Information for this grant is included in Part 1 of the application. |

**FTA Review Internal Comments**

|  |  |
| --- | --- |
| **Comment By** | **Timothy Lidiak** |
| Comment Type | Ad Hoc Review |
| Date | 5/8/2019 |
| Comment | I reviewed and concur with the STIP in this application. I reviewed and concur with the Environmental Finding in this application. |

|  |  |
| --- | --- |
| **Comment By** | **Lynn Bailey** |
| Comment Type | Ad Hoc Review |
| Date | 5/8/2019 |
| Comment | CR has reviewed and concurs to move the grant forward. |

|  |  |
| --- | --- |
| **Comment By** | **Anne Marie Coughlin** |
| Comment Type | Ad Hoc Review |
| Date | 5/9/2019 |
| Comment | Funding is sufficient for this grant.  |

|  |  |
| --- | --- |
| **Comment By** | **Katherine Berrillo** |
| Comment Type | Technical Concurrence |
| Date | 5/10/2019 |
| Comment |  |

|  |  |
| --- | --- |
| **Comment By** | **sheila.byrne@dot.gov** |
| Comment Type | Ad Hoc Review |
| Date | 5/10/2019 |
| Comment | This grant award has been reviewed and found to be in compliance with FTA's Award Management Circular.  |

|  |  |
| --- | --- |
| **Comment By** | **Lynn Bailey** |
| Comment Type | Civil Rights Concurrence |
| Date | 5/10/2019 |
| Comment |  |

|  |  |
| --- | --- |
| **Comment By** | **Katherine Berrillo** |
| Comment Type | Ad Hoc Review |
| Date | 5/15/2019 |
| Comment | This grant application has been reviewed by the Regional Engineer and the budget and milestones as presented are reasonable and the grantee has provided adequate project description details to support its request. There are no program management findings that would prevent award of this grant. |

|  |  |
| --- | --- |
| **Comment By** | **Kathleen Zubrzycki** |
| Comment Type | Environmental Concurrence |
| Date | 5/23/2019 |
| Comment |  |

|  |  |
| --- | --- |
| **Comment By** | **Lynn Bailey** |
| Comment Type | Civil Rights Concurrence |
| Date | 5/28/2019 |
| Comment |  |

|  |  |
| --- | --- |
| **Comment By** | **Katherine Berrillo** |
| Comment Type | Technical Concurrence |
| Date | 5/28/2019 |
| Comment |  |

|  |  |
| --- | --- |
| **Comment By** | **Anne Marie Coughlin** |
| Comment Type | Ad Hoc Review |
| Date | 5/29/2019 |
| Comment | Funding is sufficient for this grant.  |

|  |  |
| --- | --- |
| **Comment By** | **Kathleen Zubrzycki** |
| Comment Type | Ad Hoc Review |
| Date | 5/29/2019 |
| Comment | Ad hoc review complete. Ok to move forward. |

|  |  |
| --- | --- |
| **Comment By** | **Monique Galloway** |
| Comment Type | Ad Hoc Review |
| Date | 6/4/2019 |
| Comment | Preliminary legal review is complete. Concur to move forward. |

|  |  |
| --- | --- |
| **Comment By** | **Tony Tarone** |
| Comment Type | Ad Hoc Review |
| Date | 6/4/2019 |
| Comment | I have reviewed. This grant can move forward. |

|  |  |
| --- | --- |
| **Comment By** | **Kathleen Zubrzycki** |
| Comment Type | Environmental Concurrence |
| Date | 6/4/2019 |
| Comment |  |

|  |  |
| --- | --- |
| **Comment By** | **Kathleen Zubrzycki** |
| Comment Type | Planning Concurrence |
| Date | 6/4/2019 |
| Comment |  |

|  |  |
| --- | --- |
| **Comment By** | **Monique Galloway** |
| Comment Type | Legal Concurrence |
| Date | 6/20/2019 |
| Comment |  |

|  |  |
| --- | --- |
| **Comment By** | **Theresa GarciaCrews** |
| Comment Type | RA Concurrence |
| Date | 6/20/2019 |
| Comment |  |

**Application Review Comments**

|  |  |
| --- | --- |
| **Comment By** | **Lynn Bailey** |
| Comment Type | Application Details |
| Date | 5/8/2019 |
| Comment | Requirements to Remember for ADA Compliance in Construction ProjectsThe ADA Standards issued by the Department of Transportation (DOT) apply to facilities used by state and local governments to provide designated public transportation services, including bus stops and stations, and rail stations. Other types of facilities covered by the ADA are subject to similar ADA Standards issued by the Department of Justice. Both the DOT and DOJ standards are based on the United States Access Board ADA Accessibility Guidelines (ADAAG). DOT’s ADA Standards (2006) are consistent with the Access Board’s updated ADA (and ADAAG) guidelines but includes a few additional requirements concerning:• Location of Accessible Routes (206.3)• Detectable Warnings on Curb Ramps (406.8)• Bus Boarding and Alighting Areas (810.2.2)• Rail Station Platforms (810.5.3)The complete ADA Standards for Transportation Facilities can be found at the US Access Board Website: (ADA Standards for Transportation Facilities)Requirements to Remember for: New Construction of Facilities Sixty percent of all public entrances to the facility must be accessible. If there are only two entrances, both must be accessible. (DOT ADA Standard 206.4.1.)For rail projects, no flange way gap can be greater than 2.5” where passenger circulation paths cross tracks at grade (i.e. a street-level pedestrian crossing over streetcar tracks). (DOT ADA Standard 810.10.)Accessible routes that coincide with, or are located in the same area, as general circulation paths and elements such as ramps, elevators, and fare vending and collection must be placed so as to minimize the distance that wheelchair users and other persons who cannot climb steps must travel in comparison to the general public. (DOT ADA Standard 206.3.)Curb ramps must have detectable warnings. (DOT ADA Standard 406.8.)Bus boarding and alighting areas must be in compliance with the ADA-ABA Guidelines ( Section 810.2), which address surfaces (sturdy), dimensions (96” long x 60” wide); connection to sidewalks, streets and pedestrian paths; slope (not steeper than 1:48); signs; and public address systems. (DOT ADA Standard 810.2.)Station platforms must be coordinated with the vehicle floor height. (DOT ADA Standard 810.5.3.)?Requirements to Remember for: Alterations or Additions to Facilities Altered or added portions of the facility must be made accessible. (DOT ADA Standard 201 and DOT ADA Regulation 49 C.F.R. 37.43(a)(1).)The path of travel to the altered or added portion of the facility must be made accessible, to the maximum extent feasible. (DOT ADA Regulation 49 C.F.R. 37.43(a)(2) and DOT ADA Standard 202.3.)If the path of travel cannot be made accessible, the grantee must submit to FTA an analysis demonstrating that the cost of making the path of travel accessible is disproportionate to (i.e., > 20%) the cost of the alterations or additions to the primary function area. (DOT ADA Standard 202.4 and DOT ADA Regulation 49 C.F.R. 37.43(e)(1).)If the path of travel cannot be made accessible, the grantee must submit to FTA an analysis demonstrating that site-specific conditions prevent you from making the path of travel accessible. Include relevant diagrams and maps. (DOT ADA Standard 202.4 and DOT ADA Regulation 49 C.F.R. 37.43(b).)The information provided above is intended as technical assistance and applies only to the project as described. Should the project scope change or new information on the project be provided, FTA may require a re-evaluation of the project information as it relates to ADA and require additional information. This confirmation is not an express or implied promise of project compliance with the ADA.  |

**Application Review Comments**

|  |  |
| --- | --- |
| **Comment By** | **Timothy Lidiak** |
| Comment Type | FTA Post Review Comments for Grantee |
| Date | 5/23/2019 |
| Comment | SEPTA to add an ALI. |

**Part 6: Agreement**

UNITED STATES OF AMERICADEPARTMENT OF TRANSPORTATIONFEDERAL TRANSIT ADMINISTRATIONGRANT AGREEMENT(FTA G-25, October 1, 2018)

On the date the authorized U.S. Department of Transportation, Federal Transit Administration (FTA) official signs this Grant Agreement, FTA has obligated and awarded federal assistance as provided below. Upon execution of this Grant Agreement by the Recipient named below, the Recipient affirms this FTA Award, enters into this Grant Agreement with FTA, and binds its compliance with the terms of this Grant Agreement.

The following documents are incorporated by reference and made part of this Grant Agreement:
(1) "Federal Transit Administration Master Agreement," FTA MA(25), October 1, 2018, http://www.transit.dot.gov,
(2) The Certifications and Assurances applicable to the FTA Award that the Recipient has selected and provided to FTA, and
(3) Any Award notification containing special conditions or requirements, if issued.

WHEN THE TERM “FTA AWARD” OR “AWARD” IS USED, EITHER IN THIS GRANT AGREEMENT OR THE APPLICABLE MASTER AGREEMENT, “AWARD” ALSO INCLUDES ALL TERMS AND CONDITIONS SET FORTH IN THIS GRANT AGREEMENT.

FTA OR THE FEDERAL GOVERNMENT MAY WITHDRAW ITS OBLIGATION TO PROVIDE FEDERAL ASSISTANCE IF THE RECIPIENT DOES NOT EXECUTE THIS GRANT AGREEMENT WITHIN 90 DAYS FOLLOWING FTA's AWARD DATE SET FORTH HEREIN.

**FTA AWARD**

Federal Transit Administration (FTA) hereby awards a Federal Grant as follows:

**Recipient Information**

  Recipient Name:  Southeastern Pennsylvania Transportation Authority

  Recipient ID:  1947

  DUNS No:  044543841

**Award Information**

  Federal Award Identification Number:  PA-2019-021-00

  Award Name:  FY 2019 Section 5337 - SEPTA SOGR Projects

  Award Start Date:  6/20/2019

  Award End Date:  6/30/2021

  Award Executive Summary:  The Southeastern Pennsylvania Transportation Authority (SEPTA) is applying FFY 2019 Section 5337 (State of Good Repair) funds apportioned to the Philadelphia PA-NJ-DE-MD urbanized area in the amount of $131,379,803 for the following projects:

FY 2019 Capital Portion of Amtrak Trackage Agreement
FY 2019 Preventive Maintenance
FY 2019-2020 Vehicle Overhaul Program (Rail)
Positive Train Control
Exton Station Improvements Project
FY 2019 Debt Service: Silverliner V Rail Car Acquisition
FY 2019 Debt Service: Wayne Junction Intermodal Station Reconstruction Project

By executing this grant, we certify that projects funded in this grant are aligned with the 2019 TAM plan and are identified in its investment prioritization section.

The non-Federal share for this project will be provided by SEPTA, the Commonwealth of Pennsylvania, City of Philadelphia, and Bucks, Chester, Delaware, Montgomery counties.

  Research and Development:  This award does not include research and development activities.

  Indirect Costs:  This award is applying an approved Indirect cost rate(s).

  Suballocation Funds:  Recipient organization is the Designated Recipient and can apply for and receive these apportioned funds.

  Pre-Award Authority:  This award is using Pre-Award Authority.

**Award Budget**

  Total Award Budget:  $164,224,755.00

  Amount of Federal Assistance Obligated for This FTA Action (in U.S. Dollars):  $131,379,803.00

  Amount of Non-Federal Funds Committed to This FTA Action (in U.S. Dollars):  $32,844,952.00

  Total FTA Amount Awarded and Obligated (in U.S. Dollars):  $131,379,803.00

  Total Non-Federal Funds Committed to the Overall Award (in U.S. Dollars):  $32,844,952.00

**Award Budget Control Totals**

(The Budget includes the individual Project Budgets (Scopes and Activity Line Items) or as attached)

|  |  |  |  |
| --- | --- | --- | --- |
| **Funding Source** | **Section of Statute** | **CFDA Number** | **Amount** |
| 5337 - State of Good Repair Grants | 5337 | 20525 | $131,379,803 |
| Local |  |  | $9,817,388 |
| Local/In-Kind |  |  | $0 |
| State |  |  | $23,027,564 |
| State/In-Kind |  |  | $0 |
| Other Federal |  |  | $0 |
| Transportation Development Credit |  |  | $0 |
| Adjustment |  |  | $0 |
| **Total Eligible Cost** | **$164,224,755** |

(The Transportation Development Credits are not added to the amount of the Total Award Budget.)

**U.S. Department of Labor Certification of Public Transportation Employee Protective Arrangements:**

Review Decision:   DOL Concurs - Certified
Original Certification Date:   6/20/2019

**Special Conditions**

There are no special conditions.

**FINDINGS AND DETERMINATIONS**

By signing this Award on behalf of FTA, I am making all the determinations and findings required by federal law and regulations before this Award may be made.

FTA AWARD OF THE GRANT AGREEMENT
Awarded By:
Theresa GarciaCrews
Regional Administrator
FEDERAL TRANSIT ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION
Contact Info: theresa.garciacrews@dot.gov
Award Date: 6/20/2019

EXECUTION OF THE GRANT AGREEMENT

Upon full execution of this Grant Agreement by the Recipient, the Effective Date will be the date FTA or the Federal Government awarded Federal assistance for this Grant Agreement.

By executing this Grant Agreement, the Recipient intends to enter into a legally binding agreement in which the Recipient:
(1)  Affirms this FTA Award,
(2)  Adopts and ratifies all of the following information it has submitted to FTA:
      (a)  Statements,
      (b)  Representations,
      (c)  Warranties,
      (d)  Covenants, and
      (e)  Materials,
(3)  Consents to comply with the requirements of this FTA Award, and
(4)  Agrees to all terms and conditions set forth in this Grant Agreement.

Executed By:  *Pasquale Deon
Chairman
Southeastern Pennsylvania Transportation Authority
6/21/2019*