

DOT

U.S. Department of Transportation

FTA

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
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Contact Name	MR. DON HAHS
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E-mail	
Website	
Union Name	BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYEES (BMWE)
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Union Name **BROTHERHOOD OF RAILROAD SIGNALMEN (BRS)**
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Zipcode 60056
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Union Name **FRATERNAL ORDER OF TRANSIT POLICE (FOTP)**
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Union Name **INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS (IBEW)**

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Union Name INTERNATIONAL BROTHERHOOD OF TEAMSTERS (IBT)
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Union Name	TRANSPORTATION WORKERS UNION (TWU)
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Website	

Union Name	TRANSPORTATION WORKERS UNION (TWU)
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Address 2	
City	NEW YORK
State	New York
Zipcode	10023
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Union Name	UNITED TRANSPORTATION UNION
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City	CLEVELAND
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Union Name	INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS (IBEW)
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Union Name INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS
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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 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.

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	FP C	Description	Amendment Amount	Cumulative Amount
PA-54-0019	PA-2019-021-01-00	RAIL TRANSITWAY LINES	122-00	A1	420040	Philadelphia, PA-NJ-DE-MD	2019.25.5 4.38.2	00	SGR - Fixed Guideway	\$33,524,204	\$33,524,204
PA-54-0019	PA-2019-021-02-00	OTHER CAPITAL ITEMS (RAIL)	127-00	A2	420040	Philadelphia, PA-NJ-DE-MD	2019.25.5 4.38.2	00	SGR - Fixed Guideway	\$38,400,000	\$38,400,000
PA-54-0019	PA-2019-021-03-00	OTHER CAPITAL ITEMS (RAIL)	127-00	A3	420040	Philadelphia, PA-NJ-DE-MD	2019.25.5 4.38.2	00	SGR - Fixed Guideway	\$1,326,194	\$1,326,194
PA-54-0019	PA-2019-021-04-00	OTHER CAPITAL ITEMS (RAIL)	127-00	A4	420040	Philadelphia, PA-NJ-DE-MD	2019.25.5 4.38.2	00	SGR - Fixed Guideway	\$11,929,405	\$11,929,405
PA-54-0019	PA-2019-021-05-00	OTHER CAPITAL ITEMS (RAIL)	127-00	A5	420040	Philadelphia, PA-NJ-DE-MD	2019.25.5 4.38.2	00	SGR - Fixed Guideway	\$36,200,000	\$36,200,000
PA-54-0019	PA-2019-021-06-00	RAIL - STATION/STOPS/TERMINALS	123-00	A6	420040	Philadelphia, PA-NJ-DE-MD	2019.25.5 4.38.2	00	SGR - Fixed Guideway	\$6,000,000	\$6,000,000
PA-54-0019	PA-2019-021-07-00	SIGNAL/ COMMUNICATION (RAIL)	126-00	A7	420040	Philadelphia, PA-NJ-DE-MD	2019.25.5 4.38.2	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: 9/25/2018

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
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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
	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 OTHER CAPITAL (127-ITEMS (RAIL) A2)	\$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	Description
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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
	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 OTHER CAPITAL ITEMS (RAIL) (127-A3)	\$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 OTHER CAPITAL (127-ITEMS (RAIL) A4)	\$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	

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

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 OTHER CAPITAL ITEMS (RAIL) (127-A5)	\$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 RAIL - STATION/STOPS/TERMINALS (123-A6)	\$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 SIGNAL/COMMUNICATION (RAIL) (126-A7)	\$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 DOL Review for Certification

Type

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.

Comment 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 Projects
The 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 AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION**

**GRANT 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 Concur - 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