

SEPTA | FISCAL YEAR 2023

CAPITAL BUDGET PROPOSAL HIGHLIGHTS

HISTORIC FUNDING

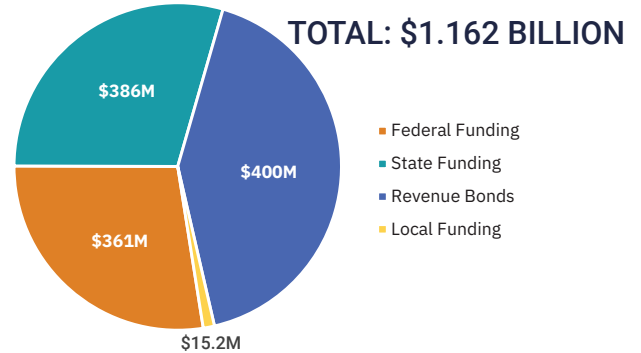
- SEPTA's FY 2023 Capital Budget proposal is the largest in our history at more than \$1.1 billion to transform our legacy system into the transit network of tomorrow.
- This is the first time ever our Capital Budget has surpassed \$1 billion.
- Over the next 12 years, we intend to invest \$11.4 billion in building a region that is equitable, sustainable, and prosperous for everyone.
- The enactment of the Federal Infrastructure Investment & Jobs Acts (IIJA) results in \$100M/year increase for FY2022-FY2026
- The transition of State Act 89 of 2013 funding to Motor Vehicle Sales Tax provides SEPTA sustainable, bondable funding resources
- SEPTA plans to implement a multi-year bonding program to advance Vehicle Acquisitions and State of Good Repair Infrastructure improvements
- These additional funds will be used to leverage new and improved federal competitive funding programs

FUELING TRANSFORMATIVE CAPITAL INVESTMENTS PROGRAMMED THROUGH FY 2034

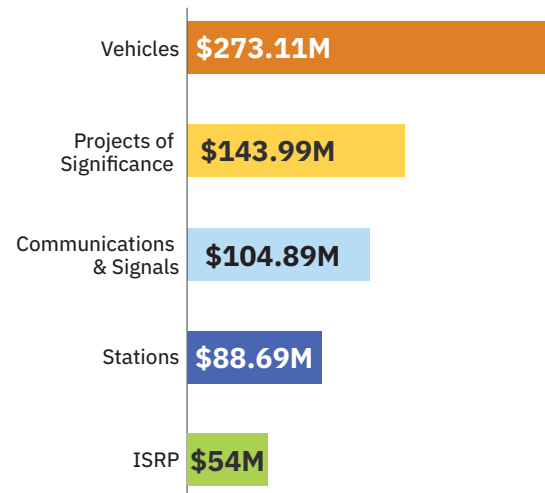
Projects of Significance build towards a Lifestyle Transit Network

- **Trolley Modernization:** \$1.15B for vehicle acquisition & infrastructure upgrades
- **Market-Frankford Line Railcar Replacement:** \$800M for vehicle acquisition, infrastructure upgrades, and new signal systems
- **King of Prussia Rail:** \$390M- initial local commitment for final design and construction
- **Bus Revolution:** \$130M for end-of-line facilities and transit prioritization improvements
- **Regional Rail Fleet Replacements:** \$250M in outer years of the program
- **Wayfinding Improvements:** \$40M for signage, real-time information, and website/mobile app upgrades
- **State of Good Repair & Safety:** \$3B to rehabilitate and modernize the legacy system for a state of good repair
- **Accessibility for All:** Nearly \$1B to provide ADA accessibility at 21 Rail Transit & 20 Regional Rail stations over the next 12 years

FY 2023 FUNDING SOURCES



LARGEST INVESTMENTS IN FY2023



PEER REGIONS CONTINUE TO INVEST MORE IN TRANSIT

