• 6th Largest U.S. System
• Population: 4 Million
• Coverage Area: 2,200 Sq. Mi.
• Ridership: 1.1 Million Daily (330 Million Annually)
• Vehicles: 2,800
• Employees: 9,400
What makes SEPTA a legacy rail system?

- Operated prior to WWII
- Compilation of various formerly private transportation companies
  - Philadelphia Transit Company
  - Philadelphia Suburban Transportation Company
  - Conrail (Reading Railroad and Pennsylvania Railroad)
  - and others.....
1964: Created by PA State Legislature
1968: Acquired what is now “City Transit Division”
1970: Acquired what is now “Suburban Transit Division”
1983: Acquired what is now “Regional Rail Division”
1984: Opened “Center City Commuter Tunnel” to Join Former Penn Central & Reading Railroads
1985: Opened Service on Airport Line
What Challenges does SEPTA as a Legacy System face?

- Large backlog of state of good repair projects
- Unfunded mandates
  - Positive Train Control (PTC)
  - Americans with Disabilities Act (ADA)
    - Only 100 out of 230 stations accessible
- Rail network planned prior to widespread automobile use
Norristown High Speed Line

- In operation since 1912
- High frequency, all day service - Trains every 5 minutes in peak – 10-20 minutes in off-peak
- 10,000 average weekday riders
- Third rail power, top speed of 70 mph
Station Accessibility

Parkview Station
Station Accessibility

Township Line Station
Peer Agency Comparison

Capital Funding

<table>
<thead>
<tr>
<th>System Rank</th>
<th>Chicago (RTA)</th>
<th>New Jersey (NJT)</th>
<th>Wash. DC (WMATA)</th>
<th>Boston (MBTA)</th>
<th>Phila. (SEPTA)</th>
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<tbody>
<tr>
<td>#2</td>
<td>$1,352</td>
<td>$957</td>
<td>$1,160</td>
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<td>$833</td>
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Act 89 Impact on Budget

ACT 89 IS:

- Predictable
- Bondable
- Growing (Inflation-Indexed)

Nearly Doubles Capital Funding Levels

[Bar chart showing capital funding levels for Act 89 from 2011 to 2020.]
Long Range Planning

Serving the Region

Core Capacity
Serve existing customers
Necessary for some expansions
Addresses core growth / overcrowding

Service Restoration
Serves older regional towns
Existing rights of way
Can be less expensive

System Expansion
Serves new markets/destinations
Expands constituencies served
Potential for new development patterns
Regional Projects
- Connections 2040 (DVRPC)
- Philadelphia 2035 (City of Phila)
- NEC Commission
- NEC FUTURE (FRA)
- DVRPC Work Program
King of Prussia Rail

Recommended Locally Preferred Alternative
## Project Facts

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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<tr>
<td>Capital Cost</td>
<td>$1.1B</td>
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<tr>
<td>Increased O&amp;M Cost</td>
<td>$4.9M</td>
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<tr>
<td>Ridership</td>
<td>9,500</td>
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<td>69th St to Business Park (local)</td>
<td>36 min</td>
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<tr>
<td>69th St to Business Park (express)</td>
<td>22 min</td>
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<tr>
<td>NTC to Business Park (local)</td>
<td>16 min</td>
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</table>
King of Prussia Rail

Visualizing KOP Rail | Artistic rendering of KOP Rail traveling along Mall Boulevard
King of Prussia Rail

Station Area Planning

1st & Moore
- Walk on
- Bus transfer
- Kiss & ride
- Park & ride

1st Ave East
- Walk on
- Bus transfer
- Kiss & ride

Mall Blvd North
- Walk on
- Bus transfer
- Kiss & ride

Court
- Walk on
- Bus transfer
- Kiss & ride
- Park & ride

Henderson Road
- Walk on
- Bus transfer
- Kiss & ride
- Park & ride
Typical Station Layout Plan
Not to Scale
Crime Prevention through Environmental Design

- Access Control
  - Clear entry points
  - Design (SEPTA Key)
- Natural Surveillance
  - Higher visibility stations
  - Avoiding blind corners
  - Enhanced lighting
- Maintenance / “broken windows”
- Cameras per station with remote monitoring
SEPTA System

Access challenges – Land Control

MISSING SIDEWALK

1st Ave. East
Questions?