

- **SEPTA DRIVES THE REGION**
- **SEPTA FORWARD | PROJECTS OF SIGNIFICANCE**

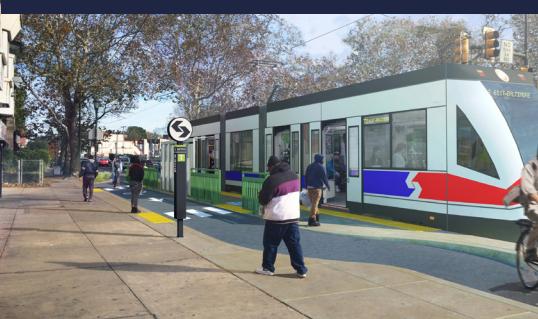
VEHICLE REPLACEMENT



SEPTA operates one of the oldest rail fleets in the country. Forty percent (40%) of SEPTA's \$4.6 billion state of good repair backlog is related to vehicle needs. In the next decade, SEPTA must replace more than 500 railcars.

SEPTA's Market-Frankford Line is the workhorse of the system, connecting to 10 Metro lines, the entire Regional Rail system, and nearly half of the 128 bus routes. The current vehicles that provide this and Regional Rail service daily are now 25 to 50 years old and require increased maintenance every year to keep them running.

TROLLEY MODERNIZATION



SEPTA's Trolley system is the largest in North America and serves tens of thousands of transit-dependent riders in Philadelphia and Delaware counties every day. The current vehicles are now 40 years old and were acquired prior to the passage of ADA – meaning people with disabilities, seniors, and anyone with mobility issues or using a stroller cannot take full advantage of the connections they provide. Trolley Modernization opens the doors to these communities with new, low-floor vehicles and improved track infrastructure that will make the system fully ADA accessible.

SEPTA's Trolley Modernization Project will catalyze over 38,000 permanent jobs and create an increase of \$5.8 billion in property values across the region.

KING OF PRUSSIA (KOP) RAIL



This 4-mile extension of the Norristown High Speed Line into King of Prussia will provide a rail connection from Center City and University City to King of Prussia, which is now the region's third-largest employment center.

KOP Rail will create an estimated additional 5,400 to 6,300 local, family-sustaining construction-related jobs in southeastern Pennsylvania, generating up to \$602 million in middle class worker earnings. KOP Rail will stimulate 5.3 million square feet of new development, 8,000 permanent new jobs, and \$636 million in additional annual earnings across southeastern Pennsylvania.

KOP Rail will create an increase of \$2.5 billion in property values across the region, including a \$1.8 billion increase in existing residential property values and more than \$700 million in new residential and commercial development.

PROVIDING BENEFITS ACROSS THE REGION AND THE STATE

EMPLOYMENT AND DEVELOPMENT

- 11.4 million**
square feet of additional commercial development in downtown / KOP
- 149,900**
additional jobs across the region
- \$10.1 billion**
additional annual earnings across the region

PROPERTY VALUE PREMIUM

- \$9.4 billion**
increase in value of existing housing across the region
- \$9.4 billion**
new housing value
- \$1.7 billion**
additional commercial value
property value in downtown / KOP
- \$20.5 billion**
total property value growth

ANNUAL TAX REVENUE INCREASE FROM PROJECTS

- \$449 million**
Pennsylvania
- \$277 million**
Philadelphia
- \$277 million**
suburbs
- \$1 billion**
increased annual tax revenue
for state and local government

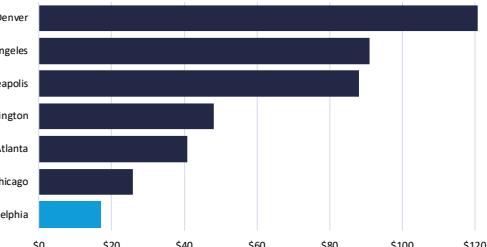
SEPTA DRIVES THE REGION

SOLUTIONS ARE NEEDED

COMPETITOR REGIONS ARE INVESTING MORE IN TRANSIT



Regional Capital Funding Per Capita
Annual Average 2016-2020



Over the last decade, peer regions have invested an average of 75% more in transit than southeastern Pennsylvania. Maryland, Virginia, and the District of Columbia recently invested an additional \$500 million per year in transit to successfully lure Amazon's HQ2. In both Chicago and Atlanta, regional funding has leveraged large federal investments, the kind which would transform the region.

COSTS OF INACTION



Traffic experts warn of gridlock from Orange Line shutdown

BY STEVE COOPER, ELEANOR DASH, LISA GESCI

AUGUST 16, 2022



Updated: 6:49 PM EDT Aug 21, 2022

Boston businesses already feeling impact of MBTA Orange Line shutdown



Orange Line shutdown: MBTA officials predict 'transportation emergency' in Boston later this week as shutdown begins

Updated Aug. 17



Updated: 5:53 PM EDT Aug 8, 2022

'It will be chaos;' Boston mayor Michelle Wu on Orange Line shutdown

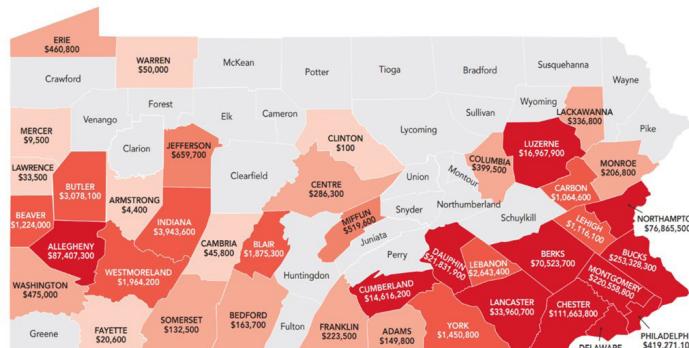
If these investments are delayed, especially critical vehicle needs, SEPTA's state of good repair backlog will grow, service will be severely limited, and transformative projects of significance will stall.

SEPTA's state of good repair backlog is currently at \$4.6 billion, and assets are aging faster than they can be replaced. Boston is paying the price for delaying investments in a legacy transit system. In August 2022, the MBTA was forced to shut down the Orange Line for 30 days to address a maintenance backlog and make critical safety improvements. If investments in transit are delayed, SEPTA could be forced to adjust service to avoid a crisis similar to Boston's.

Without new options for matching funds, the southeast region and Pennsylvania will miss out on billions in federal infrastructure funding over the next decade.

With sustainable funding from PA Act 89, SEPTA is able to leverage about \$60 million in federal competitive grants every year. The federal Bipartisan Infrastructure Law presents a historic opportunity, however, without new options for matching funds, the southeast region and Pennsylvania will miss out on an additional \$2.5 billion in federal infrastructure investment over the next decade.

Investments in SEPTA Support Jobs Across PA



2015-2020 | \$10 MILLION AND ABOVE | \$1 MILLION TO \$10 MILLION | \$500,000 TO \$1 MILLION | \$100,000 TO \$500,000 | \$0 TO \$100,000 | NO PROCUREMENT