

U.S. Department of Environmental Protection (EPA)

Climate Pollution Reduction Grants Program: Implementation Grants General Competition

Harnessing Transportation Alternatives to Decarbonize Travel Across Greater Philadelphia:

Cover Page:



City of
Philadelphia

Applicant Information

SEPTA is eligible to apply for funding under the Climate Pollution Reduction Grant (CPRG) program as a publicly chartered authority established by the Commonwealth of Pennsylvania. SEPTA was established in 1963 by Act 450 of 1963, amended and codified as chapter 17 of Title 74 of the Pennsylvania Consolidated Statutes. Section 1711 of chapter 17 authorizes “the creation of a separate body corporate and politic in each metropolitan area, to be known as the transportation authority of that metropolitan area, extending to, and including all of the territory in the metropolitan area. An authority shall in no way be deemed to be an instrumentality of any city or county or other municipality or engaged in the performance of a municipal function but shall exercise the public powers of the Commonwealth as an agency and instrumentality thereof.”

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Type of Application

The individual application is led by SEPTA. Partnering with the City of Philadelphia Mayor’s Office of Transportation, Infrastructure and Sustainability (OTIS) to deliver GHG emission reduction measures, SEPTA is leading the effort in preparing the application.

Funding Request

Total is \$200,544,748. See a breakdown below:

Organization	Program Item	Funding Requested (\$)
SEPTA	Freight-Commuter Rail Separation Program	\$90,000,000
	Silverliner VI Rail Car Procurement*	\$80,000,000
	Rail Car Facility Improvement*	\$10,000,000
City of Philadelphia	Indego Bike Share Program	\$14,022,898
	Income-based E-Bike Voucher Program	\$2,009,800
	Electric Vehicle Charger Installation and Workforce Development Program	\$4,561,850
	Total	\$200,594,548
Note: * the two programs are referred to as “Silverliner VI Rail Car Procurement and Facility Improvements” in the discussion later.		

Application Type

Harnessing Transportation Alternatives to Decarbonize Travel Across Greater Philadelphia

Brief Description of GHG Measures

The five programs by SEPTA and the City of Philadelphia commit to GHG reduction for the Philadelphia region in large part by increasing the use of alternative, lower emission, more reliable and affordable travel modes while reducing car reliance, including in Low-Income and Disadvantaged Communities.

SEPTA Measure 1: Freight-Commuter Rail Separation aims to separate tracks for freight and passenger transit usage to accommodate lower-emission freight movement in the region and the higher frequency regional rail service. Regional rail ridership and freight mode choice drive the GHG emission reduction and

community benefits.

SEPTA Measure 2: Silverliner VI Rail Car Procurement and Facility Improvement aims to modernize the existing rolling stock to increase the sustainability, reliability, and quality of regional rail service. Regional rail ridership and system operation efficiency drive the GHG emission reduction and community benefits.

City Measure 1: Indego Bike Share program plans to expand and electrify the bikes and bike share stations to attract more bike riders and extend journey comfort for longer distance rides. Bike ridership drives GHG emission reduction and community benefits.

City Measure 2: Income-based E-Bike Voucher program aims to make e-bike purchase affordable for low- and moderate-income families as well as providing workforce and business development opportunities for local bike shops. Bike ridership and ownership drive the GHG emission reduction and community benefits, highlighted by workforce development program.

City Measure 3: Electric Vehicle Charger Installation and Workforce Development program implements EV chargers in public locations and develops workforce to facilitate the related installation and maintenance work. Electric vehicle trips and ownership drives the GHG emission reduction and community benefits, highlighted by workforce development program.

Sectors

Transportation

Expected Total Cumulative GHG Emissions Reductions

2025-2030 (Period 1) cumulative GHG emission reductions: 47,431 Metric Tons

2025-2050 (Period 2) cumulative GHG emission reductions: 650,437 Metric Tons cumulative

Location

The programs by SEPTA and Philadelphia OTIS will be implemented across multiple cities, counties, and states. The program installation happens largely within the City of Philadelphia and surrounding counties in Pennsylvania, however the program impact location includes:

- Pennsylvania: Bucks, Chester, Delaware, Montgomery, Philadelphia County
- New Jersey: Burlington, Camden, Gloucester, Mercer, Salem County
- Delaware: New Castle County
- Maryland: Cecil County

All these counties fall in Philadelphia MSA, and most of them are within the planning area of the Delaware Valley Regional Planning Commission (DVRPC).

Applicable PCAP References

Climate Action Plan for Philadelphia-Camden-Wilmington, PA-NJ-DE-MD Metropolitan Statistical Area. Provided by Delaware Valley Regional Planning Commission (DVRPC), March 2024.

PCAP Lead organization: DVRPC

Website Link: <https://www.dvrpc.org/cprg/>

A list of GHG reduction measures relevant to the application material can be found in PCAP as follows:

- Measure 1. Actions to Support Decarbonization of Local Government Operations (PCAP page A30-A36)
- Measure 4. Actions to Transition Light Duty Vehicles to Low- or No-Carbon Emission Vehicles (A52-57)
- Measure 5. Actions to Expand and Improve Transit (A58-63)
- Measure 6. Actions to Implement Bicycle, Pedestrian, and Active Transportation Improvements (A64-69)