



SEPTA Capital Improvements in Delaware County

December 2008



Silverliner V Car – Mock-Up



New Millbourne Station



Wayne Station Improvements



Construction of New Fairmount Substation

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PROJECTS IN PROGRESS

SUBURBAN TRANSIT DIVISION – LIGHT RAIL LINES

Media-Sharon Hill Line Grade Crossing Renewal Program (\$6,762,245) (MPMS #36927)

The Pennsylvania Department of Transportation, as part of the Highway Rail Safety Program, is providing funds for SEPTA's Media and Sharon Hill Rail Trolley Lines. Phase 1 of this program provided for installation of warning devices at ten (10) grade crossings on the Media Trolley Line. These crossings include: Beatty Road, Pine Ridge Road, Scenic Road, Thomson Avenue, Woodland Avenue, Leamy Avenue, Saxer Avenue, Springfield Road, Widell Avenue, and Paper Mill Road. The construction contract was awarded to Vanault Electrical Construction Company. All crossings are now in service.

Phase 2 of this program is currently in the design phase. This phase will provide for the installation of a predictive priority system at nineteen (19) locations from but not including Lansdowne Avenue to Burmont Road on the Route 101 Media Line and Berkley Avenue on the Route 102 Sharon Hill Line.

Media-Sharon Hill Line Tie & Surfacing Project (\$2,232,000) (MPMS #60585)

This project provides for the replacement of 18,000 ties and 18 miles of surfacing along the entire Media-Sharon Hill Line. The following surfacing and tie work has been completed: both tracks of the Media-Sharon Hill Line trunk from 69th Street to Drexel Hill Junction; the inbound and outbound tracks on the Sharon Hill Line from Drexel Hill Junction to North Street; and the inbound and outbound tracks on the Media Line from Smedley Park to Bowling-Green. The remaining surfacing and tie work will be completed by June 2009.

Media-Sharon Hill Line Station Improvements Program (\$1,500,000) (MPMS #77183)

This multi-phase project provides for station improvements at selected locations on the Media-Sharon Hill Light Rail Lines. Improvements include, but are not limited to, the construction of ADA compliant platforms, shelters, railings, lighting and signage, and accessible paths between these platforms and adjacent sidewalks and roadways. Drexel Hill Junction, Scenic Road, Lansdowne Avenue, Aronimink, Congress Avenue and Drexel Park are complete. Locations in progress include Springfield Road, School Lane, Woodland Avenue and Leamy Avenue. In addition, fencing will be installed along the outbound track of the Media-Sharon Hill Line trunk from 69th Street to Bywood Avenue. Improvements are planned at the following locations: Paper Mill Road, Pine Ridge, Beatty Road, Drexeline and Ardmore Avenue.

Darby Transportation Center (\$3,400,000) (MPMS #60255)

This project will expand the existing Darby Terminal site and improve passenger services. The Darby Terminal is served by SEPTA Bus Routes 113, 114, 115 and 305, and by SEPTA Subway Surface Routes 11 and 13. The project includes property acquisition, site development (such as drainage, pavement, curbing, lighting and other amenities) and a new passenger platform with windscreens, shelter and canopy.

This project is a joint effort between SEPTA, Delaware County, Darby Borough and the William Penn School District.

The design for this project has been completed. A solicitation for construction bids is expected to be advertised in January 2009. Issuance of the Notice to Proceed for Construction is anticipated for June 2009.

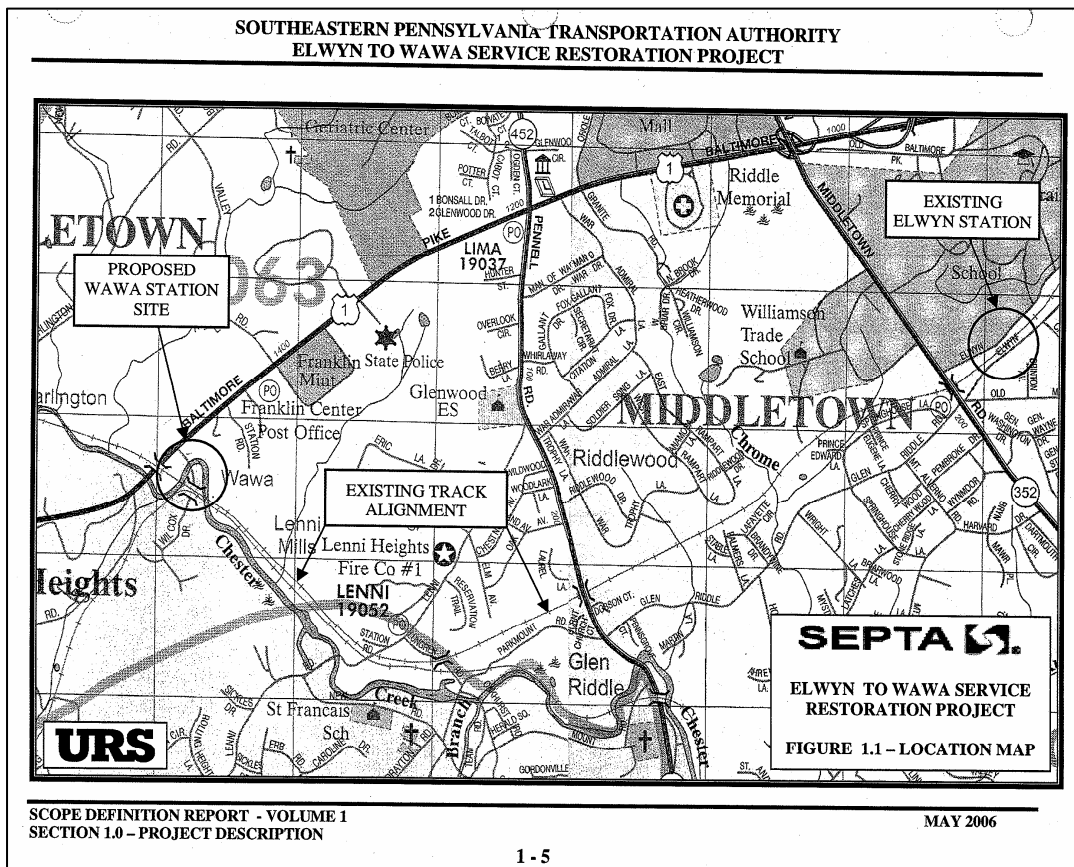
REGIONAL RAIL- INFRASTRUCTURE

Elwyn to Wawa Rail Service Restoration (\$80,000,000) (MPMS #60636)

This project will provide for the restoration of rail service from the existing R3 Media/Elwyn Regional Rail Line terminus at Elwyn, Delaware County, to a proposed terminus at Wawa, Delaware County. The growth and development of suburban communities in western Delaware County and southern Chester County have resulted in substantial increases in population, employment and traffic in the past ten years. This project, which will extend service approximately three miles, represents an opportunity for SEPTA to capture the Center City commuter market in the expanding suburban locations while increasing the overall mobility of residents in the project area.

Service restoration will require new track and catenary between Elwyn and Wawa. A new railcar storage/layover yard will be constructed at SEPTA's Lenni facility. This project will also include the installation of new signals, communications and structures, and the construction of a new station and parking facility at Wawa, Delaware County. The project is in close proximity to US Route 1, a major highway artery serving this area. Route 1 will provide excellent highway access to this new station and parking facility.

The Notice to Proceed for engineering/design was issued to URS Corporation in June 2005. The 60% design package will be submitted to SEPTA in April 2009. This project is anticipated to advance to construction in Calendar Year 2010.



R5 Paoli Line Improvements (\$80,600,000) (MPMS #59917)

SEPTA, PennDOT, and Amtrak are working together to improve the infrastructure of the Amtrak-owned Keystone corridor between Philadelphia and Harrisburg. This corridor serves the PennDOT-subsidized and Amtrak-operated Keystone service, and SEPTA's R5 Paoli/Thorndale Regional Rail Line. The project will restore the infrastructure to a state of good repair, improve operating speeds and enhance service reliability. Amtrak and PennDOT have jointly funded the installation of new concrete ties and new continuous welded rail (CWR) on Tracks 2 and 3 between Zoo Interlocking and Paoli Station, and infrastructure improvements west of Paoli, including ties, rail, signals, catenary and bridges. The project also included the rehabilitation of Amtrak rail vehicles for use on this line. The investment by PennDOT and Amtrak in the Keystone corridor totaled \$145.5 million. The jointly funded Amtrak/PennDOT improvements were substantially completed in Calendar Year 2006.

Amtrak and SEPTA are sharing the cost of improvements from Zoo Interlocking (west of Amtrak's 30th Street Station) westward to the Paoli Station in Chester County. SEPTA funds provide for improvements between Zoo and Paoli Interlockings on Tracks 1 and 4. This project will be advanced in phases over a multi-year period.

Amtrak-SEPTA Phase 1, which was completed in Calendar Year 2007, included the installation of 85,000 concrete crossties and new continuous welded rail, track surfacing, and track realignment. Phase 2 includes the design and construction of three track interlockings (Paoli, Villanova and Wynnefield) and a new bi-directional train signal system. The construction of Phase 2 improvements will be addressed over a four year period starting in Calendar Year 2009.

The scope of work for Phase 3 is under development and will include additional track interlocking modifications, as well as improvements to power substations, the power distribution system, and track beds.

Capital investments currently completed, planned and under consideration for this rail corridor will enhance the train service provided by both SEPTA and Amtrak, as well as significantly improve the quality of ride for current and future customers.



R5 Paoli Line Continuous Welded Rail and Concrete Crossties

Regional Rail Substation Improvements (\$235,000,000) (MPMS #60651)

This program provides for improvements to the traction power supply system for SEPTA's Regional Rail service. Critical components of the power system have far exceeded their useful life and are in need of replacement. In total, this program will provide for the replacement of sixteen substations over the next decade and a half. The first three facilities to be addressed under this program are: 1) Replacement of 30th Street Substation (Sub 1-A), 2) Replacement of Callowhill Substation, and 3) Replacement of Jenkintown Substation.

The 30th Street Substation is located in Amtrak's Penn Coach Yard. This Amtrak-owned facility distributes traction power to catenary circuits at Zoo Interlocking, Arsenal Interlocking, Powelton Avenue Yard, Suburban Station, and the Center City Commuter Rail Tunnel. This substation and electrical apparatus date back to the late 1920's. In recent years, a number of train service delays were attributed to equipment failures at this facility. To rectify the power interruptions caused by this aged facility, a new substation will be constructed within SEPTA's Powelton Yard.

Callowhill Substation is located on the former Reading Railroad Viaduct just south of the north portal of the Center City Commuter Rail Tunnel. The Jenkintown Substation is located at the heart of SEPTA's Northern Regional Railroad Traction Power System, just north of Jenkintown Station in Montgomery County. These 70 year old facilities are two of 12 autotransformer substations that transform the incoming traction power from 24,000 volts to 12,000 volts and distribute the power to Regional Rail lines north of the Center City Commuter Rail Tunnel. Failure of these substations and supporting power cables would have a significant impact on Regional Rail operations. The Callowhill Substation is being replaced with a new facility near the intersection of Fairmount Avenue and 9th Street in the City of Philadelphia. New substation facilities will house state-of-the-art circuit breakers, switchgears and control equipment. The Jenkintown Substation will be replaced with modern indoor switchgear and state-of-the-art industry-standard safety systems, communications systems and relay protection systems. The facility will also provide additional power augmentation and reliability to the existing traction power supply system.

The state-of-the-art controls and protection devices will provide a high level of maintainability and operational simplicity. As a result of this project, the traction power distribution network will be more reliable, rail service interruptions will be reduced, and Regional Rail customers will receive enhanced service quality. Construction of the new Fairmount Substation is progressing with completion scheduled for mid-2009. The Notice to Proceed for the 30th Street Substation project is scheduled to be issued in January 2009. The Notice to Proceed for the Jenkintown Substation design phase was issued on August 19, 2008.



Construction of New Fairmount Substation

Amtrak "K" Interlocking Transfer Project (\$10,877,446) (MPMS #60255)

The "K" Interlocking location is the easternmost section of the overall Amtrak Interlocking, known as "Zoo". It is controlled and maintained by Amtrak. However, the "K" Interlocking is critical to SEPTA Railroad operations, as all SEPTA Paoli, Cynwyd, Trenton and Chestnut Hill West trains operate through it. This project provides for the third-party design and installation of a modernized "K" interlocking, which includes a new train control system, track work, civil improvements, new catenary, fully remotely controlled operation system, and new fiber optic communications infrastructure. Construction is in progress. 32,000 feet of rail and 4,500 ties have been installed; installation of a prefabricated cable trough to accommodate new cabling throughout the interlocking has been completed. This project is scheduled for completion in March 2009.



Before – Jointed Rail



After – Continuous Welded Rail

REGIONAL RAIL – STATION AND PARKING IMPROVEMENTS

Wayne Station Improvements - Phase II (\$19,300,000) (MPMS #60619)

This project phase consists of renovations and improvements to the R5 Wayne Station including roof replacement, additional masonry repair, structural rehabilitation and miscellaneous interior upgrades to the station building. In addition, ADA improvements will be advanced including new high-level platforms with tactile edges on both the inbound and outbound sides, new stairs and ramps from the pedestrian tunnel to the platforms, new lighting, handrails, signage, and accessible bathrooms inside the station. The design phase was completed in December 2007. The Phase II construction Notice to Proceed was issued in May 2008, with an estimated completion date of June 2010. Contractors currently are working along the outbound side in Amtrak's Yard, forming and pouring foundations for the new high-level platforms.



REGIONAL RAIL- VEHICLES

Purchase 120 Silverliner V Rail Cars (\$330,000,000) (MPMS #60638)

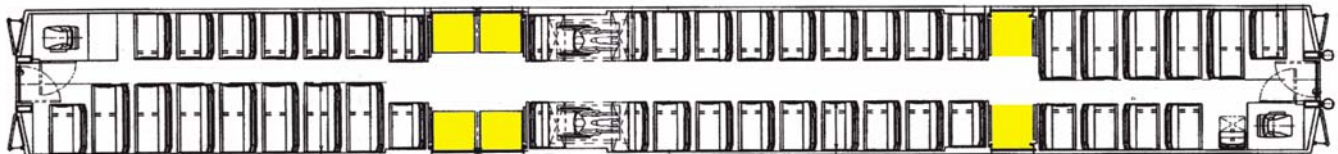
This project provides for the acquisition of 120 new rail cars for SEPTA Regional Rail service. These new electric multiple-unit (EMU) cars will replace the existing Silverliner II and III rail cars, which are currently 41 to 45 years old, and will provide additional cars to supplement the regional rail car fleet in response to current and projected ridership increases.

Vehicles acquired will fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations regarding safety features and systems. Each car will also be equipped to accommodate two wheelchairs. Federal Railroad Administration (FRA) passenger car strength and safety requirements will be incorporated into the design of the vehicles. The car design will also incorporate recent technology and proven components and enhanced passenger amenities to ensure overall safety, security and passenger comfort.

Passenger amenities will include larger windows, wider aisles, state-of-the-art climate control system and enhanced seating arrangement with more two-passenger seating. These features will provide a more pleasant environment for passenger movement and seating. The new cars will have electronic exterior and interior destination signs and voice annunciation of train destination and upcoming station stops. The enhanced public address system will enable SEPTA's Control Center to broadcast messages directly to customers on trains.

On March 23, 2006, SEPTA awarded a contract to United Transit Systems for 104 rail cars. The SEPTA Board executed an option for 16 additional cars on April 26, 2007. The State of Delaware will fund the acquisition of four of these rail cars. Pilot cars for testing are due June 2009, with production cars scheduled to arrive in October 2009 through September 2010.

A press conference was held on September 10, 2008 at SEPTA's Wayne Junction Car Shop, welcoming the delivery of the Silverliner V mock-up railcar to Philadelphia. The mock-up railcar was on display at SEPTA's Suburban Station from October 2-18, 2008.



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Seating/Floor Plan



Silverliner V Car – Mock-Up

BUS AND RAIL VEHICLE OVERHAUL

Vehicle Overhaul (\$52,000,000) (MPMS #60582)

The Vehicle Overhaul Program is an on-going initiative that provides for the major overhaul of SEPTA's rolling stock. A vehicle must receive periodic overhauls if it is to achieve, or exceed, its full, useful service life. Prudent fleet management requires a program of heavy maintenance and overhauls for optimal fleet reliability, service quality, cost efficiency, and passenger comfort. The advanced scheduling of vehicle overhauls allows SEPTA to purchase material and produce rebuilt components in an efficient and effective manner. The 2009 program includes the overhaul of 27-foot Champion buses, 40-foot low-floor hybrid (diesel/electric) New Flyer buses, 60-foot articulated Neoplan buses, Broad Street Subway B-IV cars, Subway Surface light rail vehicles, Media/Sharon Hill Line light rail vehicles, N-5 Norristown High Speed Line railcars, Regional Rail Silverliner IV railcars, Regional Rail Bombardier Push-Pull railcars and locomotives, Market Frankford M-4 cars, and maintenance of way equipment.



MFSE AND OTHER 69TH STREET IMPROVEMENTS

SMART Stations Program (\$90,000,000) (MPMS# 70691)

The project consists of a collection of project elements designed to improve passenger safety, security, communications and the station environment. The Smart Stations project combines improvements such as modern fire detection and reporting equipment; chemical and wet fire suppression systems in certain areas; security systems, including emergency lighting, intrusion and robbery alarms; CCTV surveillance; audio-visual public address system; emergency exits; platform emergency phones and expanded maintenance alarm systems. A Notice to Proceed for construction at 21 rail transit stations under Phase I was issued in August 2006. The 69th Street Terminal is included in Phase I. Construction is scheduled for substantial completion in February 2009. The SEPTA Board awarded the design contract to Parsons Transportation Group for Phase II, which includes 36 stations. The design for Phase II was completed in January 2008. On April 24, 2008, the SEPTA Board awarded construction contracts for Phase II. The project advanced to construction in July 2008. Substantial completion of Phase II is anticipated for October 2011.



Electronic Message Sign



Closed Circuit Television



New Fire Detection System

MARKET STREET SUBWAY- ELEVATED LINE

Market Street Elevated Reconstruction Program (\$710,000,000) (MPMS #60281)

The Market Street Elevated portion of the Market-Frankford Subway Elevated Line operates above Market Street from the vicinity of 45th Street in Philadelphia to the western abutment near Millbourne Station in Millbourne Borough, Delaware County. The Market Street Elevated is a two track, heavy rail guideway supported by recurring structural steel bents totaling approximately 11,000 feet in length. The Market Street Elevated was opened for service in 1907 and recently celebrated its 100th year of operation.

The Market Street Elevated Reconstruction Program provides for the complete reconstruction of the Market Street Elevated superstructure, sub-structure and foundations, and the rehabilitation of abutments and bearings. This project also provides for the complete reconstruction of passenger stations located at 46th, 52nd, 56th, 60th, 63rd Streets and Millbourne Station. All stations will comply with the requirements of the Americans with Disabilities Act.

With the exception of station areas, the elevated guideway will be supported by a single column support system. The new support system offers benefits to SEPTA and the community including: 1) Reduction in maintenance costs resulting from a structure with fewer columns and a high restraint direct fixation system, 2) Improved lighting and aesthetics of West Market Street, and 3) Enhanced pedestrian safety, as passengers will no longer be required to cross traffic to board buses. In addition, this construction effort will complement and assist in the City's Streetscape Plan, which proposes to convert Market Street into a two-lane road with bike lanes.

Project elements completed include the construction of buildings at 52nd and Market Streets and at 63rd and Market Streets to house Automatic Train Control equipment and the installation of foundations and pedestals for the new elevated guideway. The new 56th Street and 60th Street Stations were opened for customer use in February 2006 and June 2007, respectively. In April 2008, the new 52nd Street Station reached completion, and the new 46th Street Station was opened for full customer service. In June 2008, the new Millbourne Station reached completion and was opened for customer service. The final station at 63rd Street was closed for reconstruction and is scheduled to re-open in June 2009. As of August 2008, all 166 new elevated guideway spans were erected. Substantial completion of the elevated guideway is scheduled for December 2008.



New Guideway between 62nd and 63rd Streets



New Millbourne Station Entrance Area

BUS ACQUISITIONS & BUS FACILITIES

Bus Purchase Program (CY 2008 through CY 2011) (\$262,000,000) (MPMS #60286)

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for heavy use routes to 27- and 30-foot buses for suburban, circulator and contracted service routes. On September 27, 2007, the SEPTA Board approved the award of a contract to New Flyer, Inc. for 400 hybrid (diesel/electric) forty-foot low-floor transit buses with an option to purchase an additional 80 buses. SEPTA plans to exercise the 20 bus option for Fiscal Year 2009. The base order of 400 buses will replace SEPTA's NABI buses, which will have exceeded their useful life of 12 years by the time of replacement. The new hybrid buses will be delivered in increments of 100 per year starting in August 2008 through December 2011.



Operating hybrid (diesel/electric) buses enables SEPTA to significantly reduce engine exhaust emissions in the region and increase fuel efficiency. This model of hybrid bus reduces emissions in the following areas: carbon monoxide 80%, nitrous oxide 5.5%, hydrocarbons 44%, particulate matter 31%, and carbon dioxide 38%. In addition to emission superiority, the hybrids have achieved 29% greater gas mileage, superior brake lining and faster acceleration. SEPTA currently has a fleet of 32 hybrid (diesel/electric) vehicles. The addition of 400 hybrid buses will make SEPTA the operator of one of the largest public transit hybrid bus fleets in the country.

Each new bus will have a public address system that will enable the operator to clearly communicate with passengers inside and outside the vehicle. For the hearing and visually impaired, an audio/visual annunciating system will be installed, which will automatically announce upcoming bus stops and informational messages. All buses will be low-floor and equipped for wheelchairs to address accessibility needs. Additional features include an on-board video surveillance system and a bicycle rack.

The Bus Purchase Program provides the following benefits: 1) Dependable and improved service for our customers, 2) Systematic replacement of aging components of the fleet, 3) Maintaining an average bus fleet age of approximately six years, and 4) Introduction of new technology to the fleet.

As of December 22, 2008, ninety-two hybrid (diesel/electric) buses have been delivered to SEPTA and are entering revenue service.

Victory Garage Fueling Building and Site Project (\$7,200,000) (MPMS#77180)

This project provides for the replacement of the existing fueling facility at Victory Bus Garage with a modern fueling building. The new facility will provide for the dispensing of diesel fuel and other vehicle-related fluids for the approximately 141 buses that are currently stored and maintained at this facility. The new facility will include, but not be limited to, underground double wall tanks, fire suppression systems, new drainage and waste collection systems, and ventilation and fluid distribution systems. On November 20, 2008, the SEPTA Board awarded construction contracts to JPC Group, Inc. (General), Mulhern Electrical Company (Electrical) and SantaPaul Corporation (Mechanical). A Notice to Proceed is expected to be issued in December 2008.

CUSTOMIZED COMMUNITY TRANSPORTATION (CCT) PROJECTS

Acquisition of Paratransit Vehicles (\$1,012,780) (MPMS #60599)

SEPTA's CCT paratransit service in Delaware County is supported by a fleet of 45 vehicles: 17 twelve-passenger minibuses and 28 mini-buses (18 standard and 10 high-capacity) with wheelchair lifts. Fiscal Year 2009 funding will support the acquisition of replacement buses including 10 high capacity minibuses and 5 standard minibuses, all with wheelchair lifts.



CCT Communications System / Control Center (\$21,031,071) (MPMS #60557)

This project will upgrade and enhance the dispatching and reservation operation of SEPTA's ADA and Shared-Ride programs. Provisions have been made to incorporate the dispatching portion of the operation into SEPTA's centralized Operations Control Facility located on the 19th Floor of its 1234 Market Street Headquarters. Twelve dispatcher workstations have been constructed and voice and data communications infrastructure will be upgraded. The existing dispatching and trip scheduling computer system will be upgraded to a current version of the software, which will provide Automatic Vehicle Locator (AVL), telephone interactive voice response and Internet capabilities. Automatic vehicle locator equipment will be installed in SEPTA's Customized Community Transportation (CCT) vehicles. These enhancements will enable customers to reserve and cancel trips through the telephone interactive voice response system, the Internet, or by a traditional telephone call to a reservationist. The Automatic Vehicle Locator (AVL) System will enable SEPTA's dispatcher to know the exact location of vehicles. This feature will improve the dispatching of vehicles, as well as allow the dispatcher to more accurately inform customers about vehicle location and arrival time. The construction contract was awarded to Orbital Sciences Corporation. Notice to Proceed for construction was issued on March 28, 2007. This project is anticipated for substantial completion in December 2009.



CCT Dispatching Work Stations

CUSTOMER SERVICE PROJECTS

Interactive Voice Response System (\$262,125) (MPMS #60557)

SEPTA's Information Technology Department will contract with a third-party vendor to develop and install a new interactive voice response (IVR) system to replace the outdated STAR system currently used for customer service. Using the STAR system, customers can access SEPTA service schedules, fare information, as well as answers to other service-related questions. The new system will include built-in expansion capacity to keep pace with continuing growth in customer call volume. State-of-the-art hardware and software will provide the highest level of reliability and ease of use. The Request for Proposals was advertised in April 2008, with responses received in August 2008. A contract award for construction is anticipated for January 2009.

New Payment Technologies (\$100,000,000) (MPMS #60611)

This project provides for the upgrade of SEPTA's fare collection system and equipment, and the realignment of fare collection across all modes, fleets and business functions. SEPTA's fare collection equipment is reaching the end of its useful life, but has remained functional through equipment overhaul programs and the acquisition of used equipment from other transit agencies. Continuing advancements in the telecommunications industry will enable SEPTA to modernize current revenue collection equipment and will greatly improve customer service and convenience. Control, accountability and reconciliation will be made an integral part of the new fare collection system. The introduction of new fare collection technology will attract riders to the system and facilitate more accurate gathering of ridership and revenue information. Electronic fare media used in conjunction with modern fare collection devices will allow customers to move seamlessly through the transit network. The Request for Proposals was advertised on November 7, 2008. Proposals are due on March 17, 2009.

PROJECTS RECENTLY COMPLETED

SUBURBAN TRANSIT DIVISION – LIGHT RAIL LINES

Media-Sharon Hill Line Grade Crossing Warning Systems / Station Imps. (\$6,775,036) **(MPMS #60255)**

This project provided for rail-highway grade crossing warning systems and station improvements at the following five locations on the Media-Sharon Hill Light Rail Lines: Fairfield Avenue, Walnut Street, Bywood / Avon Road, Hilltop Road, and Beverly Boulevard. Station improvements will include new ADA compliant platforms, shelters, railings, lighting and signage. Accessible paths between these platforms and adjacent sidewalks and roadways will be constructed. The construction contract was awarded to Rockport Construction & Vanalt Electric in April 2005. This project was substantially completed February 28, 2007.

Media-Sharon Hill Line Grade Crossing Renewal Program (\$887,000)

As part of the FY 2004 Infrastructure Safety Renewal Program, grade crossing surfaces were replaced on the Route 101 at Springfield Road and Leamy Avenue and on the Route 102 at Spruce Street. New rail and crossties were installed. The road surface for Springfield Road and Leamy Avenue are pre-cast concrete grade crossing panels. Poured in place concrete was used for the road surface at Spruce Street. The FY 2005 program provided for the surface grade crossing renewal of West Chester Pike in Upper Darby on the Routes 101/102 trunk. This project was completed in May 2005.



Trolley Loop Improvement Program (\$756,000)

The Yeadon trolley loop was renewed under the FY 2006 Infrastructure Safety and Renewal Program. The scope of this project included the placement of a pre-fabricated restroom building, a new pre-fabricated shelter, signage, lighting, and landscape improvements. The shelter was installed in January 2006 and the prefab building in early February 2006. The remaining work which included the installation of signs and landscaping was completed in November 2006.

Bowling Green Station (\$95,000)

In a cooperative effort between the Borough of Media and SEPTA, improvements, consistent with Media's streetscape program, were made to Bowling Green Station on the Route 101. SEPTA performed physical improvements (re-paved parking lot, rebuilt platform, installed benches) while the Borough did landscaping and provided station amenities. This project was completed in late October 2004.



Route 102 Penn Street Station Platform Rehabilitation (\$120,000) (MPMS #77190)

This project provides for the installation of new pre-cast concrete curbs, concrete platform paving with tactile pavers and new benches on the inbound and outbound platforms. The two new platforms, each eighty feet long, have both been installed. This project was begun as an ISRP project, but costs were later transferred to Operating upon completion.

SUBURBAN TRANSIT DIVISION – NORRISTOWN HIGH SPEED LINE

Route 100 Curve Worn Rail Renewal Program (\$314,720)

This project consisted of renewal of worn rail and fixation systems on the Norristown High Speed Line. The outbound track of Beechwood Curve was renewed in Calendar Year 2001 and the inbound track was completed in June 2003.



Route 100 Tie and Surfacing Project (\$5,812,400) (MPMS #60585)

This multi-phase project provided for the replacement of 25,000 crossties and the surfacing and alignment of 26.8 miles of track. Early phases of this project provided for improvements between Bryn Mawr and Norristown. In FY 2005, improvements were made from Bryn Mawr to 69th Street. This project was completed in December 2005.

REGIONAL RAIL – INFRASTRUCTURE (STATE OF GOOD REPAIR)

30th Street to Suburban Station Catenary Improvements (\$16,800,000)

This project provided for the rehabilitation of the Regional Rail catenary between the east end of Suburban Station and the Conrail Highline just west of 30th Street Station. This portion of the Regional Rail system supports all routes, amounting to more than 590 trains each weekday. The bulk of the catenary replacement, which required special track outages, was completed by July 2003. The project reached full completion in October 2003.



R3 Media-Elwyn Line Tie and Surfacing Improvements (\$2,919,000)

This multi-phase project provided for the replacement of 20,500 cross-ties and the surfacing and alignment of 29 miles of track. Phase 1 was completed in October 2003 and included improvements from Arsenal Interlocking (south of University City Station) to Cane Interlocking (south of Secane Station) on Tracks 1 and 2. Phase 2 included improvements from Cane Interlocking to Elwyn Station on both tracks and was completed in September 2004.



R3 Media-Elwyn Line Providence Road Grade Crossing Renewal (\$220,000)

This project, which was completed in October 2003, included the installation of new rail, cross-ties and pre-cast concrete grade crossing panels. As part of this project, a pedestrian walkway was provided and the sidewalk between the crossing and the station was repaired.

R3 Media-Elwyn Line College Avenue Bridge Replacement (\$487,000)

This project provided for the replacement of the old overhead bridge at Mile Post 11.59 (Swarthmore College). An agreement between Swarthmore College and the Pennsylvania Railroad (SEPTA's predecessor) made the railroad responsible for the perpetual maintenance and replacement cost of this structure, which carries a private road into the college. The college agreed to fund the fabrication of the structure, while SEPTA bore all other costs. This project was completed in September 2003.

Lamokin to Lenni Power Transmission Lines (\$698,387) (MPMS #60255)

This project provided for the cleaning and painting of all the towers from Lamokin to Lenni on SEPTA's R3 Media/Elwyn Regional Rail Line. Selected towers required repair to corroded members. Many of the bases had been buried over the years and these bases were excavated and the ground graded away from the tower legs. Two structures have tower legs immediately adjacent to the Chester Creek. At these locations, rip rap was installed around the tower legs to prevent undermining of the support foundations. In order to access the tower locations and perform the work, brush cutting and cleaning of the vegetation along the right of way was performed.

REGIONAL RAIL – STATION AND PARKING IMPROVEMENTS

R3 Media-Elwyn Line Intertrack Fencing Program (\$522,000)

New standardized fencing panels were installed in October/November 2003 on the R3 Media-Elwyn Line at Fernwood, Gladstone, Clifton-Aldan, Primos, and Secane Stations. Intertrack fencing at Lansdowne Station was installed in March 2004. The FY 2005 Infrastructure Safety Renewal Program included the installation or replacement of intertrack fencing at the Elwyn, Moylan-Rose Valley, Wallingford, Swarthmore and Morton Stations.

Pedestrian Railway Crossing Warning Project (\$394,000)

The FY 2005 Infrastructure Safety Renewal Program provided for the installation of railroad crossing warning systems consisting of uniform “Hand \ Man” and “Second Train Coming” signage and audio systems on the R3 Media/Elwyn Line at Wallingford and Fernwood Stations.

Regional Rail Parking Improvements

This project includes paving and restoration projects at the following stations:

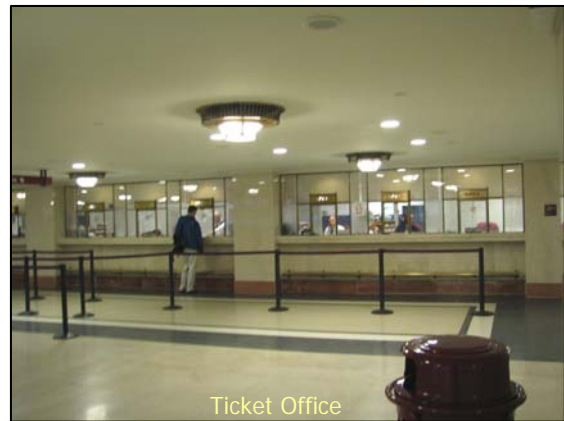
- Haverford Station (R5) – Re-paved the inbound commuter lot. Completed in October 2002.
- Swarthmore Station (R3) – Re-paved the outbound commuter lot. Completed in October 2002.
- Clifton Station (R3) – Re-paved the outbound commuter lot and outbound platform area. Completed in December 2002.
- Wallingford Station (R3) – Re-paved the inbound commuter lot. Completed in December 2002.
- Elwyn Station (R3) – Re-paved entire outbound commuter lot, upper and lower sections, and added 17 new commuter spaces. Completed in May 2003.

Audio-Visual Equipment at Key Stations (\$6,810,000)

In voluntary compliance with the Americans with Disabilities Act of 1990, audio/visual public address systems were installed at twenty-two (22) SEPTA Regional Rail Stations and six (6) SEPTA Transit Stations. The stations in Delaware County included the R3 Morton, R2 Chester, R3 Media, R5 Radnor, the Route 100 69th Street Station and the Market Frankford 69th Street Station. This project, which included equipment installation, system software, and communication enhancements, was substantially completed in December 2002.

Suburban Station (\$63,000,000) (MPMS #60553)

- Phase I - Installation of a chilled water plant, abatement of asbestos and rehabilitation/reactivation of the platform ventilation system contact was completed in September 2001. The construction contract for accelerated project elements was awarded to Daniel J. Keating Company (General Contractor), James J. Gory (Mechanical Contractor), and Eastern (Electrical Contractor) in September 2000. Accelerated project elements, included renovations at 15th Street Courtyard/station entrance and the construction of new public bathrooms in the historic portion of the station and were completed in August 2002.

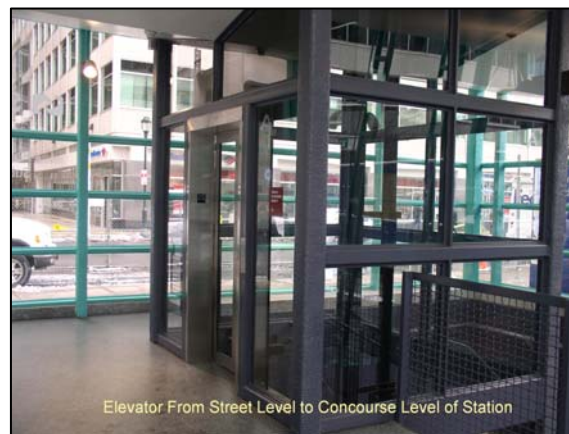


- Phase II - Station and Concourse Renovations scope of work includes the rehabilitation of the station facilities to comply with ADA accessibility requirements, life safety improvements, concourse improvements and the relocation of SEPTA's Regional Rail personnel located at the station. The SEPTA Board approved the contracts for the station renovation with Daniel J. Keating Company (General Contractor), Dolan (Mechanical Contractor), and Eagle I (Electrical Contractor) and the Notices to Proceed were issued in September 2002.

- Six elevators are now in operation, providing wheelchair access to the street, concourse and platform levels for the first time in the history of the station. On the concourse level, construction included new public restrooms, a new Passenger Services Office, and a new West Corridor. Renovations to the West Station Waiting Area (located in Section A) included new flooring, ceilings, walls and bronze fixtures designed to match and complement the original Art Deco 1930s look. The modern touch of air conditioning was added to the concourse level for the comfort of the passengers.



- On the platform level, improvements included new tactile edging, repaired floors, repainted walls and columns and enclosed stairways (for air conditioning). The project included renovations to all the stairways and corridors. The 16th Street Courtyard (at JFK Blvd.) includes a street level elevator, which made the station accessible to riders with disabilities for the first time. The elevator at 17th Street was made available to the public in August 2005, and a new audio/visual public address system was installed. In addition, revisions to the new Crew Remittance Office were completed. Construction included a new Ticket Office and renovation of the Central and East Station Waiting Areas. The contractors renovated the North Corridor and the 16th Street Courtyard (north part) and 16th Street Corridor. The project was substantially completed on June 30, 2006. SEPTA celebrated the completion of work with a ribbon cutting ceremony on January 9, 2007.



Wayne Station Improvements - Phase I (\$263,510)

This project consists of interior and exterior renovations to Wayne Station on the R5 Paoli/Downingtown Line. The scope of work includes chimney and flue repairs, window rehabilitation and replacement, masonry cleaning and repair, installation of new doors, and rehabilitation of the existing retaining wall. Construction of Phase I improvements was substantially completed in March 2004.



REGIONAL RAIL – VEHICLES AND COMMUNICATIONS

Regional Rail Control Center (\$27,468,507)

This project consisted of the construction of a new state-of-the-art centralized control center to monitor and control all Regional Rail train movements and provide real time train status information. The facility renovations at 1234 Market Street and Market East Station were substantially completed in March 2003. The phased cut-over from existing locations to the Control Center has been completed.



MFSE AND OTHER 69TH STREET IMPROVEMENTS

69th Street Shop & Yard (\$67,700,000)

This project consists of the demolition and replacement of the Car Maintenance Shop for the Market Frankford Subway Elevated Line and improvements to the adjacent railcar storage yard. The majority of vehicle inspections and maintenance are performed on SEPTA's M-4 fleet at this location. Substantial completion of this project was achieved in March 2004.



69th Street West Terminal Key Station Improvements (\$180,000)

This project included the installation of new indoor railings and ramps to the bus and trolley platforms in the West Terminal of the 69th Street Complex. These ramps are ADA compliant and equipped with skid resistant tiles. Both ramps were completed in 2003.

BUS ACQUISITIONS, FACILITIES & COMMUNICATIONS

Purchase 40-Foot Buses For CY 2004 through CY 2006 (\$116,000,000)

This project provided the acquisition of 338 accessible 40-foot low-floor buses from New Flyer of America, Inc. The 338 accessible 40-foot low-floor buses replaced 15 and 16 year old buses, which were beyond their useful life of 12 years.



One hundred and eighteen buses were delivered in early 2004 and an additional one hundred buses were delivered in the 3rd quarter of 2004. With the delivery of the buses in Calendar Year 2004, the SEPTA bus fleet became

100% accessible. The last 120 buses were delivered as of February 23, 2006.

Alternative Fuel Buses (\$20,000,000)

This project provides for the acquisition of thirty-two (32) 40-foot low-floor hybrid electric powered buses. These buses, through a combination of an internal-combustion engine to produce electricity, storage batteries and an electric propulsion system will provide a quieter ride for our customers, reduce exhaust emissions and fuel consumption, and improve brake life through regenerative braking.

A Notice to Proceed was issued to New Flyer of America, Inc. Thirty-two hybrid buses were received and placed into revenue service during Calendar Year 2004.



Purchase 300 40-Foot Buses – CY 2001 through CY 2003 (\$89,000,000)

This project provided for the acquisition of 300 forty-foot low-floor transit buses. One hundred buses were delivered annually in 2001, 2002 and 2003.

Purchase 30-Foot Buses (\$21,353,750)

This project provided for the purchase of 30-foot buses. These buses are being utilized by SEPTA for small bus circulator service and on selected fixed routes that are more economically served with small buses. Small bus circulator service operates between railroad stations and other SEPTA fixed route service to industrial centers, schools, hospitals, activity centers or businesses. These feeder routes provide transportation to areas where it is not economically feasible for larger buses to travel.



SEPTA's contract with El Dorado National of Chino, California for the delivery of 80 30-foot buses is complete, with the delivery of the last bus in July 2001. These buses were the first in SEPTA's fleet to be equipped with bicycle racks.

Computer Aided Radio Dispatch System (\$43,680,000) (MPMS #60557)

This project provided two control dispatch centers and mobile radio equipment in all buses, light rail and associated service vehicles -- approximately 1,800 vehicles plus 400 portables. In addition, the infrastructure including base stations and microwave links was installed to support this wireless communication system. Substantial completion of the facilities was achieved in March 2002, with full system integration completed in October 2003. An upgrade to the CARD system is required for Customized Community Transportation Vehicles to interface with the new CARD system. The CARD system upgrade was substantially completed October 2007.

Also included in this project was the installation of an Automatic Vehicle Locator (AVL) System. The scope of work for this subtask included the installation of hardware and the related programming on 1,100 buses. This system uses Global Positioning Satellite technology (GPS) to provide location information and schedule status in real-time to the SEPTA control center, and is expected to enhance the operation and reliability of service. Installation of the AVL on all buses was completed in late December 2005.

