When SEPTA was created in 1964, the first task was to take the resources of bankrupt private companies, including assets built in the nineteenth century, and shape them into a transit network to meet the travel needs of southeastern Pennsylvania. Half a century later, the system is a blend of legacy and modern stations, vehicles, and infrastructure critical to the economy of the region. Maintaining and improving the system has always been a priority and even in the face of funding challenges, the Authority has made progress renewing assets including rebuilding the Market-Frankford Line, introducing new Silverliner V rail cars, rehabilitating stations, introducing new technologies, and investing in major infrastructure and maintenance facility upgrades to preserve and enhance safety on the system. In late 2013, Harrisburg took bold action with the passage of Pennsylvania Act 89, which creates, for the first time, a long term funding solution for critical highway and transit infrastructure needs across the Commonwealth. Taking a business approach to managing its asset portfolio, SEPTA will rehabilitate or replace bridges, replace critical power systems, and design and procure new vehicles. These projects will also create new business and contract opportunities throughout Pennsylvania. This places SEPTA in a strong position to reinvest in and rebuild the system to provide safe, reliable service, while enhancing the travel experience for current and future customers.
MEDIA/ELYWN LINE BRIDGE PROJECTS TO BEGIN IN THE FALL

The passage of Act 89 allows SEPTA to advance several bridge projects. Four of the bridges in most critical need are located on the Media/Elwyn Line. Three of the four viaduct structure projects – Ridley Creek, Darby Creek, and Cobbs Creek – will begin in Fall 2014 and will require track outages to complete. Proposed repairs include the replacement of viaduct timbers and structural steel repairs. The Crum Creek Viaduct replacement project will commence in Spring 2015.

ROUTE 11 TROLLEY TRACK REPLACEMENT CONTINUES

During the spring and summer, SEPTA forces replaced the Route 11 trolley track along Main Street between Island Avenue and the Darby Loop in West Philadelphia in order to bring customers a smoother, safer ride.

FIRST MAJOR RENEWAL CAMPAIGN: SUMMER TROLLEY TUNNEL BLITZ

The trolley tunnel was shut down for 16 days in August so that SEPTA forces could work around the clock to perform maintenance and construction work. The new track and power infrastructure will provide more reliable service and improve the travel environment.

- 14,140 feet of new rail
- 2 new concrete embedded track switches
- 24,000 feet of new overhead contact wire
- 15th St (West Plaza) Station renovated; repairs at all other stations

JENKINTOWN SUBSTATION CONSTRUCTION TO BEGIN

SEPTA Regional Rail service is powered by an electrical distribution system originally built by the Reading and Pennsylvania Railroads in the 1920’s & 30’s. Most of the substations powering the rail network have been running continuously since they were first placed in service over 80 years ago. The former Reading Line was a one-of-a-kind system, making it difficult to find replacement parts. The new State funding will allow SEPTA to proceed with a program to upgrade these antiquated railroad substations and bring them into a state of good repair, which will result in more reliable service.