SEPTA Capital Improvements In Montgomery County

December 2008

North Wales Station – New Shelter & High Level Platforms

Silverliner V Car – Mock-Up

Norristown Transportation Center Parking Garage

Ardmore Transit Center – Artist Rendering

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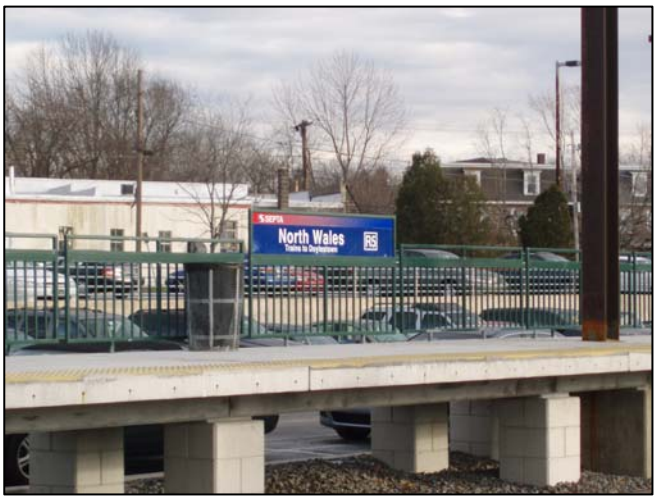
PROJECTS IN PROGRESS

STATION PROJECTS – HIGH LEVEL PLATFORM PROGRAM

North Wales Station Reconstruction Project ($4,526,321) (MPMS #77183)

This project provides for the renewal of the station facilities at North Wales Station on SEPTA's R5 Lansdale/Doylestown Line, including the construction of pre-cast high level platforms atop pre-cast foundation units on both sides; construction of a new shelter on the outbound side and two new shelters on the inbound side; and reconfiguration and improvements to the inbound parking area. The project also includes the retirement of the existing pedestrian crossing. Passengers will pass over the grade crossings located at each end of the station platforms. The resulting station facilities will be fully ADA accessible. Construction began August 2007 and is anticipated to be complete in January 2009.



New High Level Platforms and Shelter at North Wales Station

Ambler Station Reconstruction ($7,000,000) (MPMS #77183)

This project will completely renew the station facilities at Ambler Station. The existing outbound platform will be relocated to the east of Butler Pike, and will be constructed across from the inbound platform and station building. Pre-cast high-level platforms will be erected atop pre-cast foundation units on both the inbound and relocated outbound sides of the station. A new station building with a ticket office, waiting room, and bathroom will be constructed on the inbound side. The existing inter-track pedestrian crossing will be retired. Passengers will cross over the recently widened highway grade crossing at Butler Pike to access both sides of the station. New lighting and signage will be installed. The new station facilities will be fully ADA accessible. Construction began in December 2008, with completion scheduled for July 2010.

STATION PROJECTS – STATION IMPROVEMENTS

Ardmore Transit Center (Budget TBD) (MPMS #73214)

Ardmore Transit Center – Artist Rendering of Train Station

Lower Merion Township received a Transportation and Community Development Initiative (TCDI) grant from the Delaware Valley Regional Planning Commission to develop the Ardmore Transit Center Master Plan. The purpose of this study was to: 1) Create a comprehensive vision for the development of the transit center; 2) Identify needed parking and transit facilities; and 3) Assist the Township in identifying conceptual public-private funding sources. The recommendations of the report included: implementing a unified streetscape and installing a wayfinding signage system; building new intermodal transit facilities with high-level platforms, plaza and bus facilities and expanded parking.

The transit center is located on the R5 line off of Station Avenue running eastward and parallel to Lancaster Avenue. SEPTA bus routes 44, 103, 105 and 106 serve this area with stops at Suburban Square Shopping Center, Lancaster Avenue, Rittenhouse Place and Crickett Terrace. Lower Merion Township developed a Request For Proposals (RFP) for the development of improvements for the Ardmore Transit Center. Proposals were received by the Township in September 2007, and were reviewed by a Technical Evaluation Committee. Lower Merion Township has selected Dranoff Properties as the developer. An RFP for the design phase of the Train Station and Parking Garage was advertised by Lower Merion Township on November 10, 2008. Proposals were received on December 19, 2008 and are under review.

PARKING PROJECTS – PARKING GARAGE IMPROVEMENTS

Norristown Transportation Center Parking Garage & Bus Terminal ($23,183,000) (MPMS #60540)

This project included the construction of a 520-space parking garage and intermodal bus terminal on the outbound side of the R6 Norristown Line. The new garage is fully ADA accessible and features a self-serve payment system, which allows customers to pay by day or prepay for frequent visits. The parking garage was opened to the public on April 7th, 2008. SEPTA held a ribbon cutting ceremony on June 4th, 2008. This project also included site improvements to the Norristown Transportation Center, such as landscaping, lighting, signage, and road and surface improvements, including the installation of a new bike path, bike shelters, and bike racks.

Norristown Transportation Center Ribbon Cutting Ceremony

Norristown Transportation Center Parking Garage

Jenkintown Station Parking Garage and High Level Platform Project ($7,000,000) (MPMS #60540)

The Jenkintown Station is served by SEPTA's Suburban Bus Route 77 and SEPTA's R1, R2, R3, and R5 Regional Rail Lines. The feasibility study performed by the Hillier Group, in conjunction with Cheltenham Township, the Borough of Jenkintown, the Montgomery County Planning Commission, the Delaware Valley Regional Planning Commission and SEPTA, recommended the design and construction of a multi-level 700 space parking garage at Jenkintown Station. The existing 543 parking lot is currently at capacity, and cannot be expanded further due to physical constraints of the site. Most parking spaces are filled by early morning by the commuter transit passengers, leaving little or no parking spaces for other passengers. The additional parking will encourage greater usage of public transportation. Jenkintown Station is spanned by the Greenwood Avenue Bridge, which is scheduled for replacement by PennDOT. SEPTA's proposed construction of a parking garage and platform reconstruction work will be done in conjunction with the replacement of the Greenwood Avenue Bridge by PennDOT. SEPTA has obligated SAFETEA-LU earmarks to advance the design phase of the parking garage. In addition to the parking garage, SEPTA will be installing a new high level platform at Jenkintown Station, beginning at the station canopies, moving southbound to where the new parking garage will be located. On May 22nd, 2008, the SEPTA Board awarded a design contract to Gannett Fleming, Inc. The Notice to Proceed for design was issued on June 24, 2008. The 15% design package was submitted in November 2008 and is under review by SEPTA.

Existing Inbound South Parking Lot at Jenkintown Station

View looking Northbound from Inbound Platform

REGIONAL RAIL PROJECTS

Catenary Modernization Program ($2,137,659) (MPMS #60255)

This work is part of a program to modernize critical segments of the original 1930 catenary system on the Railroad Mainline between Newtown Junction (1 mile inbound from Fern Rock) and Lansdale. The new catenary will feature heavier and more durable system components such as conductor clips, hangers and related components. Work is ongoing with the following segments remaining to be completed: Jenkintown to North Wales #1 Track, Jenkintown to Lansdale #2 Track, and a small segment north of Tabor Junction on both tracks. The FY 2009 phase of the program will provide for the continuation of catenary replacement between Carmel and Dale as well as Carmel Interlocking.

R2 Warminster Line Resignalization ($11,600,000) (MPMS# 60255)

This project will provide new high-speed track switches, remotely controlled interlockings and a new Automatic Train Control (ATC) signal system on the R2 Warminster Line. Construction began in March 2008, and is scheduled to be completed by the end of Calendar Year 2009.

R5 Doylestown Line Resignalization ($8,744,159) (MPMS# 60255)

This project will completely modernize the physical plant of the Doylestown Line. The “Forest“ passing siding, located north of Chalfont Station, with its existing slow speed spring switch operation will be replaced with a new passing siding to be installed north of Colmar Station, near the Link Belt Station. A new remotely controlled passing siding between County Line Road and Schoolhouse Road will also be installed along with new remotely controlled interlockings at “Long” siding, located south of Doylestown Station. These sidings will enhance operational flexibility. The entire line will be outfitted with a new Automatic Train Control signaling system providing cab signal operation consistent with other SEPTA rail line operations. Construction is scheduled to commence in April 2009. Project completion is scheduled for Calendar Year 2011.

Jenkintown Bridge 10.12 Replacement ($5,700,000) (MPMS#60255)

This project provides for the replacement of the 15-foot long single span, arch bridge Jenkintown Bridge No. 10.12 with a modern and wider 30-foot long span bridge and construction of a new culvert. This bridge carries SEPTA's R1 Airport, R2 Warminster, R3 West Trenton and R5 Doylestown Regional Rail lines over Tacony Creek, which is located in Cheltenham Township, Montgomery County. This bridge is situated just south of Jenkintown Station and its replacement will decrease potential flooding at the station. On November 20, 2008, the SEPTA Board awarded a construction contract to Crossing Construction. The Notice to Proceed for construction is expected to be issued in December 2008.

R5 Lansdale Line Tie & Surface Program ($2,136,291) (MPMS #60585)

This project provides for tie renewal, surfacing, selective rail renewal and brush cutting on Tracks 1 & 2 between Carmel Interlocking at Glenside Station and Wayne Junction Interlocking. Additionally, all four tracks will be surfaced from Wayne Junction to 16th Street Interlocking. Construction began in July 2008, and is scheduled to be complete in January 2009.

R2 Warminster Easton & Susquehanna Crossing Improvement ($2,034,529) (MPMS #77180)

This project provides for the installation of updated warning devices and gates, improved traffic signal equipment and installation of a new concrete tub surface at the R2 Warminster crossing at Easton & Susquehanna Roads. This project is in the design phase and is anticipated to be complete in December 2009.

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 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

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 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

BUS ACQUISITIONS AND 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. These new 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 in 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.

RAIL CAR ACQUISITIONS

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 of which the State of Delaware will fund the acquisition of four 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.

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.

Regional Railcars

40-Ft. Buses

Light Rail Vehicles

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.

CUSTOMIZED COMMUNITY TRANSPORTATION (CCT) PROJECTS

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 Workstations

PROJECTS COMPLETED SINCE 2000

STATION PROJECTS – ADA ACCESSIBILITY

Ambler Station Improvements/ADA Compliance ($1,236,755)

This project included the installation of new concrete platforms with tactile warning edges and lighting, ticket office, shelter/canopy, signage, station roof and intertrack fencing improvements. In addition, the project included the construction of a 200-foot long retaining wall on the outbound side of the station. Construction was substantially completed in April 2001.

Audio-Visual Equipment at Key Stations ($6,650,000)

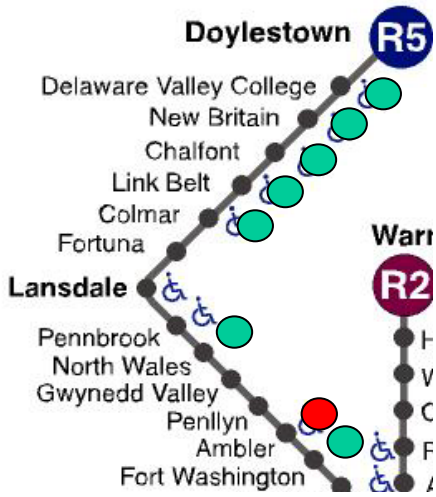
In voluntary compliance with the Americans with Disabilities Act of 1990, an audio/visual public address system was installed at twenty-two (22) SEPTA Key RRD stations. This project, which included equipment installation, system software, and communication enhancements, was substantially completed on December 20, 2002.

The following Key Stations in Montgomery County have been completed:

- Spring Mill, R6 Norristown Line
- Norristown Transportation Center
- Ambler, R5 Lansdale
- Roslyn, R2 Warminster
- Elm Street, R6 Norristown
- Pennbrook, R5 Lansdale/Doylestown
- Bethayres, R3 West Trenton

STATION PROJECTS – HIGH LEVEL PLATFORM PROGRAM

SEPTA Railroad Map



Stations with High Level Platforms

Stations with Future High Level Platforms

In an effort to get passengers to their destination faster, SEPTA will undertake the installation of high-level platforms in Montgomery County, including Melrose Park, Elkins Park, Jenkintown, Fort Washington and between Lansdale and Doylestown stations.

When riders board and disembark without climbing steps using high-level platforms, SEPTA reduces the "dwell time" at stations, saving valuable seconds and minutes that add up to faster service. High level platforms are also an excellent way to make stations accessible to riders with disabilities. With the installation of high level platforms at Melrose Park, Elkins Park and Jenkintown, the R2 Warminster, R3 West Trenton and R5 Lansdale/Doylestown trains will be able to operate more efficiently as these routes merge onto the railroad mainline at Jenkintown. The following contains project updates on current and planned efforts.

Doylestown Branch High Level Platform ($2,092,000) (MPMS #60585)

Link Belt Station

A project was advanced to construct high level platforms at stations on the entire Doylestown Branch. A single high level platform was installed at Chalfont in August 2005. Construction at New Britain Station was completed in April 2006. A shelter/canopy is provided at each location. In both cases, the resulting station facilities are accessible to disabled riders. The Link Belt Station was also reconstructed as part of this initiative and included a one hundred twenty-foot (120') high level platform, passenger shelter, lighting and a passenger drop-off area. Construction was completed in December 2000. High level platforms were previously constructed at Colmar, and Delaware Valley College Stations.

New Britain Station

Colmar Station

Chalfont Station

Melrose Park Station Reconstruction ($5,336,000) (MPMS #60585)

This project completely renewed the station facilities at Melrose Park. Pre-cast, high-level platforms were erected atop pre-cast foundation units on both sides. A new station building with a ticket office, waiting room, and bathroom was constructed on the inbound side. This building received a brick exterior and canopy. The historic building, canopy and stairs on the outbound side were preserved. The resulting station facilities are fully accessible to disabled riders. The parking lot was paved and landscaping and new fencing completed the scope. The project was completed in June 2005.

Fort Washington Parking, Expansion, Tunnel and Ramps and Station Reconstruction ($13,146,365) (MPMS #'s 68600 & 77183)

This project included the design and construction of a 584-space parking lot, bus loop, bus shelter, bike path, and complete renovation of the station facilities at Fort Washington Station. In addition, an underground pedestrian tunnel was completed, allowing commuters to cross safely between platforms. SEPTA worked with Montgomery County to include a bike path as part of the project, and the Historic Fort Washington Rescapes to include historic lighting and other special amenities. The station is fully accessible to disabled riders. Precast, high level platforms were erected atop precast foundation units on both sides of the track. A new pre-fabricated station building with a ticket office, waiting room and bathroom was constructed on the inbound side. Extensive canopies cover major portions of the platforms, as well as the access stairs and ramps to the pedestrian tunnel. The parking expansion project was completed in August 2005. The station improvements were completed in May 2007.

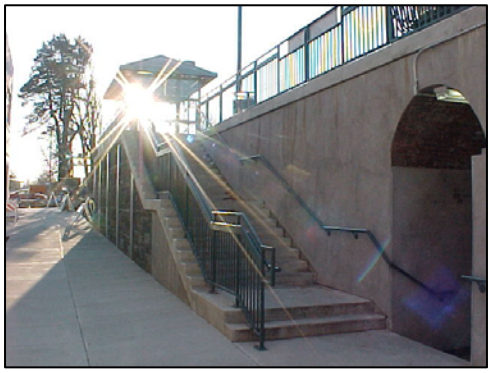
New Expanded Parking Lot

New Canopies on Inbound and Outbound Platforms

New Station Building and Ticket Office

New High Level Platform

Ardmore Station Improvements ($750,000) (MPMS #60585)



This project consisted of interior and exterior improvements to the Ardmore Station building and site. The scope of work on the inbound side included painting and installation of new lights inside the station building, replacing vandalized window glazing, installation of new platform lighting, signage, and bike racks/hitches, sidewalk repairs, and resurfacing the asphalt parking lot. Outbound side work included replacing two timber stairways with concrete, replacing the canopy, repairs to the retaining wall, and installation of new railings, signage, platform lighting, and bike racks/hitches. Also included in this project was the replacement of the pedestrian tunnel stairway to the inbound side, repairs to the tunnel drainage system, installation of new lighting in the tunnel, and painting the tunnel. This project was part of SEPTA's Infrastructure Safety Renewal Program. The project was completed in December 2004.

Station Platforms Improvement Program ($611,800) (MPMS #60585)

This program extended the inbound and outbound platform at Ivy Ridge Station, Conshohocken Station and the single platform at Main Street Station on the R6 Norristown Line. The extension will better facilitate passenger boarding and unloading. New lighting was also added to the significantly longer platforms at Ivy Ridge. In addition, in-house forces replaced concrete curbing on the outbound platform at Conshohocken. Third party paving forces then resurfaced both platforms. Decorative fencing was installed behind the outbound platform. Main Street was completed. Conshohocken began October 2005 and was completed in early 2006. Work at the Ivy Ridge Station began March 1, 2006 and was completed in October 2006.

Intertrack Fencing Program For FY 2005 ($31,700)

In FY 2005, new standardized fencing panels and replacement panels were installed on the R6 Norristown Line at Conshohocken Station.

Intertrack Fencing Program For FY 2004 ($387,146)

New standardized fencing panels and replacement panels were installed in Fiscal Year 2004. The FY 2004 Infrastructure Safety Renewal Program included the installation of intertrack fencing at Gwynedd Valley and Pennbrook on the R5 Lansdale/Doylestown Line.

Lansdale Intermodal Transportation Center ($6,600,000)

- Phase I - Parking Expansion (390 spaces) - The lot was opened for use on December 23, 1997.

- Phase II - Station Renovations – This project was substantially completed in February 2002. It comprised the historical rehabilitation of the station building, canopies and platforms, the upgrading of the existing 192-space parking lot and the addition of general passenger amenities. Also, the Route 96 bus stop was integrated into the facility.

Intertrack Fencing Program For FY 2006 ($315,235) (MPMS #60585)

In FY 2006, new standardized fencing panels and replacement panels were installed at Elkins Park, on the R6 Norristown Line at Spring Mill and Miquon, on the R5 Lansdale/Doylestown Line at Penllyn and Lansdale.

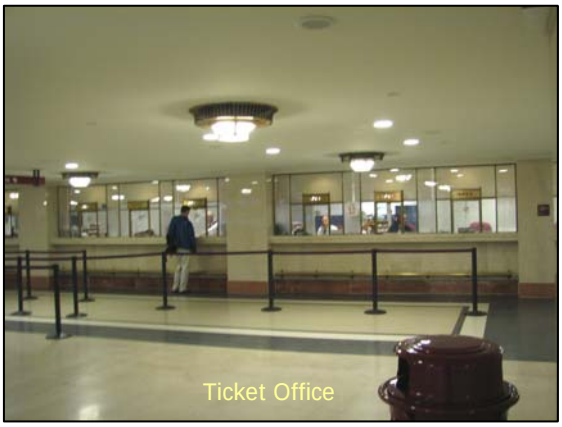
R8 Cheltenham Station Reconstruction ($1,800,000) (MPMS #77190)

New Station Building and High Level Platform

This project provided for the reconstruction of station facilities at Cheltenham Station on the R8 Fox Chase Line. Improvements included a new high-level pre-cast platform; a station building with ticket office, waiting area, and restroom facilities; enhanced lighting; and signage. The new station is fully ADA accessible. This project was completed August 2007.

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.


Ticket Office

- 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.


West Corridor

- 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.


Elevator From Street Level to Concourse Level of Station

R5 Merion Station Roof Replacement Design and Construction ($643,825) (MPMS #60619)

New Canopy at Merion Station

A major renovation of the inbound station building was completed in 1995 under a separate funding program, with the exception of the roof. The rehabilitation of the station roof and canopy on the outbound tracks remain the final phases of work needed to restore this station.

The scope of work for this phase of the project included 1) the rehabilitation and/or replacement of all slate tile on the inbound station building roof and the outbound canopy roof (excluding Post Office building); 2) replacement of any deteriorated decking; 3) installation of new fascia boards and gutters; 4) painting of the soffit and the underside of all exposed decking. Construction began July 2007, and was substantially completed in November 2007.

R3 West Trenton Line Station Improvements ($266,031) (MPMS #60585)

This program provided for resurfacing a portion of the inbound platform at Noble Station by a 3rd party paving contractor which has been completed. Station improvements at Meadowbrook Station have been completed and included platform curb and surface replacement and wall repairs, as required, as well as replacement of pedestrian tunnel lighting.

Intertrack Fencing Program For FY 2008 ($219,265) (MPMS# 77190)

In FY 2008, new standardized fencing panels and replacement panels were installed at Oreland on the R5 Lansdale Line.

PARKING PROJECTS – PARKING IMPROVEMENTS

Elm Street Parking and Rail Car Storage Expansion ($472,350)

In December 2002, SEPTA purchased additional property directly adjacent to the existing parking area. This property enabled the extension of the existing Elm Street Yard car storage tracks by an additional 250 feet and the expansion of the parking facility by 45 new spaces. The storage tracks extension was completed in June 2003 and additional parking spaces were added in September 2003.

Philmont Station Parking Expansion ($381,103)

Part of PADOT's Early Action Program for the I-95 Reconstruction Project, this project consisted of the construction of a 53-space parking expansion and rehabilitation of the existing 113 parking spaces on the inbound side. Construction was completed in October 2000.

Spring Mill Station ($1,530,626)

This project provided for the construction of 95 additional parking spaces and modifications required to bring the facility into ADA compliance. Construction was completed in April 2001, giving the station a total of 107 parking spaces. The new parking lot is situated on County-owned property leased to SEPTA under a long-term agreement.

Parking Lot Paving Improvements

FY 2000

- R5 Ambler Station - This project involved the re-paving and striping of the station's 90-space permit lot.

FY 2002

- R5 Wynnewood Station - This project included the re-paving and striping of the inbound fee lot and the main section of the outbound permit lot.

FY 2003

- R5 Merion Station - The inbound lot was re-paved and striped and five additional parking spaces were added.
- R6 Main Street Station - The entire parking area was re-paved and striped, with 16 new parking spaces added to the lot.

FY 2004

- R3 Philmont Station - The outbound lot was re-paved.
- R5 Bryn Mawr Station – The permit lot was re-paved.
- R5 North Wales Station– The inbound lot was re-paved.
- R5 Gwynedd Valley Station – The outbound lot was re-paved.

REGIONAL RAIL PROJECTS

R6 Norristown Tie, Surface and Brush Project ($4,040,750) (MPMS #60255)

This 2-year project provided for the replacement of 22,000 ties, the surfacing of 31 miles of track and the brush cutting of the entire line. In FY 2005, all brush cutting, tie and surface work was completed.

30th Street to Suburban Station Catenary Improvements ($17,194,438)

This project consisted of 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. A Notice to Proceed for construction was issued to Mass Electric Construction Company in June 2002. The bulk of the catenary replacement, which required special track outages, was completed by July 2003.

Bridge 7.70 –Manayunk Bridge ($11,113,026)

This project included deck-waterproofing, reconstruction of the parapet over the entire length of the bridge, and internal drainage system and fascia concrete repairs. Project was completed in May 2001.

R3 West Trenton Line Continuous Welded Rail Renewal (CWR) ($2,097,117)

Phase 1 of this project provided for the installation of new 115# continuous welded rail on Track 2 from Jenkintown to Philmont stations. Phase II of this project, which included the installation of CWR rail on Track 2 from Philmont to Neshaminy, was completed in May 2002.

R3 West Trenton Line Signal System Modernization ($10,125,682)

This project included the design and installation of electronic track circuits and associated signaling equipment; modernization of grade crossing equipment at seven grade crossings; upgrades to communications cable between Neshaminy and Jenkintown (approximately 10 miles) on the W. Trenton Line. The Notice to Proceed for Construction was issued to Mass Electrical Construction Company on 1/18/99. Substantial completion was achieved in November 2000 and the improved signal system is in operation.

R3 West Trenton Line Catenary Upgrade ($7,800,000)

Phase 1 of this project provided for the installation of six (6) miles of catenary and messenger wire between Philmont and Neshaminy Falls. This work was completed in June 2001. Phase II provided for the replacement of an additional twelve (12) miles of catenary on the R3 West Trenton Line. The new catenary system features the heavier and more durable components including conductors, clips, hangers, and related components. Phase II work was completed in September 2002. The remaining segments, all in Bucks County, were completed in 2006.

R3 West Trenton Catenary Structural Rehabilitation Program ($282,096)

During this phase of the program, SEPTA encased the bases of twelve catenary supports along the R3 West Trenton Line. The old bases exhibited significant deterioration. The work included the replacement of deteriorated components at numerous locations between Jenkintown and Neshaminy Falls. This work was completed in Fiscal Year 2003 as part of SEPTA's Infrastructure Safety Renewal Program.

R3 West Trenton Yard Improvements

Service expansion for the R3 West Trenton Line required additional overnight storage capacity (previously limited to 19 cars) at West Trenton Yard – the northern terminus of the line. This project included track and catenary work, new yard lighting, and installation of a pre-fabricated shelter for SEPTA personnel who perform car inspections, cleaning, and minor repairs. All elements of this project are complete.

R6 Norristown Line Continuous Welded Rail Renewal (CWR) ($6,992,985)

This project provided for the installation of new 115# continuous welded rail on Track # 1 from Manayunk Station to 16th Street Junction and Track #2 from 16th Street Junction to Scotts Lane in Fiscal Year 1999. In Fiscal Year 2000, this project provided for the installation of rail on Track No. 2 from Scotts Lane to River Crossover. This project reached completion in June 2000.

R6 Cynwyd Line Continuous Welded Rail Renewal (CWR) and Crosstie Replacement ($1,812,421)

This project provided for the installation of continuous welded rail, replacement of 2,500 crossties, and surfacing/aligning of 3 track miles on the R6 Cynwyd Line. These improvements were completed in June 2003.

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.

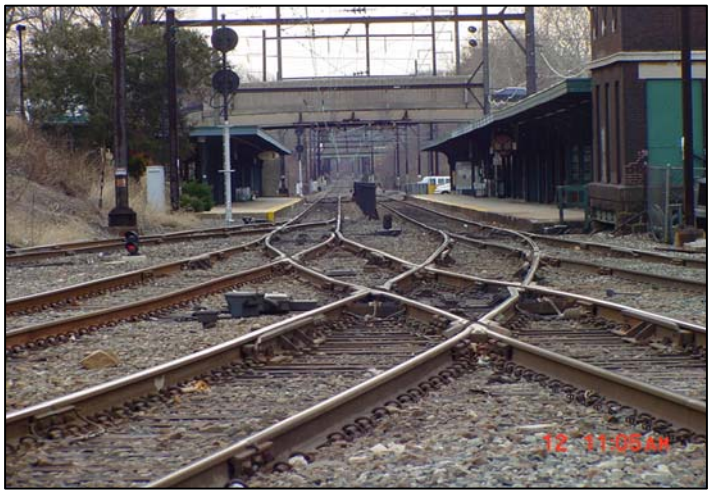
Replacement of Static Frequency Converter (SFC) at Wayne Junction ($1,822,281) (MPMS# 77187)

This project will provide for a third party acquisition and replacement of the 30MVA power transformer for Unit 3 SFC at Wayne Junction. SEPTA has three static frequency converters for Railroad power distribution, each with its own transformer. These transformers take power and transform it for distribution on the railroad. Replacement of the 30MVA transformer will restore the required level of performance reliability and redundancy to the Railroad power distribution center. The new transformer was placed in service in June 2008.

Wayne Junction to Glenside Track and Signals ($82, 000,000) (MPMS #59941)

- Package 1:
  New motor alternator substations were constructed at Wayne Junction, Jenkintown, and Lansdale. Phase I was completed in October 2000.

- Package 2:
  Phase 2 commenced in April 2002, which includes the signal and track improvement project on the 7.5 mile stretch from Germantown to Glenside, Montgomery County. The project includes a new communication and signal system, replacement of four major track interlockings, and installation of two new interlockings. This phase also includes the installation of new bi-directional signaling, allowing trains to operate in both directions at higher speeds than currently possible. These enhancements will provide greater operational flexibility and more efficient response to service disruptions. These improvements will benefit passengers on the R1 Airport, R2 Warminster, R3 West Trenton, and R5 Lansdale / Doylestown Lines. The project was completed in August 2007.



New Jenkintown Interlocking on R5 Line

R5 Glenside to Lansdale Signal Improvements ($12,279,400) (MPMS #60585)

This project provided for a new bi-directional, cab train control signaling system between Glenside and Lansdale. The new system supports a maximum authorized speed of 70 mph. This project also included the installation of a new, universal power operated high speed crossover remote controlled interlocking at Penllyn and new grade crossing detection and control systems at Butler Pike, Mt. Pleasant Avenue, Gwynedd Pike, Church Road, and Hancock Street crossings to support the higher maximum authorized speed. In addition, Dale Interlocking was reconfigured to include two new crossovers, one new turnout, and a new highway rail grade crossing for the Main and Broad Streets grade crossing. A contract was awarded to Southwest Signal Engineering in July 2004 for the design and procurement of the new signal system. This project was substantially completed October 2007.

Reconfiguration of Dale Interlocking

New Signals at Main Street, Lansdale Grade Crossing

Bridge 5.74 over Pennypack Creek Replacement ($3,072,222) (MPMS #60255)

Bridge 5.74 is a 250-foot steel structure located on the R2 Warminster Line. This bridge, which is located in Montgomery County, spans the Pennypack Creek. Project elements included the replacement of the superstructure; rehabilitation of the substructure; and new bridge bearings, wingwalls, bridge timbers, and track. The NTP for construction was issued to Neshaminy Constructors in April 2005. The bridge structure, timbers and rail were successfully replaced. Construction was substantially completed in April 2006.

R5 Doylestown Line Tie, Surface and Brush ($1,154,330) (MPMS #60255)

This project provided for 30% replacement of ties (10,000), surfacing and brush cutting on the Doylestown Line. Construction was completed in August 2006.

Regional Rail Tie, Surface and Brush ($2,970,200) (MPMS #60255)

The FY 2007 ISRP Program will provide for the tie, surfacing and brush cutting of the entire R2 Warminster Line, and tie and surfacing on the R5 Lansdale Line from Carmel to Dale. Improvements on the R5 Lansdale Line were completed in August 2006. R2 Warminster Line improvements were completed in November 2006.

Regional Rail Grade Crossing Renewal Program ($1,996,141) (MPMS #60585)

As part of the FY 2004 Infrastructure Safety Renewal Program, grade crossings were replaced on the R2 Warminster Line at Moreland Road and on the R5 Lansdale-Doylestown Line at Gwynedd Pike. New rail, crossties and pre-cast concrete grade crossing panels were installed. In FY 2005, crossings at Ash Street on the R6 Norristown Line, and Mt. Pleasant on the R5 Lansdale Line were replaced. In FY 2006, crossings at Old York Road and Rices Mill Road on the R2 Warminster Line and Byberry Road on the R3 West Trenton Line were replaced. The 2007 ISRP Program provided for the renewal (new flange rubber and paving) of grade crossings at the following locations on the R2 Warminster Line: Mt. Carmel Avenue, Moreland Avenue, Davisville Road, Meadowbrook Avenue, Byberry Road, Fulmor Avenue and Bradfield Road. PADOT was responsible for the renewal of the crossing at Cowpath Rd. on the R5 Doylestown Line. Crossings completed are as follows: Cowpath Road 7/29/06, Mt. Carmel Avenue 8/7/06, Bradfield Road 8/14/06, and Meadowbrook Avenue 9/18/06. The 2008 ISRP Program provided for the renewal (new flange rubber and paving) of grade crossings at the following locations on the R5 Lansdale Line: Butler Pike, Mt. Pleasant Avenue, and Hancock Street. The Butler Pike grade crossing completed July 2007, Mt. Pleasant Avenue was completed in August 2007, and Hancock Street was completed September 2007.

ROUTE 100 NORRISTOWN HIGH SPEED LINE
INFRASTRUCTURE PROJECTS

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 Calendar Year 2001 and the inbound track was completed in June 2003.

Route 100 Tie and Surfacing Project ($929,729)

The Fiscal 2001 phase of this Infrastructure Safety and Renewal Program involved the surfacing and alignment of track and the replacement of 30% of the crossties on Tracks 1 and 2 from Radnor to Bridgeport. The Fiscal 2002/2003 phase included the installation of 1,500 ties and surfacing/alignment on Tracks 1 and 2 from Hughes Park to Radnor. The replacement of 3,000 ties and resurfacing of five track miles from Radnor to Bryn Mawr was included in the FY 2004 Infrastructure Safety Renewal Program. In addition, the FY 2004 Program includes the installation of 2,500 ties on Track 1 and 2 from Bryn Mawr to Wynnewood.

Route 100 Tie and Surfacing Project ($7,564,000) (MPMS #60255)

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. The most recent phase was completed at the end of 2005 and included improvements from Bryn Mawr to 69th Street.

ROUTE 100 NORRISTOWN HIGH SPEED LINE INFRASTRUCTURE PROJECTS

Gulph Mills Station Improvement Program ($5,626,556) (TIP #S072)

This project provides for improvements to Gulph Mills Station including construction of new bus and platform shelters, widening of sidewalks between platforms, widening of the entrances to Trinity Road, new lighting, signage, stairs, ramps and other site improvements. A new "bus island" was constructed between both expanded entrances to Trinity Road for waiting bus customers. This project was substantially completed in March 2008.

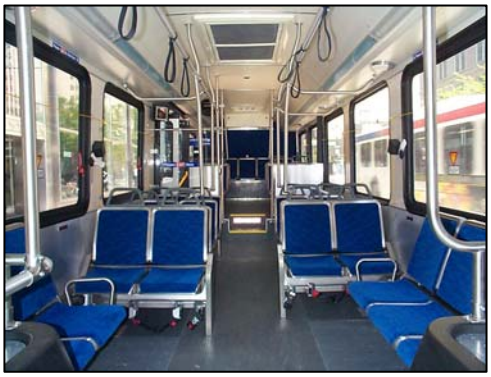
Route 100 Gulph Mills Station and Bus Stop Improvements

BUS ACQUISITION AND COMMUNICATIONS

Purchase 40-Foot Buses For CY 2004 through CY 2006 ($116,000,000) (MPMS #60286)

This project provided the acquisition of 338 accessible 40-foot low-floor buses from New Flyer of America, Inc. The 318 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 provided for the acquisition of 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 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 27-Foot Buses – CY 2003 ($4,250,000)

SEPTA awarded a contract to Champion Bus, Inc. for twenty-eight 27-foot transit buses with wheelchair lifts. All twenty-eight buses were received in Calendar Year 2004 and are used on suburban routes.

Purchase 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. The first one hundred buses were delivered in CY 2001 and were placed into revenue service. The second one hundred buses have been delivered and placed in revenue service during CY 2002. The remaining one hundred buses were delivered and place in revenue service during CY 2003.

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

This project provided for the purchase of 30-ft. buses. These buses are being utilized by SEPTA for small bus circulator service (Horsham Breeze, University City Circular) 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 were the first buses in SEPTA's fleet equipped with bicycle racks.

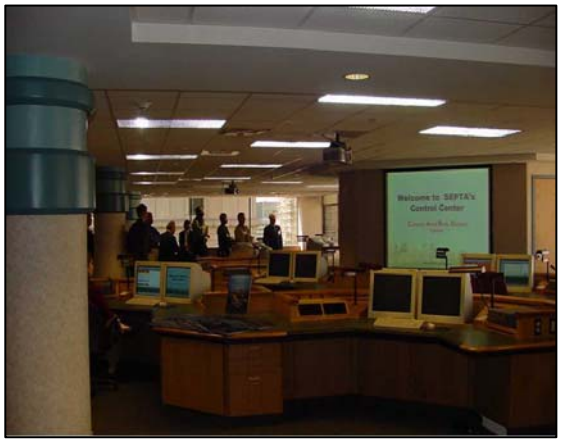
Purchase 60-Foot Buses ($72,000,000)

This project provided for the acquisition of one hundred fifty-five (155) 60-foot heavy-duty articulated transit buses. This contract was awarded to Neoplan USA Corporation. As of December 6, 2000, all buses had been received and placed into revenue service.

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.



CUSTOMIZED COMMUNITY TRANSPORTATION (CCT) PROJECTS

Acquisition of Paratransit Vehicles ($2,229, 000)

SEPTA's CCT paratransit service in Montgomery County is supported by a fleet of 33 vehicles. The fleet includes 8 sedans, 17 mini-buses with wheelchair lifts and 8 mini-buses without lifts. Five of these vehicles were acquired in Fiscal Year 2008.