



SEPTA Capital Improvements in the City of Philadelphia

July 2006



Market Street Elevated Project



Suburban Station Project



FTC Parking Garage



Street Track Renewal Program – Woodland Avenue

TABLE OF CONTENTS – PAGE 1

Projects in Progress

MARKET-FRANKFORD LINE PROJECTS

Frankford Transportation Center:	5
Bridge Street Yard Trackwork	
Bus Depot & Pratt Building	
Guideway	
Parking Garage	
Terminal & Site	
Frankford Elevated Stations:	6
Berks, Church, Huntingdon Stations	
Market Street Elevated Projects:	7
Station Equipment Buildings	
Foundations & Ductbank	
Cobbs Creek Guideway (Including 63 rd Street and Millbourne Stations)	
East & West Guideway	
46 th , 52 nd , 56 th , and 60 th Street Stations	
MFSE Stations and Other Improvements:	
8 th Street Station and 13 th & Juniper Station ADA Improvements	9
SMART Stations	10

BROAD STREET SUBWAY PROJECTS

BSS Signal System Modernization	11
City Hall Station Renovations	11
Broad Street Stations	12
North Philadelphia Transportation Center	12
York, Callowhill and Arch Sump Pump Replacement	12
Infrastructure Safety Renewal Program – BSS Improvements	13

BUS VEHICLE AND COMMUNICATIONS EQUIPMENT ACQUISITION

Bus Purchase Program – FY 2007 through FY 2010	15
Trackless Trolley Acquisition	15
Computer Aided Radio Dispatch System	16

TABLE OF CONTENTS – PAGE 2

CITY TRANSIT DIVISION PROJECTS

Maintenance & Facility Improvements:

Green Line Portals Roof Replacement 17

Transit First Initiatives:

Route 52 Transit First 18

Street Track Renewal Projects:

Woodland Avenue and Lindbergh Boulevard 18

PARATRANSIT IMPROVEMENTS

CCT Communications System / Control Center 19

Paratransit Vehicle Acquisition 19

OTHER CITY TRANSIT INFRASTRUCTURE IMPROVEMENTS

Fern Rock Roof 20

Wissahickon Transportation Center 20

Escalator Replacement Program 21

REGIONAL RAIL PROJECTS

Station Improvements:

Allen Lane Phase II and Queen Lane Stations 22

Wayne Junction Station 22

Fox Chase Branch High Level Platform Program 22

Intertrack Fending Program FY 2007 22

Suburban Station 23

Bridges and Infrastructure:

Wayne Junction to Glenside Track and Signals 24

30th Street and Fairmount Substations 24

RAIL VEHICLE AND EQUIPMENT ACQUISITION AND REHABILITATION

Purchase 104 Silverliner V Cars 25

NEW START PROJECTS

52nd Street Extension 26

Route 100 Extension 26

Schuylkill Valley Metro 27

TABLE OF CONTENTS – PAGE 3

Projects Recently Completed

MARKET-FRANKFORD LINE PROJECTS

MFSE Stations and Other Improvements:

Automatic Train Control	29
30 th Street Station ADA Improvements	29
69 th Street Shop & Yard	29
Multi-Modal Traction Power Substations	29

BROAD STREET SUBWAY PROJECTS

Tasker-Morris and South Street Sump Pump Replacement	30
--	----

BUS VEHICLE AND COMMUNICATIONS EQUIPMENT ACQUISITION

Purchase 40-Foot Buses (CY 2004 through CY 2006)	31
Alternative Fuel Buses	31
Purchase 30-Foot Buses	31
Purchase 60-Foot Buses	32
Purchase 40-Foot Buses (CY 2001 through CY 2003)	32

CITY TRANSIT DIVISION PROJECTS

Girard Avenue Light Rail Projects:

Rail Rolling Stock Rehabilitation (PCC Trolley)	33
Girard Avenue Light Rail Infrastructure	33

Transit First Initiatives:

Route 15 Transit First	34
Route 10 Transit First	34

OTHER CITY TRANSIT INFRASTRUCTURE IMPROVEMENTS

Allegheny Garage Roof	35
Berridge Shop	35

REGIONAL RAIL PROJECTS

Station Improvements:

Allen Lane Phase I	36
Amtrak 30 th Street Station	36
Overbrook Station	36

Communications and Safety:

Audio Visual Equipment at Key Stations	37
Regional Rail Control Center	37

Bridges and Infrastructure:

Fox Chase Line Resignalization for the SEPTA / CSX Separation	38
30 th Street to Suburban Station Catenary Improvements	38

OTHER INFRASTRUCTURE IMPROVEMENTS

Wayne Junction Shop Roof	39
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PROJECTS IN PROGRESS

MARKET FRANKFORD LINE FRANKFORD TRANSPORTATION CENTER (\$180M) (MPMS #60326)

Major construction elements of this project include: 1) Reconfiguration of the Frankford Bus Depot and Trackless Trolley Storage Yard; 2) Construction of the Pratt Street building, which will house the train control room for the Market-Frankford Automated Train Control Project; 3) New elevated guideway structure from Dyre Street to the Bridge Street Train Yard; 4) New track, signals, traction power and communications system; 5) New terminal building complex, including the rehabilitation of the historically significant Bridge Street Terminal, and the reconfiguration of the bus berths and access lanes; and 6) 1,000 car parking garage and a pedestrian bridge over Bridge Street.



Major components of the project have been completed including bus depot modifications, Pratt corner building construction, Bridge Street Yard improvements, and the realignment of Bridge Street and the new terminal.

The renovation of the historic Bridge Street Terminal is in progress. In addition, construction of the new parking garage will be completed in September 2006.

The status of specific contracts follows:

- **Bridge Street Yard and Trackwork** – Completed in January 2002.
- **Bus Depot & Pratt Building** – Completed in July 2002.
- **Guideway Structure** – Substantially completed in August 2003.
- **Terminal & Site** – Construction is 98% complete. Substantial completion is expected in September 2006.
- **Parking Garage** – Work commenced in October 2004 and is nearing completion. The garage opening will coincide with the Bridge Street Terminal in September 2006.



MARKET FRANKFORD LINE FRANKFORD ELEVATED STATIONS

Berks, Church and Huntingdon Stations (\$52,705,331) (MPMS #60281)



This project includes renovations to Berks, Church, and Huntingdon Stations including ADA improvements to ensure full accessibility to handicapped passengers. The new westbound stations at each location have been opened to the public. The current status at each of the stations is:

- Berks Station - substantial completion is pending completion of porcelain panels and is currently scheduled for early Fall 2006.
- Church Station - The elevators are in service. Substantial completion is pending completion of building panels and is currently scheduled for early Fall 2006.
- Huntingdon Station - The elevators are in service. Substantial completion will coincide with the other two stations.



MARKET FRANKFORD LINE STATIONS

Market Street Elevated Reconstruction Program (\$627,000,000) (MPMS #60281)

- ***46th, 52nd, 56th, and 60th Street Stations***
- ***Cobbs Creek Guideway – Including 63rd Street and Millbourne Stations***
- ***East & West Guideway***
- ***Foundations & Ductbank***
- ***Station Equipment Buildings***



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.

The Market Street Elevated Reconstruction Program will provide for the complete reconstruction of the Market Street Elevated superstructure, sub-structure and foundations, and the rehabilitation of abutments and bearings. Passenger stations located at 46th, 52nd, 56th, 60th, 63rd Streets and Millbourne Station will be completely reconstructed and will comply with the requirements of the Americans with Disabilities Act.

The construction phase of this project is divided into five packages.

Package 1 provided for the construction of buildings at 52nd Street and Market Street and at 63rd Street and Market Street to house Automatic Train Control (ATC) equipment. This work was completed in April 2002. The ATC equipment has been installed and is currently in use.

Package 2 includes the installation of foundations and pedestals for the new elevated guideway between 46th Street and 63rd Street, and utilities relocation to make way for the new foundations. Substantial completion was achieved in February 2005.

Package 3 includes the reconstruction of the guideway from 63rd Street to the western end of the elevated structure, replacement of the ballasted track from the western abutment of the elevated guideway to a point west of Millbourne Station, replacement of 63rd Street and Millbourne Stations, installation of foundations and pedestals, and utilities relocation. SEPTA has terminated the contract with the prime contractor responsible for the reconstruction of the Cobbs Creek portion of the Market Street Elevated in December 2004. SEPTA issued an interim contract for this package. The bid solicitation for the completion contract was advertised in May 2006. Bid submissions are due August 4, 2006.



Artist Rendering of 63rd Street Station

MARKET FRANKFORD LINE STATIONS AND OTHER IMPROVEMENTS

Package 4 provides for construction of a new elevated guideway between 46th and 63rd Streets. A construction Notice to Proceed was issued in May 2003.

- El service was shut down in West Philadelphia for two nine-day periods in summer 2005. During the two nine-day shut downs, SEPTA demolished and replaced more than 1,200 feet of the El structure between 56th and 61st Streets. The contractors are currently progressing the deck fabrication for a 9-day outage and 16-day outage during the summer, in addition to the weekend outages in June 2006. The 63rd Street crossover will be installed and cut over during the 16-day outage.
- Substantial completion for this construction package is currently scheduled for Calendar Year 2008.

Package 5 includes the replacement of 46th, 52nd, 56th, and 60th Street Stations. The construction Notice to Proceed was issued in October 2003.

- The reconstruction of 56th Street Station caused SEPTA to close the station in May 2005 and re-open in February 2006. Located in a modern brick building, the newly constructed 56th Street Station complements the architectural character of the surrounding neighborhood. New lighting brightens the station and makes it more visible, particularly at night. The main entrance stairway and escalator to the mezzanine fareline level are located on the eastbound service side. A walkway, below the track area, connects riders to the east and westbound platforms. Also, the new eastbound and westbound elevators make this station ADA accessible.
- The 60th Street Station closed on June 2, 2006 for approximately one year. The new station will feature amenities, such as weather-protected waiting areas, improved signage, bright lighting, escalators, and security features. The station will also have elevators and will be fully ADA-compliant.
- Substantial completion for Package 5 is scheduled for Calendar Year 2008.



MARKET FRANKFORD LINE STATIONS AND OTHER IMPROVEMENTS

8th Street Station and 13th & Juniper Station ADA Improvements (\$21,300,000) (MPMS #60271)

This project consists of making these two stations accessible. The scope of work includes the installation of four elevators at 13th & Juniper and one elevator at 8th Street Station, ramps connecting the concourses to the platforms, reconfigured stairs, accessible paths, ADA compliant lighting, signage, and tactile platform edging. The NTP for construction at 13th Street Station was issued in March 2004. Construction at 13th Street Station is currently

underway with work finishing on passenger elevators. Recent completions include newly poured concourse and platform slab; as well as the installation of cab walls and ceiling. Completion of 13th Street and Juniper Street Station improvements is scheduled for Fall 2006. The Mechanical Contract for the 8th Street Station ADA Improvements Project was awarded to Lima Company, the Electrical Contract to Mulhern Electric, and the General Contractor to Neshaminy Constructors. The 8th Street contractor has poured the elevator pit slab/pile cap. The elevator pit walls have been poured in June. The subway roof was cut through and the beams have been tied into the shaft wall framework awaiting the concrete pour. Ceiling and platform repairs continue on both the eastbound and westbound platforms. Substantial completion of 8th Street Station is currently planned for late Summer 2007.



Artist Rendering of 8th Street Station



13th Street Station



Juniper Station

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

The project consists of an amalgam 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. In addition, station lighting improvements will be undertaken at selected locations.

As a pilot location, Cecil B. Moore Station on the Broad Street Line recently underwent Smart Stations improvements. In advance of the Smart Stations project, the Fiber Optic Platform Project will improve, upgrade and modernize the communication facilities at stations by enlarging and modernizing communications rooms and installing new communications multiplexing equipment and associated systems. These communications enhancements are necessary to provide a state-of-the-art infrastructure to support the Smart Stations project, as well as other communications improvements.

The Smart Stations project will be implemented in 2 phases and will encompass all Market-Frankford, Broad Street Subway and Subway/Surface Lines stations. Stations included in Phase 1 of the project are as follows:

- Market-Frankford Line: 2nd, 11th, 15th, 34th, 40th, and 69th Street Stations
- Broad Street Line: Fern Rock, Olney, Erie, Susquehanna-Dauphin, Allegheny, Tasker-Morris, Snyder and Pattison Stations
- Subway-Surface Lines: 15th, 19th, 22nd, 33rd, 36th, 37th and 40th Street Stations

Stations included in Phase 2 include:

- Market-Frankford Line: Bridge-Pratt, Margaret-Orthodox, Church, Erie-Torresdale, Tioga, Allegheny, Somerset, Huntingdon, York-Dauphin, Berks, Girard, Spring Garden, 8th Street, 13th Street, 15th Street (cameras only), 30th Street, 46th Street, 52nd Street, 56th Street, 60th Street, 63rd Street and Millbourne Stations
- Broad Street Line: Logan, Wyoming, Hunting Park, North Philadelphia, Fairmount, Race-Vine, Walnut Locust, Lombard-South, Ellsworth-Federal, Oregon, Fairmount-Ridge, Chinatown-Ridge and 8th Street-Ridge Stations
- Subway-Surface Lines: Juniper and 30th Street Stations

The SEPTA Board, at its June 22, 2006 meeting, awarded the construction contract for Phase I construction to Rockport Construction Company, for general construction services; to Suppression Systems, for fire protection construction services; and to The Fairfield Company for systems integrator construction services. The SEPTA Board awarded the design contract to Parsons Transportation Group for Phase II at the April 27, 2006 meeting. The design is expected to be completed by September 2007.

BROAD STREET SUBWAY

Broad Street Subway Signal System Modernization (\$78,000,000) (MPMS #60292)

This project provides for a replacement of the existing wayside signal support infrastructure, i.e. local wiring, trunk vital signal and power cables and signal cases, and includes selected operational and safety enhancements. These enhancements will be achieved by upgrading remaining electric-mechanical relay-based interlockings with microprocessor control technology, allowing for remote control and real-time monitoring of operations from the Control Center, and reconfiguring track signal circuit control lines for additional braking distance protection to enhance safety of operations. The improvements will provide a safe and reliable signal system operation on the Broad Street Subway.

In Fern Rock Rail Yard, new signal cables and electric switch machines have been installed. The installation of fiber optics in the tunnel has been completed. In addition, control center and interlocking testing is underway for the microprocessor control system that will control track interlockings in the tunnel and Fern Rock Yard. New signal system control houses and field wiring were installed at Fern Rock. The contractor completed the signal control house for Olney Interlocking, which is currently being tested. This project is scheduled for completion in early 2007.

City Hall Station Renovations (\$100,000,000) (MPMS #60335)

City Hall Station is a major hub within the SEPTA transportation system, connecting the Broad Street Subway with the Market Frankford Subway Elevated Line. 56,400 passengers use this station daily, making it the busiest station on the Broad Street Line.

This project consists of the engineering, construction, and rehabilitation to the station's structural, accessibility, and aesthetic components. The 15% design review has been presented to both SEPTA and the City of Philadelphia. Additional design changes relating to the elevator style and waterfall are being made. SEPTA met with the City of Philadelphia mid-September 2005 to



review the revised design concept for the Dilworth Plaza Entrance. Additional changes were requested and submitted to the Managing Director's Office mid-October and reviewed in November 2005. The Managing Director's Office approved the design concept in June 2006. Upon execution of changes to the Memorandum of Understanding, the consultant team will proceed toward the 30% design level.

Broad Street Subway Stations (\$31,881,000) (MPMS #60555)

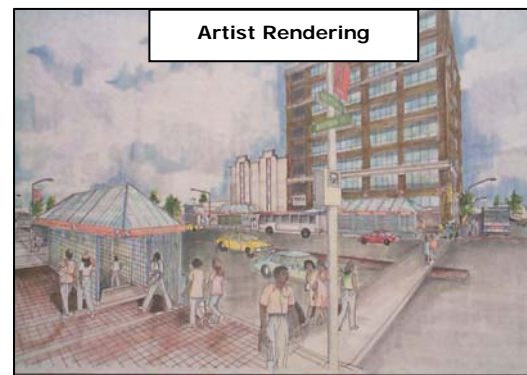
This project will provide for the engineering and construction of improvements to three stations on the Broad Street Subway Line. The stations to be improved are: Girard, Spring Garden, and Walnut-Locust on the Broad Street Line. These stations were originally constructed between 1928 and 1932 and are showing signs of disrepair and deterioration due to their age and use. Station elements to be improved by this project include lighting; wall, floor and ceiling finishes; passenger amenities; signage; passenger control and cashier facilities; platform tactile warning strips; audio-visual public address system; and the installation of elevators. Materials installed at these stations will be easy to maintain, have a long life expectancy, and possess vandal resistant qualities. These improvements will convert the three stations into modern, attractive, well-illuminated, functional and secure transit facilities.

Improvements to the Walnut-Locust Station were initiated in November 2002 and substantially completed in August 2005. These included elevators, raising platforms by 3", tactile warning strips, improved signage and accessibility, and audio-visual public address equipment.

Girard Station construction will start in 2008. Upon completion of the Girard Station project, Spring Garden Station construction will commence.

North Philadelphia Transportation Center (\$17,764,000) (TIP #S030)

The Broad Street and Lehigh Avenue area of North Philadelphia is served by several SEPTA routes including the R5, R6, R7, R8, the Broad Street Subway, and Transit Routes C and 54. This project will include renovations to the Broad Street Subway Station; new transit facilities at street level including signage and lighting; accessibility improvements to Broad and Lehigh including a new elevator and escalator; and accessibility improvements to Broad Street and Glenwood Avenue including connections to Amtrak's North Philadelphia Station. The Notice to Proceed for construction was awarded to Crossing Construction Co. (GC), Ray Angelini, Inc. (EC) and John J. Bee, Inc. (MC) in April 2005. Construction activity commenced in August 2005. Construction activities continue on the north and south mezzanines; stair S-8 construction continues; activities at the R8 regional rail station continue; sheeting installation commenced in May 2006 for the excavation and subsequent relocation of underground utilities on the east side of Broad Street. Work is expected to be completed in Fall 2007.



York, Callowhill and Arch Sump Pump Replacement (\$3,500,000) (MPMS #60255)

This project provides for the modernization of sump pumps located on the Broad Street Subway, which are used to eliminate high water in the track areas during heavy rainfall and snowmelts. The installation of two new sump pumps at each location – six total - will improve service reliability and safety. The scope of work includes demolition or renovation of existing pump rooms, removal and disposal of obsolete equipment, and installation of new sump pump systems. The Notice to Proceed for Construction was awarded to Quad Construction Company at the February 23, 2006 SEPTA Board Meeting. Construction commenced in June 2006 and is currently scheduled for completion in January 2007.

Infrastructure Safety Renewal Program – Broad Street Subway Line (\$33,800,000) (MPMS # 60585)

Over the last few years, SEPTA's in-house workforce has completed numerous improvements on the Broad Street Subway Line. Major station improvements have been completed at Lombard-South, Ellsworth-Federal, Tasker-Morris and Snyder Stations. New rail was installed on the local tracks between Olney and Girard Stations and on the entire Ridge Avenue Spur. In FY '07, 16,000 linear feet of rail is scheduled to be renewed on southbound track #1 from Walnut to Snyder and on the express track #2 in City Hall Station. Additional activities included emergency generators installation, vent wells / emergency exits improvements, and tunnel and station lighting enhancements.

SEPTA is proceeding with station improvements along the Broad Street Line through a combination of in-house and third party projects. All stations will remain open during construction, although certain station entrances or sections of the platform may be temporarily closed.

Work is currently underway at the following stations:

Olney

- This September 2005, SEPTA crews returned to Olney for their 5th annual "maintenance blitz." The crew will return for 6th annual in September 2006.
- Track area walls will be painted in July 2006.

Erie

- Platform tile replacement work completed.
- Station entrance improvements almost completed.
- Painting completed.

Cecil B. Moore

- Improvements to three of the four entrances will be completed in July 2006.

Fairmount

- Work is underway on new fare lines and cashier booths, as well as improvements to lighting and station entrances. The southbound side of the station is nearly complete; work on the northbound side will then begin. This will be completed by July 2006. Painting will be completed by December 2006.

Race-Vine

- Crews are currently working on the installation of new platform tile. Improvements are also being made to lighting, entrances, painting and signage. All work to be done by December 1, 2006. Stairways and tile are already in place.

City Hall

- Work has been completed on improvements to four street level entrances.
- As part of a City Hall Station "blitz" campaign, all unused track signs on outer track walls were removed, track walls and tops of all piping/conduit on platform were pressure washed, and areas missing wall tile on track walls were patched in preparation for painting.



Erie Station



Race-Vine Station

- The following work is scheduled to be completed by the end of June 2006:
 - Paint entire station, including tile walls.
 - New lighting will be installed on platform.
 - New rotogate will be installed in south mezzanine.
 - System maps will be replaced where needed.
 - All four track areas will be cleaned and debris removed.
- The following work is scheduled to begin July 2006:
 - Resurfacing of all stairways.
 - New lighting on mezzanine.
 - New rotogate installed in north mezzanine.
 - Repair flooring surface on mezzanine.
- New trash cans have been ordered and will be installed throughout the station when received.
- The design of new platform train information signs has been completed and the signs are being made by in-house forces and will be installed when completed.
- The repair of the flooring surfaces on platform and resurfacing of the platforms with epoxy paint and painting platform edge safety yellow is scheduled for the weekend of July 8 – July 9, 2006.

Lombard-South and Ellsworth-Federal

- Night crews are currently repainting the track areas of both stations.

Oregon

- Contractors installed a new escalator. A new elevator opened late June 2006.
- In-house crews will then install new platform tile and make cashier booth and fare line improvements beginning in early 2006. Work started on time and also includes lighting improvements and painting.

Tasker/Morris

- Painting track area walls is scheduled for July 2006.

Synder

- Painting track area walls is scheduled for July 2006.

BUS VEHICLE AND EQUIPMENT ACQUISITION

Bus Purchase Program – FY 2007 through FY 2010 (\$158,750,000) (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. The next order of buses to be advanced under this program will be the acquisition of 400 accessible, 40-foot low-floor buses and will include a pricing option for diesel-electric hybrid buses. These new buses will replace SEPTA's NABI buses, which will have exceeded their useful life of 12 years by the time of replacement. New buses will be scheduled for delivery in increments of one hundred buses per year starting in Calendar Year 2008.

Each 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 equipped to accommodate wheelchairs. In addition, each vehicle will be equipped with a bicycle rack. The Bus Purchase Program also provides for the acquisition of spare components, tools and equipment required to service the new buses.

The Bus Purchase Program provides the following benefits:

- Dependable and improved service for our customers
- Systematic replacement of aging components of the fleet
- Maintaining an average bus fleet age of approximately six years
- Introduction of new technology to the fleet

Trackless Trolley Acquisition (\$44,000,000) (MPMS #60642)

This project will provide for the design and acquisition of new low-floor trackless trolleys. The existing fleet is more than 25 years old and well beyond its useful life. Due to construction work by SEPTA at the Frankford Transportation Center and the Philadelphia Housing Authority at the Tasker Housing project, buses have been operating on trackless trolley Routes 29, 59, 66, 75 and 79 in South, North and Northeast Philadelphia.

Vehicles acquired through this project will incorporate current technology and proven components, along with passenger amenities, to ensure overall safety, security and passenger comfort. Each trackless trolley will offer easy access and 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 stops and informational messages. All vehicles will fully comply with the American with Disabilities Act (ADA) requirements. In addition, each vehicle will be equipped with a bicycle rack.



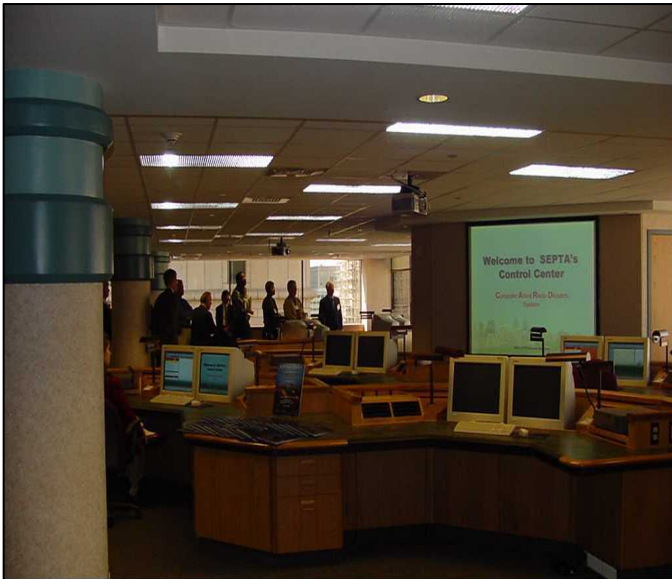
To avoid service delays caused by short distance, temporary roadway interference, the new trackless trolleys will have limited off-wire propulsion capability to maneuver around obstacles. This project will also provide for spare components, tools and equipment required to service these new trackless trolleys.

The SEPTA Board at its February 23, 2006 meeting awarded the contract to New Flyer, Inc. for a base order of 38 trackless trolleys, with an option for 23 additional trolleys. The first production delivery is scheduled for November 2007.

Computer Aided Radio Dispatch System (\$43,381,501) (MPMS #65340)

This project will provide 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 will be 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. Work is expected to be completed in late 2006.

Also included in this project is the installation of an Automatic Vehicle Locator (AVL) System. The scope of work for this subtask includes 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.



**CITY TRANSIT DIVISION LIGHT RAIL PROJECTS –
MAINTENANCE AND FACILITY IMPROVEMENTS**

Green Line Portals Roof Replacement – 36th & 40th Street (\$510,000) (MPMS #60255)

This project will entail the repair and/or replacement of damaged structural and architectural components, including structural steel, roof deck and masonry walls. New roofing, drains, flashing and copings will also be installed. Drain lines will be re-opened/replaced to ensure proper drainage. The Notice to Proceed for design was issued to Burns Engineering in October 2005. The 100% design submission was received in June 2006 and is currently under review by SEPTA staff.

CITY TRANSIT DIVISION TRANSIT FIRST INITIATIVES

Route 52 Transit First (\$2,740,000) (TIP # S089)

This project consists of transit first improvements along the Route 52 bus route, including highway traffic light interconnections for bus preferential signal controls, street identification striping to improve running time, bus stop striping to enhance passenger safety, additional passenger shelters and new informational signage along the route. The technology will be similar to that used on the Route 10 and Route 15 Transit First Projects. Route 52 runs from 49th Street Station in West Philadelphia to City Avenue in the Overbrook section of the City. The Notice to Proceed for construction was issued to Nucero Electrical Construction Company at SEPTA's September 2004 Board Meeting. Construction commenced in October 2004 and was completed in December 2005.

Street Track Renewal Program (\$6,349,000) (MPMS #60585)

As part of the FY 2004/2005 Infrastructure and Safety Renewal Program, SEPTA provided for the renewal of the eastbound and westbound tracks from 42nd to 58th Streets and the renewal of the eastbound facing switch layout at 50th and Woodland Avenue. Beginning the end of FY 2005 and continuing into FY 2006, 6,400 track feet on Lindbergh Boulevard from 56th St. to Grays and on 49th St. from Grays to Woodland will be renewed. This project is being coordinated with PADOT's renewal of the CSX bridge at 54th & Lindbergh, which is in the limits of this track renewal project. Also, 6,000 track feet was renewed on Chester Avenue between 42nd St. and 49th St. in FY 2006. This project provides for the renewal of the Island and Woodland Avenue double track "Wye" special work that allows trolleys coming to and from Elmwood Yard access to Routes 11 and 13. The double track "Wye" special work consists of six switches and frogs plus three diamond crossings. Construction is taking place during June and July 2006.



PARATRANSIT IMPROVEMENTS

CCT Communications System / Control Center (\$13,800,000) (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 control center facility / systems improvements design was completed by Parsons Transportation in August 2005. Bids for the construction phase were received in April 2006 and are currently under review by SEPTA.

Paratransit Vehicle Acquisition (FY 2005-2008 \$14,775,000) (MPMS #60599)

In the last 3 years, SEPTA has purchased a total of 107 new paratransit vehicles to support the City of Philadelphia portion of SEPTA's paratransit and shared ride services. These include 67 lift-equipped minibuses, 23 twelve-passenger minibuses, and 17 sedans. In 2004, 14 minibuses were acquired, half of which are lift-equipped. Fiscal Year 2005 funding supported the acquisition 37 minibuses without lift and 37 minibuses with lift. Fiscal Year 2006 funding supported the acquisition of 25 minibuses without lift and 42 minibuses with lift. In addition, 26 minibuses without lift, 33 minibuses with lift and 25 sedans will be purchased in 2007. The 2008 purchase plan calls for 6 minibuses with lift and 34 minibuses without lift.



OTHER CITY TRANSIT INFRASTRUCTURE IMPROVEMENTS

Fern Rock Roof Replacement and Structural Improvements (\$9,975,000) (MPMS #60255)

The existing roof at the Fern Rock General Repair Shop was installed in 1980. After twenty-four years of service, the roofing system is failing, which is compounded by cracks in the existing masonry walls and loose mortar between the bricks. This project entails the design, removal, and replacement of the existing roof, as well as stabilization of the façade and parapets. The scope of work will also include repair of steel structural elements and lintels, as required. The SEPTA Board approved the Notice to Proceed for construction to Plato Construction, Inc., for general construction services, to John J. Bee, Inc. for mechanical construction services, and to Vanalt Electrical Construction, Inc. for electrical construction services at the January 26, 2006 meeting. The General Construction Contractor completed taking samples of existing terra cotta for creation of mold and replicas. The Mechanical Construction Contractor delivered materials and started replacement of roof drains and installation of clean outs on existing roof drain leaders. The project is expected to be completed in July 2007.

Wissahickon Transportation Center (\$2,000,000) (TIP #0538)

This project consists of the engineering, design, and construction of an upgraded transportation center at the current location, serving nine bus routes. A building presently exists at the site and will be incorporated into the new center. Improvements will include new signage, curbing and curb cuts, improved shelters, and landscaping. These improvements will make the center more user-friendly and will be compliant with the Americans with Disabilities Act. The project will be re-bid upon execution of a Property Assignment Agreement between the City of Philadelphia and SEPTA.

Escalator / Elevator Replacement Program (\$24,850,000) (MPMS #60649)

This project provides for the replacement and/or modernization of escalators and the modernization of elevators at SEPTA's rail transit and regional rail stations. Currently, there are 48 escalators and 54 elevators within the SEPTA system. These units are dispersed throughout the system at rail transit stations, regional rail stations, and transportation centers.

Of the 48 escalators, ten will be replaced as part of other capital projects as follows: City Hall Station (Northwest entrance) on the Broad Street Subway Line and the escalators at 46th, 52nd, 56th and 60th Street Stations on the Market-Frankford Line, and the five installed as part of the Frankford Transportation Center project.

An additional 14 escalators have been replaced under this program at the following locations:

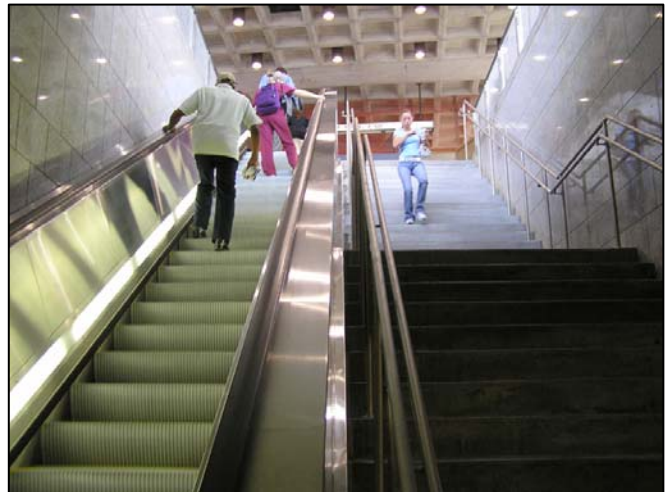
Margaret-Orthodox, Juniper, Olney Transportation Center (mezzanine to street level), Erie (northeast and northwest), Spring Garden, Cecil B. Moore, City Hall (southeast entrance) and Snyder Station (northeast and southwest) and Regional Rail 30th Street Station (Tracks 3/4 and 5/6).

New escalators at Oregon Station (Headhouse 5) and 2nd Street Station are in service. The new elevator at Oregon Station (Headhouse 5) is scheduled for completion in July 2006.

The next phase of this program will provide for the modernization of escalators at Pattison Station (Headhouse 3), Olney Transportation Center (platform to mezzanine), Norristown Transportation Center, Market East Station (Units 5, 6, 7, 8, 9, 10, 11, & 12), and Suburban Station (Units 31, 32, 33, & 34). 100% design submittal was received late June 2006.



Broad Street Line – Oregon Elevator



Broad Street Line – Oregon Escalator



**Market-Frankford Line – 2nd Street Station
Installation of New Escalator**

REGIONAL RAIL – STATION IMPROVEMENTS

Allen Lane Phase II and Queen Lane Stations (\$8,020,000) (MPMS #60619)

This project includes the engineering and design of station rehabilitation and improvements including ADA and historic elements. The scope of work at Queen Lane Station includes the reconstruction of the platform stairways and pedestrian overpass, rehabilitation of platform canopies, installation of new lighting and signage, and other site improvements. Allen Lane Station improvements include the following: installation of new high-level platforms; construction of new stairways, canopies, and pedestrian overpass; and, improved lighting, signage, and passageways. The NTP for design was awarded to Lichtenstein Consulting Engineers in June 2005. SEPTA Staff reviewed and approved the 30% design submission in May 2006. The consultant is currently working toward the 60% level. The design is scheduled for completion in February 2007.

Wayne Junction Station (\$11,165,600) (MPMS #60255)

This project includes design and construction of accessibility and facility improvements at Wayne Junction Station. The scope of work includes the removal of existing canopies and construction of new 200-foot canopies and windscreens on both the inbound and outbound platforms. A new low-level platform will extend between Germantown Avenue and Wayne Avenue. A new high-level platform will be constructed on the inbound side. Two new elevators will be installed at Wayne Avenue, one each accessing the inbound and outbound platforms. Bid proposals for consultant design services were received June 9, 2006 and are being evaluated by SEPTA staff.

Fox Chase Branch High Level Platform Program (\$1,975,700) (MPMS #60585)

The first phase of this program involved the design of high level platforms for existing station facilities located at Olney, Lawndale, Cheltenham and Ryers. Beginning in FY 2006 and finishing in FY 2007, the station facilities at Cheltenham Station will be completely renewed. A single high level precast platform will be constructed. A new station building with ticket office, waiting room and restroom facilities will replace the existing ticket office trailer. The resulting station facilities will be fully accessible to disabled riders. During FY 07, engineering design for Ryers Stations will be completed.

Intertrack Fencing Program FY 2007 (\$218,0000)

In FY 2007, new standardized intertrack fence panels will be installed on the R6 Norristown Line at Ivy Ridge Station and on the R7 Chestnut Hill East Line at Wister, Wyndmoor and Gravers Stations.

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

- The construction contract for accelerated project elements was awarded to Daniel J. Keating Company 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 I - Installation of a chilled water plant, abatement of asbestos and rehabilitation/reactivation of the platform ventilation system contact was completed in September 2001. 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 has been completed on 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 will include renovations to all the stairways and corridors; construction has already been completed at the 15th & Market Streets and 18th Street & JFK entrances and in the South Corridor (at 4, 5, 7 and 8 Penn Center). 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 will be operational near the end of the project. In addition, revisions to the new Crew Remittance Office were completed, construction concluded on the new Ticket Office and renovation of the Central Station Waiting Area and the East Station Waiting Area has also been proceeding. The contractors are in the process of renovating the North Corridor and the 16th Street Courtyard (north part) and 16th Street Corridor. The project is currently scheduled for completion in late Summer 2006.



REGIONAL RAIL – BRIDGES AND INFRASTRUCTURE

Wayne Junction to Glenside Track and Signals (\$85,200,000) (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 installation of new ductbanks and right-of-way drainage improvements are completed. The contractor continues to work on cable installation, aerial work, rail welding and retired equipment removal during both day and night hours. Substantial completion is projected for Summer 2006.



30th Street & Fairmount Substations (\$34,000,000) (MPMS #60651)

This project consists of the engineering and design of improvements to the traction power supply system and replacement of 30th Street Switching Station and SEPTA's substation currently located at Callowhill. The 30th Street Switch Station is located in Amtrak's Penn Coach Yard. The Amtrak owned facility distributes traction power to the SEPTA Regional Rail via catenary circuits at Zoo Interlocking, Arsenal Interlocking, Powelton Avenue Yard, Suburban Station and the Center City Commuter Tunnel. A new switching station will be constructed on SEPTA property within the Powelton Yard. The Callowhill Substation is located on the former Reading Railroad Viaduct south of the north portal of the Center City Commuter Tunnel. This facility is one of twelve auto-transformer substations which transforms the incoming traction power from 24,000 volts to 12,000 volts and distributes power north of the Center City Commuter Tunnel. This substation will be replaced with a new substation located at Fairmount Avenue. The NTP for design was issued in May 2004 to Gannett Fleming. The design is currently at the 90% design level and scheduled for completion in late Summer 2006.

Purchase 104 Silverliner V Rail Cars (\$310,000,000) (MPMS #60638)

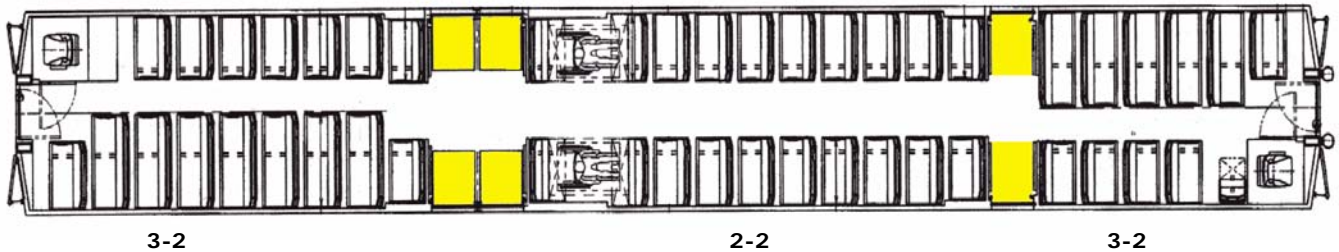
This project provides for the acquisition of 104 new rail cars for SEPTA Regional Rail service. These new electric multiple-unit (EMU) cars will replace the existing Silverliner II and III rail cars, which are currently 37 to 41 years old, and will provide for a modest expansion in the fleet size.

The new cars will include the latest systems and technology to assure the safest vehicle possible. Two doorways will probably be placed midway on the cars. This would improve the customer's speed of entry and departure.

Another benefit will be increased speed of service. With the average distance between station stops being only 1.3 miles, our trains spend much of their time accelerating or decelerating. New technology will allow the cars to start and stop considerably faster, without jolting the customers.

Each car will be ADA accessible and friendly for people with visual impairments, and there will be spaces for two wheelchairs in each car.

The SEPTA Board awarded a contract to United Transit System, LLC, a consortium of Sojitz Corporation of America and Rotem Company, on March 23, 2006. The Notice to Proceed was issued on June 16, 2006.



Seating/Floor Plan

NEW STARTS PROJECTS

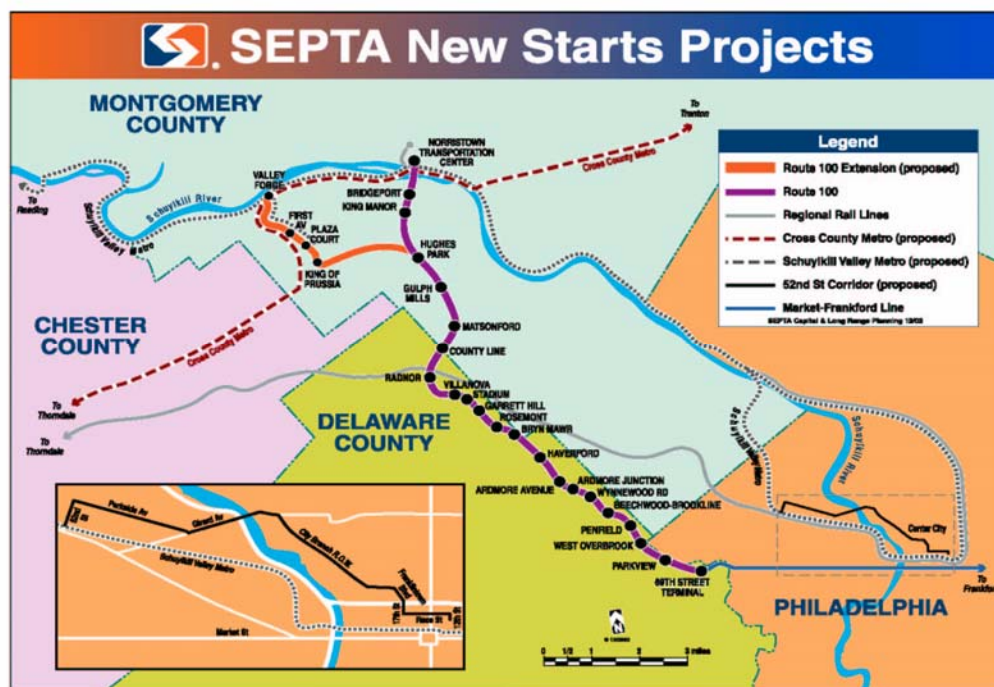
52nd Street Rail Connector – Feasibility Study (\$495,000) (TIP #S109)

The primary study corridor includes terminals at the proposed Schuylkill Valley MetroRail Station at 52nd Street near Lancaster Avenue in West Philadelphia and the Market East Station/Pennsylvania Convention Center in Center City Philadelphia. The study will evaluate the relationships between transportation and the communities through which the connector will operate, and will include investigations and analyses of the extent that such a connector will improve transportation efficiency in the Greater Philadelphia region; reduce environmental impacts of other transportation modes; ensure access to jobs, services and centers of trade; and promote development and investment along the corridor route. A Notice to Proceed was issued to Systra Consulting in June 2004. Public meetings were held in April 2005, September 2005, November 2005 and June 2006. The study is scheduled for completion in the Fall 2006.

Route 100 Norristown High Speed Line Expansion

The Route 100 is an electric rail line operating between the 69th Street Terminal in Upper Darby (Delaware County) and the Norristown Transportation Center in Norristown (Montgomery County), a distance of 13.5 miles.

The existing Route 100 line passes adjacent to, but does not directly serve, the King of Prussia/Port Kennedy area. Thus, a relatively short extension of approximately 4.6 miles could tap this important and growing suburban market area, while enhancing the value and utility of the existing line.

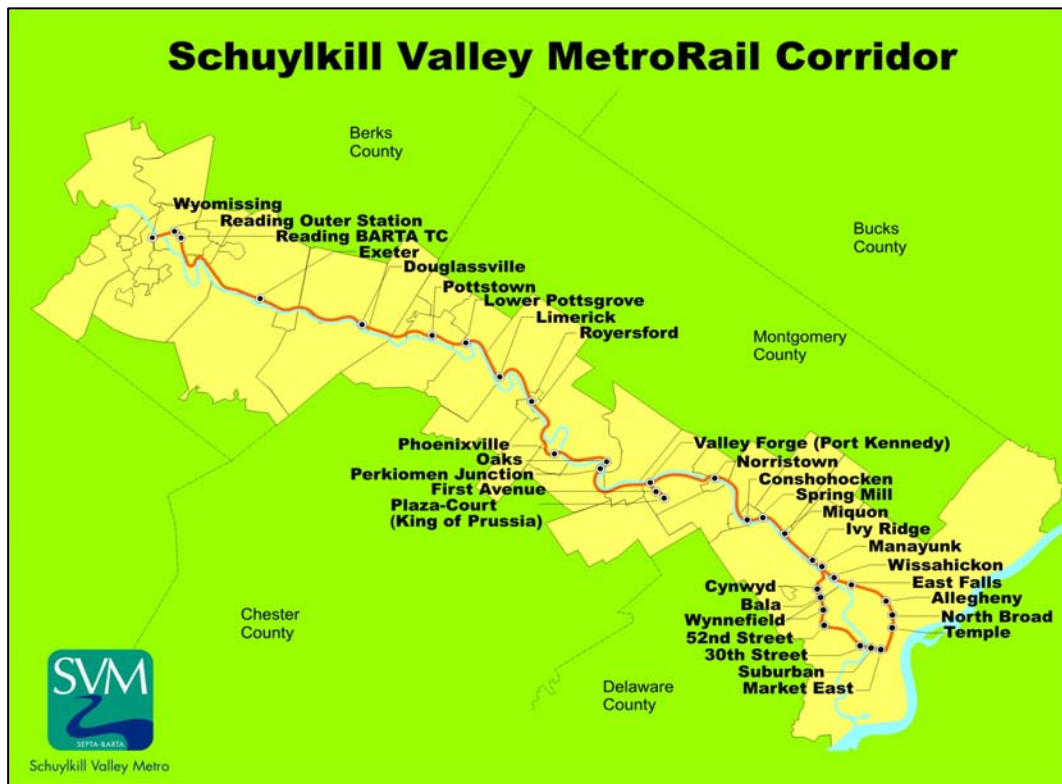


Schuylkill Valley Metro (MPMS #60565)

A Major Investment Study/Draft Environmental Impact Statement (MIS/DEIS), the first phase of the federal New Starts funds eligibility process, was completed in September 2001. The MIS/DEIS was funded at \$5.5 million: \$5.0 million SEPTA, \$0.5 million Berks Area Reading Transportation Authority (BARTA), using State Act 3 funds. As adopted by SEPTA and BARTA Boards in CY2000, the MIS/DEIS identified MetroRail to King of Prussia and Reading as the Locally Preferred Alternative (LPA) and was submitted to the Federal Transit Administration (FTA) for review in September 2001.

In January 2002, the FTA gave SEPTA and BARTA its approval for the advancement of the project to preliminary engineering. The Federal Transit Administration, however, rated the project "Not Recommended" in February 2003. The federal rating occurred because the project financial plan for construction proposed the maximum 80 percent share of Federal New Starts funding, rather than just 60 percent.

A task force, convened by Governor Ed Rendell and Congressman Jim Gerlach, is reviewing this project. This task force will recommend the best approach for implementing and phasing the project, as well as the best methods for financing the project. It is expected that the Task Force will make its recommendation in 2006.



PROJECTS RECENTLY COMPLETED

MARKET FRANKFORD LINE STATIONS AND OTHER IMPROVEMENTS

Automatic Train Control (\$104,500,000)

This project provides for the construction of an automatic train control (ATC) signal system for the Market-Frankford Subway-Elevated (MFSE) Line. This line contains a total of 26.66 track miles. The MFSE Line had a unidirectional block signal system, which utilized wayside signals and trip stops to control train movements. The technology used by this obsolete signal system and sections of the signal plant is over 74 years old.

The automated train control signal system is a state-of-the-art system, which will enable central control of all interlockings, track switches, and train movements. The system also provides train overspeed protection with automatic braking, as well as bi-directional train movements with full signaling. A new track interlocking was installed in the subway portion of the line at 40th Street. These improvements permit a more effective operation of the new M-4 cars. The ATC system will enable service on this line to be more reliable and more flexible. In addition, the service provided by the MFSE Line will be operated with enhanced safety features.

This project was substantially completed in September 2004 and the new ATC signal system is in operation.

30th Street Station ADA Improvements (\$9,676,831)

This project will provide full ADA accessibility to the 30th Street Station on the Market Frankford Subway Elevated Line and Subway Surface Line. The project was completed in April, 2004.



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. This project was completed in 2004.



Multi-Modal Traction Power Substations (\$22,947,578)

This project includes construction of a new substation at the 69th Street Terminal supporting the Market Frankford Subway Elevated Line, the Norristown High Speed Line, and the Media Sharon Hill Line. Also included is the construction of a substation at 46th Street to provide improved traction power for the new M-4 fleet on the Market Frankford Subway Elevated Line. Completion of this project was achieved in March 2004.



BROAD STREET SUBWAY

Tasker-Morris and South Street Sump Pump Replacement (\$1,800,538)

This project consists of replacement of the existing storm water pumps located at Tasker-Morris and South Street in the Broad Street Subway, including renovation of the pump room and installation of new controls. Project completion was achieved in May 2002.

BUS VEHICLE AND EQUIPMENT ACQUISITION

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

This project will provide for the acquisition of 338 accessible 40-foot low-floor buses from New Flyer of America, Inc. The 338 accessible 40-foot low-floor buses will replace 15 and



16 year old buses, which are beyond their useful life of 12 years. Two hundred and eighteen buses were delivered in 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 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 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, such as the LUCY service, and on the following fixed routes in the City of Philadelphia that are more economically served with small buses: Route 35 serving Andorra, Roxborough and the Wissahickon Transfer Center; and Route 77 serving the Roosevelt Mall in Northeast Philadelphia, Jenkintown, and Chestnut Hill.



SEPTA's contract with El Dorado National of Chino, California for the delivery of eighty 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, 2000, all buses have been placed into revenue service.



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. One hundred buses were delivered annually in 2001, 2002 and 2003.



CITY TRANSIT DIVISION GIRARD AVENUE AND LIGHT RAIL PROJECTS

Rail Rolling Stock (PCC Trolley Cars) Rehabilitation (\$30,000,000) (TIP #S073)

This project provides for the refurbishment of eighteen PCC Trolley cars for use on the Girard Avenue Route 15 Light Rail Line. The refurbished vehicles are air-conditioned and wheelchair-accessible. All cars have been delivered, with the last car delivered in November 2004. The PCC Cars were placed in service on September 4, 2005 and operate on light rail route 15.



Girard Avenue Light Rail Infrastructure Renewal (\$48,000,000)

This project was completed in October 2002. The scope of work included the rehabilitation and/or construction of new substations, feeders, cables, overhead and track. In addition, SEPTA's workforce is currently improving a total of 10,000 feet of track at various locations along the line.



CITY TRANSIT DIVISION TRANSIT FIRST INITIATIVES

Route 15 Transit First (\$4,952,928)

This project provided for transit first improvements along the 8.2-mile route from West Philadelphia into the Port Richmond section of the City. Transit first improvements included improved transit stops and preferential traffic signals designed to improve reliability and speed. The scope of work included construction of preferential actuation of traffic signals and traffic signage, and replacement of traffic signal controllers at thirty-six intersections along Girard Avenue. The new controllers permit interactive communications and programming from the City's central control facility to correct signal malfunctions, implement progression schemes, and diagnose on-street operational problems as they occur. Associated intersection hardware, such as traffic signal heads, poles, conduit, cable, junction boxes, and regulatory signs were replaced as needed. In addition, transmitter devices will be installed on the light rail vehicles that operate on this line. This project was completed in April 2003.



Route 10 Transit First (\$2,918,720)

This project includes preferential traffic signals and traffic signage designed to improve efficiency and running time of the Route 10 Light Rail Line, which runs from West Philadelphia into the Subway-Surface Tunnel terminating at 13th & Juniper Streets in Center City Philadelphia. The scope of work includes the replacement of two-way traffic signal controllers at each of the twenty-six intersections (north and south bound) along the Route 10 corridor. The new controllers permit interactive communications and programming from the City's central control facility to correct signal malfunctions, implement progression schemes, and diagnoses on-street operational problems, as they occur. In addition, antennas and control boxes were installed on the light rail vehicles that operate on this line. The infrastructure improvements were completed in April 2003.

OTHER CITY TRANSIT INFRASTRUCTURE IMPROVEMENTS

Allegheny Garage Roof (\$1,752,745)

This project includes the replacement of the existing roof of the bus garage at the Allegheny Garage, which is approximately 15 years old. The contractor achieved completion of this project in September 2002.

Berridge Shop (\$3,703,701)

This is the fourth phase of the ongoing program to modernize the Berridge Shop to facilitate maintenance of the new bus fleet. This phase of the project includes installation of above ground lifts, central fume extraction, overhead exhaust system, fluid distribution system, and vacuum system. Safety enhancements include upgrading of the electrical system and re-coating of the floor with a non-slip finish. The construction was completed in June 2004.

REGIONAL RAIL – STATION IMPROVEMENTS

Allen Lane Phase I – Historic Stations (\$756,400)

This project consisted of historic renovations of the Allen Lane Station, including the rehabilitation and restoration of the exterior and interior of the station building and shelters adjacent to the building. This work, which was completed in September 1999, was performed in accordance with ADA requirements.



Amtrak 30th Street Station (\$7,681,849)

This project consisted of renovations to the headhouses, train information display system, clocks, and benches, and the replacement of announcer booths and escalator A. The scope of work also included renovations to the mezzanine and new elevators, stairs, and janitors' facilities. Completion was achieved in October 2001.

Overbrook Station (\$9,101,649)

This project includes the historical restoration, structural renovations, and accessibility improvements to the Overbrook Station on the R5 Paoli/Thorndale Line. The scope of work includes rehabilitation of the station building; structural rehabilitation of the passenger tunnel; painting of the station and platform shelters; resurfacing of platforms and parking lots; lighting, power, mechanical and HVAC improvements; and landscaping. Completion was reached in October 2003.

REGIONAL RAIL – COMMUNICATIONS AND SAFETY

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

In voluntary compliance with the Americans with Disabilities Act of 1990, an audio/visual public address system was installed at twenty-two (22) RRD stations and six (6) Transit Stations. This project, which included equipment installation, system software, and communication enhancements, was completed on December 20, 2002.

The following Key Stations in the City of Philadelphia have been completed: Pattison, Cecil B. Moore, and Olney Stations on the Broad Street Subway Line; 69th Street Station on the Market Frankford Line; and R1 Airport, R3 Forest Hills, R8 Fox Chase, R8 Queen Lane, R8 Chestnut Hill West, University City, Temple University and Market East Regional Rail Stations.

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

This project consists 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 completed in March 2003. The phased cutover from existing locations to the Control Center has been completed.



REGIONAL RAIL – BRIDGES AND INFRASTRUCTURE

Fox Chase Line Resignalization for the SEPTA / CSX Separation (\$3,800,000) (MPMS #60255)

This project was undertaken to separate SEPTA's commuter operation from CSX's freight operations on the double track, CSX Trenton Line between Newtown Jct. (M 6.2) and Cheltenham Jct. (MP 9.6). The project provided for one track dedicated to the CSX's freight operations and the other track dedicated to SEPTA's commuter operation. An upgraded signal system (cab no-wayside train control) was installed from Newtown Jct. to Fox Chase, providing greater levels of safety.

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

This project provides 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.



OTHER REGIONAL RAIL INFRASTRUCTURE IMPROVEMENTS

Wayne Junction Shop Roof (\$2,100,000) (MPMS #60255)

The scope of work for this project includes construction of a new roof system for the Wayne Junction Shop and Line Maintenance Building. The shop was built in the early 1930's for the Reading Company, and currently houses the Silverliner IV fleet vehicle overhaul function. A Notice to Proceed for construction was issued to USA General Contractors, John J. Bee Mechanical and Mulhern Electric Co. in September 2004. Construction was completed on June 30, 2005.