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A Study in Contradictions

SEPTA implemented its fare increase on the first of this month, though in a slightly different form from what was proposed in public hearings. The plan to designate all stations on four in-city commuter rail lines as zone one, so transit passes would be valid at all times, was dropped, but SEPTA did not offset that with a reduction in the 15% fare increase most of the rest of SEPTA's railroad riders face, as DVARP recommended. Instead, SEPTA bowed to public and political pressure and offered a discount on school tokens.

While SEPTA faces a lawsuit over the fare increase, the untold story is the degree to which the fare increase conflicts with SEPTA's own fare policy study, completed just this year. This month and next, we look at what that report said, and how SEPTA ignored it to implement the fare changes it wanted all along.

Board Approves Increase: No Relief for Rail Commuters or Transfer Users

SEPTA implemented an 11 percent fare hike July 1, following a judge's refusal to grant an injunction against it. Commuter rail riders are hit hardest of all, facing increases of 15 percent on the cost of a monthly pass. The new rates take effect when August passes go on sale.

DVARP won only a partial victory with its objections to the size and structure of the fare increase. The SEPTA Board found DVARP's arguments compelling, and voted against a plan that would have made all stations zone 1 on four commuter rail lines. While the fare break for some riders would have been nice, the distorted fare structure would have had negative effects too, particularly from riders switching stations to take advantage of the cheaper fares, filling up parking lots and crowding other riders off the system.

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No DVARP Meeting in August

See you on September 15

Schedule Change Alert

New Amtrak Northeast Corridor schedules now in effect—see page 14

Two-for-one Acela Express weekend fares: Go now! (details—page 14)

Fare Study: Are Customers Really Confused?

by Matthew Mitchell

SEPTA's long-awaited fare policy study was finished early this year, but appears to have had little effect on the choices management made when it proposed fare increases this spring. Instead, SEPTA made a quick grab for more money: a lot more money. This extends a SEPTA history of fare policies designed more for short-term political expediency than for long-term growth in ridership and revenue, dating back to their forgetting Louis Gambaccini's advice that fare increases should be smaller and less frequent.

When they begin in 1998, the studies (a parallel study on fare collection technology went on simultaneously) were a good idea at the right time. New York City was seeing terrific ridership gains from their new Metrocard stored value card fare system, Baltimore had just restructured and simplified its transit fares, and SEPTA had just adopted its Five Year Plan for Strategic Change. But just as the idea of strategic (and necessary) change at SEPTA petered out, so did the studies.

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From the Editor's Seat **Under Every Rock...**

They didn't get much attention because of the fare increase, but in the last few months, two more SEPTA scandals were uncovered. SEPTA's paratransit program was already in trouble: no-show trips and service breakdowns led to protests at SEPTA Board meetings and numerous attempts to reorganize the system, particularly reservations and scheduling. Now it's been revealed by Jere Downs of the Inquirer that a suburban paratransit carrier was billing SEPTA for rides that were never taken.

Meanwhile, Chris Brennan of the Daily News published a businessman's allegations of favoritism and possibly even racism in the award of a public relations contract for the West Philadelphia el rebuilding. Whether or not there was wrongdoing in the selection of the PR firm, contracts like this, which duplicate functions SEPTA already can carry out with its own people have been something DVARP has criticized for years.

While the newshounds were digging up those stories, we keep on finding serious problems in the Schuylkill Valley project: from a fatal flaw analysis that arbitrarily kept some alternatives while eliminating others with better scores, to erroneous ridership figures and errors in technical studies.

After several DVARP presentations to the SEPTA Board, showing where all the smoking guns were, they finally got a Gunn of their own, David Gunn, to do an independent 'external review' of the study. His report was scathing, and led to SEPTA's hasty reversal on the idea of making the route to Reading a light rail line.

Add to this the embarrassment of the subway escalator case and the Blue Ribbon Commission report that found serious problems in the management of SEPTA's legal affairs, and TV news stories of workers sleeping on the job. The botched el car contract and the Schuylkill Valley mess.

How many more scandals is it going to take for the Board to wake up and understand that SEPTA

needs a complete fumigation as much as it needs more state cash? And how long will it take them to understand that SEPTA isn't going to get the support it needs until it shows that it really is "serious about change."

Our first instinct at DVARP is usually to give the system a chance. SEPTA does have an internal audit process and an Inspector General. But frequent reorganizations and tight resources have hamstrung that office, and its efforts have been aimed more at fraud than at mismanagement. Jack Leary has had his chance to do something about the problems right under his nose, but he hasn't. Now he's part of the problem.

I say it's time for a thorough investigation of SEPTA: by outsiders not insiders or cronies. An investigation where employees, ex-employees, and other knowledgeable parties like DVARP can testify to all the problems we've told SEPTA about and all the times we were ignored.

The Phoenix Report was a good first step, but its scope was limited to how the system is managed. It left a lot of important areas undisturbed, but people thought that since nothing was said about those areas, nothing must be wrong. The escalator scandal and ensuing report on the legal department showed us there is plenty of rot still left to be uncovered and fixed.

The other important thing about an outside audit is that it will have credibility when it finds areas where things are all right. A decade ago, there was a tempest over SEPTA's purchase of the push-pull commuter cars, having to do with favors the contractor did for SEPTA staff. The Pennsylvania Auditor General was called in to investigate, and came back with the conclusion that there was no wrongdoing. I'd like to wish we'd have the same happy ending, but I don't think we will.

Every time someone kicks over a rock, we find something else disgusting hiding under it. It's time for the Auditor General, or PennDOT, or the FTA to step in where Jack Leary won't.—MDM

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Warrington Admits Amtrak in Trouble

Amtrak's budget crunch is more than just a temporary cash flow problem: it now threatens the survival of many Amtrak routes if not the entire railroad. Amtrak President George Warrington announced another round of job cuts, again aiming mostly at management positions. A 15 percent cut in management jobs has been ordered, and if Amtrak's fiscal woes get worse, as many as 10 to 15 percent of union jobs could also be eliminated.

Warrington also announced that a management consultant, McKinsey & Co., has been brought in to look at a possible major restructuring of the company. McKinsey has worked on Amtrak matters before, and was even involved with the start-up of the railroad. Warrington said that many different measures to save money will be looked at. Some will be implemented and others will be discarded. We can expect that those trial balloons will spark scores of rumors, particularly among employees and the rail advocate community. As in past times of restructuring at Amtrak, most of those rumors will be exaggerated, and should be taken with skepticism by Amtrak's supporters.

The acknowledgement that Amtrak faces at least a \$200 million shortfall in the present fiscal year validates some of the warnings issued last year by DOT Inspector General Kenneth Mead. His reports warned that while Amtrak's revenues were growing and close to meeting the long-range plan, Amtrak was doing much worse on the expense side of the ledger. In a turnaround from his usually pessimistic observations, Mead said that service cuts and cuts in maintenance and other expenditures would be problematic because they would undo much of Amtrak's recent successes in increasing ridership and finding new sources of revenue.

Already this year, Amtrak has been

Amtrak opponents in Washington will likely seize on the latest announcement as proof that intercity passenger rail can't work in the U.S. But Amtrak is far from alone in having problems turning a profit in the present economy. Airlines are also being hit hard by the economic slowdown, and some have announced retrenchment plans, including Delta, which will get out of the Washington-Boston shuttle market.

Washington Post reporter Don Phillips says the management cuts will likely be aimed at the offices of Amtrak's three strategic business units: Northeast Corridor, Intercity, and Amtrak West. The three units were established. Phillips reports that NEC boss Stan Bagley will likely survive as Chief Operating Officer, responsible for all three segments of the business. The first big changes could come on July 26, when Amtrak's board of directors next meets.—MDM

On the Railroad Lines

Fort Washout

Contractors are busy replacing the R5 Lansdale line bridge over Sandy Run Creek, just south of Fort Washington. On June 16, heavy rains dumped by the remnants of Tropical Storm Allison flooded the creek, washed out 300 feet of track, and washed out portions of nearby Bethlehem Pike. At press time, construction is almost finished, and SEPTA will meet its initial goal of repairing the bridge in 4 to 6 weeks (a target later adjusted to two months). Next month's DVRP will include exclusive pictures of the scene.

One bit of good has come out of the month-long shutdown: SEPTA pushed forward part of its project to build a pedestrian underpass at the Fort Washington station, though it may be hard to tell once train service resumes. While no trains were running, crews excavated a trench at the south end

of the platforms, and buried a box culvert under the tracks. Stairways at each end will be excavated and built later, but the service shutdown let the most disruptive piece of this project get completed faster and without affecting the passengers.

SEPTA restored service Monday morning after the flood, using shuttle buses between Ambler and Jenkintown, though R5 trains actually are continuing to and from Glenside. DVARP has received complaints about bad connections on the buses, and forwarded them to SEPTA. In particular, people are unhappy that the R5 trains to Center City aren't waiting for the buses. Instead, passengers are to connect with the R2 and R3 trains that follow 15 minutes or so later. Some of those trains, particularly at peak hours, have been overcrowded because of the R5 passengers. Others have been held several minutes for late-arriving

buses, delaying the Warminster and West Trenton passengers too.

SEPTA's handling of the disruption has been logical, even though it hasn't been the best from the passengers' perspective. Busing only around the affected section would be tough, because there is no crossover between tracks at Fort Washington (there is one at Oreland), and the more frequent service at Jenkintown makes the shuttle operation easier to manage in case there is a delay. Having the R5 trains wait for the buses would greatly disrupt the Paoli side of the line.

New and Blue

Reading-side riders may have noticed the two new "locomotives" in the Wayne Electric Car Shop yard. Though they used to be ALCO locomotives, units 651 and 652 are now longer powered, and were used by Long Island Rail Road as control cabs and electric power supplies for push-pull trains. SEPTA acquired them after the LIRR replaced its old locomotive fleet, and is using them as control cabs for its "gel train": the train that plies SEPTA routes in the fall, applying Sandite gel to keep passenger trains from slipping on leaf-covered rails.

Bikers Welcome

Did that advertising poster of a Silverliner filled with riders in bicycling helmets inspire you to get a group together to see the X-Games? Don't let us (or SEPTA) stop you. We've heard some complaining that SEPTA limits each off-peak train to two bike-on-rail passengers on weekdays and five on weekends, but the railroad is willing to accommodate groups. Just make sure to call 215-580-8403 24 hours in advance.

Transit News Update

DayPass More Valuable than Ever

For some transit riders, SEPTA's little-known one-day pass could now be advantageous. The cost of the DayPass increased 20%, but transfer and zone fares increased even more. The \$6.00 DayPass now is good for all city and suburban transit services. Previously you had to pay zone fares for suburban travel. Using the DayPass for a round trip on Route 124 or 125 now is a big savings compared to the \$4.00 cash fare each way. Tokens are still a better deal for simple round-trips from transit zones 1 and 2 though.

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Fare Hike Approved

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Under questioning by DVARP representatives, SEPTA staff admitted they had not studied those consequences or spoken to the affected communities. Elected officials contacted by DVARP about this proposal expressed their opposition to it.

DVARP was unsuccessful in getting SEPTA to roll back the price of transit transfers, which are now 60 cents: the highest cost of any system that offers transfer fares. Public hearing examiners Ron DeGraw and Murray Goldman agreed that the transfer cost was already too high, and recommended that the increase be halved from 20 cents to a dime. But SEPTA management convinced the Board to reject that recommendation, saying it needed the additional farebox revenue (and a bigger hike in the transit base fare) to pay for a five percent discount that will be offered for school tokens beginning this fall, and to phase in an increase in the fare for Shared Ride paratransit.

While the hearing examiners clearly fixed responsibility for subsidizing the transportation of Philadelphia schoolchildren on City Council and the School Board, not SEPTA, the discount does not set a bad precedent—it simply applies the Compass program in which SEPTA and employers share the cost of discounted fares.

Activist groups once again sought to have the fare increase struck down in court, arguing that the hike of the base fare to \$2.00 instead of \$1.90 as was proposed at the hearings made the hearing process invalid. But the judge ruled that the SEPTA Board's decision to raise the base fare higher in order to grant the school fare discount the plaintiffs were also seeking was a legal exercise of the Board's discretion, and there was no violation of open meetings laws. Chances of the plaintiffs succeeding on appeal are slim.—MDM

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correspondents: J. Thomas Cooper, John Dawson,
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Annual Service Plan Focuses on DelCo, Avenue of the Arts

SEPTA's Annual Service Plan is the means by which the Authority proposes major route changes to the public. Because the travel market is always changing, with new development in some places and transit ridership weakening in others, there's always a need to evaluate SEPTA's service and tailor it to better serve current and potential riders.

This year, the Annual Service Plan deals primarily with two areas: reconfiguration of Red Arrow Division services in Delaware County, and developing new services as the Avenue of the Arts comes to life.

Red Arrow Proposals

- 103 would be extended to the Ardmore R5 station, connecting with 105 and 106.

- 104 would be extended to West Chester University; also West Chester Pike corridor service would be restructured to allow more consistent travel times between 69th St Terminal and Manoa.

- 107 would be extended to Darby Terminal via Springfield Rd.

- 110 would operate over the express routing at all times (via the Media Bypass) with some trips extended to Concordville and Chadds Ford during weekday peak hours.

- 111 would effectively become the 110 local routing, and would serve Springfield Mall, Marple Crossroads, Downtown Media, and other points along the present 110.

- 112 would operate directly to Delaware County Community College in Marple, with Lawrence Park service operated by a new Route 126.

- 115 would be reorganized at both terminal points: Service between Llanerch and Ardmore would be discontinued, the northern terminus would become 69 St Terminal, operating from Darby via Lansdowne Av and West Chester Pk. This would offer another one-seat ride option for travelers between Darby/Lansdowne and 69 St as well as offer a one-seat ride between Folcroft, the high schools on Lansdowne Av, and Crozer-Keystone Hospital. Service would also be extended from Folcroft to Springfield Mall via MacDade Mall and the present 111 routing from MacDade to Springfield.

- A new route (no number yet) would operate over the 111 routing between 69 St Terminal and MacDade Mall via Westbrook Park; the service

would depart 69th St via Garrett Rd, stopping only at Lansdowne Av and Shadeland Av.

City Transit Proposals

The new orchestra hall is another couple of blocks south from the Academy of Music; it's also going to increase the number of cultural events going on at night in Center City. The added travel distance and increased activity makes SEPTA think there will be more demand for service to and from South Broad St.

Two new shuttle routes in Center City are being proposed; the first would operate as a shoppers loop via Chestnut and Walnut between 6 & 20 Sts; the second would serve as an Avenue of the Arts shuttle, connecting the new Kimmel Center with Suburban Station and several nearby parking garages. SEPTA also proposes eliminating its Route 76 in favor of extending the City of Philadelphia's Phlash visitor shuttle to the Philadelphia Zoo. We'll look closer at the issue of circulator routes in Center City in an upcoming issue of the DVRP.

On Regional Rail, more late night service would be offered on several route segments, including the R2 and R8. A couple of adjustments are planned for the R5. These changes are proposed by the City of Philadelphia to coincide with the opening of the Kimmel Center. Also, the proposal to operate hourly service on the R7 Chestnut Hill East and R8 Fox Chase is in this year's plan; it was not implemented last year due to funding issues.

Unfortunately, SEPTA is again proposing to eliminate the R8 stop at North Philadelphia. DVARP succeeded in defending this lightly-used but strategically-important service. There's no alternative for the Chestnut Hill commuters connecting to Amtrak Clockers at North Philly, other than losing half an hour going all the way to 30th Street and back. Faced with that choice, people will drive or move out of the city instead.

One more change has been proposed so that bus layovers will not disturb Andorra residents as much. Route 9 would terminate at Summit Loop, to be replaced by an extended Route 35 (which is operated with smaller buses). To make up for the loss of a one-seat ride between Andorra and Center City, the 61 Express would be extended from Summit Loop to Andorra.—CR, MDM

South Jersey Report

NJT Budget Passes: No Fare Hike

A generous increase in state funding will allow NJ Transit to increase bus and rail service in Fiscal 2002, without increasing fares. The no-fare-increase budget was expected, this being an election year in the Garden State. The last fare increase was eleven years ago. NJT's total operating budget will be \$1.138 billion, about half of which comes from fares. Ridership is projected to increase about three percent.

All good things must come to an end, and NJT projects a shortfall in capital and operating funds over the next five years. Alex DeCroce (R-Morris County), chairman of the Assembly Transportation Committee, was quoted by the Star-Ledger as saying a fare increase would be needed sooner or later.

- Construction of the new Regional Transportation Center in Vineland is expected to begin next month. The facility will include a day care center as well as space for businesses and a new bus terminal.

Transit Benefits for NJ Employees

The legislature in Trenton has approved a bill making employees of New Jersey state agencies and commissions eligible for transit commuter benefits, and sent the bill to the Acting Governor for his signature. If approved, more than 75,000 employees will be able to take advantage of TransitChek and use pre-tax money for bus or rail fares.

Gambler's Expressway Extension Opening Soon

The Atlantic City-Brigantine Connector, better known as the Casino Tunnel, is opening this month. DVARP fought vehemently against this extension of the Atlantic City Expressway, in part because it will cross the Atlantic City Rail Line at grade, just outside the train station. NJ-DOT chose not to relocate the planned highway or spend the estimated \$20 million it would have cost to grade-separate the crossing.

Transportation consultants agree with DVARP that the combination of expressway speeds, drunk or drowsy patrons leaving the casinos, and frequent train service is a recipe for tragedy. The Federal Railroad Administration also objected to the highway.

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DVARP President Don Nigro was quoted in news accounts about the upcoming opening. He called the highway design "foolish" and said the crossing will be unusually dangerous. He wishes drivers will obey the traffic laws so he can be proven wrong, but says it isn't likely.

Spend a Day Down the Shore!

It's been an annual tradition for decades now: the fun and fellowship of a train ride to the Jersey Shore. Once again, our friends at DelTRAN and Concerned Citizens of the Delaware Valley are planning a casual rail excursion to Atlantic City, on Saturday, August 18 (no DVARP meeting that day).

Meet up at the Au Bon Pain café at 30th Street between 9:00 and 9:15. Then we'll catch the 9:30 NJ Transit train. Once at the shore, you'll have free time to relax on the beach, go shopping, or visit the casinos. The group will be having lunch at the Tun Tavern brewery/restaurant, and return to Philadelphia is at your leisure. This is always a fun day, so mark your calendar, and call Harry Hyde at 610-543-1977 if you have questions.

Where Are They Now?

The name of David Stumpo, former light rail boss at SEPTA, has been in the news lately. Stumpo became president of Coast Mountain Bus Company two years ago. CMBC is the operator of bus transit service in Vancouver BC. Workers there represented by the Candian Auto Workers union have been on strike since the beginning of April, and no resolution is in sight. Vancouver's West Coast Express commuter rail service, and the Skytrain automated metro are not affected.

The strike is over attempts by CMBC to reform work rules and improve productivity. When he came to Vancouver, Stumpo had an ambitious plan to increase transit ridership by increasing service. But he needed those work rule changes, particularly the ability to use part-time drivers, to make the plan work. But the provincial government went back on its promise to provide additional funding, and labor balked at the plan, even though it would have meant an increase in union jobs. Also at issue are attempts by TransLink, CMBC's parent agency, to contract out bus service in several communities: efforts the CAW calls 'union-busting.' With Stumpo and his superiors believing the status quo will lead only to continued declines in ridership, and the CAW unwilling to accept changes, this could be a long stalemate.

The Delaware Valley Rail Passenger

Cross-County Metro Back in Play

When last heard from, in 1999, SEPTA's Locally Preferred Alternative (LPA) for the Cross County Metro had been a 48 mile light rail line between Glen Loch (about five miles west of Paoli) and Morrisville, across the Delaware River from Trenton, NJ. En route, the line would pass through the King of Prussia Mall and Norristown, and it would pass over existing SEPTA rail lines near Fort Washington, Willow Grove and Woodbourne.

Historically, this route had been the Pennsylvania Railroad's "Trenton Cutoff": an important, double track route for freight trains to bypass Philadelphia. After Conrail was formed, in 1976, traffic patterns shifted, this route became less important and, in the early 1990's, one of the two tracks was removed.

Enter the Cross County Metro. SEPTA saw the need for passenger service in this growing area and commissioned Urban Engineers, Inc., of Philadelphia to prepare a Feasibility Assessment for both light rail (similar to the Route 100, 69th Street-Norristown line) and commuter rail. This was completed in May 1994, and recommended construction of a single track, light rail line in the roadbed where Conrail had removed its second track. After the selection of the Locally Preferred Alternative, the project appears to have fallen into limbo while all attention was turned to the Schuylkill Valley Metro.

When the Locally Preferred Alternative (LPA) for the Schuylkill Valley project was unveiled in April, 2000, SEPTA renamed it "Metrorail" and included a branch into the King of Prussia Mall with an extension beyond to Glen Loch on the route of the Cross County Metro. "Metrorail" has also come to be a description for the type of equipment which SEPTA will use to operate the line. This equipment is essentially commuter rail equipment with double-width doors for high platforms, self-service fare collection and one-person operation (no Conductors or Trainmen).

Unfortunately, the Schuylkill Valley Metro/"Metrorail" project is on hold, awaiting resolution of funding, and so, SEPTA has again turned its attention to the Cross County Metro.

On June 27th, the Cross County Metro was reborn at a SEPTA Open House in the Upper Merion Township Building. As now envisioned,

"Metrorail" equipment will be used instead of light rail equipment, and the service will be extended to cross the Delaware River, on Amtrak, from Morrisville to Trenton, NJ (as DVARP had strenuously advocated for). Previous uncertainties regarding the route between the King of Prussia Mall and Norristown have been resolved by making clear that Cross County Metro and Schuylkill Valley Metro will share the same tracks between these points because they will both be using the same type of equipment. No information was available at the Open House regarding costs or projected ridership.

The 1994 Feasibility Assessment estimated a Capital Cost in the range of \$400,000,000. and a daily ridership of about 10,000. Obviously, ridership must be restudied because of the manner in which Cross County Metro has been dovetailed into the Schuylkill Valley project, but the capital cost is particularly troubling.

While it appears that Conrail was agreeable to having Cross County Metro operate in the vacated roadbed of Conrail's second track, Norfolk Southern Corporation now operates the entire "Trenton Cutoff" and has a diametrically opposite view to Conrail regarding the use of its right of way for passenger services. In the case of the Schuylkill Valley project, Norfolk Southern has required a lateral separation of 26 feet between its existing freight tracks and any new tracks that might be built for exclusive passenger service on its right of way. Because this right of way was historically four tracks wide, this requirement has proven to be expensive but not prohibitive. In the case of the Cross County Metro, it is reasonable to assume that Norfolk Southern will have the same requirement and, since the original right of way was only two tracks wide, construction will be in "virgin" terrain at enormous expense.

A further difficulty arises with the extension of the Cross County Metro on Amtrak from Morrisville to Trenton. The 1994 Feasibility Assessment stated that Amtrak would not permit the operation of single-car trains, because of signal shunting difficulties, and it would not permit the operation of one-person (engineer only) trains. It is not known if these strictures remain in effect.

Obviously, SEPTA has a long road ahead if it is to transform the Cross County Metro into a viable project.—JTC

Boulevard Choices: It's Up to the Mayor Now

The decision to build a rapid transit line to Northeast Philadelphia is now up to Mayor John Street, according to Steve Bartlett, the new project manager for the Roosevelt Boulevard Transportation Investment Study (TIS). Bartlett says the Mayor's decision seems to be narrowing down to two choices which will be built within Roosevelt Boulevard. The third alternative, involving construction along the New York Short Line, appears to be dead. "Unless something unexpected happens", says Bartlett, "it will be either Alternative C or D, or some variation thereof."

Both choices involve construction of a Broad Street Subway extension, via a tunnel from Broad and Pike to 10th and Wingohocking, then up Roosevelt Boulevard to the vicinity of Woodhaven Road. Both involve huge amounts of money. And both have their drawbacks.

Alternative C involves construction of a subway from 10th Street to Bluegrass Road, above Grant Ave. Then the line will rise to an elevated structure and terminate at Byberry Road. The first alternative would leave the boulevard substantially intact when the project is finished. The estimated cost is \$3.4 billion.

Alternative D involves the construction of a depressed highway from 10th Street to the Bucks County Line. The Broad Street Subway extension would operate in the median of the freeway. It would cost \$2.6 billion of which \$1.4 billion would be required to construct the freeway.

Complicating the issue is the way the federal government pays for transportation projects. Alternative C would only be eligible for 50% federal funding from the Federal Transit Administration. These funds also require a 3% local match.

Alternative D would be eligible for 75% funding for the highway portion of the project, which does not require a local match. This means that the state and the city of Philadelphia must come up with \$1.7 billion to build alternative C, but only \$970 million to build Alternative D. Of that \$970 million, only \$600 million requires a contribution by the city.

Bartlett says the Mayor could choose either alternative, or ask for more information about combining the alternatives. At this point, most people prefer Alternative C, which leaves the Boulevard intact. But the price tag is scary.

That's why the sponsors of this study asked for ideas about reducing the cost of Alternative C at the last public meeting on May 30th. DVARP has responded with a document outlining several construction alternatives which could reduce the cost of Alternative C by about \$800 million.

Bartlett said that more work remains to be done after Mayor Street makes his choice before the consultants complete the TIS. They must first develop a financial plan. Then they would determine the length of a minimum operating segment (the first section to build and open) Lastly, they must create a schedule for each phase of the project. The consultants should generate these documents within three months.

After that, based on DVARP's understanding of current regulations, federal funding can be used to pay another consultant to produce an Environmental Impact Statement and for preliminary engineering. These projects should take two years.

The last part of the process involves negotiating a Full Funding Grant Agreement among the Federal Government, the City of Philadelphia and the State of Pennsylvania. This occurs while yet another consultant formulates final design plans. This part of the process could take two more years.

Perhaps groundbreaking will take place in 2006.—TDS

Highway Main Concern in Boulevard Project

The Northeast Philadelphia Transportation Investment Study, the mandatory major investment study for a possible rapid transit and/or Roosevelt Boulevard highway project, has now reached the point where a specific Locally Preferred Alternative is being developed, based on the various proposals evaluated in an earlier part of the study. There is broad support for a subway extension up the Boulevard, but the alternative including a depressed freeway in the median as well as the transit line is much more controversial.

The study is under the direction of the Philadelphia City Planning Commission, so SEPTA's role in it is much more limited than in other studies like the Schuylkill Valley Metro study. Other interests, particularly the Streets Department of the City of Philadelphia, have equal say. DVARP has also been well-represented, by Tony DeSantis.

When last we reported on the study's progress, the 'pre-metro' Alternative E had been dropped,

because having the transit line run at grade would have too much potential for grade-crossing conflicts and collisions. Anyone who's driven the Boulevard can understand why. At that time, it looked like a Boulevard alignment for the transit line was strongly favored over the 'New York Short Line' right of way that presently carries CSX freight trains. This Alternative F got a serious and objective look, but did not have as high a ridership forecast as the Boulevard alignments. The 'no-build' alternative also was dropped at this stage of the study.

The first analysis of project costs, showed that a combined highway project had some advantages, particularly in funding the transit element. With right of way improvements and grade separations already being done for the highway, the incremental costs of a subway extension become much more reasonable.

Now design aspects of each surviving alternative are being presented to the study technical advisory committee and to interested Philadelphia residents. The residents' reaction has been less supportive than the committee's. Though the Boulevard is looked at by some as a bad neighbor (another child was hit by a car and killed last month), some fear the unfamiliar subway and highway even more. So much of a recent technical meeting was devoted to the appearance of each alternative, as well as the evaluation of the alternatives.

Area residents are concerned with noise from trains and cars, the difficulty of safely getting across the Boulevard on foot (particularly important to SEPTA bus riders), and the appearance of the highway as a barrier separating the two halves of Northeast Philadelphia. Putting the subway extension completely underground instead of in an open cut would mitigate some of those impacts, but there's no way to hide a four- or six-lane highway.

The consultants to the project, Parsons Brinkerhoff, gave Alternative D (the highway/subway proposal) low marks in several areas including economic development and neighborhood cohesion. The Streets Department representatives objected strongly to both, saying the highway should be rated higher.

Meanwhile, DVARP has been going over the detailed specifications for each alternative, to see where they can be improved, and to see if each piece makes financial sense to build.—MDM

July 2001

New Project Manager

DVARP has learned that Stephen Bartlett has replaced Andrew Lenton as the City Planning Commission's project manager for the Roosevelt Boulevard Transportation Investment Study

Fare Policy Study: No Immediate Miracles

continued from page 1

Meanwhile, new technology was being introduced in other cities, from the stored value cards originating at BART and Washington Metro and fareboxes that automatically print machine-readable transfers, to cashless vending machines, to contactless "smart cards" and cards that can be used for other small transactions beside transit fares. With SEPTA's late-eighties vintage fare equipment looking less and less up to date, people thought it was a good time to take a look where SEPTA stood on fare policies and fare collection.

So in 1998, SEPTA hired Multisystems Inc. (a frequent SEPTA consultant) to organize and conduct this fare policy study. Local firms NuStats International and Portfolio Associates were also brought in on the project, to do survey work. SEPTA's point people on this study were Dan Casey and Revenue Development director John McGee.

Advisory committees were set up for the policy study and the collection technology study. They included representatives of the five counties, business and community interests, and representing SEPTA riders: the Citizen Advisory Committee and DVARP. There were no public meetings or outreach to the public other than the surveys conducted as part of the policy study.

Are SEPTA Fares Too Complex?

Perhaps one reason SEPTA staff cooled to the idea of significant fare reforms was that the study results show there aren't likely to be any miracles to come from a restructuring of SEPTA fares. To its credit, SEPTA was quick to adopt many good ideas, including weekly and monthly transit passes, transit-commuter rail fare integration (at least for pass users), and a "deep discount" on fares for regular riders. New York on the other hand was still using a 1930s fare structure and collection system.

Even though no huge ridership gains are likely, SEPTA's fare structure ought to be looked at and possibly changed. As pointed out in these pages,

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there are opportunities to make the fare system more convenient, especially for occasional riders who are SEPTA's best hope for finding new customers.

One must expect some complications in SEPTA's fare structure, because the system spans five operating modes and five counties. Some elements of the fare structure and policy are legacies of SEPTA's many predecessor companies. And others are the result of unique circumstances.

As a result, some SEPTA managers have been quick to point to "58 different kinds of fares" (the number is actually an underestimate) as evidence in and of itself that SEPTA's fare structure is broken and must be fixed. But that viewpoint mistakes complicated trips for complicated fares.

The great majority of those "58 fares" are zoned railroad tickets. SEPTA has six rail fare zones (though they effectively function as five), so when different fares are offered for disabled persons, ten-trip ticket buyers, and weekly and monthly pass users, just to name a few, the sheer numbers of fare instruments mount up quickly.

That's inconvenient if you're a SEPTA manager, or a ticket agent who has to keep inventory of stock. For the average customer, even on the railroad, the choices are much fewer. Unless he or she falls into one of those special categories (like senior citizens), the choice is pretty simple: peak or off-peak; single ticket, ten-trip, or pass. Almost all trips are made between the rider's home zone and Center City, so all the different zones don't add much complication. Choices are even easier on the transit side.

Step one of the study was to survey SEPTA managers (only 24 out of 40 staffers contacted returned their questionnaires!) and the constituencies represented on the advisory committee, to see what they thought the goals of SEPTA's fare structure ought to be and how effective the current structure was at meeting those goals.

Also studied was what the two groups thought would most influence potential riders to take SEPTA. Service reliability ranked first with the external group, and got equal marks from the staff. On other areas, the two panels had different priorities. Interestingly, quality of life matters like cleanliness, security, and courtesy ranked lower with the outside group than with the SEPTA group. Perhaps this reflects riders' lowered expectations. However, comfort ranked higher with the external panel (as did availability of information). This suggests that cramped seating or forcing

riders to stand is a real disincentive to transit use. Service frequency was ranked much higher by staff than by the riders. The SEPTA employees made it their second-highest priority.

On fare priorities, there was less disagreement between the two groups on most areas (the obvious exception was control and security of revenue, a classic 'inside' issue). Both sides were realistic about the chances for raising ridership with lower fares: maintaining SEPTA's service and financial stability was more important. Maximizing revenue, even if ridership went down, was ranked lowest of all. This is reassuring: neither management nor the counties are so anxious to reduce the need for subsidies that they'd accept a drop in ridership. The bottom line is that there is general agreement that fare levels are about right.

The top three priorities for both management and the constituents all related to the elusive quality of "convenience." Convenience itself ranked first, with a subtitle of "ease of system access," and it got universally-high marks from the riders. Measures that might fall under this category include making tickets, tokens, and passes easier to buy by having more sales locations and eliminating the need for transit passengers to carry exact change for transfers and zone fares.

"Promote seamless interdivisional, intermodal, and interagency travel" ranked third with both groups. This is an increasingly important goal as travel patterns change. Where once everyone worked in central Philadelphia, now jobs are dispersed throughout the region, including New Jersey and Delaware. People, especially reverse commuters, often need two different kinds of vehicles to complete their trips, and our current regional fare structure is weak on intermodalism.

What is convenience anyway?

As we've mentioned in these pages before, "convenience" is a tabula rasa—a blank slate on which people can project their own particular wants and needs. You can see this in the different ratings people gave to possible improvements in the fare structure or collection system.

The outside constituencies were very excited at the prospect of a stored value card for system-wide fare payment. They also ranked simplified transfers highly: introducing commuter rail-transit transfers and increasing the number of free interchanges on the transit system. The latter two goals ranked lower for SEPTA managers, who were particularly interested in reducing or eliminating fare zones.

Also as expected, management was much more interested than the outsiders in reducing or eliminating fares paid on-board in cash. That goal is technically attainable, and a few railroads have implemented such a policy, but when SEPTA took a step in that direction by setting a higher on-board cash fare when tickets weren't sold at every station, there was a hue and cry from the riders that forced SEPTA to go back to the standard policy of charging a fare penalty only if passengers could have purchased a ticket at their boarding station.

Management and the community representatives also parted company over other ideas that would affect the total number of different fares available: the riders and county planners liked them (though not as enthusiastically as other ideas), while SEPTA staff didn't. Proposals in this category included off-peak pricing and a special low fare for subway and elevated trips. There was agreement that accepting credit cards and MAC cards for payment would be desirable.

Next month, our report will continue with a look at how well our current fare structure meets policy goals, and results of the survey of SEPTA riders and non-riders about different fare options.

DVARP Details

See You in September

As has been the practice most years, DVARP has not scheduled a meeting in the month of August. If there is urgent business requiring a meeting, we will post information at www.dvarp.org, and place it on our telephone hotline at 215-673-6445. Have a safe and relaxing summer!

Up and Down the Corridor

compiled by Tony DeSantis and Matthew Mitchell

Metro Record

On June 14, the Washington Metro had its third highest weekday ridership level carrying 702,131 passengers. This marked the first time ever that WMATA moves over 700,000 on a regular weekday without a special event like an inauguration.

Summer LIRR Work

This year, the Long Island Railroad will install concrete ties on all four Main Line tracks between Jamaica and Queens Village. Simultaneously, work on three other projects will be underway: AirTrain/Jamaica Station Rehabilitation, the installation of a new signal system between Jamaica and Flatbush Avenue and work on the MTA New York City Transit portion of the Flatbush

Avenue Terminal. Some of the AirTrain cars have been delivered, and now are being tested on a short section of track.

New North Jersey Study

Public meetings on a major investment study for new commuter rail lines in New Jersey were held last month. Three routes are under consideration: all begin at Hoboken. They are the West Shore line up the Hudson to West Nyack, NY; the Northern Branch to Tenafly, and the Cross-County line to Maywood or Hawthorne. Any or all could be built.

Unlike SEPTA's proposed Schuylkill Valley Metro, NJT does not plan to electrify these lines, even though they travel through much more heavily developed areas than the Philadelphia-Reading corridor. Thus all three projects put together are expected to cost only \$800 million: half the current estimate for the Schuylkill Valley project.

Hoboken Service Disrupted

NJ Transit began rehabilitation of the Bergen Tunnels on June 24. Construction is estimated to last at least 14 months and traffic through the Bergen Tunnels will be fully restored to its present levels by late 2002. Construction will take place 24 hours a day, five days a week and include weekend construction as necessary to meet completion schedule.

The \$56 million project includes lining the walls and ceilings with concrete and a waterproof membrane, installing new lighting, improving ventilation, replacing wooden ties to provide a smoother ride, and increasing the height of the tunnels to give better clearance for trains. In addition, the stone details that form a portal at the tunnel entrance will be removed and washed to restore the original soft gray color.

Each weekday, nearly 300 trains and 24,000 commuters travel through the tunnels on six NJT rail lines to Hoboken.

Hot L Baltimore

While Amtrak seeks developers for land north of 30th Street Station, a plan for a hotel inside Baltimore's Penn Station is moving ahead, with several companies vying for rights to the deal. If it goes through, a developer will be chosen next month and the hotel could open in spring of 2003.

New Engines Go Back for Repairs

Long Island Rail Road has had it with cracks in the frames of its new locomotives. The engines will be sent back to their builder, Super Steel Corp. in Schenectady. The cracks, located under the diesel engine, are not an imminent safety hazard, so most of the fleet will remain in service while two units at a time are repaired. Both the conventional diesel and the dual-mode diesel/third-rail engines were affected. This is the latest of a host of problems plaguing the locomotives since the first one was delivered in 1997. The units are still under warranty.

Amtrak News

New NEC Schedules

The latest round of Acela Express service introductions and corridor schedule changes took effect July 9. Unlike the previous round of changes, a full timetable book has been published and is available at 30th Street. Highlights of the new schedule include:

Acela Express up to 7 round-trips daily, 6 through Philadelphia and 5 to Boston. Acela Express replaces two more Metroliners.

The former non-stop round-trip, which added a Philadelphia stop in May, will also stop in Baltimore, Wilmington, and Newark.

Another Boston-New York weekend Acela Express. Weekend service in Philadelphia remains at one northbound and two southbound trips.

More Acela Regional service (now 7 round-trips a day).

All trains to Boston except the Inland Route (via Springfield) trip and the Twilight Shoreliner, are now Acela Regional trains and will be electric-powered the whole way. Several of those trains have been changed from all-reserved to unreserved service.

Some train numbers, particularly the 690s, have been changed.

Acela Regional Train 175 operates one hour earlier, leaving Boston at 3:20 pm and arriving in Philadelphia at 9:01. It switches places in the schedule with Springfield train 149, now 50 minutes later.

Springfield connections at New Haven have been improved, and there have been minor retimings of trains to Springfield and Boston.

Go Now!

Amtrak is finally giving customers a break on Northeast fares. The ongoing 30% off sale does not include NEC trains, but there's a new two-for-one promotion on Acela Express tickets for weekend travel through September 23. Note that tickets must be purchased three days in advance to get this offer, and it is not available Labor Day weekend. Even with the exorbitant Acela Express fare, the offer brings the per-passenger price down below that for regular NEC trains.

The train is fabulous (it won the Industrial Design Excellence Award last month), and now it's accessible to the non-expense account crowd. Go now!

Vermont Back

After several weeks suspension of service, and fears the train might never come back, Amtrak restored service from Springfield, Mass. to St. Albans, Vermont. The harsh winter caused track to deteriorate to an unacceptable condition, and rather than make passengers endure hours of delays, Amtrak replaced its Vermonter with buses north of Springfield while the most severe problems were corrected. Amtrak, the Federal Railroad Administration, and track owner New England Central have all inspected the tracks and approved resuming passenger operations while the rest of the work is finished.

Penn Station Deal Made

The mortgage of Penn Station in New York to secure an emergency \$30 million bank loan closed, amid continuing controversy. While some fretted over the short-term fix of mortgaging the property to balance this year's operating budget, it was noted that Amtrak claims the main reason it is not yet reaching its fiscal goals is the late delivery of the new Acela Express trains. Since that is a one-time budget problem, some think it justifies a one-time solution that spreads the cost over a number of years in the future.

STB Tells Guilford No More Stalling

The slow-motion project to bring Amtrak service to Maine took a step forward with a Surface Transportation Board decision against another of the delaying tactics employed by route owner Guilford Transportation Industries.

Guilford claims that its tracks, recently upgraded at taxpayer expense, can't sustain operations at the 79 mph speed Amtrak is planning on, and wants speeds reduced to 59 (which would threaten the viability of the service). While passenger rail supporters thought an earlier STB decision had settled the question, Guilford then raised objections to the mandated plan for testing the stability of the tracks. That objection has been quashed, and an Amtrak track geometry car has already made the run to Portland. Now the FRA's special Track Loading Vehicle will spend several days measuring track stiffness in the most questionable sections. STB says the TLV measurements will be the final word in the dispute.

Meanwhile, progress on stations is equally slow, because of disputes from liability from

construction of platforms. Already a temporary station will have to be used in Portland, and other stops may not be ready by the fall, when the long-delayed service is finally expected to begin.

Amnotes

- Amtrak reports that there is an error in the published timetable: Train 174 to Boston is listed as all-reserved, but it in fact is unreserved.
- Completion of track work on the Hudson line means new schedules and faster service on the Empire Corridor between New York and Albany.
- The Adirondack's northbound trip has been moved back 90 minutes, to 9:45 am out of New York. That makes for more convenient connections from Philadelphia. The return trip is a little earlier, making connections more reliable.
- Additional Saturday service from New York to Saratoga Springs will be back July 21 through Sept. 1.

Transportation Budget Through House

The House-passed federal transportation appropriations bill for 2002 includes \$521 million for Amtrak. An amendment added on the floor cuts funding for the Amtrak Reform Council in half. Some members of Congress have questioned the Council's very existence, while others are upset with its proposal to break up Amtrak (see June DVRP) and may have wanted to punish the council.

Keystone Corner

Schedule Changes

A few minor adjustments were made to the Philadelphia-Harrisburg timetable this month. Train 642 is 10 minutes earlier, now leaving Harrisburg at 6:25 am, and train 651 is running 20 minutes earlier.

Watch for changes to trains 645 and 607 when schedules are next revised on Sept. 30.

Working on the Railroad

CSX Transportation is working on capacity improvements for its main line from Baltimore to Philadelphia. Crews were seen last month in Delaware County near Chester, installing a new four-mile siding on the single-track route.

FTA Looks Down on Light Rail Plan

In a decision that ought to set off alarm bells in SEPTA's planning offices, the Federal Transit Administration gave a "not recommended" rating to the proposal for a 19 mile light rail line in Cincinnati and its Ohio and Kentucky suburbs. The rating virtually rules out any federal funding for the project, let alone the 80 percent share the project planners want.

At least three things could have caused the bad rating. First, the costs of the light rail line are relatively large, so it doesn't do well in FTA cost-effectiveness calculations. The proposal for 80 percent federal funding instead of 50 percent is also troubling, given that the Bush Administration says it does not want federal funds going to projects that don't have an equal share of state and local support. Finally, there is no state/local funding source for even a 20 percent match, let alone 50 percent. The latter FTA finding is very relevant to the Schuylkill Valley Metro project, where at least two counties voiced displeasure at the prospect of funding the project even at the lower level.

Update from Britain

The centralized infrastructure company Railtrack was blamed for the fatal train collision outside Paddington Station in 1999. Train operating companies and the government are upset that Railtrack paid a \$19 million dividend to its shareholders instead of investing that money in the network. Unhappy with the unresponsiveness of Railtrack, the operating companies have made a proposal to regain control of dispatching and maintenance, without abolishing Railtrack.

- From the annals of strange excuses for train delays comes a solution as well as a problem. Magpies and other birds nesting near electrified rail lines and on catenary supports sometimes cause short circuits and other power disruptions (sometimes its the birds themselves, sometimes it's old nests falling onto the wires). The answer? Hang plastic replicas of hawks and other predators from the wires to scare the birds away.

A “Problem” We Predicted

A state legislator in Massachusetts is calling a proposed commuter rail line a threat to his community. But it isn't the usual kind of threat cited by anti-train NIMBYs. Rep. Michael Rodrigues (D-Westport) is concerned that the train will raise home values, thereby making housing less affordable. He notes that the new MBTA branch from Fall River and New Bedford will improve people's access to Boston, and make those towns more desirable places to live. Statistics he cited show up to a 75 percent increase in home values in towns served by the new Old Colony commuter rail lines not far from his district.

The Delaware Desk

Inching South

Planners in Cecil County, Maryland have begun a study on the feasibility of extending SEPTA rail service from Newark to Elkton. Track A (the easternmost track, on which the SEPTA Newark service now operates) would be extended six miles. The additional track would also facilitate freight operation during daytime hours on that segment of the corridor.

NASCAR Train Back

If you haven't taken a train ride through Delaware yet, you have one more chance this year. You can take the train to Dover for the NASCAR race on September 23. This is an Amtrak/NASCAR promotion, so you can call 1-800-USA-RAIL for reservations. DVARP members reported problems with the shuttle buses between the train and the track for the first-ever Dover Downs excursion, but assuming they are taken care of, it will be a relaxing way to get to and from the race.

Beach Service

This summer Delaware Transit Corporation (DART) is running weekend bus service from Wilmington to downstate beaches. Using new, 45-passenger MCI buses which normally operate on weekdays between Wilmington and Dover, experimental Route 305 began May 26 and will end September 3.

Three round trips run on Saturdays, Sundays, and major holidays. Originating at Wilmington's Rodney Square bus hub, Route 305 buses stop at the city's Amtrak Station and the Christiana Mall

park-and-ride near Interstate 95. Heading south, they follow State Route 1 (whose expressway portion, still under construction, will pose stiff competition for future passenger rail service). Travel time from Wilmington to Rehoboth on the buses, which lack rest rooms, is just over two hours.

Route 305's large buses do not actually enter traffic-congested Rehoboth Beach but rather terminate at the outlying Rehoboth park-and-ride, which conveniently serves as the hub for downstate local DART service. From there DART's mid-size, 24-rider buses radiate not only to Rehoboth Beach but also other points including Lewes, Dewey Beach, and Fenwick Island. At the latter point, DART buses cross the state line into Maryland, linking with that state's frequent local bus service down the coast to Ocean City.

In addition to DART service, the Cape May-Lewes ferry reaches the area. Its "trolleys" connect the Lewes dock with Rehoboth Beach, following Route 1 and stopping near the three Rehoboth Outlet shopping centers as they loop through the area. DART Route 305 buses also conditionally stop along Route 1 near the outlets. Transfer between Route 305 and the ferry trolleys (which charge separate fares) is thus possible, although riders must be careful to check schedules, find the correct bus stops, and flag down the right vehicles along the busy highway. Because of summer traffic congestion near the beaches, sections of Route 1's shoulders (and those of connecting Maryland Route 528) are reserved for buses.

Schedules for the DART beach service can be found online at www.beachbus.com or obtained by calling DART at 1-800-652-DART. The one-way fare from Wilmington to Rehoboth is \$7.50, but the \$9.45 "All Day Anywhere" pass is a better buy, giving day-trippers round trip travel from Wilmington plus unlimited rides on both the downstate DART service and the connecting Maryland buses to Ocean City.

Although the connection possibilities at Rehoboth are numerous, Philadelphia area residents may have trouble making good transit connections with the beach buses at Wilmington. They can check the schedules of SEPTA and Amtrak trains, as well as those of Greyhound buses whose Wilmington facility lies catty-corner from the Amtrak Station.—OR

DVARP Membership Coupon

Name _____ Phone _____ (optional)
Address _____ e-mail _____ (optional)
City, State Zip _____

_____ Please contact me about volunteering for DVARP Member number _____ (see mailing label)

Please choose a membership category below, enclose check, and mail to:

DVARP, PO Box 7505, Philadelphia PA 19101

- () Regular: \$16.00 to \$25.00 () Limited income: \$10.00 to \$25.00
() Supporting: \$40.00 to \$75.00 () Benefactor: \$100.00 and up

Dates of Interest

Summertime meetings and events are subject to cancellation: call the sponsors to confirm dates and times!

No DVARP meeting scheduled in August. See you in September!

DVRPC Citizens and Board meetings cancelled in August.

Subways, Railways, and Stations: transit tour of Philadelphia organized by the Foundation for Architecture. Fee: \$20.00
Tour dates TBA: phone 215-569-3187 or visit <http://www.foundationforarchitecture.org/> for details and reservations.

APTA Intermodal Operations Planning Workshop: Aug. 5-8, Renaissance Hotel, Cleveland, OH. For information contact APTA's Larry Pham at 202-496-4813.

WILMAPCO Public Advisory Committee: Mon., Aug 13, 7 pm at 850 Library Ave., Newark, DE. For more information see www.wilmapco.org.

DRPA Board Meeting: Wed., Aug. 15, 10 am; Committee Meeting: 9 am. 2 Riverside Dr., 11th floor, Camden, NJ. For information call the Corporate Secretary's Office at 856-968-2277.

SEPTA Public Hearing: Fri., Aug. 17, 1:30 pm, Ramada Inn, 76 Industrial Highway, Essington, PA. Concerning proposal to make permanent a minor extension to three "short-turn" trips on Route 37.

Pennsylvania Public Transportation Association Bus/Van Roadeo and Summer Meeting: Aug. 18-21, Station Square, Pittsburgh, Pa. For information contact PPTA's Martha Pierce at 717-234-7211.

Concerned Citizens of the Delaware Valley/DelTRAN annual Shore-Train Riders Club excursion. Sat., Aug. 18. Meet at 30th Street Station at 9:15, to ride the 9:30 NJ Transit train to Atlantic City. For more information, see page 6 or call Harry Hyde: 610-543-1977.

SEPTA Board Meeting: Thurs., Aug. 23, 3 pm at 1234 Market St., Philadelphia. Subject to cancellation.

Amtrak Reform Council Hearing: Thurs., Sep. 13, 9:30 am-5:30 pm (Business Meeting 8:30-9:30 am). Los Angeles, CA, Location to be determined. Invites states in the Western Region of the country to provide their views on the various issues and proposals in the Council's Second Annual Report published in March 2001.

DVARP General Meeting: Sat. Sep. 15, 1:00 at Temple University Center City, 1616 Walnut St.

Amtrak excursion train to NASCAR race in Dover DE., Sun. Sept. 23. Call 1-800-USA-RAIL for reservations.

DelDOT 13th Annual Delaware Transportation Festival/DuPont Riverfest: Sat., Sep. 29, 9 am-5 pm at Tubman-Garrett Riverfront Park, Wilmington, DE.

American Public Transit Association annual meeting: Sept. 30-Oct. 4, Mariott Hotel, Philadelphia. For more information, see www.apta.com/meetings/annual. International Bus Roadeo begins Sept. 26.

Amtrak Reform Council Hearing: Thurs., Oct. 11, 9:30 am-5:30 pm (Business Meeting 8:30-9:30 am). Atlanta, GA, Location to be determined. Invites states in the Eastern/Southern Region of the country to provide their views on the various issues and proposals in the Council's Second Annual Report published in March 2001.

To add your event to this calendar, phone DVARP at 215-673-6445 or e-mail calendar@dvarp.org

DVARP Meeting Schedule

- August meeting cancelled
- Saturday, September 15, 1:00 to 4:00 at Temple University Center City, 1616 Walnut St., Philadelphia. Please check with guard for room number
- Saturday, October 20, 1:00 to 4:00 at TUCC, 1616 Walnut

DVARP meetings are always open to the public!

SEPTA On Site

Tuesday, July 31: R5 Gwynedd Valley, R5 Strafford	Thursday, August 9: R6 Wynnefield, R8 Tulpehocken	Tuesday, August 21: Wayne Junction, R5 Colmar, R5 Radnor
Thursday, August 2: R2 Lamokin St., R5 North Wales	Tuesday, August 14: R2 Chester, R3 Trevoise, R5 Ardmore, R5 Pennbrook	Wednesday, August 22: R2 Eddystone Thursday, August 23: R2 Hatboro, R6 Ivy Ridge
Tuesday, August 7: University City, R7 Tacony	Wednesday, August 15: R7 Wyndmoor	Tuesday, Aug 28: R7 Holmesburg Jct.
Wednesday, August 8: R7 Gravers	Thursday, August 16: R3 Swarthmore, R5 Lansdale, R5 Overbrook	Thursday, August 30: R2 Crum Lynne All meetings during morning rush hour

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