



Youth Advisory Council

Getting youth on board with SEPTA

SEPTA Youth Advisory Council

Memo regarding "Service Realignment Plan"

Will Herzog, Operation and Service Evaluation Chair; Jeff Kessler, Executive Chair

Fellow YAC members,

For the past several months, SEPTA has been struggling to obtain adequate state funding in order to continue serving our region. This is especially difficult as SEPTA's measly Annual Capital Budget of \$308 Million pales in comparison to many similar sized transportation agencies:

- The Washington Metropolitan Area Transit Authority (DC Metro), which was constructed entirely within the past fifty years, invests \$997 million in its capital infrastructure annually.
- The MBTA ("The T") in Boston and New Jersey Transit both have capital budgets in excess of \$815 million and \$1.2 billion, respectively.

Making matters worse, the majority of SEPTA infrastructure is deteriorating. All trolleys and older Regional Rail trains (all but the Silverliner V models) are beyond their useful life. By 2023, all Broad Street Line, Market Frankford Line, and present Norristown High Speed Line vehicles will be beyond their useful life, as well. Much of the existing infrastructure was inherited upon the inception of SEPTA, making many bridges and electrical substations more than 100 years old. With ridership at an all-time high and the capital budget at a 15-year low (not adjusted for inflation), SEPTA is not in a position to sustain itself.

During the afternoon of September 12, SEPTA's General Manager Joseph Casey announced what has been coined by the media as a "doomsday plan": the SEPTA "Service Realignment Plan". The Service Realignment Plan is designed to keep SEPTA operating safely and within its means. It will be its only option available for SEPTA if additional funding is not procured to bring the system to a state of good repair.

To give you some details, the Service Realignment Plan will take effect immediately and continue to cut service over the course of the next ten years. Nine of the thirteen Regional Rail lines will be eliminated, and additional two will have service truncated. Broad-Ridge Spur and Express service will be suspended. All trolley routes will be converted to bus routes. Finally, the Norristown High Speed Line will only operate along half of its current route. The current timeline and future system map can be found in this memo's appendix.

While we do not need to argue about the benefits of public transportation, including how increased transportation investment delivers more than \$3 Billion in economic value to our region *each year*, we must understand that such a catastrophe is nearing. As the youth of this region, the impact of this will not only be acute, but will become more and more exacerbated as time progresses into our seniority.

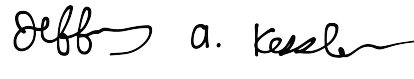
In a country where almost every city is fighting to expand their public transportation, Philadelphia is fighting to keep what it already has.

Please review the Service Realignment Plan and bring any and all comments to the next meeting. The YAC not only has a reason to respond, but has a duty to do so.

Sincerely,



William R. Herzog
Chair, Operation and Service Evaluation



Jeffrey A. Kessler
Executive Chair

Enclosure

Table 1: Service Realignment Timeline

2014	Cynwyd Line Suspended Route 10 City Trolley Converted to Bus Route 15 Girard Ave Historic Trolley Converted to Bus
2015	Media/Elwyn Line Suspended
2016	Norristown High Speed Line Truncated at Bryn Mawr
2018	Chestnut Hill West Line Suspended Service to Doylestown is Suspended; Lansdale/Doylestown service Truncated at Lansdale Suburban Trolley Route Service Reduced (Routes 101 & 102) Broad Ridge Spur Service Suspended Remaining City Trolley Routes (11, 13, 34, 36) Converted to Bus; Trolley Tunnel Closed
2023	Service Suspended on W. Trenton, Wilmington, CH East, Warminster, and Fox Chase Lines Airport Line Regional Rail service is Suspended and Replaced by Bus Service to Thorndale is Suspended; Paoli/Thorndale service Truncated at Malvern Suburban Trolley Service Suspended

SEPTA's Current Rail System

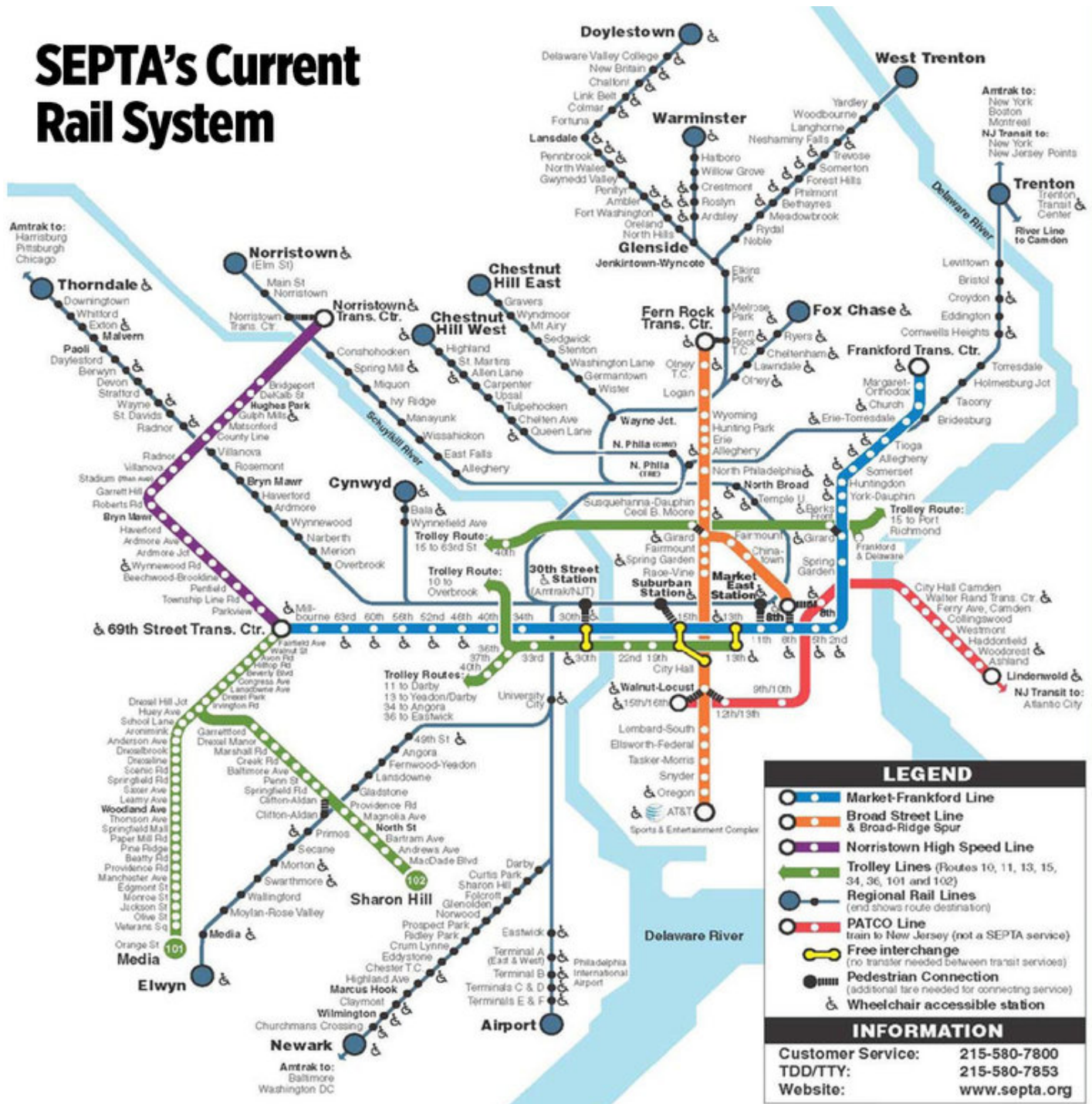


Figure 1: Current Rail Map

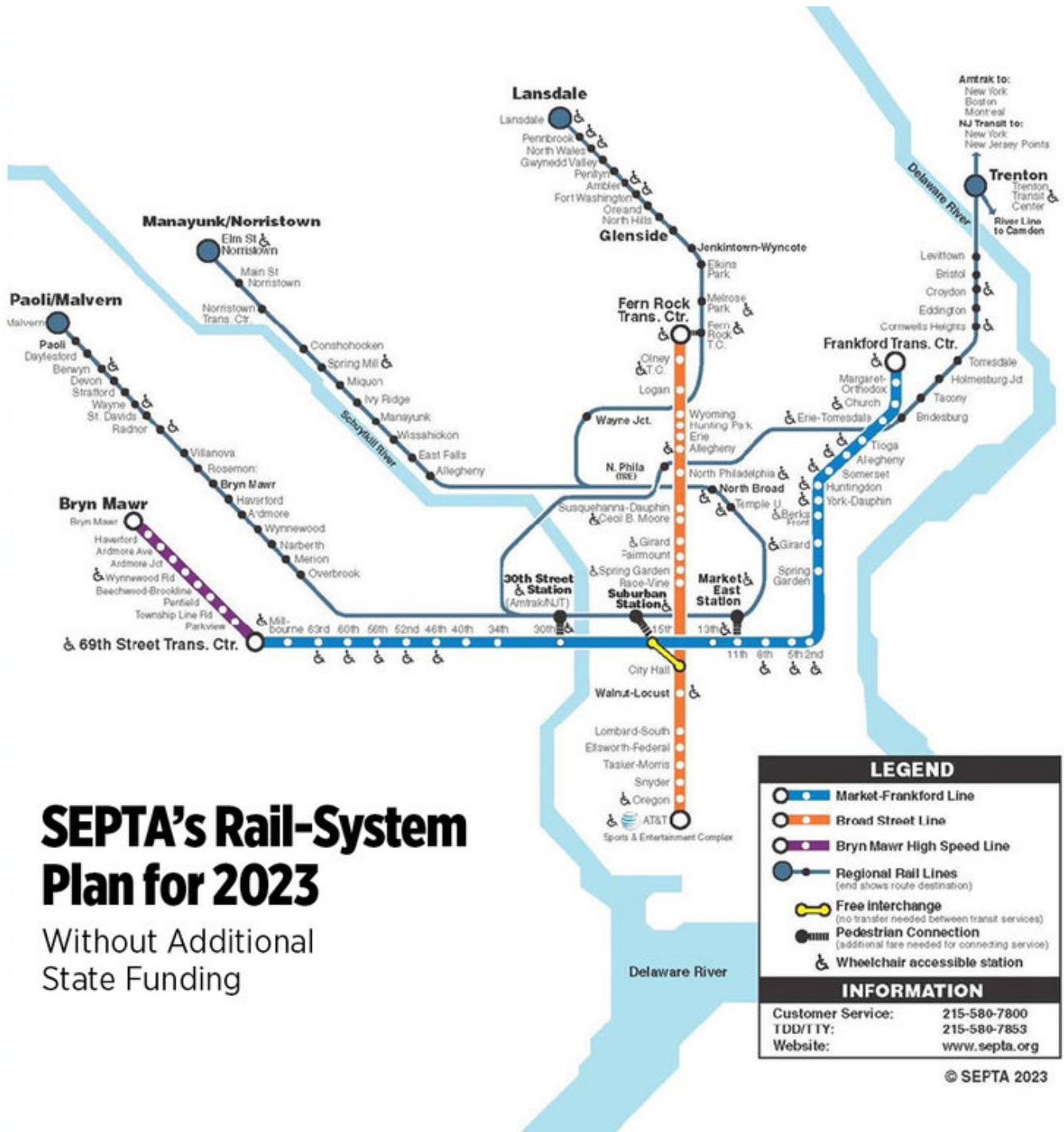


Figure 2: 2023 Rail Map