



ACTION COMMITTEE FOR TRANSIT

Transit Times

The Newsletter of the Action Committee for Transit of Montgomery County, Maryland
Volume 17, Number 2, April 2003

ACT's next monthly meetings will take place at 7:30 PM, the second Tuesday of each month, at the Silver Spring Center, 8818 Georgia Avenue:

April 8: Rodolfo Perez, "Bus Rapid Transit: Strengths and Weaknesses"

May 13: TBD

June 10: TBD

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Governor Ehrlich Decides Not to Decide

On March 13th, Governor Robert Ehrlich made his long-awaited announcement about the Purple Line. In essence, the governor decided not to decide. He moved the Purple Line into the queue for federal funding but announced that the state would spend the next year studying where the Purple Line should be built and whether it should be a rail line or a busway.

The Purple Line announcement was part of Gov. Ehrlich's transportation priority list, which includes several billion dollars worth of transit and highway projects. These

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Send your check for the chosen category of membership to:

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P.O. Box 7074
Silver Spring, MD 20907
www.actfortransit.org

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Your dues support ACT Activities and this newsletter.

projects will compete with proposals across the nation for federal transportation aid in the TEA-21 reauthorization act.

By far the largest item in Ehrlich's list is \$800 million requested for the Inter-County Connector highway (ICC). The plan also includes an "undetermined amount" of construction money to build the first leg of the Purple Line between Bethesda and Silver

Spring and construct the Corridor Cities Transitway between the Shady Grove Metrorail station and Clarksburg. But Transportation Secretary Robert L. Flanagan said it will be another year before a decision is made on whether these two transit lines will use light rail trains or buses.

The one positive aspect of the announcement is the apparent commitment of the Ehrlich administration to an Inner Purple Line that will serve both Montgomery and Prince George's Counties, after some earlier indications that suggested the focus was narrowing in on the Silver Spring to Bethesda segment. The \$4 billion dollar Outer Purple Line is completely off the table. However, these two positive aspects of the decision are tempered by the administration's decision to move backwards in the planning process and spend the next year restudying alternatives that have already been studied and rejected. Options to be studied include:

- A bus route along Jones Bridge Road, possibly widening the existing roadway, with the buses continuing down Woodmont Avenue into Bethesda. In the least costly version of this plan (and the Ehrlich administration has expressed a strong preference for least-cost solutions), oversized diesel buses would run on Jones Bridge Road two minutes apart in each direction. This route was studied by the state in 2000 as a light rail route and rejected.
- County Executive Duncan's plan to have every other Red Line train loop from Medical Center to Silver Spring on new tracks built above the Beltway. This plan would be far more expensive than the light rail Inner Purple Line, would cut existing Metro service in half at Grosvenor, and rule out the long-planned extension of trains that now turn around at Grosvenor and Silver Spring to Shady Grove and Glenmont.

- An option that would put the light rail or bus line under the Chevy Chase portion of the planned bike trail using a 'rail-in-a-box' technique that is being used on the Largo Metro extension. This would add an extra \$50 million in cost.

All three alternatives would make the Purple Line invisible from Columbia Country Club's golf course. However, busway and "loop" options would make it very difficult to extend the hiker-biker trail into Silver Spring as will be done if the Inner Purple Line is built. And two of the options fail to use the Georgetown Branch right-of-way. The railway easement was purchased (for \$10 million) for joint use as rail and trail. If the rail use is abandoned, the county will have to come up with more money to purchase the land outright from the original owner, or risk losing the trail entirely.

As reported in the Montgomery Gazette (3/14/03), Senator Brian E. Frosh of Bethesda said Ehrlich's failure to designate a Purple Line route could hurt the project's chances of winning federal construction money. *"That's nuts,"* Frosh said. *"The federal funding is available now and the Purple Line is ready to go. Putting buses on Jones Bridge Road is a loser. People already are stuck in traffic."*

All of these developments have served to ensure that ACT, and the Coalition to Build the Inner Purple Line, of which ACT is a member, will hold fast to a vision that remains the most likely of gaining community support. This is for the light rail Inner Purple Line along the master plan alignment connecting Bethesda and Silver Spring. The final routing through Langley Park, the University of Maryland, and New Carrollton will be determined in the ongoing Environmental Impact Statement for that segment.

Chronology of Purple Line Events

Quon Kwan

Duncan Pushes Purple Line Loop

On January 10, 2003, Montgomery County Executive Douglas Duncan proposed an alternative alignment for the Purple Line (so-called Purple Line Loop) yielding partially in response to the lack of allies for his Outer Purple Line and popular support for the Inner Purple Line. Proposed was heavy rail between Silver Spring and Medical Center (instead of Bethesda). Between Silver Spring and Medical Center, it would: follow the CSX tracks between Silver Spring and Beltway; then along the Beltway to Cedar Lane, where the eastbound and westbound tracks would be stacked on one another, attached to the sound barrier; at Cedar Lane, it would go underground to the Medical Center station, where it would join the Metrorail Red Line. It is so-called a Loop because it would require trains currently running only as far as Grosvenor and Silver Spring to operate in a continuous loop instead of terminating at either station. The Montgomery County Planning Board set January 30 to vote on the Purple Line issue.

Coalition to Build Inner Purple Line

Supporters of the Inner Purple Line formed a new group, called Coalition to Build the Inner Purple Line, which held their first press conference on January 28, 2003. At the press conference, the Coalition announced, *"Our mission is to build the Inner Purple Line as a light transit rail from Bethesda to New Carrollton, integrated with a hiker-biker trail from Bethesda to Silver Spring."*

The Coalition includes more than a dozen major business, labor, civic and environmental groups. The major organizations are comprised of the following:

Action Committee for Transit (of course), American Federation of Labor/Congress of International Organizations (AFL-CIO) - Metropolitan Washington Council, CASA of Maryland, Chesapeake Bay Foundation, Greater Washington Board of Trade, and Montgomery County Chamber of Commerce. For a complete list of Coalition members or to learn more about the Coalition to Build the Inner Purple Line, contact Webb Smedley at wsmmedley@accmail.umd.edu.

Opponents of the Inner Purple Line comprise the affluent Columbia Country Club and certain residents who do not want light rail in their neighborhood, who have joined forces to form Committee to Save the Trail. Instead of the Inner Purple Line, the opponents favor Duncan's Outer Purple Line or Purple Line Loop.

Press reports in late January suggested a possible compromise in which the section of the Purple Line adjoining Columbia Country Club and the Town of Chevy Chase would be depressed and roofed over. While the \$15-35 million of added cost involved in this "cut-and-cover" construction would be better spent on other transit projects, and Purple Line riders would be deprived of the scenic views that opponents claim they want the public to see, most Purple Line supporters believe that the price would be worth paying in exchange for a general agreement to begin construction of the light rail project before the next gubernatorial election.

Planning Board Supports Inner Purple Line

On January 30, 2003, the Montgomery County Planning Board voted 3 to 2 to reject Duncan's Purple Line Loop and to support the Inner Purple Line. The Board noted that in contrast to Duncan's Purple Line Loop proposal, the Inner Purple Line had several major advantages. MNCPPC staff found that the Purple Line Loop was revealed to be twice as expensive, have

more environmental impacts, carry about the same number of riders, would provide better access to communities that do not currently have access, and have little likelihood of being extended into Prince George's county. Furthermore, the County owns the right of way for the Inner Purple Line, and the project is already on the Master Plan, while neither is true of the Loop.

County Council Supports Inner Purple Line

On February 5, 2003, the Montgomery County Council voted 7-2 for a resolution to support the \$1.3 billion Inner Purple Line alignment between Bethesda and New Carrollton in spite of intense lobbying by County Executive Douglas Duncan and the Columbia Country Club to support a Purple Line Loop hybrid alignment. Duncan had hoped to hold sway over the Council members he helped to sweep into office in the November 2002 election. However, Nancy Floreen (D-At Large) of Garrett Park and Howard Denis (R-Dist. 1) were the only two Council members who opposed the resolution. The County Council vote upholds previous votes on the Inner Purple Line and supplements the Prince George's County Council's unanimous vote to support the Inner Purple Line.

Legislative Initiatives

As of February 10, 2003 two of the U. S. Representatives to Congress from Montgomery County, Chris Van Hollen (D-Dist. 8) and Albert Wynn (D-Dist, 4), announced plans to seek Federal funding for an unspecified alignment of the Purple Line, leaving others to reach consensus on the desired particular alignment (Inner, Outer, or Loop). Both Representatives forwarded requests to the House Committee on Transportation and Infrastructure asking authorization for a transit project to connect Prince George's and Montgomery Counties. The request must include a letter of support

from the state. If a project is authorized, it would appear as an earmark in the reauthorization of the Transportation Equity Act for the 21st Century (TEA-21). If not earmarked, the request for authorization may not be placed until 6 years later when the next multi-billion dollar national transportation infrastructure law is enacted.

Competition for Funding

During the first week of February, Montgomery County Council President Michael Subin (D-At Large) sent a letter to Governor Ehrlich, stating support for both the Inner Purple Line and the Corridor Cities Transitway (between Shady Grove and Clarksburg) and seeking State approval for both projects. In addition, both Representatives Van Hollen and Wynn forwarded requests to the House Committee on Transportation and Infrastructure asking authorization for the Corridor Cities Transitway.

Other Maryland projects competing with the Inner Purple Line and Corridor Cities Transitway include the Metrorail line spanning the Wilson Bridge joining Prince George's County and Alexandria, a regional rail system in Baltimore, double tracking of the existing Central Light Rail Line in Baltimore, and a light rail line in Southern Maryland between the Branch Avenue (Metrorail Green line terminal) and Waldorf. However, only 2 projects are far enough along to be viable for immediate construction: Inner Purple Line and Corridor Cities Transitway.

Governor's Ehrlich's Decision

On March 5, 2003, a week before the deadline for submitting projects to be earmarked in the reauthorization of TEA-21, Maryland Secretary of Transportation Robert Flanagan announced that the state was considering rapid bus transit for the Inner Purple Line alignment between Bethesda and Silver Spring. The consideration caught all local public officials and legislators by

surprise.

Flanagan's rationale for proposing a busway was lower cost and better chance of winning funding. But later press reports suggested that the idea of running buses on Jones Bridge Road had been suggested by Del. John Hurson, a long-time opponent of the Purple Line. Tellingly, the busway would have a greater impact than light rail on the Chevy Chase neighborhoods that Hurson claims to be protecting – but it bypasses Columbia Country Club.

Even if buses could run on Jones Bridge Road without getting stuck in traffic, the fact remains that light rail attracts higher ridership. Also, although light rail can be higher in capital costs than bus rapid transit, it is lower in operations and maintenance costs over the long run. In response to the consideration of bus rapid transit, the Coalition to Build the Inner Purple Line issued a press release stating that while the Coalition looks forward to working with the state to keep the Purple Line on track, light rail – not bus rapid transit is still the best option.

On March 13, 2003, Maryland Governor Robert Ehrlich issued a press release listing the state's priorities for transit projects. This listing constitutes the letter of support from the state that accompanies the request from local Congressmen for transit earmarks.

First was \$15 million to complete planning and environmental studies for final design and construction of the Purple Line. However, no alignment was mentioned, no choice of mode (busway or light rail) was made, and no money was requested for construction. The state also re-named the Purple Line as the Bi-County Transitway.

Second was \$15 million for planning and environmental study of Phase 1 priority projects proposed in the Baltimore Region Transit Plan and additional funding, in an

amount to be determined following the study, for design and construction of the Baltimore Red Line [between Woodlawn to Fells Point].

Third was \$15 million to complete planning (and additional funding to be determined following planning) for design and construction of the Corridor Cities Transitway (CCT). No selection was made of mode (busway or light rail).

Volunteers and Activists

The ACT Board of Directors and Staff would like to thank the many volunteers who have helped us with our various endeavors. We are lucky to have quite a number of loyal volunteers. The most recent endeavor was typing email addresses in the computer for our email campaign (see "A Tale of 10,000 Signatures"). Volunteers also leafleted at Metro stations (in the COLD) and distributed literature door-to-door. One member even helped by removing an anti-purple line poster from the elevator of his apartment building. Thank you to all. Also, keep in mind, with spring finally here, we will be starting new projects. So please consider volunteering. We can always use help.

Thank you's also go to all the members who responded to our February email request to contact the Governor regarding Federal funding for the Inner Purple Line. You helped keep the focus on the Inner Purple Line. If you are not on our email list but would like to be, send your email address to cindy@innerpurpleline.org and we'll put you on the list. We are careful to send only a couple of announcements a month.

Volunteer / Stay Informed

www.innerpurpleline.org

ACT Volunteers Push Purple Line Debate

Ben Ross

ACT volunteers played a central role in keeping the Inner Purple Line alive this winter.

When County Executive Duncan proposed his new alternative in which the Red Line trains that now terminate at Grosvenor would turn at Medical Center and run along the Beltway, ACT members leafleted at Grosvenor and at Shady Grove, where riders badly want the Grosvenor trains extended. Flyers were also passed out door-to-door in neighborhoods that would be affected by the giant parking garage that the Duncan plan would erect where Connecticut Ave. crosses the Beltway. These leaflets triggered a flood of e-mails and letters to the County Council, helping to convince the council to repeat its 7-2 vote for the Inner Purple Line.

After the council vote, members leafleted Silver Spring, Takoma, White Flint, Twinbrook and Rockville, adding to the tide of letters to Governor Ehrlich. In addition to the heavy mail sent to public officials, we welcome twenty new members who joined ACT.

A Tale of 10,000 Signatures

Webb Smedley

Opponents of the Inner Purple Line trumpet a petition to "save the trail" with 10,000 signatures as evidence that there is widespread opposition to the project. After almost a year of ballyhoo, the petition was finally submitted to the County Council in February. We have been contacting signers by e-mail with information about how the trail between Bethesda and Georgetown will be completely unaffected by the Purple Line, and the trail east of Wisconsin Ave. will be preserved and in many ways improved.

To date, about 6% of the petition signers we have reached have written back to express their support for the Inner Purple Line. Many of them tell us specifically that they were misled when they were asked to sign the petition. Six percent is a very high response rate for any e-mail campaign -- and for a campaign directed at people whose support is claimed by the other side, it is extraordinary.

ACT to Protest Sidewalk Blocking

Wes Vernon

Action Committee for Transit plans to protest non-enforcement of laws prohibiting automobiles from blocking pedestrian sidewalks. Sidewalks in residential neighborhoods all over Montgomery County are blocked by cars 365 days of every year. So at its meeting March 11, ACT voted to urge Montgomery County to hand out tickets to those who violate county and state laws by persistently allowing their vehicles to act as barriers across walkways. It is illegal, inconsiderate, and just plain rude to leave an automobile sticking out of a driveway blocking a sidewalk. It forces pedestrians to (i) walk out on the street or (ii) detour over the property owner's front lawn.

People who block pedestrian walkways either are unaware the sidewalks are for people and streets are for automobiles (rather than the other way around) or know that the police are understaffed and thus have more serious crimes to take up their time. Assuming the latter is the case, it may not be too much to ask police to spot check neighborhoods at random and issue citations for offenders. At least that would send a message that the law is the law, not a scofflaw.

ACT Opposes Additional HOV Lanes on the Beltway

Jim Clarke

The County Council has directed the Planning Board to update the county Master Plan for Highways by amending it to allow for the addition of two HOV lanes on the section of the beltway from the American Legion Bridge to the western spur of I-270.

It has long been ACT's position that there should be no widening of the Capital Beltway mainly because the Beltway is so far over its design capacity that adding additional lanes will do little or nothing to help traffic congestion.

On February 20, 2003, the amendment to allow for widening this section of the Beltway was before the Planning Board. ACT stated its firm opposition to widening the Beltway and instead recommended that one of the general travel lanes be converted to a High Occupancy Toll lane (HOT Lane).

HOT lanes are toll lanes that provide free travel for transit vehicles and car pools and then sell the additional capacity to single occupant vehicles. The excess revenue raised can be used to provide better transit service in the corridor, which is what ACT recommended be done. For example, the revenue could be used to support the operating costs of Metrobus routes 14 (Lakeforest Mall – Bethesda – Tyson's Corner Beltway Express Service) and N9 (Montgomery Mall – Glen Echo – Federal Triangle Express Service).

The Planning Board is scheduled to make its recommendation in April on this issue.

Metro Fare Increases Proposed for FY2004

Rodolfo Perez

The Washington Metropolitan Area Transit Authority (WMATA) proposed the following fare increases to take place effective July 2003 in response to the need to address a \$48 million shortfall in revenue:

Metrorail

- Off-peak & peak base fare from \$1.10 to \$1.40
- Peak period mileage charge 4¢ per mile
- Maximum off-peak fare by 30¢ & maximum peak fare by 60¢
- End the 10% bonus on purchases = \$20

Metrobus

- Base fare from \$1.10 to \$1.30
- Express route from \$2 to \$2.50
- One day & one week passes only

Transfers

- Phase out the 85¢ paper rail-bus transfers
- Two new transfers: rail-bus & bus-rail up to 40¢ each way only with SmarTrip card
- Continue free paper bus-bus transfers

Parking

- Daily rate by \$1
- Monthly rate by up to \$20
- Monthly reserved rate by up to \$30

At the Action Committee for Transit membership meeting of February 11, 2003, there was animated discussion of the increases with some members opposed to any fare increase, some supported certain increases tailored to economic demand especially in parking while others said that raising parking and eliminating fare bonuses and transfers will lower transit ridership.

President Ross proposed a straw vote on the various fare increases in order to formulate ACT response with following results:

- ACT opposes: the proposed fare increases in general,
- ACT opposes: the elimination of paper transfers and passes because these are incentives for transit use and are heavily used by low-income riders,
- ACT supports: parking charges should increase at least as much as the round-trip bus fare with rail transfer so that there is no incentive for riders now accessing Metrorail by bus to switch to park-and-ride access,
- ACT supports: using revenue from joint development ventures that is now diverted to the jurisdictions to fund maintenance of current fares
- ACT supports: deferring CNG conversion of the bus fleet to maintain current fares and service levels
- ACT supports: if the above two measures do not provide sufficient savings to eliminate the need for any fare increase, additional revenue should be obtained by making automobile drivers pay more of the cost that the automobile imposes on society.

The above points were adopted as a resolution by the membership voting at the February 11, 2003 monthly meeting.

What is Light Rail?

Quon Kwan

This article responds to a reader request to describe light rail, the technology touted for the Inner Purple Line. Because most of you are familiar with Metrorail in the Washington, D.C. region, which exemplifies heavy rail technology, this article compares light rail with Metrorail. While light rail is new to the Washington, D.C. area, it is certainly not new to the nation. The tracks for light rail are constructed at the width (standard gauge of 56.5 inches) as and of the same steel as for Metrorail. Also, like Metrorail, light rail cars are electrically propelled. What is most perplexing is the fact that a light rail car (89,000 – 92,000 lbs.) is heavier than a heavy rail car (Metrorail car is 72,000-80,000 lbs.).

If “light” and “heavy” do not refer to weight, to what do they refer? They refer to the passenger loads of the trains. Because light rail trains are 2 or 3 cars while heavy rail (e.g., Metrorail) trains are 4 or more cars, light rail carries light loads compared to Metrorail, which carries heavy loads. The limit to the number of cars in a train (light or heavy rail) is the length of the station platform. A typical light rail car (Siemens SD-100) is 81 feet long and holds 64 sitting and 120 standing (full load of 184). A Metrorail car is 75 feet long and holds 68-80 sitting and 95-107 standing (full load of 175). Metrorail cars are married couples consisting of an even-numbered “A” car and an odd-numbered “B” car because no single car has enough room to hold all the equipment needed for operation. Because each light rail car holds all the equipment needed for operation, it is heavier than a Metrorail car and is able to run as singly.

Another major difference between light rail and Metrorail is the right of way. Light rail generally operates at grade (i.e., “street running”) in mixed traffic with conventional rubber-tired vehicles) although it can be grade-separated. In street running, a

separate right of way is not required. However, when not street running, right of way is required. Metrorail is mostly grade-separated (below grade in a subway tunnel or above grade on an elevated structure) requiring its own right of way.

There is a trade-off between at-grade and grade-separated operation. While at-grade operation is the least expensive, it is slower being bogged down in regular rubber-tired traffic. Grade-separation via an elevated structure is more expensive, and via a subway tunnel is the most expensive; however, grade-separated operation is faster due to not being bogged down in regular rubber-tired traffic. The cost of grade separation (especially tunneling) is the issue that makes County Executive Duncan’s preference for (initially) Outer Purple Line or (now) Purple Line Loop (see first article) 2 to 4 times more costly than the Inner Purple Line. The Inner Purple Line is mostly at-grade with a portion grade-separated (tunnel between Silver Spring and Langley Park).

The next major difference between light rail and Metrorail is the means by which they draw electrical power for propulsion. Light rail vehicles draw power from suspended wires (called an overhead catenary system) using a pantograph (which replaces the less-efficient trolley in street cars.) On the other hand, Metrorail cars draw power from a third rail using a collector shoe. For safety reasons, third rails are not used in street running.

Another difference is articulation in light rail cars and not in Metrorail cars. Articulation allows a car to bend in the middle by splitting the car into two body sections over a turntable and connecting them with bellows. (Another reason light rail cars are heavier than Metrorail cars is that the turntable is over a pair of axles giving light

rail cars one pair of axles more than a Metrorail car.) Articulation allows for shorter lateral clearances while negotiating tighter curves. Allowing for shorter lateral clearances facilitates street-running.

Furthermore, boarding/alighting of light rail vehicles may or may not be from/to a platform depending whether the vehicles have a stairwell or low-floor. Boarding or alighting of Metrorail cars almost always is from/to a platform that is level with the floor of the vehicles, which expedites passenger movement, minimizes falls, and satisfies the Americans with Disabilities Act.

Light rail is no noisier than Metrorail. In fact, the same Federal Transit Administration and American Public Transportation Association guidelines for design criteria on noise and vibration apply to light rail as to Metrorail. The same measures for mitigating noise and vibration apply to light rail as to Metrorail. Metrorail may seem noisier than light rail, but that could be from comparing Metrorail cars in a subway to that of light rail cars on a street. Noise in a subway seems louder because of amplification in a confined space. On the other hand, noise on a street seems softer because it disperses and dissipates more easily in the open. Light rail cars in subways are as loud as Metrorail cars in subways, and Metrorail cars on the surface are as loud as light rail cars on the surface.

If you have not yet done so, visit the closest light rail: Maryland Transit Administration's Central Light Rail, which runs to Hunt Valley from Baltimore-Washington International (BWI) Airport where it connects with Metrobus route B30 (non-stop from the Greenbelt Metrorail Station).

Does New Light Rail Transit Bring Crime?

Quon Kwan

Many affluent NIMBY's (Not In My Back Yard) oppose new transit service, especially new light or heavy rail transit service, by contending that the new service increases crime because of new opportunities afforded by new accessibility and mobility. This contention was addressed by a study conducted by the University of California at Los Angeles, School of Public Policy and Social Research. The study entitled, "Journeys To Crime: Assessing The Effects Of A Light Rail Line On Crime In The Neighborhoods" was presented in a paper at the Transportation Research Boards' 82nd Annual Meeting in Washington, DC on January 14, 2003 [available by e-mail request to the Editor.]

The researchers studied the effect on crime of opening a new, 19.6-mile, 14-station light rail line, the Green Line, operated by the Los Angeles County Metropolitan Transportation Authority. One end starts in middle-class Norwalk, passes through some high-crime inner city neighborhoods in South Central Los Angeles and terminates at its other end in affluent suburban communities (El Segundo, Manhattan Beach, and Redondo Beach). If the NIMBYs' contention is correct, then the data would show an increase in crime around the new transit stations, especially in the affluent suburban communities near the new light rail line.

The researchers examined neighborhood level and municipality-wide crime trends for five years **before** and five years **after** the inception of transit service on the Green Line. The researchers developed a piecewise regression model to evaluate the impact of the opening of the line in the neighborhoods surrounding the rail stations

along the Green Line. They also used geographic information systems (GIS) analysis to identify any possible spatial shifts in crime hot spots for the neighborhoods and municipalities abutting the Green Line.

In conclusion, the study clearly establishes that opening the new light rail transit line has **NOT** significantly impacted crime trends or crime dislocation in the neighborhoods surrounding the transit stations. The study also finds that the new light rail transit line has **NOT** transported crime from the high-crime, inner-city neighborhoods of South Central Los Angeles to the affluent suburbs of El Segundo, Manhattan Beach, and Redondo Beach. Lastly, the study asserts **NO** signs of any relationship between hot spots of crime and proximity to a transit station. Therefore, new light rail transit does **NOT** bring crime.

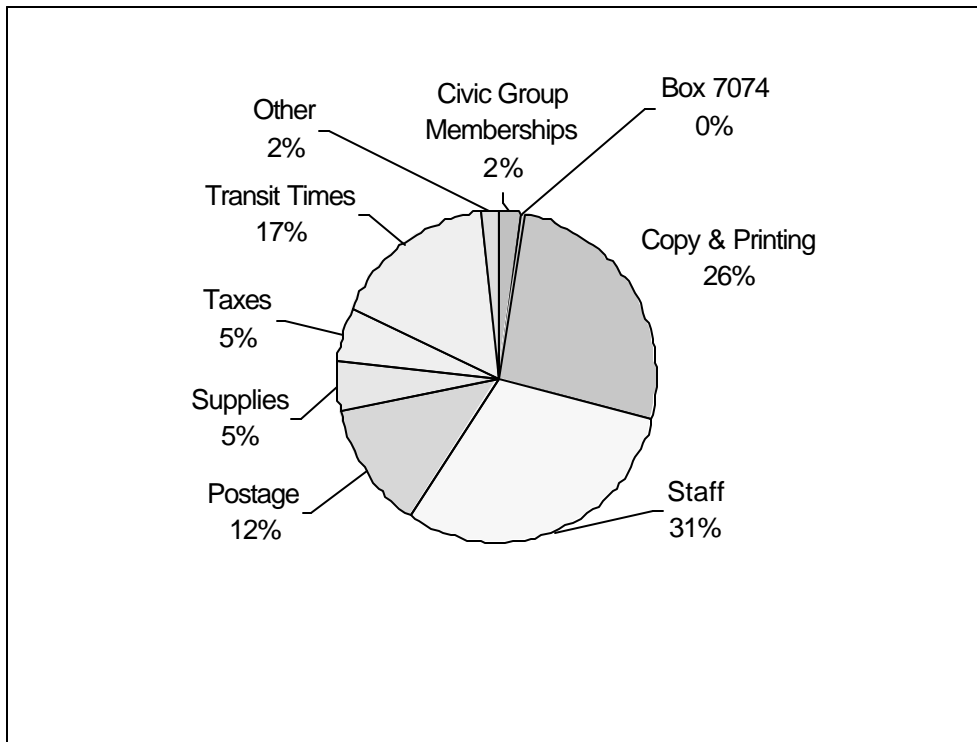
MCGEO Thanks ACT

Gino Renne, President of MCGEO UFCW Local 1994, sent a letter to ACT in January thanking ACT members for their generous contribution to the Conrad Johnson Fund. Conrad Johnson was the Ride-On bus driver that was killed while on duty in one of the sniper attacks in Montgomery County this past fall. At the November 12 ACT membership meeting a collection was taken up by the participants in the amount of \$100.00 for the Conrad Johnson Fund and sent care of MCGEO.

ACT Expenses in 2002

John Carroll

ACT started 2002 with \$5,499.89 and ended with \$2,686.87. In 2002 our income of \$20,333.43 came from dues, donations and a small amount of interest. Our expenses were \$23,146.45. The pie chart below shows the distribution of expenses in 2002. Our bank account is with BB&T.



The Purple Line Discussion on TV21

ACT Board member Rodolfo Perez (secretary) recently appeared on a segment of "In Search for Common Ground", a program put on by Channel 21, The Montgomery Channel. This program is intended to report two disparate points of view and search for common ground between these. Rodolfo appeared in support of the Inner Purple Line to debate with Pam Browning, spearhead of the Committee to Save the Trail, who appeared against the Inner Purple Line. Rodolfo felt he was quite successful in making the point that the Purple Line will not affect the Capital Crescent Trail.

**Inner Purple Line Communications
Campaign website:**

www.innerpurpleline.org

Editorial Remarks

Your Transit Times editor is Quon Kwan. Cutoff date for receiving materials for the next publication is June 13. Send your materials to him at: siufung@erols.com or call him at: (h) 301-460-7454.

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