

## WILSHIRE BUS ROUTE CHANGES

Line #20 (Wilshire Local to Santa Monica) will now operate throughout the day.

Between 5 a.m. and 7 p.m. on weekdays, Line #22 (Wilshire Local to Century City) will terminate at the Westlake/MacArthur Park Red Line station.

Also, all Line #426 service between Los Angeles and the San Fernando Valley will terminate at the Westlake Red Line station.

No substantial changes to routes #21, #320, #322 or to weekend and night services.

## ABOUT SO.CA.TA.

*The Southern California Transit Advocates meetings are held every month. Please call (213) 254 9041 for current time, location and directions.*

*Letters and articles for the TRANSIT ADVOCATE newsletter may be sent to P.O.Box 41198, Los Angeles, CA 90041. Please enclosed a self addressed stamped envelope for return of materials.*

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## TRANSIT UPDATES:

### RAPID TRANSIT

- The Metro Red Line will continue to have a 25-cent fare until MTA restructures all transit fares, or the Green Line (between Norwalk and LAX/EI Segundo) starts operating.

### COMMUTER RAIL

- Metrolink commuter rail now serves Riverside. Page 4

### BUS

See "Wilshire Bus Route Changes" on this page

- Line #34 (Rose Ave. in Venice) now operates, along with #33, to Downtown Los Angeles via Venice Bl.

- Alternate trips on MTA Line #484 detour to serve the Industry Metrolink station, during times when Metrolink operates.

- LADOT Commuter Express #419 (Chatsworth-Los Angeles) now serves the Chatsworth Metrolink station, providing connections between Metrolink and destinations along Devonshire Bl.

- The West Covina Shuttle now offers connections between downtown West Covina (Civic Center) and the Baldwin Park Metrolink trains.

- The City of Diamond Bar is now offering "Diamond Ride" shuttle service from four locations in that city to the Industry Metrolink station. This service is being evaluated by Foothill Transit, which is considering a possible extension of this service to Chino Hills.

- OCTA operates a new commuter route #320 between Brea Mall (connecting with existing MTA and OCTA routes) and industrial areas in Yorba Linda.

- Riverside Transit Agency has instituted "Metro Express" routes, connecting Moreno Valley with the Riverside Metrolink station (also served by RTA #2 and #16), and to The Pedley Station from Tyler Mall

- Santa Clarita Transit local fares have increased to \$.75 (\$.25 senior and handicapped)

## MTA Budget Woes Could Spell Long Delays in L.A. Rail Projects

Because of the ongoing recession, the MTA has not received the expected revenues from sales taxes (as authorized by Propositions A and C). Therefore, MTA is having to implement its 30-year plan at a slower rate, delaying some rail line construction.

The federally-funded Red Line extensions to East Los Angeles, North Hollywood and Mid City LA (Pico-San Vicente) will be built, as will the Green Line (Norwalk-El Segundo) and the Pasadena extension Blue Line. but several other transit projects (such as rail routes to Glendale, Santa Monica, Torrance and Azusa), which had already lacked sure funding , may not even be started until after 2000.

One project in danger of delay is the extension of the Red Line from North Hollywood across the San Fernando Valley. The continuing controversy over its routing may be one of the reasons that this project was set aside.

For years, various politicians, homeowners groups and civic associations battled over two possible routes:

either via the Ventura Freeway or Burbank and Chandler Boulevards.

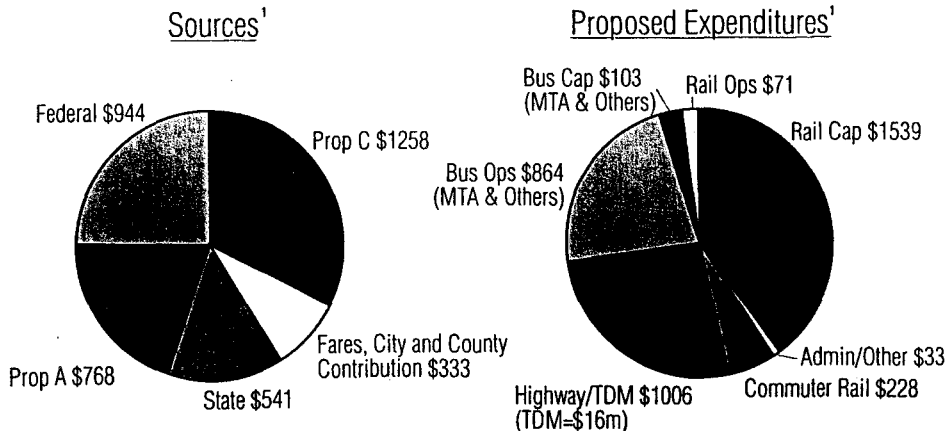
Meanwhile, support for the Pasadena Blue Line light rail, (which was also in danger of being only partially completed by 1997) had been building, with several different groups advocating that it be completed by 1997, all the way to Sierra Madre Villa (not just to Downtown Pasadena).

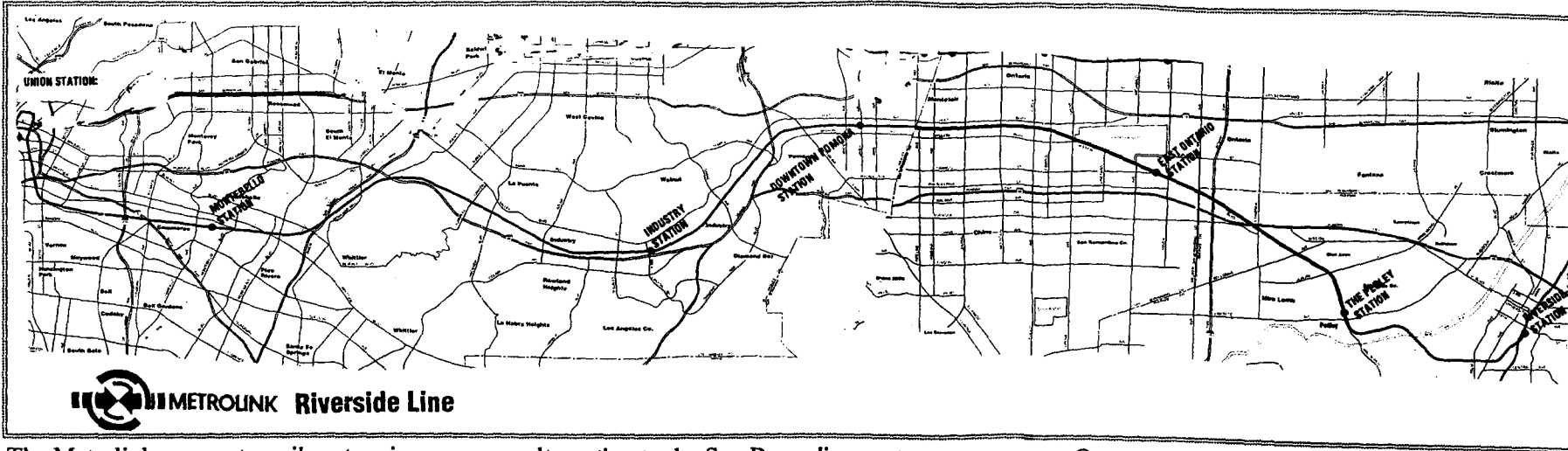
When one compares the level of support for the Pasadena Line to the indecision surrounding the San Fernando Valley Red Line extension, it should be no surprise that the Pasadena route got higher priority.

Of course., MTA could apply for more federal funds. However, the application process is quite lengthy, possibly leading to further delays in construction. Also, the Federal government may be somewhat reluctant to spend more in Los Angeles after spending \$1.23 billion on the three Red Line extensions.

Some MTA board members have advocated that the Red Line extension to North Hollywood be cut back to Universal City, saving \$1 billion for possible construction of a Ventura Freeway elevated route.

### FY 1993-94 Proposed Sources and Uses of Funds Total: \$ 3.8 Billion





The Metrolink commuter rail system inaugurated a new service last June 14; a route between Riverside and Downtown Los Angeles.

This route uses the Union Pacific right-of-way between Riverside and Los Angeles Union Station. The Riverside Station is located a short distance east of Downtown Riverside, and provides plenty of parking, but somewhat limited regular bus service. (However, selected local trips, as well as new Metro Express runs, do stop near the station). Other current stations include Pedley, East Ontario (Haven Ave) and Industry (near Walnut and Diamond Bar). Future stations are planned for Montebello, Pomona, and perhaps Downtown Ontario.

The Riverside line was not one of the original Metrolink routes, but was actually programmed because of the difficulties in acquiring the Santa Fe rail right-of-way to San Bernadino. Union Pacific was more enthusiastic about supporting commuter rail on its rail lines, so the Riverside line was considered a possible

alternative to the San Bernadino route. Although Santa Fe and Metrolink eventually agreed on a price for the San Bernadino rail route., the Riverside line was retained because it provided service to places not served by the San Bernadino line.

Currently, three commute hour roundtrips and one midday "Flex Train" operate on weekdays only. Travel time between Riverside and Los Angeles is one hour and ten minutes. There are local and express bus connections to Moreno Valley, Arlington, Pomona, and Diamond Bar; the Metro Red Line subway and several bus routes are available at Los Angeles Union Station.

Free rides on the Riverside line were provided from June 16 to June 30. This free service proved immensely popular., totalling about 115,000 passengers during that 13-day period. During the last few days of the free rides, as many as 3,000 passengers boarded a single ten-car train. Metrolink expects to keep about 40% of these riders as regular commuters.

One way, commute-hour fares are \$7.50 from Riverside to Los Angeles; \$6.50 from Pedley or East Ontario to Los Angeles, and \$3.50 from Industry to Los Angeles. Reduced fares are available for off-peak riding, round trips, and seniors/disabled. Monthly passes are also available, and Riverside County residents can take advantage of special reduced rates (inquire at the Union Station ticket window or call 1-800-371-LINK for more information)



**Irvine, Fullerton Service Delay!**  
Because of disputes between Metrolink and Caltrans over rail cars, additional Metrolink service from Riverside to Irvine and Fullerton may be delayed for up to seven months (July 1995, rather than December 1994).

Currently, Metrolink has enough equipment to run its current four lines (Moorpark, Santa Clarita, Riverside and San Bernadino) as well as four round trips to Oceanside and Orange County starting in December. Metrolink will need 30 new rail cars to operate the Fullerton and Irvine routes, as well as for service expansions.

The Caltrans Division of Rail has developed its so-called California Car, a passenger railcar for use on state-supported Amtrak trains, as well as on other commuter rail systems in San Francisco and San Diego. Unfortunately, these cars would not have been ready until 1995, long after for Metrolink's 1992 startup date. Therefore, Metrolink acquired cars from Bombardier of Canada. Bombardier is currently producing cars for San Diego's commuter rail system (to open in 1994) and could easily produce more cars in time for the 1994 start of service to Irvine and Fullerton.

Although the 24 California Cars cost about \$7.5 million more than 24 Bombardier cars, Caltrans was unwilling to cancel the 24 cars from its California Car order, or to pay the \$12.2 million change order penalty to Morrison-Knudsen ( the California Car builder). Also, the California Cars are the only cars eligible for Proposition 116 funding; so, in order to buy more Bombardier cars, Metrolink would have to look for other funding, an uncertainty in the near future.

Therefore, Metrolink staff is recommending that the California Cars be purchased, even though doing so would delay the Riverside-Irvine and Riverside-Fullerton service by seven months.

## *Ventura County Spends Transit Funds on Roads—Legally*

Although public transit services seem adequate in the cities of Oxnard and Ventura (and a little less so in Simi Valley and Thousand Oaks), much of Ventura County is currently underserved by public transit.

For the Eastern Ventura County (Thousand Oaks, Simi Valley and Moorpark) commuter, there are handy connections to Los Angeles via Metrolink or Commuter Express bus #423. Transit between most Ventura County cities is currently limited to an infrequent "Interconnect" bus service, or even less frequent Amtrak and Greyhound services.

Also, Ventura County has often disagreed with Metrolink (which is made up of Los Angeles, Orange, Riverside, San Bernadino and Ventura county transit commissions) over the amount of funding it should provide to operate the existing

Metrolink service between Chatsworth and Moorpark. Meanwhile, according to the Train Riders Association of California (an advocacy group), claims that Ventura County is spending 75% of its state Transportation Development Act funds for roadway development. (Rural counties, with populations under 500,000, may legally do so if all transit needs have been met)

TRAC claims that Ventura County is exploiting a loophole in the state law that permits the county to be designated "rural" based on the outdated 1970 census, allowing continued spending of TDA funds on roadway projects.

*(For more information on the Train Riders Association of California, contact them at 1730 13th St., Sacramento, CA 95814)*

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## *San Fernando Valley Bus Service Restructuring*

A "San Fernando Valley Transit Service Restructuring Study" is currently underway.

This study, sponsored by three public agencies (City of Los Angeles, MTA and County of Los Angeles) and one private firm (Commuter Transportation Services) is intended to determine and respond to public transit needs in the San Fernando Valley.

This study does not involve routings of rail lines, but is primarily concerned with bus services in the Valley (including commuter lines into, or out of, the Valley).

In addition to conventional fixed-route buses, other services such as local circulators

(shuttles), dial-a-ride services, or expanded ridesharing programs are also under consideration to serve portions of the Valley.

A series of public meetings was held in late June, allowing many community members to give opinions on the current level of transit service. There were the usual concerns about late buses; overcrowding, etc., as well as some suggestions for new bus routes and improved services.

Another series of meetings will be held later this year (around November or December). Then, the findings of the study group will be reported, and further public comment will be taken.

# MTA HEADQUARTERS UPDATE

The Los Angeles Metropolitan Transportation Authority has voted, 8-1, to build its new headquarters at the planned "Gateway Center" building near Union Station in Downtown Los Angeles.

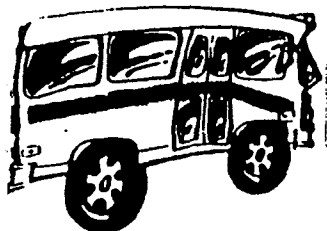
The LACMTA was recently created from the merger of the RTD and the Los Angeles County Transportation Commission. Currently, the two agencies occupy separate buildings.

Before the merger, RTD had agreed with Catellus (owners of Union Station) to move into a planned 20-story building near Union

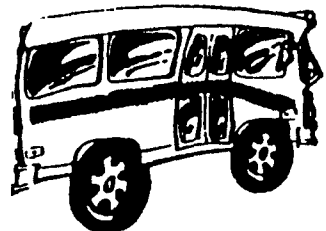
Station. Meanwhile, LACTC was considering moving its offices and staff into another future building, the Watt City Center in the western portion of Downtown.

The MTA staff favored the Gateway Center because it would provide more direct access to the transit system, as well as to other maintenance facilities

The selection of the Gateway Center means that the building will be increased in size from 20 to 26 stories in order to hold both ex-RTD and ex-LACTC employees.



**GET ON THE BUS  
AND RIDE**



## *Beach Bus!*

Various cities and the County of Los Angeles will be operating special Beach Buses until September 4.

Service on MTA Line #434 will be increased from every 40 to every 30 minutes. Also, this bus will serve Leo Carillo Beach State Park during the summer. #434 operates from the transit center at La Cienega and the Santa Monica Freeway, to Santa Monica, then via the Pacific Coast Highway to Malibu. (Selected weekday trips also serve Downtown Los Angeles, starting at Union Station)

Other, special beach services will include:

- County of Los Angeles-sponsored beach buses operating from La Canada and Altadena, to Santa Monica Beach. A third route operates from Charter Oak (near Covina) to Seal Beach in Orange County. For information on these services, please call 818-458-3962
- Westlake Village/Agoura Hills will operate beach buses to Zuma Beach near Malibu. For information call 818-706-1613 (Westlake Village) or 818-597-7300 (Agoura Hills)
- Calabasas will also operate four round trips to Zuma Beach. No fare will be charged. Information: 818-878-4225