

TRANSIT UPDATES

Due to construction of two MTA projects (the **Headquarters Building/Transit Plaza** and the **Pasadena Blue Line**), two changes are in store for **Metrolink** and Metro **Red Line** passengers using Union Station:

- The Red Line Vignes St. entrance will be closed for approximately one year. Metrolink passengers can use the Alameda St. entrance (inside Union Station waiting room) to access the Red Line.
- Access to the Union Station trackside bus stops will only be provided at the south end of the platform.

LADOT Commuter Express has partially preserved two earthquake emergency bus routes * #634 (between Downtown LA and Century City/Westwood) is now renumbered #534.

- #644 (between Downtown and the VA park/ride lot) has been integrated with #430.

Torrance Transit users can now take advantage of a new Del Amo Center Transit Terminal (at Amie St. and Fashion Way.) A 150-space park-ride lot is also available at this new facility.

Because of persistently low ridership, **Glendale Beeline** routes #3 (Adventist Hospital) and #5 (Montrose) have been cancelled. (They may be restored in the future as part of a bus restructuring project)

El Monte Trolley now uses two electric (storage battery) buses to shuttle passengers between the El Monte Metrolink station and the El Monte Bus Station.

A new local city shuttle bus service has started in the City of **Downey**. See Page 6

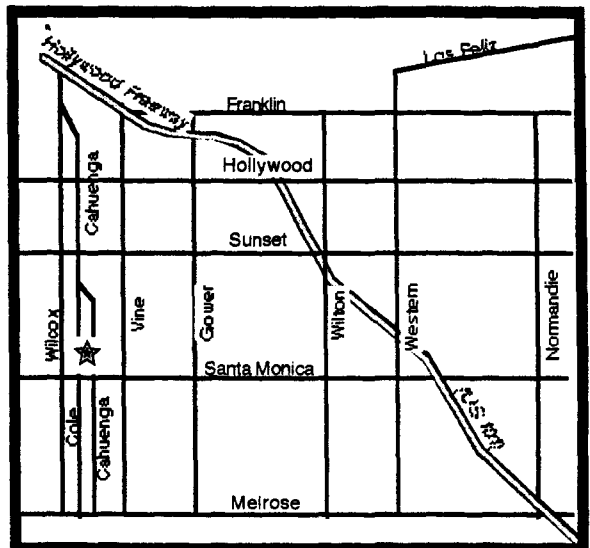
Greyhound now stops in the Glendale Amtrak station. A temporary ticket office is now provided; the station building itself will eventually have a Greyhound ticket window.

NEW MEETING LOCATION

The June 11 meeting will be held at the Hollywood Recreation Center, located at 1122 Cole Avenue (near Santa Monica and Cahuenga Boulevards) at 1 p.m.

The Recreation Center can be accessed via MTA bus routes #4, #210 and #420 as well as the Hollywood DASH shuttle.

This location may become our permanent meeting place. If you have any comments, please let us know!



FROM THE EDITOR

by Charles P. Hobbs
Vice President/Newsletter Editor

Meetings: This month's meeting will be held in the Hollywood Recreation Center, 1122 Cole St. This may become our permanent meeting place; however, SO.CA.TA is charged a fee (\$10) to use it.

MTA Fares: The MTA is currently considering a fare increase (up to \$1.35), and elimination of passes (except for students, seniors and disabled) to meet its operating deficit. The drastic service cuts (such as ending all weekend service, etc.) are no longer under consideration. (only a few lightly used routes and portions of routes are proposed to

be discontinued.)

MTA Agendas: We are currently discussing ways to make transit agency agendas more available to SO.CA.TA members.

Newsletter: As always *The Transit Advocate* always needs articles, letters, photos and research (newspaper clippings, etc.) from all members and interested non-members. If you see an interesting, transit-related article in the newspaper, consider sending a copy (preferably two copies) of the article to Box 41198, Los Angeles 90041. Material for publication should be received two weeks before the scheduled SO.CA.TA meeting date.

CALTEA—COMING THIS NOVEMBER

PLEASE NOTE: This article is provided for information only and does not constitute an endorsement.

Although it has not yet been officially announced, the California Clean Air, Jobs and Transportation Efficiency Act (CALTEA) initiative will be placed on the November ballot, as enough signatures have been gathered.

If passed by the voters, this initiative, by imposing a four percent sales tax on gasoline, would make approximately \$700 million per year available for transit and other transportation projects statewide.

Anticipated uses in Southern California include:

- improvements to commuter (Metrolink) and intercity (Amtrak) rail service
- development of the Alameda Freight Rail Corridor
- additional operations funding made available to local transit operators (operators would be encouraged to provide passes, free transfers, and eliminate graffiti)
- electrification of bus and rail lines.
- provision of new special services for seniors and the disabled
- other transportation projects (bike lanes, seismic upgrades, signal synchronization, carpool coordination)

PROPOSED MTA FARE INCREASE

The MTA, in order to eliminate a \$141 million deficit, plans to raise bus and rail fares, reduce service by five percent, and impose administrative cost reductions. If approved, the fare increase would go into effect in September.

MTA expects to gain \$40 million from the increased fares, \$21 from the service reductions and \$80 from reduction of administrative overhead.

- Base fare would be \$1.35, with tokens available for \$1. (Reduced cash fares may also be raised somewhat)
- Express zone charges would be \$.50, and would be applied to the Metro Blue and Green

Lines as well as to the buses. (There would be three zones on the Blue Line; passengers would pay \$1.35 for the first zone and \$.50 for each additional zone.)

- Except for seniors, the disabled and students under 18, the monthly pass option would no longer be available.
- Service on express lines #443, #445, #457, local line #208 and the #152 Metrolink shuttle would be discontinued service. Portions of #94 (between Olive View and Juvenile Hall), #104, #225 and #320 (east of Westlake) would be deleted, as well as racetrack and Dodger Stadium services.

(cont'd on Page 6)

SAN FERNANDO VALLEY TRANSIT SERVICE RESTRUCTURING

The San Fernando Valley Transit Service Restructuring Study, sponsored by the MTA as well as the City and County of Los Angeles, has held many public meetings over the past year in an effort to determine how local bus routes could be improved. The results of their findings are just now being presented.

Several Transit Centers would be created in the Valley: (Burbank Metrolink/First St, Sylmar Metrolink, Chatsworth Metrolink, Granada Hills, Sherman Oaks and Warner Center). Most local bus routes would be re-routed to serve one or more transit centers. Timed-transfer connections would be provided, minimizing waiting between buses.

New, limited stop service would be provided on Victory Bl, Van Nuys Bl, and San Fernando Road (the latter service being extended to Santa Clarita)

In some cases, local bus routes would be linked together, forming one route that would serve multiple transit centers. Also, express service on the Ventura and Glendale Freeways would be streamlined and improved, while other express services would be modified to avoid competing with Metrolink. In several areas, shuttle service (similar to LADOT DASH or Glendale Beeline) would replace regional big-bus service.

Currently, no start date for these service changes has been set.

APTA COMMUTER RAIL PART 2

CHICAGO, April 11 — The nation's 15 commuter rail systems posted a healthy 2.4 percent ridership increase last year, evidence of the continuing popularity of a public transportation mode that serves workers in metropolitan areas, suburbs and beyond, according to the American Public Transit Association.

Meeting here for its annual Commuter Rail Conference, APTA reported that commuter rail patronage jumped by 7.6 million

boardings from 1992-1993 to 329.4 million. "Neither a feeble economy nor the false lure of cheap gasoline can stop the appeal of riding the rails to work," said Rod Diridon of Santa Clara County, Calif., APTA chairman. "People relish the speed and convenience of commuter rail in contrast to the frustration and delay of highway traffic."

The rise in commuter rail patronage may forecast better ridership numbers for public transportation as a whole, the APTA official said. Final 1993 figures for buses and other forms of rail transit are not yet available, but the industry has experienced ridership declines, especially in big-city bus travel in recent years. Transit officials blame high unemployment in the economy, and stiff competition from drivers who are enjoying record low gas prices and widespread, company-paid free parking.



Commuter Rail ridership gains were paced by the Miami-Ft. Lauderdale area's Tri-Rail system which grew 20 percent to 2.9 million boardings. Other significant gains were recorded in Boston (8.1 percent), at the Connecticut Department of Transportation's New Haven service (7.2 percent), in the Baltimore region (5.9 percent), at New Jersey Transit (3.7 percent), and at both New York's Metro North Commuter Railroad (2.3 percent) and Long Island Railroad (2 percent).

In addition, APTA reported that two new commuter rail systems which opened for service late in 1992 showed substantial growth last year. These include Metrolink in the Los Angeles area (from 166,000 to 1.9 million boardings) and the Virginia Railway Express, serving the Washington, D.C., suburbs (from 601,000 to 1.7 million boardings).

Chicago's Metra system, the nation's second largest commuter rail operation after the Long Island Rail Road, reported a 1.1 percent growth in ridership between 1991-1993. It said its ability to serve more passengers is being hindered by carrying capacity and the need for more suburban parking.

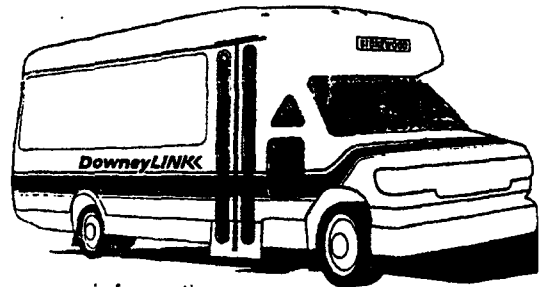
APTA is the international association of operating transit authorities, their suppliers and other advocates of improved transit service.

DOWNEYLINK

The City of Downey, in Southeast Los Angeles County, has joined several of its neighbors (Bell Gardens, Norwalk, Bellflower and Cerritos) in providing low cost, fixed route shuttle bus service for residents and visitors alike.

Four one-way loop routes are provided, serving the northwest, northeast, southwest and southeast parts of Downey. All routes begin and end at the Stonewood Shopping Center, pass through the Downey Civic center, and run every 45 minutes between 6:30 am and 6:20 pm on weekdays (there is currently no weekend/holiday service)

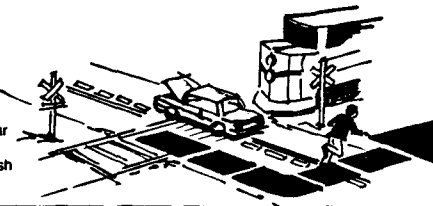
The fare is \$.25, with free transfers available between Downeylink routes. Connections can also be made to MTA bus routes at various points in Downey, and to the Bellflower Bus at Bellflower and Foster. Downeylink will also connect with the Metro Green Line when that system opens next May.



For more information,
call 310-529-LINK

Get Out Of Your Vehicle If It Stalls

If your vehicle stalls on a crossing, get everyone out and off the tracks immediately. If a train is coming, stay clear of the tracks. If no train is in sight, post lookouts and try to start the vehicle or push it off of the tracks.



(MTA Fare Increase, cont'd from Page 4)

However, \$5 million would be reallocated towards improving service frequency on several high-ridership bus routes.

The MTA expects a seven percent ridership decrease as a result of the higher fares.

Reaction to the fare increase was generally negative, with some community leaders and groups calling for an end to rail line construction

and other MTA projects. According to MTA officials, the funding for those projects (from Federal, State rail bond, and Los Angeles County Prop A and C) are not legally subject to transfer to operations.

The MTA will hold another fare meeting on June 18, at the Los Angeles County Board of Supervisors Hearing Room. The final decision on the fare should be made at the MTA main meeting on June 22.

METROLINK UPDATE JUNE 94

- The Santa Clarita line is now carrying about 5,500 daily boardings. Although the recent opening of I-5 has not affected ridership much, the Antelope Valley Freeway repairs probably will. Metrolink hopes to have speed improvements on this line by this month, or at least one month before the freeway repairs are completed.
- Systemwide ridership is averaging 18,000 boardings per day.
- Metrolink has been criticized for having a high subsidy per passenger, especially when compared to local bus lines. In fact, the MTA (Los Angeles County) contribution to Metrolink for next year is \$22 million (compared with around \$600 million for bus operations). Assuming 18,000 daily boardings, five days per week, 52 weeks per year, about 4,680,000 boardings will take place per year. Dividing \$22 million by 4,680,000 boardings results in \$4.70 per boarding, comparable to the subsidies provided to long-distance express bus riders. Of course, the other Metrolink counties (Orange, Riverside, San Bernadino and Ventura) do contribute additional funds to those lines which run through their counties.
- The Orange County Line is carrying about 2,000 boardings per day. Metrolink has adjusted the zone structure on the Orange County Line to make Fullerton-Los Angeles a two-zone trip (current fares between Fullerton and stations south thereof are not affected)

CALENDAR OF MEETINGS + EVENTS

Note: Meeting times and places subject to change without notice.

June 10 10:00am Metrolink, SCAG Conf Rm
12th Floor
818 W. 7th, Los Angeles

******NEW MEETING LOCATION******

Jun 11 1:00pm **SO.CA.TA meeting**
Hollywood Rec. Center
1122 Cole St
(near Santa Monica/Cahuenga)

Jun 18 10:00am MTA Fare/Schedule Public Hearing
Bd. Supervisors Hearing Rm
500 W. Temple, LA

Jun 22 12:00pm MTA Board Meeting
Bd. Supervisors Hearing Rm
500 W. Temple, LA

Jun 24 8:00am Foothill Transit Board
100 N. Barranca, 4th Floor
West Covina

Jul 8 10:00am Metrolink, SCAG Conf Rm
12th Floor
818 W. 7th, Los Angeles

Jul 9 1:00pm **SO.CA.TA meeting**
LOCATION TO BE ANNOUNCED
Call (213) 254 9041

Jul 27 12:00pm MTA Board Meeting
Bd. Supervisors Hearing Rm
500 W. Temple, LA

Jul 29 8:00am Foothill Transit Board
100 N. Barranca, 4th Floor
West Covina