

TRANSIT UPDATES

The Pasadena Metro Blue Line project has received an additional \$60.8 million in funding in the MTA's recent budget (approved July 20). These additional funds came from monies left over from HOV projects, as well as from other capital funds.

Foothill Transit extended Route #480 from Claremont to Montclair effective July 10. Look for extensions on Line #495, #498 and new service between Duarte and West Covina this fall!

FEMA funded Santa Clarita Transit emergency service lines #796 (Warner Center), #797 (Chatsworth) and #798 (Van Nuys), as well as Metrolink shuttle service from Sylmar Station, are continuing to operate, even though FEMA funding was supposed to have stopped in July.

Antelope Valley Transit Authority emergency commuter routes #780 (Van Nuys), #782 (Century City) and #784 (to LAX) have stopped running, although service to Century City, at the request of several former riders, has been reinstated.

Riverside Transit Authority buses have a new logo, new fares (75 cents base, 25 cents per zone), a new "All-Zone" pass, and three new lines:

#30-Perris Local Shuttle (weekdays only, every 40 minutes)

#35-Moreno Valley Mall-Banning/Beaumont

#36-Yucaipa-Calimesa-Banning/Beaumont.

#35 and #36 run Monday, Wednesday and Friday only at this time. Connections can be made to other RTA lines in Moreno Valley, to Banning Transit routes and to Omnitrans #14 in Yucaipa.

Inland Empire Connection routes #110 (to San Bernadino) and #496 (to Riverside) no longer travel between Montclair and Los Angeles at any time. Passengers are now required to transfer to Foothill #480, #492, MTA #497 or Metrolink.

Transit Updates are compiled by SO.CA.TA members. If you notice any new, changed or discontinued transit services, please call us at (213) 254 9041 .

NEW MTA FARES

As part of its effort to reduce its \$141-million deficit, the Los Angeles Metropolitan Transportation Authority (MTA) is increasing bus fares effective September 1, 1994.

The new cash fares for all passengers except Senior/Disabled (no change in fares) will be as follows: the regular base fare will be \$1.35, and each express step will be \$.50. The cost of transfers (\$.25 per use) and tokens (\$.90) will remain the same.

The Metro Blue Line will have a distance-based fare structure: a ride from Los Angeles to Long Beach will cost \$2.35, while shorter rides will cost \$1.35 or \$1.85, depending on distance.

Monthly passes will be eliminated except for Senior/Disabled (\$12), K-12 Students (\$20) and College/Vocational (\$30). All other passengers are encouraged to buy tokens at \$9 per bag of ten (providing a \$.90 base fare).

FROM THE EDITOR

MTA Fare Increase: While next month's fare increase (from \$1.10 to \$1.35) is shocking enough, the elimination of monthly passes (for the general public only) has most people concerned. The transit dependent are facing paying as much as \$30 additional per month in transfer charges alone, while long-distance commuters will be required to handle unwieldy amounts of change and tokens. The lack of bus passes may even discourage some companies from subsidizing employee transit fares, as is often done now. The Los Angeles City Council and many other organizations has called for the reinstatement of bus passes, but it remains to be seen whether the MTA Board will reconsider them.

MTA Strike: For nine days (July 25-August 2), bus passengers crowded into too few buses operating on too few lines, found other means of transportation, or simply cancelled trips. This was because of a strike called by MTA union mechanics (drivers and clerks honoring the picket lines). In the end, the MTA got the right to subcontract some mechanical work to third parties and the union members got increased job security. The losers? Not only the riders (ridership may decrease by as much as 60,000 boardings per day because of the strike), but also some segments of the local economy dependent on transit users (downtown stores, hotels, garment industry, etc.), at an estimated \$18 million.

Article Review: Two excellent transit articles appeared in the July 31 Los Angeles Times, page M1 (Opinion section). One article provides some insight as to the funding of MTA bus and rail projects. The other article describes how public transportation shaped the Los Angeles Metropolitan area, as well as the value of public transit as a civic service.

Membership: In order to have continuously increasing membership, it is important that our brochure continues to be distributed to the public. Since the initial supply (printed last April) is just about all gone, I recommend that we print about 1000 copies of the brochure, and distribute them to each member for re-distribution in public places (local libraries, transit facilities, and the like). Perhaps each brochure/coupon could be marked with the distributing member's initials, and an incentive given to the member responsible for the highest number of new members obtained within a certain time period. In addition, a special poster should be developed and posted in public places such as college campuses, senior centers, and the like.

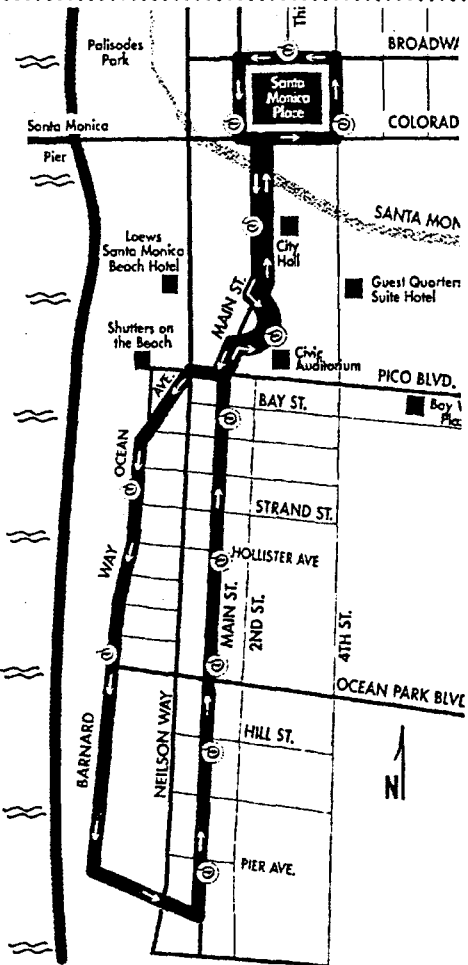
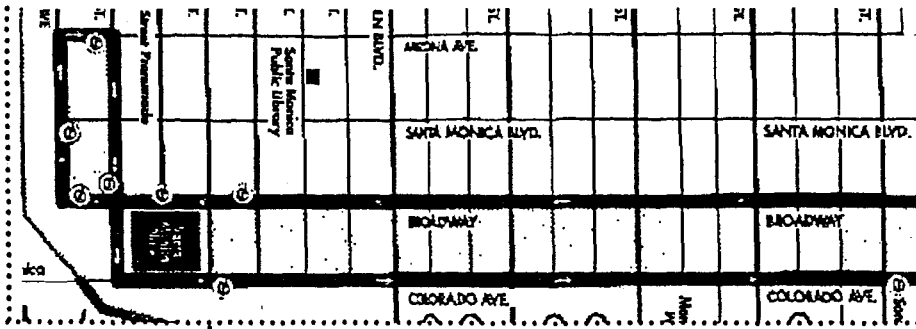
Correction: In the July issue, on Page 5, the third paragraph should read as follows:

The *final* [not draft] ordinance suggests the intended meaning by the contrast between "exclusive" and "non-exclusive". "Non-exclusive" high occupancy vehicle lanes" are non-exclusive in that they are not used exclusively by public transit vehicles but are also used by private carpools. The logical inference must be that, in the draft ordinance, an "exclusive right-of-way, or guideway, for rail transit" means that the "right-of-way, or guideway" must be used exclusively by rail transit as opposed to other modes of transportation.

Newsletter: As always, *The Transit Advocate* needs articles, letters, photographs 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 .

-Charles P. Hobbs, Vice President/Newsletter Editor

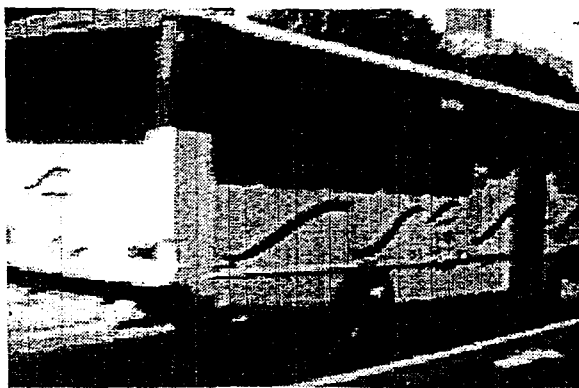
SANTA MONICA TIDE



The City of Santa Monica has reinstated and improved its Tide downtown shuttle service. (It operate dlast year for a few months, with 30-minute frequency and a 50-cent fare). This year, however, the service is fare-free, buses run every 15-20 minutes, and there are now two routes.

The Main Street route (*left*) operates between Santa Monica Place and Main Street/Pier Avenue: service is provided every day from 12 noon to 10 p.m. The MGM Plaza/Water Garden route (*above*) operates on weekdays only, between 11 a.m. and 3 p.m., looping via Broadway, Colorado, and 26th St. An electric shuttle bus is operated on the MGM Plaza route)

The Tide Shuttle is sponsored by the City of Santa Monica, Santa Monica Place, the Santa Monica Central Business District and Southern California Edison.



MONTCLAIR TRANSCENTER

The third and final version of the Montclair Transcenter opened on July 27. (The original Transcenter opened in early 1988 and was moved to its current location in February 1993 to accomodate Metrolink)

This new facility features a Metrolink station, a bus transfer terminal, and several large parking lots. The bus loading areas are located close to the Metrolink platform, for easy bus-rail connections. A day-care center and possibly, other retail uses are also planned for the Transcenter.

In addition to Metrolink, the following bus routes serve the Montclair Transcenter:

- Omnitrans #60 (Montclair to Indian Hill or Chaffey College)
- Omnitrans #62: Montclair-Upland-Ontario-Chino two way loop
- Omni #64:Montclair-Ontario-Upland
- Omni #65: Montclair to Chino

Omni #73: Montclair-Fontana via Arrow Highway)

• Omnitrans #74: Montclair-Fontana via Foothill Bl

• Foothill Transit #480: Montclair-Los Angeles via Pomona, West Covina and El Monte. This route was recently extended from Claremont to Montclair due to community support, and also to replace the discontinued #110/496 service to Los Angeles County.

• Foothill #492: El Monte Station via Arrow Highway, peak hours to Los Angeles.

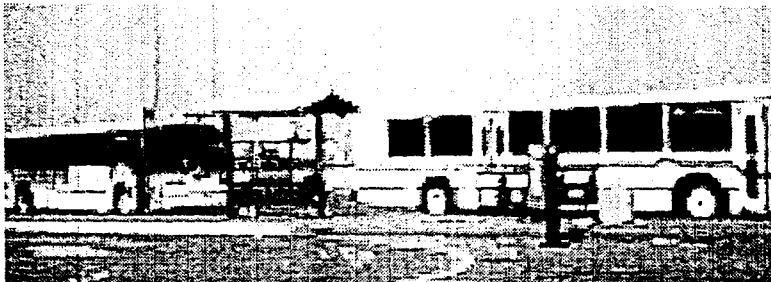
(Additional Foothill bus routes may be rerouted into Montclair in the future)

• Inland Empire #110:Montclair-Ontario Airport-San Bernadino

• Inland Empire #496:Montclair-Ontario Airport-Riverside

(Note that #110 and #496 no longer directly serve points west of Montclair)

• MTA #497: Peak hour express service to Downtown Los Angeles.



Both Foothill and Omnitrans, along with MTA, IEC and Metrolink, call at the new Montclair Transcenter. (The passenger shelters have been vastly improved at the new facility).

APTA: LOW-FLOOR BUSES GAINING IN POPULARITY

WASHINGTON, July 5 — Public transportation agencies throughout North America are turning increasingly to low-floor technology to give transit passengers easier access to buses, a new report by the Transit Cooperative Research Program (TCRP) shows.

A low-floor bus needs no steps because the floor rides 15 inches or less above the road. In addition, the vehicles have the ability to “kneel” several inches to curb level to make it easier for children, the elderly and persons with disabilities to board.

More than 700 low-floor transit buses are either in service or on order by 32 transit agencies in the U.S. and Canada, according to the TCRP report. A familiar configuration in Europe, low-floor buses are now getting high marks from North American customers, TCRP researchers said. They cite faster boarding and alighting along with easier passenger accessibility as chief reasons why customers and transit agencies favor the low-floor technology.

Federal regulations stemming from the Americans with Disabilities Act of 1990, require transit agencies to improve

passenger access to vehicles.

The 43-page TCRP report includes an analysis of transit agency service in four cities where low-floor buses are in regular service (Ann Arbor, Mich.; New York; Minneapolis and Urbana, Ill.) as well as numerous charts and drawings of low-floor bus designs.

Copies of the report, titled “Low Floor Transit Buses: A Synthesis of Transit Practice,” may be obtained at no charge by calling APTA’s Kenya Henry at 202-898-4127, or by faxing an order to 202-898-4109.

The TCRP is a program that provides for operational research to benefit transit agencies and suppliers, and to improve transit service. It is funded by the Federal Transit Administration through the Intermodal Surface Transportation Efficiency Act of 1991, and directed by the Transportation Research Board. The Transit Development Corp. selects the research projects.

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

SO.CA.TA MEETING LOCATION

**Our meetings are currently held at the Echo Park United Methodist Church,
1226 N. Alvarado St, Los Angeles., north of Sunset Bl.**

**This location is easily accessed by the following MTA bus route s:
#1, #2, #3, #4, #92, #93 and #200**

METROLINK

Metrolink will again offer service to the Ventura County Fair, on August 20-21 and 27-28. Six round trips (up from four last year) will be provided between Simi Valley and the Ventura County Amtrak station, near the fairgrounds.

The first train will leave Simi Valley at 9:30 a.m.; the last train will leave Ventura at 10:15 p.m. All trains (except the first two from Ventura) will also stop at Camarillo and Oxnard.

Fares (round trip) will be \$4 from Camarillo or Oxnard, \$6 from Moorpark or Simi Valley.

About 35,000 passengers used this service last year.

THINK YOU CAN BEAT THE TRAIN?



CALENDAR OF MEETINGS + EVENTS

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

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

Aug 13 1:00pm SO.CA.TA meeting
Echo Park United Methodist
Church
1226 N. Alvarado St, LA

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

Aug 25 3:00pm Riverside Transit Agency
1825 Third St, Riverside

Aug 26 12:00pm MTA Board Meeting
Bd. Supervisors Hearing Rm
500 W. Temple, LA

Sep 9 10:00am Metrolink, SCAG Conf Rm
12th Floor
818 W. 7th, Los Angeles

Sep 10 1:00pm SO.CA.TA meeting
Echo Park United Methodist
Church
1226 N. Alvarado St, LA

Sep 22 3:00pm Riverside Transit Agency
1825 Third St, Riverside

Sep 23 8:00am Foothill Transit Board
100 N. Barranca, 4th Floor
West Covina

Sep 28 12:00pm MTA Board Meeting
Bd. Supervisors Hearing Rm
500 W. Temple, LA