

## SPECIAL NOTE:

*A federal judge has temporarily blocked the following MTA fare increase. A hearing will be held on September 12. At least until then, existing fares are still in effect, and passes will be available.*

Description	Current Fares	<b>New Fares Effective 9-1-94.</b>
Cash Base Fare	\$1.10	\$1.35
<b>Token (valid for payment of base fare)</b>	90¢	90¢
<b>Zone Charge in Addition to Base Fare</b>	40¢ per distance step traveled (maximum 5 steps, express buses only)	50¢ per zone traveled (maximum 5 zones, express buses only); Metro Blue Line costs 50¢ for each zone (maximum 2 zones)
<b>Transfer Charge</b>	25¢ each use	25¢ each use
<b>Senior, Disabled &amp; Blind Base Fare</b>	45¢ (Blind Free)	\$.45
<b>Senior, Disabled &amp; Blind Zone Charges</b>	20¢ per distance step traveled (maximum of 5 zones, express buses only) (Blind Free)	25¢ per zone traveled (maximum 5 zones, express buses only); Metro Blue Line costs 25¢ for each zone (maximum 2 zones)
<b>Senior, Disabled &amp; Blind Transfer Charge</b>	10¢ each use (Blind Free)	10¢ each use
<b>Monthly Pass</b>	\$42	not offered
<b>Express Stamps</b>	\$12	not offered
<b>Senior, Disabled &amp; Blind Monthly Pass</b>	\$10 (Blind Free)	\$12
<b>Students (Kindergarten-Grade 12) Monthly Pass</b>	\$18	\$20
<b>College/Vocational Monthly Pass</b>	\$25	\$30

# FROM THE EDITOR

by Charles P. Hobbs  
Vice President/Newsletter Editor

- To help expedite newsletter production, contributors are now being asked to submit long articles (over 100 words or so) already typed (for direct paste-up) or in electronic format (3.5" disk or e-mail). Call us at 213-254-9041 for details on electronic submission of articles.
- To reduce costs, the frequency of the newsletter may be reduced (to every two months) next year. The format may also be changed (perhaps to a single folded 11" x 17" sheet). In any event, please let us know your opinion on any changes (which will not take place until next year!)
- A Special Projects Committee has been formed. They will be in charge of developing our forthcoming Transit Guide. (and other publications in the future)
- Donations for Incorporation: As everyone may or may not know, applying to the IRS (for Federal non-profit status) involves a \$150 filing fee. We welcome contributions from all members and other interested supporters so that SO.CA.TA can move ahead!

## TRANSIT UPDATES

Removal of Santa Fe trackage between Los Angeles and East Pasadena (Sierra Madre Villa) is due to begin this month. This right-of-way will be used to build the **Pasadena Metro Blue Line**.

Fifteen new light rail cars, for use on the **Metro Green Line**, have arrived. Test trains continue to run. . .

**Santa Clarita Transit** routes #796 (Warner Center), #797 (Chatsworth) and #798 (Van Nuys) have been officially made permanent, with some modifications (no more midday service on #798). Also, a new Line #795 provides limited service between Santa Clarita and Lancaster, connecting to most Metrolink trains.

Reportedly, **Omnitrans** (San Bernadino) will start Sunday service next month.

**Simi Valley Transit** will raise its bus fares to \$1.00 (regular) this month, along with corresponding increases in other fare categories. Also, watch for modifications to routes #D (Wood Ranch) and possibly, #C (Chatsworth).

Also, several **Ventura Interconnecting Service Transit Agency** bus routes are having their schedules adjusted.

*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 so that all members may be informed.*



## MORE PROPOSITION A BY BOB RICHMOND

(NOTE: this article is the opinion of the writer and does not necessarily represent SO.CA.TA opinion.

The 1980 County Ordinance #16, more readily identified by its title, Proposition "A", is the ballot measure that voters (particularly those in the heavily urbanized southerly portion of Los Angeles County) voted into LAW in the county-wide election of November 4, 1980.

The county-wide, half-cent sales tax increase that was, and is the "engine" of Prop. "A" as it is known, was certainly on the voter's minds. But the opportunity to begin development "rail rapid transit" liner undoubtedly was on their lips as well!

The official description of the 1980 Prop "A" Ordinance was mailed to ALL registered voters by the County Registrar of Voters.

As they read the description of what that Proposition was about, they saw the term, "rapid transit" no less than FIVE times!

The text of Ordinance #16 contained the term rapid transit no less than SIX; five times in the text and once in the title of the attached map of alignment of a series of rail Rapid Transit lines that the language of the Ordinance stipulated to be initially constructed.

With regard to either of the described stipulations, there were NO exceptions. Yet a year and five months later, the (then) Los Angeles County Transportation Commission formally announced to the agency that they were going to commence development of - not Rapid Transit lines - but so-called "light rail" lines.

Where then, is the basis of the claim by SCTA detractors that the term rail Rapid Transit, as seen SIX times in the language of 1980 Proposition "A"/County Ordinance #16 is no longer plausible?

Where does it say "light rail" in that document?

Where does it say "railroad commutation service"?

Where does it say, "monorail"?

Where does it say, "maglev"?

Where, as some claim to exist, are the legal instrumentations that authorize the revision of Prop "A" to include the "rail Rapid Transit" funding, instead for any of the above vehicle methods?

Such railway transit line facilities and services operations are fundamentally inferior to that of modern (rail) Rapid Transit because:

1. "light rail" line service is too slow;
2. "light rail" line service entails a very chronic operating safety factor (i.e., due to grade crossing and running on sections of trackage in the open, public street);
3. "light rail" line service is subject to unforeseen delays - due mainly to problem briefly outlined in explanation #2.

Modern Rapid Transit lines utilize ONLY exclusive rights of way for the entire length of their routes. "Exclusive" means, continuously unimpeded; physically protected, fully reserved.

Thus, we see why Rapid Transit line readily overcomes all three of the previously listed flaws of overblown "light rail" line method!

Proposition "A"/County Ordinance #16 clearly stipulated selection of "rail rapid transit" and 35% funding; no other rail transit method, including "monorail" or "maglev" or "railroad commuter-service" was to be considered.

Rapid Transit lines may cost more to create (i.e., notwithstanding unnecessary placement in extravagant subway rights of way and stations), but they more than compensate for it over the passage of time, especially in the Los Angeles - five county metropolitan region.

Once that Proposition "A" was approved by the voters, 11/8/80, NO public agency possessed the authority to change a word of it at their own discretion.

## 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

# HELP RESTORE MONTHLY PASSES!

As of September 1, 1994, the Metropolitan Transportation Authority is **discontinuing its monthly pass** (EXCEPT for seniors, the disabled and students)



This will be a **financial burden** for the transit dependent population, regardless of the availability of discount tokens and transfers.

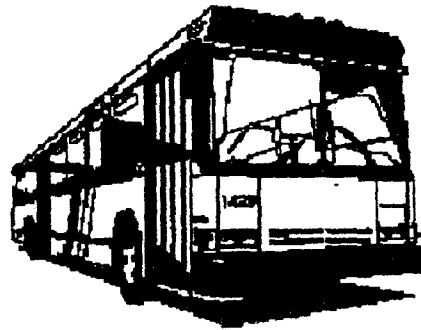
Gridlock and pollution will increase as commuters switch back to driving

Join the Los Angeles City Council and citizen/activist groups such as the Southern California Transit Advocates in urging the MTA board to restore the monthly pass.

**Its absence threatens our transit system's survival!**

Call the MTA Board Members and let them know of your concerns:

Edward Edelman, Chairman - (213) 974 3333  
Larry Zarian, First Vice Chair - (818) 548 4844  
Richard Riordan, Second Vice Chair - (213) 485 5175  
Richard Alatorre - (213) 485 3335  
Michael Antonovich - (213) 974 5555  
Yvonne Brathwaite Burke - (213) 974 2222  
James Craigin - (310) 217 9507  
Deane Dana - (213) 974 4444  
James Fasana - (818) 357 7931 x224  
Gloria Molina - (213) 974 4111  
Stan Sanders - (213) 380 5245  
Mel Wilson - (818) 349 2737



If possible, attend the MTA Board's September 30th meeting, at which restoring monthly passes will be on the agenda. It will be held at 1:30 p.m. in the Board of Supervisors' Hearing Room, 500 West Temple Street, 3rd Floor. (Call (213) 244 7451 to confirm date and place before attending).

You can also join a broad-based coalition working to restore the pass. For further details contact Dana Gabbard at (213) 388 2364

**ENDORSED BY: SOUTHERN CALIFORNIA TRANSIT ADVOCATES**

# METROLINK

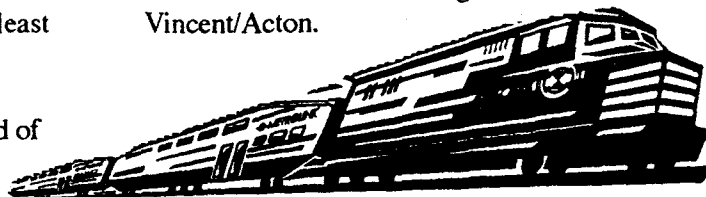
**VENTURA COUNTY FAIR**—Metrolink carried about 21,000 riders this year, down from the 35,000 who took the train last year. Fair officials attribute the lowered ridership to reduced fair attendance in general. However, passenger fares covered almost 90% of operating costs.

The performance of this special service has led the Ventura County Transportation Commission to consider regular weekend service, at least during the summer.

**ON TO SAN BERNADINO**—By the end of September, all rush-hour trains on the

San Bernadino Line should be operating to/from San Bernadino Station; off peak trips should go there in January. (A special bridge being built over the rail yards near the station will make all of this possible).

**ANTELOPE VALLEY**—Ridership is down to about 2,700 daily boarding passengers; with about 575 of those boarding at Lancaster or Vincent/Acton.



## CALENDAR OF MEETINGS + EVENTS

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

*For meetings pertaining to municipal transit systems (Santa Monica, Long Beach, etc.), contact the city hall of that particular city.*

Sep 9	10:00am	Metrolink, SCAG Conf Rm 12th Floor 818 W. 7th, Los Angeles	Oct 7	10:30am	Ventura County Transit Commission Camarillo City Hall, 601 Carmen Dr.
Sep 10	1:00pm	<b>SO.CA.TA meeting</b> <b>Echo Park United Methodist Church</b> <b>1226 N. Alvarado St, LA</b>	Oct 8	1:00pm	<b>SO.CA.TA meeting</b> <b>Echo Park United Methodist Church</b> <b>1226 N. Alvarado St, LA</b>
Sep 22	3:00pm	Riverside Transit Agency 1825 Third St, Riverside	Oct 14	10:00am	Metrolink, SCAG Conf Rm 12th Floor 818 W. 7th, Los Angeles
Sep 23	8:00am	Foothill Transit Board 100 N. Barranca, 4th Floor West Covina	Oct 26	12:00pm	MTA Board Meeting Bd. Supervisors Hearing Rm 500 W. Temple, LA
Sep 28	12:00pm	MTA Board Meeting Bd. Supervisors Hearing Rm 500 W. Temple, LA	Oct 27	3:00pm	Riverside Transit Agency 1825 Third St, Riverside
			Oct 28	8:00am	Foothill Transit Board 100 N. Barranca, 4th Floor West Covina