



TRANSIT UPDATES

Help keep all of your fellow SO.CA.TA members informed!!! If you notice any new, modified, or cancelled transit services, please call us at 213-254-9041!

MTA's Metro Green Line is scheduled to open to the public on August 12. (The first two days of operation will be fare-free, followed by a \$.25 fare for the remainder of August).

However, certain MTA buses have been rerouted to serve Green Line buses as of June 26. Here are a few of the more notable changes:

- #81 will terminate at Figueroa and Imperial, at the Harbor Freeway station. (service south of this point to be provided by Torrance Transit #1)
- #115/315 and #460 will be rerouted into the I-605/I-105 station in Norwalk.
- #206 and #207/357 have been rerouted along 120th St. to serve the Vermont Station
- #260 will terminate at Artesia Blue Line Station; #266 will terminate at Lakewood Mall.

Also, several routes are being modified in the San Fernando Valley, as part of the San Fernando Valley Restructuring Plan. (More routes will be modified in December).

- Limited service to Juvenile Hall in Sylmar has been reinstated on #94 (about 2-3 round trips, every day except Saturday)
- #96 has been modified to assume portions of #97, which has been cancelled (along with #412, the express)
- #163 will be rerouted away from Downtown Burbank, and into Hollywood via the route of the #212 (which will now travel between Inglewood and Hollywood, only)

• #181 will now serve Pasadena City College, instead of South Lake Ave.

• #236 will operate all day along Balboa, but will provide peak-hour service only on Woodley

• #240 will be replaced by new line #522, serving Reseda Bl, Ventura Bl, and express to Los Angeles City College.

• #406/407 will be cancelled, replaced by LADOT #409.

• #560 will be split into two new services: #233, providing local service along the old #560 route between Lakeview Terrace and Sherman Oaks; and #561, providing limited stop service between Sylmar Metrolink and Sherman Oaks (via San Fernando Rd. and Van Nuys Bl.), then express service to Westwood, Culver City and LAX. (#561 will also serve the Aviation Green Line station when that facility opens in August.)

Also, MTA #208 (Hollywood Hills) is to be replaced by a new LADOT route #208; MTA is providing additional shuttle service along Hollywood Boulevard, and the shuttle services (Highway Hummer, etc.) were to be cancelled as of June 26 (a few were still operating after this date)

Long Beach Transit plans to extend several routes into Green Line Stations; a new route between Pacific Coast Hwy and Norwalk (via Los Coyotes Diagonal) is also planned. All Long Beach Transit route changes are subject to the availability of funding from MTA.



FROM THE EDITOR

C.P. Hobbs, President
and Newsletter Editor

• As you may have already heard, the Metro Green Line will start operations on August 12. Of course, SO.CA.TA plans to be on hand for the opening festivities. We are planning to have booths at at least two stations (Norwalk, near the eastern end of the line, and Imperial, where the Green Line meets the Blue Line). At our next meeting (on July 15, remember!) we will be further discussing the progress of our Green Line opening plans.

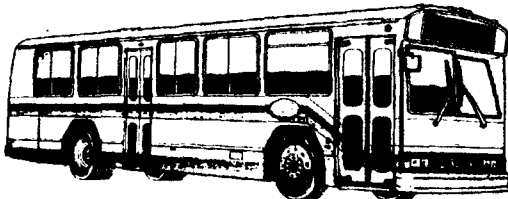
• As always, *The Transit Advocate* needs articles, letters, photographs and research (newspaper clippings, etc.) from all members and interested non-members. If you see an interesting, transit-related article in the newspaper, consider sending a copy (preferably two copies) of the article to Box 41198,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

-Charles P. Hobbs, President/Newsletter Editor

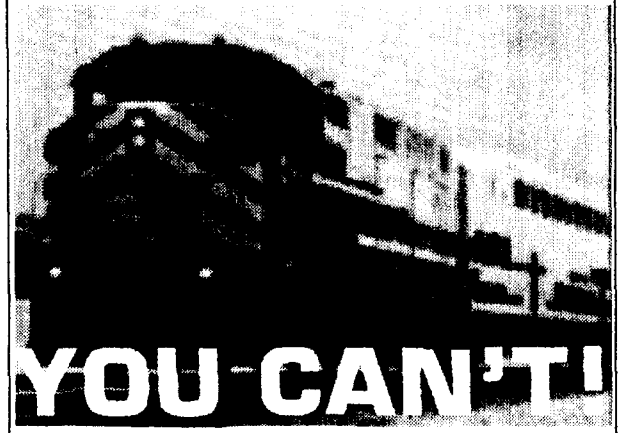
MORE UPDATES . . .

MTA staff has recommended the following additional Green Line shuttle services:

- Service between the Norwalk Green Line and Metrolink stations
- Shuttle services in Westchester, Inglewood and Lakewood/Rancho Los Amigos Hospital
- Three new routes in the El Segundo area, to be operated by the Municipal Area Express (MAX) buses.



THINK YOU CAN BEAT THE TRAIN?



YOU CAN'T!



APTA CHAIRPERSON SPEAKS

WASHINGTON, May 24 — Following is the text of a statement American Public Transit Association (APTA) Chairperson Richard J. Simonetta, delivered today during a news conference on the federal budget with U.S. Transportation Secretary Federico Pena and others at the Rosslyn Metro Station in Arlington, Va.:

I am not here today to point a finger of blame at any one individual, group or political party.

I want to talk about fairness, and why transit agencies and suppliers who belong to the American Public Transit Association feel we are being fouled in the fairness game.

Any budget that confronts deficit reduction in a fair and square way will be acceptable to the public and to their elected officials. But I believe the American people's sense of fair play and justice will cause them to reject any approach that singles out one program over another for undue sacrifice.

For next year, transit is confronted with a House-passed budget plan that does, in fact, target us for an excessive share of cutbacks. Transit represents only 12 percent of Department of Transportation funds, but is singled-out for almost half of the outlay savings, over seven years. This raises a fundamental question of whether fairness and balance have been applied to deficit reduction.

Public transportation has been through this before. During the 1980s, the federal

program lost half of its purchasing power to budget cuts and inflation. At the same time, other modes enjoyed real funding growth. Is it fair for the transit program to have its core operating and capital programs slashed, while other surface transportation programs do not?

Is it fair to phase out transit operating assistance and not maintenance programs of other modes?

Is it fair that the federal share for transit improvements would roll back to 50 percent from 80 percent, while highway projects would continue to enjoy an 80/20 ratio? No question, that would tilt the tables against transit and make a joke out of the flexibility and local decision-making provisions of ISTEA.

Cutbacks of this type would make impossible the kind of transit progress that has been announced here today — and the kind of improvements we need in Atlanta to respond to growth and, I might add, to make our city and nation ready for the 1996 Olympic Games.

APTA already has proposed a solution to the operating assistance issue: a capital trade-in program. It would permit transit agencies with a less-than-urgent need for operating aid to trade in the funds for some measure of priority capital funds. Those who depend on operating funds would get them — and get them first.

APTA also recommends that any reductions in surface transportation funding should be: 1) across the modes; and, 2) proportional from authorized funding levels. *(con't on p. 5)*



Did you know that MTA allows you to take your bike on their rail lines (Red line, Blue Line and when it opens, the Green line.

First you have to call MTA customer relations and get a application then then you pay \$6.00 for a cycle permit. (It didn't take long for the permit to come, but it also means, you can't take your bike on the spur of the moment on the transit services.

You are allowed to take your bike on weekdays from start of service to 6am, then from 9am to 3pm, then from 6pm to end of service, and all day on weekends.

One Friday, I rode my bike from Robertson and Wilshire to The Westlake/Alvarado Redline station. Then I hopped the Red line to Union Station.

I had no problems boarding the bike. You just have to keep in the uncrowded cars which usually are last car on the train. I took Cruiser (that's the name I gave my bicycle) to Union Station, mostly to pick up a Metrolink schedule. (Metrolink also allows you take your bike with you).

Then I rode back to 7th St/Metro and took the Blue Line to Grand ave. (I chose this station, since I was hungry and there's a Burger King there). I had no problems,

(from p. 4)

This would ensure that public transportation is not marked for an unfair share of budget savings and that all will share the burden.

That is what we urge Congress to consider during the upcoming appropriations and reconciliation stages of the

although I did have to show my cycle permit to one MTA police officer.

I'm planning more trips soon, like taking the Red Line to Union Station, then transferring to Metrolink to some other destination. (After Labor day, Metrolink will offering Saturday service, on the San Bernardino line).

Another possible trip: First ride out to El Segundo, then take Green line to the Blue Line, to red line

MTA also allows your bike on only one of their regular buses (#130-- Redondo Beach-Artesia-Fullerton). Although this is one of the lines MTA wants to transfer to a different carrier. So I'm not sure what's going to happen to the bike racks on those buses. (the bike racks are mounted on the front of the buses)

This is not the first time MTA had bike racks on their buses. several years ago (RTD then) had bike racks on their 560 (the #88 back then). These bike racks where mounted on back of the buses

So in conclusion, you could say, you can now 'ride your bike and then take it for a ride'!

budget process. And Mr. Secretary, that is what we hope the administration will propose if it submits a new balanced budget proposal.

Richard J. Simonetta is also general manager of MARTA, the Metropolitan Atlanta Rapid Transit Authority.



ROUTE-OF-THE-MONTH

A closer look at some useful services

FEATURED ROUTE: OCTA #1

WHERE DOES IT GO: East Long Beach (VA Hospital, Cal State Long Beach), Seal Beach, Huntington Beach, Newport Beach, Fashion Island, Corona Del Mar, Laguna Beach, Dana Point, Capistrano Beach and San Clemente. This bus is routed primarily along Pacific Coast Highway (CA-1)

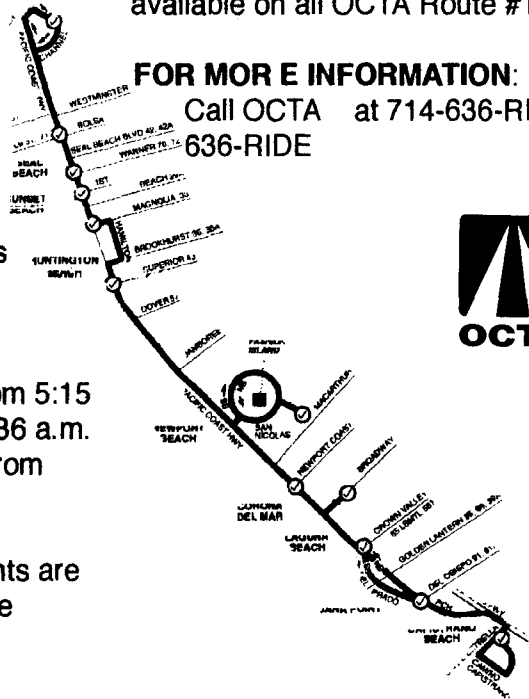
WHEN DOES IT RUN: Weekdays from 5:15 a.m. to 10:15 p.m.; Saturdays from 5:36 a.m. to 8:50 p.m.; Sundays and holidays from 6:17 a.m. to 8:45 p.m.

WHAT IS THE FARE: \$1.00. Discounts are available for students, seniors and the handicapped.

OTHER FEATURES: Bicycle racks are available on all OCTA Route #1 buses

FOR MORE INFORMATION:

Call OCTA at 714-636-RIDE or 800-636-RIDE



TRANSIT TRIVIA

Learn even more about services!

Last month's Transit Trivia question was:

Which transit agencies in the Los Angeles Metropolitan Area have any routes which do not connect with any other routes of that agency?

The answer is:

1. Los Angeles Department of Transportation
2. Riverside Transit Agency (Line #23 in Temecula)

This month's Transit Trivia question :

How many different bus operators serve Metrolink stations ?

(Hint: it's more than just those directly connecting with trains, or listed on the Metrolink schedule!)

(The answer will be in next month's Transit Advocate, and announced at the July SO.CA.TA meeting!)