

SO.CA.TA STATUS

The Southern California Transit Advocates has now obtained California not-for-profit status.

We will be working toward obtaining Federal (501(c)) not-for-profit status in the near future

TRANSIT INFORMATION

The Metropolitan Transportation Authority has produced a special audio cassette for the visually impaired.

This tape explains how to use public transportation in Los Angeles.

Copies of the tape are available through the MTA and the Braille Institute

MTA LOGO

The Metropolitan Transportation Authority will use the Metro "M" as its official logo. Some schedules have already been printed using it.



TRANSIT UPDATES:

RAPID TRANSIT

- \$1.23 billion in Federal funding has been approved for three Red Line extensions to East Los Angeles, North Hollywood, and Pico-San Vicente

COMMUTER RAIL (METROLINK)

- See Page 4 for details about new and forthcoming Metrolink services

BUS

- LADOT Line #549 (Encino-Burbank-Glendale-Pasadena) has been modified in Pasadena to serve the Lake Avenue commercial area.

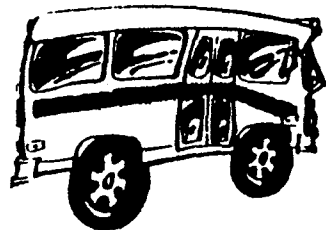
- The County of Los Angeles will operate special Beach Buses starting in June. Service will operate from La Canada, Altadena and Charter Oak. For more information, contact the Department of Public Works at (818)458 - 3962

- Omnitrans has modified Routes #1, #9, #26 and #62 to serve the new Metrolink stations in San Bernadino, Rialto and Upland.

- Riverside Transit Agency may modify bus routes to serve the new Metrolink Riverside line

- General changes (mostly minor) to both MTA (RTD) and OCTA (Orange County) bus routes later this month.

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.



MTA Inner City Transit Needs Study

The Metropolitan Transportation Agency has released a Draft Inner City Transit Needs Study. For this study, portion of Los Angeles bounded by Santa Monica Freeway, Harbor Freeway, San Diego Freeway and the I-105 (under construction). This actually comprises "Southwest Los Angeles", Inglewood, and portions of Culver City

Through a series of meetings and on-board surveys were conducted earlier this year, the MTA determined that the certain transit needs were not being met in this area.

Although these unmet needs are prevalent throughout the bus system, these problems are exacerbated in the inner city because of the high level of transit use and dependency. Also, the MTA and other transit agencies have lately been accused of overlooking the various inner city areas, and the bus system in general, in favor of rail projects serving suburban areas.

Here are some of the concerns disclosed in the study:

- Overcrowding. More buses need to be provided on several very busy lines (such as Line#204 Vermont Ave.)
- Faster service. Few express or limited buses operate in this area.
- More direct service. Bus service in the inner city, as well as in several other areas, is based on a "grid" system which replaced earlier route systems where most bus lines radiated from Downtown Los Angeles, making crosstown trips difficult. Perhaps, in addition to the grid service, "diagonal" lines could be implemented to provide more direct service to Downtown and other destinations.

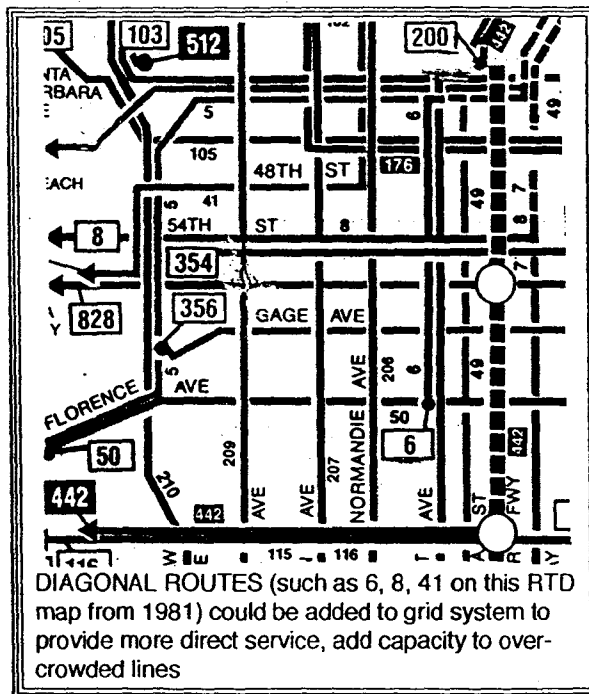
- Greater security on buses and bus stops. There is a particular problem with junior high and high school students causing trouble on buses.

- Provision of bus shelters at bus stops

- Transit marketing: difficulty obtaining schedules and telephone information

- Community transit service (DASH) with lower fares, designed for shorter trips.

Members of the Southern California Transit Advocates are currently reviewing this study and may present some transit improvement suggestions to MTA and other governmental officials.



BALDWIN PARK METROLINK

The City of Baldwin Park wanted a unique design for its Metrolink station, rather than the more utilitarian versions proposed for the other cities along the route.

Unfortunately, delays in design and construction prevented the station from opening until May 25, 1993—seven months after the start of Metrolink service back in October, 1992.

The Baldwin Park Metrolink station consists of a platform and parking lot, but here the similarity to most other Metrolink stations ends. Instead of a plain concrete slab, the platform features Native American artworks by local artists. The canopies also have an interesting, bell-shaped design.

Although the City anticipates only 200 daily commuters to Los Angeles, the Baldwin Park station has the potential to allow for shuttle connections to West Covina, Duarte and Irwindale. Of these three cities, at least West Covina has expressed interest in extending its existing shuttle bus route to serve this station.

The Baldwin Park Metrolink station is served by MTA (former RTD) Line #490 and Foothill Transit routes #178 and #179.

METROLINK REACHES SAN BERNADINO – FINALLY!



The idea of commuter rail service between San Bernadino and Los Angeles is not new. Several times during the last two decades, a commuter rail line had been proposed between those two cities, with several stops enroute.

However, Santa Fe (the owners of the right-of-way) were very resistant to the idea of additional passenger trains until they decided to sell this route to Metrolink in 1991.

When Metrolink first opened on October 26, 1992, the San Bernadino Line extended only as far as Pomona because of disagreements with the Santa Fe Railroad over the cost of its right-of-way between Claremont and San Bernadino. Difficulties with contractors delayed service start-up even further. Finally, on May 17, commuters were able to ride Metrolink to San Bernadino, Rialto and Upland. Metrolink uses the existing Santa Fe/Amtrak station in San Bernadino, but new stations had to be built in Rialto and Upland.

(Stations in Fontana and Rancho Cucamonga are still under development)

About 1,100 riders boarded that Monday at one of the three new stations many taking advantage of a week of free rides. By Friday, ridership had increased to 1,900 passengers. On one train, eight cars and two locomotives had to be used to accommodate all of the passengers.

The number of riders using the new dropped to about 664 additional riders when fares were charged. (Fares are currently \$10 round trip from Upland and \$14 from San Bernadino, to Los Angeles) Currently, three of five commute hour round trips operate as far as San Bernadino (all other trains terminate at Montclair) In the near future, all five commuter trips, as well as up to three midday roundtrips, will serve San Bernadino.

Omnitrans, the local bus operator in Western San Bernadino County, has modified several

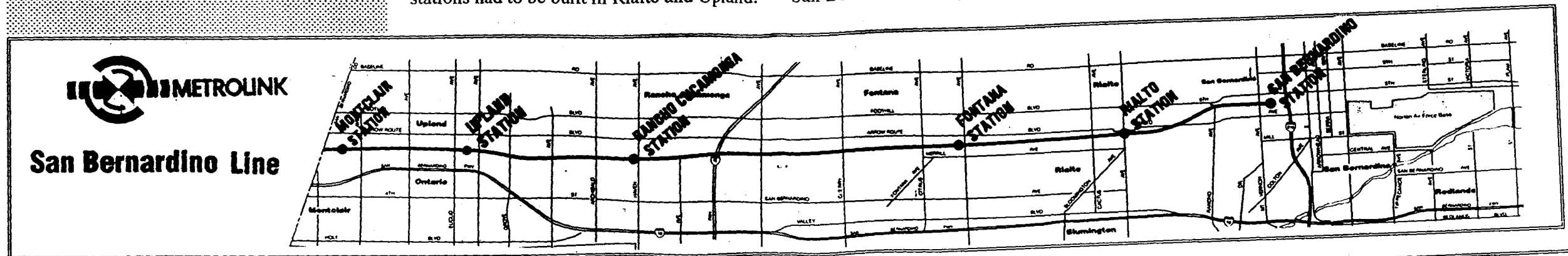
bus routes to serve the new Metrolink stations. Passengers may transfer to/from Omnitrans buses with Metrolink tickets, and Omnitrans transfers entitle the holder to a \$1.00 discount on Metrolink

For more information on Metrolink schedules and fares (including a \$20 discount on 10-trip tickets for San Bernadino County commuters), call Metrolink at 1-800-371-LINK

The Riverside Line is scheduled to open on June 14, with stations in Industry/Diamond Bar, East Ontario and Pedley, and future stations in Montebello, Pomona and Ontario)

On the San Bernadino Line, stations in Fontana, Rialto should open by July or August 1993; the Cal State Los Angeles station should open in December. The Sylmar-San Fernando station (Santa Clarita Line) will open August 1993. Service to Orange County and Oceanside should start in December 1993

(All Dates Subject to Change)



Should Transit be Exempt from the Energy Tax?

WASHINGTON, June 3 — The American Public Transit Association has joined mayors and county and state officials in calling on the Clinton administration to relieve state and local governments from the proposed Btu energy tax. APTA says that the Btu tax will cost the nation's transit operators up to \$100 million annually.

"If the entire cost of the Btu tax were passed on to our riders in the form of higher fares, we could expect to lose 55 million passenger boardings per year," warned APTA Executive Vice President Jack R. Gilstrap in commenting on the letter. "Federal policies should encourage not discourage the use of transit."

In a letter to presidential assistant Robert Rubin, APTA and seven other public interest groups argued that imposition of the tax would violate what was termed "a long-standing and deeply-held principle" of reciprocal immunity. That is the practice by which state and local governments and the federal government agree to excuse themselves from each other's taxes. For example, most public transit systems do not pay the federal excise tax on fuel they use.

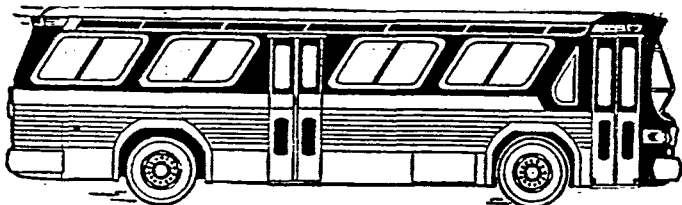
"The Btu tax will impose a significant new financial burden on states and localities," the officials wrote. "They (jurisdictions) steadfastly believe

that they are partners with the federal government, not federal taxpayers." The letter was signed by officials from the U.S. Conference of Mayors, the National League of Cities, the National Association of Counties, the National Conference of State Legislatures, the National Association of State Treasurers, the Government Finance Officers Association, the National School Boards Association and APTA. The signers estimated the cost of the Btu tax on their members to be about \$10 billion.

In earlier testimony to congressional tax-writing committees, APTA said it is prepared to support the concept of a Btu tax because it is the "cornerstone" of the administration's economic revitalization program. "But," cautioned Gilstrap, "it is important to ensure that any tax changes promote transit use. Transit use saves energy by offering commuters a ride-sharing alternative to driving alone."

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

For further information, interviews or a copy of the letter to the administration, contact Chip Bishop of APTA at 202-898-4114



Go by BUS