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TRANSIT UPDATES:

INTERCITY RAIL

Amtrak has just opened its City of Commerce rail station. San Diegan trains (including the Orange County Commuter Rail) will make four northbound and four southbound stops per day. This station will also be used by Metrolink when it starts its Orange County service in December.

BUS

- The Rapid Transit District has introduced a \$23, half-month pass., valid on all RTD/MTA bus and rail service.
- The Los Angeles Department of Transportation Southeast DASH route (Exposition Park-South Central Los Angeles) now operates in both directions. Fare is \$.25, and connections are available to DASH Route C serving Downtown Los Angeles. (See map below)

- Foothill Transit has modified several routes: #179, #276 and #482 all serve the Industry Metrolink Station, while #274 serves the Baldwin Park Metrolink. Also, #488 now serves Glendora on weekends and holidays.

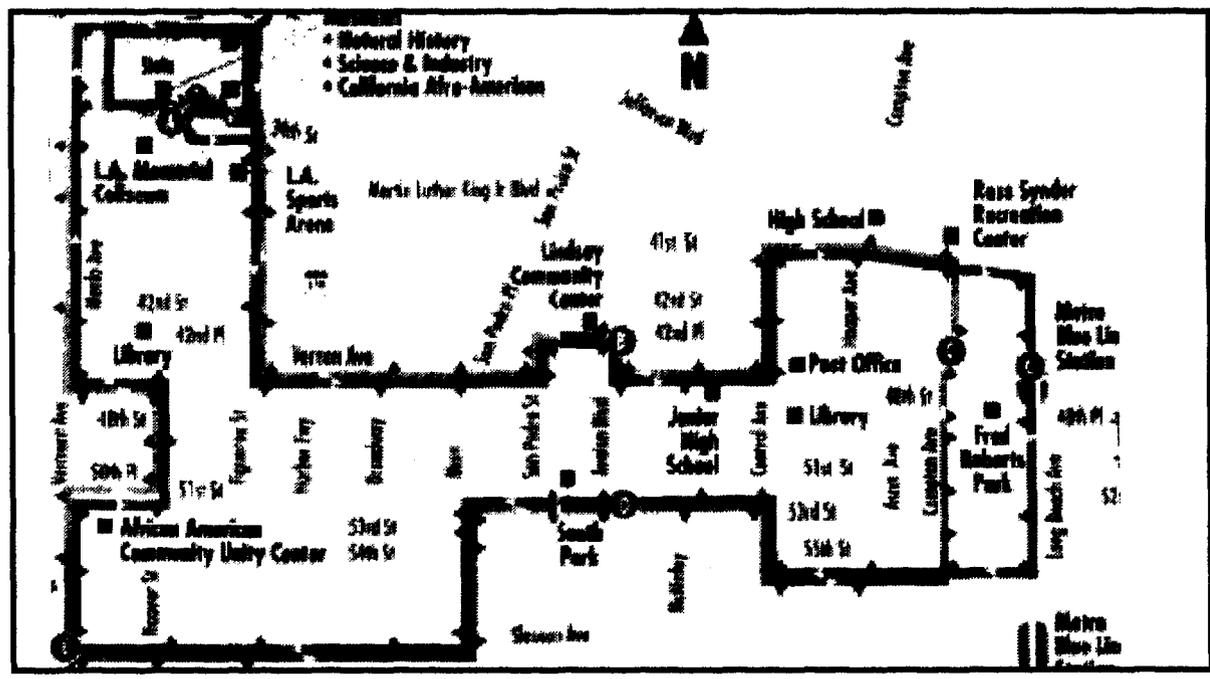
- Omnitrans #70/71 serve the East Ontario Metrolink during peak hours.

- The City of El Monte now runs a nonstop shuttle between the El Monte Bus Terminal and the El Monte Metrolink. (Fare \$.25). Another shuttle connects the Metrolink with Flair Business Park.

CARPPOOL LANES

Construction has started on the first of several toll roads in Orange County.. This route will be in the median of the Riverside (91) Freeway, and will allow free use by buses and carpools.

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.



San Fernando Valley Rail Line Update

At the July 28 meeting, the Los Angeles County Metropolitan Transportation Agency (MTA) was to decide a budget for transit projects. This decision has been postponed one month, while possibilities for the east-west San Fernando Valley rail line are studied.

Because of reduced tax revenues, the MTA has less money than it projected. Therefore, many of the rail lines and other transit projects in the planning stages have been postponed indefinitely. Because of the ongoing controversy over its routing, the Valley rail project was to be removed from consideration, and the funds allocated to other projects, such as a rail line to Pasadena.

The delay was proposed by Richard Riordan (Los Angeles Mayor and MTA

board member), who objected to the lack of funds for the Valley Line. The MTA board unanimously agreed to the postponement. However, the MTA did vote to conduct a \$3.5 million engineering study of two Valley rail routes.

(an elevated route over the Ventura Freeway and a subway under Burbank and Chandler Boulevards.)

Also, the MTA board defeated a proposal to save money by terminating the Red Line subway at Universal City (as opposed to North Hollywood). Although shortening the route could have

saved up to \$362 million, there was the possibility that federal funding for the entire Red Line could be jeopardized if the project was substantially changed.

VALLEY TRANSIT ALTERNATIVES

The Valley Rail line will take several years to build, regardless of its routing. Meanwhile, there are some less expensive transit improvements possible.

In a letter to the *Daily News*, Mitchell Moss shares the following ideas:

- Use the Burbank Chandler rail route to provide Metrolink service to Warner Center.
- Grade-separate, double-track and electrify the existing Metrolink route through the Valley
- Provide a Metrolink station near the I-405 freeway
- Extend the Red Line to Laurel Plaza and the Burbank Airport
- Improve bus service on Ventura, Van Nuys and Reseda Boulevards, using electric buses and providing transit centers

SO.CA.TA's Metro

Charles P. Hobbs/SO.CA.TA
Photos by the author

On August 6, 1992, several SO.CA.TA members had the unique opportunity to tour the Metro Green Line (and the I-105/Glen Anderson Freeway) under construction.

Originally planned as a ten-lane freeway, this multi-modal facility will have 6 regular freeway lanes (3 in each direction), two carpool lanes, and a light rail line (to be known as the Metro Green Line) in the median.

Both projects run from Norwalk (near the I-605) to El Segundo, just south of Los Angeles International Airport (LAX). At that point, the Green Line heads southward into the El Segundo industrial area.

Initially, fourteen stations will be provided along the Green Line (see map). However, there is no station at Atlantic Bl., so there is a rather long stretch between Lakewood and Long Beach Boulevards.

When completed, the Green Line will use railcars similar to those used on the Blue

Line (Los Angeles-Long Beach). At one time, automation was considered for this project, but that idea was dropped.

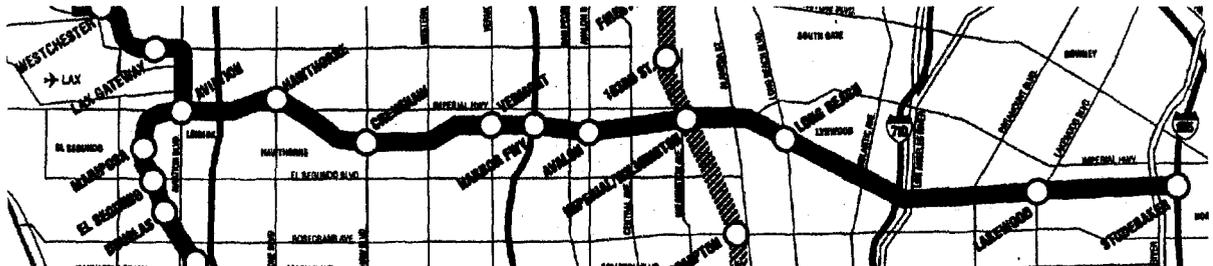
The Green Line will allow transfer connections to the Blue Line at the Imperial Station. Also, a connection to express buses operating on the Harbor Freeway Transitway (to open in late 1994) will be possible.

Future plans (depending on available funds) include extensions to LAX, Westchester, Marina Del Rey, Torrance and the Norwalk Metrolink station.

The freeway will open in October 1994; however, the rail line is not scheduled to begin service until May 1995. The reason for the delay is because the Green Line railcars will not be ready until 1995.

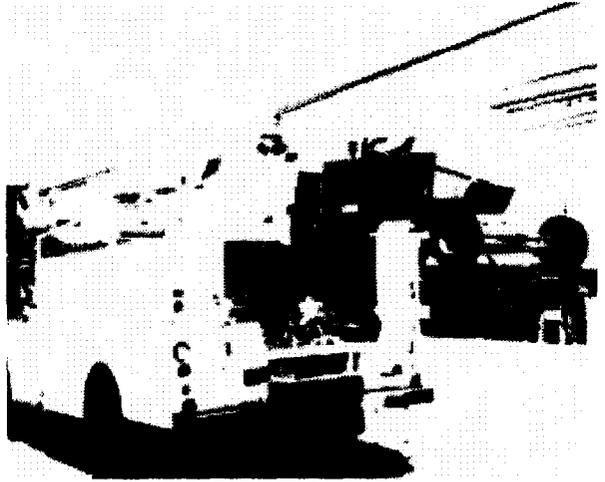
SO.CA.TA would like to thank Stacey Yamato and the MTA staff for making this tour possible.

Also, SO.CA.TA is interested in tours of other transit projects and facilities. Keep in touch with SO.CA.TA for further information!

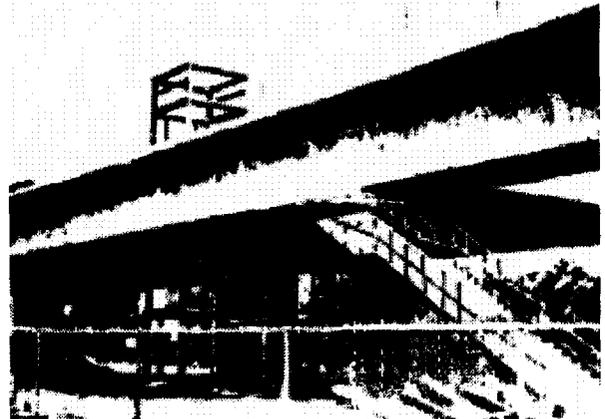


Green Line Tour!

◀ Lakewood Boulevard Station



Installation of overhead power lines ▶



Long Beach Boulevard Station ▲
Douglas Street Station ▶

Use of Clean-Powered Vehicles in Transit Has Doubled Since 1991

WASHINGTON, July 16 — Nearly six percent of the nation's fleet of transit buses and vans currently operates on alternate power.

That share is expected to increase significantly over the next few years, the American Public Transit Association (APTA) will report in a special edition of its weekly newspaper, *Passenger Transport*.

The association says an estimated 5.7 percent of transit buses and vans currently use power other than diesel fuel and gasoline, an increase of more than half from last year and more than double the 1991 rate of 2.8 percent.

APTA Executive Vice President Jack R. Gilstrap said the growth in alternate-powered vehicles reflects the transit industry's progress toward meeting goals established in the federal Clean Air Act Amendments of 1990.

"Transit not only offers good mobility to daily commuters, we have also taken the lead with the types of clean fuel technology this country must have if air pollution is to be eliminated," said Gilstrap. "The steady growth in the number of alternate-powered vehicles is further evidence that transit is the clean air alternative to drive-alone commuting."

This year's percentage is expected to grow significantly because nearly 1,300 additional alternate powered vehicles are expected to be delivered over the next two years, APTA said. New orders are expected to range between 50 and 100 vehicles per month during the next year.

The New York City Transit Authority boasts the largest alternate-powered vehicle fleet with 397 buses equipped with clean diesel traps. Clean diesel technology eliminates much of the soot that is a by-product of engine combustion; NYCTA also operates two methanol buses, and one dual-fueled vehicle.

Seattle's public transit system uses 395 electric and electric-diesel combination trolleybuses. Other transit systems with large alternate-powered fleets include the San Francisco Municipal Railway (378 electric trolley busses), the Port Authority of Allegheny County in Pittsburgh (283 clean diesel trap vehicles and five compressed natural gas [(CNG) buses], the Orange County, Calif., Transportation Authority (196 propane vehicles, six clean diesel trap, two CNG, two liquid natural gas [(LNG) vehicles], and the Los Angeles Metropolitan Transportation Authority (136 methanol, 55 clean diesel trap, 10 CNG buses).

Of the 3,392 buses, vans, other demand-response vehicles and electric trolleybuses counted in the APTA report, 40 percent operate on diesel fuel with particulate traps, 28 percent are electric trolleybuses and eight percent run on propane. The remainder are powered with compressed natural gas (six percent), methanol, (five percent), liquid natural gas, ethanol and battery electric (one percent each) or by dual-fueled engines — such as those that use diesel and ethanol — and gasoline and compressed natural gas (six percent.)

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

METROLINK COMMUTER RAIL RIDERSHIP (7/92)

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|--|--|--|--|--|--|--|--|--|--|
|  | Santa Clarita Line - 992 passengers/day | | | | | | | | |
|  | Moorpark Line - 1950 passengers/day | | | | | | | | |
|  | Riverside Line - 2084 passengers/day | | | | | | | | |
|  | San Bernadino Line- 3104 passengers/day | | | | | | | | |
|  | TOTAL: | | | | | | | | |
| | 8130 passengers/day | | | | | | | | |

Source: SCRRA

METROLINK is now carrying an average of 8,130 daily commuters (These figures represent single trips).

The most popular Metrolink route, the San Bernadino Line, carries about 3,100 passengers. The Moorpark and Riverside lines have respective daily riderships of 1,950 and 2,084 passengers. The Santa Clarita Metrolink line, which operates three trains a day, only carries slightly under a thousand daily passengers.

On the Santa Clarita Line, a station at Sylmar/San Fernando is to open in November. Other stations at Sun Valley, Northridge and an extension to Palmdale and Lancaster are currently being discussed, although no transit funds have been made available for such projects.

Also, Metrolink may operate special trains to the Ventura County Fair and the Los Angeles County Fair. Call 1-800-371-LINK for more information on these services

CALENDAR OF MEETINGS + EVENTS

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

Aug 14 1:00pm **SO.CA.TA @ ECO-HOME**
4344 Russell, Los Angeles

Aug 25 12:00pm MTA Board Meeting
Board of Supervisors Hearing Rm
500 W Temple, Los Angeles

Aug 26 8:00am Foothill Transit,
4th Floor, 100 N. Barranca,
West Covina

Sept 9 8:00am Metrolink, SCAG Conf Rm
12th Floor
818 W. &th, Los Angeles

Sept 11 1:00pm **SO.CA.TA @ ECO-HOME**
4344 Russell, Los Angeles

Sept 27 9:00am Long Beach Freeway Extension
Hearing, Pasadena Civic Aud.,
300 E. Green St, Pasadena