

TRANSIT UPDATES

Because of reduced ridership, **Metrolink** trains to Lancaster and Santa Clarita now have fewer cars (generally, six rather than eight or ten). The expanded schedule (including three round trips to Lancaster) remains the same).

Metrolink has opened new stations in Northridge (at Wilbur and Parthenia) and Camarillo (on Lewis Road, just south of US-101). All trains on the Ventura Line stop at Northridge, while two round trips per day serve Camarillo.

MTA has restructured some of its emergency routes. #640 now serves Universal City, Burbank (both downtown and the Metrolink station), Glendale, and Pasadena / East Pasadena. #641 (to Warner Center) and #642 (to East Pasadena) have been cancelled.

Passengers travelling between Downtown Los Angeles, and El Segundo or LAX can now take advantage of Line #646, operated jointly by MTA and **Foothill Transit**. #646 provides bidirectional rush-hour service every 20 minutes between Union Station and LAX via I-110 and I-105. #646 also stops at a future Green Line station (Aviation), where the parking lot has already been opened.

Students and employees of **California State University, Northridge** now have several MTA services designed to aid them in getting to and around that quake-damaged campus. Line #647 is the "Campus Circulator", providing frequent service on a one-way loop through the campus. #648 connects CSUN with the newly-opened Northridge Metrolink station. #649 provides hourly service to UCLA, and #650 serves a remote parking lot. All lines begin and end at the CSUN Transit Center near the Administration building. According to MTA telephone information, these CSUN routes are open to the public.

MTA #201 no longer serves Glendale Metrolink, although #180 and #181 will continue to do so. An unrelated service cancellation is that of #694, the Sunday-only service between Pomona and Chino.

LADOT Commuter Express has extended Commuter Express #573 (Westwood-Century City) further north into Santa Clarita, making some of the same stops that the Santa Clarita Transit commuter buses make.

Culver CityBus is operating a "Reverse Commuter Special" between Union Station and Culver City (stops at City Hall, , and Fox Hills Mall). Call (310) 202-5731 for more information.

Santa Clarita Transit has reinstated Line #799 express service to Downtown Los Angeles, and has added three new commuter lines: #795 to Northridge and Chatsworth; #796 to Warner Center, and #798 to Van Nuys (also providing midday service and reverse-commuter service from Van Nuys to Santa Clarita). **Antelope Valley Transit Authority** is also considering additional services to Van Nuys, Chatsworth and El Segundo/LAX

New services operated by **Orange County Transportation Authority** include: a new Goldenwest Transportation Center in Huntington Beach, new limited stop service #529 on Beach Bl., high-capacity Superbuses on route #43 (Harbor Bl.) bike racks on #35,#38,#50 and #309, and new express routes from South Orange County to Irvine and Costa Mesa.

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.

FROM THE EDITOR

by Charles P. Hobbs
Vice President/Newsletter Editor

Meetings: The rapid-transit light rail debate continues . . . some of the March meeting will be taken up with it. Ideally, a separate committee should be formed to determine SO.CA.TA's direction in this matter, so as to avoid disrupting the main meetings.

Motions: Several motions, dealing with emergency transit service and other transit issues, will be presented at the March meeting.

Newsletter: Starting with this issue and continuing indefinitely, *The Transit Advocate* is being produced by a new Newsletter Committee. Four SO.CA.TA members (Pat Moser, Charles Powell, Michael Ludwig and Mark Panitz) are doing the tasks associated with mailing this newsletter. Anyone is welcome to help out!

The Transit Advocate always needs articles, letters 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.



MINUTES OF FEB. MEETING

- Formation of Newsletter Committee
- Motion to oppose 25% cut in Federal transit operating assistance.
- Motion to oppose cutbacks and fare increases in MTA service
- Motion to support diverting HOV lane funding to other transit projects.
- Motion for conducting independent audit of MTA expenditures
- Cost-comparison survey of voice-mail systems
- Motion to oppose emergency paving of Exposition and Burbank rail right-of-ways.

AGENDA FOR MAR. MEETING

- I. Introduction of members and guests
- II. Secretary's report
- III. Treasurer's report
- IV. Newsletter report
- V. Reports from standing committees
- VI. Old business
- VII. New business
- VIII. Transit reports (New news not in newsletter)
- IX. Announcements
- X. Adjournment

METRO RAIL UPDATE

MTA, MCA SETTLE STATION ISSUES

At the Feb 23 meeting, MTA approved an agreement with MCA (owners of Universal City) about the location of the Metro Red Line's Universal City station.

The agreement calls for the station to remain at its currently proposed location on Lankershim Bl. Passengers destined to Universal City would transfer at that point to a special shuttle service. (The type of shuttle service, and whether it would be provided at all, would be up to MCA)

That shuttle service would be operated and paid for by MCA. However, MTA would pay \$2 million for additional entrances at the Red Line station.

RED LINE TUNNELS OK: Although excessively thin walls, lack of reinforcement steel, water leaks and air pockets plague portions of the Red Line subway tunnels, inspectors found the

tunnels safe, even during the recent Northridge earthquake.

MTA officials are now seeking to require the contractors which built the tunnels to complete the necessary repairs.

CRENSHAW CORRIDOR

At a series of public meetings in February, MTA presented three ideas for proposed rail (either aerial or subway) service along Crenshaw Bl. to Southwest Los Angeles, Inglewood and LAX.

MTA officials currently prefer a mixed subway-aerial route (subway between Venice Bl. and Leimert Park, then aerial southward to Hawthorne)

ON TO PASADENA

Rail removal and other construction along the Santa Fe right-of-way between Los Angeles and Pasadena has started.

METROLINK FLASH!

• Continuing Metrolink improvements to the emergency service to Lancaster include: straightening of track between Santa Clarita and Palmdale and a second track between Lancaster and Palmdale. Metrolink hopes to improve travel time between Lancaster and Los Angeles from the current 2 hours 27 minutes to 1 hour 45 minutes.

• Most if not all of the emergency Metrolink stations (Camarillo, Northridge, Via Princessa, Vincent, Palmdale and Lancaster) now have paved lots, ticket machines and disabled access ramps. Also, single-ride tickets are now available to/from these stations.

• To attract and retain riders, several public officials have asked Metrolink to provide passenger amenities such as food service, more work tables, and cellular phones. Metrolink is hesitant to provide food service, but is already working on the other two items.

• Ventura County transit officials are lobbying for a service extension to Oxnard. That could be done with Federal Emergency Management Agency funds if the decision is made soon.

• And of course, Metrolink is scheduled to start three round trips between Oceanside and Los Angeles on March 28. Stops will be made at existing and new Orange County rail stations.

PROPOSITION 'A' BY BOB RICHMOND

Editor's Note: This article does not necessarily represent the official position of the Southern California Transit Advocates. It is presented here as part of the continuing debate within SO.CA.TA as to Proposition 'A'

Unless exposed and stopped, there will be no duration to the now Los Angeles County Metropolitan Transportation Authority's deliberate, ongoing act of misappropriating money from the Rail Rapid Transit provision. Otherwise, that legally sanctioned funding stipulation will continue to be disavowed.

Acts of Government Fraud: The Proposition 'A'/County Ordinance #16 Light Rail Bait-And-Switch Fraud and other violations

Charges against: Los Angeles County Metropolitan Transportation Authority (formerly the Los Angeles County Transportation Commission)

Re: Failure to specifically comply with certain stipulations of Los Angeles County Ordinance #16 of 1980, presented to, and approved by a satisfactory majority of the County voters on November 4, 1980.

I. Defied and denied the plain and clear language of the 1980 Proposition 'A' wherein funding for development of but ONE type of electric railway facility and service is therein stipulated. Significantly, official and general pre-elective

descriptions of said 1980 Proposition emphasized that

Rail Rapid Transit line development would be the the foremost purpose of that voter-approved Countywide half cent sales tax levy.

II. Misallocation of funds of the 1980 Proposition 'A' Rail Rapid Transit provision for other than that purpose clearly and plainly stipulated in language of said Proposition (i.e. County Ordinance #16)

III. Acting incorrectly and illegally by way of installing and planning to create and install a series of transit line facilities along alignments other than certain of the delineated optimal corridors shown on the official map. This map bears the title "Rail Rapid Transit System".

IV. Acting incorrectly to arbitrarily select routings other than along certain of those optimal corridors delineated on the official map, to be first developed, as stipulated in Proposition 'A' (i.e. County Ordinance #16 of 1980). This map bears the title, "Rail Rapid Transit System"

R.H. Richmond, Chairman
Committee on Transit System Planning and Technology
Southern California Transit Advocates, Inc.

FEDERAL TRANSIT BUDGET (PROPOSED)

For those who have not seen it yet, here is the White House's proposed budget for the Federal Transit Administration:

Department of Transportation Federal Transit Administration (In millions of dollars)				Outlays.....			Total Transit planning and research (net)							
Account	1993 actual	1994 estimate	1995 estimate				BA	29	48	92				
				Outlays for grants to State and local governments	0	2,240	1,387	1,851	0	1	-54	74		
-----				Formula grants (gross)			-----							
					BA	1,700	2,415	2,865	Miscellaneous expired accounts:					
					O	2,240	1,387	1,851	Outlays.....	401	0	8	29	21
-----				Total, offsetting collections			-----							
						-1,049	-1,130	-1,150	Outlays for grants to State and local governments.....	0	(8)	(29)	(21)	
-----				-----			-----							
Federal funds				-----			Trust funds							
General and Special Funds:				-----			Discretionary grants (trust fund):							
Administrative expenses:				Total Formula grants (net).....			Contract authority, permanent							
Appropriation, current.....	401	BA	13	21	43	BA	651	1,285	1,715	401	BA	1,725	1,785	1,725
Spending authority from offsetting collections.....		BA	25	18		O	1,191	257	701	Limitation on program level (obligations).....				
Outlays.....		O	43	36	43	-----			(1,725) (1,785) (1,517)					
-----				University transportation centers:			-----							
Administrative expenses (gross).		BA	38	39	43	Appropriation, current.....	401	BA	2	3	6	Outlays.....		
		O	43	36	43	Spending authority from offsetting collections..		BA	7			O (1,298) (1,451) (1,613)		
-----				-----			-----			Contract authority, current....				
Total, offsetting collections...			-25	-18		Outlays.....		O	4	5	O H-1 H-5			
-----				-----			-----			Outlays for grants to State and local governments.....				
Total Administrative expenses (net).....		BA	13	21	43	University transportation centers (gross)		BA	2	10	6	O H(-1) H(-5)		
		O	18	17	43			O	5		-----			
-----				-----			-----			Total Discretionary grants (trust fund)				
Research, training, and human resources:						Total, offsetting collection			-7	-----				
Outlays.....	401	O	11	14	9	-----			BA 1,725 1,734 1,725					
Outlays for grants to State and local governments.....		O	(11)	(14)	(9)	Total University transportation centers (net)		BA	2	3	6	O 1,298 1,450 1,608		
-----				-----			-----			-----				
Interstate transfer grants-transit:						-----			Trust fund share of expenses:					
Appropriation, current.....	401	BA	75	45	39	Transit planning and research:		O	-3	5	Contract authority, permanent.			
Outlays.....		O	163	112	78	Appropriation, current	401	BA	29	48	92	401 BA 1,150 1,190 1,150		
Outlays for grants to State and local governments.....		O	(163)	(112)	(78)	Spending authority from offsetting collections		BA	15	98	Limitation on program level (obligations).....			
-----				-----			-----			O (1,134) (1,195) (1,150)				
Washington metro:						Outlay		O	16	45	74	Outlays.....		
Appropriation, current.....	401	BA	170	200	200	Outlays for grants to State and local governments		O	(16)	(45)	(74)	O 618 1,712 1,150		
Outlays.....		O	149	189	148	-----			-----					
Outlays for grants to State and local governments.....		O	(149)	(189)	(148)	-----			Total Federal funds Federal Transit Administration.....					
-----				-----			-----			BA 940 1,603 2,095				
Formula grants:						-----			O 1,541 562 1,079					
Appropriation, current.....	401	BA	651	1,285	1,715	-----			-----					
Spending authority from offsetting collections.....		BA	1,049	1,130	1,150	-----			Total Trust funds Federal Transit Administration.....					
-----				-----			-----			BA 2,875 2,924 2,875				
						Total, offsetting collections		O	16	45	74	O 1,916 3,161 2,758		

TAX-EXEMPT EMPLOYER-PROVIDED RIDESHARING SUBSIDIES

With each new year comes a myriad of questions and concerns faced by both employers and their employees. One of the largest issues confronting both individuals and their employers is taxation.

Both state and federal tax codes consider ridesharing incentives to be employer-provided fringe benefits. As with most fringe benefits, ridesharing incentives are considered taxable unless specifically exempted by law.

<i>Mode of Travel</i>	<i>Tax--Exempt in California?</i>	<i>Tax--Exempt at Federal Level?</i>
Mass Transit (Bus and Rail)	Exempt	Exempt if subsidy amount does not exceed \$60 per month. Entire amount taxable if greater than \$60.
Vanpooling	Exempt	
Carpooling	Exempt	Taxable
Parking	Exempt	Exempt, if less than \$155/month
Bicycling, Walking	Taxable	Taxable

Source: 12th Council District Transportation Management Assoc.

CALENDAR OF MEETINGS + EVENTS

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

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|--------|---------|---------|--|
| | Apr 8 | 10:00am | Metrolink, SCAG Conf Rm
12th Floor
818 W. 8th, Los Angeles |
| Mar 11 | | 10:00am | Metrolink, SCAG Conf Rm
12th Floor
818 W. 8th, Los Angeles |
| | Apr 9 | 1:00pm | SO.CA.TA meeting
4640 Hollywood Bl.
(1/2 block east of Vermont) |
| Mar 12 | | 1:00pm | SO.CA.TA meeting
4640 Hollywood Bl.
(1/2 block east of Vermont) |
| | Apr 22 | 8:00am | Foothill Transit Board
100 N. Barranca, 4th Floor
West Covina |
| Mar 23 | | 12:00pm | MTA Board Meeting
Bd. Supervisors Hearing Rm
500 W. Temple, LA |
| | Apr 26? | ??? | MTA Fare Meeting
(Date, time and place to be announced) |
| Mar 24 | | 8:00am | Foothill Transit Board
100 N. Barranca, 4th Floor
West Covina |
| | Apr 27 | 12:00pm | MTA Board Meeting
Bd. Supervisors Hearing Rm
500 W. Temple, LA |