

Metro Red Line construction has started in Hollywood. The stars on the Hollywood Blvd. "Walk of Fame" have been removed and will be kept in storage for at least three years during construction.

Test trains (using spare Metro Blue Line cars) have reportedly operated on portions of the **Metro Green Line** (scheduled to open in May 1995)

Construction has started on the **Metro Pasadena Blue Line** near the Los Angeles River. The Santa Fe bridge over the LA River is almost completely removed (a new, two-track bridge will be built in its place) and a new set of tracks has been noticed near the bridge.

New **MetroLink** schedules went into effect this month. (see update on Page 7)

MTA has now cancelled most, if not all, of its emergency service routes (#636 and #640-646) due to the reconstruction of the Santa Monica Freeway. (Routes serving Cal State Northridge and Santa Clarita still operate, as well as most shuttle services to Burbank Metrolink station).

LADOT Commuter Express #573 (to Westwood/Century City) serves Santa Clarita, while #574 (to El Segundo) terminates at Sylmar/San Fernando Metrolink station.

Foothill Transit service improvements, effective May 2, 1994:

- Lines #178 (El Monte-Walnut) and #492 (Arrow Hwy) now operate on Sundays and holidays, using Saturday schedules.
- #280 (Azusa Av.) starts running earlier, and now has late night weekend/holiday service
- #492 (Los Angeles-Pomona via Colima) now

operates mid-day service every 30 minutes on weekdays between El Monte and Lanterman Hospital.

Changes to Foothill Transit #187 (Pasadena-Pomona) include:

- Peak hour service every 15 minutes between Pasadena and Glendora; every 30 minutes between Glendora and Pomona
- Expanded weekday night service: buses leave Pasadena and Pomona hourly between 6 p.m. and 10 p.m.
- Limited stop service in Pasadena; buses will only stop at major streets/transfer points between Los Robles Av. and Rosemead Blvd (Los Robles, Lake, Hill, Allen, Sierra Madre, San Gabriel, Sierra Madre Villa Avenues and Rosemead Bl)
- Antelope Valley Transit Authority has added two more new commuter routes from Lancaster and Palmdale : #782 to LAX and #786 to Century City. These are emergency service routes; continuation will be dependent on funding and ridership.

A Thousand Oaks Transit Metrolink shuttle now operates two round trips per day, connecting The Oaks Mall in central Thousand Oaks with the Moorpark Metrolink station

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*

MTA (the main bus operator in LA) has generally let bus service slide (whether that is directly and/or indirectly attributable to increased rail service is a matter of ferocious debate). MTA is now facing a \$126 million deficit, and is considering a fare increase (up to \$1.50 for regular fares), and some drastic service cuts (including elimination of all weekend services)

That got an expected nasty response from members of the public at the April 23 MTA public hearing (with one person screaming "If we can't ride the bus to church, the MTA board will Burn in HELL!!!!!!".)

In my opinion, MTA (and the former RTD) brought this on itself. They opened the door to the activist groups demanding no more rail construction, and reliance on buses as the total mass transit in Los Angeles.

MTA also took a lot of flak (not altogether undeserved) for building its new headquarters building (including sending four people to Italy to evaluate granite tile samples for \$8000)

If the MTA would have provided clean buses, reduced overcrowding on the busy lines, and generally provided good service, the fare increase probably would not have been protested so much.

As far as I'm concerned, the question is not bus vs. rail, or even transit vs. automobiles. It's the MTA versus itself.

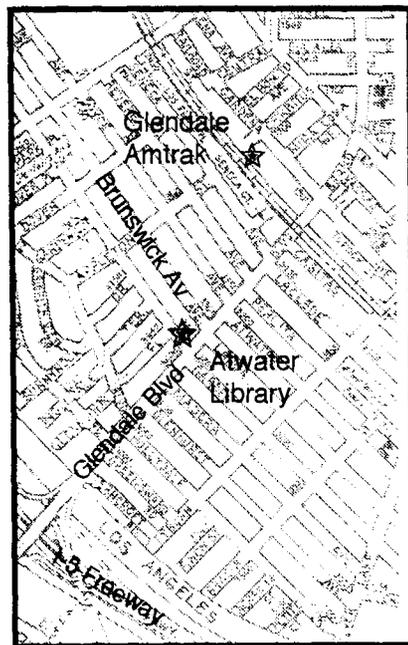
MAY 14 MEETING

The May SO.CA.TA meeting will be held on May 14 at the following location:

**Atwater Branch Library
3379 Glendale Bl. (at Brunswick)
Los Angeles**

This location is accessible by MTA bus routes #92-93, or by taking I-5 to the Glendale Bl. Exit and travelling northeast on Glendale Bl. It is also located within a moderate walk of the Glendale Amtrak station.

We are currently investigating other possible meeting locations for future meetings. Please let SO.CA.TA know of any other possibilities for meeting places.



PUBLIC HEARINGS BY STEVEN CROSMER

Having an opportunity to speak before officials at public hearings is a wonderful opportunity to share your opinions and provide input to the decision making process. What is presented and said could affect lifestyles within the community for generations to come.

Always be prepared with what you are going to say. Take a little card with you to write down the items you wish to speak on. Adherence to time limits is extremely important; condense your speech as much as possible, or try to memorize your speech word-for-word, but keep it within that time limit! Do not make a fool of yourself by going over the limit and becoming a big blabbermouth. Address officials by their names and/or titles; use "Sir", "Madame", or "Ladies and Gentlemen of . . ." if you cannot remember. Do not yell, scream, argue or use obscene language. Give them a little respect, and in so doing, they will return it to you by listening attentively.

Your dress is also important. Men should wear a nice button shirt with slacks, and ladies should wear a nice dress or pullover outfit. Avoid wearing jeans, t-shirts, or short pants. Footwear should be a nice pair of

shoes, not anything that exposes the foot (like sandals), sneakers or worn work shoes. Treat it as if you were going to a banquet, church service, or out on a date to someplace nice.

Before speaking at the podium, try to relax for a few seconds, think positive, and be prompt when called! Make sure you introduce yourself, and your title if you are speaking on behalf of an organization. Make a concerted effort on eye contact! If you take



anything with you that you wish to show to them, make sure it is something that you can easily carry. When you leave the podium, if time allows, be sure to thank the officials, and carefully watch your step so as not to trip and embarrass yourself.

While following all of the above guidelines may not make everything come true as you would want it to, it should help you become a better speaker. Don't abuse your privilege by saying something irrelevant to the issues discussed, or spend the whole time being critical or making a crackpot of yourself. Freedom of speech is a wonderful gift; make the most of it in a positive manner as much as possible.

APTA COMMUTER RAIL PART 1

CHICAGO, April 11 — The nation's 15 commuter rail systems will need some \$5.2 billion in funds each year from all sources over the remainder of the decade to maintain current passenger service and complete expansion plans.

That finding was released today at a news briefing hosted by the American Public Transit Association which is holding its annual Commuter Rail Conference here at the Palmer House Hilton. APTA is the international association of operating transit authorities, their suppliers and other advocates of improved transit service.

Based on the results of an APTA member survey, the \$5.2 billion yearly figure includes \$2.2 billion in funding for capital improvements and \$3 billion to cover operating expenses.

"The problem," said APTA Chairman Rod Diridon, "is that all of these funds will not be available; there will be a shortfall." He said APTA estimates that all transit modes will experience a 40 percent shortfall based on today's level of income from federal, state and local governments as well as paying passengers.

Diridon, who also chairs the board of supervisors in Santa Clara County, Calif., said transit providers must secure additional

resources if they are to fully comply with federal mandates and help the nation combat congested highways and polluted air.

Commuter rail operators expect to require more than 300 new or overhauled rail cars a year, costing in excess of \$700 million, according to the survey. Other rehabilitation costs including right-of-way will cost \$643 million a year, and the development of new rail systems will add another \$818 million annually to the overall funding need.

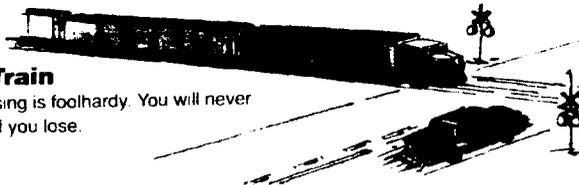
The \$3 billion in annual operating expenses includes funds for operations and maintenance personnel, fuel, utilities, parts and other items.

Diridon called on Congress to help finance commuter rail needs by fully funding ISTEA, the 1991 federal surface transportation law. The Clinton administration has requested 1995 transit funding equal to only 89 percent of what is authorized. Furthermore, the administration has asked for a 40 percent cut in funding for "new starts" and a 25 percent reduction in operating aid.

In approved budget blueprints for the coming year, however, both the House of Representatives and Senate have shown support for restoring the proposed transit cuts, the APTA chairman said.

Never Race A Train

Racing a train to a crossing is foolhardy. You will never have a second chance if you lose.



METROCARD

Three Los Angeles County bus operators (Culver City, Foothill and Montebello Municipal) now accept the new Metrocard, a stored-value fare card.

Buses on the three systems mentioned above have been equipped with validators. Instead of putting cash into the fare box, a passenger with a Metrocard simply inserts the card into the validator. The validator will deduct the correct fare (and print the amount remaining, if less than \$10). Transfers and express charges can also be paid with the Metrocard. Transfers between Metrocard-equipped buses are handled automatically; an ordinary paper transfer will be issued if the passenger is

transferring to an MTA bus or other transit service not currently equipped with the validators. Eventually, all Los Angeles County public transit operators are to be equipped with Metrocard validators.

The Metrocard can be purchased at the following locations:

Culver City Hall (4095 Overland)
Culver City Yard (9815 Jefferson)
Foothill Transit Store (Eastland Center)
Pomona Transit Store (Indian Hill Mall)
Claremont Transit Depot (200 W. First)
Monrovia Community Center
(119 W. Palm)
Montebello Corporate Yard
(311 S. Greenwood)

METROCARD EXPERIENCE BY MARK PANITZ

Now you can get a Metrocard, good for bus fare on Culver City, Foothill Transit and Montebello buslines. I got mine from Culver City. I have used it at least four times on Culver City, and once on Foothill.

It can be convenient for some, but awkward for others. Many operators haven't been trained to operate the equipment. I have a fare card for disabled people, but once on a Culver City bus it took off 85 cents instead of 45cents. (I think he restored it, although I don;t know)

On April 12 I took a trip to Glendora via Foothill Transit #480. On that bus the Metrocard equipment was not working, so I got a free ride! (and free transfer). On the return trip via Foothill #274, the operator wasn't trained. (again a free trip).

I did make a stopover in Covina (I could have gotten a stopover transfer, but I didn't know if I would reboard a #274 or walk to Eastland). So on the next #274, I did use it, but I again don't know how much it took off.. That's one of the problems when you buy the card for under \$5.00 (you can buy the card in any amount). The rest of the trip I just used the transfer I got. I haven't tried Montebello bus lines yet. So it will come in handy once all the bugs are worked out and the operators are trained to handed it.

I think Culver City does it best, probably because Culver City bus lines was the 'test' operator anyhow. So Culver City operators are more familiar with the card, than other operators. I like the card, and I hope all bus service will accept the card.

METROLINK UPDATE 5/94

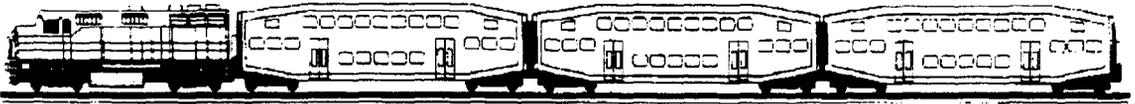
A new Metrolink schedule went into effect May 2. Running time between Lancaster and Los Angeles on the Santa Clarita line has been reduced by eight minutes, due to continuous track upgrades. Also, the two Ventura Line trains serving Camarillo and Oxnard now leave LA at 4:26 and 5:05 p.m.

Orange County Line passengers can obtain special step-up coupons enabling them to use selected Amtrak trains with their Metrolink passes. The coupons can be bought at Orange County Amtrak stations, as well as at Union Station. A similar program for Ventura Line

passengers is under development.

The Norwalk Metrolink Station (Orange County line), will be located at Imperial Blvd. and is scheduled to open in December. The Rancho Cucamonga Station (San Bernadino Line) will be located at Milliken Ave. and will open in October.

Negotiations are continuing with Santa Fe regarding extension of more trains to San Bernadino; Metrolink hopes to have all San Bernadino Line trains serving San Bernadino by next January.



CALENDAR OF MEETINGS + EVENTS

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

May 13 10:00am Metrolink, SCAG Conf Rm
12th Floor
818 W. &th, Los Angeles

***** NOTE NEW MEETING LOCATION *****

May 14 1:00pm **SO.CA.TA meeting**
Los Angeles Public Library
Atwater Branch
3379 Glendale Bl, Los Angeles

May 25 12:00pm MTA Board Meeting
Bd. Supervisors Hearing Rm
500 W. Temple, LA

May 27 8:00am Foothill Transit Board
100 N. Barranca, 4th Floor
West Covina

June 10 10:00am Metrolink, SCAG Conf Rm
12th Floor
818 W. &th, Los Angeles

June 11 1:00pm **SO.CA.TA meeting**
(Location to be announced)

June 22 12:00pm MTA Board Meeting
Bd. Supervisors Hearing Rm
500 W. Temple, LA

June 24 8:00am Foothill Transit Board
100 N. Barranca, 4th Floor
West Covina