

TRANSIT UPDATES

Also see information and schedules for Metrolink Holiday Special Service on Page 9!

LADOT has started a new DASH shuttle in Sherman Oaks. (Map A) This service has a 25¢ fare, and is the first DASH route to run seven days a week (with reduced hours on Saturday and Sunday)

Foothill Transit is moving its Transit Store into the California Bank Building effective Dec 19. (This building is located across Barranca St. from the Eastland Shopping Center in West Covina, and is served by the same bus routes)

Long Beach Transit has added an additional round trip to its 'Long Beach Limited' service between the Long Beach Naval Shipyard and Westminster.

Also: Long Beach Transit is considering raising its basic fare to 90¢ (with corresponding increases in discount fares and passes). A public hearing was held in late November, but no decision has been made yet

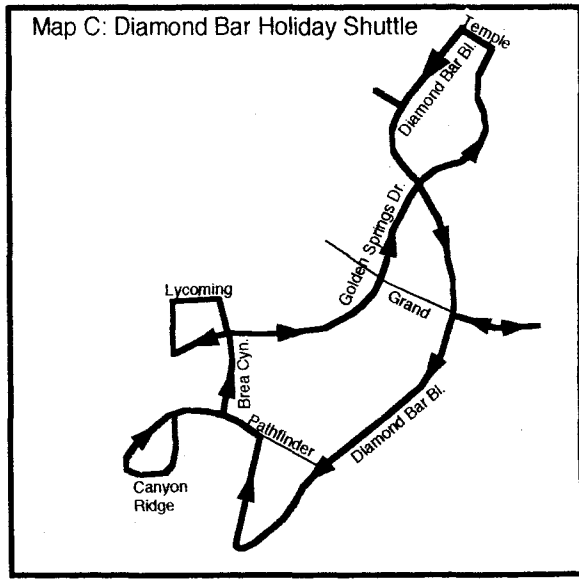
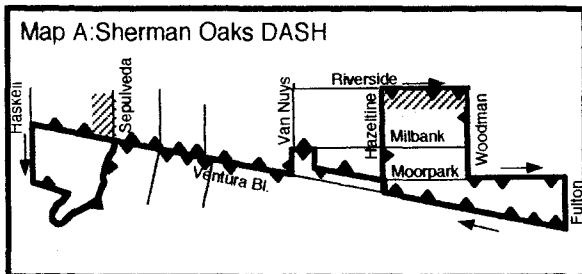
The **Monterey Park Spirit Transit System** now offers Saturday service on all four of its routes.

Two holiday shuttle services are now operating: an **MTA** shuttle on Hollywood Boulevard (25¢ fare) and a free shuttle in **Diamond Bar** (see Maps B and C below). The Diamond Bar service will operate until Dec. 31.

Ventura County's **VISTA** service has adjusted its schedules, and added new stops in Saticoy, Oak Park and the 3M Plant in Camarillo.

According to the Ventura County Transit Commission's December meeting agenda, an unspecified Federal Agency called VISTA an example of a good Congestion Management Air Quality project.

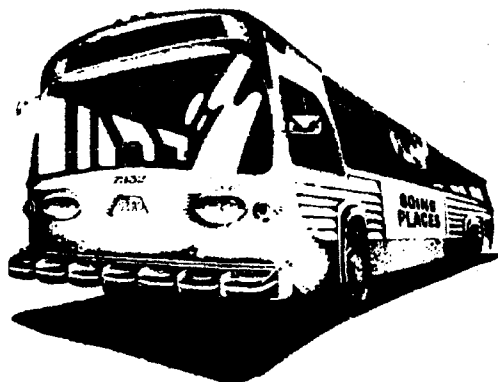
Transit Updates are compiled by SO.CA.TA members. If you notice any new, changed or discontinued transit services, please call us at (213) 254 9041.



FROM THE EDITOR

by Charles P. Hobbs
Vice President/Newsletter Editor

- Elections will be held at the December meeting for the following offices: President, Vice President, Secretary, Treasurer, and three Directors-at-large. Please be present and please be prompt.
- Check out the graph on the front cover . . .SO.CA.TA just keeps growing and growing and growing! Generally, about one or two new members join per month (we have about four or five inquires per month). Let's keep up the good work—and push for **100 members** by the end of 1995! Remember—more members means SO.CA.TA can do more for you.
- So far, there have been six 12-page issues (including this one). Although they obviously can contain more information (and are fun to produce, too!) they cost SO.CA.TA about 50% more in copying costs. (The upcoming postal rate increase won't help us either). So far, there has been no discussion of a increase in the monthly dues rate (although that is always possible). In my opinion, the growth in membership we've been experiencing should cover our expenses for the upcoming year.
- Remember, all articles should be received by the first Saturday of the month.
- Meetings: Our December 10 meeting will be held at 1 p.m. at the Echo Park United Methodist Church, 1226 N. Alvarado St, Los Angeles., north of Sunset Bl. This location is easily accessed by the following MTA bus routes: #1, #2, #3, #4, #92, #93 and #200 . In fact, if anyone wishes to use the Metrolink holiday train service (see Page 9) to come to our meeting, call us at (213) 254-9041 for transfer connection information.
- Also, if anyone is interested in old bus schedules, and other "historical" material, please definitely show up at the December meeting . . .



BUS ROUTE CHANGES IN 1995

Here are some of the bus service improvements planned to take effect sometime next year. (The chart on page 5 shows the line numbers, proposed changes, and implementation dates)

- **San Fernando Valley Restructuring:** Several MTA and LADOT bus routes will be adjusted in accordance with this project. In addition, DASH/MTA shuttle service will be provided in several areas.
- **Inner City Transit Improvement:** \$5 million of the current MTA budget was set aside to improve bus services in South Los Angeles. Certain heavily used bus lines will have service augmentation (or protected from further cut-back), two new limited stop lines will be implemented, and new services, including a diagonal bus line

between Imperial Station and Hollywood and a route-deviation shuttle are planned.

- **Green Line Interface:** When the Metro Green Line opens (mid-1995), several bus lines will be rerouted, extended or shortened to connect with it. (In cases where MTA bus lines have Green Line-related service deletions, other MTA bus lines, or other bus operators will provide replacement service). In addition several new bus lines are planned to connect the Green Line to Orange County, El Segundo, Westchester and Inglewood.

Check the "Calendar" section on page 11 for public hearings regarding these changes. For more details on any of these changes, please contact SO.CA.TA at (213) 254 9041.

ARROYO=VERDUGO TRANS. COALITION (D. GABBARD)

An update to the article in last month's newsletter on restructuring of MTA bus operations: Steve Adams of the city of Glendale has clarified what they have in mind. Glendale is interested in expanding their Beeline service to include routes that replace portions of present MTA routes 177 and 201. This would be with DASH-type shuttles.

The Arroyo-Verdugo Transportation Coalition has a grant from the Southern California Association of Governments to study whether a regional shuttle bus system operated among the five member cities of the Coalition (which include Burbank, Glendale, Pasadena, South Pasadena and La Canada/Flintridge) is feasible.

Adams also indicates while the proponents of the Glendale-Burbank light rail line are seeking federal money, it likely will not be able to go forward without MTA involvement.

MTA approved the workplan to consider bus operations restructuring at its Nov. 21st Board meeting. The first step to implement this came at the same meeting with the approval of the modified plan for the San Fernando Valley. SO.CA.TA hopes to participate in the task force that will provide input as the process goes forward.

#45	Green Line	Reroute to Harbor Fwy. Station	6/95	#232	Green Line	Reroute to Mariposa, El Segundo Stations	6/95
#53	Green Line	Reroute to Avalon Station	6/95	#233	SFV Phs. 1b	Local service on Van Nuys Blvd (see #561)	6/95
#60	Green Line	End route at Willow Blue Line Station	6/95	#234	SFV Phs. 2	Reroute in Sylmar, extend to Burbank	12/95
#81	Green Line	End route at Vermont Station	6/95	#236	SFV Phs. 1b	Extend to Porter Ranch, Van Nuys	6/95
#90	SFV Phs. 2	Reroute to serve Sylmar Metrolink	12/95	#238	SFV Phs. 2	Replaces #154 on Tampa Ave	12/95
#91	SFV Phs. 2	Cancel service	12/95	#239	SFV Phs. 2	Reroute btw Sylmar M'link, Warner Center	12/95
#92	SFV Phs. 2	Extend shortline to Burbank Transit Center	12/95	#240	SFV Phs. 1b	Cancel and replace with new #522	6/95
#94	SFV Phs. 2	End at Sylmar M'link, reroute near Airport	12/95	#243	SFV Phs. 2	Cancel-replaced by rerouted #166, #167	12/95
#96	SFV Phs. 1b	Modify route to operate on Riverside Dr.	T.B.D.	#245	SFV Phs. 2	Cancel, replace w/extended #158	12/95
#97	SFV Phs. 1b	Cancel service, replace with #96	T.B.D.	#252	Green Line	Extend to Long Beach Bl. Station	6/95
#105	Inner City	Service augmentation	1/95	#254	Green Line	End at Imperial Station.	6/95
#108	Inner City	Service augmentation	1/95	#260	Green Line	End at Artesia Blue Line Station	6/95
#111	Inner City	Service augmentation	1/95	#265	Green Line	Reroute to Lakewood Station	6/95
#112	Green Line	Extend to serve Long Beach Bl. Station	6/95	#266	Green Line	End at Lakewood Mall	6/95
#115	Green Line	Reroute to Norwalk Station	6/95	#270	Green Line	End at Norwalk Station	6/95
#115	Inner City	Service augmentation	1/95	#310	Inner City	New: Limited-stop service on Crenshaw, Vine	1/95
#117	Green Line	Reroute to Rcho Los Amigos Hosp	6/95	#315	Inner City	New: Limited-stop service on Mancheste	1/95
#117	Inner City	Service augmentation	1/95	#394	SFV Phs. 2	New: limited stop service on San Fernando Rd.	12/95
#119	Green Line	Extend to serve Long Beach Bl. Station	6/95	#406	SFV Phs. 1a	Cancel and replace with LADOT #409	4/95
#120	Green Line	Operate between LAX, Harbor Station	6/95	#407	SFV Phs. 1a	Cancel and replace with LADOT #409	4/95
#121	Green Line	New: operate via curr. #120 e. of Harbor	6/95	#409	SFV Phs. 1a	(LADOT) Reroute- cover #406, #407	4/95
#125	Green Line	Extend to Douglas, Norwalk Stations	6/95	#410	SFV Phs. 2	Cancel service	12/95
#126	Green Line	Reroute to Marine Station	6/95	#411	SFV Phs. 1b	New: Warner Center-Burbnk-Glend-LA expr	6/95
#152	SFV Phs. 2	Operate btw Warner Center, Universal City	12/95	#412	SFV Phs. 1a	Cancel service	4/95
#154	SFV Phs. 2	Modify west of Havenhurst	12/95	#413	SFV Phs. 2	(LADOT) Cancel service	12/95
#158	SFV Phs. 2	Extend to Warner Center / Topanga Cyn Bl	12/95	#418	SFV Phs. 1b	Extend to Topanga Canyon Bl	6/95
#161	SFV Phs. 2	Cancel, repl with new #668 & LADOT #423	12/95	#419	SFV Phs. 2	(LADOT) Reroute to Tampa/Pinaldi	12/95
#163	SFV Phs. 1b	Extend to Warner Center, Hollywood	6/95	#423	SFV Phs. 2	(LADOT) Wlake Vill-Warner Ctr-Encino, all day	12/95
#164	SFV Phs. 1b	Reroute to Warner Center	6/95	#424	SFV Phs. 1b	End at Warner Center	6/95
#166	SFV Phs. 2	Modify to serve Chatsworth M'link, Univ City	12/95	#426	SFV Phs. 2	Reroute to Warner Center, Laurel Plaza	12/95
#167	SFV Phs. 2	Modify to serve Chatsw M'link, Coldwtr Cyn	12/95	#427	SFV Phs. 2	Serve Warner Center, Encino P/R, exp to LA	12/95
#168	SFV Phs. 1b	Extend to Warner Center, Foothill/Arroyo St.	6/95	#439	Green Line	Reroute to Aviation Station	6/95
#169	SFV Phs. 1b	Extend to Mt Gleason, reroute at Burb. Arpt.	6/95	#460	Green Line	Reroute to Norwalk Station	6/95
#177	SFV Phs. 1b	To be operated by Glendale, Foothill?	T.B.D.	#522	SFV Phs. 1b	New: Reseda, Ventura BIs to LACC	6/95
#181	SFV Phs. 1b	Extend to Pasadena City College	6/95	#545	SFV Phs. 2	Exp between Sylmar, S-118, Warner Center	12/95
#183	SFV Phs. 2	Cancel; portions oper by #234, Glendale	12/95	#549	SFV Phs. 2	(LADOT) Cancel service, repl. w/#411	12/95
#201	SFV Phs. 2	Cut north of Brand/Broadway (Glendale?)	12/95	#560	Green Line	Extend to Aviation Station	6/95
#204	Green Line	End at Vermont Station	6/95	#560	SFV Phs. 1b	Cancel, replace w/new #233 and #561	6/95
#204	Inner City	Service augmentation	1/95	#561	SFV Phs. 1b	New: Limited stop on VN Bl to LAX, Sylmar	6/95
#206	Green Line	End at Vermont Station	6/95	#575	SFV Phs. 2	(LADOT) Serve Chatsworth, Warner Center	12/95
#207	Green Line	Extend to Imperial Station	6/95	#630	SFV Phs. 2	New: shuttle service in North Hollywood	12/95
#207	Inner City	Service augmentation	1/95	#631	SFV Phs. 2	New: shuttle in Sylmar (route deviation)	12/95
#209	Green Line	Reroute and end at Crenshaw Station	6/95	#632	SFV Phs. 2	New: shuttle service in Sylmar	12/95
#210	Inner City	Service augmentation	1/95	#640	SFV Phs. 2	New: shuttle service in VNPanorama City	12/95
#211	Green Line	Reroute to Hawthorne Station	6/95	#645	SFV Phs. 2	New: Canoga Bl btw. Chatsw, Warner Ctr	12/95
#212	Inner City	Service augmentation	1/95	#650	SFV Phs. 2	(LADOT) New: shuttle in Sher Oaks/Encino	12/95
#212	SFV Phs. 1b	Cut service north of Hollywood (see #163)	6/95	#667	SFV Phs. 2	New: shuttle service in West Hills	12/95
#215	Green Line	Reroute to Marine, Hawthorne Stations	6/95	#668	SFV Phs. 2	New: shuttle service in Calab/Warner Ctr	12/95
#220	Green Line	Reroute to Aviation Station	6/95	#689	SFV Phs. 2	New: shuttle service in West Hills/Warner Ctr	12/95
#228	SFV Phs. 2	Cancel service	12/95				

PROPOSITION 185

California voters defeated two transit related propositions last November. They were: Proposition 181 (\$1 billion bond issue for rail construction) and Proposition 185 (a gasoline tax for transit construction and operations)

It's easy to blame the oil companies; after all, they did spend about \$500,000 to defeat 185. But supporters (led by Southern Pacific and Morrison Knudsen) managed to raise \$700,000. I maintain that it was lack of public knowledge, coupled with anti-tax sentiment in general (and in LA, anti MTA-sentiment) that killed 181 and 185 at the polls.

It's probably true that 185 in particular, was almost unheard-of outside the transit advocacy and environmental groups. Transit agencies on the other hand, generally supported 181 but were wary of some of 185's prioritization of projects.

Almost no newspapers—major or specialized—endorsed both 181 and 185. Some newspapers blasted MTA for its recent problems, other criticized the measure for spending more on rail than on bus service, or for eventually benefitting Southern Pacific.

-Charles P. Hobbs, V. P. SO.CA.TA

Look at the defeat of Propositions 181 and 185. Planning and Conservation League said that numerous oil companies spend millions to defeat 185, mainly Chevron and Arco.

-Steve Crosmer, former V.P., SO.CA.TA

The results in California were not pretty if you're a rail supporter.

The bond measure (prop 181) was defeated approximately 2 to 1 (i.e. 66% to 33%) in spite of broad support by newspapers and government.

The gasoline sales tax increase (prop 185) was defeated approximately 4 to 1 (80% to 20%). Many newspapers and government agencies were against it.

A problem with the gasoline sales tax is that much of the money would have gone to a rail line between SF and LA. This rail line would do nothing for urban traffic congestion. Flights between the two areas are frequent and are available for \$69 the day of the flight. Advance purchase can reduce the price as low as \$39. Since there are four airports in the LA area and three in the bay area, it is arguable that airports actually are closer to places people want to go down there than is downtown LA. The air trip is about 75 minutes, while the rail trip would be 4.5hr (currently 11). Why do we want to spend public money to compete with the airlines?

Additional background is that CA gasoline prices have increased considerably in the last few years due to additional taxes and requirements for reformulated gasoline (to reduce pollution). Finally, CA has had a budget crisis the last four years in a row, with draconian cuts necessary in a number of areas (like schools and colleges).

WHAT HAPPENED?

My belief is that because of all of these issues, people decided that they didn't want more taxes or more indebtedness at this time. In June of 1990, when the economy was healthier, bond issues and tax increases were passed. Since then, the CA populace has been very leery of them.

If the planners have misjudged the populace's willingness to ante up more taxes for transit, it will be a big setback to future transit improvements in the region. That is, it might be a good to wait or scale things back to something that can be passed. Perhaps a mix of rail and increased bus service?

—Jeremy Higdon

This is not why it failed. It failed primarily due to voter reaction to the words "Gas Tax" and the fact that there was *no* campaign to speak of that explained what it was for. According to the top strategists and even the author of 185, it was clear that no matter what was in 185, or no matter how much we could have spent to pass it, it did not have a chance based on the current mood of the electorate. California has come into a time where even school and prison bonds—usually a "sure thing"—are not even passing...

The rail line between SF and LA was not something that the average voter even knew about or considered. Most voters make up their minds about issues like this in just a few moments of thought. There

isn't a whole lot of reading and/or thought that goes into the average voter's decision.

Lastly, the SF-LA rail line was not really "a lot" of the money. Even though it was \$500 million (spread over many years), this is to be compared to the estimated \$700+ million or so the tax would raise annually in perpetuity. As gas price or consumption increases, the gas tax revenue would have increased with it...

Also, the SF-LA rail line purchase is not just to compete with SF-LA air trips. One of the key markets is serving the points between SF and LA (such as San Jose, Gilroy, Watsonville, Salinas/ Monterey, King City, Paso Robles, Atascadero, San Luis Obispo, Santa Barbara, and the Ventura/ Oxnard area. There is a ton of growth in this corridor and it is not well-served by air. This is a very important and distinct north-south California rail corridor that is worthy of preserving and bringing into public ownership.

—Adrian Brandt



METROLINK UPDATE

• Get on board! Metrolink Holiday Special trains will run on December 10 and 17 (both Saturdays).

However, this year, they will not be free—special \$5 round-trip tickets are available from Metrolink (call 800-371-LINK for details). Also, regular tickets and passes can be purchased and used on these trains (at regular Metrolink fare rates).

Service will be provided between Los Angeles Union Station to:

- Santa Clarita, Lancaster and Oceanside on Dec 10
- Oxnard, Simi Valley and Chatsworth on Dec 17
- San Bernadino and Riverside on both Dec 10 and 17.

See schedules on Page 9 for details. (A † next to a scheduled time indicates that the train may leave that station earlier than scheduled)

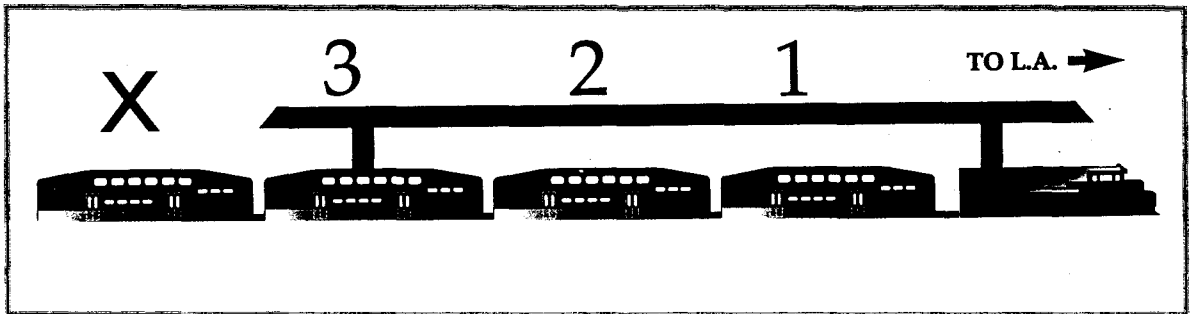
In other Metrolink news:

- Passengers desiring to travel to the new Cal State Los Angeles station should be

aware that the platform is only long enough for three cars; therefore, passengers destined for CSULA should use one of the first three cars nearest Los Angeles (see diagram below.)

- Track improvement is being performed between Claremont and San Bernadino. This involves replacing old bolted rail with continuously welded rail, allowing for a smoother and faster ride. This work is being done during midday periods, requiring that midday service be suspended on the San Bernadino Line, east of Pomona. Bus service, provided by Omnitrans, is replacing midday rail service between Pomona and stations further east. Passengers desiring to travel east of Pomona during the midday period should note that:

- Service between stations east of Pomona is not available; buses will carry passengers to/from Pomona only.
- Passengers must have the appropriate Metrolink ticket or pass.
- Peak-hour and night trains are not affected.



Santa Clarita and Orange County Lines

Lancaster	7:23a	----	2:05 p	Los Angeles	9:20a	11:38a	4:05p
Vincent	7:38	----	2:20	Glendale	9:31	11:49	4:17
Princessa	8:09	----	2:51	Burbank	9:39	11:56	4:24
Santa Clarita	8:15	10:35a	2:57	Sylmar/SF	9:51	12:07p	4:35
Sylmar/SF	8:36	10:56	3:20	Santa Clarita	10:14	12:30	4:58
Burbank	8:47	11:07	3:32	Princessa	-----	12:36†	5:04†
Glendale	8:54†	11:14†	3:38†	Vincent	-----	1:12†	5:40†
Los Angeles	9:08	11:28	3:52	Lancaster	-----	1:27	5:55

DEC 10 ONLY

Oceanside	6:48a	-----		Los Angeles	2:00p		5:05p
S J Capistrano	7:17		3:27p	Fullerton	2:34		5:48
Irvine	7:31		3:40	Anaheim	2:42		5:46
Santa Ana	7:42		3:53	Orange	2:46		5:50
Orange	7:47		3:58	Santa Ana	2:50		5:54
Anaheim	7:52		4:03	Irvine	3:01†		6:05
Fullerton	8:01		4:12	S J Capistrano	3:14		6:18†
Los Angeles	8:38		4:51	Oceanside	-----		6:59

San Bernadino and Riverside

DEC 10 AND 17

San Bernadino	8:04a	----	----	Los Angeles	9:50a	2:25p	5:15p
Rialto	8:14	11:16a	3:52p	CSULA	9:59†	2:34†	5:24†
Fontana	8:19	11:21	3:57	El Monte	10:09	2:44	5:34
Rcho Cucamng	8:28	11:30	4:06	Baldwin Park	10:19	2:54	5:44
Upland	8:33	11:35	4:11	Covina	10:25	3:00	5:50
Montclair	8:38	11:40	4:16	Pomona	10:35	3:10	6:00
Claremont	8:41	11:43	4:19	Claremont	10:39	3:14	6:04
Pomona	8:44	11:46	4:22	Montclair	10:42	3:17	6:07
Covina	8:55	11:57	4:33	Upland	10:47	3:22	6:12
Baldwin Park	9:00	12:02p	4:38	Rcho Cucamng	10:52†	3:27†	6:16†
El Monte	9:08	12:10	4:46	Fontana	11:01†	3:36†	6:25†
CSULA	9:17	12:19	4:55	Rialto	11:07	3:42	6:31
Los Angeles	9:29	12:31	5:07p	San Bernadino	-----	-----	6:42

Riverside	8:15a	11:10a	2:57p	Los Angeles	9:45a	1:30p	4:30p
Pedley	8:25	11:20	3:07	Industry	10:16	2:04	5:04
East Ontario	8:34	11:29	3:15	East Ontario	10:09	2:23†	5:23†
Industry	8:53	11:48	3:34†	Pedley	10:19	2:32†	5:32†
Los Angeles	9:30	12:25p	4:12	Riverside	10:25	2:46	5:46

Ventura County

DEC 17 ONLY

Oxnard	7:37a	----	----	Los Angeles	9:21a	1:05p	4:00p
Camarillo	7:47	----	----	Glendale	9:34†	1:18†	4:13
Moorpark	8:00	----	----	Burbank	9:41†	1:25†	4:20
Simi Valley	8:13	10:26a	----	Van Nuys	9:51†	1:35†	4:30
Chatsworth	8:26	10:45	2:05p	Northridge	9:58†	1:42†	4:37
Northridge	8:32	10:51	2:11	Chatsworth	10:04†	1:50	4:43
Van Nuys	8:39	10:58	2:18	Simi Valley	10:16	-----	4:55†
Burbank	8:49	11:08	2:28	Moorpark	-----	-----	5:09†
Glendale	8:56	11:15	2:35	Camarillo	-----	-----	5:20
Los Angeles	9:10	11:31	2:49	Oxnard	-----	-----	5:33