



# TRANSIT UPDATES

*Help keep all of your fellow SO.CA.TA members informed!!! If you notice any new, modified, or cancelled transit services, please call us at 213-254-9041!*

All **Metro Rail** (Red, Green, Blue lines) and **Metrolink** updates are now on Page 6

**MTA** service changes, as of Dec, 25 1994, are as follows:

- Bus routes #20 and #320 no longer serve Union Station via San Pedro St; all service terminates at 7th/Maple.
  - #320 no longer provides limited stop service on Sunday (these trips will become #20 all-stop locals)
  - #21 and #22 now terminate at the Red Line station at Alvarado St. In addition; #21 night service is only provided between UCLA and Wilshire/Westwood
  - Route segments cancelled: #94 between Olive View and Juvenile Hall; #104 between La Mirada and Fullerton, and #225 along Palos Verdes Dr. South between Sea Cove and San Pedro.
- #226 will now only operate between Sea Cove and Pacific Coast Hwy; passengers travelling north of PCH will transfer to #225.

- New services to start Jan 9th: peak-hour limited stop #310 along Crenshaw Bl. and Vine St. and #315 along Manchester/Firestone between Atlantic Bl. and LAX.

- Express routes #429 and #436 now run fewer trips; #443 and #457 will be cancelled in late January due to low ridership. #445 and #447 have been modified to serve a new Park/Ride lot in San Pedro.

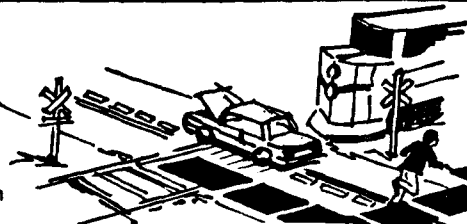
Long Beach Transit's fare increase will go into effect next month. Base fare will be \$.90, with increases in costs of discount fares, passes and transfers.

The planned service reductions on **Amtrak** service only affect one line serving Southern California: the Desert Wind (LA-Las Vegas-Chicago) will only operate four days a week.

Southern Pacific, Santa Fe, and Union Pacific, along with city and county officials, have signed the agreement to develop the **Alameda Corridor**, a series of railroad and roadway improvements between Los Angeles and San Pedro/Long Beach. The project will start construction this year, and be completed by 2001.

## Get Out Of Your Vehicle If It Stalls

If your vehicle stalls on a crossing, get everyone out and off the tracks immediately. If a train is coming, stay clear of the tracks. If no train is in sight, post lookouts and try to start the vehicle or push it off of the tracks.





# FROM THE EDITOR

Announcements and  
comments about SO.CA.TA

**Elections:** This year, we have a few new members on our Executive Board! ( See back cover)

**Membership:** This year, all SO.CA.TA members should think of ways to increase our membership. 1995 promises to be an important year for transit, with new rail lines opening, changes in the Federal Government, and much more.

**Bylaws Amendments:** Also this year, the SO.CA.TA Executive Board plans to make some changes in our Official Bylaws. As this process starts, all members will be requested to provide their input. Each member will be mailed a copy of our current bylaws in February; Executive Board meetings and other opportunities to comment on the bylaws will be announced later.

**Proposition A:** SO.CA.TA plans to make copies of the 1980 ballot issue, Proposition A, available to its members. (There may be a small charge, to be determined at our next meeting )Contact us at 213-254-9041 for more information.

**Newsletter:** I made a few changes to the *Transit Advocate* format for this year. Let me know what you think. As always, *The Transit Advocate* needs articles, letters, photographs 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

-Charles P. Hobbs, President/Newsletter Editor

## IS THIS YOUR LAST ISSUE?

If you have not sent your dues payment for 1995, (and are not a transit agency, or an organization currently exchanging newsletters with SO.CA.TA)!

Remember. *The Transit Advocate* and other SO.CA.TA programs are supported primarily by membership dues! Rising costs limit the number of complementary issues that we can send out.

Membership dues for this year will cost the same as for 1994: \$12/yr (\$5 for low-income people). Prompt dues payment by all members assures continued production and delivery of *The Transit Advocate* and other transit guides.

Avoid membership suspension and missed issues of *The Transit Advocate*!. Please send your dues payment (check or money order made payable to the Southern California Transit Advocates) by the end of January!



**Editor's Note: This is Part One of a two part article. Part Two will be presented in February's issue of The Transit Advocate.**

**This article is the opinion of its author(s) only, and does not necessarily represent the position of the Southern California Transit Advocates.**

**The Los Angeles Chapter of the Sierra Club can be contacted at (213) 387-4287. The Chairman of the Transportation Committee of the Sierra Club In Los Angeles is Stanley Hart (who is also a SO.CA.TA) member; he may be contacted either via the Sierra Club or via SO.CA.TA.**

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) gives local officials and the public unprecedented influence over state and metropolitan area transportation plans. Periodically, metropolitan planning organizations (MPO) must model growth to develop 20 year long range plans that consider congestion relief, consistency with long term land use, and the social, economic, energy and environmental effects of transportation decisions. They must adopt explicit social, economic, energy and environmental policy to guides transportation decisions, and they must

allow the public to participate.

For the first time, state departments of transportation (DOT) are also required to develop long range comprehensive, multimodal (road, bus, rail, walking, bicycling, etc.) plans, coordinated with MPO plans, and meeting the same planning requirements. Governors are given specific legal responsibilities formerly left to state DOTs. Highway projects must now meet a financial feasibility test, a hurdle previously required only for transit projects. The Clean Air Act's (CAA) conformity provisions prohibit the long range plans from delaying attainment of federal standards.

Opportunities:

- Get involved early in MPO and DOT transportation-land use planning. Seek appointment to advisory committees. Participate even if not appointed.
- Join your chapter or group's transportation committee and help organize a coalition to expand and coordinate transit and pedestrian-oriented development.
- Lobby Congress for maximum appropriations each year for transit capitol and operations, enhancements (scenic and historic preservation, bicycle/pedestrian

facilities and landscaping), and congestion and air quality management, and for higher AMTRAK funding.

- ISTEA allows many of the funds that were formerly restricted to highways to be used for roads or transit. Educate public officials, the press and the public that the 80 percent federal matching funds in the surface transportation and national highway programs can be used for transit.

- Publicly develop a visionary and

ambitious transit plan which demonstrates environmental, social and economic benefits. Strategic lobbying demonstrations and lawsuits can help set the stage for broader acceptance of transit and carve out the time necessary for success.

- Form coalitions with environmental, transit, health, consumer, labor union, retired persons, minority, feminist and architectural organizations.

*(To be continued next issue)*



## TRANSIT & CONGRESS

Steve Crosmer  
Former VP, SO.CA.TA

The recent election have shifted party control in both houses in Washington, from Democrats to Republicans. The Democrats, for the most part, have solidly supported transit; we owe credit to most of them for their ongoing support. Republicans, however, seem divided on the issue, and could go either way; support from them as a whole, is lukewarm.

Now is the time to start writing your Congressional representatives, especially if they are freshmen coming into office for the first time.

The new Congress may not be pro-

transit. Several Republicans from the state of Texas are going to chair important positions that affect financing of transit, and as U.S. Senator Phil Gramm said, "the Republicans have won the Civil War!"

We will need to be on our guard and probably take the defensive over the next few years. The 8-'s were a big renaissance for rail, but it was mostly done by the opposing party of a conservative president who did not support transit. Now it is the other way around. Unless we write, and President Clinton uses his veto power, we could be headed for gridlock in Washington.





# METRO RAIL NEWS

*Red, Green, Blue Lines and extensions thereto*

- Tunneling under Hollywood Blvd. is underway again. The Los Angeles City Council voted to allow Metro Red Line construction to resume through Hollywood. (Construction had been temporarily suspended because of improper construction practices and damage to buildings along Hollywood Blvd. )

- MTA is also considering using diesel powered railcars, instead of light rail, on existing track between Burbank Airport and Los Angeles. Stops would also be made at Downtown Burbank and the Glendale Metrolink station. Using these railcars along the line could save about \$300 million in electrification costs, although a third track (there are two already, used by Amtrak, Metrolink and freight trains) might be needed

- On January 17, MTA will have a special workshop regarding the Mid-City extension of the Metro Red Line (the portion which will operate between Wilshire/Western and Pico/San Vicente). Because of continuing problems with underground methane and other gases, MTA may consider building part or all of this portion of the Red Line on an elevated structure.

- Green Line Preview: MTA may operate limited fare-free service on the Green Line on March 17! Service would be provided between Norwalk and Imperial stations. More on this as it becomes available!



# METROLINK UPDATE

*LA's commuter rail service improves*

- ***Ridership on the December Saturday special trains was a record 13,755 boardings, up from about 2,000 last year (And, unlike last year when the holiday special trains were fare-free, a fare was charged this year) About 75% of these riders were on the Riverside and San Bernadino routes.***

- ***Metrolink plans to start using the Burbank Airport Amtrak station, probably sometime in February. This station will be served on a short-term (six months to a year) trial basis, to determine if ridership warrants its use.***

- ***The City of Glendale is to start construction of an improved transit center sometime around June 1995. This project will take place at the existing Amtrak/ Metrolink station and will involve rest-oration of the existing historic station. Also, a new "Metrolink Plaza" will be built, allowing easy trackside connections among Amtrak and Metrolink trains, and MTA, Glendale Beeline and Greyhound buses. Provision will also be made for the future Burbank-Los Angeles light rail line.***