

TRANSIT UPDATES *Have anything to report? Call 213 388 2364*

MTA lines #177 and 256, currently operated by First Transit, are to be transferred to Coach USA. (Coach USA currently runs #96 and #167, plus most of the LADOT Commuter Express routes).

Russ Jones reports that Monday, Feb 5 saw the start of the new Dash Hollywood/West Hollywood. It runs from Hollywood Highland Station down primarily Sunset and La Cienega Blvds. hours are from weekdays 6am to 7pm, and Saturday 9 a.m. to 6 p.m. It is free until the 7th.

Foothill Transit changes, effective Feb 28:

- Line #272 - weekend service every 30 minutes instead of every 60 minutes.
- Line #492 - some trips were added/extended so that later service is provided to LA in the AM rush, and earlier service out of LA in the PM rush
- Lines #498 and #699 - additional trips

OCTA changes Feb 11:

- Routes #14 and #39 will combine into new route #111 (Whittier-Fullerton via Whittier/Harbor)
- Route #15 will be absorbed into existing #42 (Hawaiian Gardens-Seal Beach via Lincoln)
- Routes #16 and #41 will be combined into new #116 (La Habra/Fullerton via La Habra/Brea Bl)
- Route #22 will be absorbed into existing #26 (Buena Park-Yorba Linda via Commonwealth)
- Route #45 will be absorbed into #47 (Fullerton-Newport Beach). Service will operate more frequently on #47.
- #54 (Garden Grove Bl) will be rerouted from Belgrave and Valley View to Chapman and Valley View.
- All Route #60 (Westminster Ave) trips currently serving the Santa Ana Regional Transportation Center (Amtrak station) will be routed away from the station and toward 17th/Tustin.
- On Route #66 (Hunt Beach-Irvine), shortline buses going only as far as Wilshire/Lyon will be extended to Walnut/Newport. Also, service frequency will be increased.

- #76 (Hunt Bch-Newport) will be rerouted via Red Hill and Main, so that passengers can transfer to #53 and #73.
- #178 will use Beach rather than Adams
- #180 will be extended from South Coast Plaza to MacArthur/Main; most trips will use 17th/Westcliff instead of 16th St. A few peak hour trips (designated #180A) will use 16th.
- Additional trips on Routes #38,59,64,71,82, and 191. #410 (Anaheim Cyn Metrolink Shuttle) cancelled due to low ridership.

The RTA Board of Directors at its Feb. 22 meeting approved extending service hours for route #33 (the Ladybug Shuttle in Hemet) to begin at 7:50 a.m. instead of the current 10:10 a.m. Also approved was changing route #36 (Beaumont-Calimesa-Yucaipa) to a fixed route configuration without route deviation. A new general-public dial-a-ride service will operate in Calimesa.

Moorpark now runs two bus routes (essentially the same loop route, but served in both directions).

Bus service between Ventura and Santa Barbara counties is slated to begin Aug 6. The service, to be operated by VISTA, would operate seven days per week, with stops at the Ventura Government Center, Pacific View Mall (transfer point), perhaps another stop in Downtown Ventura, then via US-101 to Downtown Carpinteria and Downtown Santa Barbara. Peak hour trips may continue to Goleta and UC Santa Barbara.

Beginning April 1 fares for San Diego bus and trolley will rise 25 cents with monthly passes for adults/college students up \$4 and for youths/seniors/disabled up \$1. (This will mean a regular cash fare of up to \$2.00 for most local bus service in San Diego! At least day passes will still start at \$5...)

BULLETIN BOARD

At our March 10 meeting we will be setting aside 20 minutes for members to comment on the issues they feel our group should focus on this year. This will aid our Executive Committee as it finalizes our work plan. Also to be discussed will be the possibility of sending a delegation to the Railvolution conference, held this year in San Francisco (Sept. 13-16).

Member Woody Rosner has further details about the new club shirt he has been working on. It would be teal color (like the current shirts) but a 50/50 tee-shirt. Our logo, phone number and website address would be printed on the back. Tentative cost is \$11 each and a minimum order of 36 shirts is required. Let us know if you are interested in ordering one (or more!).

MTA has released its draft Long Range Transportation Plan for public comment. To obtain a copy of the plan hotline at (213) 922-2833 or e-mail mtaplan@mta.net. Public meetings will be held throughout the region, two of which we are co-sponsoring: Tuesday, March 20, 2001, 7 p.m. at Boyle Heights Senior Center (2839 E. 3rd Street); and Thursday, March 29, 2001, 7:30 p.m. at North Hollywood Recreation Center (11430 Chandler Blvd.) Written comments on the draft plan can be sent to the above e-mail address or to:

Los Angeles County Metropolitan Transportation Authority Countywide Planning and Development
1 Gateway Plaza, Mail Stop 99-23-2

Los Angeles, CA 90012-2952

Attention: Long Range Transportation Plan

The deadline for comments is Wednesday, April 11, 2001

MTA's Access Advisory Committee, which provides input to the agency on issues and concerns of seniors and persons with disabilities, is seeking nominees. Members who wish to be nominated should contact the Executive Secretary: dgabbard@hotmail.com or (213) 388-2364.

Access Services, Inc. is offering an orientation workshop on ASI and its L.A. County ADA paratransit service on Friday March 16 in the Norman Hall at Orthopaedic Hospital, 2400 S. Flower St. near downtown Los Angeles from 9:30 a.m. to 2 p.m. Light breakfast and lunch will be provided. RSVP (by March 9) to (213) 270-6038 or TTY 800-827-1359.

L.A. Councilwoman Ruth Galanter has begun an electronic newsletter on LAX expansion. To be added to the distribution list send a request (in the body of the message) to: ruthgalanter@council.lacity.org

Be sure to check the Calendar section of this newsletter; there may be a transit-related meeting that you can attend. If you do go, remember to let SO.CA.TA know what happened at the meeting!

As always, *The Transit Advocate* needs articles, letters, Transit Tips, photographs and research (newspaper clippings, etc.) from all members and interested non-members. All materials should be sent to 3010 Wilshire #362, Los Angeles, CA 90010. (or e-mailed to transit@lerami.lerctr.org). Materials for publication should be received two weeks before the scheduled SO.CA.TA meeting date. ■

Imagine my incredulity to learn L.A. mayoral candidates Xavier Becerra and James K. Hahn endorsed the Bus Riders Union's demand that MTA drop its appeal of the order by Judge Hatter to purchase 248 additional buses ("Candidates Urge MTA to Stop Fighting Bus Purchase" LA Times March 1). Obviously Eric Mann's skill at obtaining press coverage of the event where Hahn and Becerra spoke against the appeal was the chief lure for the candidates. I predict one day true to form Mann will denounce them for "betraying" their endorsement by not kowtowing to some ludicrous BRU demand.

In other BRU news, March 17 at Wilshire Methodist Church (4350 Wilshire) they are holding a state and national strategy session from 9 a.m. to 3 p.m. (suggested donation \$10, lunch included). Is this a serious effort or more grandstanding? Certainly it will keep its members and supporters agitated (and distracted).

A faithful reader of this column asked me why I had not commented on Mayor Riordan's Feb. 12 "Education Express Tour" having a bus provided by MTA [with a special wrap evidently provided by MTA's wrap vendor]. Howard Blume in his Feb. 16 LA Weekly article on the tour ("Superintendent Dick") makes its blatantly political purpose clear [at some tour stops Riordan's endorsees for the upcoming LA Unified School District board race appeared]. Providing the bus appears to violate longstanding MTA policy. And anyway if the Mayor needed a bus he should have paid for a charter instead of having you and I pick up the tab.

Faithful reader also asked whether Mayor Frank Roberts of Lancaster has illegally participated in MTA Board business since his term expired Jan. 1 (the Nov. 2, 2000 City Selection Committee meeting to appoint him to a new 4 year term beginning 1/1/01 failed to achieve a quorum of

members)?

Douglas Shuit in the article cited in the 1st paragraph of this column also broke the story that L.A. Mayor Richard Riordan's transportation deputy Jaime de la Vega has resigned from the MTA Board to compete for the CEO job. Words fail me. Jeff Walden of the Mayor's LA Business Team has been appointed by the Mayor to the vacant MTA Board seat.

Meanwhile Metro Investment Report in its Feb. issue broke the news besides de la Vega that John Catoe, general manager of Santa Monica's Big Blue Bus, is a candidate for the MTA CEO job. I should note several knowledgeable observers had whispered to me about Catoe being in the running. Considering the great job John has done in Santa Monica I could think of no one better for the job (but why in the world would any sane person want it?).

All I will say about the new "transportation strike force" San Fernando Valley bigwigs have formed is note they seem more fixated on holding onto money committed to various projects than whether the projects make sense.

mystery of the month: why is the San Gabriel Council of Governments pursuing the formation of a transit zone in the western portion of the valley as a separate Joint-Powers-Authority now that Foothill Transit has bowed out of pursuing expansion?

I was quoted in the Feb. 23 California Corridors on how community involvement was key to preserving the Pasadena light rail project. This as a model advocates for other projects (bus and rail) would find worth studying. I also praised the efforts of LAX expansion opponents to involve the public in the process in a letter published in the Feb. 11 LA Times.

NIMBYs have come out of the woodwork attacking the Santa Monica transit mall project. We faxed a letter to the Coastal Commission urging they approve the project (which they did) and refuted the claims of the opposition in a letter e-mailed to www.surfsantamonica.com. A lawsuit is threatened by the shadowy Santa Monica Transportation Council (a new organization which refuses to divulge who its members are). We will continue our efforts to support this project.

tip-off of the month: the Ventura County Council of Governments is considering the possibility of merging with the Ventura County Transportation Commission and acquiring Metropolitan Planning Organization status separate from SCAG [per a letter dated Jan. 5 from VCTC Executive Director Ginger Gherardi to Ventura County local officials and city managers].

I exchanged e-mail with the person who did the flyers advocating the extension of the Wilshire subway I mentioned last month. He faults us for not vigorously campaign to extend the Red Line west. I tried to explain we are engaged in a long term effort that will reshape the policy landscape in way that will benefit this currently moribund idea. But here and now we are putting our energy toward less daunting current issues to build our group into being able to take on big issues. You can read the L.A. Transit News Online newsletter at: <http://www.geocities.com/latransitnews/activistOrg.html>

Best argument yet for a high speed rail link between LA and the Bay Area: 16 of the top 100 most chronically delayed or cancelled flights in the US last year were United Airlines' flights between LAX and San Francisco International per the U.S. Dept. of Transportation ("S.F.-to-L.A. Flights Rank Among Worst", San Francisco Chronicle Feb. 16).

At our March 10 meeting I will distribute a sheet on legislation introduced during the current session that we will monitor, and post this information on our website's front page. For those who will miss the meeting and lack internet access I'll be glad to send you the sheet if you send a self addressed stamped envelope to the address on the back cover of the newsletter.

And at our March 10 meeting I will have the vision statement on MTA's long range plan we endorsed we several other advocacy groups (also available at <http://www.scced.org/hotissues/mobility.html>).

SCAGLEV is dead! Long live SCAGLEV! Despite losing the competition for the \$1 billion federal grant SCAG will continue pursuing this turkey for two reason: 1) to preserve its mode split contribution to the out-years air quality conformity of the Regional Transportation Plan and 2) a desire for a big project among SCAG's top management (what I call nameplate fixation). Meanwhile the Feb. 13 edition of the e-newsletter Transfer (from the Surface Transportation Policy Project) states new House Transportation Committee chair Don Young of Alaska evidently is grumbling about why the two maglev finalists are both east coast projects. He believes the Las Vegas project should have been among the two finalists.

The regional model for meeting future airport demand seems to be gaining support. Maybe LAX will soon find itself having to scale back even further its proposals. Likely this will turn up the heat of the debate regarding El Toro in southern Orange County.

I'll conclude by offering a greeting and congratulations to newly appointed General Managers Larry Rubio of RTA and Deborah Linehan of SCAT. ■

Foothill Transit has been asked not to go into Cal Poly Pomona. Foothill is considering the request, but they will have to reroute many routes (and eat the sunk costs into building the "Transcenter" in the middle of the parking lot on campus). While I haven't seen the reports, I would gather that they would have to use either the Corporate Center/Devry Institute or Mt. San Antonio College as a transfer and layover point. Buses would still continue to serve stops on Temple.

In the past, Cal Poly has alleged that Foothill Transit has caused significant damage to their roadways. However, Foothill Transit has attempted to gain funding through Call for Projects for improvement, but legally cannot provide funding for the repaving. They did pay for shelters and bus pads for construction of the TransCenter, however, and are looking for some recourse.

Tenatively, Routes #191 and 193 will be interlined, and so will 195 and 479. (This may be an excuse to cut 479 frequency to once every hour, as ridership has been abysmal.) Instead of continuing through and stopping at Cal Poly

Pomona, they will keep going east on South Campus and through DeVry and the Corporate Center, and then on their routes.

#178/179 will continue east on Temple, past South Campus, and go eastward on Valley, and then Holt, to the Pomona Transit Center. They will be running out of stalls at the Transit Center, so they will have to carefully schedule this bus.

#482 will be similar to right now, except it will not deviate into Cal Poly. It will continue to South Campus.

#480 will not operate anywhere near Cal Poly or DeVry. It will operate on the pre-1996 route, except via Humane Way.

My correspondent noted that #486 was not listed on the sheet, and speculated that all #486's would be sent down to Puente Hills Mall. This would eliminate service along Amar Rd., which is a popular corridor for riders to Mt. San Antonio College, International Polytechnic High School (where they two years ago added a morning bus to accomodate student load), and Cal Poly Pomona. This is not confirmed. ■

We are undertaking a campaign to pressure Cal Poly-Pomona to not ban transit buses from coming on campus. The school has demanded three million dollars to repair damage to pavement allegedly caused by transit buses. Our sources indicate roads on the campus in general have not been well maintained and buses are being unfairly made the scapegoat. We request members send respectful letters and e-mails to:

California State Polytechnic University-Pomona

Bob H. Suzuki, President

Office of the President

3801 West Temple Avenue

Pomona, California 91768

BHSuzuki@CSUPomona.edu

(909) 869-2290 [fax]

INLAND EMPIRE EXCURSION *Dana Gabbard*

Saturday Sept. 23, 2000 the Western Transit Society co-sponsored with SO.CA.TA a tour of the Inland Empire Connection (IEC) system on the occasion of its 10th anniversary. The plan was to ride all three of the currently operated IEC lines (100, 110 and 149) and memorialize the discontinued line 496 (Riverside/San Bernardino-Los Angeles express) by riding the Foothill Transit line 480 which in general emulates the route of the 496 (albeit in local service).

As this was during the MTA strike I arranged for Woody Rosner to drop by and pick me up in the cab he was using to get to downtown Los Angeles from Hollywood (where he lives). We stopped for a brief fast food breakfast before going to Wilshire/Flower to wait for the Foothill 480 trip scheduled to leave Wilshire/Union at 9:15 a.m., which should have come at approximately 9:20 a.m. At 9:30 a.m. we were still waiting for the bus. It finally showed up about 9:45 a.m. (at least 30 minutes late). The bus (a Gillig LF F1121) began to load up as it made its way thru downtown. The driver noticed I was taking notes and inquired what I was up to. After I explained I was just jotting information for a writeup I planned to do of our trip he expressed relief. I guess he was worried I was some sort of quality inspector

At the entrance to the El Monte busway on Alameda Street near Union Station we were joined by Western Transit Society head honcho (and SO.CA.TA honorary member) Edmund Buckley plus SO.CA.TA members Guillermo Merino, Armando Avalos, Russ Jones and Charles Powell plus bus fan supreme Andrew Novack (also known as Mr. Tarmack). By now every seat on the bus was filled (and we were still running late).

The trip through the San Gabriel Valley was

mostly uneventful. We passed MTA drivers walking the picket line near Division 9 blocking access to the El Monte Station. The temporary El Monte bus transfer location for Foothill buses was on a side street and a huge crowd was gathered there on the sidewalk waiting for their bus to show up. Member Robert Meinert got on at this location and rode with us as far as Claremont (he had some studying to do later in the day). Also while going through Pomona we passed former RTD Division 16 which is now used for non-transit purposes. Even though we had provided a half hour cushion for connecting with the next bus it became clear it would be a near thing whether we would arrive at the Montclair TransCenter in time. And indeed as we pulled in the IEC 110 we hoped to catch was leaving. Thankfully we were able to wave down the bus and the driver made a courtesy stop (which saved our carefully worked out trip plan).

We were now on a Suburban Neoplan 9703, with a light load. At Ontario Airport the driver got out to use the restroom, which gave us a chance to take photos and a quick stretch. The driver returned and we continued to San Bernardino with few additional passengers picked up along the way. In San Bernardino we transferred to IEC line 100 to continue on to Riverside, still on a Neoplan (number 9701).

To our surprise the Riverside Transit Terminal was open. It had been reconfigured with a block long platform with bus pull in/pull outs on both sides (the old oval had been absorbed as part of the conversion of the terminal building for use by the municipal fire department). We soon discovered Greyhound still has a counter and small waiting room at one end of the terminal building. Several fans had the presence of mind to purchase the neat looking Greyhound Bus banks that were for sale. (*to page 9*)

The Orange County Citizens Bus Restructuring Task Force grew up as a reaction to OCTA's plans for "straightlining" their bus routes last year. While delayed and adjusted, the plan did get implemented under the "Point-to-Point" banner last September. Task Force members have continued to meet, to attend OCTA hearings, and to make suggestions for OCTA system improvements. Several of the members were also in SO.CA.TA, and it was eventually decided to merge the Task Force into SO.CA.TA. The Orange County Committee is the first of what could be several local committees, to work on transit issues for a specific area.

Orange County meetings are held on the 2nd Thursday of each month, from 6 to 8pm. Please call (714) 525-3678 to confirm the meeting location. Currently the meetings are being held at the Happy Garden Chinese Restaurant, 181 E. Commonwealth (at Pomona St.) in Fullerton. This is a block north of the Fullerton Transportation Center, served by OCTA 26, 43, 47, 111, 147, 213 and 424, Amtrak, and Metrolink.

At the February 8th meeting, the OCTA February service changes were discussed (including the Bus Book typos), and a look ahead to the June and September service changes. The group talked about suggestions to make OCTA's planned "On Board Survey" useful for transit planning, and early news on the new drivers' contract, including preparations for a potential strike in May (a "Metro Angels"-style online bulletin board or phone hotline?)

OCTA's June Service Change Hearing will be on Monday, March 26th at 9am. The hearing will be held at Orange County's Hall of Administration, Santa Ana Blvd. and Broadway in Santa Ana.

While major changes are not expected until September, the group intends to make a presentation at this hearing.

CenterLine, Orange County's proposed light-rail line, has been delayed by objections from the city of Anaheim. The Anaheim city council's vote of approval on 2/27 will allow the CenterLine into town, contingent upon OCTA finding a route away from residential areas, and improvements to bus service to/from Riverside. Then OCTA now needs to approve funding for preliminary engineering on the first segment. The first portion of the line is almost certain to terminate at Edison Field of Anaheim, but the city vote would affect the route from there to the eventual north end at Fullerton. The Orange County Committee supports a route including Disneyland, and using the Main St. corridor through Santa Ana.

Fullerton Railroad Days will be on May 5th and 6th, in the Metrolink parking lot at Santa Fe and Pomona, next to the Amtrak/Metrolink station. Station and adjacent Fullerton Transportation Center are served by Amtrak and OCTA lines 26 (Saturday only), 43, 47, 111 and 116.

The California High Speed Rail Authority is studying the potential for a high-speed passenger rail network in the state. They are currently giving presentations at various Cal State University campuses. The one at CSU-Fullerton will be on March 12th, 6-9pm, in Turf Free Rooms A&B at the Titan Student Union. The Union is at 800 N. State College Ave., at Dorothy Lane (one block north of Nutwood Ave.). The nearest bus service is the 57/Brea Mall on State College, and the #24 on Nutwood Ave. ■

OCTA CENTERLINE MEETING *John Ulloth*

Following a presentation featuring Orange County's Centerline light rail alternatives at our last meeting, So.Ca.T.A. members testified in support of the project at a packed Orange County Transportation Authority (OCTA) meeting January 22nd before the full Board. Though some represented different organizations, So.Ca.T.A. members speaking included Director Kyle Minnis, Jane Reifer, Kirk Schneider, and John Ulloth, along with allies Alex Mintzer representing the local Sierra Club group, Dan Walker from Sierra Club's Transportation Committee, and activist Bart Reed. While details can be worked out in future studies and engineering, OCTA has to round up support from the county's cities for a single route- a Locally Preferred Alternative within the next year and a half to make the project eligible for the next federal funding cycle.

Minnis' stated preference for level boarding and at-grade options, but in the case of aerial stations equipping them with two elevators, as there is no access for wheelchair riders when one elevator breaks down in M.T.A.'s one-elevator stations. Others expressed their desire for expanding rail service- to reach employment centers not on Centerline, to Huntington Beach, and north through Fullerton.

After the hearing, OCTA consultant Chester Britt told this reporter he was very pleased with the turnout (and more than 2/3 seemed to be in favor of CenterLine). Amusing strategies of rail opponents & nimbys included blowing a whistle several times in the boardroom, the slogan "no blight rail", and stating opposition to transportation subsidies (as if freeways were built without them) ■

(Inland Empire Excursion, from p. 7)

We split up for lunch. Charles Powell, Woody Rosner and I went in search of a barbeque place Charles and I had had sighted a few years ago but had never eaten at. After being directed to its new location (a short walk from its former one) we enjoyed a fine meal. Afterward we made our way to the nearby Riverside Public Library and dropped off some SO.CA.TA brochures. From there we hustled to make sure we got back in time to catch the next bus. Much to our surprise new member Mark Strickert suddenly appeared. His morning Amtrak train from Orange County arrived late at Union Station and ever since he had been following in our footsteps. Our long layover in Riverside allowed him to finally catch up. Everyone gave him a hardy hello as we all boarded the bus.

This was a GMC RTS 2313 (formerly RTA 2313) on IEC line 149 departing the Riverside

Transit Terminal at 3:45 p.m.. We rode (with a moderate load) to Mall of Orange and waited there to catch OCTA line 50. For our brief trip on OCTA we rode New Flyer 5016 to State College/Katella and from there walked thru the Edison Field parking lot to the Anaheim Amtrak Station. Mark Strickert said farewell as the rest of us caught late running Amtrak train 583. An extra treat was this train included historic Amtrak Dome car 10031, which allowed us a wonderful view of the passing scenery. As we approached Union Station the train was sent on a side track to wait for over an hour due to Alameda Corridor construction, which became tedious. Finally we pulled into Union Station.

As we split up everyone agreed it had been a great trip in honor of a great system. My thanks to Andrew Novack for allowing me to use his equipment notes from the trip. ■

MEMBERS IN ACTION

A correction: Ken Ruben also attended the Big Blue Bus community meetings (and we also apologize for misspelling his name).

Roger Christensen spoke on our behalf at the Feb. 22 MTA Board meeting for Public Affairs Director Kymberleigh Richards (who was on jury duty). Roger also had two transit related letters published in local media: a rebuttal defending the Red Line in the Feb. 26 Los Angeles Business Journal in response to a Feb. 19 commentary by Ronald Altoon; and a letter in the Feb. 25 San Fernando valley edition of the Los Angeles Times criticizing the Chandler corridor NIMBYs.

Kymberleigh Richards has updated the page of her website documenting BRU fundraising:
<http://home.pacbell.net/krichrds/brufacts.htm>

Mark Strickert has added a transit page to his website: <http://www.angelfire.com/zine/forty2/transit.html>

At the MTA service change public hearing last October, Charles Powell spoke on the proposed cancellation of the #466 La Mirada Shopping Center-LA park and ride, recommending that OCTA take over part of the route. Now we have learned that OCTA will extend some #721 runs north of Fullerton to serve La Mirada later this year.

David Davenport wrote a letter to the editor to The San Diego Union-Tribune about the debate over the future of the Coronado Branch of the SD&AE Railway. It appeared in the February 8, 2001 issue.■

WEST SAN GABRIEL VALLEY *Joe Markham*

If we try to use the Garvey Line 70 Going West from El Monte Station, very often it is loaded so heavy West of San Gabriel Blvd that there is standing room Only, or they are letting passengers off before the Bus Stop and passing those up at the Regular Bus stop.

The line 262 North and South Garfield has been placed on 45Mi to 1 hour Schedules. We also have North and South Routes on Fremont Ave . These lines 258 and 259 have a bus running aprox, every 20 minutes.

When these Buses come to the Intersection Of Garvey and Fremont there is a ELEVATION DROP of around 20 feet from Garvey down to Fremont St. The M.T.A has REFUSED TO SPEND ANY MONEY To install steps or a ESCALATOR so that the Passengers from Line 70 can go to the bus stops on Lines 258 or 259, or the Passengers from 258 and or 259 cannot get up grade over 20 Feet to become passengers on line 70 to go West To Los Angeles or East to Rosemead or El Monte, or El Monte Station and Make Connections with Many Lines there that may be M.T.A. or Foothill

Transit. I have written many letters to M.T.A. concerning this matter.

We could also Ride the Line 70 to Garfield Ave. And use the line 262 which only runs every 45 minutes and go south to use the line 68 which takes passengers From West L.A . and arrives every 7 Minutes after 9 a.m . at Town Center mall, the center that the Kaiser Facility is in. I use this example to prove how we are being ROBBED of money in order to obtain Decent Bus Schedules. When the Line 262 was Running on 20 minute Schedules they were loading that bus line 70% and a full load morning and afternoon trips. Since they have lost almost of their Passengers. Almost all of them have gone back to their cars.

We people that reside in The West San Gabriel Valley, deserve much better public transportation, to ease Traffic Congestion, transportation Expense, and where can we park the car when we arrive at our destination.■