

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

MTA bus route/schedule changes, effective June 3, 2001:

- Service is now more frequent along Glenoaks Blvd. on Lines #92 and #93 and the remaining morning shortline trips terminating in North Glendale have been extended to Burbank. Night service on Line #92 now makes timed connections with Line #94 in downtown Burbank. Some Line #92 trips now interline as Line #561.

- Line #107 (54th Street-Fairview Boulevard-Santa Ana Street) will be rerouted to serve the Slauson Metro Blue Line Station. Line #107 will also be extended over Clara Street replacing service formerly provided by by Line #114 (which will be discontinued) on that segment. Service will run every 50-minutes.

- Weekday Line #183 trips formerly operating between Sherman Oaks and North Hollywood Station have been extended to downtown Burbank. Service is provided over the entire route every 30 minutes.

- New Line #340 (Hawthorne Boulevard Limited) will provide limited stop service on Hawthorne Boulevard, during peak hour periods. Limited stops will be made on Hawthorne Boulevard between the Metro Green Line and Washington Boulevard. Line #442 (LA-Hawthorne Express) will be adjusted, losing a few trips in favor of #340.

- Line #402 (LA-Pasadena-Park-n-Ride Express) will be discontinued; service frequency on line 401 (Pasadena-Los Angeles-Express) will be improved. Alternative services for patrons traveling west of Los Robles Avenue on Colorado Boulevard are available on MTA Lines #180, 181, and 188.

- #436 (LA-Venice Express) and #466 (LA-Downey-La Mirada Exp) will be discontinued. Note that OCTA #721 will not be extending service into La Mirada to replace #466; passengers should consider #460 (from La

Mirada), #362 (from Downey), or Metrolink at the Norwalk/Santa Fe Springs station.

- On #445 (LA-San Pedro Express) the trips leaving after approx 7:30 p.m. have been cancelled due to low ridership.

- #497 (LA-Pomona-Montclair Express) will still operate "until further notice" (read: until the MTA board votes to turn it over to Foothill as originally proposed). The schedule has been modified somewhat.

- Service has been reduced on #150 and #240 due to the popularity of Rapid Bus. #150 and #240 have a combined 15-minute headway between Universal City and Reseda Bl. East of Reseda, #150 runs every 30-minutes. #240 runs every 15-minutes on Reseda, with every other bus a shuttle to Ventura Bl. only.

- Additional peak hour service has been added to the following: #164, 165, 166, 234, 236 and 243.

- One additional morning trip and three additional afternoon trips have been added to Line #161 on Saturdays; the afternoon trips originate shortline at Thousand Oaks Blvd./Reyes Adobe Rd.

- The first two Line #418 trips westbound in morning peak hours now operate only the Roscoe Blvd. route segment; the last eastbound trip in afternoon peak hours has been cancelled.

- The last two evening "fringe peak" Line #426 trips that operate only between Chatsworth and North Hollywood Station have been eliminated.

- The last five trips in each direction on Line #750 (Ventura Bl. Rapid Bus) have been eliminated due to low ridership.

OCTA service changes, effective June 8:

- Route #1 (Long Beach to San Clemente) Service will be rerouted from Pacific Coast Highway offering service to K-Mart Plaza in San Clemente. This change will also (to pg. 10)

# BULLETIN BOARD

At our June 9 meeting honorary member Edmund Buckley will give an overview of transit scheduling, beginning at 2 p.m. This promises to be a most illuminating presentation. At the meeting we will also start planning our study tour of OCTA service. After the meeting, there will be material to facilitate writing support letters to the MTA Board on behalf of the proposed light rail system on the Exposition right-of way.

Thursday June 14 SO.CA.TA is sponsoring a seminar on Rail Transit Systems and Project Implementation from 2 p.m. to 4 p.m. This is free and open to the public, and will be held at the MTA Headquarters building (near Union Station in downtown Los Angeles) on the third floor in the Board Overflow Conference Room. There will be a presentation on Light Rail, Commuter Rail and Design Build Operate Maintain by a representative of Siemens Transportation Systems, Inc. Also (based on availability) a representative of the Los Angeles to Pasadena Metro Blue Line Construction Authority will speak.

We anticipate having a presentation on accessibility issues at our August or September meeting. Director Kyle Minnis is kindly assisting us in obtaining a speaker on this topic, which he has special expertise in.

We neglected to note in the last bulletin board that SO.CA.TA also sponsored an MTA Long Range Plan public meeting in the West Adams district of South-Central Los Angeles. Also we recently received a letter from James L. de la Loza, Executive Officer for Countywide Planning and Development at MTA, thanking us for our sponsorship of 5 public Long Range Plan meetings and our assistance in their outreach effort.

The MTA has released the draft environmental study of a proposed busway along Burbank/Chandler in the San Fernando valley (<http://www.mta.net/corporate/depts/CPD/SFV/sfvbrt.htm>). Public hearings will be held:

- Thursday, June 21, 2001: 5 p.m to 8 p.m ,Los Angeles Pierce College Student Activities Center 6201 Winnetka Avenue, Woodland Hills
- Tuesday, June 26, 2001, 5 p.m. to 8 p.m. Los Angeles Valley College, Monarch Hall, Associated Student Union Conference Room 5800 Fulton Avenue, Valley Glen

Written comments may be sent: Kevin Michel, LACMTA, One Gateway Plaza, Los Angeles, CA, 90012, mail stop: 99-22-5. The 45-day comment period ends July 3.

Saturday June 9 from Noon to 7 p.m. the FAA and Los Angeles World Airports will hold public hearings to receive comments on the draft LAX Master Plan and associated environmental documents, which can be viewed at <http://www.laxmasterplan.org/>  
Meetings will be held at:

- Furama Hotel Los Angeles, 8601 Lincoln Boulevard, Los Angeles. (310) 670-8111
- The Pavilion at Hollywood Park, 3883 West Century Boulevard, Inglewood (310) 330-2841
- Manhattan Beach Marriott, 1400 Parkview Avenue, Manhattan Beach (310) 546-7511

If you are unable to attend, written comments may also be submitted to: Los Angeles World Airports, LAX Master Plan Office, P.O. Box 92216, Los Angeles, CA 90009-2216.

All comments must be received by 5:00pm, July 25, 2001. (to pg. 8)

# PUBLIC AND LEGISLATIVE AFFAIRS COMMITTEE

Dana Gabbard (dgabbard@hotmail.com)

It was bound to happen: "Busway in Jeopardy" (Daily News, June 2) profiles a growing anti-busway movement along Oxnard mirroring the one along Chandler. And each group is advocating the busway be built in the other corridor. Shades of a similar pushing match between Chandler and the Ventura freeway corridors when a Red Line extension (Chandler) or monorail (Ventura Freeway) was the object of a prolonged heated battle from 1980-1995. Those upcoming MTA San Fernando Valley transit corridor public meetings should be very interesting. Who will end up being the sacrificial lamb?

Who remembers that the BRU denounced MTA's tactic of minimizing the financial impact of the off-peak discount fare provision of the consent decree by limiting it to overnight service (9 p.m. to 5 a.m.)? Now in a recent flyer the BRU are taking credit for it!

Is this the beginning of the end for the BRU? The Supreme Court in a recent ruling (Alexander v. Sandoval) rejected legal principle that was the basis of the civil rights lawsuit that led to the consent decree. The Ninth Circuit Appeals Court, which has before it MTA's appeal of the ruling by Judge Hatter to purchase additional buses, asked the parties to submit briefs about the impact of the ruling on the decree. MTA's lawyers in a May 10 letter to the court stated that in their view the legal foundation of the decree had been destroyed. While Mann has used this as an excuse for grandstanding op-eds, flyers, etc. he conceded when interviewed by the Metropolitan News-Enterprise (a legal newspaper) that MTA is likely to prevail. Mann claimed to the News-Enterprise that if that happened the BRU would begin a massive campaign to build support in the court of public opinion. This is mere bluster. It also should be borne in mind if the consent decree is dissolved it will be a bitter financial blow for the BRU,

since MTA will no longer be required to pay all of the BRU's consent decree associated legal expenses (lawyers, consultants).

But Mann himself is financially doing quite well for an avowed Marxist. The Labor/Community Strategy Center's 1999 tax form recently added to the California Attorney General's charity database (search CT number 072882 at <http://justice.hdcdojnet.state.ca.us/charity/charity.taf>) states Mann for 1999 as LCSC Executive Director received \$93,870 plus \$100,000 in "deferred compensation" and \$10,000 for a benefit plan.

The state legislature is stymied by the energy crisis and its financial implications. Numerous bills are bottled up in the Appropriation Committees as everyone is unsure what the budget will actually be able to fund.

Zev quote of the month: (in response to Metro Investment Report poll of prominent subscribers on what the new mayor of L.A. must do to address critical infrastructure challenges): "Our new Mayor must have the wisdom to prioritize the varied infrastructure needs of the City, and he must have the courage to act on them." Brave words. We'll see how much courage Zev is able to muster when confronted by the formidable opposition of key constituents (Chandler, Oxnard, Miracle Mile/Hancock Park) regarding busways.

"Open Roads Languish on the Drawing Board" in the May 29 L.A. Times on unbuilt highways included my comments on latent demand undercutting the cost/benefit of freeway expansion. Also I was at last able to see in print my retort to freeway proponent Senate McClintock "Mr. McClintock is so gung-ho about this. Is he willing to offer his house [for demolition]?"

The Municipal Operator Service Improvement Program I mentioned last month, funding municipal operators to relieve overcrowding and new services, may have troubling aspects. We are preparing a letter to MTA seeking clarification of implications we seem to find between the lines in the staff report on the Program. As with the zone issue we want the full range of impacts taken account of in the process and decisions made transparently with public participation not mere window dressing.

May 2 Charles Powell and I attended Foothill Transit's annual meeting. It was an informative event plus I obtained a copy of their Short Range Transit Plan which I passed on to Charles Hobbs to evaluate. Afterward Powell and I caught the tail end of the High Speed Rail Authority meeting in Little Tokyo. Others attending included members Roger Christensen, Bart Reed and John Ulloth and ally Jerry Pass.

It was heartening to read the profile of new Caltrans head Jeff Morales in the April 2 San Jose Mercury News "New Roads Director Favors Making Transit Bigger Part of System". Just by speaking of roads AND transit as equal parts of the transportation picture he is a breath of fresh air for Caltrans. As Stacey Mortensen, rail program manager for the Altamont Commuter Express states in the article, "it is surprising to listen to the director of Caltrans talk about smart growth and transit oriented development."

question of the month: Mr. Pierre Plauzoles, in an e-mail, asked why was USC allowed to placed trees and other landscaping along the MTA-owned median of Exposition between Vermont and Figueroa? Frankly, I don't know why. Nor does anyone else seem to. Meanwhile the greenery is being offered as an argument against having the corridor used as a transportation corridor.

My criticism of Wilshire BRT as premature at

the Peterson Museum meeting on the Mid-City/Westside Transit Corridors was quoted in the May 10 Beverly Press community newspaper along with comments on the need to have a multi-modal approach.

Much to our consternation Gary Russell in a May 16 opinion column in the L.A. Independent "Destruction in the Name of Progress" listed us as one of the groups opposed to Wilshire BRT. I set the record straight in a letter published in the May 23 L.A. Independent, that we support upgrading Metro Rapid (perhaps with articulated buses and other measures) to meet the surging ridership demand in that corridor.

MTA's new Stakeholders section of its website includes "We Get Mail" with letters on various issues. After Yvonne Brathwaite-Burke had an opinion piece in the View from the Top section of the site trying to rewrite the history of the ATTB/Stealth bus as a grand success I sent an e-mail (which to its credit MTA staff posted) that the main goal of the program (MTA's multi-million investment in the program would result in licensing revenue when a manufacturing began building stealth buses) never happened so how can it be a success? I also challenged Burke's comments on the cost of Bus Rapid Transit vs. light rail.

interesting fact of the month: SCAG has not formally contacted the recently reactivated Southern California Regional Airport Authority regarding its stance on the maglev. This despite SCAG's hope that SCRAA would act as the lead agency for the project.

The big surprise in Sylvia Beltrans' presentation on the status of the Pasadena Blue Line project was that Phase II, Pasadena to Claremont, is already being given serious consideration and some advocacy by the local electeds. There is even talk of seeking an earmark as part of federal TEA-21 renewal.

(cont'd on page 8)

## **OC Meeting NEXT Thursday**

Thanks to a quirk in the calendar, the next Transit Advocates of Orange County meeting can be publicized in advance for once. TAOC meets the 2nd Thursday of each month from 6 to 8pm, in downtown Fullerton. Please call (714) 525-3678 or (866) 476-2282 for location.

## **Thinking Out Of The Farebox**

The OCTA will be installing new electronic fareboxes on its buses, ones which will accept either cash or credit card-style passes and record each boarding. The Times Orange County photo matches that of the "Odyssey" farebox in the picture on GFI's WebPages (<http://www.gfigenfare.com/fareboxes.htm>). According to the description in the Times, the flat area to the left of the bill and coin slots is supposed to be for "smart cards". Seems a bit "busy", with places to insert a card, swipe a card and just wave a card. Several SO.CA.TA members have offered helpful comments and concerns, especially about the coin slot (jams easily, counts one coin at a time) and the card-reader (had some problems validating fare cards), but alas we heard about the farebox purchase too late to lobby for one over another.

## **Ch-ch-ch-changes**

OCTA's finalized June service changes are on view at: <http://www.octa.net/busrail/routes/servicechange.asp>. Flyers for the June changes (with correct maps, if you're not too picky about connecting-line numbers) have also been seen, but only on a few buses. The extension of the #38 surprised me, though it still does not fully restore the previous connections to all the Los Cerritos Center buses.

In case you missed it, the extension of the #721 to LaMirada will NOT happen. The story is, OCTA was given bad ridership info (will resist an obvious sarcastic comment there), in that MTA gave them a passenger count for the entire route of their to-be-dismantled #466, not just the La Mirada segment.

## **Orange Alert!**

OCTA Rider Alerts are now available via e-mail. Took a couple tries, but I finally succeeded in signing up, at <http://www.octa.net/busrail/routes/form.asp>. If your e-mailbox is already too clogged, links to each one get posted at <http://www.octa.net/busrail/routes/alerts.asp>. Alas, being a typical transit agency most of the files are in .pdf, and my work PC does not have Adobe Acrobat, so I don't get to see what they mean until I get home. On the other hand, it sure beats waiting to run into a Rider Alert sheet on some bus, if ever.

## **Tustin Metrolink Site Revisited**

I went back down to Edinger and Jamboree May 13th, to check on the progress on the Tustin Metrolink station. Without being to able to legally enter the construction site, I could not tell how far along things were, but from the angles where I'd taken photos a couple months ago, the only obvious additions were more light poles, the would-be parking lot area was flatter, and there was now a sign out on the street announcing the station. Both of the site signs said "May, 2001", but I'm wondering if even the unofficial July target date is too optimistic? Also, still no sign that there will be a sidewalk from the station to Edinger, and it would be a long walk from the current eastbound #70 bus stop.

Unlike my February walk along the tracks from Red Hill Ave., my May walk to the site was more sensible, as I took the #167 to Bryan and Culver. Made a point to walk down Harvard from Warner to Edinger, and I see there will be fun placing the bus stop for the southbound #75 at Edinger. North of the intersection, there's a vague right turn lane, and a wide patch of dirt sloping slightly down; South of Edinger, a narrow strip of mud with a couple concrete utility access spots sticking out.

## **Junker-Car Metrolink Shuttles**

Jane Reifer pointed out a couple articles in the Times Orange County back in early May, talking about some Metrolink users who keep cars at the

Irvine station parking lot to use as a shuttle to work. Some folks do it for lack of timely "Stationlink" service to area businesses, and others just don't like buses but will take a train.

### Getting Into Training

Fewer delays on Amtrak in and out of Los Angeles, maybe? Jane Reifer took a recent tour of the Alameda Corridor freight line project, and was told that the new railroad bridge over the Los Angeles River should be open by July.

### Study Tours Coming to Orange County

Two of this year's SO.CA.TA Study Tours will involve Orange County. One will be a "PCH" tour, using bus lines which take or closely follow Pacific Coast Highway in Los Angeles and Orange Counties. The OC section is pretty obvious, the #1. Laguna Beach Transit may be an amusing break along the way, but it might already be a full day's ride without it, as we learned on the similar "Route 66" tour in May.

The second Study would be an all-OCTA event. This one would be a bit more serious, as Dana Gabbard said in a recent e-mail to us OC activists: "Talking to Mark Saturday during the rt.66 tour made me aware our upcoming tour of OCTA post straightlining and the June

changes will be the most overtly political one since the owl trip and San Pedro exploration. It seems to me we will want to publicize this via releases to local media. The object of the tour is to assess the impact on riders of the changes and whether the problems of the straightlining have been addressed. It needs to be focused on problems that effect large numbers of people and impact connectivity and ease of movement thru the system. Are there places that are now less accessible? Origin/destination pairs that used to be easy to travel between but now are not? When the labor negotiations are concluded we need to settle on a date and start finalizing trip planning and our concept for the event." I expect the OC Committee will be working on the agenda and the routes at upcoming meetings, so that it will be closer to ready once a date can be announced.

### Real Orange Segments on Transportation

During Channel 50 KOCE's half hour news program "Real Orange" is an unheralded 5 minute transportation segment. It is on the Tuesday 7:00 pm newscast. It repeats at 10:30pm Tuesday, and on Wednesday morning at 7:00 am. They have recently covered gasoline prices, and public transportation options in Orange County. (Joe Drummond). ■

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## VENTURA COUNTY UPDATE *Charles P. Hobbs*

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The U.S. Census Bureau could have a nasty surprise in store for Ventura County transit systems.

Every 10 years, the Census Bureau adjusts the boundaries of what they call "Urbanized Areas" (UZAs). Currently, Ventura County has two UZAs, one consisting of the area between Camarillo and Ventura, and the other consisting of Thousand Oaks, Simi Valley and Moorpark. Various Federal funds, including some transit funding, is distributed to UZA's throughout the US, based on population and other criteria.

The Census Bureau is planning to merge the Thousand Oaks/Simi Valley UZA, as well as the

city of Camarillo, with the Los Angeles UZA. That would mean that Federal transit funding for East Ventura County would be subject to the funding formulas applicable to Los Angeles, rather than the formula for smaller urban areas.

Local transit operators in East Ventura County would also have to compete with MTA and the LA County suburban operators for Federal funds.

The Ventura County Transportation Commission, and the City of Simi Valley, are in the process of submitting comments to the Census Bureau in the hopes that the transit systems in Ventura County will not be adversely affected. ■

(from pg. 6) Anthony Loui and I represented SO.CA.TA at the public meeting held May 9 seeking feedback on SCAG's transportation planning process. Representatives of the Federal Transit Administration and Federal Highway Administration (who are conducting the triennial federal certification review of SCAG) took notes as about 25 stakeholders representing a diversity of interests criticized SCAG. We subsequently submitted a letter of comment following-up or

verbal comments, which we have also posted on our website.

It has reached my ears that Assemblyman George Nakano (D, Torrance), has stated publicly his intention to introduce legislation to change the composition of the MTA Board by adding two additional seats for the cities other than Los Angeles. Stay tuned to see if this one can reach the Governor's desk. ■

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*(Bulletin Board, from pg. 3)*

Two transit related endeavors by the Auto Club: the May/June issue of its magazine Westways includes the article "Transit in Southern California Faces Significant Challenges to Meet Our Transportation Needs" (<http://www.aaa-calif.com/westways/0501/transit1.asp>) by director of the UC Institute of Transportation Studies Martin Wachs and Auto Club principal transportation policy specialist Steve Finnegan. And at Travel Town in Griffith Park (<http://www.lacity.org/RAP/grifmet/tt/index.htm>) the Auto Club has mounted a permanent exhibit on "How Rail Shaped Los Angeles". (323) 662-5874 for further details on the latter.

To mark its 25th Anniversary, Omnitrans is having a monthly trivia question contest on its Website: <http://www.omnitrans.org/about/contests/index.cfm>

Meanwhile to mark its 30th birthday Amtrak offering a special 30% discount on some routes from May 22 thru Aug 31, 2001. Purchase from May 15 thru June 15th. Call 800-USA-RAIL and mention Promotion H146 for the discount.

As of its June issue Trains magazine has added as a regular feature column by G. Mac Seabee entitled "City Rail" reporting on urban rail systems.

America Walks is holding its annual National Congress of Pedestrian Advocates in Oakland, California, August 16-18, 2001. To Register or for more details see <http://americawalks.org/congress/index.htm> or call 800-788-7077.

Member Jane Reifer has brought to our attention that single copies of the highly regarded monthly Russell's Guide for inter-city bus service in the U.S. can be ordered directly from the publisher by phone for \$17.30 each, including postage - 1-877-406-6060. These run about 300 pages. Jane adds be sure to ask for the supplemental issue which comes out in May and December - these have maps and list addresses for bus stations and terminals in all US cities with populations of +15,000, as well as route maps. Further information about the publisher: <http://www.russellsprinting.com/russells/website/frame.stm>

Save the date: Jan.11-12, 2002 Knott's Berry Farm will host a celebration of the 50th anniversary of the Ghost Town & Calico Railway including a re-creation of the 1952 Golden Spike Ceremony, tours of the GT & C, special exhibits and a reunion of GT & C employees and guests from the past five decades. Further details or to buy tickets (\$40): <http://www.knotts.com/events/winter/rrdays.htm> or (714) 220-5218. ■

# **FULLERTON RAILROAD DAYS** *Dana Gabbard*

The weekend of May 5-6 SO.CA.TA had a booth at the 3rd annual Fullerton Railroad Days. There was a tremendous turnout for the event, with numerous model train set-ups plus Amtrak and private train cars exhibited, and on display police and fire trucks, one of OCTA's new hybrid buses and an Amtrak thruway bus. Along with numerous vendors of train themed merchandise and diverse food items. And the big attraction: the restored 3751 steam locomotive of the San Bernardino Railroad Historical Society. While both days were warm and sunny we stayed cool and in the shade with our booth inside a large tent along with many other exhibitors. Of course our banner was prominently displayed as can be seen in the picture on Trainweb's website:

<http://www.trainweb.com/cgi-bin/photos/showpic1.cgi?/mvc/year2001/05/2001e06c/mvc-793f.jpg>

The main goal of the booth was to promote Transit Advocates of Orange County and gather signatures on petitions in support of light rail for Orange County and Exposition. Attendees also could purchase our Transit Guide and Ed Simburgers' Metrolink books and videos. Plus there were for the taking OCTA bus books and system maps, copies of Speedtrain, notices of upcoming high speed rail meetings and other informational materials. It was

exciting to meet the public and hear their views on transportation related issues. And during the lulls the booth became a mini-SO.CA.TA meeting as we discussed issues and various perspectives among ourselves.

Dick Hutchins who does the Transit Topics column for the Fullerton Observer dropped by the booth. From OCTA we were visited by Jose Solorio, James Williams and Dave Simpson. Transit Advocate of Orange County members T.J. Stiller and Manny Perez had their first chance to see SO.CA.TA in action. Ed Simburger and his wife Theresa taped the event for eventual release as a video. SO.CA.TA friends Andy Novack and Jerry Pass also came by. Members who assisted in staffing the booth or stopped by to say hello included: Ken Ruben, Russ Jones, Mark Strickert, Woody Rosner, Jane Reifer, Edmund Buckley, Armando Avalos, Kyle Minnis, Nate Zablen, John Snyder, Kirk Schneider, Phillip Capo, John Ulloth, J.K. Drummond, David Johnson, Anthony Loui, J.K. Russell and Charles Powell. Special thanks to member Barry Christensen, who also is a member of the Fullerton Railway Plaza Association (who puts on the event) and acted as our liaison. We certainly will be back next year! ■



(Transit Updates, from pg. 2) improve connections to Routes #91, 191, and 191A.

Additional peak hour service will be added to the following: #21, 46, 51, 53, 56, 59, 64, 70, 79, 82

- Route #25 (Buena Park to Huntington Beach): The northern terminal will be at the Fullerton Park-and-Ride rather than at Commonwealth and Beach.

- Route #29 (La Habra to Huntington Beach) The route will be extended from Beach and Pacific Coast Highway to Pacific Coast Highway and 1st Street to serve downtown Huntington Beach and improve connections.

- Route #38 (Anaheim Hills to Lakewood) This route will be extended from Del Amo and Norwalk to Del Amo & Pioneer.

- Route #43 (Fullerton to Costa Mesa) The southern terminal will be at Park Avenue and 19th Street in Costa Mesa rather than at 17th Street and Monrovia Avenue.

- Route #54 (Garden Grove to Orange): Service will be rerouted from Chapman Avenue offering service to The Block at Orange and Irvine Medical Center in Orange. On Saturdays, earlier morning service will be added.

- Route #59 (Brea to Santa Ana) On weekdays, late evening service will be increased by operating every 40 minutes rather than every 60 minutes. On weekends, later evening service will be added.

- Route #60 (Long Beach to Tustin): Service will be rerouted along Seal Beach Boulevard to offer service to Leisure World in Seal Beach

- Route #66 (Huntington Beach to Irvine) On weekdays, service will be reduced by operating every 60 minutes west of McFadden and Gothard. On weekends, the route will terminate at the Golden West Transportation Center.

- Route #75 (Tustin to Newport): Service will be rerouted from Jamboree to Harvard between

Walnut and Alton. Service south of Jamboree and San Joaquin Hills will be eliminated and service will be rerouted to serve the Newport Center/Fashion Island area.

- Route #76 (Huntingtn Beach to Newport Beach) Service will be rerouted from MacArthur to San Miguel between New Ford Road and San Joaquin Hills Road; also will be rerouted from MacArthur to Sunflower between Bear and Bristol to provide service to South Coast Plaza.

- Route #80 (Huntington Beach to Costa Mesa) The eastern terminal will be at 19th and Newport rather than at Park and Center.

- Route #86 (Irvine to Mission Viejo) This route will be extended from Alton and Harvard in Irvine to South Coast Plaza to provide replacement service for Route 482 which will be eliminated when the new Tustin Metrolink Station opens.

- Route #91 (Laguna Hills to Dana Point) This route will be extended from Doheny and Domingo in Dana Point to the Kmart Plaza area in San Clemente; service will also be rerouted from Camino Capistrano to Del Obispo. Camino Capistrano will now be served by Route #191.

- Route 164 (Seal Beach to Westminster: Service between Leisure World in Seal Beach and the VA Hospital in Long Beach will be eliminated. Service along this portion of the route will be offered on Route 60.

- Route #173 (Costa Mesa to Newport Beach) This route will be extended north from Fair and Fairview to South Coast Plaza via Fairview, Baker, Red Hill, Paularino, Bristol, and Bear

- Route 1#80/A (Costa Mesa to Newport Beach) All trips will be rerouted to serve Harbor and Wilson.

- #424 (Fullerton-Raytheon) was discontinued because of low ridership. New routes #470 and #471 will be implemented, and #461, #463 and #482 modified, when the Tustin Metrolink station opens later this year.

# MEMBERS IN ACTION

June 2 members Dana Gabbard, Charles Powell, Mark Strickert, Edmund Buckley, Russ Jones, Armando Avalos, Paul Castillo and J.K. Drummond plus ally Andy Novak attended the Torrance city yard open house and had a chance to ride the hybrid diesel/electric bus that Torrance Transit has just taken delivery of and will be placing in revenue service this week.

May 7 members Woody Rosner, John Ulloth, Bart Reed, Dana Gabbard, Anthony Loui and Charles Powell attended the MTA Mid-City/Westside transit corridor public meeting at the Peterson Museum. We were surprised to hear a number of speakers voice support for extending the Red Line under Wilshire to Westwood and Century City.

Director Kymberleigh Richards' op-ed piece "MTA Compliance With Consent Decree Has Cost the Valley Better Service" appeared in the April 15 San Fernando valley edition of the Los Angeles Times.

Chris Flescher wrote in support of congestion-based peak hour tolls for highways in a letter published in the April 12 San Diego Reader. Flescher also recently attended a meeting of Walk San Diego which promoted walkable communities.

Vice President Anthony Loui attended a workshop hosted by SCAG on Intelligent Transportation System applications to transit held May 10.

Ken Ruben and Anthony Loui attended a recent Culver City city council meeting where the councilmembers discussed taking a position on Exposition light rail. Anthony tells me amazingly only one anti-rail NIMBY from East Culver City attended. But instead of voting the council decided to continue the discussion at their the June 11 meeting, 6 p.m. in the council chambers (9770 Culver Blvd.). For further information (and confirm that the item will be heard on the 11th) contact the City Clerk's office: (310) 253-5851.

Ride reports: Joe Dunn tried out the Lawndale Beat express route, which he reports had heavy usage (including 20 high school students boarding at one stop). Joe also rode the new Green Line P-2000 cars and gives them a thumbs up. One June 1 Juan Cornejo and Russ Jones rode MTA routes #466 and #436 respectively during their last day of operation. Cornejo reports some regular riders actually brought treats to share with their fellow passengers to mark the last day of service. ■