

## **TRANSIT UPDATES**

Member J.K. Drummond informs us a public hearing will be held at MTA headquarters at 10 am on Saturday May 18th regarding a proposal to shorten route 125 (Rosecrans Ave. El Segundo - La Mirada) to wit: have it end at the Norwalk Green Line terminal with replacement service along the eastern part of the route provided by Norwalk Transit.

Comments may be sent to:  
LACMTA  
1 Gateway Plaza  
Los Angeles CA 90012-2932  
e-mailed to: [customerrelations@mta.net](mailto:customerrelations@mta.net)  
faxed to: 213 922-6988

Member Ken Ruben informs us the Big Blue Bus of Santa Monica will seek a fare increase with the proposal due to go before the Santa Monica City Council the evening of Tuesday May 14. Base fare would increase to 75 cents with similar increases for other fare categories (senior/disabled, student). Further information: (310) 451-5444.

The environmental documents for the proposed Santa Monica Mountains Shuttle System can be viewed at several libraries in the vicinity or at:

<http://www.nps.gov/samo/supplans/shuttlea/contents.htm>

Comments will be taken through May 22 and can be sent to: National Park Service, Santa Monica Mountains National Recreation Area, 401 W. Hillcrest Dr., Thousand Oaks CA 91360-4207 or [jean\\_bray@nps.gov](mailto:jean_bray@nps.gov)

In light of the recent Metrolink changes, Santa Clarita Transit has modified service on the #795 route (Santa Clarita-Lancaster). Since most of the trains now serve Lancaster, two #795 trips (7:15 a.m. from Santa Clarita and 9:04 from Lancaster) have been cancelled.

Route #797 has been adjusted to connect from the morning trains in Santa Clarita. One additional morning trip will be provided from Santa Clarita to Century City. An additional reverse commute trip will also run.

Also, adjustments will be made on Routes 501, 503, 504 and 507, to preserve connections with Metrolink.

Special Saturday service will be provided on #501 between May 25, 2002 through August 31, 2002 to connect all Saturday Metrolink trains with Six Flags.

Effective June 30, 2002, Santa Clarita will modify routes #3 and #4, and introduce a new line, #7.

Route #3 will be modified to operate via Newhall Ranch Road instead of Magic Mountain Parkway (see Route 4). Alternating trips will be designated Route 7 and they will operate between the McBean Transfer Station (MTS) and Seco and Tamarack via McBean Parkway, Copper Hill, to Seco Canyon providing all day service seven days per week to the Northridge and Northpark neighborhoods. All Route 3 and 7 buses will operate between Six Flags and the MTS via the current Route 3 alignment. Route 3 and 7 trips will operate as a two way loop - buses leaving the MTS as a Route 3 will return as a Route 7 and vice versa. Route 4: Route 4 will be rerouted to operate over Magic Mountain Parkway instead of Newhall Ranch Road.

Sunday Night Service: For 8 Sundays - July 14, 2002 through September 1, 2002 inclusive, all routes will operate one hour longer (two extra trips per route) so that residents can use Santa Clarita Transit to get to and from the free Concerts in the Parks. This will also serve as a test for the potential for later service on Sunday.

*(continued on pg. 10)*

## **BULLETIN BOARD**

Our thanks to David Armijo for an informative presentation on the MTA's service sectors at our April 13 meeting. And our appreciation to Yvette Robles of the CEO Office for arranging Mr. Armijo's appearance.

At our May 11 meeting we will be screening a new video produced by Ed Simburger.

Capt. Kenneth Garner of LAPD Transit Bus Policing Division will be the speaker at our June 8 meeting.

For the June newsletter we are seeking brief comments from members (maximum 150 words) about the proposed statewide high speed rail network. We'll excerpt comments to provide a range of opinions on should we take a position, what the route should be, etc. Comments can be e-mailed or sent to our mailbox. This is a first step to our considering whether to take a position on the proposal.

At our April 13th meeting the following motion was adopted: "That if any member wishes to bring an item to the attention of the membership meeting, they must do so by contacting an officer with a time-frame or before a deadline set by the board to lock down the agenda for that meeting"

Reminder: Tuesday May 14 at 7:30 p.m. Executive Secretary Dana Gabbard will give a talk on regional transportation issues at Midnight Special Bookstore in Santa Monica.

A memorial service for RailPAC President Alan Wimmergren will be held at the Santa Ana train station Saturday May 25 at Noon. RSVP to: (714) 543-1200.

Upcoming opportunities to hear MTA CEO

Roger Snoble speak:

Friday May 17 at the Westside Urban Forum, 7 a.m. in the Rivera Country Club. \$45 for non-members; (310) 394-0253 for more information.

Friday July 12 in the evening at the Pacific Railroad Society meeting at Joslyn Center (Story Park in Alhambra). Free and open to the public.

Transportation Funding in California is an illuminating booklet prepared by Caltrans' Office of Transportation Economics with a series of charts outlining the sources and uses of transportation funds in California. A copy can be requested by calling (916) 653-0709 or via e-mail: mahmoud\_Mahdavi@dot.ca.gov

Saturday May 18 we will undertake our first study tour of the year: the PCH trip (San Clemente-Malibu). We'll take Amtrak from L.A. to San Juan Capistrano for the first part of our trip. Call our hotline for start time and the train we'll be riding: (213) 388-2364. June 1st will be when we undertake our post-Fast Forward NCTD exploration; call the hotline for details when they are finalized.

To be added to the mailing list for MTA's new quarterly magazine, currently in development, send an e-mail with your name, company, address and zip code to: Stakeholders@MTA.NET

Save the date: Rail-Volution 2002 in Washington D.C. Oct. 3-6.

The Public Utilities Commission at its May 16 meeting will vote whether to accept the proposed decision of Administrative Law Judge Sheldon Rosenthal that states, ... "an at-grade crossing at Del Mar Blvd. will not be safe to the public...", denying the application filed (*continued on Page 10*)

## **PUBLIC & LEGISLATIVE AFFAIRS**

**Dana Gabbard**  
**(dgabbard@hotmail.com)**

Faithful Reader brought an interesting mystery to my attention: a bus shelter suddenly appearing on the north side of Temple near Grand in front of the new Cathedral. I made some inquiries and learned evidently the archdiocese held initial consultations with the City of L.A. and its shelter franchisee (Viacom Decaux) that gave the impression the bench would be set back on church property. For some reason the archdiocese proceeded to hire a contractor who used an outdated shelter design and placed it on the public sidewalk. Also the placement is dangerously close to the curb (buses pulling up would hit the shelter). Plus isn't in compliance with ADA. Somehow this will eventually be straightened out.

And Faithful Reader also reported sighting a BRU promotional ad on a placard inside an MTA bus among the other ads and service announcements. He said eyeballing it the placard look professionally printed, it gave their website address and phone number, and even had a Metro Logo, except the slogan was "Travel Smart - Fight Transit Racism".

Heard the hot news? The Bus Riders Union is launching a city-wide Civil Rights Watch heralded by a tri-lingual logo (English/Spanish/Korean). They state on their website "We need you to join the BRU Civil Rights Watch to document MTA's late and no-show buses." Ho, hum. Sounds like another stunt (remember their phony fare strike?). I'm sure several events at bus stops will be staged for the benefit of local

TV news cameras. Maybe they'll even make a half-hearted attempt to place people at a few stops for a short period in Koreatown and Pico/Union. But a real mass action? Again the BRU triumph at practicing the fine art of media manipulation.

At the April 24 MTA Citizen Advisory Council meeting Roger Snoble announced the Regional Pass will be delayed until September to give some of the munis more time to finalize accounting procedures. At the same meeting Snoble stated he foresees no fare increase being necessary in the 02/03 fiscal year. Also in response to a question I posed Deputy CEO John Catoe stated part of the current negotiations to renew the policing partnership may include the long-deferred unarmed rail fare checkers, freeing up transit officers for other duties.

John Walsh leaned over during the meeting and asked if I had seen the HOV performance report presented to the Planning & Programming Committee. John noted it stated many of the lanes are nearing capacity. This may eventually mean the El Monte busway will not be the only facility requiring a minimum occupancy of 3 per vehicle.

Meanwhile it looks like the politicos have won and the sector councils will mostly be composed of elected officials. But ironically MTA legal counsel has ruled these officials will have to conform to the same laws that apply to MTA Board members, including some of the most stringent conflict of interest limitations in the U.S. Plus once the failed Zone Zealots are faced with the reality of dealing with mundane bus operation issues will they rue their maneuvering to capture the councils? I'll shed no tears for them.

The Feb. 20 agenda for the Los Angeles Recreation and Parks Commission includes this description of the L.A.P.D. Transit Group: Consisting of 222 sworn L.A.P.D. officers and 31 civilians, this Group is a contracted-out police force that is

purchased [by] the MTA for \$30 million per year, no general funds are used for this purpose. When L.A.P.D. absorbed the MTA [Police], L.A.P.D. and the L.A. County Sheriff's Department took officers from the MTA Police ... and divided them between the two organizations; about 175 officers went to L.A.P.D. Approximately 50 existing L.A.P.D. officers were added to this group and trained by the existing MTA officers. Over the last few years L.A.P.D. officers have been rotated in and out to allow officers to be trained in this area.

TEA21 renewal good news of the month: principles for reauthorization has been drafted under the guidance of Caltrans and the California Association of Councils of Governments. This provides the means to get our Congressional delegation to be on the same page as we seek our share of funding: <http://www.calcog.org/TEA%2021%20Reauth%20Consensus%20Prin.htm>

My letter on capacity expansion as a shell game appeared in the April 14 L.A. Times in response quotes by Prof. David Hartgen of the University of North Carolina in an April 10 article ("Will More Freeways Bring More Traffic?") claiming new lanes even if they fill up provide relief on a regional level.

TEA21 renewal bad news of the month: because it is won't begin construction until after the next transportation bill takes effect the westside new starts earmark is going to be reallocated by Congress despite the best efforts of local leaders. The Expo project will essentially be judged on its own merits, not as a substitute for the aborted Wilshire Red Line western extension. Oh, well...

April 17 Kymberleigh Richards and I were in Sacramento to represent SO.CA.TA during the Lobby Day of the California Alliance for Transportation Choices (CATC). We were well aware the current budget crunch has put a kibosh on new

spending. Partially we went to make sure our representatives know transportation interests are engaged, active, and protective of those funds we currently have.

After the structured meetings Kym and I prowled the Capitol hallways. And thanks to a connection Kym made last year we snagged a 30 minute session with two staffers of Assembly Speaker Herb Wesson, with whom we had a wide-ranging discussion along with sharing materials about CATC and its purpose. Also we met with a consultant to Senator Alarcon (mark my words, before this decade is out Alarcon will be a Congressman so working with him now will pay dividends well into the future).

obscure entity of the month: the Reservation Transportation Authority is a consortium of 25 Southern California Indian tribes headquartered in Temecula that will plan, design, build and maintain roads on its members' reservations. It is already making progress in fostering working relationships with local governments, Caltrans and Bureau of Indian Affairs to address long neglected reservation road systems.

On our member-only board Hank Fung recently posted that the "Ask the MTA" and "We Get Mail" functions were dropped from the Connections section of the MTA website Stakeholders area. I hope this isn't indicative of a trend...

In response to our March 24 letter of concern regarding the status of the MTA Library Maria A, Guerra, Chief of Staff, sent a letter dated April 8 stating the Library's future is assured. Subsequently we learned MTA has even hired a new Library Manager with ambitious plans: Matthew Barrett.

interesting quote of the month: Vic Mackey (creator of the new cop show The Shield) "To go from Vermont to Los Angeles, and get on a bus, (to pg 6)

(from pg 5) which I have done a few times, and see Hispanics, Chinese, Arabs, blacks, to feel like, hey, there's really no majority, is a good thing".

Our April 15 letter to the Assembly Transportation Committee for AB 2369, the Accessible Transportation Bond Act, was noted in the analysis (which listed us among the supporters). The bill currently sits in the Assembly Appropriation Committee suspense file. We'll be working to get it a hearing date.

Senator Tom Torlakson has been carrying a lot of the smart growth bills introduced in the current session of the legislature. But maybe his gutsiest bill is SB 1794 which would allow an entity like SCAG to impose a local tax for transportation that only needed 55% voter approval. The bill is stalled right now but my hat is off to Torlakson for just raising the issue.

"Suggested Improvements For Railroad

Passenger Service As A Reliable Component Of The National Transportation Infrastructure" by Michael E. McGinley, P.E. outlines how Amtrak could be revived often with low cost or no cost actions to increase capacity and build support for investment. It seems more rational than a lot of discussion on the topic I've seen of late:<http://www.unitedrail.org/pubs/20020305mcginley.htm>

I'll conclude by noting the retirement on April 22 of MTA's longtime Director of Scheduling Frank Schroder. What always impressed me about Frank was his concern for the users. Once he confirmed reports that line 161 runs were overcrowded during morning rush hour on Saturday by going out and doing a ride check himself! That is true dedication to the highest standard of professionalism, which Frank always was a sterling example of. Thanks, Frank, for all you did. ■



## **MEMBERS IN ACTION**

Cecil Carpio voiced her support for the Regional Airport Plan at the March 21 meeting of the Southern California Regional Airport Authority.

Tim Adams' group TransitPeople was the subject of a April 14 L.A. Times profile ("Getting There is More Than Half the Fun").

Kymerleigh Richards was quoted in the L.A. Times April 26 ("MTA OKs \$5 Million for Disabled") in her role as our Spokesperson at the April MTA Board meeting expressing concern about the budget growth experienced by Access Service coming at the expense of services for others.

Tom Rubin opined "Overall, rail is very safe. It's certainly safer than driving on a freeway" in the April 24 L.A. Times ("As Rail Traffic Rises, Crash Risk Increases").

A transit trip report of Charles Hobbs' recent visit to the east coast (with pictures!): <http://www.lerctr.org/~transit/eastcoast2002.html>

Roger Christensen's letter to the April 19 L.A. Weekly (in response to Charles Rappleye's critical comments on the BRU) held no prisoners: "Do we really have to have our future held hostage to race-baiting liars?" ■

# FULLERTON RAILROAD DAYS BOOTH



C. P. Hobbs photo



C. P. Hobbs photo



The weekend of May 4-5 SO.CA.TA had a booth at the annual Fullerton Railroad Days. For the kids we had paper model MTA buses or rail cars that were very popular.

Our outreach to the public included John Ulloth coordinating a postcard campaign on behalf of Amtrak and Dana Gabbard distributing informational materials on the proposed statewide High Speed Rail network.

We also had flyers about our group plus brochures on pedestrian safety and bikes & buses, OCTA Busbooks and flyers on upcoming transit-related events.

On display for sale were copies of our Transit Guide plus Ed Simburgers' books and videos of Metrolink and rail fairs. As a bonus we shared space with the Pacific Railroad Society, which was unable to secure a booth of its own. Tom Nelson on Saturday and Dick Finley on Sunday greeted PRS members

attending the event plus sold their new book on 50 Years of Railroads in Southern California.

On the opposite side of the site our Orange County affiliates (Transit Advocates of Orange County/Rail Advocates of Orange County) had a booth dealing with Orange County issues (OCTA bus service, CenterLine).

Members helping with the booths or who dropped by to say hi included: Paul Castillo, John Ulloth, Lionel Jones, Ken Ruben, Woody Rosner, Barry Christensen, James Gusky, Tina Erickson, Bart Reed, Kirk Schneider, Eric Griswold, Roxanna Schneider, Juan Cornejo, Mark Strickert, Jerry Pass, Charles Hobbs, John Snyder, Charles Powell, Jane Reifer, T.J. Stiller and Dana Gabbard.

Overall it was a great experience and we look forward to participating in Railroad Days 2003! ■



**TRANSIT ADVOCATES OF ORANGE COUNTY** - Mark Strickert and Jane Reifer - 866-476-2282 ext.4, or zineland@yahoo.com

### USE IT OR LOSE IT - AMTRAK TESTS NEW NIGHT SERVICE TO NORTH ORANGE COUNTY

Amtrak Thruway bus service will now stop in Fullerton on its way from the Bakersfield San Joaquins terminus to Santa Ana and San Diego. TAOC members asked if Caltrans could add Fullerton to the stop list, and they agreed to test it. The two motor coaches leave Union Station at 12:35am and 2:50am, arriving at Fullerton Transportation Center at 1:10am and 3:25am. Now north Orange County residents can enjoy Los Angeles night life without a car. Let's hope the route stays around long enough to connect with the all night 43 Harbor Blvd. service to start in September.

Laguna Beach and Newport Beach thruway bus service is also on trial. The lightly used Surfliner and San Joaquin connectors, which also serve Long Beach and San Padre, are the subject of a new promotional flyer.

**NEW METROLINK TO LA AND RIVERSIDE**  
The Los Angeles Inland Empire "via Fullerton" route has been transformed into a true separate line. The newly named "91" line has two trains each direction mornings, and again afternoons, each weekday. This means more service from Fullerton to downtown LA, and also helps Riverside and Corona people who work in northern Orange County. Also new is the

- Laguna Niguel-Mission Viejo station, served by Orange County and Orange Inland Empire trains-though NOT by OCTA buses! Routes 85 and 91 at Crown Valley/Forbes are 3-4 blocks away. We hear there's a pedestrian tunnel.

### SEEING AND HEARING

TAOC, and SO.CA.TA in general, were well represented at the OCTA public hearing on September changes. Several of us spoke to thank OCTA for the proposed night service, the 59 extension to Irvine, the new 62 line, etc., and also made suggestions on making the changes even better, and on saving potential losses of service in downtown Fullerton and Anaheim Canyon. The OCTA Board will vote on the final version of the changes on June 10th. Members attending were Tina Erickson, Kyle Minnis, Charles Power, Jane Reifer, Roxanna Schneider, Roy Shahbazian, TJ Stiller, and Mark Strickert. Most members stayed on to meet with Ed Muncy, an OCTA route planner who graciously gave us an hour of his time to work on possible new bus improvements.

The June changes were deemed too insignificant to have a public hearing. New:

- Route 21 extended north to Beach/Manchester
- 26 rerouted in Fullerton and Placentia via Nutwood-Placentia Ave- Chapman-Bradford-Yorba Linda Blvd.
- 53 out of Santa Ana Transit Terminal to stop across the street on Santa Ana Blvd. instead
- 57 going directly up State College to Brea Mall
- All 70s to run by way of Golden West Transportation Center; Shorts lengthened west to GWTC, east to Austin Metrolink, but reduced to hourly middies
- 86 rerouted Jeronimo-Los Alisos-Madero-Pala-Maquina-Acero-Jeronimo

Also, some schedule adjustments on

several routes, including added runs on 29, 37, and 38.

**BRT - TWO, TWO, TWO STOPS IN ONE**  
Rumor is that new proposed BRT service for the 43 and 60 corridors will share stops with local service, rather than having completely separate stops as in LA. The buses will still have a different look and a different color, with its own signal. Good decision, OCTA!

#### STAY TUNED FOR TRANSIT ORIENTED DEVELOPMENTS

The topic of the 3rd lecture in TAOC's series, to be held in the 5th floor tower room at the Santa Ana Regional Transportation Center, on June 5th, 6 pm.

#### FULLERTON RAILROAD DAYS - TAOC'S FIRST SOLO FLIGHT

This was TAOC and Roach's first Railroad Days event separate from SO.CA.TA. We had a great time and added 200 new transit advocates to our mailing list. We also debuted our new brochure and publicized new Orange County transit improvements.

#### TAOC - RAOC ART SHOW

Our rail art show at "Night in Fullerton" was a success! Hundreds of people came by to look at the art, speak with the artists, and discuss trains. Volunteers: Barry Christens, Mark Strickert, Kirk Schneider, Jane Reifer.

#### RAIL ADVOCATES MEETINGS

New meetings are being held in Irvine and Santa Ana and are off to a good start. RAOC has produced a comprehensive, combined Amtrak Metrolink schedule to hand out to rail commuters at the local stations to introduce them to CenterLine. They are a big hit (especially because the individual schedules are not even available from Amtrak or Metrolink yet)!

#### NEXT TAOC MEETINGS

Transit Advocates of Orange County meetings are held from 6-8pm every 2nd Thursday of the month in downtown Fullerton. Next meeting dates are May 9th and June 13th. Please call, or write [taoc@railadvocates.org](mailto:taoc@railadvocates.org) for meeting location and information.

#### MICKEY MOUSE BUS SERVICE

Anaheim Resort Transportation begins operations on Memorial Day weekend. They will have 8 routes, using electric shuttle buses to connect hotels to Disneyland. Unfortunately, no service will be offered to or from the Anaheim train station. TAOC will be requesting that this oversight be remedied.

#### CENTERLINE IN THE NEWS

A great article on the proposed CenterLine light rail project line appeared in "OC Metro", an upscale Orange County business magazine. Writers Quadric Francis and Joel Beers wrote a very balanced piece titled "Is Orange County Ready for Light Rail". TAOC merited a mention, quoted as being in favor of CenterLine.





*(Transit Updates, from page 2)*

Minor Omnitrans changes, effective Apr 29:

#65: 3 minute schedule adjustments.

#29, 71: Buses don't stop at Country Village anymore, but on the street (Mulberry) in front of Country Village. This presumably would affect RTA service as well.

Omnitrans held service change hearings to discuss the following route change proposals. If approved, they would go into effect in September.

#12: Service to the Jerry Lewis Community Center in Highland would be added.

#20: Timed connections with other Omnitrans routes would be added at the Fontana Metrolink station.

#66: This route would be modified to stay on Foothill Boulevard through Upland (away from the San Antonio Hospital), then realigned to serve Montclair Plaza on Moreno.

#67: Adjustments would be made to this route to serve Cherry Avenue between Foothill Boulevard and Baseline Road. Two morning and two afternoon trips also would be added to Victoria Park Lane to service Rancho Cucamonga High School

#90: Schedules would be adjusted to improve on-time performance.

#100: Service to the San Bernardino and Riverside Metrolink stations would be added.

#200: The morning trip would be adjusted to arrive at Loma Linda Academy at 7:35 a.m.

While the Chatsworth branch of the Los Angeles Public Library is being rebuilt, a temporary library has been set up in the Chatsworth Metrolink station. Hours are Mon-Fri, 1-5 p.m.■

*(Bulletin Board, from pg. 3)*

by the Gold Line Construction Authority to build an at-grade crossing at the intersection. Commissioner Henry Duque has prepared an alternate draft decision to approve all grade crossings including at Del Mar Blvd. with certain safety precautions put in place. Members wishing to support the project's timely completion should send a letter supporting Commissioner Duque's alternate draft decision no later than Friday, May 10 to:

Hon. Loretta Lynch, President  
California Public Utilities Commission  
505 Van Ness Avenue  
San Francisco, California 94102  
or FAX: (415) 703-1758

Congratulations to Santa Monica's Big Blue Bus, picked Best Transit Agency by the membership of the Angeles Chapter of the Sierra Club in its annual "Best of Green Southern California" poll. In 2nd was MTA and 3rd Culver CityBus.

As always, The Transit Advocate needs articles, letters, Transit Tips, photographs and research 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](mailto:transit@lerami.lerctr.org)). Material for publication should be received two weeks before the scheduled SO.CA.TA meeting.■