

# **TRANSIT UPDATES**

MTA proposes to cancel Lines #250 and #253 in Boyle Heights/East LA (duplicative with #605 and #620). They also plan to cancel #471 (Whittier-Puente Hills) and have Foothill take over operation of this route, although Foothill has balked in the past.

All LADOT Commuter Express services are operating on their original schedules now, as the bus driver shortage resulting from the change of contractors has been resolved.

Thursday, May 15, is Bike-To-Work day. Anyone taking a bike or bike helmet on an MTA bus with them will ride free on May 15.

Thirteen new articulated buses are now operating on several Long Beach Transit routes, primarily on the "ZAP" limited stop line along 7th St.

UCLA students who use their BruinGo cards to ride Santa Monica Big Blue Buses will now pay an extra 25-cents to do so, in order to defer some of the program's costs.

OCTA staff at the March 24 Board meeting noted ridership on the four 24-hour owl routes and new route 62 has been rapidly increasing since service started in Sept. 2002 and surpassed six-month ridership goals.

MARTA (San Bernardino Mountains) has a new website at <http://www.marta.cc>. There are now two separate services from San Bernardino to Big Bear and to Lake Arrowhead, as well as a new local fixed-route service in the Lake Arrowhead area.

Victor Valley Transit now provides reverse commute service from Rancho Cucamonga and San Bernardino into Victorville, enabling passengers in the Inland Empire to ride into Victorville for the day. Some reverse trips stop at the same stops that the regular commute service uses, others end at Victor Valley College. Current schedules are available at <http://www.vvta.org>

VVTA commuter fares are now \$4.50 each way (down from \$9), as the local air pollution district is temporarily subsidizing the fares for six months....

Over in Ventura County, the VISTA bus service will not increase fares (at first, it was thought necessary to match fares with SCAT, which will increase fares to \$1.25)

Member James Gusky informs us the Regional Transportation Commission in Las Vegas is proposing a commuter rail line running on Union Pacific trackage linking Las Vegas and Henderson using Diesel Mobile Units (much like the Sprinter that will soon operate between Escondido and Oceanside).

## **BULLETIN BOARD**

Co-founder Steve Crosmer will be the guest speaker at our May 10 meeting. Plus we will have a special treat for attendees. We still hope at an upcoming meeting to have a speaker on the soon-to-open Gold Line.

Saturday May 31 we will undertake our first study tour of the year, exploring the Laguna Beach transit system. An itinerary will be available at our May 10th meeting or call our hotline [213-388-2364] for details.

We have joined the National Alliance of Public Transportation Advocates (<http://www.napta.net>), as part of our ongoing efforts to build alliances.

The annual Torrance City Yard Open House will be held Saturday June 7 from 10 a.m. to 2 p.m. The yard is located at 20500 Madrona Avenue and Torrance Transit will be among the city departments represented (and giving out trinkets).

RTD Technical and Historical Society has been formed by members Lionel Jones and Andrew Novak. One year membership is \$15 and includes a

membership card, 5 issues of the Society's newsletter "The Flyer", special historical trips and other member only bonuses. Send check or money order (payable to Andrew Novak) to: RTD T&HS, c/o Andrew Novak, P.O. Box 2383, Downey CA 90242.

The California High Speed Rail Authority is meeting Tuesday May 27 at 9:00 a.m. in the council chambers in Irvine City Hall, One Civic Center Plaza.

The California Rebuild America Coalition will co-sponsor a seminar at UC-Irvine on May 14 that explores two major potential infrastructure funding proposals (ACA 10, in the legislature this year, and ACA 11, on the March 2004 ballot). Cost is \$15, RSVP to Jayne Hess at (949) 824-4757, or [jrhess@uci.edu](mailto:jrhess@uci.edu).

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. ■

Fred Angus Tarpley in his dissertation *The Economics of Combined Utility and Transit Operations* (New Orleans, Tulane, 1967) as quoted by George Krambles in the Spring 1990 *New Electric Railway Journal*:

*[A] qualitative aspect of transit service which is extremely important to maintaining high ridership is availability of transit service during the night-time period, during the owl period, and on weekends and holidays. Often the number of passengers carried on these runs is inadequate to produce enough revenue to cover the out-of-pocket cost of operation, but the provision of this service does have a substantial effect on overall demand for transit. In the absence of adequate night-time, owl, and weekend service, the transit customer is faced with the choice of foregoing or postponing certain consumption and leisure activities or utilizing alternative modes of urban transport.*

**PUBLIC &  
LEGISLATIVE  
AFFAIRS**

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

I finally made contact with L.A. Mayor James Hahn's staff regarding the status of appointments by the City of Los Angeles to the MTA Westside/Central area service sector governance council. Sadly the process appears to be in limbo, as the staff person I spoke with offered cryptic explanations: candidates are still being evaluated, the structure of the sector is still being considered. My question is: what is the holdup? Three of the 5 councils are already meeting and the Gateway Cities Council may soon be up and running. This appears to be another sign that Mayor Hahn is not focusing on transportation issues the way he should.

The legislature has yet another bill before it to change the composition of the MTA Board, AB 1652 (Nakano). And as usual it does nothing to increase accountability or address the imbalance in board membership. Instead it seeks to enlarge the board to appease caterwauling officials in outlying smaller cities who complain their areas don't have a voice on the board or get their "fair share". That such parochialism should so often be catered to amazes me no end. The bloated roster of the Riverside County Transportation Commission (containing 30 members) illustrates the Reductio ad absurdum of "every city needs represented". Amazingly the Ventura County Transportation Commission is in the midst of just such an expansion.

Ken Ruben shared with me an eye opening article ("Saeta Leaves Gold Line Post", Pasadena Star-News April 4) on how the shifting politics of South Pasadena resulted in Gold Line critic David Margrave being appointed to the Gold Line Authority Board. As a member of the Pasadena Avenue Monterey Road Committee Margrave was among those submitting numerous complaints against the project to the PUC citing concerns regarding noise and train speed. The article quotes Margrave that he intends to continue pursuing his agenda "from the inside". This may make for some lively Authority Board meetings.

transit agency board meeting moment of the month: AVTA Director Rick Norris at the March 24 AVTA Board meeting during a discussion of a proposed new flag down and courtesy stop policy for route miles in undeveloped areas stated he though AVTA should stop for any person anywhere flagging the bus down. AVTA Executive Director Bill Budlong explained why such a policy in developed areas would be unsafe and impact on-time performance. The board then unanimously voted to adopt the policy only for undeveloped areas.

Foothill's Performance Indicators Report for February in a discussion of schedule adherence complaints from riders of lines 480 and 481 states "A possible reason for missed trips by the contractor is the number of downed buses, as the contractor has lost three buses to fires this year". YEOW!

One result of MTA's splitting into sectors is a change in the culture of malaise that often beset the agency in the past. As a centralized regional entity MTA tended to be cautious; proposals would often linger for years in a limbo of "maybe someday we'll do it". The new Sectors have shed this lethargy. The sector General Managers want to quickly show results by undertaking visible service improvements

(more frequent service on heavy ridership routes, new routes serving emerging markets, etc.). Budget constraints mean the only source of funds for such improvements are service cuts. Thus we have had quick action on some ideas that were heretofore often discussed but never implemented (restructuring proposals, the elimination of low ridership or duplicative routes). And evidently this is only the beginning...

Well, despite successfully building what will be the first commercial maglev line linking Shanghai and its airport the Chinese government has decided not to have maglev as the technology for a high speed link between Shanghai and Beijing. The decision was based on the high cost of maglev and its lack of compatibility with steel wheel infrastructure. Meanwhile the Nevada to Anaheim maglev project

received a recent boost when the Federal Railroad Administration agreed to be the lead agency and sponsor for the project's Environmental Impact Statement. This positions it to supplant the wilting Pittsburgh and Baltimore maglev projects as recipient of the Billion dollar federal maglev demonstration grant as part of TEA3 renewal.

I'd like to conclude by enthusiastically endorsing new L.A. Dept. of Transportation General Manager Wayne Tanda's proposal (as outlined in the April Metro Investment Report) to establish a comprehensive safety education and awareness program to modify driver behavior, ultimately reducing the number of crashes and extent of congestion. This is one idea that I think our group and AAA could both enthusiastically embrace! ■

(Omnitrans, from pg. 7)  
Transcenter.

New Route 64 will serve the northwestern communities of Upland and Rancho Cucamonga linking Chaffey College will Montclair Metrolink via Wilson, Carnelian, 19th, Euclid, 21st, Mountain, and 7th.

Route 65 will be every half-hour between Montclair Transcenter and Chino Hills. It will have two branches though. 65A will follow its current alignment with a loop in the south end along Chino Hills Pkwy, Peyton, Valle Vista, and Ramona. 65B will continue south on Central, east on Edison, and south on Pipeline to Chino Hills.

Route 67: Starting at Ontario Transcenter, Route 67 will operate hourly along Euclid, Baseline, and Sierra down to Fontana TC and Metrolink Station. It will no longer serve Chaffey College and Arrow Route.

Route 68 was extended south to Chino TC through Ramona, Riverside, and Central.

Route 70 was canceled. The western part of

the route between Montclair and Ontario was picked up by Route 62. The eastern end between Ontario Mills and Rancho Cucamonga Civic Center was picked up by Route 71. The central portion of the route between Ontario Transcenter and Ontario Mills will be replaced by an on demand "Flex Route", .

Route 71 was shortened west of Ontario Mills and re-routed south of Fontana to pick up a portion of former Route 29. It will now serve Jurupa east of Cherry and north on Sierra to Fontana TC; service on Slover is dropped and picked up by new Route 28.

Route 72 will be canceled.

Route 90 and Route 100 are combined as the new Route 90. Route 90 will operate along I-10 and I-215 between Montclair and Riverside, but with added stops at San Bernardino Metrolink, Riverside Metrolink, and Cooley Ranch. This change is scheduled for September 2003.

## **RIVERSIDE COMMUTER EXPRESS**

In addition to the various RTA local bus route changes mentioned in the January issue of the Transit Advocate, four new express routes will be implemented. While the local bus changes will happen on May 25, the express routes won't be added until July 1 or later, depending on the availability of equipment (more on that later).

The new express routes are:

- 202 Murrietta-Temecula-Oceanside. This route will operate between the Temecula Valley (serving the Murrietta Wal-mart park/ride lot, and the Temecula Promenade Mall) and Downtown Oceanside, for connections to the Coaster commuter rail to San Diego.

Unlike the other three commuter routes, Line 202 will only provide peak-hour, peak-direction service (to Oceanside in the morning, and back in the evening). A special fare of \$4 each way will be charged.

- 204 Riverside-Montclair. This route will operate between Riverside and Montclair via SR-60, I-15, and I-10, stopping at Country Village and Ontario Mills along the way. 204 will provide at least bidirectional peak-hour service, and regular RTA fare will be charged. (Note that this is similar to the former Inland Empire #496 that ran between the two cities until 1996).

- 206 Temecula-Murrietta-Corona. Serving the I-15 corridor between Temecula and Corona Main Metrolink station, Line 206 will stop in Murrietta and Lake Elsinore. Again, bidirectional peak hour service (at minimum) will be provided, and regular

RTA fares will be charged. (Back in 1991, RTA ran a line #28 along this corridor. That service lasted until mid-1992).

- 208 Temecula-Sun City-Perris-Moreno Valley-Riverside. This service will operate in the I-215 corridor, stopping in Murrietta, Menifee (San Jacinto College), Sun City, Perris, Moreno Valley and on to Downtown Riverside (both the Metrolink and bus terminal areas). It will provide bidirectional service, and regular RTA fare will be charged. (In years past, RTA ran express service between Downtown Riverside and Perris. Currently #37 runs between Perris and Temecula, but that route is to be replaced by two new routes #74 and #79, requiring a transfer in Winchester for passengers going between Temecula and Sun City when #208 isn't running).

These services will be run by a contractor (Laidlaw), using small, 30' buses outfitted with commuter features like reclining seats. (There is some concern that some of these buses won't be delivered on time, in which case #202 and #206 would be run with the 30' buses that RTA already has received, while the other two lines would be temporarily operated with cutaway vans).

Additional RTA news: discussions are underway to move the main downtown bus transfer point to the Metrolink station. The current downtown bus terminal has been a bone of contention between RTA and the City of Riverside (who owns the facility) as it has become crime-ridden (drugs, etc.)

# **OMNITRANS SHORT RANGE TRANSIT PLAN**

These changes are designed to make Omnitrans operate more efficiently within limited funding. Most of these changes would happen in January 2004, unless otherwise noted.

**Route 1:** Branch 1A will be replaced by Route 5. Route 1 will have 15-minute service between Arrowhead Medical Center in Colton and the 4th Street Transit Mall. It will continue half-hourly from there to Sterling and Lynwood, following a one-way loop via Highland Sterling, Lynwood and Golden.

**Route 4:** Route 4 on the west end will pick up a portion of Route 6. It will continue via Medical Center Dr., 9th St. (not 16th), and south on Mt. Vernon.

**Route 5:** Southern portion of route, past Pacific and Del Rosa, is shifted to cover Route 1A. The route portion serving 3rd St. between SB International Airport and 4th Street Transit Mall will be picked up by Route 8.

**Route 8:** The route will operate via Arrowhead, 3rd, Del Rosa (serving SB International Airport), C St., Tippecanoe, Victoria, Trolley, Lugonia, Alabama, State-Central-Redlands, Orange, San Bernardino, University and Lugonia.

**Route 10:** The new Route 10 will include the former Route 12 and links Fontana Metrolink with Redlands Mall. The portion of former Route 12 will be rerouted to serve East Highland and Citrus Plaza in Redlands.

**Route 11:** Route 11 was combined with Route 6. Route 11's loop in Muscoy will be canceled.

**Route 14:** Route 3 will be combined with Route 14. The combined route will operate its current 15-minute frequency between Fontana Metrolink and Boulder and Baseline in San Bernardino. It will continue west as Route 4 to the 4th St. Transit Mall with its current 15-minute frequency.

**Route 15:** Route 15 will now continue straight

on Merrill and Mill. It will operate hourly on weekdays and weekends.

**Route 22:** Splits in two branches after Highland and Riverside. 15-minute service will be provided on the trunk, and 30-minute service on the two branches.

**New Route 28** will serve Slover, south of Fontana, between South Fontana TC and Mulberry. It will operate hourly on weekdays only.

**Route 29:** Shortened and re-routed to serve communities south of Fontana via Valley, Cedar, Slover, Locust, 11th, Cedar, Santa Ana, Spruce and Slover back to Cedar.

**Route 30 and 31** will be replaced by the Redlands Trolley, effective September.

**Route 60:** re-routed to serve Ontario Airport with Chaffey College, the new Rancho Cucamonga Town Center, Rancho Cucamonga Metrolink, and Ontario Mills. It will operate every hour weekdays and weekends. The route is as follows: start at Holt and D (Ontario Airport and Convention Center), Vineyard-Carnelian, 19th, Haven (Chaffey College), then continues via Summit, Milliken, Victoria Park (Rancho Cucamonga Town Center), Day Creek, Foothill, Milliken serving Rancho Cucamonga TC and Ontario Mills.

**Route 61** will no longer enter Ontario Mills. It will stop outside on Milliken and/or 4th.

**Route 62** was flipped with Route 63 at its southern end. Route 62 will now continue on Euclid to Chino Av., and head east to Chino Transcenter. The northern portion of the route will be canceled. Instead, Route 62 will pick up an abandoned portion of Route 70 between Montclair Transcenter and Ontario Transcenter.

**Route 63** will no longer serve Mountain between Walnut and Chino. Coming south on Mountain will turn west on Walnut, and south on Central to the new Chino (to pg. 5)



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

### IN THE MIDDLE OF CENTERLINE

If you believe in CenterLine, Orange County's proposed light rail project, we need you in the next four weeks! A June 3 Irvine special election will probably make or break the CenterLine effort. There are 2 competing initiatives, one in favor of building CenterLine in Irvine (Measure A), and one against (Measure B), which would prohibit the City of Irvine from participating in the Centerline project or any other future rail projects.

### How You Can Help:

\* Write a brief "Letter to the Editor," including your name, address, and phone number:

OC Register - Letters to the Editor, PO Box 11626, Santa Ana CA 92711  
letters@ocregister.com

Irvine World News - P.O. Box C-19512, Irvine, CA 92623

<http://www.irvineworldnews.com/letterform.html>

LA Times - Letters to the Editor, 202 W. First St., Los Angeles, CA 90012 letters@latimes.com

\* June 3: Irvine voters - Vote Yes on A, No on B

\* Tell 5 Irvine friends how crucial this vote is

\* Let us know you endorse the CenterLine project

\* Volunteer to help the Yes on A campaign at (949) 254-0327 or (866) 4-SOCATA, ext. 4

### SOME CRUMPETS WITH YOUR AFTERNOON TEA-3?

What is TEA-3? It's a 6-year bill by which federal funding is authorized for transportation projects, including transit. It is currently up for re-authorization, and will distribute about \$300 billion.

Please write Representative Gary Miller, member of the House Transportation and Infrastructure Committee, asking him to:

\* Increase the transit share in the new TEA-3 legislation

\* Preserve the flexibility to spend federal transportation funds on either roads or transit

\* Increase the authority local and regional bodies have in deciding priorities

\* Level the playing field for federal/local match funding; Federal funds shouldn't

pay for 80% of highway new starts but only 50% of transit new starts

Address letters to: Congressman Gary Miller, 1037 Longworth House Office Building, Washington, DC 20515

#### ANOTHER QUIRK OF THE CALENDAR...

...Puts the 2nd Wednesday of the month after the 2nd Saturday, allowing us to plug the May meeting of the Transit Advocates of Orange County within the May "Transit Advocate". The next TAOC meeting will be on Wednesday, May 14, 6:30-8:30pm, at the UCI Medical Center, 101 The City Drive South, just south of Chapman in Orange. We'll be in conference room 2103 and 2104, in Building 22-A above the Medical Library. The place is accessible by OCTA buses 47, 54, 57, and if possible the UCI Shuttle, or you can park free across the street at The Block.

#### OCTA Service Change Plans - June 2003

1 - Officially permanently re-routed out of "Kmart Plaza"; Special summer schedule June-September (extra running time for beach traffic)

29 - Weekday headways south of Artesia Blvd. will be reduced from every 20 minutes to every 15 minutes between noon and PM Peak, and to every 12 minutes from then until 7:00 PM. Service north of Artesia will be reduced from every 40 minutes to every 30 minutes between noon and PM peak. Current weekday southbound trips leaving Artesia

Blvd. 5:49 PM and 6:59 PM will start from Brea Mall.

53 - Southern layover to be moved to West Yale Loop at Alton Pkwy.

54 - New weekday WB trip leaving Rancho Santiago College 9:31 PM

64 - Weekday headways reduced.

Eastbound buses scheduled at the 1st/Harbor timepoint between 11:20AM and 1:20PM will operate every 12 minutes. Westbounds scheduled at the 1st/Harbor timepoint between 11:40AM and 1:40PM will run every 12 minutes, and about every 8 minutes between 5:28 and 5:56 PM

89 - Special schedule June-Sept (extra running time for beach traffic)

#### OCTA Service Change Plans - September 2003.

(Subject to change, so check public hearing notice, if any, for final status) Public hearing for the September changes is scheduled for the Thursday, May 29th, OCTA Board Meeting, County of Orange Hall of Administration, northwest corner of Santa Ana Blvd. and Broadway in Santa Ana, across from the Santa Ana Transit Terminal. Meetings start at 9:00 AM. Or, register your comments with Customer Relations at 636-7433, ext. 2, or via eek-mail at customers@octa.net

21 - Drop last trip each direction

24 - Drop last weekend trip each direction (cont'd on pg. 10)



## **MEMBERS IN ACTION**

Mark Strickert and Paul Castillo attended the April 23 MTA Gateway Cities Sector town hall meeting in Pico Rivera.

Mr. Strickert also attended the Compass Growth Visioning meeting in Garden Grove the evening of April 24.

April 25 Kymberleigh Richards had a letter published in the Daily News responding to a April 21 letter from a Bruce Roberts that had dubbed the new San Fernando Valley Sector council a "so-called council" and questioned whether any of its members knew anything about transit service on Van Nuys Blvd. Richards outlined her credentials and noted criticism of the Council is premature insofar as it has been seated for less than a month.

Dana Gabbard and Charles Powell staffed a table the morning of April 26 during the political fair at the Spring

State Convention of the Junior State of America held at the Hilton near LAX.

Dana Gabbard and Bart Reed attended the April 18 Friends4Expo Steering Committee meeting.

The weekend of April 26-27 we participated with Friends4Expo in staffing a table in the free speech area at UCLA during the Festival of Books. Volunteers included Ken Ruben, Bart Reed, Lionel Jones and John Ulloth.

April 26 John Ulloth and Kymberleigh Richards staffed our booth at the Environmental Expo held at California State University-San Bernardino.

Roger Christensen and Bart Reed were quoted in the April 30 Daily News article "Is it 'getting better on the bus'?" ■

(Orange County, from page 9)

29 - Add one earlier and one later trip weekends each direction

37 - Add later trip weekdays

51 - Drop last weekday trip each way

79 - Drop first trip weekends both directions

167 - Eliminate all Irvine short turns; Add full-length evening

trips: 2 northbound and 1 southbound weekdays, and 1 northbound weekends

172 - Drop all short-turns, keep full-length trips at hourly

headways; Drop last 2 evening trips weekdays; Change from large buses to to mid-size buses

175 - Drop last southbound trip

205 - Move northern terminus to Fullerton Park and Ride, via Katella/Walnut/I-5

206 - Add 1 later trip, southbound morning and northbound afternoon

454 - Switch from small and medium buses to large buses

757 - Discontinue, due to low ridership and high operating cost. ■