

# THE TRANSIT ADVOCATE

Newsletter of the Southern  
California Transit Advocates



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California Transit Advocates

**Volume 22, Number 4**  
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**On the cover:** Amtrak Van Hool 47995  
sits in front of Los Angeles Union Station on  
May 3, 2014 during the station's 75th Anni-  
versary celebration.

—Andrew Novak Photo

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## Next SO.CA.TA Gatherings:

**July 11<sup>th</sup>:** BYD Bus Plant Tour in Lancaster

**July 12<sup>th</sup>:** FAST Mobility Hub Presentation  
and Schedule swap 1:00 PM Angelus Plaza  
(Our old meeting room)

# Bulletin Board

## Bulletin Board:

Our May 2<sup>nd</sup> tour of the new sbX Bus Rapid Train line that runs between Loma Linda Hospital and California State University-San Bernardino through downtown San Bernardino was a great success. Participants included Dana Gabbard, Nate Zablen, Russ Jones, Chafee Yiu, Mark Strickert and Kirk Schneider.

Our thanks to Andrew Novak for handling arrangements and to Community Outreach Specialist Nicole Ramos of Omnitrans who led the tour and shared insights. Our hope is sbX and the Wilshire bus lanes will create buzz that can be leveraged to have robust BRT in the region. (Ed note: Special thanks to Mark Strickert for taking point on this trip at the last minute after your editor was unable to attend due to circumstances beyond my control.)

The booth at the Los Angeles Union Station 75th Anniversary/National Train Day event held May 3<sup>rd</sup> resulted in a lapsed member renewing and we gave out material about our group plus other rail related activities along with answering questions, sharing information, etc. Our thanks to the Transportation Committee of the Sierra Club Angeles Chapter who co-sponsored the space. Jerard Wright and Darrell Clarke (co-chairs of the Committee) augmented our effort at outreach via a display and engaging participation.

Dana Gabbard presented our position at the March 29<sup>th</sup> Metro fare restructuring proposal public hearing. The text of our comments (and a link to a photo of Gabbard at the podium speaking) is on the front page of our website.

Other upcoming events being planned include an exploration of Metro owl service (anticipating the possible changes that may occur next year) and a tour of the BYD electric bus plant in Lancaster. Notification of the date and times of these activities will be via e-mail, our website and the Facebook page.

In memory of Mrs. Cecil Bowman a \$50 donation has been made to our group by Richard and Eva Overturf, for which we are grateful and will make good use of.

On July 12<sup>th</sup> we will have a presentation by Fixing Angelenos Stuck in Traffic (FAST) of its mobility hub concept at 1:00 PM. Following the presentation we will be having a bus and rail timetable swap at Angelus Plaza, our old meeting room. This is the perfect chance to thin out your schedule collection and pick up a few new additions. Our newsletter editor has got a big box of goodies he has discovered in the process of moving! You will not want to miss this chance to mingle with your fellow advocates. Also the club will have some of the left over transit trinkets from our banquet available for sale as a club fund raiser.

As always the best way to keep track of transit related meetings and events is via our online calendar --

[www.brownbearsw.com/freecal/socata](http://www.brownbearsw.com/freecal/socata)

If you hear of something you think should be added contact Dana Gabbard at:

213.388.2364 or [dgabbard@hotmail.com](mailto:dgabbard@hotmail.com) 



# *Transit Updates*

## **AVTA**

Effective April 7<sup>th</sup> the Antelope Valley Transit Authority (AVTA) added the McBean Regional Transit Center as a stop on three trips of their North County TRANSporter service, previously all trips began and ended at the Newhall Metrolink Station. The 8:50 AM trip from Lancaster now ends at McBean and trips depart the transit center at 10:00 AM and 2:40 PM. The agency has also added a tenth trip to the midday service that operates from Newhall to Palmdale, Monday through Friday. For more information contact AVTA at 661.945.9445 or online at: <http://www.avta.com>

## **TRANSPORTER**

### ***Culver City Bus***

Starting June 2<sup>nd</sup>, Culver City bus began operation of a new limited stop version of their Line 1 for the summer. The new service operated on Fridays, Saturdays, Sundays and Holidays and runs every 30 minutes on Fridays and every 25 minutes weekends and holidays. The service runs from approximately 12:00 PM to 8:00 PM. Limited stops are made at West LA Transit Center, Culver City Expo Line Station, Overland, Sepulveda, Inglewood, Centinela, Lincoln and at Main and Venice. For more information contact Culver City Bus at 310.253.6510.

### ***Flyaway (LAX)***

On March 1<sup>st</sup> the Los Angeles World Airports increased the one-way fare on the Union Station Flyaway from \$7.00 to \$8.00. For more information contact Flyaway at 866.435.9529 or online at: [www.lawa.org/flyaway/](http://www.lawa.org/flyaway/)

## ***Glendale Beeline***

Glendale Bee Line has posted revised versions of their Route 11 (April 7, 2014) and Route 12 (April 21, 2014) on their website at: [www.GlendaleBeeline.com](http://www.GlendaleBeeline.com)

## ***Hollywood Sign Shuttle***

From May 3<sup>rd</sup> till July 31<sup>st</sup>, a new shuttle will be operating to the Hollywood Sign Viewing Area and the Griffith Park Observatory. The service operates on Saturday and Sundays and select holidays from 10:00 AM to 4:00 PM. Tickets are \$7.00 per person, kids under 2 are free when riding on the lap of an adult. Tickets must be purchased online at <http://www.laparks.org/shuttle/shuttle.htm> Buses depart from the parking lot of the Greek Theatre parking lot. For more information, contact the Griffith Park Visitor's Center at 323.664.2050

## ***Long Beach Transit***

Effective June 1<sup>st</sup>, Long Beach Transit has made the following changes to their service.

Passport Service: Additional service has been added on weekend afternoons and evenings to improve service during the summer. Since April 2014, the Passport route has been on detour. The current detour has the Passport traveling along Pacific and Long Beach Boulevard instead of Pine Avenue north of Ocean. The bus stops on Pine between 1<sup>st</sup> Street and Ocean will be closed during the detour. For northbound trips, passengers should use the stop on Pacific at Ocean and for southbound trips, there is a temporary stop on the south side of Ocean at Pacific.

*(Continued on Page 5)*

## ***Transit Updates Continued***

### ***Long Beach Transit Continued***

Routes 131 and 171: Both routes have been extended from their current terminus locations to Electric and Main Streets in Seal Beach. Schedule changes have been made to accommodate these extensions.

Routes 21 and 22: The southbound route now starts at Garfield Park instead of Garfield at Richfield.

Route 52: This new weekday route follows Route 51 and then turns left on Victoria Street and then right on Santa Fe to serve the county social service centers in the area. At Santa Fe and Artesia the route will continue along Route 51.

Routes 71 and 72: The last southbound trip now lays over at Garfield Park instead of at Garfield and Richfield.

Routes 91, 92, 93, 94 and 96: The summer schedule is now in effect and weekday service operates every 12 minutes and 10 minutes during peak hours. One addition southbound trip has been added to Route 91 on Saturday. One earlier southbound Route 94 departs Bellflower at Stearns 20 minutes earlier to provide better connections at the Transit Gallery. Route 96 ZAP will operate to the end of the LBUSD school year on June 12<sup>th</sup>.

Routes 101, 102, 103 and 104: All of these routes now begin at Carson Street just west of Norwalk Boulevard instead of Civic Center at Ibex.

Routes 111 and 112: Select stops were removed on Broadway to improve the speed of the service. Service operates every 20-40 minutes on weekdays and 30-60 minutes on weekends.

Routes 172, 173, 174: The first southbound Route 172 trip begins fifteen minutes earlier, replacing the Route 174 trip, to improve connections to the Metro Blue Line.

Routes 181, 182: Minor routing adjustments in the downtown area have been made to improve operations. No stops will be affected. Minor service changes on weekdays and weekends.

Routes 1, 51, 61, 121, 151, and 176: Minor schedule changes or service adjustments.

The Museum Express is back again for the summer operating from June 19<sup>th</sup> to August 17<sup>th</sup>. This year Long Beach Transit has added the South Coast Botanic Gardens this year to the schedule. Fares this year are \$8 for round trip and tickets can be purchased ahead time from Long Beach Transit.

Also returning for the summer are the popular Long Beach Transit AquaLink and AquaBus water taxis. These services will operate seven days a week from May 24<sup>th</sup> to September 1<sup>st</sup>. There will also be limited service from September 5<sup>th</sup> to October 26<sup>th</sup>.

For more information contact Long Beach Transit at 562.591.2301 or online at: [www.lbtransit.com](http://www.lbtransit.com)



*(Continued on Page 6)*

## ***Transit Updates Continued***

### ***Los Angeles County Beach Buses***

Once again the Los Angeles County Public Works along with several county supervisors are offering special summer beach bus service to Santa Monica. Buses will once again operate from Altadena, Castaic, Charter Oak/Duarte, East Los Angeles, La Crescenta/La Canada-Flintridge, Lancaster, Palmdale, and Topanga Canyon. Schedules and fares vary and all routes, except East LA and Topanga Canyon, require advanced reservations. New for this year the Topanga Canyon route operates seven days a week. Most of the routes operate from mid-June to Labor Day. For more information or to make reservations call 888.769.1122 or online at:

[www.lagobus.info](http://www.lagobus.info)



### ***Marina del Rey Summer Shuttles***

The popular Marina del Rey shuttle bus has returned for the summer season. The shuttle bus operates between Playa, Venice Beach Pier and Marina del Rey on Friday, Saturday, Sunday and Holidays from May 23<sup>rd</sup> to the end of September with service on Thursday evenings for the classical concerts at Burton Chace Park. On Friday and Saturday service operates from 10:00 AM to 10:00 PM and 10:00 AM to 8:00 PM on Sundays and holidays. Service operates every 30 minutes. The special Thursday evening service will operate on July 10<sup>th</sup> and 24<sup>th</sup> and August 7<sup>th</sup> and 21<sup>st</sup>. There will also be a special service

and route to the Abbot Kinney Festival on September 28<sup>th</sup> from 10:00 AM to 8:00 PM. Also back for the summer is the Marina del Rey WaterBus.

For more information or to download schedules visit [www.beaches.lacounty.gov](http://www.beaches.lacounty.gov). Information is also available from the Marina del Rey Visitors Center at 310.305.9545.

### ***Riverside Transit Agency (RTA)***

On May 11<sup>th</sup>, RTA made several route changes that include expanded evening service, new Saturday service and improved connections with Metrolink trains. Below is a summary of those changes.

Route 1: Service has been extended 1.5 miles along East Grand Boulevard to the Corona Transit Center. Weekday service now operates approximately every 15 minutes and every 30 minutes on weekends.

Route 3: Two new northbound trips depart the Belle and 10<sup>th</sup> timepoint at 6:53 PM and 7:38 PM. Two new southbound trips depart the Swan Lake MHP timepoint 5:48 PM and 6:33 PM. New Saturday service on this line operates every 45 minutes from 6:30 AM to 7:30 PM.

Route 24: All service has now returned to regular routing via Pujol & Main in Old Town Temecula.

Route 27: The last southbound trip of the day on weekends has been extended to the Florida & Lincoln timepoint.

Route 51: Will not operate from June 16<sup>th</sup> to September 26<sup>th</sup> and will resume again on September 29<sup>th</sup>.

Route 54: Service was canceled on May 28<sup>th</sup>.

*(Continued on Page 7)*

## ***Transit Updates Continued***

### ***RTA Continued***

Route 55: Will not operate from June 16<sup>th</sup> to August 8<sup>th</sup> and will resume on August 11<sup>th</sup>.

Route 61: New Saturday service operates every 65 minutes from 6:30 AM to 7:30 PM.

Route 74: New Saturday service operates every 75 minutes from 6:30 AM to 7:30 PM.

Route 79: The weekday route alignment has been adjusted for the regular routing in Old Town Temecula via Pujol & Main. New Saturday service operates from County Center Drive to the Hemet Valley Mall every hour from 6:15 AM to 7:45 PM

Route 202: Additional summer trips on weekdays and weekends will operate from June 16<sup>th</sup> to September 1<sup>st</sup>.

#### **Route 216**

Four weekday trips will be added during peak hours.

The following routes have had their weekday schedules adjusted to improve on-time performance or to improve connections with other routes: 8, 10, 14, 15, 18, 19, 20, 21, 22, 29, 30, 33, 40, 42, 49, 202, 206, 208, 210, 212 and 217

The following routes have had their weekend schedules adjusted to improve on-time performance or to improve connections with other routes: 10, 12, 15, 27, 30 and 42

For more information contact RTA at 951.565.5002 or online at:

[www.riversidetransit.com](http://www.riversidetransit.com)



### ***Santa Clarita Transit***

From June 7<sup>th</sup> to August 31<sup>st</sup>, Santa Clarita Transit will once again operate week-end Beach Bus service to Santa Monica. Routes 100 and 101 will operate on Saturdays and Route 102 on Sundays. Fares are \$3 one-way (\$1.50 senior/disabled) and fares can be paid in cash (exact fare only) or with a TAP stored value card. Monthly passes will not be honored. Passengers can bring beach chairs, coolers, and surfboards.

From June 7<sup>th</sup> to August 30<sup>th</sup> Santa Clarita Transit will be operating late night service on Line 757 to North Hollywood on Friday and Saturday nights. The last bus on both nights will leave North Hollywood at 12:15 AM with several trips operating to and from North Hollywood before midnight.

For more information contact Santa Clarita Transit at 661.294.1287 or online at:

[santaclaritatransit.com](http://santaclaritatransit.com) 🚌 🚌

## **BYD Bus Plant Tour**

This is the chance of a lifetime! The Southern California Transit Advocates have arranged for a tour of the BYD bus manufacturing plant in Lancaster on Friday July 11th. If you are interesting in joining us on this trip make your reservation with Dana Gabbard at 213.388.2364 or via email at [dgabbard@hotmail.com](mailto:dgabbard@hotmail.com)

We will likely take Metrolink to Lancaster and details will be provided to registered trip participants. We hope to see you there!

## ***Public and Legislative Affairs By Dana Gabbard***

We were among the stakeholders who suggested Metro consider widening the proposed transfer window from 90 minutes to two hours as part of the recent fare restructuring proposal. Agency staff in their final recommendation to the Metro Board concurred with the change and it was approved. Meanwhile the Bus Riders Union pulled out all the stops to blanket the process with emotionalism and empty demands without showing any sign of being willing to accommodate a reasonable compromise or offer any viable means to keep the agency solvent beyond an empty request for an audit.

One can be sure Eric Mann will convert this carefully engineered defeat into a pile of donations at the upcoming Labor Community Strategy Center annual fundraiser, to be held at the Wiltern Theater. I realize Mann has managed to fool some to this day that he is an authentic activist but I know many who have long since tumbled to his cynicism and greed (although I admit an avowed Marxist paying himself a six figure salary is a concept that is hard to wrap your head around).

Among other actions the Metro Board took in relation to the fare change was a motion made by L.A. Mayor Eric Garcetti and L.A. County Supervisors Zev Yaroslavsky and Mark Ridley-Thomas that the agency "postpone implementation of the proposed 2017 and 2020 fare increases until after the Chief Executive Officer convenes a Transit Ridership Best Practices Task Force, in coordination with the American Public Transportation Association, to provide guidance on fare structuring strategies that optimize MTA's financial performance while minimizing the burden on the system's lowest in-

come riders. The panel should be asked to consider alternative revenue generation strategies as well as provide recommendations on opportunities to expand ridership; and report back to the Board by July 2015 with their recommendations".

Want to bet the result will be a few tweaks, maybe some recommendations for revenue via parking fees etc. but in the end it will simply confirm the obvious that there is no miracle money to make the other two increases unnecessary? Well, I guess we should just let the process go forward, however predictable. Maybe the politicians hope to use the Task Force to provide cover from the likely next wave of firestorm to be stage-managed by Mann. Words fail me.

On a happier note one of the more interesting ideas I have heard of late is the mobility hub concept being floated by Fixing Angeles Stuck in Traffic (FAST). I first heard about it at the recent MoveLA Conference followed by a presentation with more details made by Executive Director Hilary Norton and a representative of Famima at a Sierra Club Transportation Committee meeting. I am working to have a presentation about this at a special meeting of our group in the next few months. From what I have seen thus far it appears to merit our enthusiastic support.

I was disappointed at the paltry turn out to the signing I helped arrange for Ben Ross and his new book *Dead End: Suburban Sprawl and the Rebirth of American Urbanism* at Skylight Books in the Los Feliz area of Los Angeles.

*(Continued on Page 9)*

## ***Public and Legislative Affairs Continued***

At least his brown bag lunch at Los Angeles city hall with planning professionals had a decent attendance thanks to the efforts of Carter Rubin of the Mayor's office. I am just starting Ben's book and it is a fascinating exploration of the history of American urban development and sprawl. I'm glad to note the Dorothy Peyton Gray Library at Metro has a copy in its collection. One hopes it will soon find its way into other collections used by transportation professionals, students and scholars.

A weakness of the panel at the recent Zocalo Public Square forum "What does Southern California need from the 710 freeway?" (In re the ongoing battle over extending the 710 at the northern end to connect with the 210) was having someone from out of the area (Linda Adams) represent the environmental community who wasn't familiar with the specifics. The proponents seem to believe that the environmental impact study Metro and Caltrans are undertaking of the corridor will endorse their view the tunnel is the best option to improve air quality.

I have to question how viable tolling (which the proponents extolled) is to fund a project of this magnitude. Would it involve some sort of public-private partnership with the revenue stream paying back the builder? Or do the proponents think bonds could be issued that the tolls pay off? I am not clear on that point. Despite the claims made that "something" has to be done I keep coming back to my simple feeling the tunnel is so ghastly expensive the proponents hopes of finding the funds to build it are rather far-fetched and at this point continued pursuit of the project is just a waste of time. With the

recession easing, construction costs are starting to escalate again and we may be approaching the point where sticker shock means a fork is finally put in this debate and the project is official declared dead. Or maybe that is a fanciful notion on my part. After 40+ years of stalemate can this war ever end? 🚗 🚗

### ***Are you buried in paper?***

*Are you interested in getting your SO.CA.TA newsletter in PDF?*

*We now offer the SO.CA.TA newsletter in PDF format to our members. The PDF newsletters are available a week before the printed version and are in full color.*

*If you would like to get the PDF newsletter instead of the printed version email us at:*

[rtd1121@yahoo.com](mailto:rtd1121@yahoo.com)

### ***Transit Industry Readers!***

With our new club format we are looking to arrange tours of transit facilities and yards or ride new services.

If your agency would be interested in having our group visit, or would like to speak to our group please contact us via email at:

[dgabbar@hotmail.com](mailto:dgabbar@hotmail.com)

or by phone at: 213.388.2364

## ***Transit Topics*** By Andrew Novak

This month in Transit Topics we have a few things you might have missed from the world of transit.

**Metro-North Bar Cars:** On May 9<sup>th</sup> the last Metro-North "Bar Car" left Grand Central Terminal bound for Connecticut ending a long standing tradition on the New Haven Line. The popular service was a holdover from the day of the old New Haven and Penn Central Railroads when traditional commuter trains were operated on this line with a parlor car in the consist. The New Haven line service was the last "Bar Car" service operated by a commuter railroad in the United States. Metro-North and the Connecticut DOT (CDOT) are retiring the 1973 era M-2 electric M.U. cars which were the last fleet order with special "Bar Car." In the future Metro-North and CDOT have considered "Café Cars" that may operate on the New Haven line.



**Greyhound Museum Tour:** To commemorate 100 years of operation Greyhound has a dedicated museum bus that will be touring the country starting in the east and working west across the country. Along with the mu-

seum bus other historic Greyhound buses will be displayed. The tour reaches southern California with a stop at Six Flags Magic Mountain on December 20-21, 2014. For more information and a complete schedule visit: <https://www.greyhound.com/EN/CentennialTour.aspx> Greyhound has also created a history page for their 100<sup>th</sup> Anniversary: <http://greyhoundhistory.com/>

**Lombard Street to close:** In May the San Francisco Metropolitan Transportation Agency (SFMTA) Board of Directors voted to close Lombard Street between Hyde and Leavenworth Streets. The famous crooked street has become a congested with tourist driving down it and the local residents have complained. SFMTA will close the street on Saturdays and Sundays from 12:00 PM to 6:00 PM from June 21<sup>st</sup> to July 13<sup>th</sup>. The street will also be closed on July 4<sup>th</sup>. Pedestrians and local residents will still have access to the street. If the closures are successful the SFMTA may consider closing the street again next summer and possibly even installing a gate that would restrict access to the street which has been dubbed a "do-it-yourself amusement park ride."

**RTP News and Views:** I will conclude this month with some shameless self-promotion. I have recently completed RTP News and Views Jr. Volume 12½, Issue 1. Celebrating my 20th year in the amateur newsletter business, this issue contains my 2013 year in review and Part 2 of 10 Years of the Metro Gold Line. If you are interested in a print or PDF copy of this newsletter contact me at [rtd1121@yahoo.com](mailto:rtd1121@yahoo.com) or via USPS at: Post Office Box 2383, Downey, CA 90242.



## ***Metro and Foothill Service Changes***

On June 20<sup>th</sup> Metro will close their Wilshire/La Brea customer service center to make way for a new Metro Purple Line Station. A new customer center will open on July 1<sup>st</sup> at the Wilshire and Vermont Station and lost and found will be moving to the Heritage Square Gold Station also opening on July 1<sup>st</sup>. Addresses for the new locations are as follows:

Wilshire/Vermont Customer Center  
3183 Wilshire Boulevard Suite 174, Los Angeles, California 90010

Heritage Square Station Lost and Found  
3571 Pasadena Avenue, Los Angeles, California 90031

Effective June 29<sup>th</sup>, Metro will be making changes to their service. Below is a summary of those changes.

Line 28: The line will be combined with Line 84 in downtown Los Angeles and will be extended to Eagle Rock Plaza. The route will be renumbered Line 28.

Lines 60/760: Both lines will have a minor re-route northbound in downtown Los Angeles via 7<sup>th</sup> Street, Hope Street, Wilshire Boulevard to Figueroa Street and regular route to Sunset Boulevard.

Line 68: This line will be extended in downtown Los Angeles to 6<sup>th</sup> Street via Spring and Main Streets.

Line 169: The segment of the line from Burbank Airport to Sunland will be discontinued and replaced with an extension of Line 222. Line 169 will also be combined with Line 645 and provide through service from Burbank Airport to Warner Center. Line 645 will be renumbered 169

Line 222: Will be extended north from Burbank Airport over the alignment of Line 169 to Sunland.

Other minor changes are being made to Metro Schedules.

For more information contact Metro at 323.466.3876 or online at: [www.metro.net](http://www.metro.net)



### ***Foothill Transit Changes***

On June 1<sup>st</sup> Foothill Transit made a few service changes. They have made schedule shifts on many routes and below are some of the highlights.

Lines 187 and 486: Trips have been added throughout the day for the summer.

Line 195: Mid-day trips have been added on weekends removing breaks in service.

Line 482: New stop added at Brea Canyon Road and Lycoming Street in Diamond Bar.

Silver Streak: Buses now operate every 15 minutes from 7:00 AM to 7:00 PM with service every 8 minutes or less during morning and afternoon rush hours.

For more information contact Foothill Transit at 800.743.3463 or online at:

[foothilltransit.org](http://foothilltransit.org)  

## ***sbX Trip Photos***

On the next couple pages we will have a selection of photos take during our tour of the new Omnitrans sbX BRT service in San Bernardino on May 2<sup>nd</sup>.



*Omnitrans sbX New Flyer  
Xcelior 6012 at the  
Palm Station.*

*-Dana Gabbard Photo*



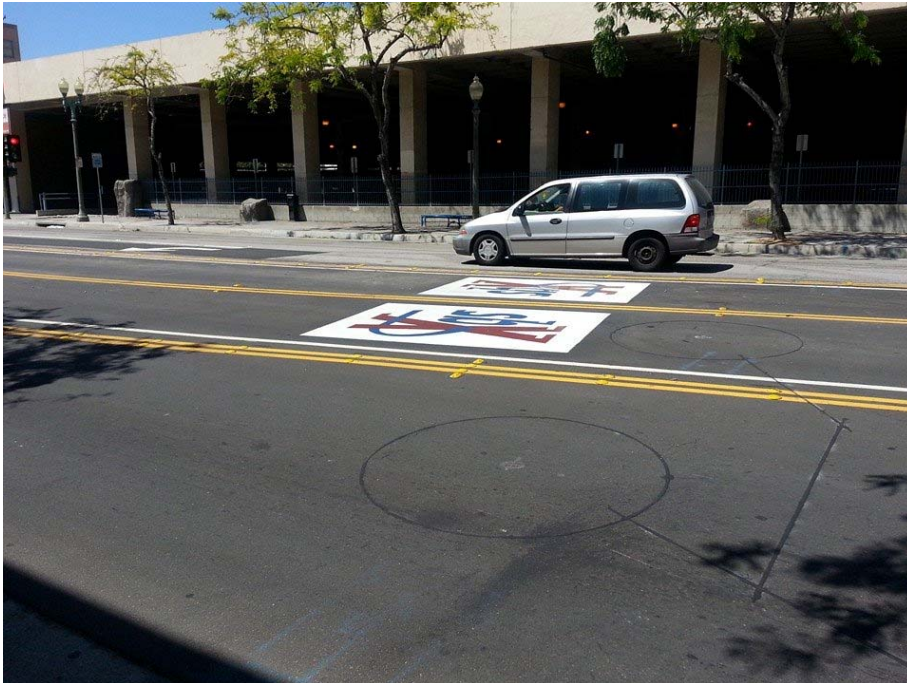
*The shelter at the sbX  
Palm Station.*

*-Russ Jones Photo*

## ***sbX Trip Photos***

*A rear end view of sbX  
New Flyer 6012 at the  
Palm Station.*

*-Russ Jones Photo*



*The dedicated sbX  
lanes near the  
Carousel Mall in  
downtown  
San Bernardino.*

*-Dana Gabbard  
Photo*

## *sbX Trip Photos*



*The trip participants  
poise with New Flyer  
6012 at the Palm  
Station.*

*-Omnitrans Photo*

*The sbX Station at  
the Little Mountain  
Station.*

*-Russ Jones Photo*



## Photos of the Month

*On May 1<sup>st</sup>, SunRail began commuter rail operations in the Greater Orlando area of Florida. A SunRail Train lead by MPI built MP32PH-Q 103 at the San Lake Road Station south of Orlando on May 6, 2014.*

*—Steve Crosmer  
Photo*



*The Greyhound 100<sup>th</sup> Anniversary Mobile Museum bus. This bus is on tour across the county.*

*—Greyhound  
Photo*

# Classic Transit Advertisement!



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