

THE TRANSIT ADVOCATE

Newsletter of the Southern California Transit Advocates



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*Beach Cities Transit bus
536 at Redondo Beach
Pier, 9/10/16*

Mark Strickert Photo

Per SOCATA president Nate Zablen, the 4th floor Meeting Room at Angelus Plaza has been reserved for our meetings on Saturdays November 12th and December 10th. "I have thought about asking one of the directors of RailLA and a representative from LANI (Los Angeles Neighborhood Initiative) to address our group on those days. If you have other speakers in mind please inform us and contact them. The reservations are for meetings only but if you wish to hold a banquet there, which I do not favor, please request separate permission from Angelus Plaza."

The Southern California Transit Advocate (SOCATA) board of directors supports Los Angeles County Measure M, the "Los Angeles County Traffic Improvement Plan," on the November 2016 ballot. See Charles Hobbs' article on page 8 for details.



SOCATA's annual Day After Thanksgiving study tour is still being planned. Member input is being sought for routes and regions to consider. There is a strong feeling we should go somewhere SOCATA has not gone before, but that has become impossible without use of Amtrak or Greyhound at least one direction. One early proposal was for a trip involving the new VVTA Needles Link, which operates Fridays only between Victorville and Needles. However, this route only operates when they know there will be passengers between Needles and Barstow or Victorville that morning, and would involve an Amtrak ride with several hours waiting in Needles before or after.

Generally, we are looking for trips that are only available (or only easily available) on weekdays, and allow some exploration of local routes in the destination area. Prepared itineraries with specific routes and times are preferred, but proposals must at least include the routes to take out to the target area. You must also confirm the routes are operating on the Day After Thanksgiving, as some agencies have special schedules for semi-holidays.

Previous Day After Thanksgiving study tours:

2000 - Oxnard/Ventura via VISTA and Amtrak [*re-do?*]

2001 - Lancaster and Bakersfield via Metrolink/Santa Clarita/Kern Transit and (Amtrak?)

2002 - Palm Springs to Indio via SunLink and Greyhound [*potentially possible to re-do, thanks to the reintroduction of Palm Desert-Beaumont-Riverside connections of Sunline route 220*]

2003 - RTA Commuter Links

2004 - San Diego

2005 - Thousand Oaks/Simi Valley

2006 - Rural San Diego County (Viejas, Poway, Ramona) [*re-do? This trip was pre-Sprinter*]

2007 - Bakersfield GET via Amtrak and Airport Bus

2008 - Oxnard and Santa Barbara

2009 - Metrolink

2010 - OmniGo Yucaipa and Grand Terrace

2011 - San Diego

2012 - Omnitrans West Valley routes [*re-do? Most of the routes have since been realigned and renumbered*]

2013 - Victorville VVTA via B-V Link

2014 - LA Metro owls

2015 - Beaumont and Montclair via Pass Transit, Omnitrans Express



Deadline for the November-December 2016 newsletter has been rescheduled to Monday, November 14th, to include news from the November SOCATA



TRANSIT UPDATES

Amtrak

No Pacific Surfliner service south of Los Angeles on the weekends of weekends of October 8-9, 15-16, and 22-23 due to maintenance work in Los Angeles and north San Diego County, and because of the 6th Street bridge demolition. Southwest Chief trains will be re-routed away from Riverside and Fullerton the same weekends. https://www.amtrak.com/servlet/ContentServer?c=AM_Alert_C&pagename=am/AM_Alert_C/Alerts_Popup&cid=1251642585343

Pacific Surfliner Transit Transfer Program is now in effect, offering free transfers to twelve transit agencies along the Smurfliner route. Show your Surfliner ticket to board free at the Amtrak station/stops on any of the following systems (north to south): San Luis Obispo Regional Transit Authority (RTA), City of San Luis Obispo Transit, South County Transit (San Luis Obispo County), Guadalupe Flyer, Santa Barbara Metropolitan Transit District (MTD), Ventura County Transportation Commission Intercity Bus (VISTA), Gold Coast Transit (Ventura/Oxnard), Glendale Beeline, Anaheim Resort Transportation, Orange County Transportation Authority, Irvine iShuttle, and North County Transit District. In addition, Pacific Surfliner passengers can purchase discounted one-day transit passes for the Los Angeles County Metropolitan Transportation Authority and San Diego Metropolitan Transit System in the café car. The one-year test program began on June 22nd. <http://www.pacificsurfliner.com/pdf/SurflinerParticipatingTransfer.pdf>

Anaheim Rapid Connection

The Anaheim city council voted 3-2 to continue studies for a streetcar from Anaheim Regional Transportation Intermodal Center to the convention center and Disneyland. The Orange County Transportation Authority, the lead agency on the project, had voted in June to have the city conclude its study of the streetcar and fold its work into OCTA's Central Harbor Boulevard Transit Corridor Study. The Anaheim Resort district is funding an environmental impact report, with the EIR expected to be completed and turned over to OCTA late this year or early in 2017.

Angeles National Forest

The San Gabriel Mountains National Monument, with funding from Car-less California, is testing a shuttle from Arcadia to Chantry Flats hiking trails as a parking mitigation

measure. The shuttle operates the weekends of 9/24-25, 10/1-2, and 10/8-9. It leaves Arcadia Gold Line station every 30-45 minutes starting at 7:00 AM, and the last shuttle leaves the Chantry picnic area at 4:00 PM.

Antelope Valley Transit Authority (AVTA)

Service changes effective August 29th:

All routes - reduction in Sunday service

Route 1 - frequency improved to 20 minutes weekday peak and 30 minutes Saturdays

Route 4 - frequency reduced to every two hours Saturdays

Route 6 - combines with route 15 to become new route 52

Route 7 - rerouted to improve service to Antelope Valley College from Palmdale. Removed from Lancaster City Park transit center

Route 9 - new route, covering portions of north Lancaster such as Lancaster City Park and the Antelope Valley Fairgrounds no longer served by route 7

Route 10 - eliminated. Service hours used to improve Route 1

Route 15 - combined with route 6 to become new route 52

Route 51 - Lake Los Angeles Express now gets a route number

Route 52 - new rural route, combining routes 6 and 15. Added weekend service to Pearblossom

California State University-Los Angeles

Andy Novak visited his alma mater recently and discovered CSULA has resumed shuttle bus service, serving the campus, the transit center adjacent to Metrolink, and a remove park-n-ride lot at the Alhambra Office Complex, off Date Avenue and Orange St. The shuttle operates 7:00 AM to 8:00 PM. The website offers real-time bus tracking calstatelashuttle.com. Alhambra Community Transit's Blue Line also stops near the park-n-ride lot on its way to Cal State LA.

Culver CityBus

The Rapid 6 now also operates weekday middays, every 30 minutes. Those service hours were taken from the local route 6, which was reduced to 30 minutes middays. <http://www.culvercity.org/enjoy/culver-city-bus/maps-schedules/line-6-sepulveda-blvd>

TRANSIT UPDATES *continued*

A limited edition city Centennial Transit Access Pass (TAP) card is now available, for \$2 at either of Culver CityBus' two physical sales locations, Culver City Hall and the city transportation office

Foothill Transit

Beginning October 30th, Line 690 will become a local line, operating only the portion between Montclair Transit Center and Azusa Intermodal Transit Center. Line 690 will no longer run west to Pasadena. Stops will remain the same between Montclair and Azusa, and the base fare will be the local \$1.25. <http://foothilltransit.org/line-690-changes/>

City of Gardena GTrans

Line 1X - extended to Redondo Beach Green Line station, with eastbound stop at Redondo Beach and Marine Aves. (across from station), and westbound stop at Marine and Hindry Aves.

Line 2 - added weekday trippers to/from Henry Clay Middle School

Line 4 - west end loop re-routed: west on Marine, north on Hawthorne, the continuing the current eastbound route (east on 147th, south on Prairie, east on Marine)

Gold Coast Transit

Recent service changes include:

Route 11 - additional late night Saturday trip added from Pacific View Mall

Route 19/20 - will no longer stop inside St. John's hospital parking lot. Closest stop is on the street at Rose and Gonzales. Also, the last weekend trip was discontinued

Route 18E Pacifica HS - additional PM trips

Route 18G Rio Mesa - route eliminated

Kern Transit

New fares: Local Routes + Dial-a-Ride - \$2.00 (reduced fare \$1.00); Intercommunity Routes - \$3.00 (reduced fare \$1.50); Cross-County Route 100 for trips passing through Tehachapi - \$5.00 (reduced fare \$2.50); 31-day pass for all Routes + Dial-a-Ride \$65.00 (reduced fare \$32.50); for local routes only, \$45.00 (reduced fare \$22.50)

The "reduced fare" is available for youth (5-15) with proper identification, and for seniors (62+) and disabled passengers with a Kern Transit Reduced Fare Card. Passes are only available from Kern Transit offices in Bakersfield and Lake Isabella.

Schedule changes, effective September 12th: <http://kerntransit.org/news/new-schedules-starting-september-12-2016/>

LOSSAN

The Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency was awarded \$82 million in state grants for track improvements and equipment leasing for Pacific Surfliner and commuter rail services in the corridor. Planned improvements include bridge replacements and over 3 miles of additional double-tracking in San Diego county, newly two more miles of passing tracks between Laguna Niguel and San Juan Capistrano, and a five-year capital lease and maintenance for 31 rail cars to replace some aging train-sets

Metrolink

Metrolink is seriously considering replacing most if not all ticket vending machines with those that will not accept cash. Public comment was only accepted back in August and September.

Fall Service changes take effect October 3rd, mostly typical seasonal small schedule adjustments. The Perris Valley portion of the 91 Line is most affected ... All trains running just from South Perris to Riverside will operate about one hour earlier, and trains running just from Riverside to South Perris will be at least an hour later.



TRANSIT UPDATES *continued*

Special trains are running on the Antelope Valley, Orange County, San Bernardino, and 91 lines for several Rams home games, including on New Year's Day but not including October 9th (due to demolition work on the 6th Street bridge). http://metrolinktrains.com/news/promotions_detail/title/Los%20Angeles%20Rams

Service will be disrupted on Metrolink's Orange County, Inland Empire-Orange County and 91/Perris Valley lines the weekends of October 8-9, 15-16, and 22-23 thanks to coordinated maintenance work in Los Angeles and north San Diego County, and because of the 6th Street bridge demolition. Bus bridges will take the place of train service at many stations: http://metrolinktrains.com/agency/page/title/October_Service_Interruptions%202016

Work continues on SANBAG's project to extend Metrolink service from the current terminus at San Bernardino's Santa Fe Depot one mile east to the San Bernardino Transit Center. Work includes new platforms and a pedestrian overcrossing at SBTC. They still expect Metrolink service to be extended to SBTC by the end of 2017

Morongo Basin Transit Authority

The start date for new shuttle connecting MBTA's Yucca Valley Transit Center to Joshua Tree National Park, and the new shuttle within the park, has been moved to January 1st, 2017. Apparently all the T's had not been dotted and I's crossed at National Park Service HQ in time for a November start-up. Route and schedule details to follow

OCTA

Service changes, effective October 9th:

Route 20 - eliminated

Route 26 - all service removed from City of Yorba Linda; no service east of Yorba Linda & Rose; frequency improved to 15 minutes peak hours to Cal State Fullerton, and 30 minutes east of Cal State

Route 37 - frequency improved to 15 minutes peak hours, and 30 minutes midday; all trips will serve the route 37A loop at south end instead of OCTA Santa Ana Base; new turnaround loop on north end (Euclid-Whittier-Harbor-Lambert-Euclid)

Route 37A - eliminated, as the peak-hour "A" loop will become part of the main route 37

Route 47 - frequency cut to 15 minutes peak hours; route extended south to Ocean Front and Palm, every 60 minutes to fill in part of the service reduction on route 71

Route 71 - no service south of Hoag Hospital; remaining route frequency improved to 30 minutes

Route 72 - frequency improved to 30 minutes; route extended east into the Tustin Ranch shopping area

Route 79 - frequency improved to 30 minutes most of the day; rerouted to Bryan Ave. (route 167 will run on Irvine Blvd.); new north terminus, at 1st Street in Larwin Square

Route 82 - all service removed from Ladera Ranch; no service south of Santa Margarita and Antonio; no service Saturdays

Route 85 - no service south of Alicia Pkwy and Crown Valley; frequency reduced to 60 minutes; no service Saturdays

Route 87 - no service Saturdays

Route 167 - re-routed from Bryan Ave. to Irvine Blvd. (trading with route 79); added service on Jeffrey Rd. (covers part of former route 175) and to UC Irvine; no service north of The Village at Orange; no service weekends

Route 175 - eliminated

Route 187 - all non-peak service removed from City of Aliso Viejo; route eliminated

Route 188 - eliminated

Route 191 - eliminated

Route 193 - eliminated

Route 206 - added midday trips; route adjustments at both ends

Route 211 - local segments changed in Irvine; discontinued north of Golden West Transportation Center and east of Irvine Metrolink; remaining route frequency improved to 30 minutes (still peak hours only) in both directions

Route 463 - route changed to cover portions of eliminated route 464

Route 464 - eliminated

Route 701 - removed from 5th, 6th, and 8th Streets in

TRANSIT UPDATES *continued*

downtown Los Angeles, but still serving Patsaouras Transit Plaza

Route 721 - removed from 5th, 6th, and 8th Streets in downtown Los Angeles

Route 757 - eliminated

Route 758 - eliminated

<http://www.octa.net/Bus/October-2016-Service-Change/>

OC Bus day pass will be reduced to \$4.00 for at least six months

The first of the Measure M-funded community shuttles will start in October:

Mission Viejo Circulator - from Laguna Niguel Metrolink to Murray Community Center (Veterans off La Paz, east of city hall), weekdays every 45 minutes

San Clemente Rideshare - appears to be a deviated fixed-route dial-a-ride, filling in the service gaps from elimination of routes 191 and 193, daily 6:00 AM to 6:00 PM

Westminster/Little Saigon - clockwise loop Bolsa-Brookhurst-Bishop-Magnolia, every 15 (or 20?) minutes daily from 10:00 AM to 6:00 PM. Dedication ceremony scheduled for October 29th, 11:00 AM at Asian Garden Mall, Bolsa just east of Magnolia.

Other community shuttles, circulators, vanpools, and rideshare programs coming soon. Not easy to find specifics though ... try: <https://blog.octa.net/trolleys-and-shuttles-headed-to-17-cities-to-meet-local-transit-needs-v2> or OCBus.com/2016BusPlan or www.octa.net/Bus/October-2016-Service-Change/

Palo Verde Valley Transit Agency

Federal Transit Administration selected PVVTA to receive one of their Rides to Wellness Demonstration and Innovative Coordinated Access and Mobility Grants, designed to help connect people to much-needed healthcare services through improved access to public transportation. PVVTA and Riverside County Transportation Commission (RCTC) will set up Blythe Wellness Express as a partnership with Palo Verde Hospital, Community Improvement Fund, Blythe Cancer Resource Center, the Independent Living Partnership, Community Connect and various other stakeholders to provide access to preventative healthcare for

Eastern Riverside County / Palo Verde Valley residents. The service is expected to operate 3 round trips a week, from Main Street Park and Ride in Blythe to hospitals in Indio, Palm Desert, and Palm Springs. Upon request, they would deviate off route to serve clinics and pharmacies in those three Coachella Valley cities, to connect to Sunline transit centers, and to serve a stop in Chiriaco Summit (about 30 miles east of Indio). <https://www.transit.dot.gov/funding/grants/fy-2016-rides-wellness-demonstration-and-innovative-coordinated-access-and-mobility>

Pass Transit

Route 120 - now also serves San Bernardino Transit Center, dock at far east end

Route 136 - new route, returning local service to the City of Calimesa. Serves Calimesa City Hall and Stater Bros shopping center weekdays approximately every 40 minutes. Connects with Omnitrans' OmniGo 308 and 309 along County Line Rd., and Pass Transit 120 on Calimesa Blvd. Two trips a day deviate to the Big Boy at Sandalwood/7th and to Singleton and Lariat

Riverside Transit Agency

Now runs Sunday service on all holidays. Service change on 9/11/16, mostly small adjustments to schedules. Another service change on October 3rd, making adjustments to schedules of routes connecting with the Metrolink 91 line (routes 1, 13, 15, 16, 19, 20, 22, 26, 27, 52, 61, 74 and CommuterLink Express routes 206, 208, 210 and 212)

Route 10 - cutting three early trips, and all service to Riverside STEM Academy

Route 19 - will serve the Perris Fairgrounds during the Southern California Fair, October 1st to 9th

Route 30 - expanding loop in Perris, though still no closer to Orange Empire Railway Museum than 11th and A Sts.

Route 54 - return of circulator connecting Metrolink and downtown Riverside government offices

http://www.riversidetransit.com/images/stories/DOWNLOADS/SERVICES_CHANGE_BROCHURES/16-09_Service_Change_Guide_vWeb.pdf and <http://www.riversidetransit.com/images/stories/>

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

Rapido Model Bus: Recently Rapido Model Trains of Canada announced they are planning to produce the iconic GM Fishbowl bus in HO Scale. Rapido Trains is known for their highly detailed models of Canadian and American Railroad equipment. There not many details yet from the company but hopefully



Los
An-

geles will be included in the possibly line up for paint schemes.


Above is SCRTD New Look 1020 at El Monte Station in July 1973 –Warren Quon Photo

W&H Trade Inc: I have recently learned about this daily bus service from Los Angeles to Las Vegas. The company operates one round trip per day leaving Los Angeles in the morning and Las Vegas in the early afternoon. Stops in Los Angeles include

The Bank of America in China Town at 850 North Broadway, Monterey Park at 123 South Lincoln and in Rowland Heights at 1015 South Nogales at Rowland Heights. In Las Vegas the stops are located at The Tropicana Hotel, Harrah's and in China Town at 4255 Spring Mountain Road. Fares for the service are \$25 one way and \$45 round trip. For more information visit W&H online at vegasexpress-bus.com

Rapid Transit Press: I have recently begun editing the Pacific Railroad Society monthly publication "Wheel Clicks." This new assignment has left little time for my own News and Views publication, however I do plan to continue offering issues in the fu-



ture. I will complete the saga of the Toronto PCCs and also plan my famous year in review issue for 2016 and a maritime special issue.  For

TRANSIT UPDATES *continued*

[DOWNLOADS/PREVIEW DOCUMENTS/16-10/RideGuide_Supplement_16-09_vWeb.pdf](#)

Work continues on new and existing bus stops in downtown Riverside, with the goal to close the Riverside Downtown Terminal on January 8th, 2017 in favor of on-street boardings and transfers. As noted in the July-August 2016 *TRANSIT ADVOCATE*, RTA has a detailed report on downtown stop improvements, though final bus routings and stop assignments will not be announced until October 31st.

Effective immediately, customers with Samsung Galaxy Note 7 smartphones are prohibited from using bus USB ports to charge their device. The US Consumer Product Safety Commission recently determined that the lithium battery can overheat during charging and pose a safety risk. Customers are encouraged to exchange the faulty lithium battery as per the safety recall.

San Diego MTS

San Diego Association of Governments (SANDAG) will have a number of "iCommute" promotions during their

Los Angeles County's Measure M *Charles P. Hobbs*

On the November 8 ballot is Measure M, a ½ cent sales tax increase that, if passed, would provide \$120 billion over the next forty years for a variety of transportation projects in Los Angeles County.

About 35% of these funds would go to expand the Metro Rail system. Within the first 15 years (2016-2030), the following projects would be completed:

- Airport Metro Connector and Green Line Extension - connecting the Green and Crenshaw Lines to the LAX terminals
- East San Fernando Valley Transit Corridor – light rail or Bus Rapid Transit along Van Nuys Blvd.
- BRT Orange/Red to Gold Line Connector – a BRT link between the North Hollywood Red/Orange Line Station and the Gold Line in Pasadena (an improved version of Metro Line #501?)
- Gold Line Foothill Extension –from the current Azusa terminal to Montclair
- Purple Line Extension – extending the current Purple Line to Westwood/Brentwood, (possibly in time for the 2024 Olympic Games if LA is selected to host them!)
- West Santa Ana Corridor Phase 1 – via the former Pacific Electric Santa Ana Line from the Green Line in Lynwood to the LA/Orange County border in Artesia. (Continuing the project into Santa Ana would be up to the Orange County Transportation Authority).
- Orange Line BRT improvements – locations to be determined, most likely grade separations
- Vermont Transit Corridor – A BRT (rail less likely)

system along Vermont Blvd., one of LA's busiest bus corridors, between East Hollywood and the Green Line.

The next 15 years would bring these projects:

- Gold Line Eastside extensions to either Whittier or South El Monte (possibly, both)
- Green Line extension from Redondo Beach to Torrance (via former Santa Fe RR)
- Sepulveda Pass Corridor rail – between the San Fernando Valley and Westwood
- West Santa Ana Corridor Phase 2 – extending the project north into Downtown LA via Huntington Park

Rail or BRT projects in the final ten years would include

- Crenshaw Line Northern Extension. The Crenshaw Line would be extended north from the Expo Line to the Red Line in Hollywood. The proposed route could be via La Brea, Fairfax, La Cienega or (West Hollywood's favorite), via San Vicente and Santa Monica Blvds.
- Orange Line Conversion to Light Rail. Self-explanatory
- Lincoln Bl. BRT (between LAX and Santa Monica)
- Green Line extension to Norwalk Metrolink station
- Sepulveda Pass Corridor extension between Westwood and LAX.

There would also be funds to improve Metrolink service, build the downtown streetcar, provide funds for local bus and rail operations, and a few highway projects (including extensions to HOV and Express Lanes)

SOCATA prorated dues, from now to end of 2016:

Individual Members: \$7.50 (Print or PDF); Low Income: \$3.00 (PDF Newsletter)

Submission of materials: ALL materials for the TRANSIT ADVOCATE newsletter go to Mark Strickert, busnrail@yahoo.com, texts to (909) 685-1977, or mail to PO Box 1171, Rialto CA 92377

Please enclose a self addressed stamped envelope for returns. Submissions are used at the discretion of the editor and may be edited for space constraints, or for grammar, or spelling.

Opinions: Unless clearly marked as "Editorial" or "Position Paper", all written material within, including all inserted flyers and postcards, are the expressed opinions of the individual authors and not necessarily that of the SOCATA.

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SO.CA.TA officers, 2016

President:	Nate Zablen
Vice President:	Andy Novak
Secretary:	Perias Pillay
Treasurer:	Dana Gabbard

Newsletter Editor: Mark Strickert

Newsletter Prod. Mgr: Dana Gabbard

Webmaster:



Southern California Transit Advocates

3010 Wilshire #362

Los Angeles, CA 90010

<http://www.socata.net>