



TRANSIT UPDATES

Help keep all of your fellow SO.CA. TA members informed!!! If you notice any new, modified, or cancelled transit services, please call us at 213-254-9041!

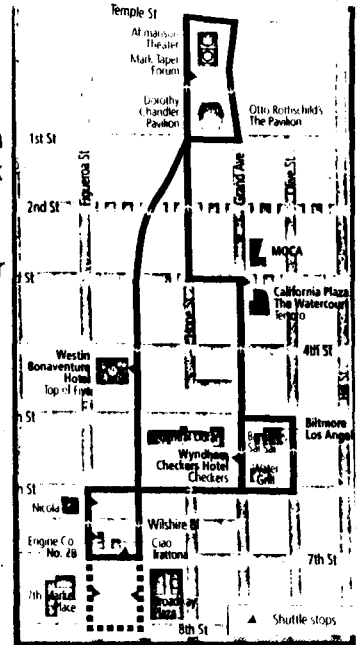
Two of MTA's Customer Service Centers (California Mart, and El Monte Station) will close as of June 10, due to budget problems. (Foothill Transit has reportedly shown some interest in operating the El Monte Station ticket office)

For the 1995 Hollywood Bowl season, MTA will operate a new park/ride bus route #659, operating between the East Los Angeles Courts Building(4837 East Third St.) and the Hollywood Bowl.

LADOT, in conjunction with the Downtown Marketing Council and the Music Center of Los Angeles County, is operating a special DASH route (called the "Dinner and Spotlight Express") for Music Center and restaurant patrons (and the general public). This service operates between 6:30 and 11:30 p.m, Tuesday through Saturday. Fare is 25 cents, although restaurant patrons will receive free ride tickets.

(see map)

Another new DASH route is now operating in the Leimert Park area, via Crenshaw, Slauson, Denker and 54th in Southwest Los Angeles. It also connects with the Crenshaw and Midtown DASH routes at the Crenshaw shopping center.



OCTA (Orange County) will only have slight changes on several lines on June 12, but will undergo major restructuring in October. See page 4



METROLINK RIDERSHIP APRIL, 1995

(One way trips, not including special promotions, free rides, etc.)

Burbank Short Turn	221
Ventura County Line	2776
Santa Clarita Line	3073
Orange County Line	2894
Riverside County Line	3368
San Bernardino Line	5434
TOTAL	17765

(Source: Metrolink)

Who Circles
The Edge of the World?

See page 6...



FROM THE EDITOR

C.P. Hobbs, President
and Newsletter Editor

• Contributors for meeting space fund: Robert Richmond, Jay Russell, Charles Powell, Dana Gabbard, Michael Ludwig, Allan Michaelson, Charles Hobbs, Steve Scheel, Juanita Dellomes and Steven Crosmer.

• As always, *The Transit Advocate* needs articles, letters, photographs and research (newspaper clippings, etc.) from all members and interested non-members. If you see an interesting, transit-related article in the newspaper, consider sending a copy (preferably two copies) of the article to Box 41198, Los Angeles 90041. Material for publication should be received two weeks before the scheduled SO.CA.TA meeting date.

-Charles P. Hobbs, President/Newsletter Editor



TRANSIT \$ OUTLOOK 95

Dana Gabbard
Vice--President

To be blunt, things look rather bleak. The new fiscal climate in Washington, D.C. presents a serious challenge to the continued growth of public transit. Free market Republicans consider buses subsidized by public funds inefficient and overpriced. Privatization and contracting out are the new buzz words.

Underneath the ideologue lurk rude political calculations that buses mostly serve Democratic-voting segments of the population (ethnic and lower economic classes). Commuter rail and highways are the favored transportation modes among Republicans, perceived as serving their constituencies.

Even before the ascendance of the Republicans, the Clinton Administration had been preparing plans for a

consolidation of the Transportation Department that would include some reductions in federal funds. The GAO in testimony before Congress indicated proposals to phase out operating subsidies would hit small transit system especially hard although even some major urban operators (such as Miami and Detroit) would suffer from such cutbacks.

Joseph Drew, Deputy CEO of MTA, starkly outlined the possible impacts of the proposed budget cuts in transportation funding in a report distributed at the May 24th MTA Board meeting:

•10% cut in bus and train service

• Proposed rail lines in the San Fernando Valley and elsewhere could be delayed indefinitely (*continued on Page 5*)



OCTA RESTRUCTURING

Michael Ludwig

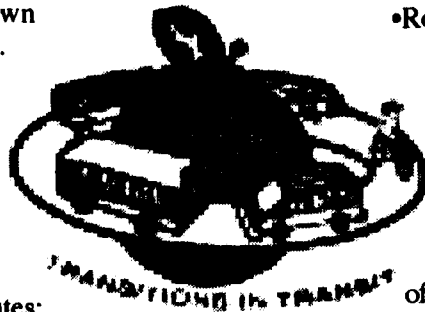
Over the last several months, the Orange County Transportation Authority has been studying the whole bus system in order to operate it more efficiently (and to save money). OCTA came up with a set of proposals, then modified them based on public input from community meetings. The revised changes will now go through one last public hearing before being approved by the OCTA board on June 26. (see Calendar, page 7).

The more significant changes are as follows:

- Several routes will be cancelled: #78 (Huntington Beach to Mission Viejo), #161 (Huntington Beach to Westminster), #309 (Rancho Santa Margarita to Irvine Spectrum), #328 (Fullerton train station to Cal State Fullerton), #333 (Brea to Orange), #352 (Anaheim train station to Downtown Anaheim), and #529 (Beach Blvd. limited stop service).
- Route 20 will be a new route to replace MTA #120 service between Imperial & Beach and Brea Mall.
- Route 22 (Brea-Tustin) will be split into two new community routes: #167 from Brea Mall to the Mall of Orange and #171 from the Mall of Orange to Larwin Square, and will be extended to Tustin Marketplace.
- Routes 51 and 205 will be combined into the new #205, which will run all day from Disneyland via Downtown Santa Ana to the Laguna Hills Transportation Center. This will also replace the northern portion of route 85, which will run between Laguna Hills Transportation Center and K-Mart Plaza only.
- Route 55 will only operate between the South Coast Plaza area and the Main Place area. New

community route 158 will replace the service between Main Place and Chapman & Hewes. Rancho Santiago College will be served by an extended route 54.

- Route 56 will end at Valley View & Chapman. The 56A trips will still run along part of Lampson and up Valley View to Cypress College. Peak hour 56A trips will be extended to Valley View & Artesia. Route 164 will be a new community route from Leisure World via the current #56 routing to Garden Grove & Edwards; it will then continue to Westminster Mall to connect with route 64 (see below).
- Route 61 will end at the John Wayne Airport. There will be no replacement service between the airport and Newport Transportation Center.



- Route 64 will end at Westminster Mall, with route 164 (see above) available for trips between there and Leisure World.
- Route 71 will end in the Irvine Business Park instead of continuing on to UC Irvine. Midday service will operate between the Mall of Orange and Larwin Square only.
- Route 75 will operate via Irvine Center Dr., Moulton Pkwy., and El Toro Rd. between Irvine Valley College and Laguna Hills Transportation Center. Route 177 will be a new community route replacing #75 service along Lake Forest Drive. Route 673 will replace #75 service to the El Toro Marine Corps Air Station.
- Route 76 will end at UC Irvine. New community route 175 will replace #76 service between UC Irvine and Irvine Valley College, continuing to Northwood. (cont'd on Page 5)

(Transit \$, from Page 3)

• delays in completion of the Red Line segment 3 extensions (North Hollywood, Mid-City and East L.A.) anywhere from 2-6 years; Pasadena Blue Line could be delayed for 7 years

• 150% increase in the cost of new bus or rail vehicles

• significant effects on other projects (Alameda Corridor, Advanced Technology Transit Bus)

As usual MTA was caught flat-footed by events and is hastily proposing to send a clutch of local politicians and business leaders to plead its case. Likely this is securing the barn long after the horses have bolted. The consequences for transit dependent populations could be devastating.

In related news: OCTA has committed funds for continued operation of Route 149 (Anaheim to Riverside) but only at 60% of funds provided in the current fiscal year. RTA and Omnitrans, operators of the Inland Empire Connector buses indicate they may reduce the number of trips for the route or even have it end at the Mall of Orange instead of the present terminus at Disneyland. Persons interested in commenting on the proposals should attend a June 20th hearing at RTA's headquarters (call the agency for time).

(OCTA, from page 4)

•Route 377 will end at the Laguna Hills Transportation Center

•Route 391 will be a new route between Portola Plaza and Saddleback College.

•New # 397, between K-Mart Plaza and El Camino & Christianitos, will replace 91A service and the southern portion of route 394.



LOW FLOOR IN LONG BEACH

The first full-size, low floor buses in Southern California are now operating in Long Beach Transit.

Instead of a complicated wheelchair lift, wheelchair users can be provided by a simple mechanical ramp. Other passengers who do not use wheelchairs, also appreciate the easier, faster boarding.

However, these low-floor buses have fewer seats than the regular buses, because the wheel wells invade the passenger compartment.

Just a single step is all it takes . . .

(D. Gabbard photo)





ROUTE-OF-THE-MONTH

A closer look at some useful services

After an absence of several years (1984-1993?), bus service is once again available to the San Bernardino Mountain communities of Lake Arrowhead and Big Bear. Mountain Area Regional Transit Authority (MARTA) provides service between San Bernardino and the mountains.

In San Bernardino, MARTA buses may be boarded at the Greyhound Station (6th/G St.) or at the Fourth Street Transit Mall at Stop "G" (near "D" St). Stops are also made on weekdays only along Waterman at 9th, Wabash, 21st and 40th Streets.

The buses are fully equipped for winter and mountain travel, featuring ski racks, automatic chainers and supplemental braking systems. Only the most severe snow/ice conditions have ever required service to be curtailed.

Additional transit service (both fixed route and dial-a-ride) is also available within the mountain communities. MARTA also operates between San Bernardino and Lytle Creek (north of Fontana)

FEATURED ROUTE:

Mountain Area Regional Transit Authority (MARTA) Off-The Mountain service.

WHERE DOES IT GO:

Big Bear, Fawnskin, Snow Valley, Arrowbear, Running Springs, Lake Arrowhead, Blue Jay, Crestline and San Bernardino (Greyhound, Transit Mall, Central City)

WHEN DOES IT RUN:

Four round trips on weekdays-6:20a to 7:55 p.m. Two round trips on Saturday-8:10a--7:15 p.m. No Sunday service.

WHAT IS THE FARE:

\$.75-\$2.25 for local trips in the mountains. An additional \$2.25 is charged for trips to/from San Bernardino. Senior/disabled discounts and transfers available.

MORE INFO: Call MARTA at 909-866-4424 or 909-388-1113



TRANSIT TRIVIA

Michael Ludwig

Last month's Transit Trivia question was:

"Name the three largest transit agencies in the Los Angeles Metropolitan Area, in terms of bus routes operated?"

- The answer is:
- (1) MTA, with 187 bus routes**
 - (2) LADOT, with 67 bus routes**
(Commuter Express., DASH and Community. Connection
 - (3) OCTA (46 bus routes)**

This month's Transit Trivia question :

Which transit agencies in the Los Angeles Metropolitan Area have any routes which do not connect with any other routes of that agency?

(The answer will be in next month's Transit Advocate, and announced at the June SO.CA.TA meeting!)