

# **TRANSIT UPDATES** *Have anything to report? Call 213 388 2364*

MTA has now placed information cubes along Vermont at line 354 stops. These are the same as the cubes placed some time ago along Van Nuys Blvd. in the San Fernando Valley. They include information on bus headways, service hours, routes and phone number to obtain further information.

Some substantial MTA bus route changes as of July 26:

- "Regional Stop Zone" limited stop service will operate along those portions of MTA #4/304, #20/320 and #60 that are served by municipal bus lines. See page 8 for details.
- Line 16 and 316 will operate only to the "Maple Lot", on Maple between 6th and 7th. Service east of that point is available on Montebello 40 or Line 18.
- The 522 will no longer provide direct service to Cal State Northridge on weekends due to low ridership. Align at Reseda and Prairie St.
- In addition to the "regional stop zone" mentioned before, line #320 and 322's limited service has been extended to Wilshire and Westwood. Limited stops are at Century Park East, Avenue of the Stars, Santa Monica/ Beverly Glen, Wilshire/Beverly Glen, and Westwood for the 322, and Beverly Glen and Westwood for the 320.
- Line 94 will decrease service north of Hubbard to Olive View Medical Center. Service operates every 32 minutes on weekdays (half of current service.) You can call the NE Valley Smart Shuttle at 1-888-804-8333 for demand-responsive service in the area. Also, the three roundtrips to Juvenile Hall have been deleted, with service provided via the Smart Shuttle there.
- Lines #270 and #275 will no longer serve Bright Ave. Southbound, between Hadley and Mar Vista Sts. They will instead go both north- and southbound on Comstock Ave., between Hadley and Mar Vista Sts. The change came about at the request of the city of Whittier for two-way service on Comstock, en route to what will be the city's new transit depot.
- Line 270 has also deleted service south of the Norwalk Green Line Station. Norwalk Line #2 and Long Beach Transit Line #172/173 provide service along Studebaker. New night service has been added between Rio Hondo College and El Monte Station along Peck.
- \* Line #200 will terminate at Montana and Logan in Echo Park. (As denoted in Central/Northeast Restructuring.) DASH Pico Union/Echo Park will operate in this area (and accepts MTA passes too!) Between 10 am and 1 pm, service will operate as before, up Echo Park to Donaldson and back again for the layover at Montana and Logan.
- Line #215 will not operate east of the Redondo Beach Pier. Torrance 3 operates service east of the Redondo Beach Pier (on Torrance Bl., not Carson St.)
- \* Line 483 and 485 have decreased service. Service will operate every hour on the branches middays and weekends, and every half hour on the trunk on Fremont and the El Monte Busway.
- \* Line 484 will not operate east of Cal Poly Pomona after 10 pm. Alternate night service is available weekdays and Saturday only on Foothill Line 482. No alternate night service will be operated on Holt Ave. on Sunday.
- Omnitrans passes are no longer being taken by MTA line 497 at its Montclair starting point for local fare. (to page 10)

# BULLETIN BOARD

Our thanks to all the members who contributed to the mid-year assessment. The money will be used to expand our outreach.

New member Robert Perez writes: "Dear Transit Advocate, Thank you for giving me an opportunity to "sound off". I would like to contribute my ideas to the improvement of the Red Line Project. I think the time has come to bring the Red Line Project up from underground, especially now that the route is heading out of Los Angeles City proper and heading into suburbia, i.e. San Fernando Valley and San Gabriel Valley (once it makes it out of Boyle Heights/East L.A.). I think that one of the main problems with the project, MTA mismanagement aside, is that it has been hidden from view for too long. What better way to promote the coming of a new, sleek, modern mass transit system to the entire county of L.A. than to see these gleaming heavy rail vehicles zip right pass motorists on the freeway median. This would not only help to promote L.A. County's new mass transit system by exposing it to the general public but it would show exactly where our sales taxes are going to. This brings me to my second point. I think the possibility should be studied of extending the Red Line project down the 60 Freeway or converting the El Monte Busway into a heavy rail/Red Line extension, that unlike Metrolink would run throughout the entire day and evening. Remember that the El Monte Busway was designed to eventually be converted or accomodate rail transit. The line would also serve the Boyle Heights/East L.A. area as well as giving it a head start into the San Gabriel Valley. This might sound far fetched, but it's my opinion and I thank you for allowing me to express it."

Hopefully we will shortly have a date for a tour of the Hollywood Red Line tunnels, possibly a Saturday in late August or early September. Members who are interested in participating can leave a message on our voice mail: (213) 388-2364 ext.2 Please note: while not as strenuous as the North Hollywood tour those with health conditions may wish to consider carefully their participation.

Mayor Pro-Tem Pamela O'Connor has confirmed her participation in our Oct. 3 Forum on the Future of Public Transportation in Southern California (barring conflicts). We are actively pursuing Zev Yaroslavsky for the event before seeking other participants.

Mark your calendar: our annual holiday banquet is scheduled for Saturday Dec. 12 at 5 p.m. in Long Beach at the Colonial Buffet. Details on price, etc. to follow.

President Gabbard was quoted in the July 20th Daily News on the excessive limits on public comment at MTA Board meetings imposed by Mayor Riordan, Chairman of the Board. "Riordan tells MTA board gadflies. "Riordan tells MTA board gadflies to make it fast" had our President as the pull quote: "If the Mayor thinks 60 seconds is enough time, why doesn't he impose that [limit] on himself or on the board members who ramble on for five minutes?" The President was also quoted in the New Times-LA profile of MTA critic John Walsh in its July 23 issue.  
*(continued on Page 5)*

"Subregional Governance of MTA Bus Services" is the title of a June 19 study evaluating issues involved in creating zones or turning lines over to the munis. Julian Burke commissioned the report from three heavy hitter outside consulting firms (Booz-Allen/Hamilton [technical], KMPG Peat Marwick [financial] and Riordan/McKinzie [legal]) who undertook extensive research and interviewed key local stakeholders. While an impressive effort one thing undermines credibility - more than once the report mistakenly states that Foothill accepts MTA passes as base fare.

If MTA was serious about devolution, it would be having its lobbyists in Sacramento advocating for restructuring the agency along the decentralized lines of MTDB in San Diego County. And that isn't happening.

Instead, according to California Corridors, the L.A. legislative delegation is horsetrading over a possible MTA board reform plan involving appointees to be placed in A.B. 1141. Michael Dickerson at the MTA Citizen Advisory Council (CAC) July 22 meeting I think dead on described the purpose of this proposal: to keep the politicians' names out of the LA Times while allowing them to continue controlling the board via surrogates. Less accountability - does that sound like a good thing?

Is Rick Orlov of the Daily News correct that Supervisor Antonovich may start an initiative on Palmdale and LAX expansion to punish Mayor Riordan if the latter persists in touting the appointees board reform proposal? Antonovich evidently sees his seat on the MTA Board as a bully pulpit to push his rail on the Ventura Freeway.

Hey, at least Sacramento is having not one but two audits undertaken of MTA - of its finances and the conversion of alcohol fuel buses to clean diesel. Just what we need, more audits!

I had to keep from laughing when Claudette Moore, MTA's Government Affairs manager, claimed at the aforementioned CAC meeting that elimination of board alternates has improved governance. How? Board items often rollover to the following month due to a lack of quorum when the meetings last more than a few hours. And the present board continues to exhibit no inclination to educate themselves about the organization they direct.

Busways are again the mania in the SF Valley and eastside. But how serious is any of this? It is considered a consolation prize for suspended subway projects. Which quietly all the key players are hoping won't stay suspended. So who actual supports busways on their own merits?

<http://home.earthlink.net/~lilith/mta.html> is the site of an MTA employee who posts gossip on a regular basis. I don't claim whether it is accurate or fair, just passing along the address for those who are interested. Another flavorful tidbit is a Leonard Shapiro column on seamy dealings at MTA:  
<http://www.labridge.com/change-links/MTA.html>

Gloria Ohland of the Surface Transportation Policy Project has an illuminating op-ed piece in the July 22 LA Times, "What's Missing in the 'Rail vs. Bus Debate'". It is my hope that this a sign that the narrow band of opinions that have dominated discussion of these issues for so long is finally widening.

Too bad the LA Times own editorial on July 26 on bus issues was so dunderheaded. It actually attacked the diesel conversion, siding with the folks from the Coalition for Clean Air whose advocacy of Methanol/Ethanol precipitated the situation. Incredible!

The July 13 LA Business Journal included a brief evaluation of commuting in Los Angeles ("Easy Riding"). Did you know the average L.A.

commute is actually shorter than in such cities as Atlanta and St. Louis? The same issue had an excellent overview of the air pollution problem in the basin ("Persistent Pollution").

West Hollywood is undertaking an extensive outreach process as it undertakes improvements to Santa Monica Blvd., the main street in the city. This includes improvements benefiting transit (such as concrete pads).  
<http://www.ci.westhollywood.ca.us/cddweb/smb.htm>

An interesting piece on performance standards and transportation agencies is on the SCAG web site:  
<http://www.scag.ca.gov/pub/outside/metro.htm>

S.B. 432 was signed by Governor Wilson June 19. It prevents the re-introduction of ridesharing for employers with less than 250 employees despite the failure of voluntary ridesharing to fulfill the goals of previous legislation. The bill also ended AQMD's contribution to funding voluntary ridesharing programs. So business lobbies are happy- but what about the pollution problem? Can that also be legislated out of existence?

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*(Bulletin Board, from Page 3)*

Members who have letters to the editor published recently include: Kymberleigh Richards (in the Daily News), Director Chris Ledermuller (in both the LA Times and Daily News), and Michael Higby (in the Daily News). As always we commend members who participate in the public discussion of transit issues.

The University of North Carolina at Charlotte includes an institute devoted to Interdisciplinary Transportation Studies (<http://www.coe.uncc.edu/~dthartge>). One of their key publication series analyzes the performance of the largest transit systems in the country using data gathered by the Federal Transit Administration. Statistics from 1990 to 1995 are documented with projections based on trends to 2001. For further information you can contact the institute at: UNC-Charlotte, Transportation Studies, Cameron Center, Room 276, Charlotte NC 28223 or (704) 547-4305 [voice], or (704) 547-3442 [fax] or UNC-Charlotte, Transportation Studies, Cameron Center, Room 276, Charlotte NC 28223 or (704) 547-4305 [voice], or (704) 547-3442 [fax] or [cgmcgill@email.uncc.edu](mailto:cgmcgill@email.uncc.edu). *(continued on Page 11)*

<http://members.aol.com/tvs4cj/hotlink.html> has the perspective of ETC's on this.

I received an interesting publication from the San Diego Association of Governments - "Transnet 1988-1998, Ten Years of Transportation Progress in the San Diego Region". It outlines how the local transportation sales tax has been used on projects relating to highway, buses, bicycles and rail. And looking it over I again wondered why MTA hasn't done similar outreach about Propositions A & C. You can get a copy of the publication from SANDAG: 401 B Street, Suite 800, San Diego, CA 92101-4231; (619) 595-5300 [voice]; (619) 595-5305 [fax]; [sandag@sandag.cog.ca.us](mailto:sandag@sandag.cog.ca.us).

Question: If CNG fuel is so wonderful (as promoted by the Coalition for Clean Air) why is Foothill Transit evaluating whether it should instead use clean diesel in its FY 2000 bus purchase?

Latest sighting of advocacy for statewide high speed rail proposal: an op-ed in the July 23 San Mateo County Times by Earnest Bates, a member of the HSR Authority board.

# SCAG RESTRUCTURING PLAN

Hank Fung

As requested, here is the list of "candidate lines for restructuring" (SCAG).

Two criteria were used to determine efficiency of transit service. These were the 1% rule (less than 1% of average daily boardings), and the cost rule (cost per passenger/cost per service hour).

Based on the 1% rule, LACMTA buses with less than 10,000 average daily (not weekday) boardings (ADB) would be cut, and a similar amount would be taken from other providers as well. (Note that only the primary agency per county, i.e. LACMTA, Omnitrans, SCAT, RTA, and OCTA were included, not smaller local providers.)

Based on the 1% rule, LACMTA would have 59 lines cut, at a savings of 4,136 daily service hours. OCTA would have 20 removed, at a savings of 643 hours, Omnitrans would have 8 lines removed, at 114 service hours, and RTA would have 10 lines cut, at a savings of 183 hours. (Obviously, even if SCAG had the idea to do this, these lines would not be physically cut, leaving the people unserved. Rather, they would be served with "smart shuttles".) To be fair, most of these lines also have the least service hours. Most of the MTA lines under 2,000 ADB are under contract, BDOF, or are being considered to go to BDOF anyway.

Chart #1 shows the lines with less than 10,000 ADB (under 1%), and for comparison, the top 20% lines are displayed in Chart #2. (as of August 12, 1997) Although the information is dated (see Metro Blue ridership) and based on both weekday and weekend ridership, it does provide some insight into rider patterns.

MTA's average fare revenue is 59 cents. Mean cost per hour is \$90. The following lines with a cost above \$81/hr are also candidates for restructuring (without including rail feeders or express lines): #316, 56, 119. (all with a cost/hour between \$81.1 and \$83.2)

The OCTA lines that would be restructured (1%=1450 ADB) under the 1% rule are in Chart #3. OCTA lines that would be restructured under the Cost Rule include: #76, 99, 67, 177, 175, 20, 164, 673 and 373.

(OCTA's calculations were based on their mean cost per hour of \$73. Cost=Mean cost per hour\*daily revenue hours. Revenue hours=annual revenue hours/days of service per line. Cost per passenger=cost per line/daily boarding.)

Other OCTA routes could be restructured based on the subsidy cost rule. OCTA's mean fare is 61 cents. The mean cost per hour is \$61. These are the lines that exceed subsidy of \$58.02 per hour. (excluding rail feeders and express lines): 20, 67, 99, 162, 164, 175, 177, 373 and 673 (with subsidy per hour ranging from \$59.82 to 67.29)

Chart 4 shows the Omnitrans lines that carry fewer than 1% of the total ridership (1%=369) No lines are above the Omnitrans subsidy standard of \$45.51. (The highest is line 31 at \$44.08, lowest line 14 at \$30.79)

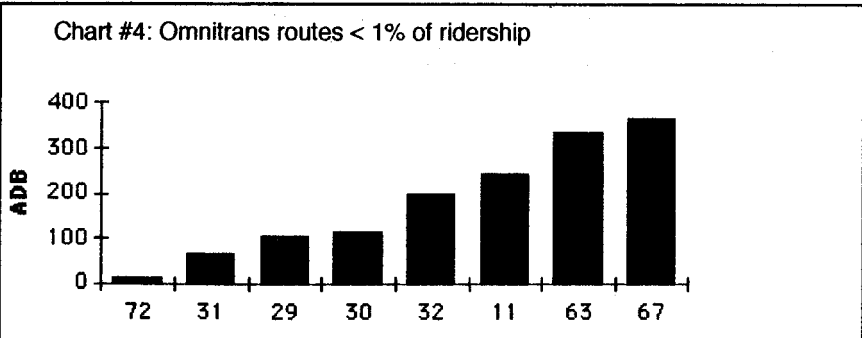
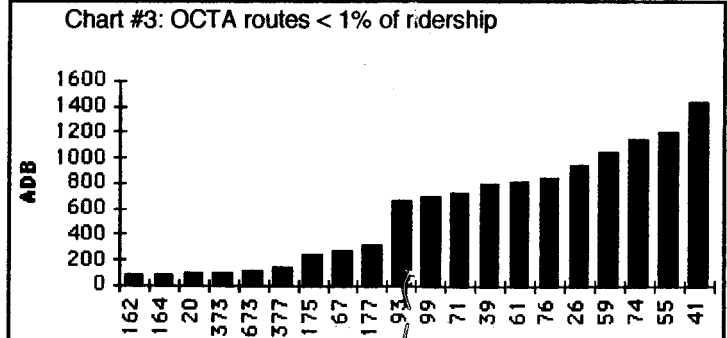
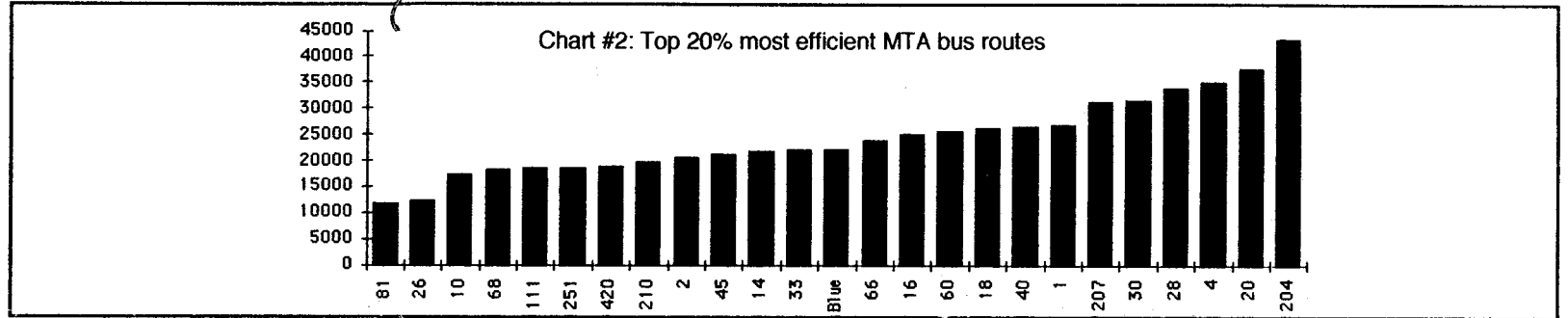
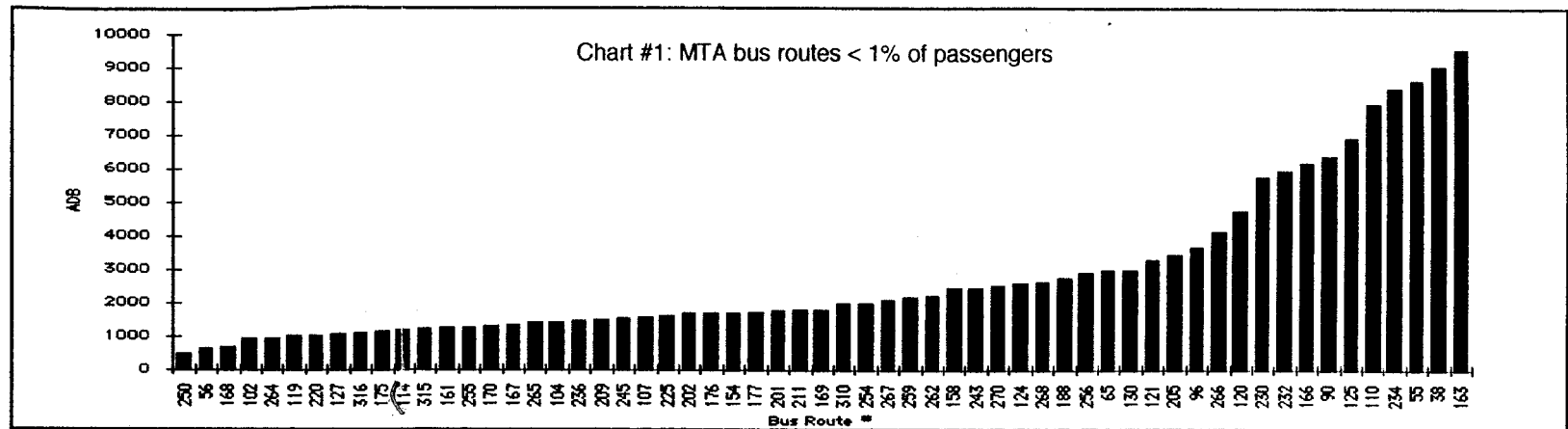
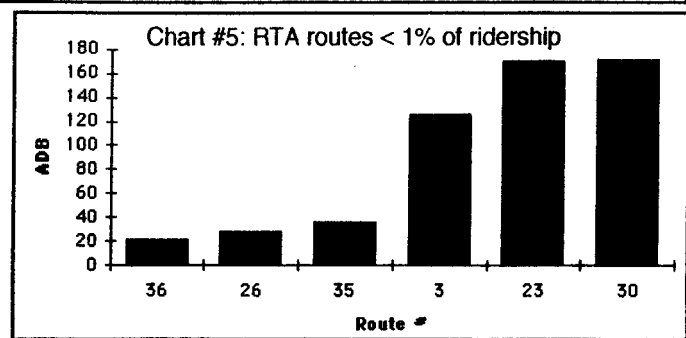


Chart 5 shows the RTA lines that carry fewer than 1% of the total ridership (1%=198) No lines are above RTA's subsidy standard of \$64.39. (The highest is for line 36 at \$58.27. Lowest is line 2 at \$39.93. Line 100 apparently is profitable for the agency, with a "subsidy" of -\$40.56! (Remember that these figures are based on mean revenues and costs. Line 100 costs more to ride, so I would expect that the profits are even higher.)



None of SCAT's routes carry fewer than 1% of the systemwide ADB. (1%=104). However, certain SCAT routes are eligible for restructuring based on the subsidy cost rule: #1, 2, 4, 7, 8, 12, 15, 16 and 18. (Mean fare revenue is 54 cents. Mean cost per hour is \$54.30. All lines use 38 service hours, therefore Line cost for all lines is \$2054.)

## **REGIONAL STOP ZONE** *Armando Avalos*

Remember 6 months ago when the extended the Limited stop zone on the MTA #333, and took out some local stops on the #33 and #333? Well, they're at it again! Only this time, it's the #4 and 304.

As of Sunday, July 26, 1998, the limited stop zone on the 304 was extended from Wilshire Bl. to Sepulveda Bl., with stops at Century Park E., Ave. of the Stars, Century Park W., Beverly Glen Bl., Overland Ave., Westwood Bl., and Sepulveda Bl. Here's the catch: In order to speed up travel times, some local stops will be removed on BOTH Lines 4 and 304, a la 33/333. The area with fewer 4/304 stops will constitute a new "regional stop zone."

The remaining stops in the "regional stop zone" will be:

Sawtelle Bl.; Federal Ave.; Barrington Ave.; Westgate Bl.; Bundy Dr.; Centinela Ave.; Yale St.; 26th. St.; 20th. St.; 14th. St. and Lincoln Ave.

Between 11:45 PM and 5:30 AM, the 4 will stop at all stops in the "regional zone," as well as all stops served solely by Santa Monica Line 1 that the 4 doesn't serve (upon request). However, keep in mind the following: On weekdays, the very first eastbound Santa Monica Line 1 will leave 4th. and Santa Monica at 5:32 AM and westbound from Sawtelle and SM at 6:05 AM, Saturdays at 5:47 AM and 6:19 AM (same direction, same streets as mentioned before), and Sundays 6:13 AM and 6:55 AM (same direction, same streets as mentioned before). All this means that there will be times where there will be no service to the stops served only by SM bus, since SM bus starts after the 4/304 goes back to serving only the stops in the new zone. It may not be much of a problem in weekdays, but on weekends, especially Sunday, the hole in service may be up to 30 minutes, but that may only be 1 or 2 trips on either 4 or 304, before the SM 1 begins service.

The new "regional stop zone" for the 20/320 will

be between Sawtelle Bl. and Lincoln Bl. The stops will be at:

Sawtelle Bl.; VA Hospital; Federal Ave./ San Vicente Bl.; Barrington Ave.; Westgate Bl.; Bundy Dr.; Berkeley St.; 26th. St.; 20th. St.; 14th. St.; and Lincoln Bl.

"Regional stop" service on this line is from 6:30 AM to 10:45 PM. At other times, MTA buses will be allowed to make stop on all stops along the route, be it served by MTA or SMMBL Line 2. On Sunday mornings, there is an 1 1/2 hour service gap between the start of regional service and the start of local service on SM 2. The first SM 2 eastbound bus leaves 4th. and Santa Monica at 7:13 AM. and arrives at the VA Hospital at 7:30 AM. Westbound, the bus leaves the VA Hospital at 7:37 AM, and arrives at 4th and Santa Monica at 7:54 AM, then continues onto Venice Bl.

A "regional stop zone" will also apply to Line #60, operating along Long Beach Blvd Between Long Beach Bl. / Artesia Bl. and LB Blvd/Anaheim St., there will be a "regional stop zone," like the 4/304, and 33/333. The stops in the "regional stop zone" are:

Artesia Bl.; Barclay (St.); Market St.; Del Amo Bl.; San Antonio Dr.; Bixby St.; Long Beach Memorial Hospital; Wardlow St; Willow St.; Hill St. ;Pacific Coast Hwy. and Anaheim St.

Only these stops in the zone will be served from 5:00 AM until 12:00 PM. From Midnight to 5:00 AM, Line 60 busses will be permitted to stop at all stops, including those served by Long Beach Line 5 only.

The gap between the start of the first runs of Long Beach 5 and the start of "regional stop" service is not as bad as with the 4/304, only about 15 minutes. On Saturday, the first Long Beach 5 southbound leaves Artesia Blue Line Station at 5:36 AM. On Sunday, it leaves Artesia Station at 5:56 AM.

The problem with the "regional stop zones" is that MTA passholders will wind up paying extra when, once upon a time, they didn't have to. They've alleviated the problem somewhat by issuing free line continuation transfers on affected lines where duplicate muni service runs. But what happens when you're at a muni stop, and you only have an MTA pass, and the street has an MTA and a muni bus running on it? You either walk a bit to an MTA regional bus stop and miss your MTA bus, or wait at the stop and pay cash on the muni. You may even have to pay extra (I'm still talking about passholders here) for an interagency transfer to transfer from a muni to an MTA bus, which is supposed to travel faster along the route (I don't know yet if the munis will offer free transfers to MTA busses in the regional stop segment). Some of the convenience is lost there.

This regional stop business sounds like a good idea, in theory. Truth is, a) we're not ready for this, and b) if you compare the trip times on the new schedules to the old ones, the new ones haven't changed a bit.

We're not ready for this because we need a county-wide pass which will be accepted by all munis in LA County. If there was ever a need for a county-wide pass, now's the time. Santa Monica doesn't accept MTA passes (they don't have a pass system at all). Long Beach accepts LB/MTA joint passes, but you have to pay through the nose to get one. I don't have the price list for these passes with me. Culver CityBus also doesn't accept MTA passes. Things get worse...

I was comparing some trips on some of the MTA lines that have regional segments. I've found that the times on the new 4/304 and the 20 series schedules (effective 7/26/98) have not changed from the ones issued on 6/28) Check the schedules (if you ever find them) and you'll see.

(A note from President Dana Gabbard: Tamara Hunt at the Westside Weekly, a special section of the LA Times, is interested in doing a story on the impact of regional stops in that area. This may shake MTA into reconsidering the concept. If you live on the westside and would like to talk with her about how it has affected you call (310) 314-1289.)

## LINE CONTINUATION TRANSFERS

Because of the recent stop changes, MTA put out these leaflets explaining at which location where one can obtain Line Continuation Transfers to transfer between MTA buses in the "regional stop zone" and the munis that overlap with them. Here's the line number with the location (as it appears in the leaflet).

- Line 4/304 - On Santa Monica Bl. between Sepulveda Bl. and Lincoln Bl. to connect with Santa Monica Line 1
- Line 16/316 - on 6th. St. between Hope St. and Grand Ave., at Spring St., and Main St. to Board Montebello Line 40 (I honestly don't know why they mentioned Spring and Main. The 16/316 doesn't even stop at Spring, it does stop at Main, but at 6th. St. it is nowhere near 3rd. St., where Montebello runs.)
- Line 20/320 - On Wilshire Bl. between Veteran Ave. and Lincoln Bl., to connect with Santa Monica Line 2 (and Line 3 maybe at Wilshire and Veteran)
- Line 33/333 - On Main St. between Brooks Ave. and Pico Bl. to board Santa Monica Line 2
- Line 60 - On Long Beach Bl., between Artesia Bl. and Anaheim St. to board Long Beach Line 5
- Line 94 - At Olive View Hospital to connect with Northeast Valley Smart Shuttle for selected trips to Sylmar Juvenile Hall.
- Line 215 - At Torrance Bl. and Broadway to connect with Torrance Line 3 or 7
- Line 270 - At Norwalk Green Line Station to board Long Beach 172/173
- Line 484 - At Cal Poly Pomona to board Foothill Transit 480 (for service after 10 PM)

Cherish this list!

(from pg. 2) The contract between Omnitrans and MTA for operation of the line expired. No word if a renewal of the contract is being considered.

On August 9, Routes 66 and 362 will be switching routes mainly due to rider complaints. The 66 will now run like the 66 (instead of on Olympic like the 67) on 8th St. The 362 will now run along Olympic instead of 8th.

LADOT#142 (San Pedro-Long Beach via Terminal Island Bridge) ceased serving the main gate of the (former) Naval Station. It began serving a new stop opposite the U.S. Customs House on Terminal Island on the west side of Ferry St. across Feldridge from 5:20 a.m. until 6:20 p.m. This new loop will allow a connection there with route #143 which serves the Federal Prison and Fish Harbor. Also, there are plans to eliminate the Gate 5 stop at the (closed) Long Beach Naval Shipyard

LADOT #143 (Terminal Island Community Connection) has reduced service by eliminating the final morning and last 2 evening runs. The Main Gate stop at the (former) Naval Station has been eliminated. 143 and 142 now connect on the west side of Ferry St. opposite Eldridge St. and the U.S Customs House.

Torrance Transit #6 (Torrance-Artesia Transit Center via 190th St.) now serves the Artesia Transit Center. (As a reminder, Torrance Transit now accepts MTA tokens as base fare, with transfer included, if requested.)

It doesn't seem that OCTA has much changed on the new Bus Book. Line #391 doesn't come back this summer. The changes are mainly moving 65 minute service to 60 minute service weekends on a few lines (forgot which), and time changes of 15 minutes or less on various lines, and a few extended/shortlined last trips.

Also, there are route changes for the #47 (via Orangethorpe, East, and La Palma in the vicinity

of the 91 freeway, and via Cerritos, Lewis, and Katella near the 5), and for the 205 (instead of operating on the Santa Ana Fwy, routes via Main, Chapman, Haster, Orangewood, West, Ball, Harbor, Katella, Clementine, Manchester, and Harbor.

There is also a new rail feeder service from Anaheim Canyon Metrolink to surrounding workplaces. These are lines #410 and 411, formerly run by Anaheim Canyon Express,

Omnitrans changes, effective July 6, 1998:

\* Omnitrans will operate Saturday service on Veteran's Day, Day after Thanksgiving, Christmas Eve, and President's Day

\* Line #69 ups its service to between 7:30 and 5:30 during the day.

\* Line #11 doubles its service to every 45 minutes weekdays and Saturday, and has new Sunday service operating every 90 minutes.

\* Line #72 will only operate 6 trips during the entire day, in the clockwise direction only (counter-clockwise service has been dropped).

\* Lines #60, 61, and 71 will no longer serve Ontario Airport, leaving 110 as the sole survivor. (Instead, Line 71 will use Airport Dr. westbound, and Holt, Guasti, Turner, Guasti, and Haven eastward. Line 61 will use Vineayrd, Airport, Archibald, 4th, Haven, and Inland Empire eastbound, and 4th, Archibald, Guasti, Holt, and Vineyard west-bound. #60 will veer north on Vineyard from Holt.)

\* Also, Line #60 will operate Sundays, providing 30 minute service along Holt every day.

\* A new transit center will be provided at Arrowhead Regional Medical Center (formerly labeled as New County Medical Center), providing a layover and timed transfer point for Lines #1, 19, and 22



\* The new map shows the VA Hospital unserved (it formerly stopped at the front door). Line 2 will loop east on Barton, north on Benton, and with on Prospect, while 8/9 and 19 will route direct on Barton.

\* Line 19 does not directly serve Loma Linda Medical Center anymore, instead using a more direct route via Barton, University, and Campus.  
\* Lines 21 and 67 are now interlined, and there are changes in time of up to 30 minutes for both routes. (21's last northbound weekday trip has also been deleted.)

\* Line 14 has increased night service to every 30 minutes weekday evenings.

• Line #22 operates every 20 minutes during the day (instead of 15 peak/30 midday).

• Various other minor time changes on lines not mentioned

• Route #32 will operate every 45 minutes instead of every 30

• Routes #30/31 no longer have Sunday service  
"Conejo Connection" is a new express bus service that will provide a rush-hour connection from Ventura County to Warner Center. Buses will stop in Oxnard, Camarillo, Thousand Oaks and Westlake Village. This service starts August 10.

Changes to other Ventura County service (starting Aug 8) includes new Saturday service on VISTA 101 between Thousand Oaks and Ventura (the Ventura Pier will be served), as well as minor changes on the VISTA East County and 126 routes. For more information on VISTA and the Conejo Connection: 1-800-438-1112

Metrolink will be providing service to the Ventura County Fair, Aug 8,9,15 and 16. Service will be provided from Chatsworth, Simi Valley, Moorpark, Camarillo and Oxnard. For more information:1-800-371-LINK.

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(from pg. 5) The Southern California Association of Governments' adopted 1998 Regional Transportation Plan, Community21 is now on the internet:  
<http://www.scag.ca.gov/rtp/final/index.htm>

State statutes relating to transportation planning and programming can be seen at  
<http://www.dot.ca.gov/hq/TransPrg/reports/statutes.pdf>

The July issue of the trade journal Builder is devoted to Sprawl. See what the sprawl lobby has to say in response to the rising anti-sprawl movement: <http://www.builderonline.com>.

Saturday August 22 the Pacific Bus Museum (<http://www.sanfrantours.com/PBM.HTML>) will have an excursion in San Diego on a classic new look bus. Start time is noon and the excursion is expected to last about 4 hours. Cost is \$20 for PBM members, \$25 for non-members. Check or money order payable to "Pacific Bus Museum" must be received by August 15 to reserve your seat. Send to: P.O. Box 91, San Anselmo CA 94979 (please include your name, address and phone number). For further information call (415) 661-4408

As always, *The Transit Advocate* needs articles, letters, Transit Tips, photographs and research (newspaper clippings, etc.) 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)).