

On September 9, **Metrolink** will add service to the Orange County and Inland Empire-Orange County lines. Five round trips will now operate between Los Angeles and Irvine (three of which will continue on to Oceanside), while three peak hour round trips, and one off-peak round trip, will operate between Irvine and San Bernardino.

MTA Wilshire Blvd. bus service will be modified as of September 15:

- Weekday and Saturday service on local lines #20, 21 and 22 will operate to Downtown Los Angeles. (After 7:45 pm, connections between the local lines and the Metro Red Line will be coordinated)
- Limited-stop lines #320 and #322 will terminate at the Wilshire/Western Red Line station

An explosion involving one of MTA's new Natural Gas buses has resulted in all of MTA's NG buses being removed from service, and replaced with older buses. About 10-15 buses have also been borrowed from Orange County Transportation Authority. The proposed service expansion in South Central LA, as well as any further lines turned over to contract operators, has been delayed.

A new **LADOT DASH** line has been running in Watts since April, providing service to the Metro Green Line. The original Watts DASH, serving 103rd St. and the 103rd St and Imperial Blue Line stations, still operates.

Long Beach Transit has cancelled its Long Beach Limited service between Golden West Transit Center (Westminster), and the Long Beach Shipyards, because of low ridership.

Santa Monica Municipal Bus Lines has extended its #3 (UCLA-Santa Monica-LAX) to

the Aviation Green Line station during weekday hours. Additionally, all night trips on #3 will serve LAX (and not turn back at Marina Del Rey).

SMMBL has also realigned its #8 along San Vicente/Carlyle. Line #8 leaving Santa Monica will operate in a one-way loop via San Vicente, 26th, and Carlyle.

Culver City has extended its #3 route into Century City via Pico, Beverly Glen, and Olympic, terminating near the Century City Shopping Center. Weekday #3 service has also been extended to Centinela/Mesmer, just south of the Fox Hills Mall, and all #3 service, weekday and weekend, routes through Corporate Pointe.

Santa Clarita Transit will start Sunday service on October 6. Sunday service will operate on lines #10, 20, 30, 35, 40 and 50, using the Saturday schedules. (Service will also operate on Memorial, Independence and Labor Days).

New fixed route service has replaced Paramount's general public dial-a-ride (which still operates for seniors and disabled). Service operates on weekdays, every 35 minutes between 7 a.m. and 6 p.m.

Orange County Transportation Agency bus service changes (eff. Sept. 8) are relatively minor: trip adjustments on #1, 85 and 382 and deletion of a few unproductive runs on #33, 35, 39, 164, 205, 377 and #382. #391 in Mission Viejo will be suspended for the winter, and shortlines on #39, #55 and #57 will be extended in order to improve transfer connections.

BULLETIN BOARD

Co-Founder Steven Crosmer, who now lives in Florida, will be visiting our October 12th meeting. He may give a short talk on transit issues. Also, Stephanie Griffin of Santa Monica Municipal Bus Lines will make a presentation at our October 12th meeting about their restructuring proposals. A question and answer session will provide an opportunity for input. Other future events include tours of MTA and Metrolink facilities and an excursion to San Bernardino County to try out Omnitrans' new day pass.

Jose Garcia, an MTA transit police officer, was shot and killed while off duty. Donations to a trust fund set up for his family can be sent to: Sgt. Jose Garcia Fund, c/o Transit Police Dept., 1 Gateway Plaza, Los Angeles CA 90053.

Member Chris Flescher is moving from Riverside to San Diego to enter SDSU. We appreciated his sending transit related clippings from various newspapers, helping us to keep aware of current events. His letters and comments have appeared in the Los Angeles Times, Hollywood Independent and Riverside Press-Enterprise. Our best wishes for success in his future endeavors.

The Metrolink Beach Train (Rialto-San Clemente) is so successful (almost every train sold out) there is talk next year of running it bi-weekly. Another one will run on Oct. 19-call 909-715-3440.

MTA's Citizen Advisory Council is attempting to organize a forum on CNG buses (one of which recently experienced an explosion while refueling.) The tentative date for it is Sept. 17th, 6 to 9 p.m. at the Gateway Building near Union Station in downtown Los Angeles. To confirm date and time call (213) 922-2226.

Our new committee on land use and transit planning, chaired by Phil Capo, is undertaking an evaluation of transit service in Los Angeles county. Of special interest is the Westside, due to be the object of the next restructuring plan. Our evaluation could provide a means of offering suggestions for service improvement based on our expertise and experience.

Director-at-Large Robert Richmond proposes the following modification to the latter portion of Article 2, Purposes, of our by-laws: "to monitor provision of existing transit services throughout the five-county Los Angeles metropolitan region, in conjunction with recognizing and consistently advocating the plausibly correct planning, design and development of the County-wide network of modern rail Rapid Transit lines legally signified, in general, by the Nov. 14, 1980 voter-approved measure, Proposition "A"/County Ordinance #16."

From member Mark Panitz: "This is for my girlfriend (Kecia) who has a knee problem. It seems whenever Kecia take a bus (she in wearing a visible knee brace, as soon as she board the bus, before Kecia can sit down the drivers zoom (they don't wait for the passengers to take a seat) She has even asked drivers to wait until she has taken a seat and they STILL don't do it. What can we do about this SAFETY Problem, I don't think the agencies involved would like to get sued! Kecia has had this problem on MTA, Culver City and Santa Monica bus lines."

From member John Ulloth: "...[T]he California Plaza's Water Court (outdoor space) is available ...I was thinking [of it] for the monthly meeting for three good reasons: it's the destination at the top of the Angels Flight, making it transit related. . .and it's very comfortable... the many fountains and water features keep it cool... And, we could use the outreach; what if we had a banner/sign: "Southern California Transit Advocates Meet Here--Public Welcome!". We might make some very worthwhile friends."

OMNITRANS RESTRUCTURING *Charles Hobbs*

In July 1996, Omnitrans held several public hearings on ways to restructure its bus service. On September 4, the Omnitrans Board of Directors approved the "no-growth" plan described in this article, as well as a short-range transit plan calling for no service expansions through 2001. (These service changes would go into effect January 1997).

This plan involves considerable restructuring of almost every line in the Omnitrans system. In addition, certain line numbers are to be reassigned to totally new routes. This article will attempt to describe the changes in terms of existing line numbers and routes.

In general Omnitrans bus service will be provided on more of a "grid" system, with several lines being rerouted so as to have fewer twists and turns. 15-minute weekday headways will also be provided on several routes in and

around San Bernardino. Most other routes will run every 30-minutes; a few will run every 60 minutes. However, certain areas (Verdemont, parts of North Fontana, Colton, Rancho Cucamonga and Chino Hills) will either lose all service or have only peak-hour (weekday morning and afternoon) service.

North of Downtown San Bernardino, Route #1 service will operate much as it does now, except service north of Gilbert will be replaced by a bidirectional loop (#1A and #1B) routed via Gilbert, Perris Hill, Pacific, Sterling, Lynwood, Golden, Highland, Valencia and 21st to Waterman. South of Downtown, #1 will route along Mt. Vernon (not La Cadena, most of which will be unserved), Valley and end at the new County Hospital near Meridian.

Route #2 will be totally realigned north of Downtown. It will originate at the Cal State San

PLAC REPORT #7 *Dana Gabbard, chair*

The bill to reform MTA's board was swamped in the legislature's end of session frenzy. But the formula freeze bill is on the Governor's desk awaiting his signature (and may be law by the time this appears).

A recent report on MTA by the General Accounting Office (the auditing and investigative arm of Congress) contained the following comment: "Depending on how long the Mid-City extension [of the Red Line is delayed] funding slated for other projects, such as the San Fernando extension ... could be used for Mid-City".

The August 28th MTA Citizens' Advisory Council meeting featured an informative presentation by staffer M.J. West on the status of the update of the Long Range Plan. The update will go through the year 2020 to conform to Southern California Association of Governments' report horizons.

The outlook for local funds is hopeful as the recovery increases sales tax revenue. The

state fund situation will be stable at best. Things are discouraging as regards federal funds, although the threat of eventual elimination of operating subsidies seems to have retreated. Bus capital projections have a shortfall due to anticipated federal reductions.

A more extensive public outreach campaign was outlined, something we have long advocated. Alternate Rail Technology is on hold until after the Plan Update is adopted. It is undecided whether ART costs should be included in the update (perhaps analyzing the viability of the proposed funding plan for the Los Angeles/ Burbank/Glendale corridor).

Included in a packet Ms. West distributed at the meeting was a 2 page chart which one CAC member quite rightly declared, "worth the price of admission alone". It breaks down MTA's funding by various sources and indicates where the money is being spent and what it legally could be shifted to fund.

Bernardino campus, operate via Kendall, "E", Hospitality, Anderson, and end at Loma Linda/VA Medical Center. New #2 replaces parts of current #5 and #37.

#3 will refer to a entirely different route, serving Arrowhead, Baseline, 9th to a shopping center at Boulder, where it will interline with new #4. #4 will connect Highland (replacing current #18) and San Bernardino primarily via Highland and Mt Vernon, with stops at SB Community Hospital and SB Metrolink.

#5 will continue to operate between CSUSB and Downtown, except via Del Rosa, Mountain and 40th (replacing portions of current #10 and #37) instead of Arrowhead, "D" and Sepulveda.

New #6 will also operate between Downtown and CSUSB, via "F", 9th, Medical Center, Highland, Macy, Kern and University Parkway. This new line is a "straightened-out" version of current #3.

New #7 operates north from Downtown to 46th St via Sierra Way, effectively replacing the portion of current #2 north of Downtown.

New #8 and #9 are replacements for the current #14 service between San Bernardino and Yucaipa. #8 will serve Mentone (via Mentone/Crafton) and ends at Yucaipa/4th, while #9 will operate via Citrus/Wabash and ends at Yucaipa/California.

New Line #10 will provide continuous service between San Bernardino and Fontana Metro-link, routed via Baseline (replacing part of current #26) and Citrus).

New #11 will operate every 90-minutes between Downtown and Muscoy, via parts of current #16 and #3.

Current #14 will be shortened to run between Fontana Metrolink and Downtown San Bernardino only (via 5th/Foothill); service to Yucaipa will be provided by new #8 and #9. New #15 will operate between Downtown San Bernardino and Fontana Metrolink, primarily along Merril, Rialto and Mill.

New #19 will run between Fontana Metrolink and Loma Linda/Redlands, primarily via San Bernardino, La Cadena, Mt. Vernon, Barton, Mountain View and Colton (replacing parts of current #1, 2 and 9)

#21 will keep its present route between Country Village and Palm Court (Slover/Sierra), but from there, will route via Sierra, Randall, Hemlock, Merrill, Juniper, Orange to Fontana Metrolink.

#22 will keep much of its present route (Riverside Dr. in Rialto) with minor changes at the terminal loops. No service will operate south of Valley.

New #29 will provide peak-hour only service primarily along Cedar Dr. in Rialto (which is now mostly unserved) Service will also be provided to Bloomington, Crestmore, Palm Court and Kaiser Hospital in Fontana.

Route #30 in Redlands will provide greater coverage in Redlands (a larger one-way loop) and will be interlinked with a new #31, serving South Redlands and the Community Hospital.

#32 was originally to be cancelled, but was restructured to run from Redlands to Highlands direct via Orange instead of Alabama.

Route #60 will operate via Holt from Indian Hill to the Ontario Airport, then north via Vineyard, Carmelian, Baseline, Archibald, 19th, Haven to Chaffey College (like current #61, but using Vineyard instead of Haven)

Route #61 will also operate along Holt, through the Airport and via Inland Empire Bl. (much as it does now) Beyond that point, however, it will take a new route via San Bernardino Av. to Fontana (Kaiser Hosp), replacing much of existing #27.

Route #62 will serve Euclid Ave (Upland/Ontario) and downtown Chino; it will no longer serve Mountain. New #63 will connect Ontario and Chino via Holt, Mountain, Chino, and Central. (see pg. 6)

(from pg. 5)

(replacing current #62 south of Holt) Interlined with #63 will be #64, which will operate between Ontario and Upland only (via Campus, 4th, Baker, 6th, Campus and loop via Foothill, Grove and San Bernardino)

#65 would run largely as it does now, although it would operate via Chino and Pipeline, south of Downtown Chino. (replacing a portion of current #72).

New #66 (named after the road it operates on-Historic Hwy. 66?) will assume most of the current #74 route on Foothill Blvd, between Montclair and Fontana Metrolink (no deviation into Heritage Village). New #67 operates like the existing #73 from Fontana Metrolink to Mulberry, then operates through Heritage Village via the current #74 route. It continues on Baseline to Milliken, Highland, Haven and Chaffey College. The portion of Arrow between Mulberry and Haven would be unserved.

New #68 will absorb existing #60 between Holt/ Indian Hill and Montclair Plaza, and run via the current route of #73 from Montclair to Haven Ave. From there, it will go north on Haven to Chaffey College. #70 will continue to operate on a slightly modified route between Creekside (Southeast Ontario) and Downtown Ontario. It will also serve Montclair via "D", Mountain, 5th and Monte Vista (somewhat

similar routing to existing #64 in that area).

#71 will operate from Montclair via Monte Vista, 7th, Mountain, "I", Euclid to Downtown Ontario, thence via Sultana, "G", and Vineyard to the Airport. Weekday service will be extended from the Airport via Airport Dr., Haven, Jurupa, I-15 and S-60, terminating at Country Village. Here, #71 would connect with Omni #21 and RTA #49; in fact, this service is envisioned as a partial replacement for Inland Empire #496.

#72 will continue to connect Chino and Chino Hills, but during peak hours only. #72 will be operated as a big two-way loop via Central, Chino Hills Pkwy, Pipeline, Eucalyptus, Peyton, Chino Hills Pkwy, Grand, Edison and Monte Vista.

Inland Empire Connection #100 will run much as it does now. Pending additional financial support from the Riverside Transit Agency, service levels may be increased to 30-minutes (from the current 60-minute headway).

#110 will run as it does now, except Sunday service will be added.

Timed Transfer centers will be established at: San Bernardino Transit Mall, Fontana Metrolink, South Fontana (Kaiser Hospital), Redlands Mall, Montclair Transcenter, Downtown Ontario and Chino Square Town Center.

TRANSIT TRIVIA *Charles Hobbs/Chris Ledermuller/Steve Crosmer*

Last month's Transit Trivia question was:

What is the only local non-limited, non-express MTA line which operates only during Rush Hour?

The answer: MTA #67 via Olympic Bl. in East L.A (but would certain Green Line shuttles in El Segundo--#625 qualify?).

This month's Transit Trivia question:

What agency provided the first rail transit service to a Southern California airport?

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