

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

Starting in April, MTA will operate additional late night service on the Red and Blue, and Green Lines to accommodate Staples Center and Music Center patrons. In general, trains will leave Pico station (both directions) at around 11:30 or later. Later connecting service on the Red and Green Lines, and on bus routes #30 and #81, will also be provided. The details of this new service is at http://www.mta.net/press/2000/01_January/mta017.htm

MTA Line #206 now serves Vermont/Sunset Station every day. In the northbound direction, it travels east via Hollywood Bl. to Prospect, S. on Hillhurst, W. on Sunset, N. on Vermont Ave. to the new terminal at Vermont north of Maubert, which is one block north of Sunset.

MTA #305 is back! This route reinstates the Watts-Crenshaw-West Los Angeles route discontinued in 1995, with a few slight modifications (it now primarily serves Crenshaw and San Vicente, rather than via La Cienega., and continues on to Sunset and Beverly. Also, service runs 30-minutes all day, including weekends (20-minute service during weekday peak hours). Service will be free until the end of February.

Community Connection routes #142 and #143 are testing bike racks for LADOT. Member Mark Panitz has also spotted some on route #438.

LADOT DASH Crenshaw has a new schedule dated Oct. 1, 1999. It is now separate from the Midtown DASH schedule. DASH Fairfax no longer goes inside Farmers' Market. Schedule dated 11/22/99.

DASH Leimert/Slauson has been rerouted on to 54th. St. between Arlington and Western in both directions. There is no service on Slauson between Arlington and Western. Also, the route serves Vermont Ave. between Vernon and King in both directions. There is no service on Denker between Vernon and King. There is also a new shared stop right next to Crenshaw Plaza midblock between Marlton and King. DASH Leimert/Slauson (both directions) and DASH Midtown serve this stop. Effective Nov. 1999

DASH Midtown has been rerouted onto Crenshaw Bl. via Jefferson Bl. There is no

service on Buckingham south of Jefferson. It also serves the shared stop at Crenshaw Plaza for times connection with DASH Leimert/Slauson. Effective Sep. 1999.

DASH Wilmington Clockwise has been rerouted to the as yet unopened Harbor Transitway Station at PCH via W. "L" St., Figueroa, and PCH. Service has been increased on both routes from every 20 minutes to every 12 - 15 minutes Monday - Saturday. Effective Dec. 20, 1999.

Armando Avalos reports that Culver CityBus put out a new timetable for their Line #6. Service now operates at a base headway of every 15 minutes instead of every 20 minutes on weekdays. Peak service of every 12 minutes has not changed. In addition, there have been some running time adjustments. It now takes about 8 minutes longer to get to LAX from UCLA, or vice versa, on weekdays from 6 am to about 10 pm.

Weekend/holiday service has been increased from every 30 minutes to every 20 minutes. (And it was only 3 years ago that the #6 had a 40 minute weekend headway.)

As of December 26, 1999, Omnitrans has introduced a 31-day "Smart Pass." It is a magnetic stripe card that, once activated by the card reader, is good for 31 days of unlimited riding on Omnitrans buses. It is also valid on Inland Empire Connection buses for credit towards Omnitrans base fare.

Sunline Transit Agency of Palm Springs has finally implemented their "Sunlink" service between Riverside and the Coachella Valley. Two AM and two PM weekday round trips operate between the Coachella Valley park/ride lot and Downtown Riverside (serving both the Metrolink and RTA stations). An additional stop is made at Highland Springs Road on the Banning/Beaumont border. Service will be free until the end of February, then fares are \$8 for a one-way trip, \$12 for a round trip. For more information, call 800-347-8628. (Note that there is currently no transit service connecting with this route at the Coachella Valley Park/Ride. Nearest service is Sunline #31 at Ramon and Monterey, about a mile away).

BULLETIN BOARD

SO.CA.TA is sponsoring a memorial for founder Pat Moser on Saturday March 4 from 4 p.m. to 5:30 p.m. at Eagle Rock Community Cultural Center, 2225 Colorado Blvd. It will be an opportunity to honor Moser's memory and his many years of involvement in community affairs. Volunteers to aid set-up and other event related activities are welcome. Also donations to defray expenses.

We are glad to note MTA's Operations committee was adjourned in Moser's memory

At our Feb. 12 meeting a by-laws revision will be discussed: adding the newsletter as an ex-officio member of the Executive Committee who will only vote to break ties. The editor will be appointed by the Exec. Committee.

Capt. Vance Proctor of LAPD Transit Bus Policing was our guest speaker at the Jan. 8 member meeting. His comments touched on aggressive efforts being made to combat graffiti and crime on buses and at bus stops. Members were heartened to hear that one tagger recently sentenced to a three year term with the Youth Authority.

Members in the news include a letter from Roger Christensen in the Dec. 29 Los Angeles Times responding to recent articles on Blue Line fatalities and Director Kymberleigh Richards with an op-ed for the Jan. 6 LA Times Valley edition on transit zones.

Vice President Anthony Loui attended the Jan. 19 Southern California Association of Governments discussion on the Future of Airports in the Region. This is part of a smart growth series presented by SCAG's Regional Advisory Council. Future installments will center on Community Economic Development (Feb. 16) and Livable/Sustainable Communities (March 15). These will be held from 1 p.m. to 2:30 p.m. at 818 W. 7th Street in downtown Los Angeles on the 12th Floor. RSVP at (213) 236-1930, (213) 236-1961 (fax) or TURNER@scag.ca.gov

Several members attended the Jan. 22 Big Blue Bus public meeting on their service improvement proposals. Also agency staff announced the proposed fare increase has been delayed until at least July 2001.

An ad hoc group of members prepared a statement on the proposed transfer of MTA line 104 to Montebello Bus Lines available on our website. Executive Secretary Dana Gabbard submitted it into the public record at MTA's Jan. 18 Public Hearing, stressing in his comments the need for extensive marketing to minimize confusion among users.

Chris Hume's documentary "Beneath Los Angeles" on Red Line construction in Hollywood will be broadcast on KCET (Channel 28) in a 30 minute version on Wednesday Feb. 9 at 10:30 p.m., repeated Sunday Feb. 13 at 6:30 p.m.

<http://homepages.go.com/~davidleondavenport/> is the website for "The Transit Times", a newsletter on public transit service in San Diego county.

MTA's website (<http://www.mta.net>) has been upgraded. Member Hank Fung reports "They've decided to scatter the site with lots of pretty pictures of MTA properties, which may cause problems on slow connections. A key component is its links to other transit agencies in the Southern California area, on the front page. No, the schedules still don't have maps."

<http://www.kerncog.org/sriram/funds/trfunds.htm> is an interesting site on sources of transit funding (state and federal).

(cont'd on page 11)

Our campaign to save the El Monte busway currently is in the fact gathering and coalition building stage. My efforts have included having a letter in the Jan. 26 LA Times and being quoted in the Jan. 31 San Gabriel Valley Tribune. Stay tuned.

I am curious why the edge cities are so eager to have a Valley Transit Zone yet unwilling to contribute their own money to move the process forward? I don't mind their desire for a zone. But I do resent their political maneuvering to have the MTA Board provide \$140,000 for zone consultants.

The Legislative Analyst's Office (<http://www.lao.ca.gov>) recently released a report on HOV lane usage. I am disappointed it seems to agree with the Tom McClintock's of the world that they are generally underutilized. Hopefully the El Monte debacle will bring some clarity to this issue. LAO also issued a report projecting a shortfall in the Public Transportation Account of \$53 million over the next 4 years.

Anthony Loui and I were invited by MTA Metro Art to be panelists reviewing artists to work on the rapid bus project. It was fascinating to see this process close up and hear the perspectives of the other panelists.

MTA in early 1999 sued lead Red Line construction contractor Tutor-Saliba-Perini over its alleged use of sham disadvantaged business enterprises to get the contracts. Also the suit claims Tutor and the subcontractors conspired to make fraudulent claims for millions in additional payments. Are you puzzled why you haven't read about this important story in the Los Angeles Times? So am I. It was broken by the San Francisco Chronicle in its Dec. 7, 1999 story "SFO Contractor in Legal Tangle - L.A. Transit Agency Says Sham Minority Firms were Used to Win Bids". Why was the Chronicle even interested in this L.A. story? Because Tutor faces similar allegations for its winning bid for the SF Airport expansion project.

latest maglev tidbit: at press time there were reports the Transrapid German project is dead due to high cost. If true, where does this leave the SCAG

regional maglev project?

On May 8-9 I will attend two events in Sacramento sponsored by the California Futures Network: an affiliates meeting and legislative briefing. This will be a opportunity to network and began getting serious about our involvement with the legislative process.

Jan. 19 member Roger Christensen and I had a meeting with Francine Oschin, transportation deputy to MTA Board member (and L.A. city councilman) Hal Bernson. Our discussion centered on the MTA freeway buses (#420, 424, 425, 427) and the Red Line opening. Oschin confirmed our suspicions that no opposition has materialized to the MTA staff proposals.

Question of the month: with MTA exercising an option for 215 addition NABI low floor CNG buses and with a RFP pending for an order of 370 buses and most of the methanol/ethanol buses now converted to clean diesel how much longer before the BRU media spin that things aren't getting better at all becomes untenable.

On Jan. 13 I had an opportunity to meet with Tom Whittle, general manager of Torrance Transit. Mr. Whittle gave me a briefing on the formula funding process and its history. It was a wide ranging discussion that gave me a better grasp of the unique concerns of municipal operators. My thanks to Mr. Whittle for his hospitality and insights.

The verdict is still out regarding transportation and Governor Davis. He has stated he opposes SCA 3, the Burton proposal to ease the renewal of local transportation sales taxes. Davis' comments on "use it or lose it" regarding unspent funds in his "State of the State" speech met with a mixed response as to whether it was bold leadership or empty grandstanding. The Governor promises to come out with a more specific response to infrastructure needs soon. He better have something more substantive than smoke and mirrors. Or he may face a revolt by the legislature led by members of his own party. ■

ALTERNATIVE CORRIDOR STUDIES

Editor's Note: The following letter was presented to the MTA Board at the MTA Board Workshop on February 4.

The Southern California Transit Advocates support the following recommendations regarding the proposed alternative corridor studies:

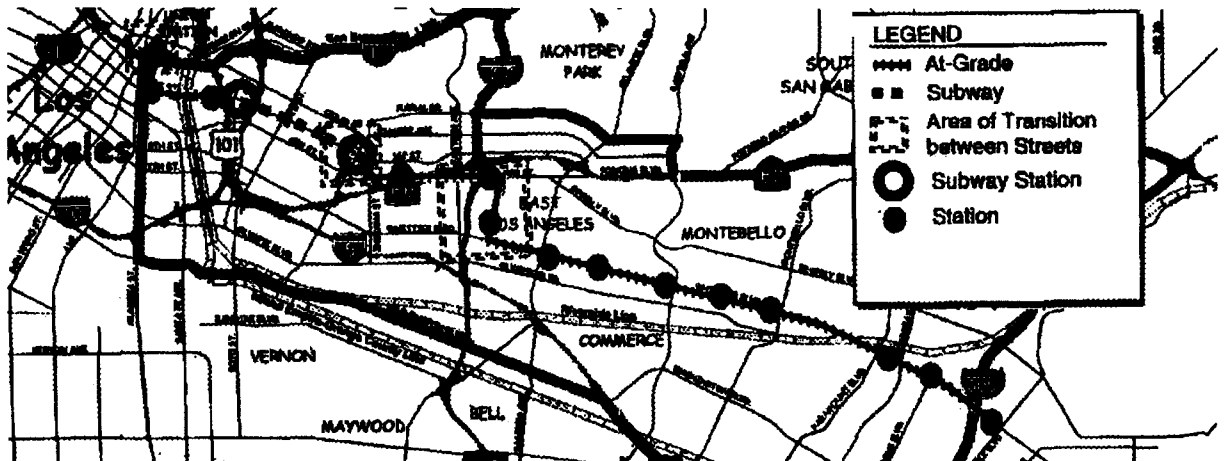
Eastside Transit Corridor Study Recommendation for further study: Alternative 6.

We join the East-West Coalition and the communities of Little Tokyo and the Eastside to support Alternative 6 as an optimal solution for further study. The brief tunnel segment offered in this Alternative through Boyle Heights is the best way to serve and protect the fragile narrow-street community of this neighborhood and to give the line desirable speed. We feel that this alternative will also minimize the impact of taking away two travel lanes of neighborhood and to give the line desirable speed. We feel that this alternative will also minimize the impact of taking

away two travel lanes of traffic on surface streets where curbside parking and existing travel lanes are needed. Furthermore, the Light Rail mode will also give this corridor the capacity needed for the high transit ridership experienced in this area today, more so than a Bus Rapid Transit corridor. Alternative 6 should also connect with the Pasadena Light Rail at Union Station. Modifying Alternative 6 so that the alignment follows 4th Street, 3rd Street and Beverly Blvd., should be considered so that the community could have both a rail corridor on Beverly Blvd. along with a Rapid Bus corridor on Whittier Blvd.

We believe that any attempt to incorporate the dense and bustling corner of Cesar Chavez and Soto as a natural community hub for an Alternative 6 station site should be pursued within this study option. We also believe that the extension of the Eastside line from Union Station to Little Tokyo and beyond to connect with Metro Blue Line should be considered in this study. to connect with Metro Blue Line should be considered in this study. (cont'd on pg. 10)

EAST LA LIGHT RAIL (ALTERNATIVE 6)



OCTA RESTRUCTURING *Charles P. Hobbs*

The Orange County Transportation Agency (OCTA) is proposing sweeping changes to its bus service. If approved, these changes would happen on June 11, 2000. The general idea behind most of these changes is to "straighten out" the bus routes so that they provide more direct service. This means that many buses that use transit centers such as the Santa Ana Transit Terminal, the Goldenwest Transit Center, or the Fullerton Park/Ride lot, would no longer enter these facilities, but use street bus stops. Also, many bus route numbers will be re-applied to totally new routes.

The full details of this plan are located at <http://www.octa.net/straightline/junehearing.asp>. There will also be meetings during February, concluding with the final public hearing on Feb. 28. A few of the high points:

- The following routes would no longer serve the Santa Ana Transit Center: #47, 49, 56, 57, 60, 70 and 72. (#55 will be discontinued and partially replaced by new route #145; #61, 65, 75 and 162 will be discontinued and replaced by combinations of other routes). This is substantially all of the service that currently operates to the Transit Center.
- All local buses (not #701 and #721) will no longer enter the Golden West or Fullerton Park/Ride transit centers. (MTA #130 and #460 will continue using the Fullerton Transit Center bus stops).
- Route #1 will be extended south through San Clemente (via current route of #91). Yes, it will connect with North County #305 to Oceanside. But it will stay along PCH in the Huntington Beach area.
- New route #14 will replace the portion of #29 on Whittier Blvd, continuing on to the Whitwood Mall in Whittier. New route #16 will replace the portion of MTA #318 between Whitwood Mall and Brea Mall.
- New route #15 will take the southern branch of #42; #21 will replace the Valley View branch of #56; #22 will replace the Yorba Linda portion of #26; #24 will take the northern portion of #25.
- New route #39 would replace the portion of current #41 on North Harbor. #41 would be modified to use Brea Blvd. between Brea and Fullerton.
- Line #70 will be extended toward South Orange County via Moulton Road and the route of current #99 (which will be absorbed); it will not serve Laguna Hills Transit Center
- New route #127 will replace segments of former #37 and #74 in the Huntington Beach and Fountain Valley areas.
- New route #155 will replace portions of current #70 and #72 in Santa Ana and Costa Mesa.
- #162 will be cancelled, replaced with service on revised lines #43, 64 and 70. #164 will be rerouted. A new #167 replaces current #67
- Line #205 will be extended south to Saddleback College, where it will connect with #85 and #91 (These routes will be re-routed away from Laguna Hills Transit Center)
- Commuter route #701 will be rerouted slightly in the Downtown LA area. Route #721 will be routed via I-110 and the 91 Freeway, using HOV lanes rather than the crowded I-5 (Santa Ana Freeway).
- New routes: #470 and 471 (shuttles from the soon-to-be-opened Tustin Metrolink station)
- These routes will be renumbered, but will not otherwise be changed: 205A (to 206); 306 (to 212); 316 (to 216); 333 (to 147); 373 (to 213); 377 (to 187); 479 (to 464); 488 (to 480)
- The following routes will not change route or number: 20, 50, 175, 177, 203, 211, 410, 411, 424, 453, 454, 462, and 757. ■

SANTA MONICA RESTRUCTURING *Mark Panitz*

I attended the Jan 22 Big Blue Bus community meeting at Ken Edwards Center in Santa Monica.

The staff there told us about their plans for the route changes to the following lines: 5, 7, 9, 10, and 13 as follows: (everything is effective March 19 -- depending on City Council approval and funding).

- Line #5 westbound would operate the normal route it does now as far as Sawtelle and Olympic. Then instead of turning right on Sawtelle, it will continue on Olympic to Stanford, right on Stanford to Colorado, left on Colorado to 4th and then right to 4th and Santa Monica (or Wilshire). It will operate seven days a week along this route with late evening trip going as far as Beverly Drive and Pico

(my comments --I like this change --as it will also service the DMV! [at Colorado and Cloverfield] and other important business along Colorado

- Line #7 is to start Limited stop service along Pico to be called "Super 7". the Super 7 will operate in limited service westbound from Pico and Rimpau to Main and Pico, then make all local #7 stops to 4th and Broadway

- Line #9 changes are have it operate as it does weekends (into Santa Monica) with no Olympic service. Same route [although there are recommendations that when the Malibu Getty re-

opens, they might continue the bus to service this Getty]

- Line 10 will service Gateway plaza and to have Sunday service to downtown Los Angeles. The route will be the same as far as Los Angeles and Alameda, then left on Alameda, to Cesar Chavez, go under the tracks, to Vignes, right on Vignes into Gateway stopping at Dock 1.

Line 13 --there will be 3 different routes. I believe first one is to extend the route from its present terminal at Westwood and Pico to the VA via Pico then Sawtelle. [this portion is of course only operated peak hours only] mid day (and weekend) service would be from the VA to Pico and Westwood, then get the bus back on Sawtelle to operate a one-way loop from Pico and Westwood along Westwood to National, National to Sawtelle, and then Sawtelle back to the VA.

[the staff had a idea during the meeting for the peak hour 13s to also service Century City, via the regular route then Via Ave of the Stars to Constellation, then Century Park East. [here I got lost in their explanation I think they said to Take Century Park East back to Pico then the regular Peak hour route].

Now about fare increases. GOOD NEWS-- they have put fare increases on hold for now, so there probably won't be a fare increase until, at the earliest, July 2001. ■

SCAT RESTRUCTURING *Charles Hobbs*

I drove up to Oxnard to go to the SCAT Restructuring meeting on January 12.

No great shakes, really, just tweaking of various residential "loop" routes. (Nelson/Nygaard, the consultant, had about 4 maps on the wall--one was a "status quo", another was a no-growth plan with a few minor re-routes, and two dealt with a 15% budget increase scenario.)

There might possibly be a limited stop line between Port Hueneme, Oxnard and Ventura (like the existing #6), and the #12 to Ventura Harbor might be made into a route-deviation system. Additional weekend or night service may also be added to routes, if the budget is increased enough.

If approved, these changes could take place as early as March.

(I did meet Laura Caskey, director of SCAT, who probably recognized me by the handful of "Transit Advocate" newsletters I had with me.) Also there was a SCAT Supervisor and Maureen Hooper-Lopez from VCTC.) ■



On January 13, The Wilshire Chamber of Commerce presented a luncheon with several speakers on the subject of future development in public transportation in the Wilshire Corridor while at the same time briefly touching upon the Westside. The luncheon was held at the Wilshire Radisson Hotel in Wilshire Center, across from the Wilshire/Normandie Red Line Station.

MTA Board Chairman Yvonne Burke gave an introduction before rushing out to her next appointment that the Wilshire Corridor has the highest ridership out MTA Board Chairman Yvonne Burke gave an introduction before rushing out to her next appointment that the Wilshire Corridor has the highest ridership out of any other transit line in the county. Therefore, MTA will commit to investing funding for study and improvements on the Wilshire Corridor.

David Mieger, Project Manager for the MTA Mid-City & Westside Study presented a summary of the Study so far and focussed upon only the study alternatives that affected Wilshire Boulevard. Before he presented the alternatives, he noted that the Westside and Mid-City of Los Angeles County is 100 square miles in size and has a population of 1.5 million people. What is interesting about these statistics is that this part of the Los Angeles (SCAG) region now has the same population density per square mile as San Francisco, however, LA is double the size in scale. Also, MTA has stated that the daily boardings for all MTA Wilshire Corridor transit lines (Red Line Wilshire Corridor assumed in this figure) is now up to 130,000 boardings a day. Also, the actual mode split or percentage of trips being taken on transit in the Mid-City/Westside region is now at an astonishing 15%, more than double the Los Angeles County average.

The MTA alternatives for Wilshire Boulevard:

- Alternative #1: Bus Rapid Transit with the inclusion of Dedicated Bus Lanes.
- Alternative #4: Light Rail Transit
- Alternative #5: Wilshire Subway (Red Line extension or equivalent)
- Alternative #6: Wilshire Aerial Rail (includes

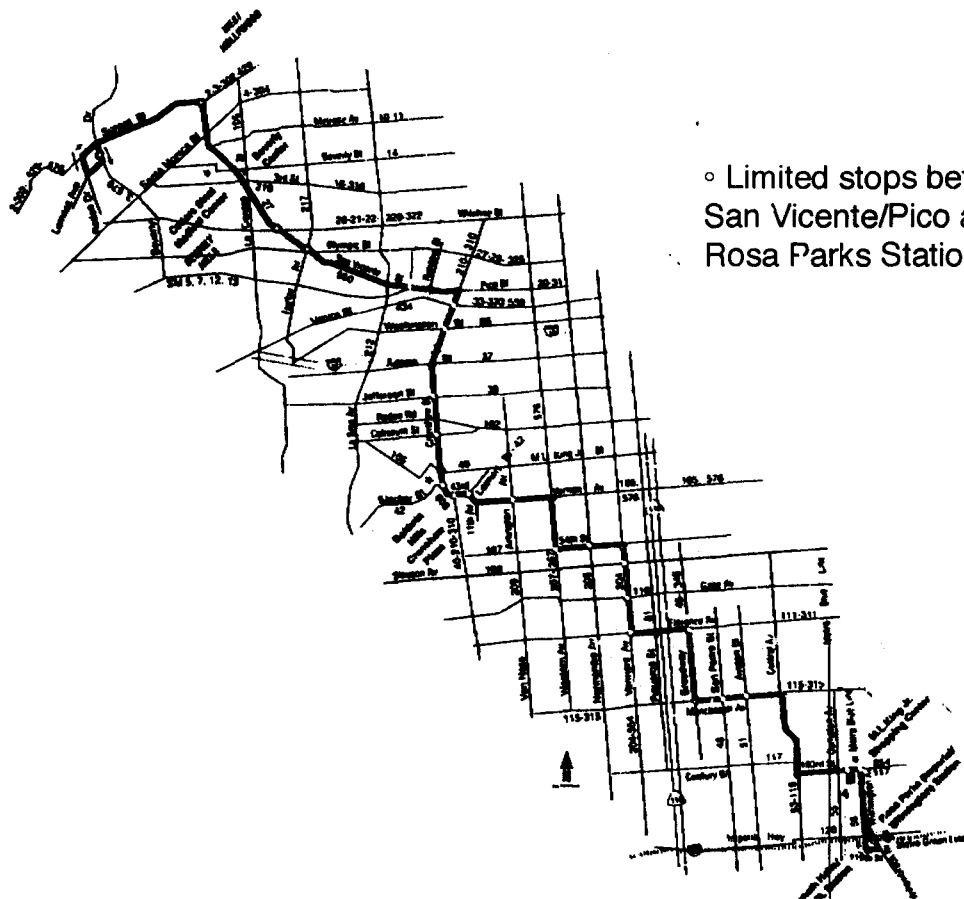
Red Line, LRT and Monorail)

These alternatives will be narrowed down for study in a Phase 2 Locally Preferred Alternative. The alternatives will be decided by the MTA Board in February.

Martha Welborne, from The Surface Transit Project gave a presentation so far on her study for Bus Rapid Transit. She included a video simulation of the Metro Rapid Bus with standard and articulated buses using the new identity scheme in the Miracle Mile on Wilshire Boulevard. The simulation included dedicated center lanes and stations located on center medians utilizing the proposed Metro Rapid Bus station design. Buses with both left and right hand doors will operate down center dedicated lanes. She noted that this could cost about \$10 million a mile to build on the Wilshire Corridor. She also noted that if a monorail alternative or light rail alternative is built, you need a separate maintenance facility for these other modes to serve Wilshire Boulevard.

A spokesperson from the Monorail Society spoke about how good and efficient this mode is. The spokesperson is an operator for the Disneyland Monorail system. She said that the average height of a monorail is 10'-0" high. You can build a system for as low as \$30 million/mile, which is contrary to the standard \$125 million/mile construction cost that Welborne and others have mentioned. The spokesperson said that monorails make a profit and will pay for itself in the long term. She also mentioned that the monorail system in Japan has a ridership of 170,000 passengers/day. The spokesperson also stated that the columns for a monorail system can be as narrow as 26 inches in diameter. This is opposed to MTA's preliminary engineering study for a monorail system (MTA is more accurate because it is actually designed) using 5 foot diameter columns for seismic purposes. The Monorail Society now claims that new monorail systems have a similar capacity to Light Rail trains in a 5 foot diameter columns for seismic purposes. The Monorail Society now claims that new monorail systems have a similar capacity to Light Rail trains in a one-hour

MTA ROUTE #305 MAP



◦ Limited stops between San Vicente/Pico and Rosa Parks Station

operation. This is contrary to the standard capacities that monorails typically have that is comparable with commuter rail trains in a one-hour operation.

The question and answer session was colorful with a representative from the Miracle Mile Homeowner's Association who said "If you touch one inch of our medians on Wilshire Boulevard, we will fight you tooth and nail. We spent 10 years getting those medians on Wilshire Boulevard. Those median stations will take away landscaping so that we will have to rebuild the medians higher than the station to see the landscaping. Also, the bus fumes will kill our landscaping! (Can you believe this comment?) She also stated that

"I cannot even talk about the monorail right now!" She walked out of the luncheon after her comment.

A chamber member requested that MTA keep all alternatives for study regarding the Wilshire Corridor until a Locally Preferred Alternative (LPA) is decided in June.

The Wilshire Advocates Coalition is part of the Wilshire Center Business Improvement District. They are formulating a whole urban design strategy for Wilshire Boulevard, including monorails assuming a subway is not further extended on this corridor. They have prepared handouts for the luncheon as well as posting the concepts on the website at <http://www.wilshirecenter.com>. ■

(Corridor Alternatives, from pg. 5)

Mid-City/Westside:

Recommendations for further study:

Alternative 3 Exposition Light Rail Transit

Alternative 1 Bus Rapid Transit- Wilshire

Alternative 5 Heavy Rail Subway-Wilshire

We support Light Rail Transit - Exposition as a rail corridor initially at least to La Cienega (Alternative 3b) and ultimately to Santa Monica (Alternative 3). We maintain the belief that this corridor was originally constructed as a rail corridor and that its modification to become solely a Bus Rapid Transit corridor will ultimately prove to be too expensive from a construction cost standpoint and from the diminished capacity due to BRT operations. We believe that either Alternatives 3 or 3a will receive ridership at least equivalent if not close to the ridership levels currently experienced with Metro Blue Line.

Alternative 3 will be the best line to meet the capacity and potential ridership demands for access to major cultural and employment centers such as Santa Monica's Bergamont Station, Water Garden, MGM Plaza and the Arboretum.

We also strongly urge that if this Alternative is abandoned from further study that the alignment be preserved as a future rail corridor.

Alternative 1

We support Bus Rapid Transit on Wilshire Boulevard as an interim solution for this corridor. This Alternative should be a follow-up to the Metro Rapid Bus demonstration project being implemented this June 2000. This Alternative should not be designed as a permanent replacement for any future rail corridor alternative along Wilshire Boulevard. should not be designed as a permanent replacement for any future rail corridor alternative along Wilshire Boulevard.

Alternative 5

We support either Alternative 5 Metro Red Line subway extension from Wilshire/Western to

Wilshire/Fairfax or Alternative 5b full length subway extension from Wilshire/Western to just west of 1-405 Freeway. We would recommend that a station should be maintained within the vicinity of UCLA Lot 30 in Westwood Village known as the Westwood Transit Center, per the initial recommendations from the Westside Transit Restructuring Study.

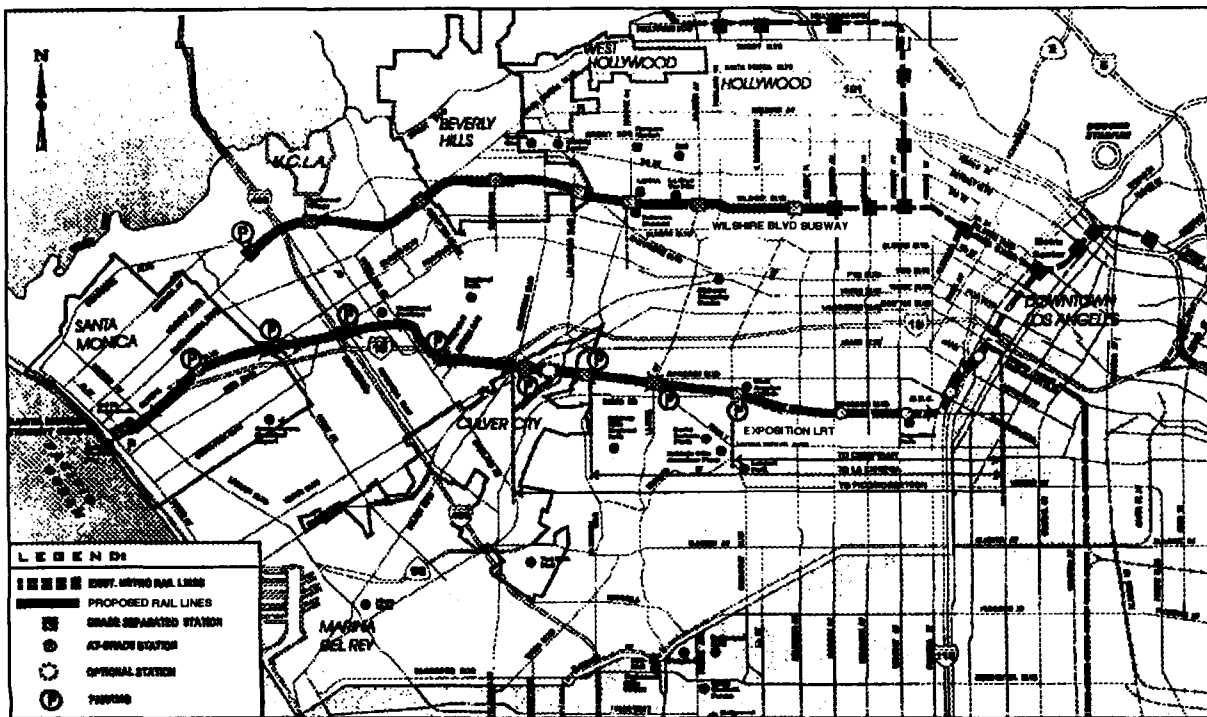
We support further study for Alternative 5 as geotechnical problems can now be successfully mitigated. We strongly believe that overall, the Red Line extension along the Wilshire Corridor will be the most efficient and cost effective means of serving this corridor that is now boarding over 130,000 passengers daily.

As noted in a recent study by the Southern California Association of Governments, both Wilshire Boulevard and Exposition Corridors are needed as upgraded transit corridors to properly serve the Mid-City and Westside of Los Angeles County.

San Fernando Valley:

We believe that narrowing options for the Valley would be foolish and premature at this time. Unlike the Eastside and Mid-City/Westside, there are no earmarked Federal funds to protect for this study area. Furthermore, more community outreach is needed before the MTA Board Workshop to properly develop the process. Why should the agency be involved with another future Valley transit study at this time? MTA should not be involved with major capital intensive fixed-guideway projects until after the Eastside and Mid-City/Westside projects are implemented. Also, current implementation projects such as The North Hollywood Red Line extension, Ventura Boulevard Rapid Bus project and the Pasadena Light Rail should be launched first. Only then will there be a considerably different political climate in which to revisit other transit alternatives. To make major future corridor decisions now would not be sound transportation policy.

EXPO LRT AND WILSHIRE SUBWAY (ALTERNATIVES 3 AND 5)



(Bulletin Board, from Page 3)

A U.S. Dept. of Transportation Forum is tentatively scheduled for Friday March 17 at USC. Topics may include people and goods movement, transportation funding, work force development and the environment.

Wednesday Feb. 16 at 9:30 a.m. South Coast Air Quality Management District will have its third public workshop on proposed rule 1190 mandated clean-burning vehicles for public fleets (including transit agencies). This will be held at AQMD Headquarters in Diamond Bar, 21865 E. Copley Drive.

Also Wednesday Feb. 16 at 10 a.m. MTA will have a public hearing on its FTA Access to Jobs and Reverse Commute grant application. This relates to welfare to work services. The hearing will be in MTA's headquarters near Union Station in the board room (third floor). Further information: (213) 922-3039.

Thursday March 16 "Plains, Terrains and Automobiles: A Smarter Way to Grow" will be held at Ventura Beach Hotel in Ventura from 7:30 a.m. to 5 p.m. Nominal registration fee to be charged. Further information: (805) 645-1427 or chuck@vcapcd.org

Friday Feb. 11 from 9 a.m. to 2:30 p.m. the League of Women Voters of Los Angeles will present a Conference on Transportation in and around the city of Los Angeles. It will be held at the MTA headquarters building, registration is \$15 - further information: (323) 939-3535.

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). Material for publication should be received two weeks before the scheduled SO.CA.TA meeting date. ■