TRANSIT UPDATES Have anything to report? Call 213 388 2364

Some substantial MTA bus route changes as of June 28:

- Two former express bus routes have been replaced with limited stop service on surface streets. Line #470 has been replaced by new Line #318, which makes limited stops along Whittier Blvd. between Downtown and Garfield Bl. (Line #471 now operates only between Whittier and Puente Hills; this vestigial service will be replaced by an extension of Foothill #280 in the near future). Likewise, #462 has been replaced by new #362 (making limited stops along Telegraph and Olympic in East Los Angeles). #362 also serves East Eighth St in East Los Angeles, replacing #67.
- In Downtown LA, lines #10-11, 48,104, 418, 420, 424, 425, 429 and 522 have been rerouted to serve Hill Street in both directions. (Hill St. is being converted to two-way traffic in anticipation of a major street reconstruction project on Broadway).
- In Downtown Inglewood, lines #40,111,112, 212 and 442 were rerouted from Market Street to La Brea, due to construction on Market St.
- Service to the new Burbank Metrolink station (when it opens later this summer) on #96,152, 154, 164, and 165
- Cancellation of weekend service south of Olympic BI on #78,79 and 401
- Line #176 has been extended from Eagle Rock/Verdugo to San Fernando/Fletcher
- Minor schedule changes on #2,4,14,16,18, 20,26,27, 28,33,37,38,51,71,105,108,110,115, 117, 120,121,158,161,169,175, 188,200,207, 230,234, 239, 243,267,268, 427, 434, 439 and 561

• #497 allows local use between Downtown and the Cal State Busway station.

LADOT DASH Downtown #A now serves the Arts District and Crazy Gideon's Electronics (frequent viewers of late night television will know who Crazy Gideon is).

DASH #C now runs every 10 minutes from 6:30 a.m.to 6:30 p.m. to "South Park".

On June 26 Culver City discontinued its downtown mid-day trolley due to low ridership. According to the LA Times it was averaging 100 passengers a week when at least 500 were needed to make it viable. The Foothill Leader reports the vehicle Culver City had leased for the service may now be bought or leased by La Canada Flintridge for its Foothill Blvd. mid-day circulator. Since beginning operations in March 1995 the La Canada free shuttle has carried 410,000 passengers.

A June 19 LA Times article about the Irvine Metrolink station, the busiest on the Orange County line, discussed the growing problem of inadequate parking at the site. Planned stations in nearby Mission Viejo and Tustin will relieve some of the load but won't open until after the turn of the century. An aborted experimental parking charge caused a rebellion by Metrolink riders. The city of Irvine is investigating free valet parking or shuttle as stop-gap measures if monies to pay for them can be found in the city budget.

The Advance Technology Transit Bus (aka Stealth Bus) is supposed to have finally begun its field testing on Wilshire. Let us know if you get a chance to ride it!

BULLETIN BOARD

The presentation at our June 13 meeting was a sterling success, with several members of the public joining SO.CA.TA members to learn more about the proposal to extend the Harbor Freeway transitway. Our thanks to Jim McDermott of the consulting team for arranging and leading the presentation.

At our July meeting we will hear progress reports from members who signed up at our May meeting to write letters on behalf of issues they choose. We will also have an extensive discussion

of our work plan for the balance of 1998.

Our efforts on behalf of the MTA Library resulted in its being given a six month reprieve. We see this as an opportunity to build a coalition to convince MTA's management to rethink their position. More details as our campaign takes shape! And keep an eye on the "Save the MTA Library" page of our web site.

Several members have been active lately in advocating better public transportation:

TRANSIT TIP. . .

Trying to figure out how to get from Point A to Point B on transit?

VCTC has enhanced its on-line transit routing service for Southern California. http://sunbox.goventura.org/transit.htm

Be sure to fill out an on-line survey!

J.K. Drummond attended a poorly publicized June 11 community meeting on the South Bay/ Gateway restructuring plan at the San Pedro District office of L.A. Councilmember Rudy Svornich. Drummond made pointed and knowledgeable comments on many of the consultants' initial recommendations.

Kymberleigh Richard's insightful op-ed piece on the proposed San Fernando Valley transit zone, "Transit Talk Ignores the Riders", appeared in the June 14 Los Angeles Times San Fernando Valley edition.

On the same day Ebony '98, a program on issues concerning the African American community that airs on KPCC, had a discussion about the need for listeners to pressure public officials to ensure the completion of the Pasadena Blue Line project. Founder Pat Moser called to aid audience members who might not know who their legislator is by giving the County Registrar's 800 phone number (800 IV 1vote) which answers such questions. Good job, Pat!

Michael Higby is the latest member to join one of MTA's Passenger Advisory Councils.

Member Hank Fung reports that the June 13 World Journal, a Chinese language daily in the San Gabriel valley, had a lengthy article on the problems Foothill Transit has with adhering to its schedules. The problem is so bad buses that are 10 minutes late are not unusual (and evidently acceptable to the agency, according to Foothill spokesperson Linda Somillida). Some buses scheduled to operate every 10 minutes at times only show up once an hour (a reference evidently to line 480). (to page 10)

PLAC REPORT Dana Gabbard (dgabbard@hotmail.com)

July is turning into a banner month for Julian Burke, MTA CEO. Not only was he able to get the MTA Board to approve a 98/99 budget that embodies his downsizing approach, but the Federal Transit Administration endorsed Burke's recovery plan. Too bad both documents are riddled with optimistic forecasts and dubious projected cost savings. I guess the sign of progress is that their smoke and mirrors are less blatant than past MTA financial plans.

Two daunting tasks remain for MTA's management team:

- meeting the December deadline to produce a timetable for reviving the suspended rail projects that convinces the California Transportation Commission to continue earmarking funds for them
- reviving the long range plan revision process and producing a credible document

MTA has eliminated regional managers in operations. Rick Hittinger, Southern regional manager, left the agency June 26. Jon Hillmer, Northern manager, is now heading the scheduling dept. My best wishes to Rick, whatever his future plans are.

Its official: Zev's initiative will appear on the Nov. 3 ballot. We are presently organizing a forum for early October that hopefully will include office holders from all levels of government to discuss the state of public transportation in Southern California. Volunteers and suggestions are welcome, as we undertake our biggest project to date!

The LA Times on June 21 published the results of a three month investigation by reporter Jeffrey Rabin into the state of MTA's finances. "MTA Borrowing Puts the Agency \$7 Billion in Debt" is a investigation by reporter Jeffrey Rabin into the state of MTA's finances. "MTA Borrowing Puts the Agency \$7 Billion in Debt" is a damning account of the mis-steps that created the current

state of affairs at MTA.

Significantly its coda mentions the Transportation Foundation of Los Angeles (TFLA), an obscure non-profit that places college interns in transportation industry jobs and at one time was part of MTA until it was discovered such a relationship was illegal. Yvonne Burke at the June 25 MTA Board meeting requested MTA's inspector general investigate what she termed allegations in the article, specifically. whether "inappropriate activity in the use of funds" by the Foundation occurred. This is an issue for MTA because the agency pledged \$800,000 to help TFLA get on its feet after the separation. Am I missing something when I see the description of a recent TFLA banquet (http://www.tfla.com) co-sponsored by MTA as indicating the Foundation is prospering (evidently spending funds from various sources with no oversight or filing required financial reports with the state)? One wonders why Ms. Burke didn't get her answers by picking up the phone and speaking to her friend William Hoston, President/CEO of the Foundation? Or ask her husband, who sits on its Advisory Board?

Further fall-out from the article was the publication of my letter in the June 25 LA Times on the need to consider having an elected board to bring accountability to agency governance. Further State Senator Quentin Kopp indicated he plans to have a legislative hearing in Southern California on July 13 regarding the state of MTA's finances.

In an unprecedented action, the MTA Board at its June 25 meeting approved an item that mentions the Citizen Advisory Council, heretofore an orphan in the organization! Larry Zarian's motion (item 54) requests agency staff work with the CAC to investigate the feasibility of procuring articulated buses for MTA's 10 most patronized bus routes (expanding systemwide a recommendation of the westside restructuring

study). Sounds like a good idea to me.

Want an example MTA Boardmember meddling

at its worst? Yvonne Burke's motion at the same June 25 meeting (item 9) on implementation of the Mid-City Transit Restructuring study recommendations which haven't even been finalized yet! It goes so far as to dictate what equipment should be in Division 5!

Another recent MTA board low point occurred at the June 24 special board meeting on the budget. The board members complained when discussing whether policing by the Sheriff and LAPD is adequate that they had no way of knowing what was going on in the field. That perhaps they could go out and ride a few buses to see for themselves was never raised. The

solution? Hire expensive consultants to do an

MTA buses the number of times I have seen

transit police on a bus can be counted on the

independent analysis. In my 10+ years riding on

As was long anticipated reform of the MTA Board is heating up in Sacramento. Assembly Speaker Antonio Villaraigosa is putting together an appointed board proposal (which will be placed in the moribund A.B. 1141). This may soon go before the Senate Transportation Committee. The prospect of appointees isn't too

Riordan lackies Steve Soboroff or Ted Stein on

The alternative, an elected board, has been met with skepticism by many. Perhaps other options should be considered. In Orange County the Citizen Oversight Committee for Measure M has members selected by lottery from a pool of finalist selected from applicants evaluated by the Grand Juror Association of Orange County. That prevents politics being involved in the

appealing. Who would be happy to see

The San Fernando Valley zone proposal continues poking along. But now that he is assured a state Senate seat Richard Alarcon's

and Cardenas) are dead for now. A presentation on the zone to some of the Arroyo cities (Glendale, Burbank, La Canada/Flintridge) highlighted the worries smaller cities have that a zone would be dominated by Big Bad L.A. A yet to be released evaluation of the Zone's impact on MTA obtained by the LA Times indicates any benefit to MTA in lower costs would be offset by reduced revenue. Plus the size of the zone might prohibit its formation under a state law prescription that zones not

constitute a "substantial diversion" of revenue

tireless advocacy for it may be flagging. Also the zone related bills in Sacramento (by Hayden

The bill to create a separate Authority to build the Pasadena Blue Line (S.B. 1847) is quickly working its way toward the Governor's desk. Even many unsure if it is a good idea are so frustrated at MTA's inability to move forward with the project that they aren't actively opposing it.

Mayor Riordan at an appearance in the San

ways with express buses. No details how to make these workable or overcome NIMBY

Fernando Valley recently spoke out on behalf of

his vision for the region - smart shuttles and bus

and/or riders.

objections.

Figures in Keith Killough's June 17 presentation to the Operations Committee indicate projected boardings in 2015 attributable to opening the entire east side Red Line extension would be about 32 000. Meanwhile

about 32,000. Meanwhile
the mid-city extension to Wilshire/Veteran
would generate nearly twice as much ridership
60,000. So why was the east side project ahead
of mid-city?

The champion of the consent decree pilot

project lines has to be Commuter Express route 422. Since starting Feb. 16 daily boardings have ballooned to 1,500! Phil Aker of LADOT is quoted in the July 1 L.A.Times as stating "I've never seen a line grow like that." Ironically word has reached us that a (to pg. 9)

the MTA Board?

ANTELOPE VALLEY EXCURSION Hank Fung

For our annual spring excursion, the members decided they wanted to try the buses of the Antelope Valley Transit Authority (AVTA). And so on Saturday, April 25 just past 9 a.m. our excursion group departed Union Station on a Metrolink train bound for Lancaster. Among the participants were President Gabbard and Vice President Powell accompanied by members Charles Hobbs, Hank Fung, Joe Dunn, and Woody Rosner. Also joining us was Western Transit

editor Ed Buckley.

former Palmdale station.

As the train made its way up to Lancaster, we chatted about the state of transit in Southern California. It was a fairly long trip. compounded by the many curves in the track north of Santa Clarita as the train navigated the hills there. We passed by the hastily built Princessa and Vincent Grade stations, and saw the remnants of the

At almost quarter to 11, our group reached Lancaster station. The station is an historic

structure, nicely renovated, with some displays about the history of the area. Meeting us there was a field supervisor from AVTA, as had been pre-arranged. He

Saturday Metrolink Shuttle to Lancaster Factory Outlet stores. As it was not prime shopping season, there were only three other riders on the Gillig Phantom bus. A

aided us in transferring to AVTA's special

couple got off at the Factory Stores itself. We stayed aboard and thanks to the cooperative driver were allowed to get off down the street from the stores, next to a WalMart.

We thought we had half an hour between buses, and everyone dashed off to grab a bite at the McDonalds inside the WalMart. It turns out that we missed our bus due to a scheduling error. So now our bite turned into lunch. As true transit advocates we switched to "expert" mode, pulling out bus schedules and on the fly creating a new itinerary. Our original plan to go to downtown Lancaster was altered as we settled on taking Line 7 to Palmdale instead.

Line 7 passes through many new suburban developments and Antelope Valley Community College. Ridership was light, owing to the fact that this was a weekend. The bus passed through fields of sage and ioshua trees, and one member pointed out the San Andreas Fault. A little over a half hour later, we got off at the Antelope Valley Mall Transit Center.

This barely rated being called a transit center, consisting of simply a small shelter (probably much welcomed during the hot summer) and a few bus stop signs, in a dusty corner of the parking lot. The mall itself is a football field and a half away. However, AVTA at least has timed transfers. So it was only a few minutes before we escaped this blighted patch by boarding another Gillig, Line 3, driven coincidentally by the same driver who took us to the Factory Outlet.

We passed through more suburbia, including one of the few transit-accessible WalMarts in the area, before entering the more desolate parts of Palmdale. Line 3 changes to being Line 1 in the middle

of an oasis of civilization in a dry desert, and we continued riding AVTA's most heavily patronized line.

The bus became very crowded, with a few standees, as we entered Palmdale Blvd. and Downtown Palmdale. I counted almost 40 boardings (not including us) in Downtown. We entered the Antelope Valley Mall again, and came back out to a mass of desert dotted occasionally by small houses and industrial parks. The line was the most direct way to go between Palmdale and Lancaster, and many riders stayed on as a result. We passed by AVTA's offices and yard, and saw where they store their double-decker buses (used for AVTA's weekday commuter route to downtown Los Angeles). Several riders got off at Avenue L to transfer to a waiting Line 5 bound for High Desert Prison and

Hospital. A bit later, we got off at the

Lancaster City Park Transit Center.

Like the other transit center, this one was spartan and far from civilization, this time in the middle of a parking lot at a park, and across the street from an auto center. But it was less of an eyesore (plus the nearby game center provided facilities and sold refreshments). From there, we hopped on Line 4, which went through a more urbanized segment of Lancaster. This trip was uneventful. We stayed aboard until the bus came back to the City Park. By now, it was mid afternoon, almost 2. A few of us explored the park, while others snacked on food they brought [including rice cakes provided by our Presidentl, as we waited for Line 2.

Line 2 had quite a few riders as well. It passed through mainly residential areas. before coming out into the edge of civilization, but went back into Downtown Lancaster. The desert sun had started to beat down harder in the afternoon, so we got off and entered Lancaster's spacious new public library to leave some SO.CA.TA brochures and rest. We only had to walk a few blocks to the Metrolink station and arrived early to make sure we caught the last Los Angeles bound train of the day from Lancaster. Our homeward bound iourney began at almost half past 4, with our arrival in Los Angeles coming just after 6. Curiously the return Metrolink had more passengers than the one we came out on, though neither was as crowded with riders as occurs during the week.

terrain covered. One route started urbanized, with apartment buildings lining both sides of the street, only to become rural as it passed through desolate, barren desert where allegedly antelope once had run, followed by newly built suburban housing and commercial tracts. The ridership was surprising, especially in Downtown Palmdale. What was not surprising was the ridership demographic. which was typical of transit dependent populations. The trip also highlighted the need to plan our schedules more carefully. and to have a backup plan in case something goes wrong. Overall, we had a good time, and learned a bit about a part of Los Angeles County we normally don't pay much attention to.

The trip was interesting for the variety of

So, where to should we go next Spring?

CITIZENS AREA TRANSIT Chris Ledermuller

Editor's note: This article has been edited due to space considerations. The full text of this article will be available on the Internet at http://socata.lerctr.org/cat0798.html

Last month, I got a chance to go to Las Vegas. I was too young to gamble, but I saw the area beyond the neon lights and the slot machines. Overall, my impression was rather favorable for my first venture there.

In Downtown Las Vegas, not too far from Fremont Street is the Downtown Transportation Center. Citizens Area Transit, primary carrier for Clark County, operates 16 routes into the center. A "trolley" operating

within Downtown also stops there. The DTC has a CAT service center where passes, tokens, and even CAT souvenirs can be bought. The center also features a McDonalds, and like every other place of business in Nevada. slot machines.

Undoubtedly, the backbone of the CAT system is Line 301, which serves the Strip. Service is theoretically provided every 10 minutes, but the actual spacing of the buses is more erratic. CAT also charges more for this line, \$1.50 as opposed to the \$1 charged for other routes (even the express). Not surprisingly, this bus gets a ton of ridership. About 75% of Line 301 buses are articulated. But the 301 is the slowest line in the system. Dwell times at bus stops along the 301 can last as long as 5 minutes! Line 302 is the express line along the Strip, and operates

only during the evenings. (To speed up dwell times along the 301, CAT should consider switching to a POP (proof of payment) system on the buses, and have roving inspectors check passengers for tickets. This would allow boarding and discharging on all three doors.)

The rest of the system is not too bad. In fact, it is very good for the area, covered by 42 routes. The Las Vegas area is very

suburban, looking something like Santa Clarita or Orange County. It is also remarkable that ridership is rather high in such a suburban area, not to mention with very hot summers and rather cold winters.

slightly encouraged in Las Vegas, especially for tourists. Many hotels along the Strip will have CAT information.

As for speed, buses are about as slow as the rest of car traffic. The Las Vegas area has a terrible traffic signal system. Being stuck in a red light could be as long as four or five minutes! Despite the long green lights, pedestrians only enjoy a brief walk sign.

CAT has many high points. The system is easy to use. They use a numbering system somewhat similar to MTA's. The service is laid out on a grid, also similar to L.A. County. Transfers are free, and can be used twice. All but four routes operate until 1 a.m., and everything runs seven days a week except for weekdays-only Line 401, the Downtown Circulator. CAT has also



been rapidly expanding service. Within one year, 24 hour service expanded from just the Strip to 9 routes. The buses may be a bit dusty on the outside, but inside are clean and graffiti free. Best of all, the frequent rider discounts are terrific. A bag of 40 tokens costs \$15, while a full fare monthly pass is only \$20!

There are a few drawbacks to the system. The Strip is of course very slow due to the volume of passengers it carries. Equipment

placement also seemed a problem. Lines like 301 had a few too many 40 foot buses on it, while some streets with lower ridership were running artics.

There is talk of Las Vegas getting a monorail along the Strip, and if the plan becomes a reality, it would be a big help. Las Vegas is a great place to visit. CAT is an excellent bus-only transit system for the area. A visit is highly recommended.

(PLAC, from page 5) senior MTA staffer recently reacting to the success of the line by moaning about the high cost of commuter lines and expressing fear that this would bolster the BRU's demand that similar long distance routes be included in the next phase of the pilot project.

What does the BRU gain by provocative actions like its fare strike? Loads of publicity. But isn't it counter-productive to the legal process it is involved in? Can't the MTA complain that these antics undercut the consent decree process?

The June 3 Federal Register announced that the Federal Highway Administration is preparing an environmental impact statement for a proposed highway project in the SR-22 corridor (Garden Grove Freeway). Alternatives being considered include adding lanes to the freeway, a fixed guideway (rail) between the Long Beach terminus of the Blue Line and the Santa Ana Transportation Center or an arterial placed on abandoned Pacific Electric Right-of-Way. To learn more and/or comment on the proposals contact: C. Glenn Clinton; Chief, District Operations-South; Federal Highway Administration, California Division; 980 Ninth Street, Suite 400: Sacramento CA 95814-2724; (916) 498-5037. A public hearing on the draft EIS will be held this Spring.

Obscure entity of the month - the City Selection Committee on Los Angeles County. Created by the legislature (Government Code section 50270), its membership is comprised of the 88 mayors for the various cities in L.A. county. The committee handles appointments to multi-jurisdictional bodies. Among these are the 4 seats on the MTA Board reserved for cities other than Los Angeles. For further information call (213) 974-1431.

I want to end this month by noting the mysterious disappearance of Nicholas Patsaouras. No less than State Librarian Kevin Starr called Patsaouras the most effective transit advocate of his generation. Besides having sat or the MTA and RTD boards, Patsaouras has his name attached to the Transit Plaza next to MTA's headquarters. In addition he was an non-voting ex-officio on the MTA Board Construction Committee and chaired the board of Union Station Gateway (USG), the entity created by MTA and Catellus to oversee construction and on-going maintenance of the Gateway Center (which includes the East Portal building, transit plaza and MTA headquarters building.

Imagine my puzzlement when I learned Patsaouras resigned from USG and the Construction Committee late last year, around the time board alternates like himself were eliminated by a new state law. Why would such a prominent figure depart without even being acknowledged at a board meeting? MTA routinely gives our proclamations and accolades to departing dignitaries (such as was done for Carole Schatz recently long after she left the MTA board). Very odd.

(from page 3) The many elderly users endure long waits in the sun due to infrequent service (e.g. line 482) and the lack of bus shelters. Adding to the difficulties of Asian community riders, no Foothill bus operators speak Asian languages.

The Fullerton Railway Plaza Association is a non-profit organization advocating for the creation of a railroad museum at the Fullerton Station to revitalize the surrounding area. To learn more contact them at: P.O. Box 3987 Fullerton CA 92834-3987

In response to our letter to President Clinton objecting to the 710 freeway expansion project, Eugene W. Cleckley of the Federal Highway Administration sent us a brief note dated May 29 that essentially claims community concerns were taken into account in giving the project the go ahead. To which it is perhaps superfluous for me to add that the concerns were not taken to the extent that the project is going forward.

Sites to learn about the impact of the Transportation Equity Act for the 21st Century (aka known as TEA21 and ISTEA renewal) are http://www.tea21.org and http://www.calinst.org/pubs/tea21fact.htm

Access Services, Inc, the consolidated paratransit services agency for Los Angeles County, now can be e-mailed: asila@pacbell.net

Alliance for Regional Solutions to Airport Congestion has a new phone number: (310) 649-0487. They also hope to soon have a web site.

To comment on Caltrans' proposed HOV lanes on the 405 freeway between the Santa Monica and Marina freeways write: Ronald J. Kosinski, Environmental Plans, CalTrans, 120 S. Spring St, Los Angeles 90012. For further information call (213) 897-0703.

Rail-Volution '98 is happening Sept. 12-16 in Portland Oregon. Further information: (800) 788-7077 or convene@aol.com. Member Roger Christensen will be attending again as he did last year and we look forward to his report about the presentations and sessions reporting on rails' key role in the growing livable community revolution.

Speaking of livable communities, we should give our best wishes to one of its strongest proponents, Rick Cole, as he begins his new job as Azusa City Manager this month.

Congratulations to Santa Monica Municipal Bus Lines for their 5 year strategic plan winning the California Transportation Foundations TRANNY award for Special Program Recognition. The plan's success is reflected in ridership growth experienced during the past two fiscal years: 9% in 1997 and 7.3% in 1998. Way to go!

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.

ROUTES OF THE MONTH Chris Ledermuller

LONG BEACH TRANSIT #172/173/174

Where do they go: I-605 Green Line station, Cerritos College, Los Cerritos Center, Fedco, Long Beach Towne Center (173), CSULB (173), Los Altos Center (172), Long Beach City College PCC, PCH Blue Line station, and Long Beach Transit Mall.

How often do they run: 30 minutes each branch weekday (15 minute trunk), and 40 minutes each branch weekends (20 minute trunk).

Evening service: Line 174 operates shortline service from Transit Mall to PCH & Ximeno.

How much does it cost: 90 cents regular, 45 cents seniors. MTA tokens accepted as full fare.

Whom to call: (562)-591-2301

MTA 603

Where does it go: Trade Tech College (and Grand Blue Line Station), MacArthur Park Red Line station, the Original Tommy's Burger main location, and Glendale Galleria.

How often does it run: 20 minutes during peak rush hours, 30 minutes mid-days and weekends.

How much does it cost: 50 cents. MTA passes are accepted, and transfers are sold.

Whom to call: 1-800-COMMUTE.

TRANSIT TRIVIA Charles Hobbs

The question was: use as many of the following "intersuburban express" bus routes as possible to make an all-day excursion: MTA #550,561,576; LADOT #549,573,574,575; AVTA #786,787; Foothill #690; Santa Clarita #791,793,795,796,798; MAX #3 Express

I came up with the following trip (qualifying route segments are in **bold**):

Foothill #690 leave Montclair at 5:03 a.m. arrive Pasadena (Lake/Walnut) at 6:04a

Foothill #690, leave Montclair at 5:03 a.m, arrive Pasadena (Lake/Walnut) at 6:04a.m. Transfer to LADOT #549, arriving at Encino Park/Ride at 7:00

Transfer to LADOT #574, arriving near El Segundo/Nash around 8:05 Metro Green Line, arriving at Harbor (I-110) Station 8:22

MTA #446, arriving Downtown (Olive/Temple) around 8:55

MTA #94, (Spring/Temple) arriving Olive View Hosp 10:56

SCVT #795, arriving Santa Clarita Metrolink 11:40

SCVT #798, leaving Santa Clarita Metrolink 1:25 p.m., arriving Van Nuys/Ventura 2:27 MTA #561, leaving Van Nuys/Ventura 2:57, arr Aviation Station 4:07

Walk over to Douglas/Imperial and catch MAX #3 Express, arr 11th/Pacific 5:26 Walk over to 7th/Gaffey and take MTA #550 northbound . . .

That's eight . . . Could anyone squeeze out a few more? (Hint: Think Pasadena). Oh well. . . tune in next month for a brand-new Transit Trivia question!