

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

About 100,000 daily passenger boardings take place each day on all three lines of the **MTA Metro Rail system**. (This includes about 36,500 boardings on the Red Line, 45,500 on the Blue Line, and a surprising 17,100 on the Green Line).

Several changes are planned for the **MTA Metro Bus system**. Most will take place on December 14, but two new lines will go into effect on Dec 30.

- New line #311 will provide rush hour, limited stop service along Florence Bl, while new #394 will provide rush hour, limited stop service along San Fernando Road.
- Lines #40 and #42 will be modified near the Crenshaw Shopping Center (#42 will operate on Leimert Bl, while #40 will operate via Crenshaw).
- #243 will be rerouted slightly near the Chatsworth Metrolink station, to improve transfer connections with #158
- #161 and #427 will operate along Owensmouth (not Canoga) between Vanowen and Oxnard, to improve access to Warner

Center.

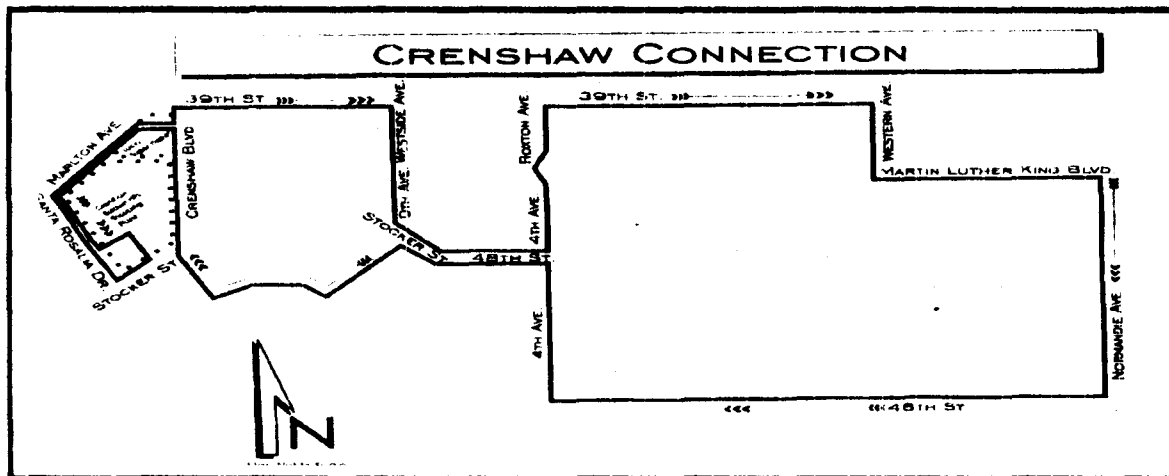
There will be additional buses provided on the following lines: #3,16,30,31,33,45,60,66,67,81,90,91,94,111,152,163,204 and 206

Also, a flexible route shuttle (#608-The Crenshaw Connection) has been operating between Crenshaw Shopping Center and Normandie Ave on weekdays. This service will deviate from its route to pick up passengers within the map boundary (see below). For more information, call 800-982-4644

A similar service operates in northeast Orange County (Brea/Yorba Linda/Placentia), call 1-888-978-2646 for details.

For details on Metrolink holiday service, see page 5

**RUSH**, a commuter bus service connecting Century City to nearby residential areas, has terminated operations (except for a special holiday shuttle).



# BULLETIN BOARD

Elections will be held this month for 1997's officers and directors-at-large. Voting will start promptly at 1:30 p.m. Nominees are:

- President - Dana Gabbard, Pat Moser, Woody Rosner
- Vice President - Charles Hobbs, Woody Rosner, Charles Powell
- Secretary - Kris Sharp
- Treasurer - Juanita Dellomes
- Directors-at-Large (3) - Pat Moser, Robert Richmond, Philip Capo, Charles Powell, Chris Ledermuller

At our December 14th meeting Director-at-Large Robert Richmond wishes to discuss "SO.CA.TA opposition to any diversion (or non Rapid Transit substitution) for what actually is the 'Downtown L.A. Santa Monica' Rapid Transit line. Also, therefore: oppose any physical removal of the existing 1.8 mile right-of-way along the south side of Santa Monica Blvd. (see language of 1980 Proposition A".

Also to be discussed: SO.CA.TA strategies and direction for the coming new year.

Don't forget . . . membership renewal dues for all members are due in January 1997.

As always, *The Transit Advocate* needs articles, letters, 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 emailed to transit@lerami.lerctr.org).

## PLAC REPORT *Dana Gabbard, chair*

I have attended a number of meetings of late, including some associated with the Long Range Plan Update and the upcoming westside restructuring. Criticism of MTA at all of these is widespread inadequate service, poor marketing, wasteful spending all are targets of disdain. An especially eye-opening event was the briefing about MTA's finance at the November 20th Citizen Advisory Council meeting. During the past few years reserves have been drained to balance the budget. It is also now obvious federal funds for the Red Line won't be as generous as MTA's Board hoped. It may be necessary to delay starting construction of the eastern extension of the Red Line. Also the Pasadena Blue Line may not meet its 2001 target opening date.

While faced with the crisis of finances the MTA Board is also about to be hit with a critical

management audit it commissioned from Coopers & Lybrand. A presentation at the November 20th Board meeting made clear it is sober about the depth of problems MTA has from top to bottom. A survey of employees even gave MTA mostly failing grades.

And meanwhile Joe Drew has resigned as CEO, citing the comments regarding his actions relating to the eastside Red Line extension. Second-guessing by Board members was evidently something he found intolerable.

Where does this leave MTA? Perhaps in a crisis so dire that reform is possible. In fact almost inevitable. The only question is whether it will be with the Board or without the Board. And lest it is forgotten, the legislature created MTA and can also change it. Perhaps our task is to ensure that it is changed for the better.

When it was learned the Riverside Transit Agency was having a public hearing Saturday November 16th regarding the future of two Inland Empire Connection routes RTA operates in cooperation with neighboring transit agencies: route #496 operated between Montclair and Riverside (Omnitrans is the partner for this line) and route #149 between Riverside and Disneyland (with OCTA) SO.CA.TA members Dana Gabbard, Charles Powell, Chris Ledermuller and Woody Rosner decided to attend. We came out on the Saturday Metrolink train to San Bernardino and after taking a ride around some Omnitrans routes moved on to Riverside.

We were delighted to find the bus that took us from downtown Riverside to the meeting site was one of RTA's talking buses. These announce stops and also have interior displays that tell you the upcoming stop. MTA will be having their next batch of CNG buses due for delivery next year include this feature. About 30 people showed up to hear what the agency proposed for the two lines.

First we learned that Omnitrans, during its recent routing evaluation, decided to eliminate funding for its portion of the #496. To continue providing a link between Montclair and Riverside they will operate a route #71 which will run from Montclair to Country Village where passengers can transfer to RTA route #49 on to Riverside. The schedules will be coordinated to assure minimal wait times for transferring.

The audience complained transfers at Country Village in the past have often been disruptive with long waits. Also the contractor (Roesch) hasn't always responded quickly to

breakdowns, etc. Troubles with communications between agencies and contractors evidently partly motivated the move to replacing the line with two local service buses directly operated by the agencies.

An additional change is Inland Empire Connection line #110 (Montclair to San Bernardino) will be interlined with route #100 (San Bernardino to Riverside). This means that a passenger could ride on a single bus from Montclair to Riverside via San Bernardino. These changes will be implemented early in 1997.

Line #149's problem is OCTA has withdrawn its financial assistance, due to the Orange County bankruptcy. As a result RTA is operating it solo. To aid the line and avoid the need for additional vehicles operating on it OCTA contributed its Superbuses (tractor-trailer rigs) for the #149. RTA may cut the line back to Mall of Orange and it also pondering running it more on the freeway. But they are only considering this.

The Superbuses have been a nightmare, with frequent breakdowns and other troubles. An audience member commented they had been troublesome when OCTA operated them and it was no favor for them to be given to RTA. A survey of #149 riders will be taken shortly to aid planning of any changes.

A final tidbit revealed at the meeting is RTA will be undertaking its own restructuring in the coming year.

# FOOTHILL FARE INCREASE *Charles Hobbs*

In response to rider concerns, Foothill Transit has modified its proposed fare increase (due to go into effect July 1, 1997):

- The proposed monthly pass price for K-12 students has been reduced to \$14 (currently \$12, was to go as high as \$18)
- Three express zones, instead of two, will be provided, avoiding a proposed 25% fare

increase for passengers in current Zone 4 (e.g. #480 LA-Pomona, or #495 LA-Puente Hills)

- Proposed local monthly pass price will be \$37-40, to be more consistent with the Metrocard's cost per ride.
- There will only be one, not two, fare increases in the near future (e.g. before 2000).

## METROLINK HOLIDAY SERVICE

**Metrolink will again operate special Saturday trains on December 14. This year, service will be provided on the Riverside, Inland Empire-Orange County and Santa Clarita lines. (Normal Saturday service will also operate on the San Bernardino line). Normal, off-peak fares will apply.**

Riverside	8:15A	11:10A	2:57P
Pedley	8:25	11:20	3:07
East Ontario	8:34	11:29	3:15
Industry	8:53	11:48	3:34
Los Angeles	9:30	12:25	4:12

Los Angeles	9:45A	1:30P	4:30P
Industry	10:16	2:04	5:04
East Ontario	10:35	2:23	5:23
Pedley	10:44	2:32	5:32
Riverside	10:58	2:46	5:46

SAN BERNARDINO	7:30A	11:30
RIVERSIDE - DOWNTOWN	7:49	11:49
RIVERSIDE - LA SIERRA	7:59	11:59
WEST CORONA	8:09	12:09P
ANAHEIM CANYON	8:27	12:27
ORANGE	8:36	12:36
SANTA ANA	8:40	12:40
IRVINE	8:50	12:50
SAN JUAN CAPISTRANO	9:05	1:05

SAN JUAN CAPISTRANO	9:15A	3:30P
IRVINE	9:29	3:44
SANTA ANA	9:40	3:55
ORANGE	9:45	4:00
ANAHEIM CANYON	9:53	4:08
WEST CORONA	10:11	4:16
RIVERSIDE - LA SIERRA	10:21	4:26
RIVERSIDE - DOWNTOWN	10:31	4:36
SAN BERNARDINO	10:55	5:00

LANCASTER	7:23A	2:05P
VINCENT	7:38	2:20
PRINCESSA	8:09	2:51
SANTA CLARITA	8:15	2:57
SYLMAR	8:33	3:15
BURBANK	8:43	3:26
GLENDALE	8:49	3:32
L.A. UNION STATION	9:03	3:46

L.A. UNION STATION	9:18A	4:05P
GLENDALE	9:28	4:16
BURBANK	9:34	4:22
SYLMAR	9:45	4:33
SANTA CLARITA	10:05	4:53
PRINCESSA	10:10	4:58
VINCENT	10:42	5:30
LANCASTER	11:00	5:49

U Register early to guarantee on-board pass-panels. Train may leave up to 5 minutes ahead of schedule.