

MTA REVIEW

JANUARY 1997

1996 THE YEAR IN REVIEW



Three new stations opened in July as the agency celebrated the dedication of the Wilshire Extension of the Metro Red Line.

While there were many challenges in the year just past, the MTA enjoyed many major successes during 1996. The following is a compilation of some of the authority's key milestones for the year.

JANUARY

As the authority marked the third anniversary of the Metro Red Line, ridership on its three rail lines totaled 20.5 million in 1995, a 23 percent increase over 1994.

FEBRUARY

The Board adopted key cost containment recommendations for the Metro Blue Line to Pasadena, reducing the project budget by more than \$190 million.

The agency adopted a new passenger slogan "Travel Smart... Take Metro," and installed the slogan on all 2,100 Metro Bus and Metro Rail vehicles in just 10 days.

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I N S I D E

Metro Bus Service Increases

Bus Stops Get a Clean Sweep

The Board Report

**Service Improved on
Metro Blue & Green Lines**

Bohlinger Appointed Interim CEO

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Chair

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Jan Heidt, Alt.

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Zev Yaroslavsky

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Robert Abernethy, Alt.

Dean Dunphy

*Ex-Officio Member,
California Secretary of Business
Transportation and Housing*
Ken Steele, Alt.

Linda Bohlinger

Interim Chief Executive Officer

1996

THE YEAR IN REVIEW *continued from page 1*

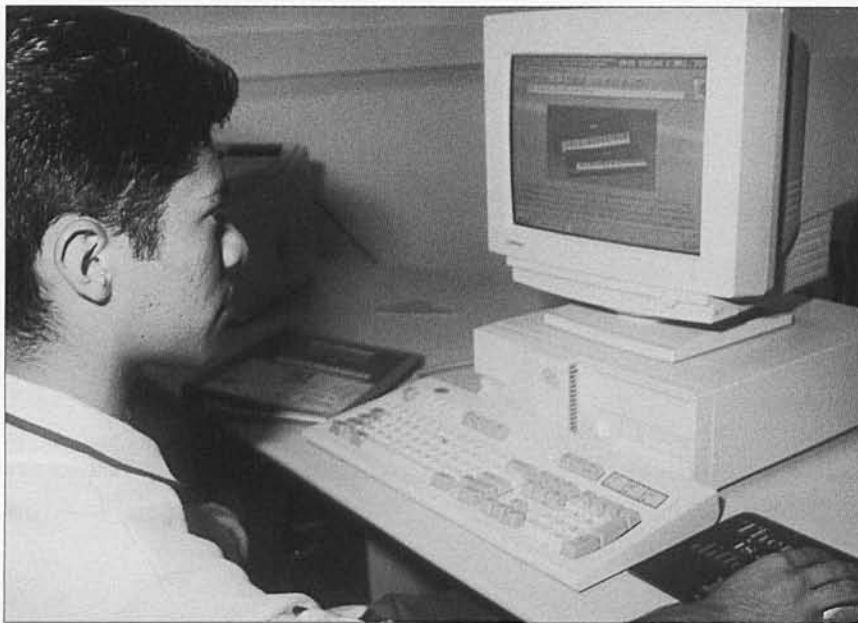
MARCH

The authority received a federal grant for an additional \$5 million to continue work on the lightweight, low-emission Advanced Technology Transit Bus (ATTB). The ATTB program is developing a transit bus using proven advanced technologies developed in aerospace industries. The development of this bus is expected to promote the use of mass transit and expand the market for additional transit buses.

The authority initiated a year-long study process aimed at redesigning a 2.5-mile portion of Santa Monica Boulevard. The study involves extensive community input and is designed to assess how to improve traffic flow, safety, and transit service along the corridor.

The Bikestation, a full-service bicycle storage and rental facility opened in Long Beach near the Metro Blue Line. The first of its kind in the United States, the Bikestation was funded through MTA's Call for Projects and is designed to encourage bicycle usage and transit ridership.

The Los Angeles County Grand Jury released a report evaluating the MTA rail construction quality assurance program as "on the right track." The panel studied the quality assurance methods used by the MTA in assuring safe, cost-effective construction and operation of the Metro Rail system. The panel found that the MTA has developed policies that have become a standard for the rail construction industry and that MTA procedures are competent, conservative and follow generally-accepted quality guidelines.



The TeleVillage opens at the Martin Luther King, Jr. Transit Center adjacent to the Metro Blue Line station in Compton.

The MTA joined local elected officials in the opening of the Metro Blue Line TeleVillage, a community-based computing, teleconferencing, information and service center located at the Martin Luther King, Jr. Transit Center adjacent to the Metro Blue Line Station in Compton. The TeleVillage is a first-of-its-kind development facility that combines rail and bus public transit with telecommunications and information technologies.

A Metro Art project titled "A Tribute to Industry" at the Vernon Station of the Metro Blue Line won national recognition from the US Department of Transportation and the National

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The Board Report

MTA
BOARD
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FOR
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1996

LOAN TO FOOTHILL TRANSIT

Authorized negotiation and execution of a bridge loan of \$10,400,000 to allow Foothill Transit to complete construction of El Monte and Pomona Operations and Maintenance facilities. The FTA has already demonstrated its support for this project by funding \$14.4 million in 1995 and 1996.

ROUTE MODIFICATIONS

Approved minor route modifications on Lines 446-447 (Patsaouras Transit Plaza-Los Angeles-Carson-Wilmington-San Pedro Express) to serve the new Harbor Fwy./I-105 Transitway Station. The change adds 1.5 miles to the existing route mileage of Lines 446-447.

ALAMEDA CORRIDOR PROJECT

Approved an accelerated funding schedule of \$140 million of the MTA's \$359 million commitment to the Alameda Corridor Project to ensure a 2001 project completion date.

SMALL BUSINESS PROGRAM

Authorized staff to develop and implement a Small Business Enterprise Program as an alternative to the currently adopted MBE and WBE Local Program, to be implemented if the Minority and Women Business Enterprise Program is held to be unconstitutional pursuant to Proposition 209 California Civil Rights Initiative. The SBE program will be race and gender neutral, encouraging participation of small businesses in MTA contracting opportunities. Approximately 90% of the existing M/WBEs would be grandfathered into the SBE program.

METRO RED LINE EAST LA EXTENSION

Authorized an award to Dworsky Associates, Inc. for architectural/engineering services on the Chavez/Soto Station for the East LA Extension for a firm fixed price of \$2,197,854.

FY1997-98 TRANSIT CAPITAL IMPROVEMENT PROGRAM

Approved 15 project applications totaling \$27,107,590 for funding in the Fiscal Year 1997-98 State Transit Capital Improvement (TCI) Program. Caltrans will review the TCI applications and forward them to the California Transportation Commission with their recommendations. Funds will be allocated once the FY1997/98 State Budget is adopted. The following are the MTA-approved projects:

Metrolink/MTA Santa Clarita Corridor Enhancements	\$593,115
Covina Grade Crossing Improvements	\$410,475
Vincent Grade/Acton Metrolink Station	\$1,936,000
Santa Clarita/Newhall Intermodal Transportation Center	\$2,137,000
Covina Parking Access Enhancement Phase II	\$575,000
MTA Chinatown Intermodal Improvements	\$500,000
City of Commerce Telegraph Road Track Capacity Enhancements	\$1,599,000
Metrolink/MTA Terminal Tower Construction	\$1,250,000
Metrolink/MTA Newhall Siding	\$1,855,000
MTA/LADOT Advanced Property Acquisition for Mid-City Rail	\$4,000,000
Foothill Transit Eastland Timed Transfer Center	\$3,150,000
Monterey Park Spirit Bus Rehabilitation	\$47,000
Metrolink/MTA Inland Empire Maintenance Facility	\$2,000,000
Metrolink/MTA Purchase and Rehabilitation of Rail Vehicles	\$5,300,000
Metrolink/MTA Burbank Airport Crossovers	\$1,755,000

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Clean Sweep

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MTA AIMS FOR CLEAN SWEEP AT 18,000 BUS STOPS

The MTA is launching an ambitious project designed to clean the 18,000 bus stops in Los Angeles County serviced by Metro Buses.

"Historically, upkeep of bus stops has not been MTA's responsibility, but we believe our customers deserve a clean and pleasant environment where they make their bus connections," said Ellen G. Levine, MTA Executive Officer, Transit Operations. "This is an important addition to our many efforts aimed at providing better service to the transit-riding public."

Beginning December 3, a crew of six took to the streets to work on bus stops where the need was greatest. They pulled up weeds, removed trash, cleaned sidewalks and even removed graffiti on adjacent buildings with the permission

of building owners. The first group of streets they tackled included Van Nuys Boulevard, Slauson Avenue, Broadway, Valley Boulevard, Venice Boulevard, Vermont Avenue and Florence Avenue.

An additional crew was phased into the program in January, and two other crews will be added in February and March. As part of MTA's Mediation and Restitution Services program, the crews will be drawn from a pool of adult court-referred community service workers provided by judges from around LA County.

"The crews will be deployed on a needs-based schedule. They'll also have the flexibility to respond quickly when an urgent situation arises," said Levine. "Some bus stops may require little or no cleanup. Others may need attention as often as once a month. Our goal is to keep the stops clean year-round."

Realizing the job may require a helping hand, MTA hopes to partner with churches, businesses, community groups and other municipalities in another element of the program

dubbed "Adopt-A-Stop." Adopted bus stops will bear a sign indicating who is taking responsibility for their appearance.

"Groups unable to perform cleanup chores can still adopt-a-stop by helping to pay for the cleanup," said Levine. "And in some instances MTA's cleanup crews may assist partners with their own cleanup projects in exchange for some attention to needy stops."

It's important to note that the bus stop cleaning program dovetails with two other MTA cleanup programs. MTA's Zero Tolerance Program is now in effect at all MTA operating divisions. It combines efforts to clean and replace vandalized equipment, to establish a community outreach program and to cooperate with law enforcement agencies and the courts with the assignment of juvenile offenders to graffiti cleanup crews.

Another MTA success story is the Vandalism Abatement Program. One hundred and seventy-five bus operators, mechanics, maintenance assistants and support personnel from the Division Advisory Committees (DAC) from 10 of the MTA's operating bus divisions are enlisting the public's support for a safe and clean transportation system. Approximately 3,000 hours of volunteer time are donated to the MTA annually by DAC members at graffiti mitigation events.



The MTA is expanding its Zero Tolerance Program, a highly successful program that assigns juvenile offenders to graffiti cleanup crews, to include bus stops.

MTA

Endowment for the Arts. It was one of 37 artworks nationwide to receive the 1995 Design for Transportation Awards.

APRIL

The Operations division announced its five-year fight against graffiti and vandalism has virtually wiped out external graffiti on Metro Buses and resulted in dramatic improvement in the appearance and cleanliness of the 2,050-bus fleet. The agency's success against graffiti was attributed to a comprehensive eight-point "Zero Tolerance" program now in effect at all MTA operating divisions.

A ribbon-cutting ceremony was held for the new Chatsworth Metrolink Station and the Transit Tots West Child Care Center. The Child Care Center and depot is a joint venture of the MTA and the City of Los Angeles. The center has capacity for 90 children and is open to the public for infant and preschool care. Priority is given to mass transit users and secondly to parents who carpool.



Transit Tots Child Care Center opens at the Chatsworth Metrolink Station.

The MTA swept top honors in its category for fewest accidents on the road and fewest injuries to employees at the annual awards of the Greater Los Angeles Chapter of the National Safety Council. The MTA won seven awards for fleet Traffic Safety in the Motor Coach Transit Category and for worker safety in the Public Transit (non-commercial) category.

MAY

The California Transportation Commission approved \$1.2 billion in projects for Los Angeles County as part of the 1996 State Transportation Improvement Program. Projects to receive funding include the Metro Blue Line to Pasadena, the Metro Red Line extensions to Hollywood, Mid-City and East Los Angeles, various High Occupancy Vehicle lane connectors, the Alameda Corridor and the Harbor Freeway Transitway.

The authority initiated a market research program as part of a multi-year strategy to obtain statistically valid, up-to-date information concerning regional transit needs, transit travel patterns, customer satisfaction and customer attitudes and perceptions about Metro services. Called the Service Planning Market Research Project, the project will help management better address the transit needs of the region.

US Transportation Secretary Federico Pena presented a \$1.6-million grant for transportation projects to eight Los Angeles

neighborhoods as part of the Los Angeles Neighborhood Initiative (LANI). The grant, administered by the MTA for use by the City of Los Angeles, funds security enhancements at bus stops and on-line equipment for Transit Community Stores. LANI projects focus on street revitalization in transit-dependent, low income areas.

An MTA contractor activates the first of two tunnel-boring machines at its Universal City worksite and began mining through the Hollywood Hills south to Hollywood. The twin tunnels when completed will pass 12,630 feet through eight distinct geologic formations, ranging in depth from 165 to 900 feet before meeting the Metro Red Line tunnels

at La Brea Avenue and Hollywood Boulevard. The \$125.6-million project will link North Hollywood with two subway stations and two miles of tunnel along with the rest of the Metro Red Line system.

The MTA and Metrolink began installing fences and warning signs along the Metrolink Santa Clarita Line right-of-way. The program is part of a safety enhancement effort that will extend 32 miles from Glendale to the Santa Clarita-Princessa station.

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1996

THE YEAR IN REVIEW *continued from page 5*

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Los Angeles
County
Metropolitan
Transportation
Authority

The authority announced details of the Construction Impact Response Program set up to ensure a quick solution for residents and businesses affected by MTA construction activities. The program establishes a Rapid Response Team for all MTA construction projects. The goal is to respond and to resolve complaints within 72 hours.

JUNE

The House Appropriations Subcommittee on Transportation recommended funding for the Metro Red Line Segment 3 project at \$90 million for Fiscal Year 1997. This is an increase of \$5 million over last year's allocation. The funds will be used for the North Hollywood, East Los Angeles and Mid-City extensions of the Metro Red Line.

The MTA Board of Directors approves a \$2.8-billion spending plan for FY97 that places customer service and better bus service as the authority's top priorities and includes funds to implement a Bus System Improvement Plan.

The Board approved the purchase of 250 state-of-the-art compressed natural gas (CNG) buses as part of the MTA's commitment in providing the highest level of passenger service quality.

Transit Tots East, a new child care center created as an incentive for working parents to use public transit, was officially dedicated at the Sylmar/San Fernando Transit Center. This center is a joint project of the MTA, the City of Los Angeles, the Mobile Source Air Quality Review Committee and the State of California.

JULY

The MTA dedicated the new Wilshire Extension of the Metro Red Line. The segment's two miles and three stations open to the public. This is the first expansion of the Metro Red Line since the original segment opened in January 1993. An estimated 85,000 people traveled on the opening weekend between Union Station and the new stations on Wilshire Boulevard at Vermont, Normandie and Western avenues.

MTA loaned a total of 60 CNG buses to Atlanta's Metropolitan Area Rapid Transportation Authority (MARTA) for use during the 1996 Olympic Summer Games.

The authority extended its hours of operation on all rail lines.

The MTA's new headquarters building - One Gateway Plaza - which opened in September 1995, won the best office/professional building (over 100,000 square feet) award at the 1996 Gold Nugget design competition. The

Gold Nugget awards honor distinctive architecture and land planning in residential, commercial and industrial projects.

AUGUST

The Metro Green Line celebrated its first birthday with expanded service and more and more people discovering the convenience of the rail system.

The Los Angeles City Council voted to approve \$200 million to allow MTA to expeditiously complete construction of the third segment of the Metro Red Line which includes North Hollywood, Mid-City, and East LA Extensions.



The Bikestation opens in Long Beach with actor Ed Bradley.

The Board of Directors approved a joint development project that will provide shopping and additional transit parking at the Metro Blue Line Willow Station in Long Beach. Plans call for a 700-car secured parking structure, reserved exclusively for transit riders, to be built in 1997. In addition, an adjacent shopping center will include a supermarket, drug store, small-scale retailers, surface parking for shoppers and a central plaza.

SEPTEMBER

The Federal Transit Administration released \$83.9 million in federal funding for Metro Red Line construction.



egley, Jr. heralding the benefits of commuting by bicycle.

Overcoming a Senate recommendation of \$55 million, the MTA was successful in achieving a federal grant of \$70 million for its Metro Red Line extensions to Hollywood, Mid-City and East Los Angeles, as well as additional funds for other transportation programs.

The MTA took delivery of the first two prototype vehicles for the next generation of Metro Red Line rail car. The two cars are the vanguard of a total of 74 cars that have been ordered.

The MTA board of directors approved a settlement with the class action plaintiffs represented by the NAACP Legal Defense and Educational Fund, Inc. that will result in additional bus service and a rollback in the price of the monthly pass, as well as commitment by the authority to devote additional resources for security on the bus system.

The Authority dedicated the Child Care Center adjacent to the Gateway headquarters building.

OCTOBER

Los Angeles celebrated the dedication of the Santa Monica Freeway Smart Corridor Project, a \$48-million high-tech communications system integrating computer systems, video cameras, freeway meters, traffic lights and roadway sensors to increase the average speed on the Santa Monica Freeway and principal parallel routes.

The MTA board of directors voted to merge the agency's 500 member Transit Police Department, the largest transit force in the country, with the Los Angeles Police Department and the Los Angeles Sheriff's Department.

The authority started a new flexible bus service called the "Crenshaw Connection" that serves residential areas of Leimert Park, as well as the Crenshaw Baldwin Hills Plaza. The new bus service allows passengers to board at bus stops or flag a bus to pick them up at any corner served by the line. Passengers also may be dropped off at any corner in the service area.

Carpool lanes opened along the San Diego Freeway from Ventura Freeway to the Golden State Freeway in the San Fernando Valley. Built by Caltrans, the project was funded through MTA's Call for Projects program.

Passengers on the Metro Blue Line enjoy a quicker trip thanks to the synchronization of traffic signals along the line's Pico Boulevard-Washington Boulevard-Long Beach Avenue segment in downtown Los Angeles.

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SERVICE IMPROVED ON METRO BLUE AND GREEN LINES

An additional train has been placed in service on both the Metro Blue and Green Lines, increasing capacity and improving service for thousands of commuters who have discovered the ease and speed of using the rail system.

With the addition of the trains, Metro Blue Line passengers are able to choose from 27 trips between Long Beach and downtown Los Angeles during the morning rush hours, up from 24 trips that were previously offered.

Metro Green Line service also improved during rush hours, with trains operating every six minutes from Norwalk's I-605/I-105 Station between the hours of 6 a.m. to 6:30 a.m., a two-minute improvement. Trains will then arrive every seven minutes from 6:30 a.m. to 7:45 a.m., nearly 30 seconds faster than the current schedule.

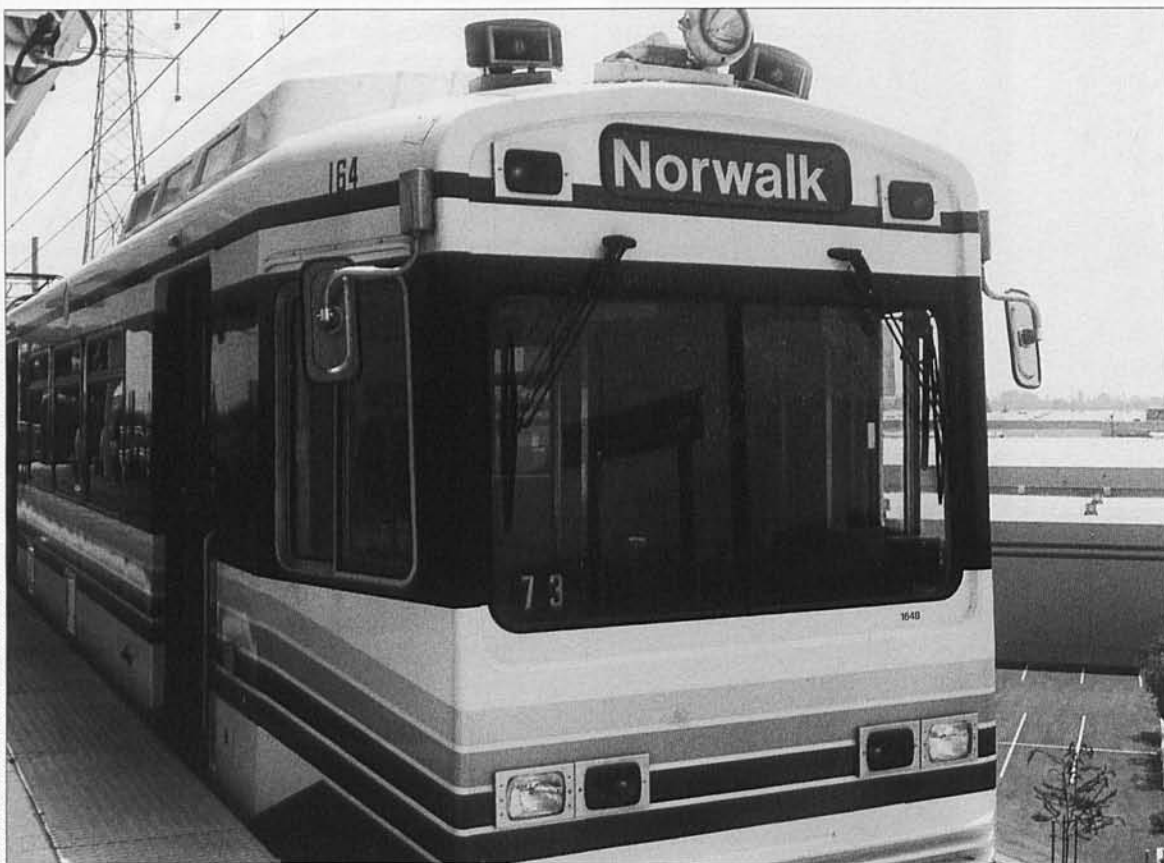
Patronage on both the Metro Green and Blue Lines continues to increase. The authority has seen a 13 percent

increase in ridership on the Metro Blue Line in the past year. The authority now carries an average 45,500 passengers each weekday.

The authority also noted that ridership on the Metro Green Line, which opened to passenger service in August of 1995, is up 60 percent compared to a year ago. A total of 17,100 passengers use the line every weekday.

"The MTA constantly monitors the Metro Green and Blue Lines and makes improvements whenever possible," said Ellen G. Levine, MTA Executive Officer, Transit Operations. "The additional trains will, in many respects, enhance the quality of service. We are confident that this will lead to extra room for our passengers."

In October, round-trip travel time on the popular Metro Blue Line was reduced by six minutes when signals on Flower Street and Washington Boulevard were re-synchronized.



Metro Blue and Green Line riders are enjoying improved service with the addition of a train on both lines.



Metro Bus service has expanded thanks to a major change in countywide service and the largest single expansion in 20 years.

METRO BUS SERVICE INCREASES IN SEVERAL AREAS

Metro Bus service increased in East Los Angeles, West Los Angeles, South Central Los Angeles and the San Fernando Valley during December as a result of major changes in countywide service and the largest single expansion to the Metro Bus fleet in 20 years: 53 vehicles. Additionally, the agency adjusted schedules and routing on a total of 93 lines. This expansion means improved service in all sections of the county. A second installment of 51 buses will be added in June.

The following information provides details of the expanded service by region:

EAST LOS ANGELES

Lines 30-31, serving West Pico Boulevard and East 1st Street, received six extra buses in the morning and afternoon to reduce overcrowding.

Buses on Line 18, operating along Whittier Boulevard and West 6th Street, now make extra trips during midday as well as peak hours, resulting in shorter waiting times.

Three buses were added in the afternoon to Lines 66-67 on East Olympic Boulevard.

WEST LOS ANGELES

On Santa Monica Boulevard, two buses were added in the morning and two in the afternoon on Lines 4 Local and 304

Limited. Line 16, which operates on West 3rd Street, received two extra buses in the morning and three in the afternoon.

Lines 33-333, operating on Venice Boulevard, received two additional buses in the morning and two in the afternoon. The buses that run on Fairfax Avenue, Lines 1-217, now run extra trips to expand service between noon and 3 p.m.

SOUTH CENTRAL LOS ANGELES

A new limited stop Line 311, paralleling Line 111 on Florence Avenue, was added utilizing nine buses during morning and afternoon rush hours.

Other changes included the addition of seven buses in the morning and afternoon on Lines 204-354, which serve Vermont Avenue, in order to reduce overcrowding.

Buses were added on other lines as well, including one new afternoon bus on Lines 26-51, which operate on Seventh Street, San Pedro Street, and Avalon Boulevard. Three buses were added in the morning, two in the afternoon to Line 60 which operates on Long Beach Boulevard and Santa Fe Avenue. One afternoon bus was added to Line 81 on Figueroa Street and one afternoon bus was added to Line 108 on Slauson Avenue.

One bus was added to Line 117 on Century Boulevard to help keep service on time during midday. A bus was added in the afternoon to Line 206 which operates on Normandie Avenue. Trips were added to Line 45 on Broadway. Service was extended on Lines 210-310, serving Crenshaw Boulevard, to keep service on time between El Camino College, Hollywood and the Metro Red Line.

Lines 40-42, serving Baldwin Hills, got one extra bus in the morning and one in the afternoon. Buses are being rerouted in the area to provide greater access to Crenshaw Plaza.

SAN FERNANDO VALLEY

A new limited stop service, Line 394 was introduced on San Fernando Road paralleling Line 94.

Other changes include the addition of one bus in the morning and one in the afternoon on Lines 90-91 which operate between Los Angeles, Sunland and Sylmar. Line 152, which runs on Fallbrook Avenue, Roscoe Boulevard, Vineland Avenue and into Burbank received one extra bus in the morning.

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Bus
Service
Expansion
Means
Improved
Service
Around
the
County.

The Board Report *continued*

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MTA
BOARD
ACTIVITIES
FOR
DECEMBER
1996

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LEGISLATIVE PROGRAM

Approved the 1997 MTA Legislative Program. The role of the program is to secure the necessary legislative authority, the program funding and the regulatory actions needed at the federal, state and local level to carry out the goals and objectives of the MTA.

FEDERAL PROGRAM

The authority has identified two goals with respect to the federal program, the first securing funding in the FY1998 Department of Transportation Appropriations Act.

Areas of focus include:

- Funding for the Metro Red Line extensions to North Hollywood, Mid-City and East Los Angeles final design and construction project from the Section 3 Rail New Start program consistent with the Full Funding Grant Agreement.
- Funding from Section 26 Research and Planning and Section 3 Bus for the prototype production and field testing for the Advanced Technology Transit Bus (ATTB) project as supported by the Department of Transportation.
- Work cooperatively with other regional transportation agencies seeking specific funding allocation for transportation projects in Los Angeles County.

The second goal involves reauthorization of the Intermodal Surface Transportation Efficiency Act. The board voted to defer discussion on this goal to their next meeting.

STATE PROGRAM

The authority will actively work with state, regional and local transportation interests to secure, protect and enhance transportation funding and programs statewide.

Areas of focus include:

- Work to ensure that any legislation to reform the State Transportation Improvement Plan process reflects the best interest of transportation countywide.
- Support legislation and other efforts in cooperation with the California Transit Association (CTA) which secures, protects and enhances transit funding by joining CTA in lobbying activities and communicating MTA positions to the legislative delegation.

- Actively pursue a strategy with regional interests to program remaining state highway account funding freed up by Proposition 192 (seismic retrofit) funds for countywide transportation programs.
- Protect transportation funding from diversion for seismic retrofit of state-owned toll bridges by working cooperatively with other local transportation agencies to inform the Southern California legislative delegation of the united position on the issues.
- Sponsor legislation or a resolution to encourage that the 16-week high school Driver's Education course include material promoting public transportation and bicycle safety.
- Sponsor legislation increasing the penalty and making it a felony to assault a bus driver.
- Join with the Southern California Association of Governments and other transit commissions in the region to accelerate state funding for regional core rideshare services directed to the MTA.

The second goal for the state program involves supporting legislative and regulatory actions which enhance the MTA's ability to deliver transportation services in Los Angeles County.

Areas of focus include:

- Pursue/adopt basic principles on MTA board of directors composition to guide legislative efforts.
- Sponsor legislation to delete duplicative and obsolete language regarding contracting authority of the agency, amend current law to permit change orders of under \$50,000 without an audit, and strengthen the MTA's authority to pre-qualify contractors for major capital projects.
- Sponsor legislation to further define joint development projects and include within the definition a "transit village development district."
- Sponsor legislation to revise current law which requires two staffs to operate Alternate Rail Technology vehicles.
- Pursue ideas for innovative transit operations funding and ADA compliance funding.

LOCAL PROGRAM

The local program will work to establish and maintain effective liaison with local elected officials, policy boards of

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regional agencies, municipal organizations and associations to secure, protect and enhance transportation funding for countywide transportation programs.

Areas of focus include:

- Establish, maintain and coordinate communication with local elected officials, policy boards of regional agencies, municipal organizations and associations by updating the 88 cities through government relations legislative briefs, seminars and public hearings.
- Encourage effective communication and coordination with regional/local government entities and MTA management teams.
- Work with MTA Regional Transportation Planning and Development to coordinate and encourage participation in the re-adoption of the Long Range Transportation Plan.

The second goal involves actively seeking local elected officials, policy boards of regional agencies, municipal organizations and associations to advocate at the local, state and federal levels for transportation funding to countywide transportation programs.

Areas of focus include:

- Actively pursue and coordinate advocacy efforts to secure, protect and enhance transportation funding for countywide transportation programs and mutual policy objectives.
- Provide accurate and timely information regarding agency services, special events and activities.
- Conduct meetings with the League of Cities, Independent Cities Association and California Contract Cities Association to provide presentations and reports.

CORRECTION

In the last edition of the MTA Review, we incorrectly reported that the Board approved a cooperative agreement between the City of Los Angeles and the MTA to administer and operate a cleaning and graffiti abatement program for the Hollywood Construction Impact Program. This item was in fact held over to the January Board meeting. We'll report Board action taken on this item in the next edition of the MTA Review.

The MTA, the Federal Transit Administration and Northrop Grumman Corporation unveiled the first Advanced Technology Transit Bus, a low-floor, lightweight, fuel-efficient bus manufactured with materials similar to those used in the famous B-2 Stealth Bomber.

NOVEMBER

Ridership increased to a weekday average of almost 100,000 on all Metro Rail Lines.

The California Transportation Commission approved \$48.5 million to allow for completion of activities now in process for the Metro Blue Line to Pasadena.

DECEMBER

The Agency introduced a special 75-cent fare during off-peak hours on two bus lines and lowers the price of its regular monthly pass systemwide from \$49 to \$42 and offers a specially-priced \$11 weekly pass.

An additional train was placed into service on both the Metro Blue and Green Lines, increasing capacity and improving service for thousands of commuters who have discovered the ease and speed of using the rail system.

The agency expanded the Metro Bus fleet by 53 vehicles and adjusts schedules and routing on a total of 93 lines. This is the largest expansion of the Metro Bus fleet since 1976.

The MTA launched an ambitious project called the Bus Stop Cleaning Program to clean the 18,000 stops in LA County serviced by Metro Buses.

MTA

The first Advanced Technology Transit Bus is unveiled at a special ceremony conducted at Northrop Grumman.





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LINDA BOHLINGER APPOINTED MTA INTERIM CEO

Linda Bohlinger, an executive with more than 20 years of experience in transportation planning and administration, has been appointed interim chief executive officer of the Los Angeles County Metropolitan Transportation Authority by the MTA Board of Directors.

For the past year Bohlinger has served as deputy CEO at the MTA. She replaces Joe Drew who has left the agency. The MTA will soon begin a nationwide recruitment for a permanent CEO.

"I look forward to the challenge of being a steward of the MTA while the Board searches for a permanent chief executive officer," said Bohlinger.

"There's no other public transit agency in the nation where construction, bus and rail operations, planning and programming are combined in one organization. But MTA exists for one purpose and that is to provide superior transportation for the residents of Los Angeles County," Bohlinger said. "I will strive to make MTA more customer-oriented, both externally and internally, as we focus on our basic mission."

Bohlinger has worked for MTA and one of its two predecessor agencies, the Los Angeles County Transportation Commission, for 15 of the last 20 years and has risen steadily throughout the executive ranks. She has played a lead role in directing the implementation of a multimodal transportation system for Los Angeles County

with responsibility for all bus, rail and highway planning and programming. As deputy director for transit development with the California Transportation Commission between 1986 and 1989, Bohlinger also directed the state's mass transit funding program.

SERVICE INCREASES

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Line 158 on Devonshire Avenue and Woodman Street got one extra morning bus. Line 163, operating on Sherman Way and Hollywood Way, received two more buses in the morning and one in the afternoon. Lines 164-165, serving Victory Boulevard and Vanowen Street, also got two extra buses in the morning and one in the afternoon.

Lines 183-234, operating on Sepulveda Boulevard, received one extra morning bus. Another morning bus was added to Line 236 on Balboa Boulevard.

In Chatsworth, Line 243 was rerouted to provide two-way service on DeSoto Avenue up to Devonshire Street and the Chatsworth Metrolink Station.

There has been a route change on Line 161 to set up an interim transit center at Owensmouth Avenue and Erwin Street at Warner Center.

These changes are designed to provide more efficient and more attractive service to residents in the areas served and to the riding public in general. They are part of the authority's commitment to make significant improvements in bus service.

Metropolitan
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REVIEW
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