

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

Director Pat Moser reports that, effective Dec. 31, LADOT is cancelling the Park LaBrea DASH route.

Foothill Transit has modified their route #493 (LA-Diamond Bar Express). Instead of using the Pomona Freeway between Puente Hills and Diamond Bar, it now uses Golden Springs Road, observing the same limited stops as route #495

The new La Puente shuttle is due to begin operation in late January.

Member Armando Avalos reports that the City of San Fernando fixed route shuttle has been cancelled (perhaps as early as last March)

The Dec. 27 Long Beach Press Telegram reports by mid-January Norwalk Transit will begin late evening and night hours for its route #1. This is to accomodate Rio Hondo College evening students. In addition the agency has applied for a federal grant to develop a Norwalk/Whittier shuttle. Next month ground will be broken on a new \$15 million Norwalk Transit Center on Imperial Highway slated to open in July 2001. This will include improved maintenance facilities and a customer service center.

Van Go is now going by the name of Brea Express. It is a demand responsive service for the general public operating 10 a.m. to 4 p.m. Monday thru Friday for trips within Brea. To get a pick up users must call an hour in advance - 888-978-2646. Cost is \$1 (Seniors can use it for free to get to and from the Senior Center's lunch program). Except for the senior component funding is provided by AB 2766 Air Quality Improvement monies. Further information: 714-671-4419 (Karen Haluca).

Substantial changes in Riverside Transit Agency's fare structure are to happen Jan 9: (see chart). Zone fares will be dropped in favor of a simple flat fare, and transfers will be replaced with all-day passes (like Omnitrans).

RTA is also considering implementing some new long distance routes. Proposed are: Ontario-Riverside-Banning-Palm Springs, Ontario-Riverside-Perris-Temecula-Escondido, and a Hemet-Riverside express. Additional service for Route #1 is also desired. If funding can be lined up, these services may start running by 2001. ■

## RTA FARES EFFECTIVE JAN 9, 2000

Cash Fares:	Current	New	Transfers replaced with new Day Pass:
General	.75	1.00	Adult: 2.50
Youth	.80	.75	Senior/disabled: 1.25
Senior/disabled	.35	.50	Child under 5:
Monthly pass:	Current	New	Currently, one child under five travels free with a paying passenger. Additional children travel at .15 each
General	24.00	34.00	
Youth	20.00	26.00	
Senior/disabled	12.00	14.00	
Tickets (book of 10):	Current	New	Under the new fare structure, two children under five travel free with a paying passenger. Additional children travel at .25 each.
General	6.00	9.00	
Youth	5.00	7.00	
Senior/disabled	3.00	4.50	

# BULLETIN BOARD

At the December meeting our members choose the officers and Directors for 2000:

President - Kris Sharp  
Vice President - Anthony Loui  
Treasurer - Juanita Dellomes  
Recording Secretary - Pat Moser  
Corresponding Secretary - Dana Gabbard  
Directors- Armando Avalos, Perias Pillay, Kymberleigh Richards

Also at our December meeting we had a presentation by Kristina Egan of the California Transit Association. CTA is beginning to build alliances among key players, including transit users. Our members found Ms. Egan's presentation informative and we hope in the future to work together on issues of mutual interest.

Our annual holiday buffet was a great success. Over 20 members attended, enjoying the fine food and camaraderie. Again we were able to distribute bags bulging with trinkets donated by various transit agencies with extras put on an overflow table for the taking. Donations came from Carson Circuit, Culver CityBus, Caltrans, Foothill Transit, Moore Associates, NCTD, Santa Clarita Transit, Santa Monica Municipal Bus Lines, Sunline Transit and Torrance Transit. Door prizes were donated by MARTA, Treasurer Juanita Dellomes, then-President Gabbard and Woody Rosner. Let's do it again next year!

"A Tale of Two Bus Stops" which appeared in our September issue was reprinted in the Winter issue (#6) of The Transit Gazette out of Portland, Oregon. [http://www.europa.com/~peterson/transit\\_gazette](http://www.europa.com/~peterson/transit_gazette)

Several members attended the Nov. 6 Big Blue Bus community meeting on fiscal year 2000 improvement. Reportedly attendance was heavy (over 40 people).

Member Van Ajemian was quoted regarding Montebello Bus Line's service in "Get on the Bus" in a Los Angeles Times "Our Times" section during late December.

Saturday Jan. 29 the Mural Conservancy of Los Angeles will conduct a tour of the new Metro Rail stations. \$15 - call (818) 487-0416 for details.

February 3 MTA will sponsor a Pedestrian Conference. Call our hotline for further details as they become available - (213) 388-2364 ext.2

February 4 the documentary on the BRU by Haskell Wexler will premiere at 8 p.m. \$25 for the screening and an extra \$25 to attend at 6:30 p.m. a discussion by Wexler and BRU leaders. This will be held at the Directors Guild Theater 7920 Sunset (near Fairfax). Further information: (213) 387-2800.

LAX has issued a supplement to its Notice of Preparation as part of its environmental clearance for the expansion proposals. To obtain a copy call (310) 646-6250 or <http://www.lax2015.org>.

The San Diego Association of Governments has issued its draft Regional Transportation Plans. Copies can be obtained by calling (619) 595-5394 or <http://www.sandag.cog.ca.us>. Comments are due by Jan. 28, 2000.

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](mailto:transit@lerami.lerctr.org)). Material for publication should be received two weeks before the scheduled SO.CA.TA meeting date

## LINE #646 EXCURSION *Dana Gabbard*

For some time Charles Powell and I had wanted to explore MTA's City NightLine, route 646. This is a shuttle that during owl hours provides route deviation and fixed route service between Carson and San Pedro along the route of line 446. Charles and I settled on Sunday Dec. 26 to undertake this study of the service. We were joined for the trip by member Woody Rosner and founder Pat Moser.

At 11 p.m. we gathered at 7th and Broadway in downtown Los Angeles to catch line 45 during the line-up. The bus was a CNG Neoplan (#6576). At 11:12 p.m. it departed, carrying 13 passengers (all ride counts exclude SO.CA.TA members). By Venice Bl. the passenger load had increased to 20. As we continued southward gradually the number of riders dwindled. The area we traveled thru was commercial/industrial. I saw some markets that were still open and fast food outlets with open drive thru windows. Around 85th Street a club had a large crowd gathered in front of it. Soon the surroundings began to be more residential. By Century we had only 8 passengers. No one boarded or alighted at the Green Line station. As we turned onto Avalon the bus converted to being a line 446 and continued south on Avalon.

At Carson Plaza we were discharged with three other passengers. This is the location for transferring from line 446 to line 646. No benches or bus stop sign were at this location. Nothing to signify service south existed. One passenger revealed he had in the past walked to work and had never been told the 646 existed. Another stated the 646 is often late, up to 30 minutes or sometimes doesn't show up at all. And indeed despite arriving on time at 11:50 p.m. the

646 didn't show up until 12:17 a.m. We boarded the 16 seat cutaway bus (which are also used for routes 218 and 603). Our first stop was a deviation for the gentleman who previously walked to Wilmington/Carson. He thanked us for helping him save 30 minutes. Next we picked up a passenger at the Carson/Avalon bus stop. Then we had a pick up at the 223/Avalon bus stop. Next at a bus stop near Lomita/Avalon (who was dropped along Avalon). Then a pick up at a bus stop on Anaheim/Avalon. A deviated pick up at a store at Gaffey and Channel who had a deviated drop off. This was followed by a bus stop pick up and a deviated drop off. We picked up 3 passengers along Pacific at bus stops (two at 5th and 1 at 1st). This was followed by another deviated drop off and one final bus stop drop off. At 1:12 a.m. we returned to Avalon near Carson Plaza (with two passengers) to catch line 446 back to downtown Los Angeles. At least this location had a bench! 3 minutes later (and on schedule) line 446 picked us up and we enjoyed an uneventful trip back to downtown.

Two lessons we learned: the southbound pick up start point needs some improvements so passengers can use the 646 without having to rely on fellow passengers or a bus operator to learn it exists (a bench would be nice, also). And we wonder whether further marketing isn't called for. It was an active bus - on our trip (much like Ed Buckley's just after the service started) most riders boarded and deboarded at fixed route bus stops. Charles Powell noted deviation makes it very hard to meet schedules, which may account for the problems we heard from the passenger who boarded with us at Carson Plaza. Certainly a lesson that should be taken into account in any plans to operate similar shuttles in the future.

### Transit Trivia by Steve Crosmer (SO.CA.TA Co-founder)

"What city, served by Metrolink, has rail service every day of the week but Saturday?"

(The answer will be in next month's newsletter, and announced at the January meeting).

# FROM THE PRESIDENT *Kris Sharp*

Dear SOCATA members and true transit advocates,

The first order of business for me is to thank all those of you who supported me in the recent elections, I will endeavor to give clear and focused leadership in the upcoming year. I believe that SOCATA is at a critical point in it's history thanks to the hard work of devoted members that have put us into a position of influence and increased exposure.

As a 10-year member of SOCATA and one of the original founders of The Los Angeles Transit League, I feel I have a unique perspective on this organization's growth and vision for the future. Past presidents, Pat Moser, Charles Hobbs and Dana Gabbard have all made fundamental contributions to our organizational development and footprint into the community.

For those of you who don't know me, I have served as Secretary and Treasurer for SOCATA, completing much of the early financial and legal paperwork for SOCATA, as well as drafting early by-laws and position papers. I am married with two children and reside in South Pasadena. I retired from MTA in 1996 and hold a Masters in Public Administration from USC. Presently, I am a Training and Human Resources consultant and have an abiding interest in community forums that seek to impact and influence public funding and behavior.

My original motivation for involvement in transit advocacy was my disbelief at how public transit agencies (RTD at the time) could be so disconnected and uncaring of the transit-dependent public especially during the labor strike periods. I believed that informed and concerned citizens were just as competent in directing public funds for transit projects as the transportation bureaucrats (a concept known as the Citizen Planners).

I hope that all of you will be energized by the tasks and obligations we have to expanding the quality of regional transit and share my belief that SOCATA can be a strong voice and force in impacting public transportation policy.

Consistent with our stated long range goals, it will be my objective to stay on task to help complete these goals.

1. SOCATA being funded 50% by grants. Funds also from the Transit Guide, increased donations, fundraising, and products (shirts, etc.) Possible change in 501 (c) 4 status.
2. Public Outreach programs. Includes the creation of a member staff, expert group to go into the community and present issues on transit advocacy, training in transit, transit skill-building.
3. Annual SOCATA Transit Travel Event. Publicized, organized and coordinated by members to highlight public transportation. Example:
  - a. Use of all modes of transit - Red, Blue, Green, buses.
  - b. Inclusion of lunch or dinner meeting
  - c. Minimal charge - Grant or agency support.
  - d. Annual event - ie. TRY Transit Week.
4. Publications. Newsletter, transit guide, positions papers.
5. Public Affairs. Legislative activism, meeting representation, editorials, lobbying.

If you have interest in any of these areas please be prepared to provide leadership or become actively involved in these committees. Thank you.

Respectfully,  
Kris Alan Sharp, MPA  
President

## PAT MOSER, SO.CA.TA FOUNDER, 1938-1999

P. Pat Moser, long-time pro-rail and transit activist and founder of the Southern California Transit Advocates (So.Ca.TA), died Wednesday, December 29th, at about 4 AM. (So.Ca.TA was first known as the Los Angeles Transit League.) The cause of his death is yet unknown, but it was either a heart attack or a severe asthma attack. He summoned the paramedics, but they could not save his life.



My first recollection of Pat is of him testifying at a public meeting in 1979 at LACC about the SCRTD Metro Rail project (later called the Metro Red Line) and turning it into a forum for his political views. Though we subsequently encountered each other at various other public meetings, we did not converse regularly until around the mid-1980s and increasing thereafter. This allowed me gradually to learn his views about public transit overall.

Of course, as we all know, he was consistently very pro-transit over the years, both pro-rail and pro-bus. In L.A., he rode the RTD or MTA bus daily but would have preferred to have ridden a railcar instead as he did in Philadelphia decades ago. He always viewed the bus (and improved bus transit) as a vital necessity but subordinate to rail on the metropolitan scale. The extreme views of an all-bus system or investment purely in rail were foreign to him.

However, his transit views did evolve over the years, from impractical idealism at first (for example, supporting simultaneous reduced fares and four-track subways) to an increasing recognition of limited reality, especially after the mess RTD and the LACTC made of rail development. He came to prefer elevated rapid transit and light rail transit along with electric trolley buses and moderation in fare policy, for example.

The transit project of most interest to him was certainly the Pasadena Blue Line, to which he looked forward to riding. I am sure that his highest regret in transit right now is never having lived to ride it. The only transit project he would have liked more would have been a rail line on Eagle Rock Boulevard two blocks from his home. He rightly bemoaned the concatenation of the 1991 recession, the Santa Fe's foot dragging in the negotiations to buy the right of way, and inter-subregional politics (my euphemism) as dashing the Blue Line's original prospects for completion in the mid-1990s. His highest wish in transit would be for the Pasadena Blue Line to be completed as expeditiously as possible.

But Pat was not some "policy wonk" to me but a good friend in many, hard, practical ways. I can remember him at least twice calling RTD/MTA transit information to determine a schedule for me when I was too busy being too late to meet my original schedule. Just a few days before his death, he rode the bus to Pasadena to copy and mail some excellent articles for me from one of his magazines, amongst literally dozens of other examples. He went so far out of his way not only for me but for many others, even a few who didn't deserve his help after the way they treated him (no one in So.Ca.TA, thankfully). For those who myopically focused on his "rough edges", that is well worth bearing in lasting memory.

*-Bryan Allen*

Pat Moser was a community activist, he was an individualist, he was a producer in his community. Personally he helped me politically and he was always there for me when I needed him. When we worked on political campaigns and issues, we would walk house to house. He would help me on my health fairs for AARP, and on political campaigns, on voting issues. He produced, and he was there for his community and for me.

I think I can call him "friend", even though he was egocentric and an individualist, and according to his words, with his 'vast store of knowledge'. He was always there for a fountain of information, and I appreciated him, while we had him.

*-Juanita Dellomes, SO.CA.TA Treasurer*

I first met Pat at an RTD public hearing in Glendale, in December 1990. He discussed various bus routing changes he wanted to see in the Eagle Rock area. After I had made my presentation, he handed me a scrap of paper,

on which was handwritten "Los Angeles Transit League" and his home phone number. "Wow, more people who are interested in transit, just like me", I thought. Soon afterward, I started going to LATL meetings, and eventually I joined.

Pat was always keenly interested in public transit in general, and particularly in Los Angeles and his native Philadelphia. He had both an extensive historical knowledge about the Los Angeles transit operators of days past, and an intense desire to find out more about new services and proposals.

Even in the last few days of his life, he was asking to be put on the mailing list for the Mid City transit proposal, sending us information about a bus route cancellation, and going on a particularly adventurous excursion: riding all-night buses between Los Angeles and San Pedro. That's dedication!

*-Charles P. Hobbs, editor, Transit Advocate*

## VIEW FROM THE BACK OF THE BUS *Van Ajemian*

"Why are you tagging the bus?"

"Okay, you have an answer for everything."

"I'm bored".

"So?"

"That's a new one. You're not trying to leave your mark?"

"What?"

"Look at the tag. Do I look like an 'Emperor Augustus' to you?"

"So when do we get magazines?"

"So why don't you read something?"

"What's the hurry? You're not trying to get more people to ride the bus, I hope?"

"Why doesn't the bus have magazines?"

"Then when?"

"Cost too much to subscribe."

"The idea has to be run by the safety committee, the union, the maintenance committee, the policy committee, and the committee..."

"Passengers will donate their old issues."

"...of the twelve monkeys. You're serious?"

"Drivers will have to pick up."

"Of course."

"Volunteers can pick up."

"COSMOPOLITAN might fall into the hands of the young."

"Never mind. Who was the emperor after Augustus?"

"The bus company says that it wants TIME, TEEN, and MUNDO PLANO. Nothing else."

END