

BULLETIN BOARD

Our Dec. 9th monthly meeting will begin at 2 p.m. The main business will be elections for 2001. Nominees are:

President - Kris Sharp, Anthony Loui

Vice President - Kris Sharp, Anthony Loui, Kymberleigh Richards

Treasurer - Juanita Dellomes

Recording Secretary - Mark Strickert

Executive Secretary - Dana Gabbard

Directors-at-Large (3) - Kymberleigh Richards, Charles Powell, Phillip Capo, Kyle Minnis, Roger Christensen, John Ulloth

President Sharp appointed as the Election Committee members Armando Avalos, J.K. Drummond and Perias Pillay.

Our thanks to outgoing Directors Avalos and Pillay for their stalwart service. Also we are appreciative to Mark Strickert for taking over the role of Recording Secretary for November-December viz Joseph Dunn who reluctantly relinquished the post due to work conflicts.

After the election members will caravan via the Red Line/Blue Line to Long Beach for our annual holiday dinner at Colonial Buffet (355 E 1St St, 1/2 block east of the Long Beach Transit Mall). The dinner begins at 5 p.m. and cost is \$15 (payable at the event). As always there will be wonderful food, camaraderie, transit trinkets and door prizes galore! Let's celebrate a year of remarkable progress and growth.

At our Jan. 13 meeting we will have a presentation on OCTA's CenterLine light rail project. This will begin at 2 p.m. and will be held in the library at Angelus Plaza (3rd Floor).

Genoveva Arellano of Arellano Associates provided a stimulating presentation on SCAG's draft Regional Transportation Plan at our Nov. 11 meeting followed by a robust question and answer period. Vice President Loui is on the Technical Advisory Committee for the RTP and Ms. Arellano's presentation made clear how important it is we participate in this process. Our thanks to Ms. Arellano for the opportunity to provide public input. We also are glad to note SCAG has updated its RTP website (hopefully soon to include the draft plan): <http://www.scag-rtp.govconnect.org/>

The fundraising committee announced April 14 and August 11 next year will be when two events will be held in conjunction with our monthly meetings.

Nov. 30 SO.CA.TA co-sponsored with MTA a presentation on MTA's Long Range Plan at the Westside Pavilion in the community room. About 100 people attended some portion of the presentation or the vigorous question and answer period that followed. Special emphasis was placed by attendees on the Exposition right-of-way and its potential for development as light rail. Members in attendance included Ken Ruben, Kymberleigh Richards, Roger Christensen, Kirk Schneider, Jane Reifer, Alan Michaelson, Dana Gabbard, John Ulloth, Philip Capo and Anthony Loui. Our thanks to the Robert Group (MTA consultants) for contacting us regarding co-sponsoring a presentation. Also we appreciate the aid of John Ulloth and Charles Hobbs in compiling a mailing list. (to pg. 10)

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

MTA has decided not to take any action on the proposed service changes until January. This would likely delay implementation of these changes to the June shakeup.

However, MTA did make some minor changes to the following lines:

- #56, #362 and #460 will no longer will be serving the Convention Center area. Instead, #56 will terminate at Hill/Venice while #362 and #460 will terminate at 5th/Beaudry.
- #70 will terminate at Venice/Main, not Hope and 11th

MTA has released new system maps, available at NIX Check Cashing (call (310) 538-2242, ext. 301 for nearest location) and all MTA Customer Service Centers. Maps (in Acrobat format) are also on the MTA website (<http://www.mta.net>)

LADOT #203 (Griffith Park) has been rerouted to run on Hillhurst Bl. between the Sunset/Vermont Red Line station and Griffith Park Observatory. #203 now runs 7 days per week, with evening service (6:30-9:30 p.m) on weekends.

OCTA proposes the following service changes in February:

- #14 (Whittier-La Habra) and #39 (Harbor Bl to Fullerton) would be combined into one route.
- #16 (La Habra-Brea) and #41 (Brea Bl to Fullerton) would also be combined.
- #15 (Hawaiian Gardens-Los Alamitos-Seal Beach) and #42 (Lincoln Avenue) would be combined.
- #22 (Yorba Linda-Cal State Fullerton) and #26 (Fullerton-Buena Park) would be combined.

- #45 (Orange-Newport Beach) and #47 (Fullerton-Orange) would also be combined.

(Ed. note: some of these "combos", particularly #22/26 and #15/42 look suspiciously like "pre-straightlining" OCTA routes...)

- #180 would be extended to Main and MacArthur to allow transfers to 2 additional bus routes (53 and 76)
- Additional trips on the following routes: #38, #57, #59, #64, #191
- #53, 60, 66: ratio of shortline to full route service would be changed.

RTA is operating special holiday "trolley" shuttle services in the following communities:

- Corona/Norco: Dec 9,10,16,17
 - Lake Elsinore: Dec 9 and 16
 - Temecula: Dec 9,10,16,17,20,24
- Visit <http://www.rta.com> for details

Also, RTA will offer fare-free service on New Year's Day on its regular routes.

The bus stop at the Pacific View Mall in Ventura (major transfer point for SCAT and VISTA) is to be upgraded to have public restrooms, seven bays for buses to unload, a bus turnaround and a central island where riders can wait plus a shelter.

Did SB 1101 (state bill requiring transit zones to keep MTA labor contracts) harm the proposed San Fernando Valley Transit Zone...or help it? The interim joint powers agency voted to extend itself for one more year (it was due to expire Dec. 31). According to the JPA, even with the new MTA contracts, a zone could run service for \$82.59/hr, as opposed to MTA's \$98.66/hr.

"The Clinched Fist", a profile of the BRU in the Nov. 5 L.A. Times, illustrates the cognitive dissonance that is at the heart of Eric Mann's little empire. Mann views himself as a visionary theorist building a mass movement among the underclass. The evidence of the piece is that he is a manipulative machiavelli whose chief skill is putting together protests with a multicultural look at the drop of a hat (and hopefully with TV cameras nearby). He sneers at any who fall short of his strident rhetoric laden dogma: "I hate liberals". But who does Mann think is providing the massive funds that makes possible his fiefdom and generous salary (\$88,000)? After spending millions and flooding the streets with his propaganda drenched leaflets Mann by all accounts still commands only a relatively small core of true believers. Most new attendees of the BRU's monthly meeting are turned off by Mann's manner of holding total control. The profile notes the BRU treats many potential allies as near enemies (e.g. heckling Green Party candidate Ralph Nader) for not being in line with Mann's dicta.

While the consent decree is in force Mann continues to have a platform to grandstand, grab media attention and raise \$\$\$\$. But its interesting their stunt of walking out of the Nov. 18 MTA public hearing achieved little beyond grabbing some newspaper column inches. No local TV station showed up and audience members didn't respond to Mann's exhortation to join the walkout or afterward join the BRU's coffee klatch in front of the building. And their anti-eastside light rail ranting at the MTA Nov. 30 board meeting didn't even rate more than a paragraph or two in the LA Times.

Kymerleigh Richards presented our position at the Nov. 18 MTA hearing and I made some brief comments on process and in support of Rapid Bus which were quoted in the Nov. 19 LA Times ("Riders Walk Out of MTA Hearing on Bus Lines"). MTA is delaying consideration of these proposed service changes until at least January. Effectively that means no changes will be

implemented until the June shakeup.

It is clear the fix is in for the MTA and SCAG draft long range plans currently wending their way toward completion. But our interaction with key stakeholders bode well for being more effective in influencing the next iterations of these documents (circa 2003). Stay tuned...

One hopeful sign is the new Transit First policy San Diego's Metropolitan Transportation Development Board recently endorsed:
<http://www.sdcommute.com/sdmts/transitworks/index.html>

Meanwhile there is talk in local newspapers of freeways under mountains and double-decking freeways. Is the world going nuts?

bizarre quote of the month: (regarding the 1958 Master Plan for Freeways) "Unfortunately environmental issues and the "not in my back yard" mentality developed in the late 1960's-70's brought about political pressure to reduce the transportation plan significantly. Part of that reduction was also due to lack of funding. Also, some felt transit could solve some of the transportation problems. Unfortunately, that was not the case. Had that plan gone forward it probably would have satisfied our transportation needs, particularly for the automobile and goods movement, compared to what is needed today." Robert W. Sassaman, current Caltrans District 7 Director (in his "The Director's Chair" column in the August 2000 issue of Inside Seven, District 7's employee newsletter):
http://www.dot.ca.gov/dist07/aboutdist7/inside_seven/inside_seven_index.htm
[District 7 includes L.A. and Ventura counties].

I was quoted in the Dec. 4 Los Angeles Business Journal ("Plan Designates Airport as a Destination for Light Rail") regarding the Green Line being extended to LAX. As the Los Angeles World Airports prepare to release the new LAX Master Plan environmental documents we must prepare to

evaluate LAX's proposal for extending the Green Line and be heard during the public comment period. I am concerned at the seemingly high half-billion price tag LAX quotes in the article. Seems a tad inflated to me for a line that would run perhaps 2 miles.

Zev vs. Zev: The Oct.-Nov. California Rail News states the success of the Red Line since the extension to North Hollywood has impelled L.A. Supervisor Zev Yaroslavsky to switch from opposing to supporting a Red Line extension to Fairfax from Western along Wilshire. California Corridors in its Nov. 17 edition quotes Yaroslavsky press secretary Joel Bellman responding to the item by claiming that Yaroslavsky has always supported the extension. Really? And what has he done to overturn the Waxman prohibition? Or does he support elevated down the middle of Wilshire? And how much can one rely on Zev's support anyway? When the size of parking lots at the Red Line stations in the San Fernando Valley became a matter of contention Yaroslavsky initially said expanding parking lots wasn't the way to go and that subway patrons needed to be encouraged to get to the stations on transit. Once the issue heated up Zev reversed course and became a vocal proponent of parking lot expansion. Need I say more?

question of the month: why does Crenshaw keep popping up as a regionally significant corridor in MTA's planning? Or should I ask is there a reason other than the political scheming of a certain politico who promised much and so far has come up empty?

I was nearly incredulous when Brenda Diederichs, Chief Labor Relations Officer for MTA, claimed at the Nov. 29 MTA Citizen Advisory Committee meeting that MTA overall received good press regarding the strike. Frankly I give MTA management a D for poorly articulating its issues (and paying too much for lackluster consultants). Ms. Diederichs (who came on the job a week before the strike) claimed lessons learned guarantee things will be handled better next time. I sure hope so.

The Clean Bus debate has had its first casualty: RTA General Manager Susan Hafner recently resigned at the behest of RTA's Board. When a bus order was being readied earlier this year Hafner expressed concerns about CNG fueled vehicles and lobbied the Board to consider clean diesel as an alternative. The politicians on the board resented Hafner not kowtowing to their mantra that CNG is the way to go (and ignore problems with range, cost, fueling, infrastructure, etc.). And now for her sins Hafner has been shown the door.

In a happier management change, OCTA has hired Arthur Leahy (most recently head of Metro Transit in Minneapolis and former MTA Transit Operations Executive Officer) as its new CEO. Leahy while in Minneapolis improved bus service and jump-started planning and funding of a light rail project. The OCTA Board hopes he can perform a similar bit of magic with the bogged down CenterLine project. Welcome back, Art!

lawsuit of the month: three civil rights groups are suing ASI for alleged violations of ADA. A similar allegation made as a complaint to the Federal Transit Administration was dismissed just prior to the filing of the lawsuit.

It was fun attending the Nov. 21 Community Workshop sponsored by Assembly Speaker Emeritus Villaraigosa regarding access to downtown L.A. from the Golden State Freeway corridor. Residents of Echo Park see providing alternative access as a key to reducing thru traffic on Glendale Blvd. and they gave Caltrans an earful about the need to promote communities ahead of traffic. I am working with these activist to build a coalition that will bypass Caltrans and program the funds via the SB 45 process. Heck, we may even succeed!

laugh of the month: the lengthy correction the New Times included in its Nov. 9 issue correcting misstatements columnist Jill Stewart had made in her coverage of the MTA strike. (to pg. 6)

(Public Affairs, from pg. 5)

Also fun was the talk by David Engwich, author of Street Reclaiming, Nov. 8 at the EcoVillage. I was most taken with Engwich's method of advocacy, which proceeds from the need to change perceptions. I was glad to learn Engwich's talk at MTA on Nov. 9 was well attended by transportation professionals and activists, most of whom were very receptive. A nicely done summary of Engwich's views appeared in the Nov. 13 L.A. Downtown News ("Street Smarts"): <http://www.ladowntownnews.com/archive/index.inn?loc=detail&doc=/2000/November/10-293-news5.txt>

Heartening was the Nov. 14 initial event of the Southern California Transportation and Land Use Coalition: From Enraging to Engaging. The meeting room in the Hollywood Roosevelt was packed and the attendees obviously interested in the idea of a regional process to get beyond NIMBYism in land use decision making and regional planning. Besides myself other members in attendance included Anthony Loui, J.K. Drummond and Harold Katz. While the event dealt with a process in Utah examples of regional consensus building exist closer to home (Riverside's Community Action Planning Workshop and San Bernardino's City-County Conference). Participants were asked to indicate if they wished to participate in the start of such a process in Los Angeles County. I will keep our members apprised of this effort and how they can be a part of it.

Nov. 7 I joined Anthony Loui, Jane Reifer, and Darrell Clarke at an informal gathering of the Riders Federation called by Kristina Egan of Odyssey 20/20. One topic was how to find and nurture more transit user groups to build a mass movement in this region.

At the invitation of Kristina Egan Nov. 8 I was on a panel at the California Transit Association Annual Conference (held this year near LAX) on "Political Effectiveness Through Community Bridge Building". It was interesting to have an

opportunity to speak before an audience of transit industry professionals about the need to involve riders in the political process and also to initiate dialogue with us as consumers. Among the other panelists was Andre Colaiace of Foothill Transit, who described the key role riders played in the campaign to save the El Monte busway. A bonus was I was able to spend the day at the event, talking to people in the industry and attending some of the other panels. Plus had the opportunity to lunch with member Cara Rice, who attended all three days of the conference.

Another happy result of my attending the CTA event was I was able to briefly buttonhole Leslie Rogers, Regional Administrator for the Federal Transit Administration, regarding an interesting letter from FTA and the Federal Highway Administration to Caltrans dated Oct. 6 on approval of the Federal Statewide Transportation Improvement Program for 2001/01-2002/03. I fortuitously found it in a packet of documents sent by SCAG's Transportation Conformity Working Group. Rogers confirmed the letter details concerns by the feds that Caltrans has not exercised diligent oversight of the public input provisions of federal law which must be adhered to by any entity that receives federal transportation funds. Unless action is taken to address these concerns future plans will not be approved. This is a hammer we can use to force local agencies like MTA, OCTA and SCAG to open the process to real public input. We will be communicating with Caltrans regarding their plans for complying with this directive. Once in a while you'll find gold buried in the stacks of transportation documents we receive and review!

weird opinion piece of the month: "A Streetcar Much to Be Desired" by Jess Reynolds in the Pasadena section of the Nov. 16 LA Times promoting the long dead scheme of L.A. County Supervisor Michael Antonovich for constructing rail down the middle of the Ventura and Foothill Freeways (from Woodland Hills to Claremont). YIKES! (to pg. 7)

ELECTION 2000 AND TRANSIT-PT. 4 *Steve Crosmer*

(Editor's Note: Steve Crosmer is a co-founder of SO.CA.TA, as well as a former vice president. This article represents his opinion only, not necessarily that of the Southern California Transit Advocates).

This election does leave a lot of uncertainties. This is especially true with the office of president. We may not know until next year. For the most part, neither candidate, Bush nor Gore, made much about mentioning transit during their campaigns. So, transit will likely face some uncertainties as well.

The House elections also clouded things, as this will probably be the closest to center as it can get. It could be a unified effort, or the wheels could come off if there is a lot of partisan bickering. We need to keep our representatives informed of the importance of keeping transit operating and properly funded.

In all likelihood, the Senate may very well be the most powerful force in Washington over the next two years, as there may be a couple of Supreme Court justices to be selected to replace those retiring from the bench. There may be a possibility that Chief Justice William Rehnquist may retire in a couple of years, so somebody on the bench will have to be elevated to Chief Justice, and that could depend on who is president. If it is Gore, I can hedge a good guess it will be Sandra O' Connor, as she has

the highest winning record with the court, an astounding 99%; that is well worth the recommendation! If it is Bush, I would not doubt he will probably run to the right and pick either Clarence Thomas or Antonin Scalia, as he admitted that they were his favorite justices.

Nevertheless, regardless of who the winners are this year, we need to make our voices heard. To those that are elected, the people need to hold their feet to the fire. The political party that slips is likely to endure losses during the Congressional elections in 2002, and that is especially true if the party of the presidential candidate who goes to the White House wins the Electoral College vote, but fails to win the popular vote. With all of the uncertainty and possible allegations that might fly, it is doubtful that the next Congress nor the president will get much business done at all, which may be the best for transit to hold the status quo.

I believe that President Bill Clinton did a lot for transit and got a lot of important business done. As he said a few days after the election "I think I will stay", I think we already know we are going to miss him when he leaves office. Send him a letter of thanks for a job well done! ■

State Senator Richard Alarcon initial proposal for reform of the MTA Board can be requested from the Legislative Bill Room by calling (916) 445-2323 (ask for Senate Bill no.18) or viewed on the internet at <http://www.leginfo.ca.gov/bilinfo.html>. We may ask for a presentation on this from the Senator's staff at one of our future meetings.

David Stein, former Manager of Performance Assessment at SCAG, has a provocative piece in the November Metro Investment Report "The Infamous 710 Freeway: Is It Yesterday's Fix?" on why future land use plans should stop being subservient to the automobile. One hopes the insiders who read the article absorb its lessons. ■

MEMBERS IN ACTION

Jane Reifer was quoted "It's small progress, but we need more" in regards the February OCTA bus changes in the Nov. 28 Orange County Register ("OCTA Plans to Expand ACCESS").

J.K. Drummond had an opinion piece in the Nov. 17 Daily Breeze: "Rethink Bus Restructuring" on MTA's proposals for service changes in the South Bay and Harbor Transitway.

Mark Panitz and Ken Ruben attended meetings Culver CityBus held on its proposed fare increase and provided input (Panitz went to the daytime session while Ruben went to the early evening one).

Roger Christensen has been elected a Director of the Train Riders Association of California (<http://www.trainweb.com/railpac/trac.html>). Way to go, Roger!

Jane Reifer attended a Nov. 30 luncheon co-sponsored by OCTA commemorating Measure M's 10th anniversary. Jane even succeeded in convincing one of the attendees that Measure M does not fund public transit service (except to subsidize discount senior fares).

Kyle Minnis eloquently described the difficulties of persons with disabilities often have accessing bus service due to problems with bus stops in the Nov. 25 Orange County Register article "A Hitch in the Ride".

Ken Ruben attended rail enthusiast Milton Slade's presentation on the Pacific Electric Railway Nov. 21 at the Venice branch library. "I attended ... with about 60-70 other people. In fact, I helped with part of the presentation with some information that Milt didn't have and made an extra report (about 3-4 minutes) after Milt finished... He concentrated on some westside rail lines back after the big PE merger that I haven't usually concentrated on (i.e. such as the Inglewood line, the Lagoon line, etc.)".

Tim Adams did a brief writeup on his wonderful TransitPeople organization in the December Southern Sierran (newspaper of the local Sierra Club chapter). Also Adams has added to the TransitPeople website an informative online lesson on Transportation and Public Transit for use by educators:<http://www.transitpeople.org/lesson/trancovr.htm>

Our regrets to James Umbach who fell short in his campaign for a seat on the Citrus Heights California city council.■

POMONA METROLINK UPDATE *Hank Fung*

Over the Thanksgiving weekend, I visited the Downtown Pomona Metrolink station and transit center.

The station is essentially complete. All that needs to be added are the electronic information boards for Metrolink, fare vending machines, and papers for the kiosks. They have fenced the entire length of the north platform away from the transit center, which is the platform that Amtrak's Sunset Limited trains stop at. Amtrak passengers do not have access to the transit center or the north parking lot. Instead, they have to trudge all the way to Main Street to get anywhere, since the station waiting area is not open at the times the Amtrak train stops at. Hopefully that will change.

The elevator apparently has been installed and lights are on the platform and the overhead bridge, making it hard to miss. The bridge has a gate, so it is locked at this time. There is also a passageway under the tracks, paralleling the Garey Ave. vehicle underpass, that is lighted, with the elevator leading out to it, which is fenced off.

There are three platforms to the Metrolink station. Three tracks lead through the station, with the north track (ex-SP) fenced off from the rest of the station and the platform as described above, the middle track (I believe this is also ex-SP-the Valley Bl. line, based on the fencing) with a platform with no seating or anything else other than a trash can and lights, and the main south platform, with lights and seating. The last time I was there, they were grading the area and had installed the platform on the bridge. Now, the entire platform is ready, and water and electricity is apparently on, as there is a water

fountain on the south platform. There are also several bike racks located at the entrances to the platform (the platform is separated from the street by a small wall).

The bus center itself has all but one of its berths used now with the Omnitrans #61 extension. It seems to be well used now that Foothill #480 shortlines (signed with the misleading "480 Claremont Limited") end at the transit center. Many people seem to use Omni service. They are installing a new shelter at the center of the bus plaza, near the Omnitrans stop, and a bench or two. Unfortunately, the shelters are useless against the wind and rain, and only marginally useful under the sun. The waiting room and transit store, however, are used by passengers who want to beat the heat or rain, and in the past I spoke to people at Pomona City Hall, who have instructed the guards not to harass anyone waiting inside the center, and to call Pomona City Hall if it happens during transit store open hours.

Apparently, the parking lot has raised its rates in anticipation of the opening. I remember parking cost 50 cents last time I was here, and now it is 75 cents. Parking at the north end of the station is free, however, at least for now. ■

(Editor's note: Dana Gabbard asked Metrolink about the status of this station earlier in November. The response from Metrolink was that the station opening would be delayed until the end of the year due to "electrical problems" Also, I wrote an article about this station in January 1998 [<http://socata.lerctr.org/art0198.html>]. In that article, the proposed opening date was December 1999--and it was four years behind schedule back then!)

(*Bulletin, from pg. 2*) And special thanks to Anthony Loui for coordinating, creating the wonderful flyer and making sure they were mailed promptly. This event helps put us on the map (heck MTA even had an announcement for the event on its website for a day or so that included our name!).

MTA's first Technology and Innovation Forum is scheduled for Thursday, December 7 from 8:45 a.m. to 3 p.m. at MTA's headquarters building. A range of experts will make presentations at the free event. For reservations call Shelly Azizi at (213) 922-3027 or e-mail azisis@mta.net.

As part of its centennial celebration the Auto Club is co-sponsoring with the Smithsonian's National Museum of American History, a symposium titled "Activism and Mobility in the Global City: Transportation in Los Angeles, 1970-2000". This will be held Thursday December 14 at the University of Southern California's Davidson Conference Center (Jefferson and S. Figueroa) from 7:45 a.m. to 5:30 p.m.. Among the topics to be discussed by distinguished guests will be the Century Freeway, Revival of Rail Transit and the Alameda Corridor. Reservations are free and breakfast/lunch are provided. The deadline to register was Nov. 17, but reservations will be taken until all seats are filled: e-mail Montgomery.Marie@aaa-calif.com or fax a request to (714) 885-2330.

Robert Henry of the Los Angeles Port informs us the Red Car restoration project in San Pedro is, "... trying to shoot for April 9, 2001 as the opening day since that is 40 years after the last Red Cars ran". For more information on the project see <http://www.railwaypreservation.com/page8.html>

Steve Sanders, first Executive Director of the California Futures Network (of which we are an affiliate), stepped down on November 9 to focus more on land use policy and legislation. While a search for a new ED is underway Sharon Sprawls, CFN's Policy and Development Director, will serve as Interim Director.

Have you looked at the MTA website lately? It has slowly expanded and now includes information on the fabulous MTA Library and details on MTA's Technical Advisory Committee. <http://www.mta.net>

Save the date I: Rail-Volution comes to the Bay Area next year, Sept. 13-16. Further details: <http://www.railvolution.com/> or 800-788-7077.

save the date II: the 2001 California Transit Association Conference in San Jose Nov. 4-7. Further details: (408) 321-7575.

Member Jane Reifer has brought to our attention that Florida's Department of Transportation is making available for download Transit Level of Service Software which "allows one to both quantify and visualize a transit system's service availability at different times of the day and week at any location within the system's service area". Further information: <http://www.dot.state.fl.us/Transit/transitlos/TLOS.HTM>

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. ■