

According to member Joe Drummond, LADOT #142 (Long Beach-San Pedro) has been rerouted off the Vincent Thomas Bridge, and onto Anaheim St.

In the printed Santa Clarita timetable dated August 26, 2001 there are a few errors on the route #1/2, 6, and 795 timetables that could cause confusion. Timetables posted on city of Santa Clarita web site are accurate (<http://www.santa-clarita.com> and click on the "Santa Clarita Transit link").

RTA's new website address is <http://www.riversidetransit.com/>.

The Big Bear Visitors Trolley, to be operated by MARTA with Congestion Management and Air Quality funding provided by the San Bernardino Associated Governments, is slated to start July 4, 2002.

The Sept. issue of the Delaware Valley Rail Passenger notes Amtrak has implemented a new policy of charging a penalty (\$9 or half the ticket price, whichever is lower) for buying a ticket onboard a train. But those boarding at unstaffed stations can avoid the penalty if they make reservations with Amtrak in advance. ■

MEMBERS IN ACTION



An article on Transit Advocates of Orange County, "OCTA Bus Riders Get Involved" appeared in the Sept./Oct. edition of OCTA's Newsline and quotes Jane Reifer. The article also mentions SO.CA.TA.

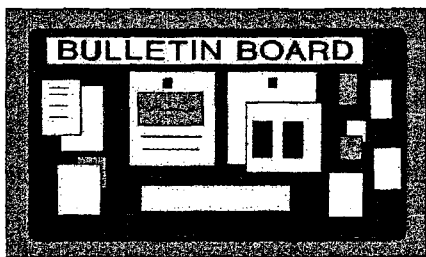
Mark Strickert attended on behalf of SO.CA.TA the Oct. 8 meeting A New Direction for Transportation: A New Chance for America's Families sponsored by the Surface Transportation Policy

Project and held in Oakland. Also Mark's letter responding to a Orange County Register Oct. 24 anti-rail editorial appeared in the Oct. 29 Register.

James Umbach has been appointed to the Arden-Arcade Transportation Solutions Committee.

David Davenport's website address has changed: <http://davdaven.tripod.com>

Kym Richards was quoted in the article "MTA Driven to Check Workers' Comp Fraud". Daily News, November 4, 2001. ■



At the Nov. 10 meeting officer and director nominations will be taken for 2002. This is an opportunity to exercise leadership qualities while contributing to the improvement of our group. Elections will be held at our December meeting.

Also at our Nov. 10 meeting Lt. Leo Gross of the Los Angeles County Sheriff Department's bus policing unit will make a presentation, followed by a question/answer session, beginning at 2 p.m. (the regular meeting begins at 1 p.m.).

Increasing costs (such as expansion of the newsletter to 12 pages) has led to discussions of possibly raising members dues. One proposal is \$21 (\$1.75/month) with limited income dues raised to \$8.40 (\$.70/month). A discussion will be held at our November meeting.

Upcoming events: December we will hold our annual Holiday Banquet at Colonial Buffet in Long Beach. January Tim Fox of Infinity will discuss the city of Los Angeles street furniture program.

Volunteers are needed to organize fund raising for the purchase of a suitable plaque of SO.CA.TA founder Pat Moser to be placed in a Pasadena light rail line station in honor of Moser's longtime activism on behalf of the project. This group will also need to coordinate placement of the plaque with the Light Rail Authority.

After our Oct. meeting an ad-hoc group of members reviewed the statement of principles by the California Alliance for Transportation Choices and recommends adoption by our members.

MTA's website (<http://www.mta.net>) now includes information on the Citizen Advisory Committee. From the front page of the website point the cursor at the box headed "MTA Board of Directors" and click the applicable link in the roll-out box.

Wednesday Nov. 14 at 7 p.m. the Santa Monica Mountains National Recreation Area (a unit of the National Park Service) will hold a public meeting to discuss alternative transportation. Meeting place is the Agoura Hills/Calabasas Community Center at 27040 Malibu Hills Road in Calabasas. The subject of the meeting is to obtain public input regarding the scope of a proposed recreational shuttle system and the review of potential impacts. The system would operate within the Los Angeles County portion of SMMNRA serving park sites operated by California State Parks, Los Angeles County Beaches and Harbors and the National Park Service.

Reminders: MTA hearing on proposed service changes Saturday Nov. 10, 10 a.m., at the MTA Headquarters building; rescheduled Rail-Volution in San Francisco Nov. 29 thru Dec. 2.

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. ■

PUBLIC & LEGISLATIVE AFFAIRS



(Dana Gabbard)

New MTA CEO Roger Snoble comments at the Oct. 24 MTA Citizen's Advisory Council meeting on the need to be customer-oriented was music to my ears. In brief comments I wished Mr. Snoble good luck in taking MTA to the next level and gave him a copy of our Transit Guide so he can become educated about the range of transit services in the region. What I saw makes me hopeful about the new team.

Friends 4 Expo Transit at its Oct. 11 meeting had Brian Boudreau, Director of MTA Capital Planning, and John Jontig, City of Pasadena Public Works and Transportation Dept., speak on transportation funding. The highlight for me was Boudreau revealing MTA intends to seek federal funds for the Exposition light rail project.

This funding strategy could be endangered by recommendations made by the General Accounting Office (<http://www.gao.gov>) in its recent report "FTA Could Relieve New Starts Program Funding Constraints". GAO recommends funding commitments to the east side and mid-city corridors be made available for funding new projects elsewhere.

Obviously project advocates will be vigorously opposing this.

The Oct. 9 stakeholder briefing on the San Fernando Valley Transit zone held by MTA has convinced me proponents are banking on political influence to make it a reality. I was glad the Oct. 10 Daily News article "Critics Assail Proposal for Valley Public Transit Zone" quoted me stating the zone is simply a power grab by proponents (none of whom bothered to attend the briefing).

Understatement of the month: Ron Kilcoyne of Santa Clarita Transit in the minutes of the Aug. 15 SCAG Regional Transit Task Force meeting is quoted as stating, "... his understanding from transit operators is that no one was satisfied with the process leading up to the last [Regional Transportation Plan] and how it turned out."

Interestingly the Task Force is contemplating long-term becoming a Transit Association for transit operators in the SCAG region, ultimately spinning off from SCAG.

Speaking of the Regional Transportation Plan, the first meeting of the 2004 RTP Technical Advisory Committee will be Wednesday Nov. 28 Noon to 2 p.m. at SCAG (818 W. 7th St.). I will be our new TAC representative, keeping our members informed regarding the status of the 2004 RTP.

Laugh of the month: Booz-Allen in its recent MTA Management Audit recommending high security costs be

reduced by using civilian fare inspectors on the rail lines. L.A.P.D. and the Sheriffs had included this as part of the policing partnership but somehow never implemented it. Hard to believe it'll happen now.

ASI, the ADA complimentary paratransit service coordinator for Los Angeles County, has formed a Transportation Professionals Advisory Committee to provide input and advice to the Access Services board. The 15 members include transit, paratransit and social service transportation professionals.

This month ASI released Issue Papers for its 2002 Paratransit Plan. One of the topics was projected budgetary shortfalls beginning in fiscal year 2003. To preserve its mandated ADA services ASI may need

to increase fares, enforce transfers within the L.A. basin, eliminating same day service and eliminating toll free reservation calls. I am sure some of these measures will face opposition but given soaring ridership and only limited success in reducing costs changes will likely be necessary.

I'd like to conclude by mockingly noting that the Fuel Cell Buyers Consortium has finally come out of the closet as to its real purpose by adopting a new name: Advance Transit Vehicle Consortium. That's right: this continues the attempt to resurrect the Advanced Technology Transit Bus, which is now almost obsolete technology and already swallowed millions of MTA AND FTA dollars to little purpose. Words fail me. ■

We offer for interested readers the results of a salary survey of CEO's at various transportation-related public agencies in the region by the Ventura County Transportation Commission. "Proposed" is what VCTC proposed as the new salary for its CEO, which subsequently was adopted by the VCTC Board of Directors.

VCTC surveyed the following agencies, as shown in the table: San Bernardino County Associated Governments, Santa Barbara County Association of Governments, Orange County Transportation Authority, Southern California Regional Rail Authority (Metrolink), San Diego County Association of Governments, Southern California Association of Governments, Alameda Corridor Transportation Authority, and the Los Angeles County Metropolitan Transportation Authority.

Salary Survey August 2001 Executive Classifications

	Executive Director
	Annual Equivalent
	Salary
VCTC	120,247
SanBAG	140,000
RCTC	129,503
SBCAG	122,832
OCTA	155,000
SCRRA	146,000
SDCAG	160,000
SCAG	203,076
ACTA	130,000
LACMTA	168,877
Average Range	147,554
Proposed	130,000

Source: Ventura County Transportation Commission

TRANSIT AND TERRORISM

(Steve Crosmer)

On September 11, 2001, terrorists disrupted our transportation systems coast-to-coast by hijacking airplanes and crashing them into the World Trade Center Towers in New York and the Pentagon in Washington, DC. We will need to adjust getting used to new security systems when travel and anticipate delays.

Virtually all air travel was shut down. That only left Amtrak trains and Greyhound buses to provide the intercity service. Phone lines at Amtrak's reservation office lit up like a Christmas tree and trains rapidly sold out space. Some trains were leaving stations with dozens of standees. Greyhound recalled drivers and placed every working bus on the road. Several bus runs had to be doubled or even tripled up, with buses running in tandem on the highways to the same destination.

President Bush and Congress approved a bailout package for the airlines, which was needed, lest we face congested highways and polluted air across the nation if no help was given to the financially strapped aviation industry. Two major important reasons are to relieve traffic congestion on the highways, and furthermore, our military personnel are going to need the transportation to report to duty. The president said that this war is going to be a long campaign and is not going to end overnight.

As for the Interstate Highway System, roads at night are no longer an easy drive and caused problems for the trucking industry. Major air freight carriers such as Fed-ex, UPS, and the Post

Office have said that they are going to make more use of trucks and trains to haul freight, and the increased traffic is there to prove it. Business travellers have been forced to seek alternatives, too, as many have either had to cancel meetings, resort to teleconferencing, or seek alternative travel methods to attend meetings.

While a bailout for the airline is favorable, it will be a long way before they recover, and increased ground traffic should be evidence that this bailout should also be extended to buses and trains. Many of those in Congress who have persistently opposed funding for public transit, rail, and bus service finally saw a taste of reality on September 11, 2001.

Now, not next year, is high time Congress approve funding for high-speed rail and push expansion of the services. It is time for Congress to realize that spending megabucks on building new roads is not the answer anymore. If no relief package was offered, this would be bad for bus service in the long run as buses must compete with auto traffic for use of the streets and highways.

While this may be a bittersweet blessing for rail, the level of service that people would like to see for rail is not there, due to lack of equipment. Also, rail can be at risk for terrorist attacks, primarily bridges and tunnels. Amtrak's Sunset Limited was a victim of a terrorist attack in 1995. A deranged man when on a shooting spree on a crowded Long Island commuter train, too.

Buses are also subject to attacks as well. Last month, somebody tried to bomb the Greyhound station in Philadelphia and another man pulled a knife on a bus driver in Tennessee. There was even a bus

in Los Angeles that was terrorized by a gunman in 1992, fortunately the driver was able to activate the emergency message that changed the destination marker to read "Emergency - Call Police" and it was spotted by a Los Angeles County Sheriff's officer on routine patrol.

Bus and rail passengers could end up paying more at the farebox for the increased security. Maybe some discretionary funds could be appropriated to increase security for transit operators and passengers that are in the current sales tax funds. In all likelihood, there will probably be increased presence of police officers and video cameras throughout our transportation systems. Operators of buses and trains have their hands full with a commitment to safely operate the vehicles of which they are at the controls. They should not have to provide a baby sitting service for unruly passengers, that is what the transit police are for.

Make it a point to our political representatives that transit does not need just security improvements, but the calls are there for more service as well. With the looming possibility of one or more major air carriers facing bankruptcy, and with the reduction in flights, transit will be squeezed for availability of space. Airlines should abandon service in densely populated short-distance corridors, such as Los Angeles-San Diego, as it will take longer to fly because of the new security regulations. It makes no sense to have air corridors of less than 300 miles when those areas are heavily populated and can be served more efficiently by buses and trains. Now would even be a good time to look to the future on the Los Angeles - San Diego rail corridor for complete double-tracking and upgrading to an electrified high-speed line. More people are going to ride a system where they will be able to be transported safely and securely on buses and trains can do both as well as airplanes. Besides, has anybody ever tried to hijack a train? ■

(John Ulloth)

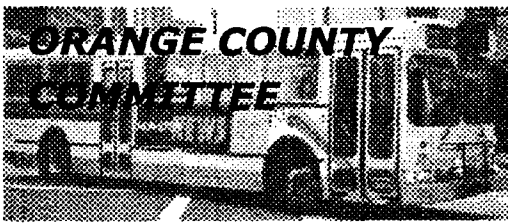
Nine days after terrorist attacks on California-bound airliners removed private autos from L.A.X. airport, transit advocates met to consider waging a public campaign to fix L.A.'s "train to nowhere". The group, informally "Friends of the Green Line", agreed the priority/phasing of such a campaign should be to:

- #1) Extend the west end of the Green Line to L.A.X. past the distant Aviation/Imperial station and its inconvenient shuttle bus stuck in traffic,
- #2) Close the gap at the east end - just 2 1/2 miles shy of the offices of L.A. County's Registrar/Recorder and

Metrolink's Norwalk station.

More meetings will be needed to agree on the issues of earlier airport-area transit plans/ future extensions: An airport "people mover" ... MTA's "Crenshaw/Prairie" corridor branching south from the recently approved Exposition Boulevard light rail line, then aerial above Burlington Northern Santa Fe's airport right-of-way ... California High Speed Rail from Union Station ... North-South light rail L.A.X. thru U.C.L.A. to the San Fernando Valley.

The group, including members of Southern California Transit Advocates, Transit Advocates of Orange County, and the local chapter (to pg. 10)



Call us at 866-4-SOCATA, ext. 4 or
zineland@yahoo.com

CenterLine Success!

After many years, the OCTA board has voted to start preliminary engineering on the CenterLine project, with an alignment through the cities of Irvine, Costa Mesa, and Santa Ana. Thanks to everyone who did such a great job getting the word out!

San Diego Light Rail Tour Report

Rail Advocates of Orange County had a good study tour of the San Diego Trolley on Saturday, October 27. Three Trolley employees representing planning, operations, and marketing rode with us for the Mission Valley leg of the Blue Line. They gave us background information and trinkets, and answered our many questions. We wanted to check out Mission Valley first, as the look and construction would best match what OCTA apparently has in mind for CenterLine. Many of us then rode the rest of the rail system, with stops around the border area, the middle-of-nowhere Santee terminus, and the Gaslight district. Thanks to member Barry Christensen for arranging the study tour, and to all the participants.

New Customer Information Center Contractor for OCTA

The OCTA Board of Directors approved Alta Resources of Fullerton as their new Customer Information Center contractor.

Having bus information operators located in Orange County should help improve the quality of service, as the last call center was located in Los Angeles. In addition, OCTA has recently purchased its own bus routing software so it will no longer have to rely on Transtar regional routing software, the source of many routing inaccuracies. All of this means more reliability of information for OCTA bus riders. The new company will take over in January 2002.

TAOC in San Jose

Member Jane Reifer was part of a panel at the recent California Riders Federation Summit in San Jose. The OCTA system was used as a case study for her presentation on using "Ridership Statistics and Route Productivity" as a tool for improving local transit service.

Member Jay Laessi reports from Laguna Beach. He is the Executive Director of Auto-Free Orange County and is on the City of Laguna Beach Parking, Traffic and Circulation Committee. He can be reached at 949/452-1393 or www.auto-free.net.

Laguna Beach Public Transit

Laguna Beach has its own bus system. They are known as the "blue buses" and run Monday - Saturday during the day. The bus is free to residents who work and live in town; others pay \$1 per ride. There are routes serving the village, the hilltop neighborhoods and all the way down to the Ritz-Carlton. The city is also served by OCTA.

Innovative Taxi-Voucher Program

Residents pay only \$2 for a ride anywhere within the City...provided the trip originates or ends at a business. This

program is meant to encourage residents to shop and dine locally and not hassle with parking. Vouchers are available at City Hall. Recently the city council approved an additional \$40,000 to fund the program. The vouchers are accepted by 4 major cab companies from 5:30 p.m. on, which is the time our "blue buses" stop running.

Laguna's "Little Lombard"

Jay recently made a proposal at the City's Parking, Traffic and Circulation Committee to convert a much-traveled steep street in Laguna Beach (The Third Street Hill) into a "Little Lombard" like the famous zig-zag street in San Francisco.

Neighboring residents literally applauded the idea and petitions are being circulated. City engineers are now exploring the feasibility of this "traffic calming" project.

OC CALENDAR:

Santa Ana Pedestrian Safety Task Force
Special Guest Speaker: Katherine Perez,
Executive Director of the Southern
California Land Use and Transportation
Coalition, Tuesday, November 13

The SCTLUC is dedicated to improving the link between transportation and land use decision-making. Who should come?

Anyone who seeks practical, community-based strategies to improve the safety and quality of life of the city in which we live and work. The Santa Ana Pedestrian Safety Task Force is a coalition of representatives from the City of Santa Ana, Santa Ana Unified School District, UC Irvine, Auto Club, Neighborhood Associations, County of Orange, community-based organizations, elected officials and law enforcement officials. The Task Force, started under UC Irvine will

now be under the direction of the City of Santa Ana Department of Public Works. Please RSVP at (949) 824-5371

Rail Advocates of Orange County (RAOC)
- Wednesday 11/14, 7pm, Fullerton
location TBA

Transit Advocates of Orange County
(TAOC) - Thursday 12/13, 6 pm,
Fullerton location TBA

OCTA Citizens Advisory Committee - 2001
Annual Meeting - Tuesday 11/13, 11:30
am - 1:30 pm, OCTA offices, 600 S Main
St., Room 154, Orange (714)560-6282

OCTA Citizens Advisory Point to Point Ad
Hoc Committee (Transit) -Tuesday 11/13,
2:00 - 4:00 pm

OCTA Special Needs in Transit Advisory
Committee - Thursday 11/27, 1:30pm,
OCTA offices, 600 S Main St., Orange

Pacific Railroad Society holiday banquet -
Sunday 12/9, 5:00pm, Il Ghiotto
Ristorante Italiano, 136 E Common-
wealth, Fullerton. \$25 includes choice of
chicken or veal, and the speaker is a
long-time Santa Fe employee with
experience at the Fullerton Station. Call
(562) 692-4858 or (626) 570-8651
before 12/3.

Date change for OCTA Board of Directors:
Thursday 11/15, then back to normal,
Monday 11/26, 9:00am, Hall of
Administration, 10 Civic Center
Plaza, Santa Ana. ■

DOROTHY PEYTON GRAY, MTA LIBRARIAN, 1943-2001

Dorothy Gray, who served as the MTA's Library Services Manager for 13 years, died Friday at her home in Park LaBrea. A native of Winterville, Miss., who grew up in Yazoo City, she was 58.

Gray had suffered for some time from a lung condition and had been on a leave of absence since July from the MTA. According to her son, Nkosi, a wake was conducted, Friday, Oct. 26, in Yazoo City, with burial in Jackson, Miss., the following day. A memorial service will be held at the MTA Boardroom, November 8, 11:30 a.m.

A graduate of Southern Illinois University with a degree in sociology, Gray earned a master's degree in library science at Columbia University. She moved to Los Angeles in the mid-1970s and worked as a legislative analyst in city government before joining the SCRTD in August 1988 as librarian.

At the SCRTD, Gray greatly expanded the library and the collection of transit memorabilia. She computerized the library catalog and made the Internet available to employees. Under her guidance, the library became a federal repository for transportation manuscripts and documents.

When the Gateway Headquarters building opened, Gray oversaw the development

of a modern corporate library that now is recognized as one of the best transportation research resources in the industry - a library that fields information requests from all over the world. The MTA Library is one of the few corporate libraries that can make catalog entries directly into the Library of Congress.

Perhaps the most prominent daily evidence of Gray's creative work as a librarian are the displays she set up in the Headquarters lobby on subjects that ranged from transportation humor to the history of transit and the wedding traditions of Korea.

Dorothy Gray is survived by her son, Nkosi, and granddaughter, Sahar, 2, of New York City, and her father, four brothers and four sisters, all of Mississippi.

How can I describe Dorothy Gray? Mentor, fellow librarian and transit enthusiast, and friend. She has always been very supportive of both my career and my volunteer activities. Dorothy was also very supportive of SO.CA.TA as well, including placing this newsletter into the Library's collection.

She will be missed.

*-Charles P. Hobbs
MTA Library Intern, 1989.*

(Ulloth, from p. 9) of the Sierra Club Transportation Committee would use the Friends 4 Expo Transit strategy as a template, since it produced the MTA Board's unanimous decision for light rail over busway paving and doing nothing there.

Green Line advocates will be challenged to craft a campaign that appeals both to area

residents looking for ways to prevent L.A.X. expansion, and Los Angeles World Airports (who will be footing the bill for airport transit) who realize mass transit is a prerequisite for their expansion plans at L.A.X. and all other regional airports.