

BULLETIN BOARD

SO.CA.TA Meeting Notes

For our Day after Thanksgiving study tour, on Friday November 25th, the members have selected an exploration of Thousand Oaks Transit, Simi Valley, and connections to/from the San Fernando Valley.

6:30 AM (SHARP) - Meet at Union Station (the East Portal Fish Tank)

Lv 6:45 - Metro Line 802 (Red Line) Union to NoHo

7:31 - 8:12 or 7:36 - 8:17 - Metro Line 901 (Orange Line) NoHo to Warner Center

8:26 - 9:42 - Metro 161 Warner to Thousand Oaks

10:00 - 11:10 - TOT Route 2 (Full Loop)

11:20 - 12:20 - TOT Route 1

LUNCH Stop at Oaks Mall

2:22 - 2:29 - TOT Route 3

3:03 - 3:55 - Vista East County to Simi Valley Town Ctr.

4:15 - 4:33 - Simi Valley Route A from Town Center to Civic Center

4:34 - 5:10 or 5:45 - 6:21 - Simi Valley Route C

Upon arrival at Chatsworth, members are on their own back home.

Metro 244 or 245 to the Orange Line or Rapid 750 are the best ways back to the Red Line.

Thanks to Steve Gota for his presentation at our Oct. 8 meeting.

Nominations for officers and directors will be held at our Nov. 12 meeting.

We will discuss at the November meeting the following proposed bylaw changes:

Amend 3.3 to add President Emeritus:

"Section 3.3. The Officers, three (3) Directors-At-Large, along with the Newsletter Editor and Emeritus President (as ex-officio members) shall constitute the Executive Committee of SO.CA.TA."

Amend Section 3.4.3. to note The Corresponding Secretary is also known as the Executive Secretary

Amend Section 3.4.5. to delete first sentence as redundant of 3.3

Add Sections 3.4.3.1 and 3.4.4.1 - "All work products of the Secretary and Treasurer are property of SOCATATA and shall be turned over at the end of each person's term to the Archivist."

Add Section 9.2.1 -- "The work products of Committees are property of SOCATATA, upon dissolution, all Committee work products shall be turned over to the Archivist."

Add Section 3.4.8 - "An Archivist shall be appointed and shall serve at the pleasure of the Board."

Saturday Dec. 10 our annual holiday banquet will be held at the Pantry Cafe, 9th & Figueroa, beginning at 5:30 p.m. Cost is \$25 per person. Programming will include the usual trinkets and door prizes plus a possible slide show.

The Orange Line Grand Opening booth on Oct. 29 was a great success. We discussed issues with the public, distributed material on our group and transportation proposals plus gave out scads of schedules (MTA, VISTA And Metrolink). We also sold 5 transit guides! Members who helped out or dropped by to say hi included John Andoh, Armando Avalos, Mike Baron, Paul Castillo, Joseph Dunn, Dana Gabbard, Lionel Jones, Alan Michelson, Carlos Oscuna, Woody Rosner, Ken Ruben, Dave Snowden, Mark Strickert, Chaffee Yiu, and Nate Zablén.

Reminder: The Annual Mobility 21 County-wide Transportation Summit will be held Monday Nov. 14 at Long Beach Convention Ctr, 300 E. Ocean Blvd., starting at 8 AM.

Other Upcoming Events Include...

The last of three Exposition project Community Open Houses, including public comment on the Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR), will be held Wednesday, November 9th from 5-8 PM at the Muses Room, Wallis Annenberg Building in Exposition Park, 700 State Drive, Los Angeles. Those interested in reviewing the FEIS/FEIR can visit community libraries located along the alignment or access the document on the web at <http://>

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TRANSIT UPDATES

New South Whittier Shuttle – Hank Fung

Beginning January 23, 2006, residents of South Whittier will be able to enjoy their very own community shuttle, servicing more than 36 locations between Whittwood Town Center to the east and Sorensen Park to the west. The two-way shuttle service will connect to various other transit lines run by the MTA, the cities of Montebello, Norwalk, Santa Fe Springs, Whittier, and the County-operated Los Nietos Shuttle. Through this regional network of connectors, the South Whittier Shuttle opens the door for local residents to a variety of regional and local destinations, including libraries, schools, parks, medical and social service providers, youth and senior community centers, and major shopping centers.

Hours will be 8 AM to 6 PM Monday through Friday, and 9 AM to 5 PM Saturdays. Fares will be 25¢ per trip. Senior citizens (60 and older), persons with a disability, and children five years old and younger ride for free (children under 12 must be accompanied by an adult). The service also accepts all valid MTA passes, including EZ, monthly, bi-monthly, weekly and day passes.

The shuttle will make 36 stops each direction. Shuttles depart on the hour from Sorensen Park and Whittwood Town Center. In summer 2006, the line will debut two new, propane-powered buses featuring a "new look" designed by 12 members of the South Whittier community.

The entire South Whittier community is invited to celebrate the launch of the service during a Community Transit Fair, Jan 21, 2006, beginning at 9 AM at the Community Resource Center, 10750 Laurel Ave. Admission is free and there will be fun and activities for all ages. Residents are also

encouraged to participate in the County's survey on South Whittier community transportation issues, coming in spring 2006.

The South Whittier Shuttle Service is funded through the offices of Supervisor Gloria Molina and Supervisor Don Knabe, as well as various federal and state grants. For more information on the South Whittier Shuttle or community transportation survey, call (626) 458-5960 or visit southwhittiershuttle.info.

South Bay Notes – J K Drummond

Apparently Southland Transit has been running no charge beach shuttles from the Playa Vista development in the Ballona Creek wetlands to Playa del Rey and Marina del Rey. One stop connects with Venice DASH buses. They are scheduled for weekends and holidays only. Residents and guests ride free. There is room for 5 bicycles aboard the "clean fuel" buses. They run from 8 am to 8 pm and pick up at 3 Tram Shelters in Playa Vista. The publicized start date was May 28.

El Segundo, Manhattan Beach, and Hermosa Beach have committed \$500,000 over the next two years to join with Redondo Beach in replacing the MTA 439 next summer. Beach Cities Transit will operate the line and buy 5 new buses with \$1.5 million. They will be natural gas powered, and if all goes well picking up passengers by July 1, 2006. BCT promises better on-time operation and more frequent service. As Kevin Devlin observed, "You will have better on time service when you just run two or three miles and do not go downtown."

Holiday schedule changes – Mark Strickert

Foothill Transit - In observance of the Thanksgiving holiday on Thursday, November 24th, the following Foothill Transit lines will be operating on a Sunday schedule: 178, 184, 185, 187, 190, 191, 193, 195, 269, 272, 274, 280, 281, 283, 284, 285,

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289, 291, 292, 294, 480, 482, 486, 488, 492. No other lines will be running. ALL Foothill Transit Stores will be closed for the holiday. On Friday, November 25th, all Stores will be closed except for El Monte Station: 7AM-12PM, and Puente Hills Mall: 10AM-9PM. On Saturday, November 26th, the Duarte Store will be closed.

San Diego County - On Friday, 11/25/05, All MTS and NCTD Bus and Trolley Service operate on a regular weekday schedule, with the following exceptions:

- ☐ NCTD Coaster - Reduced Service
- ☐ Sorrento Valley Coaster Connection (MTS Routes 971-978, 981, 982) - Reduced
- ☐ MTS Access and MTS Suburban ADA Paratransit - Holiday (All subscriptions cancelled for 11/25/05)
- ☐ The Transit Store - Regular Hours (9a-5p)
- ☐ The North County Transit District (NCTD) holds board meetings on 3rd Thursdays at 1:00 PM. Location?

Riverside Transit Agency (RTA) - November and December board meetings have been scheduled for the third Thursday of the month because of the Thanksgiving and Christmas holidays.

MTA/Metro - The November South Bay

Service Sector Council Meeting will be held on Friday Nov. 18, as the 11th is Veterans Day. The next LACMTA Regular Board Meeting will not be until Thursday Dec. 15.

Montebello Bus Lines - Routes will operate on a Sunday schedule, except for Lines 50 and 60, which will operate on a Saturday schedule, for Thanksgiving Day (Thursday, Nov 24), Christmas Day (Sunday, Dec 25), and New Year's Day (Sunday, Jan 1)

All Montebello Bus Lines routes will operate on a regular schedule for Veteran's Day (Friday, Nov 11), Christmas Eve (Saturday, Dec 24), and New Year's Eve (Saturday, Dec 31).

Metrolink - Limited Thanksgiving and Day-After-New Year's (Monday Jan. 2) service, on the San Bernardino and the Inland Empire-Orange County Lines only.

Reduced service on Friday, Nov 25. Check individual line schedules for the "X" marking the missing runs.

Only the San Bernardino line operates on Monday, December 26th. Neither website nor newsletter said so as of Press Time, but they will likely use Sunday schedule.

Rail 2 Rail—Metrolink Monthly Passes will not be accepted on Amtrak trains on Wednesday, Nov 23, Thursday, Nov 24, or Sunday, Nov 27, 2005. ☐

SECTOR REPORTS

SAN FERNANDO VALLEY - Nate Zablen

Over 20 members of the public were present at the November 2nd meeting of the San Fernando Valley Service Sector Governance Council meeting. During public comment many complained about the lack of availability of November bus passes and the closing of the customer service center in Van Nuys. Comments were also made sug-

gesting more frequent bus feeder service to the Orange Line Busway. Public comments were generally positive about the new Busway but speakers felt that improvements were needed to make it safer and more efficient.

General Manager Richard Hunt spoke about the two accidents involving cars colliding with Orange Line buses. He mentioned that there was a task force in place

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to find ways of preventing accidents at intersections. After the accident MTA ordered all buses to slow to 10 mph at intersections. Mr. Hunt stated that all measures were being considered, including the possible installation of crossing gates, to prevent motorists from colliding into buses. In the most serious accident at Woodman and Oxnard the motorist allegedly ran a red light.

Mr. Hunt praised the MTA staff and volunteers for their efforts on the successful opening days of the Orange Line. He was pleased with the ridership numbers (over 10,000 boardings per day). It was announced that the next SF Valley Service Sector would be held in Glendale at the usual date and time.

The next five scheduled meeting locations, all first Wednesday of December at 6:30 PM:

- ☐ December 7, 2005 - Glendale City Hall, Perkins Community Room # 118, 141 No. Glendale Ave.
- ☐ February 1, 2006 - Mission College, Campus Center Main Room, 13356 Eldridge Ave., Sylmar
- ☐ March 1, 2006 - Marvin Braude Constituent Center, 6262 Van Nuys Blvd., Van Nuys
- ☐ April 5, 2006 - Recreation Park Multipurpose Room, 208 Park Ave., San Fernando
- ☐ May 3, 2006 - Marvin Braude Constituent Center

WESTSIDE-CENTRAL - Ken Ruben

I did attend the Westside Central Sector Governance Council meeting on November 1 representing SOCATA and I was the only

speaker doing public comment. I mentioned briefly the SO.CA.TA Orange Line preview trip on October 16th, and some of the input via e-mail I received and had forwarded to Sector Governance Council member Carol Gross, who in turn forwarded the info to David Armijo, General Manager of the Sector. I also gave my comments on the situations with the Orange Line and the recent opening (this was before the accidents). Per Dana's request, I mentioned our support of the bus-only lanes on Wilshire Blvd. and later, Jody Litvak, Community Relations Manager for the Westside, etc., gave a detailed update on the bus-only situation and it was too lengthy to go into here. She also reported on the Division 6 relocation to near Culver City.

There was a brief discussion on a new schedule for the Westside Sector Meetings due to only 4 council people showing up: Dr. Peter Capone-Newton (Chair), Greg Fischer, Carol Gross, and Joyce Perkins. There was no quorum, so there were only presentations and discussions. There was an update report from Roy Gandara, Service Development Manager, on Bus Service Restructuring Effort, and there was a special report by Stephanie Taylor and her associates, Community Development Manager for Central City Neighborhood Partners, on cleaning up areas in the Westside Sector, including Pico-Union and Westlake, among others, including Bus stops, etc. I suggested to Dana that Stephanie might be a possible speaker for next year on the Central City, Westside clean-up and she had a Power Point presentation of the area including the "bad" bus stops. ☐

Thank You go out to Lionel Jones, Alan Michelson, and Dave Snowden for the many Orange Line Opening photos submitted for this issue.

Due to the large number of written articles, most of their photos (and mine!) will have to wait for next month. — Mark Strickert, temporary editor

I dragged myself down to Orange County Oct. 25 to attend the GoCalifornia regional workshop put on by Caltrans. The presentations were impressive but left unanswered the central question: grandiose plans are great, but how will we pay for it all? The current bundle of legislative proposals by the Governor are wholly inadequate to the task -- like hoping a fire-cracker can do the work of a stick of dynamite. At least I was able to raise the veto of Senate Bill 275 (subject of my op-ed in the Oct. 3 Los Angeles Business Journal "State Needs Plan to Upgrade Roads, Rail") and the continuing need for a statewide needs assessment for transportation investment. Things are percolating and we'll continue to monitor the situation.

Want to get involved with transportation in your area? Several cities in our area are currently engaged in General Plan updates. One element of these deals with transportation. Contact your local City Hall and find out if your city is revising its Plan (or hopes to do so in the near future).

What is it with maglev? First I had to recently endure listening to the usually clear-headed State Senator Lowenthal tout maglev for freight. Now new L.A. Harbor Commission Chair David Freeman is spouting similar nonsense ("Harbor commission leader rides herd on clean-air", Daily Breeze Oct. 25): "It is practically possible to lift, in a sense, a platform holding containers off the ground a little bit and move it through the air. It's not magic. It works. Whether we can work out the logistics of moving containers on and off is another question." Words fail me.

I was surprised to find buried in a brochure issued by the L.A. Dept. of Transportation

outlining their Riders' Code of Conduct "#11 --Videotaping or taking photographs on any LADOT vehicle is prohibited without the prior consent of LADOT". As you can imagine we will be protesting this provision and urge the agency rescind it.

Question of the month: why does Foothill have to spend \$162,500 to clean, degrease and re-strip its Pomona bus yard? Shouldn't the contractor who created the conditions pay for this? (agenda item #12, Foothill Transit Executive Board meeting of Oct. 28).

Can someone explain why MTA supervisory employees are under the jurisdiction of the Public Employee Relations Board due to a statute known as the Transit Employer-Employee Relations Act?

There has been some questioning in re the role of Beach Cities Transit Administrator Terisa Price as Chair of the South Bay Service Sector Governance Council in pushing the proposed replacement of a portion of MTA route 439 by Beach Cities Transit. But Faithful Reader informs me when a similar situation that seemed to pose conflict of interest concerns was brought to the attention of MTA's ethics watchdogs, their response was since the appointers were aware such conflicts would result this obviated any need for concern. HUH?

Faithful Reader also noted the doubling (from \$3 to \$6 million) of the budget for MTA's security system enhancement project [agenda item #36, MTA Board Oct. 27 meeting] under the rubric of security enhancement without bothering with the usual change orders or indeed any explanation for why project costs ballooned so dramatically...

Quote of the month: "At the current rate of hire, it is projected that there will be a shortage of 177 Operators upon opening Orange Line Service" (report by MTA Deputy CEO John Catoe, item #26, MTA Operations Committee Sept. 15 meeting).

I've learned a valuable lesson--many MTA agenda materials such as power point presentations (including for so-called "oral" reports) are not posted on the internet but in some cases can be obtained via requests to Records Management. These often prove to provide invaluable insights and details otherwise unavailable.

I recently had an interesting thought - by using various means to push their funding desires to the extent of starving MTA the Munis helped shaped the fiscal conditions that drove the actions that resulted in the consent decree.

From the start I have taken a dim view of public funds being used for starting an Access Services Foundation whose goal was raising millions to provide premium service ASI users desire that are not mandated by the Americans with Disabilities Act. Now a recommendation has been made to jump-start the Foundation ASI should fund it at the rate of \$300,000 per year for the next 3-5 years. Hopefully the ASI Board will instead decide to dissolve the Foundation before it turns into a real money put.

Spending this past month attending a few

meetings where insularity created the impression of closeted consensus reminded me how important it is to expose yourself to diverse views.

Nancy Michali, who headed the Metro Connections effort, left MTA in mid-October. On her last day we spoke for 15-20 minutes, and it was plain Michali had become frustrated at the lack of traction the proposal had within MTA. Personalities and regional funding issues also contributed to stalling the project. Ironically a status report Michali had prepared beforehand was received and filed at the Oct. 20 MTA Operations Committee meeting (agenda item #34). While full of goals and strategies the report falls short in illuminating the difficult task of implementation.

Kudos to Foothill Transit, which suspended fares on Friday Sept. 9 and instead donated to the Red Cross what was deposited in the fareboxes that day for Hurricane Katrina relief. This came to some \$38,000!

Congratulations are also in order to OCTA, awarded by the American Public Transportation Association (APTA) the 2005 Outstanding Public Transportation System Award for systems with 30 million or more passenger trips per year. Way to go!

I'll conclude by noting the impending retirement of James Sumner, longtime Director of Transit Operations at SCAT. 🚍



"Does this bus go to *Viaje Corto*?"
- Mark Strickert photo

Transit advocates know what it is to be obsessed by what some would say is small part of reality, but UCLA professor Donald Shoup outdoes us in his focus on a single subcategory of transit—parking. He has just published *THE HIGH COST OF FREE PARKING* (Planners Press, 2005), a 700 page volume, which tells not only all you want to know about parking, but also what sorts of questions you should ask. You may recognize Shoup's name from the Public and Legislative Affairs column in the September *Transit Advocate*. A Santa Monica activist, Ellen Brennan, is quoted calling some of Shoup's work "mere theories." But what theories! Supported by empirical research, wide-ranging background knowledge, many tables of data, not to mention lovely equations, linear and non-linear, replete with partial derivatives, Shoup has much to teach us.

When I tell friends that I am reading a book about parking, they assume that it gives strategies for providing more parking. Instead, Shoup invites us to view an overflowing parking lot as evidence that parking fees are too low, not that there are insufficient spaces. For about 99% of all automobile trips, the driver does not pay for parking. The obvious answer to "Who pays?" is "We all do," in higher prices for goods and housing, in urban sprawl, in environmental degradation, in time, in quality of life. Shoup explains each of these in detail. If drivers paid the real cost of their parking spaces, it is likely that they would change their travel habits.

Shoup shows us how parking may provide the road to answers of some of life's most urgent questions. Why is housing so expensive? Required numbers of parking spaces drive up the cost to builders and hence to the rest of us. Why are streets

dangerous? The prevalence of parking lots drives pedestrians away, so that those few who remain are vulnerable. Why are there locations where restaurant after restaurant opens and soon fails? Parking codes usually require additional parking spaces if the type of business is changed. How does parking contribute to air pollution, since cars do not spew emissions when engines are not running? Engines ARE running while drivers are looking for a place to park. In Westwood, for example, an average of 68% of cars are cruising, seeking parking. Once you get in the spirit of it, you will not be surprised to learn that the amount of money spent on subsidized parking is about equal to the defense budget. (About 345 billion dollars.) Shoup does not, however, tell us what percent of the defense budget is spent on parking, whether for cars, Hummers, or bombs.

You will learn amazing facts connected with parking. In urban areas, 16% of automobile accidents are connected with parking. In at least 16 of the world's major languages the word for "parking" is either identical to, or cognate with, the English "parking." The Greeks say "parking." The Italians say "parcheggio." To cover the cost of building and maintaining it, a parking space at UCLA should cost \$127 per month. The country with the second highest automobile ownership per capita, New Zealand, is at the same level that the U. S. was in 1983. The minimum parking requirement for a concert hall in downtown Los Angeles exceeds the maximum allowable in downtown San Francisco. (Where would you rather hang out on a Friday night?) An abundance of transit trivia, all pointing in the same direction.

Shoup is determined to make us aware

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ORANGE SNEAK PEAK *Dana Gabbard*

Sunday Oct. 16 we had a preview trip on the **Metro Orange Line**. Due to mechanical problems a replacement for our original coach had to be procured, but at last at 10:26 a.m. we departed North Hollywood in #9204. Members riding included Mike Baron, Dave Snowden, Kirk Schneider, Nate Zablén, Charles Hobbs, Kent Landfield, Steve Cromer, Joe Dunn, Lionel Jones, Ed Buckley, Charles Powell, Robert Meinert, Craig Barnes, Perias Pillay (+ guest), Mark Strickert (+ guest), Woody Rosner, Bill Vallow, Fred Gurzeker (+ guest), Chaffee Yiu, Armando Avalos, Guillermo Merino, Hank Fung, Paul Castillo and Carlos Oscuna. Guests included Paul Dyson, Curtis Raymond and Eugene Sallinsky. Approximately 50 people joined the ride, 20 of whom were invitees from the Electric Railway Historical Association.

During the trip we sight-see the extensive

landscaping and sound walls, noted the architecture of the Orthodox Jewish community, kept an eye out for the adjacent bikeway, enjoyed the open spaces of the Sepulveda Flood Control Basin, noted passing neighborhoods and business districts and cataloged key destinations served (Van Nuys government center, Valley College, Pierce College).

Approaching Warner Center we left the right-of-way, then had a 10 minute layover at the terminus. This provided an opportunity for a group photo. On the return trip there was an atmosphere of enjoyment and animated conversation. Everyone seemed to be having fun.

After arriving back at North Hollywood we posed once more for photos before dispersing to various points to enjoy the rest of a bright, beautiful Sunday.

Our thanks to Director Ken Ruben for arranging the trip and Anna Mercaldi of MTA for being our contact person at the agency. 🚗

PARKING *cont'd from pg 8*

of how much we actually pay for parking. Since businesses build costs for parking into their prices, even those who do not drive pay for parking. I am, however, sceptical about whether prices would go down if parking codes allowed fewer spaces. Beyond forcing us to face the simple fact that free parking is extremely expensive, Shoup does offer some solutions. Among them is a proposal for metered curbside parking with rates determined by the market so as to leave roughly 15% of spaces free at any time. Thus there would always be space available for someone to take care of a short errand. The goal is to "manage a scarce public resource, not to finance the use of it." In order to make this scheme palatable to residents, he proposes the establishment of parking improvement districts, where the

revenues will be returned to the neighborhoods for the purpose of street and side walk maintenance and improvement. Advanced technologies give us many ways to pay the fees without having to carry a pocketful of quarters or to interrupt our activities periodically to feed the meter. The model for this proposal is Old Pasadena, where such a system is in force. Old Pasadena has become a desirable destination.

Shoup writes gracefully and wittily while approaching his subject from many different angles. Who would guess that a 3 1/2 pound, 700 page tome on parking could be so gripping! I feel a little silly swooning over a book on parking, but I did enjoy it mightily and certainly have begun to look at parking differently. Recently asked to pay \$120 for a parking permit, I smiled and said. "Of course. That's how it should be." 🚗

MEMBERS IN ACTION

Mike Baron and Nate Zablen gave public comments at the Nov 2 meeting of the San Fernando Valley Sector Governance Council.

Roger Christensen was re-elected to the Train Riders Association of California board at their Annual Conference in Burbank.

Dana Gabbard and Bart Reed attended the Metro Orange Line Grand Opening Ceremony held at Balboa Station on Oct. 28.

J.K. Drummond was among those present at the ground breaking of Gardena Municipal Bus Line's new Administration, Operations and Maintenance Facility held Aug. 31. Drummond availed himself of the opportunity to lobby GMBL management for a clearer schedule and map.

David Davenport's letter to the editor was published in the Oct 19 edition of the San Diego Union-Tribune. The letter clarifies Trolley routing a previous letter writer questions, then expands to suggest he count his blessings as a Trolley user since bus riders haven't been so lucky with all the recent service changes.

Mark Strickert attended the state Public Utilities Commission rail safety public meeting in Montebello Oct 19. Was billed as a discussion on safety at crossings, but PUC hand-outs were heavy on accidents caused by train equipment and/or operator problems. Like with the Orange Line, and with Metrolink and the Blue Line before that, perhaps another case of blaming the railroads and

transit agencies when someone drives through a stop signal or goes around a gate?

"Ken" Ruben had a busy month. On Oct 24, while at a Trainweb meeting in Fullerton, he got to meet Amtrak president David Gunn. Ken gave Mr. Gunn his SO.CA.TA business card to which Gunn said, "Ken, I have more cards of yours than dogs have fleas." The next day, Ken attended the LA Museum of Railroad's tribute to Ralph Melching, one of the six founders of Railroad Boosters, now Pacific Railroad Society. Besides the tribute to Ralph, the program was on the opening of Union Station in 1939. Ruben and Russ Jones were among the 11 people at the Culver CityBus Proposed Route Change Meeting evening session on Oct 19. A final decision on the proposed changes will be made by the Culver City Council at a public hearing on Dec 12. Ken attended the Culver City Council meeting on Oct 24th, and the Culver City Redevelopment Agency sponsored tours of the Gold Line Oct 22nd and Nov 4. Former SO.CA.TA vice president Anthony Loui was one of the MTA staff present on one of those tours. Ken and Anthony were also at the Exposition light-rail presentation in Culver City on Nov 2. The "Expo Line" was also the main topic at the East Culver City Alliance meeting on Oct 27. Mr. Ruben was at the Westside-Central Sector Governance Council meeting Nov 1, and was the only public speaker. Ken, Steve Crossmer, Dana Gabbard, Bart Reed, and John Ulloth were at the Train Riders' Assoc. of California events Oct 14-15. 🚗

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www.metro.net/projects/plans/exposition/default.htm. Mailed comments on the FEIS/FEIR need to be received by November 28th, 2005 and can be sent to Anthony Loui, Mid-

City/Exposition Transit Corridor Environmental Project Manger, Los Angeles County MTA (Metro), One Gateway Plaza, Mailstop 99/22/5, Los Angeles, CA 90012 or e-mail to louia@metro.net. The Metro board will hear it in December. 🚗