

BULLETIN BOARD

Due to family obligations, Paul Lennon's guest speaker appearance will be re-scheduled for next year. At our Oct. 14 meeting we will discuss options due to the conflict posed by our having a booth at the Alternative Car and Transportation Expo being held in Santa Monica the weekend of Dec. 9-10.

Thanks to webmaster Charles Hobbs, the enhanced calendar on our website is up and running. This is being regularly updated as new transportation-related events come to our attention. Feedback and suggestions are welcome.

The Transit Coalition is sponsoring a Metro Rail Customer Conference Tuesday, October 24th from 6:45pm-8:45pm at Metro Gateway Headquarters. Attendance is free, however you must send RSVP to info@thetransitcoalition.us with the subject line "Customer Conference" and include this information: First & Last Name, Mailing Address, plus daytime, home and cell Phone Numbers. Also, include any questions you might want to ask. Or, register by calling 818-362-7997 or online at: http://thetransitcoalition.us/ttc_signupspecial.htm

Congratulations to Metro (aka MTA) for winning Outstanding Transportation System 2006 from the American Public Transportation Association.

Reminder: Oct. 30 is the fifth annual Mobility 21 transportation summit, held this year at Sheraton Universal City (adjacent to the Red Line station). Further information: (213) 580-7565.


Saturday, October the Pacific Bus Museum is

sponsoring an excursion with historic Omnitrans bus GM TDH 4801. The trip starts 10 a.m. at the Omnitrans yard in San Bernardino, 1500 W. 5th St. and is limited to first 45 paying passengers; reservations must be received by Oct. 18 [check or money order payable to Pacific Bus Museum sent to 1118 Blackfield Dr. Santa Clara CA 95051]. Cost is \$25 (PBM members), \$30 (non-members). Trip return is circa 4 p.m.; additional information: (209) 577-0386 or info@pacbus.org

October 17 at 4 p.m. the Bus Riders Union is holding a march on L.A. City Hall (200 Spring Street). This may well be the last hurrah of the consent decree.

The San Bernardino Associated Governments on the third Friday of even-numbered months offers free tours of Santa Fe Depot in San Bernardino (1170 W. 3rd Street). The next tour will be held Friday, October 20; to register, call (909) 884-8276. The tour will assemble in the ground floor lobby starting at 2:20 p.m. and will last approximately 45 minutes. Comfortable walking shoes are advised.

Thursday Nov. 9 the city of Grover Beach is holding a celebration for the 10th anniversary of their train station. RSVP by Nov. 6: (805) 473-4580. Event begins at 3 p.m. and besides the usual speeches, live music and light refreshments are promised.

The National Surface Transportation Policy and Revenue Commission was created under SAFETEA-LU to explore options to deal with the impending shortfalls in the federal transportation trust funds. Pressure is being mounted to have one of the Commission meetings held in our area. More details: <http://www.surfacecommission.gov/index.htm> 

BUS TERMINAL REROUTE AT FULLERTON TRANSPORTATION CENTER?

Jane Reifer

Recently, the City of Fullerton and the City's Redevelopment Agency signed a Memorandum of Understanding (MOU) with OCTA concerning parking, transit and transportation planning and projects. The MOU includes agreements to build parking structures, Metrolink turnback tracks, and various other projects. One of the more anxiety-inducing concepts is the Fullerton Transportation Center redevelopment project, including the relocation of the OCTA bus terminal. City council members have been heard to say that the bus terminal is using up prime development space, and should be relocated, perhaps to the other side of Lemon St.!

Several conversations with Redevelopment staff have indicated that, while new locations for the terminal are being reviewed, it will be as close to the train station as it currently is and there will be every attempt to improve the facility. They assured me that a Lemon St. location was impossible.

Here are snippets from two City documents, showing the basic points of view:

MOU: "One of the preliminary planning ideas is to relocate the existing OCTA bus terminal onto a nearby street in order to increase the development potential of the area. The relocated terminal shall provide similar service and access as the existing terminal with potential for future growth." (This one is honest that the terminal is being moved to increase the development potential.)

Community Planning Workshop Flyer: "Our goal is to leverage current and future transit Ridership, offer transit-oriented housing and commercial development activities, provide a railroad attraction, create employment opportunities and access for pedestrians, bicycles, buses and automobiles to our regional transportation center." (This one seems to be making a commitment to improve transit.)

The City is having three community planning workshops to discuss the master planning of the entire transportation center, including the bus terminal. At the first meeting, 2 of the 6 focus groups argued that the bus terminal needed to stay in essentially the same place, in order to be of any use. The other groups didn't mention it, as the main focus seems to be about proper building heights, and what potential retail could be brought in.

I think the best thing to do is to look at the actual relocation plan once it is released, and go from there. It is possible it really will be an improvement, in which case we could support it. Obviously, if it is insensitive to transit, we could oppose it at that time.

To read the full text of the MOU, go to <http://ecom.cityoffullerton.com/agendas/PublishedMeetings.htm> and click on item 15. The future workshops are Nov 9 and Dec 14, 6 pm at the Fullerton Senior Multi-Service Center. 714-738-6881. I will send updates to SOCATA, and you can get in touch with me for the latest at cluttercontrol@earthlink.net . 🚗

The media campaign for the infrastructure package (Propositions 1A-1E) on the November ballot is just getting up to speed. And none too soon since the poll numbers are marginal and it is obvious a sales pitch is needed to ensure passage. Despite rumors of tension among proponents their fundraising is making possible the campaign that should be able to produced majority support among the electorate. Which would be a win-win for all ends of the spectrum.

So Roger Snoble's contract as MTA CEO has been renewed through 2008? Is anyone really surprised? I guess that whisper campaign against Snoble waged over the past year fell flat.

Interesting fact of the month: Matthew Barrett of the MTA Library notes that the recent Expo light rail line groundbreaking was held on the 20th anniversary of the Red Line's groundbreaking.

I've been told a scheduling snafu is why James Okazaki, until recently with the L.A. Dept. of Transportation, was a no-show for presentations of appreciation being made to him at the Oct. MTA Board and Metrolink Board meetings and that it will be rescheduled.

Andre Colaiace, formerly handling government relations for Culver CityBus, has taken the same position at Access Services, probably one of the smarter moves ASI has made in a while.

I was encouraged to read Curran Price, likely to win election to the 51st Assembly district (Inglewood and environs) this November, described in Capitol Weekly as being a "smart growth" and transit advocate.

Where during the past 20 years of numerous meetings held about the Expo project were the few protestors who showed up at the groundbreaking claiming they hadn't been consulted. One homeowner, Hattie Babb, was described in the Sept. 30 *Los Angeles Times* ("Work on L.A. Light-Rail Route to Begin") as holding a sign that read: "Mitigate or Compensate" and trotting out the perennial NIMBY claim "I am concerned about safety for the kids and ... senior citizens". Compensate? Good luck. Ms. Babb.

In L.A. *CityBeat's* Sept. 28 issue, former state librarian Kevin Starr had an interesting comment about the proposed bullet train, the first that provides a social justification for the project: "... the attempts to build the high-speed train down the center of the state, uniting Southern California and Northern California; these types of things are not lending themselves to dividing California further, but rather to integrating it even further and more successfully."

Should I be surprised columnist Philip Hersh in the Sept. 4 *Chicago Tribune* ("Olympic past may not help L.A.'s bid") stating a key factor in the nascent L.A. bid for the the 2016 Olympics is having many of the venues on or near the rail transit system.

Twice recently I have attended meetings at which a gentleman who I have dubbed Mr. Naysayer (and evidently a stalking horse for Supervisor Antonovich) ranted against the Red Line [using the "Old technology" line of argument] and vague statements that make it sound like he is in support of road expansion. Talk about out of touch with new realities.

And is there any stronger sign of the new

paradigm than that Katherine Perez, formerly director of the Transportation and Land Use Collaborative of Southern California, is now vice president of residential development at Forest City Enterprises. Smart growth is now an investment strategy.

I have no comments on the current legal maneuvering between the two statewide rail advocacy groups TRAC and RailPAC [for more read <http://calrailnews.com/lawsuit.html> and <http://www.railpac.org/issues/current/index.html>] beyond expressing a hope it can be resolved soon.

I was quoted in the Sept. 11 L.A. *Downtown*

News article "Downtown Trolley a Possibility", noting how much this idea resonates with the public. Also the latest issue of *Metro Magazine* picked up the comments I made in the *Daily News* on their columnist Mariel Garza's month riding the bus.

This month I will conclude by congratulating *San Jose Mercury News* transportation columnist Mr. Roadshow (aka Gary Richards) on the occasion of the 15th anniversary of the column. My letter to the blog L.A. Observed noted the *L.A. Times* misses a sure thing by not having a road column. 🚌

MEMBERS IN ACTION

Lionel Jones was quoted in the Hub City News Aug. 5 article "Public Comments at South Bay Metro Council Meetings".

Roger Christensen had a letter ("Color the transit riders red") September 7 in the Los Angeles Times decrying the political push to fund the Gold Line Foothill Extension: "... when federal money is controlled by a San Dimas congressman, common sense is thrown into the sausage factory."

Kymerleigh Richards was quoted in the Sept. 29 Los Angeles Times article "MTA to Run Orange Line Busway to Chatsworth". Richards also had a letter to the editor ("Taxes are for roads") in the Sept. 20 Daily News outlining the basics of transportation funding in reaction to a Joseph Morigi Sept. 14th op-ed that incorrectly touts the ability of increased sales tax due to higher gasoline prices to resolve the state's budget troubles.

Paul Castiilo, Russ Jones, and Mark Strickert were at the MTA Gateway Cities sector meeting on Sept. 14th. Staff previewed a new video designed to make seniors more

familiar with riding buses.

Dana Gabbard and Kymerleigh Richards attended the annual Access L.A. City Hall event put on by the L.A. Area Chamber of Commerce Sept. 21 and attended a special meeting of the L.A. City Council Transportation Committee the same day.

Chris Flescher attended the Coast Rail Coordinating Council meeting in Soledad Sept. 22.

Members attending the Sept. 30 Life Can Be So Car-Free event held in the recently opened Los Angeles State Historic Park included Dana Gabbard, Anthony Loui, Richard Bush, John Ulloth and Perias Pillay.

Thomas Rubin was quoted in the recent AP article "Commuter rail becoming popular in smaller cities".

Dana Gabbard, Anthony Loui and Ken Ruben attended the Sept. 12 Mobility 21 event held in Culver City.

Mark Strickert judged at Foothill Transit's Rodeo on Sept. 16th. 🚌

TRANSIT UPDATES

MTA will evidently assign the first local service artics during the next shakeup. The Oct. *Metro News* says 30 vehicles will operate on line 233 (Van Nuys Blvd.) and may also be used for local lines out of Division 5 (Arthur Winston) in South Los Angeles.

The Oct. issue of Pacific Railroad Society's *Wheel Clicks* newsletter notes Amtrak is offering a special round-trip fare on the Pacific Surfliner for San Diego Charger home games (Oct. 29, Nov. 5 and 25, Dec. 10, 17 and 31) that includes a free trolley ride to Qualcomm Stadium. Purchase tickets by calling 800-USA-RAIL and refer to fares order X544 (this deal isn't available through the Amtrak.com website).

The Santa Clarita city council approved a test program, allowing free rides for seniors (60 and over) on local routes. The initial test will last until December 31, 2006.

The Metrolink Orange County line "Free Station of the month" is Anaheim Station, on Sunday October 29th. Pick up free ride tickets from one of the tent areas on or near the platforms.

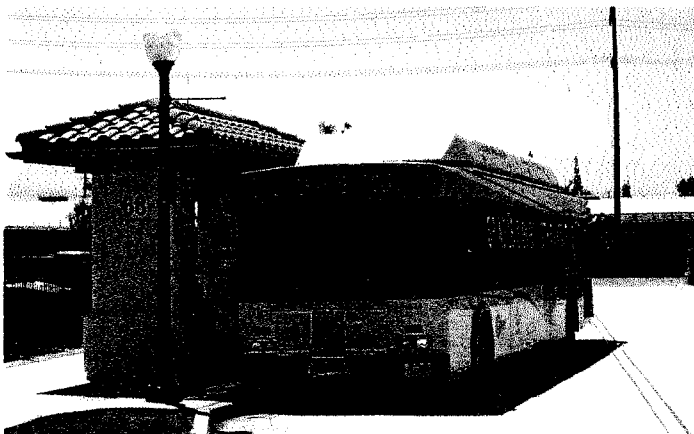
OCTA Dec. '06 Proposed Service Changes

29 – shorts rerouted to Buena Park Metrolink station, when station is opened
82A – peak-hour trippers to Laguna Niguel/ Mission Viejo Metrolink become part of regular route 82
693 – shuttle for Talega area of San Clemente (upper end of Avenida Pico). The 693 would connect with route 193 at Wal-Mart. Will have a fixed route, but offers route deviation up to ¾-mile for ACCESS-eligible riders.

Riverside Transit Agency holiday special services

The annual Corona/Norco free holiday "trolley" will operate December 9th/10th and 16th/17th. Special activities planned for Dec. 9th at Crown Pointe Apartments in Corona, and on Dec. 16th at Clark Terrace Apartments in Norco. Both begin at 9:30 a.m., and the first 50 riders get free goodie bags.

Special shuttles to downtown Riverside's Festival of Lights will run from different locations, on November 25th, December 2nd, 9th and 16th. Fare will be \$2. Specific times and stops noted on the RTA website: <http://www.riversidetransit.com/events/index.htm> 🚗



Today the Transit Advocate roving camera stops at the Chino Transit Center — Mark Strickert photos

