

BULLETIN BOARD

SO.CA.TA NEWS

Our January 13th meeting starts at 1:00 PM. Pete Serdenis, Metro Facilities Maintenance Manager, Stops & Zones is the guest speaker. His presentation begins at 2:15 PM. We anticipate a lengthy work session after the meeting, to respond to the various Metro Sector service change proposals for June 2007.

Membership renewals are now due: \$25 regular, \$10 limited income. We also have updated Transit Guides, \$12.50 postpaid.

The 2007 officers and Directors:

President: Lionel Jones

Vice President: Mark Strickert

Executive Secretary: Dana Gabbard

Recording Secretary: Ed Buckley

Treasurer: Hank Fung

Directors-at-large: Armando Avalos, Sam James, Kymberleigh Richards

We have established official e-mail addresses for SO.CA.TA office holders. You can contact any of them at the address using the format (first initial)(last name)@socata.net (e.g. ljones@socata.net)

Our thanks to Kymberleigh Richards for coordinating the Dec. 2 holiday banquet in Van Nuys. Also thanks for donated transit trinkets etc. for the goody bag and/or the door prizes: VCTC, SCAT, Metrolink, MTS, Culver CityBus, Torrance Transit, Montebello Bus Lines, Santa Clarita Transit, Foothill Transit, Warren Quan, Eugene Salinsky, Dana Gabbard, Steve Crosmer, and Andy Novak.

IN OTHER NEWS

AQMD is recruiting citizens for its Clean Air Congress [http://aqmd.gov/ej/cac/clean_air_congress.htm]; membership is

FREE of charge. Apply at 800-425-6247, cleanaircongress@aqmd.gov, or FAX 909-396-3335.

San Bernardino County Annual Train Days will be held at the San Bernardino County Museum the weekend of Jan. 20-21 (9:00 AM to 5:00 PM both days) includes model train layouts, exhibits, displays, "Roundhouse Talks" (where you can share your railroading stories), and special train games. The San Bernardino Railroad Historical Society will be available to answer questions about the fully restored Santa Fe 3751 steam engine. The Museum is located at 2024 Orange Tree Lane in Redlands, and is served by Omnitrans Route 8. Admission is \$6 for adult; Senior (60 or over) or Student (with ID) \$5; Child from 5 to 12 \$4, or under 5 free. For further information: 909-307-2669, ext. 256 or 271.

Dates to remember: Feb. 21-22 -- National Surface Transportation Policy and Revenue Study Commission field hearings in Los Angeles; May 17th -- LANI Fifth Annual Community Forum.

Curious about the ins and outs of L.A. city government? "Los Angeles: Structure of a City Government" is a newly revised guide to the government of Los Angeles, published by the League of Women Voters [<http://lwvlosangeles.org/>]. Written by Dr. Raphael J. Sonenshein of California State University, Fullerton, copies can be had for free if picked up at the League's offices (3250 Wilshire Boulevard, Suite 1005--one block west of Vermont). Call ahead to verify they will be open when you visit - (213) 368-1616. Copies sent by mail entail a charge of \$5.50 to cover postage.

And best wishes for a Happy New Year to all our members. 🚗

MEMBERS IN ACTION

Chris Flescher had a letter published in the current issue of *Rail Magazine*.

Kymberleigh Richards had a letter published in the Dec. 18th *Daily News* ("Worth the trade-off") explaining how having articulated buses serve Van Nuys Blvd. provides flexibility to better meet demand.

SO.CA.TA holiday banquet attendees: John Andoh, Armando Avalos, Mike Baron, Hank Fung, Dana Gabbard, Damien Goodmon, Sam James, Lionel Jones, Andy Novak, Charles Powell, Kymberleigh Richards, Woody Rosner, Ken Ruben, Dave Snowden, Mark Strickert, Craig Weingarten, and Chaf-fee Yiu.

Members at our Alternative Automobile Expo booth: John Andoh, Armando Avalos, Hank Fung, Dana Gabbard, Erik Griswold, Lionel Jones, Kent Landfield, Anthony Loui, Robert Meinert, Carlos Osuna, Kymberleigh Richards, Woody Rosner, Mark Strickert, John Ulloth, and Craig Weingarten.

Aiding our booth at the Van Nuys Train Station Open House were Dana Gabbard, Charles Hobbs, Lionel Jones, and John Ulloth.

MTA Sector Meetings for December 06 were attended by Ken Ruben (Westside/Central) and Mark Strickert (Gateway). Mr. Strickert commented that 5:00 PM was not a public-friendly time to hold a public hearing. 🚗

TRANSIT UPDATES

MTA continues to offer its late night stops program. During late night travel (9:00 PM-5:00 AM), Metro allows passengers to exit a bus at non-designated stops. Just ask the operator to be dropped off at a convenient point along the route. Stops must adhere to traffic and safety regulations, and are at the operator's discretion.

The current Pacific Surfliner timetable incorrectly indicates checked baggage service is available at Santa Ana Depot.

MARTA – Charles Hobbs

From <http://www.marta.cc/> : "Service to Green Valley Lake coming SOON! Service to Green Valley Lake was anticipated to start the first of the new year; however, due to staffing and equipment shortages it has been delayed. This has also impacted the addition of the two mid-day runs be-

tween Big Bear and San Bernardino. Service will be implemented as soon as possible. Keep checking back for further updates and schedules will be posted as soon as available. For additional information call: Big Bear – (909) 878-5200 or Crestline – (909) 338-1113"

Omnitrans – Hank Fung

Public meetings for the Omnitrans 2008-2013 Short Range Transportation Plans:

February 6: San Bernardino, Omnitrans Metro Facility, 1700 West Fifth St., 2:00 to 3:30 PM and 5:30 to 7:00 PM

February 7: Redlands, Smiley Library Assembly Room, 125 West Vine St., 2:00 to 3:30 PM

February 13: Fontana, Mary Vagle Museum & Nature Center, 11501 Cypress Ave., 2:00 to 3:30 PM

February 15: Ontario Senior Center, 225 E. B St., 2:00-3:30 PM and 5:30-7:00 PM 🚗

SO.CA.TA Bylaws Revisions

The 2007 SO.CA.TA Executive Committee met on January 6th to discuss various items of business. Much of the time was devoted to looking over the Bylaws, with an eye towards necessary updates, closing loop-holes, and filling in gaps. Due to time constraints at the January general meeting, the following changes and additions will receive their initial membership discussion at the February 10th meeting:

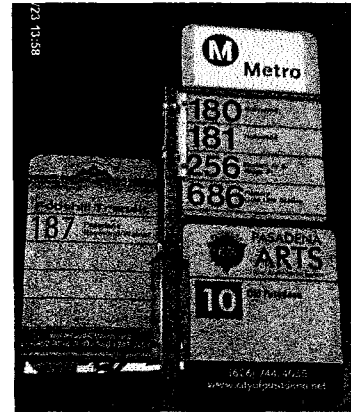
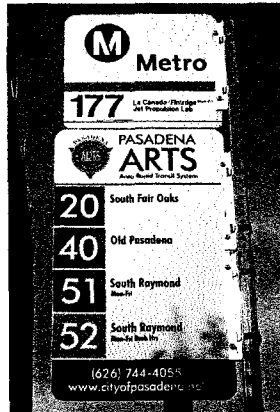
- ☐ It is not stated in the bylaws how vacancies should be filled when they occur. It is proposed to add to Article 3 the statement "All vacancies shall be filled by an immediate election at the next general membership meeting".
- ☐ Also, if an Officer or Director has frequent absences, the bylaws are silent on how this should be handled. It is proposed to add to Article 3 the statement that "When an office of Director misses three (3) general membership meetings consecutively, a letter of inquiry shall be sent. The response (or lack thereof) shall be considered by the Executive Committee. At the Executive Committee's discretion, the office can be declared vacant and filled by the same process as for other vacancies".
- ☐ 3.4.3. and 3.4.4 state the Recording Secretary, Corresponding Secretary, and Treasurer may delegate their duties with the approval of the Executive Committee. It is proposed the wording be changed to "may delegate their responsibilities for the general membership meeting as needed".
- ☐ It is proposed in 3.4.3 that uses of the word shall be substituted with the office being described as appropriate. Also that the Corresponding Secretary duties have deleted the reference to the newsletter (now handed by the appointed Newsletter Editor) and a correspondence file (now handled by the appointed Archivist)
- ☐ It is proposed to add to 3.4.3. a clarification of who has the responsibility for the agendas of the general membership meetings. "The Corresponding Secretary shall prepare the agenda of the meetings. Members wishing to add an item to the agenda must submit them through a member of the Executive Committee at a specified time before the agenda is locked down prior to the meeting".
- ☐ It is proposed to number the Corresponding Secretary description as 3.4.4., and renumber all subsequent sections in Article 3 accordingly.
- ☐ It is proposed 3.4.7. and 3.4.8. clarify that the Newsletter editor and President emeritus have a vote to break ties only if they do not separately currently hold office as a Director or officer.
- ☐ It is proposed to clarify the attendance requirement by adding at the end of 4.2. the phrase "by the time of the election" so it reads "...previous twelve (12) months by the time of the election".
- ☐ It is proposed 4.2 specify candidates for President and Vice President have at least one year prior service as a member of the Executive Committee prior to being nominated.

☐ To clarify election procedures, it is proposed to add 4.4.4., stating that "Once the Election Committee commences counting the ballots, no further votes can be cast and the election is closed".

☐ For Article 7 it is proposed a comma be inserted between the phrases "on the last day" and "of each calendar year"

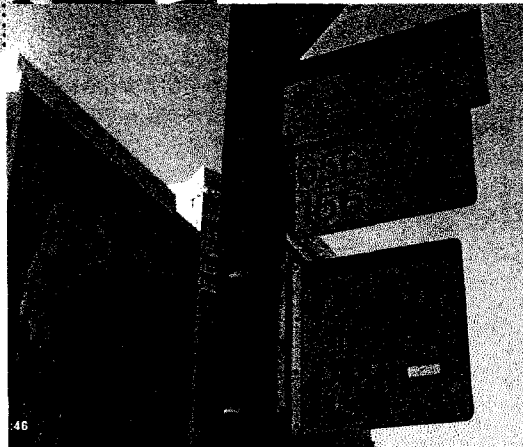
and would read "The Fiscal Year for SO.CA.TA shall commence on the first day, and end on the last day, of each calendar year."

The text of the current Bylaws is on our website: <http://www.socata.net/bylaws.html> 🚌



HERE'S YOUR SIGN

Inter-Agency Connections can be made in Redlands, Pasadena, Downey, Hollywood, and Artesia — *Mark Strickert photos*



Is it understandable that I am confused? NBC Channel 4 quotes foaming at the mouth comments by Los Angeles County Supervisor Michael Antonovich about the prospect of the subway branch (now known as the Purple Line) being extended westward along Wilshire: "[the cities of Los Angeles, Beverly Hills and Santa Monica] should use their own communities' resources and creative financing options including redevelopment strategies and benefit assessment districts, rather than draining vital transit dollars away from regional transportation projects which are required to alleviate regional traffic congestion". Too bad Antonovich lacks faith in the very strategies he touts when it comes to funding a project in his district, the Gold Line extension to Montclair. Isn't it fair to ask why the same prescription shouldn't apply to the cities of the San Gabriel Valley? Instead they have long eagerly sought a hand out from Uncle Sam, via Congressman Dreier, to pay for their Billion plus project.

Another dimension of this local political pissing match are comments by L.A. County Supervisor Zev Yaroslavsky quoted in the *San Gabriel Valley Tribune* that the Gold Line Foothill extension is redundant because Metrolink already serves that corridor. This childish grandstanding by the Supervisors is indicative of the dysfunctional antics that once dominated the region to its detriment and are only slowly becoming obsolete. http://la.curbed.com/archives/2006/11/red_and_gold_li.php

Is there any doubt why this statement by Jack Kyser, senior vice president and chief economist for the Los Angeles Economic De-

velopment Corporation in the *Downtown News* ("Trojan Dollars", Dec. 12) makes clear why the Wilshire subway makes sense: "There was always this talk of Los Angeles having a T-shape. The long part of the 'T' would be Wilshire Boulevard from Santa Monica into Downtown and the head of the 'T' would be from Dodger Stadium down to USC. Guess what? The 'T' is taking shape. In fact, the head of the 'T' is probably further along than anyone imagined." So there, Mr. Antonovich!

It is mind numbing how many bad ideas were on the agenda of the Dec. 7 Metro Board meeting. These include:

#25--Supervisor Yvonne Burke's seeking of a consultant to prepare a study on the feasibility of gating the Red Line. This despite staff already having presented a report laying out the facts of the matter, which evidently Ms. Burke wishes to ignore since it fairly makes clear why this is a bad idea and should be abandoned.

#28--Supervisor Yaroslavsky's Wilshire Rapid Express pilot program. Despite the plan to implement this in June, staff has indicated they are aware of the myriad problems that riddle this concept, and it is rife with complications that threaten to disrupt the existing route 720 ridership. So far no one has a viable idea of how to avoid passenger confusion. The poor bus operators will likely be stuck coping with consternation of passengers who find themselves on a bus that doesn't stop where they want to go. While perhaps well intentioned this someone should convince the Supervisor to allow a delay while staff seeks a way to do it that doesn't devolve into chaos.

#34--Pasadena and South Pasadena are holding hostage permits for the installation of two traction power substations for the Gold Line until Metro agrees to pay for several hundred thousand dollars to beautify the alignment. Instead of knuckling under MTA should tell the cities to take a flying leap and if necessary sue to get the permits. But instead a bad precedent has now been set with Metro's caving in to thug-like tactics. Shameful!

One small ray of hope was buried in the FY06 Year End Financial Performance presented at the Nov. 15 Metro Finance and Budget Committee meeting (item #17) on p.8: "The Between-Car Platform Barriers project was cancelled because the CPUC rejected the platform mounted design." This was a plan to spend nearly 3 million dollars to mount a small wall along the platform edge with gaps for the doors. This would have required precise lining up with the gaps or boarding would be delayed. All so the visually impaired won't step off the platform onto the tracks below at the gap where train cars attach. I remember my mounting incredulity when this idea was discussed a few years ago at a meeting of the MTA Citizens Advisory Council I attended. Thank goodness the PUC did the right thing and told MTA "NO!"

U.S. District Judge Terry J. Hatter late in 2006 formally turn down the Bus Riders Union's request that to reconsider his ruling to allow the consent decree to expire. Now the BRU's lawyers have filed an appeal with the 9th Circuit. This is essentially a legal Hail Mary that I predict will fail. And likely be the beginning of the end for Eric Mann's involvement with mass transit. The *L.A. Times* Dec. 1 published my letter denouncing the recent bit of BRU demagoguery: "By claiming that

the recently passed infrastructure bonds should be used to improve bus service, the Bus Riders Union proves that its priorities are not about improving transportation but instead are a continual pursuit of publicity. Bonds are for long-term investment, not operational costs. Hopefully, with the end of the Metropolitan Transportation Authority consent decree, we can have an open and meaningful dialogue about the future of our region, not one held hostage by empty rhetoric and perpetual, stage-managed protests."

Speaking of the *Times*, Kevin Roderick on his blog *LA Observed* reports Jeffrey Rabin, who has recently covered city ethics and the influence of developers for the city-county bureau, will now cover regional growth for the *L.A. Times*. This should be interesting, as I know at least one other local journalist is sniffing around at SCAG.

Surprise of the month: The Dec. 2006 Foothill Transit *Footnotes* states the Silver Streak "will be a 24/7 service" running every 12-15 minutes "except in the wee hours of the morning, where it will run every hour." WOW! None of the Metro Rapid routes (not even Wilshire) does that!

Mystery of the month: The Jan. 2006 *Footnotes* states you can buy the new plastic model Foothill Transit bus at foothilltransit.org--but in fact a year later this is still not true. Why?

At the Alternative Car & Transportation Expo in Santa Monica I met the latest in a long line of monorail boosters I've encountered over the years. This one was a gentleman named Brian C. Brooks, who has worked for L.A. county since 1966. His vision is running

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PLAC REPORT cont'd from Pg. 7

hybrid monorails [<http://www.metrotransit.org/>] all over the county on rights of way adjacent to flood control channels. He can be reached at brianc.brooks@ca.rr.com or (909) 622-2692.

The Expo had good attendance and looks to join Fullerton Railroad Days as an event we participate in every year. Speaking of the Expo, I was mentioned in the *Santa Monica Mirror's* coverage of the event ("Car Expo: Driven to Alternatives" Dec. 14-20): "[Expo activities include a chance to] chat with the Southern California Transit Advocates, whose executive secretary, Dana Gabbard, is pushing for a state ballot initiative for a 'bullet train' to serve California." Frankly besides handing out literature about the proposal I was merely sharing my perspectives and asked attendees to consider the idea, which likely will be on the ballot in 2008.

And speaking of monorail, the *Daily News* on Dec. 20 published my response to a monorail boosters' letter that appeared two days prior: "In promoting a monorail above the Orange Line in his letter to the editor, Robert L. Rosebrock proclaims this would move people 'quickly, quietly and effi-

ciently.' Sadly he is offering a pipe dream, as monorail actually has none of those attributes. And can you imagine the outcry of the adjacent communities over having elevated structures shadowing them? We need real solutions, not fever-dream visions that most certainly do not make sense."

Local activist Mary Griffith, in the minutes for the Nov. 14 meeting of the ASI Community Advisory Committee (of which she is a member) is quoted as having stated during member communications (item #16) "that she received a nasty letter from another CAC member". Huh? No explanation is offered for what this is all about.

I'll conclude this month by noting another puzzling statement, this one by incoming Assembly member Martin Garrick of the 74th District (which includes Del Mar, Solana Beach, Encinitas, Carlsbad, Vista, San Marcos, and Escondido). Garrick, who served in the Reagan Administration, is a small business owner and self-described lifelong conservative advocate, had as a plank of his campaign "stop Los Angeles from taking our freeway money", claiming in the Dec. 15 Political Pulse that a more proportional distribution of transportation funds is needed. What in the world does he have in mind? 🚌



MTA Service Change Proposals

Brief descriptions of proposed service changes, listed by service sector, to take effect June 24th, 2007. Official SO.CA.TA responses to these proposals will be discussed after our January 13th meeting.

Gateway Cities

Public hearing Thursday, February 8th, 5:00 PM, at the Gas Company, 9240 Firestone Blvd. rear entrance, Downey

60 – Cancel service south of Artesia Blue Line Station; coordination with Long Beach Transit on schedules, security, fares, transfers and Owl Service operation.

65 – Cancel. Modify Line 254 to cover from 1st St. to Cal State-LA; consider Montebello Route 50 as alternative service provider along Washington Blvd. and Soto St., including Sundays

254 – Modify northern route to take over segment of Line 65 from 1st St. to Cal State LA; consider serving the Indiana Gold Line Station in the future; consider adding Sunday service.

265 – Cancel service north of Whittier Blvd; increase peak hour headways on weekdays to every 30 minutes

275 – Discontinue route due to low productivity. Consider Norwalk Transit as possible alternative provider

360 – Replace with 760 (below)

577X – Extend route to serve the Long Beach Transit Mall, in limited-stop mode via 7th St, Atlantic Ave., and 1st St.; eliminate night service after 8 pm and consider midday reductions due to low ridership. Long Beach Transit advised of proposal and MTA is awaiting feedback

760 – New Rapid Bus line to operate over route of local Line 60, to Artesia Blue Line Station, seven days a week.

San Fernando Valley

Public hearing Wednesday, February 7th, 6:30 PM, Marvin Braude Center, 6262 Van Nuys Blvd.

90/91 – Cancel north of Foothill/Fenwick in Sunland; remainder of route proposed to be served by new Line 290

92 – Cancel north of Downtown Burbank Station; remainder of route proposed to be served by new Line 292

154 – Cancel midday and Saturday service

155 – Cancel late night and weekend service

168 – Cancel

183 – Cancel east of Alameda Ave. and San Fernando Rd.; reroute via San Fernando Rd and Verdugo Ave. to Downtown Burbank or Downtown Burbank Station

239 – Cancel midday and weekend service

290 – Proposed new line between Olive View Medical Center and Mt. Gleason loop in Sunland, via Foothill Blvd., replacing former northern segment of Lines 90/91

292 – Proposed new line between Olive View Medical Center and Downtown Burbank Station, replacing segment of Line 92 north of Downtown Burbank

656 – Cancel owls south of Santa Monica Blvd. and Highland Ave.

Study Line – proposed Tri-City Transit Link Express, between North Hollywood Red and Orange Line Stations and the Pasadena Gold Line, with one stop in Burbank (Media District) and the other in Glendale (off the 134 freeway)

San Gabriel Valley

Public hearing Monday, February 12th, 6:00 PM, Sector Office 3369 Santa Anita Ave., El Monte

170 – Cancel; modify Line 287 in its place

176 – Cancel service west of Highland Park Gold Line Station

260/361 – Cancel service south of Atlantic and Alondra Blvds.

287 – extend to Montebello Town Center, via Ramona, Tyler, Rush, Rosemead, Garvey, Walnut Grove, Rush, San Gabriel Blvd.

684 – Cancel, with no alternative

686 and 687 – consider combining lines

751 – service south of Palm Drive in South Gate to be replaced by Line 760; Peak headway to 10 minutes

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METRO PROPOSALS *cont'd from Pg. 9*

South Bay

Public hearing Friday, February 9th, 9:30 AM, City of Carson Community Center, 801 Carson St.

115 - Cancel west of Sepulveda; replace with extended Line 625

119/126 - Cancel both (stated "alternatives" are Lines 117 and 120)

120/121 - "Make permanent current demonstration project, to restructure service as two separate routes"

124 - Cancel (Alternatives: 125 and Green Line)

202 - Cancel (Alternatives: Blue Line, Hahn Trolley, Compton, and 205)

214 - Cancel Broadway portion; Continue on Main, and extend to Western and Imperial via El Segundo Blvd

305 - Cancel north of Pico Blvd. (Alternatives: 550, 2/302)

442 - Cancel (Alts: 315, 740, Harbor Transitway)

445 - Consider converting some peak trips to Line 455X

455X - Consider new peak-hour service, 7th/

Metro to Harbor Beacon Park "Super Express", with one stop at Harbor Green Line

622 - Cancel

625 - Extend to Playa del Rey (see 115)

710 - Cancel Rossmore and Vine sections; re-route to Wilshire-Western (Alts: 210, 757)

Westside-Central

Public hearing Wednesday February 14th, 5:00 PM, La Cienega Tennis Center, 325 S. La Cienega Blvd., Beverly Hills


10/11 - Cancel Line 11; operate all trips as Line 10, via Hoover and Clinton Sts.

16 - Shorten east end of service to 6th St. and Maple Ave.

20/21 - Cancel Line 21; Cancel 20 west of Wilshire Blvd. and Veteran Ave.

304 - Replace with new Rapid 704

316 - Extend limited stop service area to La Brea; shorten east end of service to 6th St. and Maple Ave.

720 - Implement short turns in Downtown Los Angeles and Westwood; implement Rapid Express service on Wilshire Blvd. between Vermont Ave. and Santa Monica. 



OLD BLUE — late-1950s San Bernardino bus, now owned by Omnitrans. Found in front of the McDonald's Museum in San Bernardino last October

— Andrew Novak photos

