

## **BULLETIN BOARD**

The December 13th meeting will begin at 2:00 PM. Main order of business is to elect the Executive Board for 2009. The Election Committee consists of Woody Rosner (Chair), Joe Dunn, and John Ulloth. Nominees for 2009 officers and Directors are:

President - Lionel Jones  
Vice President - Charles Hobbs  
Recording Secretary - Kymberleigh Richards  
Executive Secretary - Dana Gabbard  
Treasurer - Hank Fung  
Directors (3) - Armando Avalos, Robert Meinert, Ken Ruben, Alex Schaffer, and Nate Zablén

Our annual holiday banquet will be at Clifton's Cafeteria, 648 S. Broadway in downtown Los Angeles, starting at 5:00 PM. The cafeteria line and cashier is on the 1st floor, and our room is on the 3rd floor. There may be a small out of pocket cost for a cake that we had to order to secure the party reservation. After the banquet, some members may undertake an informal exploration of the new late evening downtown DASH.

The Executive Secretary has proposed a program of owl service study tours for 2009. It would include the Silver Streak/Metro 60 in the Spring, Metro 20 (west of Westwood) in the Summer and Metro 33/333 in the Fall. 🚍 🚍 🚍

## **CANDIDATE STATEMENTS**

*For Directors-at-Large:*

Robert Meinert

I've been involved with SoCATA activities for the past 7 years, knowledge of the Wilshire extension campaign, and general assistance at outreach events. Corridor studies are my focus, and many new possibilities, such as Bus Rapid Transit improvements, Metro extensions, including the Downtown connector I'd like to advocate for as a director-at-large. I appreciate your consideration.

Ken Ruben

Dear Fellow SOCATA Member: I am again running for SOCATA Director. As an active member of our organization, I bring knowledge and experience in volunteering and a devotion to Director duties. I have served three terms as a Director and continue to serve as SOCATA's

representative to the Metro Westside Sector Governance Council. Thank you for your past support. I again will appreciate your vote.

Nate Zablén


As a SO.CA.TA Director I will bring enthusiasm and a passion for high quality public transportation throughout the Southern California region. I would like to take a major role in SO.CA.TA's outreach to guests at our meetings, prospective members, the public, and other advocacy groups. It is not enough to simply complain about inadequate transit service but our organization and its members must continue to offer constructive suggestions and solutions, working if possible with other advocacy groups with similar goals, in order to improve the quality of public transportation in Southern California. Thank you. 🚍 🚍 🚍

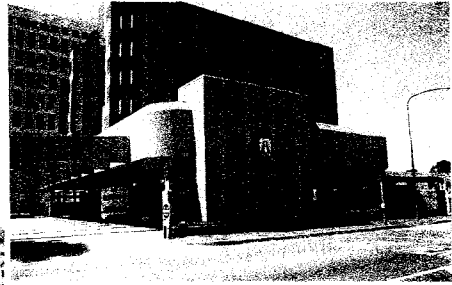
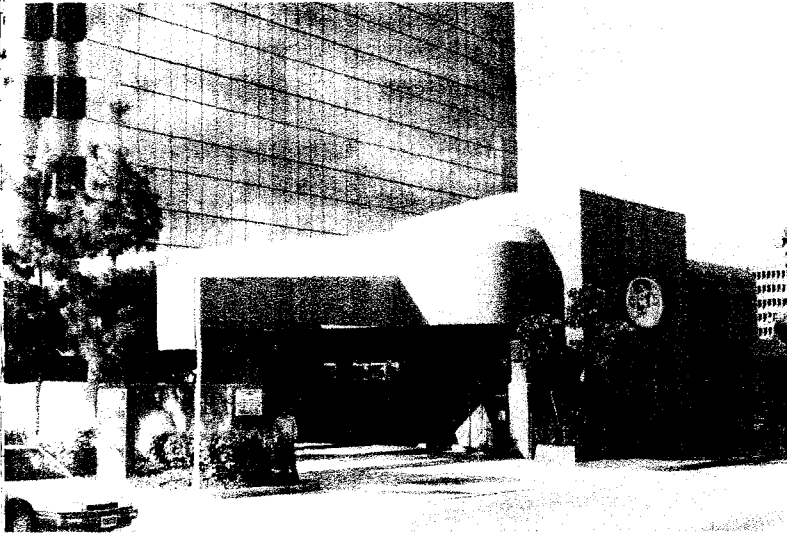
## MEMBERS IN ACTION

Nick Matonak and Bart Reed attended the Train Riders Association of California (TRAC) annual meeting on November 8<sup>th</sup> in Sacramento

Joseph Dunn was at November 12<sup>th</sup> MTA Westside/Central sector meeting

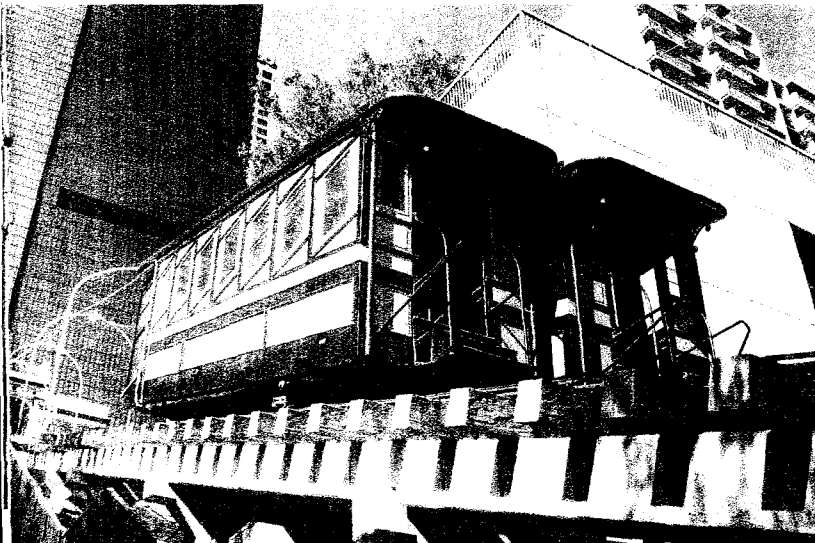
Mike Baron, Dana Gabbard, Charles Powell, Ken Ruben and Craig Weingarten attended Metro's November 18<sup>th</sup> Wilshire Bus Rapid Transit Project meeting, held at the historic Bullock's Wilshire building

On November 20<sup>th</sup>, Ken Ruben attended the Exposition Authority Workshop at the Senior Citizens Center in Culver City, and the Westside Cities COG meeting 



### ***So Long, SATT!***

*Santa Ana Transit Terminal will close in mid-December. Andy Novak sent a photo from its early days (left, with OCTD logo)*



***Return of Angel Flight?***  
*The two cars were back on track in November, per Mark Strickert photo (left). Vintage photo (below) courtesy MTA Library*



WE DID IT! Measure R passed in Los Angeles County with 67.93%. And Proposition 1A passed statewide with 52.6%.

A lot of work remains to be done but with these measures in place our transportation picture just got much brighter. And I was interested to see urban columnist Neal Peirce hailed R as part of trend of regions taking on transit challenges via taxing themselves ("Metros Move to Forge Their Own Transit Futures"): <http://citiwire.net/post/71/>

Meanwhile R opponent County Supervisor Michael Antonovich has a case of sour grapes which he is taking out on the Los Angeles County Museum of Art. LACMA's non-profit Associates group donated almost a million dollars to pass R, because they see having a mass transit link to their facility as vital to its future. Sore loser Antonovich has questioned the County responding to the Museum's request for funding, citing the donation as proof they don't need the money. Mike, get over it! R won and your grandstanding against it was a big flop. Enough with the pettiness!

My jaw dropped at this one. Have you heard that the U.S. Dept. of Transportation wants rail and transit workers during certain mandatory drug testing to have a same-sex observer employed by the railroads and transit agencies "request the employee to raise his or her shirt, blouse, or dress/skirt, as appropriate, above the waist; and lower clothing and underpants to show, by turning around, that they do not have a prosthetic device [that could be used to deliver a substituted urine specimen]." As you can imagine the railroads

and several unions have put up a fuss and the D.C. Circuit Court of Appeals has issued a stay pending the filing of briefs and hearing oral argument. To me this is a case of bureaucratic over-reaching. I hope the new administration applies some restraint to what often sounds like an out of control US-DOT.

Recently via the moribund riders federation yahoo listserv I had an e-mail from an advocate I respect trying to rally transit activists statewide to fight the latest attempt to rob transit funding to balance the state budget. I heard the California Transit Association was contemplating a ballot initiative to do just that, but that was some time ago and I see no signs of it going forward with the idea. I hope all who sat on their hands regarding Proposition 91 earlier this year, which would have helped us protect transit funding, are now eating crow. Just the fact that the statewide transit advocacy organization Odyssey died recently and no one even bothered to write the obituary tells you how low advocacy for transit at the state level has fallen.

It is now official: Metro Connections is dead. Conan Cheung, Deputy Executive Officer, Service Planning & Development at Metro confirmed this at the Nov. 7th Metro Citizens' Advisory Council monthly Executive Committee meeting. Staff is starting from scratch to analyze what it calls the service performance monitoring process per a report to the Oct. 16th Metro Board Operations Committee [[http://metro.net/board/Items/2008/10\\_October/200810\\_150PSItem27.pdf](http://metro.net/board/Items/2008/10_October/200810_150PSItem27.pdf)]. I guess that means Metro Connections joins the Mobility Allow-

ance as examples of dead Metrospeak...

Amidst all the talk about infrastructure investment as part of the program of economic stimulus for the U.S. (a la the WPA during the great depression) I notice in policy circles one topic of interest gaining attention is the need to bring more rigor to the project selection process to ensure we are getting the most bang for the buck.

"Paths to Economic Recovery" by William Gale and Bruce Katz of the Brookings Institution [[http://www.brookings.edu/opinions/2008/1124\\_economic\\_recovery\\_katz\\_gale.aspx?emc=1m&m=220165&l=44&v=1061076](http://www.brookings.edu/opinions/2008/1124_economic_recovery_katz_gale.aspx?emc=1m&m=220165&l=44&v=1061076)] I think makes some good points about state transportation departments and metropolitan planning organizations being where such reform should be targeted - far too often these entities are overly compliant in fudging the numbers to have project lists match local politicians' wish lists. If nothing else it'll be interesting to see if this gets much traction in the forthcoming federal transportation funding reauthorization.

When reporter Lauren McSherry of the San Bernardino Sun asked me for a quote on Omnitrans' ridership growth despite the drop in gas prices ("Bus ridership stays up despite dropping gasoline prices", Nov. 23) I offered the assessment "While the ridership numbers may soften in the months ahead, I expect many people will continue using the bus as a way to help ease the pain of economic hard times."

We've learned Jeff O'Keefe has resigned as head of Santa Clarita Transit to become the town manager of East Hampton, Connecticut in a change of career path. Also the North County Transit District has selected Matthew O. Tucker, director of the Virginia Department of Rail and Public Transporta-

tion, to head the agency starting Jan. 5th.

I'll conclude with some observations by Kymberleigh Richards from attending the Nov. 20th Metro Board Operations Committee meeting:

"Roger Moliere and Jane Matsumoto claim the Day Pass will be on TAP as of March 1, 2009; they expect all day pass users to have TAP cards and recharge them day by day, [with] no paper day passes carried on buses [while] rail TVMs will issue paper TAP cards for single day use effective in June. They also say passengers will be able to recharge the TAP via Metro bus fareboxes, completely ignoring what we (and they) know about the fareboxes not being connected in real time to the system.

"They also say EZ Pass will be on TAP by July 1 and Metro will not honor the paper version as of that date. This is likely in conjunction with the Eastside Extension opening, since the underground stations will be gated.

"Senior cutoff for yellow card with sticker is June 1. Same for disabled sticker on LAC-TOA card; I can't find any reference to what ASI card users are supposed to do. They also give the same date for student K-12 cutover; so much for the [Bus Riders Union]'s 'instant pass' system that has been in place for the past several years, since there will be no sticker sales after that. (College/Vocational is to cutover by April 1.)

"No one seems to know what to do about the interagency transfers.

"Also, [Board member John] Fasana is making 'miao-miao' noises about distance-based fares again. Does he not realize that this will be seen by the public as renegeing on Measure R?" 🚗 🚗 🚗

## **TRANSIT UPDATES**

### **BREA TROLLEY**

Special weekend route, every 20 minutes Noon-5:40 PM to December 21<sup>st</sup>. Stops at Brea Mall (next to Red Robin), Brea Marketplace (OCTA stop near TGI Fridays), Gateway south of Birch, and e/b Birch east of Brea Blvd.

### **CERRITOS ON WHEELS (COW)**

Effective November 1<sup>st</sup>, span reduced weekdays to 6:00 AM-6:30 PM, Saturdays 9:00 AM to 3:30 PM, and no Sunday service; no service on Christmas Eve (12/24) except dial-a-ride

### **IRVINE i-shuttle**

Current headways on routes A and B 5:05 AM-6:57 PM, operating weekdays only; Free fare extended to December 31<sup>st</sup>, 2008

### **LADOT**

Late Night DASH operates in downtown Los Angeles from 6:30 PM to 3:00 AM Fridays and Saturdays to December 27<sup>th</sup>, plus also Dec. 31<sup>st</sup>

### **MTA (Metro)**

Red Line runs to 3:00 AM on Friday and Saturday nights, until December 27<sup>th</sup>

### **OCTA**

Fare Increases effective January 4<sup>th</sup>, 2009, including:

Base - \$1.50 (up from 1.25),  
Senior/Disabled 60¢ (up from 50¢)  
Day Pass - \$4.00 (3.00),  
Senior/Disabled \$1.25 (1.00)  
30-day Pass - \$55.00 (45.00),  
Senior/Disabled \$18.00 (15.00)

### **CITY OF SAN FERNANDO**

Two new "trolley" routes, operating from San Fernando Mall daily 10:00 AM to 4:00 PM (weekends from 11:00 AM). Free to

end of 2008, then fare will be 25¢

### **SANTA MONICA BIG BLUE BUS**

Public hearing for following proposals, Saturday, December 13<sup>th</sup>, 10:00 AM-Noon at Main Library 2<sup>nd</sup> fl. Multi-Purpose Room, 601 Santa Monica Blvd. Take Line 1, 7, 8, 10 or Tide Ride.

Line 1 - adjustments to weekday headways; trips added Saturdays and Sundays Noon-7:30 PM

Line 3 - add 11:45 PM trip from 4<sup>th</sup>/Santa Monica Blvd. to LAX

Line 4 - proposed ending at 7:30PM due to very low ridership

Lines 4 & 8 - weekend headways to 60-minutes beyond 4th St. at San Vicente, -OR- beyond San Vicente at the VA Hospital  
Line 5 - cancel 7:46pm and 9:31pm trips due to very low ridership

Line 9 - headways to 60-minutes daily after 6:45 PM in the evenings due to low ridership; eliminate 7:17 PM trip to Pacific Palisades and the 7:45 PM trip towards downtown Santa Monica, Mon-Sat

Line 10 - Sundays Only: eliminate the 7:16 AM and 5:40 PM Sunday trips towards downtown Los Angeles, and the 8:16 AM and 7:03 PM trips towards downtown Santa Monica due to low ridership

Tide Ride - considering either: eliminate service after 8:00 PM Fridays and Saturdays, -OR- operate on weekends only, -OR- discontinue all service, due to low ridership.

Sunset Ride - reduce service to every 30 minutes from 4:30-6:30 PM weekdays

New: Beach Ride - implement new service to Annenberg Community Beach House, 415 Pacific Coast Hwy. Would operate May through October, Fri-Sat-Sun only from 9:45 AM-6:30 PM. Service may be extended to 8:00 PM weekends 