

BULLETIN BOARD

Our thanks to Fabio Ficano (Director, Government Affairs at AnsaldoBreda), Francesco Cantatore (AnsaldoBreda's Vice President of Operations) and Myung-Soo Seok (Sage Strategies--consultant to the Los Angeles County Federation of Labor) for an informative session on the AnsaldoBreda P2550 rail car situation at our May 2nd meeting.

At our June 13th meeting Richard Hunt, General Manager of the Metro San Fernando Valley service sector, will be the guest speaker on recent innovations in transit bus technologies.

SO.CA.TA cofounder Steven Crosmer has reported to us that he has prostate cancer but recent surgery seems to have caught the condition in time. Steven would appreciate your thoughts, well wishes, and prayers.

Metro informs us there will be no preview tour of the Eastside Gold Line extension, as they are consumed with an expedited period of testing. And while our request for a booth for the opening celebration has been communicated, Metro thus far has not set a date for when the line will open.

Upcoming events we have booths at include the Clean-Air Car Show and Green-Living Expo in South Pasadena (July 26th) and the Alternative Car and Transportation Expo at the Santa Monica Civic Auditorium (Oct. 2-3).

Metro has won the Grand Champion Award at the prestigious 2009 International Bus Rodeo. And Access Services, Inc. has been named Outstanding Paratransit System by the California Association for Coordinated Transportation. Congratulations to both agencies!

Save the date: The 2009 Mobility 21 summit

will be on September 21st in downtown Los Angeles.




On Dump the Pump Day (June 18th) you can ride free all day on Foothill Transit with a coupon you can request online:

<http://www.foothilltransit.org/survey/TakeSurvey.asp?PageNumber=1&SurveyID=31M4m3MI9piKG>

Santa Clarita Transit has a new website:
<http://santaclaritatransit.com/>

A notice sent by the Train Riders Association of California brought to our attention that Public Comments for the 2009-10 to 2019-20 California State Rail Plan will be accepted through Tuesday, September 01, 2009. The 07-08 Plan can be viewed at the Caltrans Division of Rail's webpage, which also has a link for submitting comments via email:

<http://www.dot.ca.gov/rail/go/dor/california-state-rail-plan/index.cfm>

Reminder: the Rapid Transit Press L.A. bus excursion is June 20th.   



Fabio Ficano (left) and Francesco Cantatore (right) at our May Meeting.

Transit Updates

Long Beach Transit

Operating hours for the AquaLink and AquaBus water taxis are expanded to operate 7-day service beginning May 23rd. Friday and Saturday late evening service begins June 26th. The fare for the AquaLink is \$5 each way and AquaBus is \$1 each way.

The below changes took affect on June 7th.

Passports A, D and Routes 91, 92, 93, 94: weekday service has been reduced to accommodate seasonal usage.

Passport routes A & D will operate every 15 minutes all day in both directions between Catalina Landing and Belmont Shore and Naples.

Routes 91, 92, 93, and 94 will provide service between downtown and CSULB on 7th Street every 12 minutes all day in both directions.

Routes 7 and 21 will be extended to Rosecrans and Garfield. Route 7 will no longer operate on Gundry and San Rafael.

Routes 1, 7, 21, 22, 45, 46, and 96 will have minor schedule adjustments.

Norwalk Transit System

On May 11th, Norwalk Transit System made the following service changes:

Route 3: Cancellation of Sunday Service

Route 4: New Weekend Hours: 6:45am-7:00pm

Route 5: New Saturday Service Hours: 7:05am-7:00pm and Cancellation of Sunday Service

Route 6: Cancellation of Saturday Service

Route 7: Cancellation of Saturday Service

Route 8: New Weekday Service Hours: 5:08am-9:02pm, No Northbound Service from 10:10am-11:15am, No Southbound Service from 11:10am-11:35am

Route 9: Cancellation of Saturday and Sunday Service

OCTA

OCTA has had to make numerous changes to the system due to a loss of state funding. Below is a summary of service changes that will take affect on June 14th.

The following lines will all have select trips canceled: 20, 24, 35, 42, 46, 66, 167, 177, 191, 453, 454, 462, 463, 472, 473, 480, 482, 490, and 701.

Frequency will be reduced on the following lines: 25, 33, 35, 42, 46, 66, 82, and 177.

Other Changes to OCTA Lines:

Line 42: Delete the Centralia/Bloomfield portion of the westbound turnaround loop in Hawaiian Gardens. Reroute westbound short turn trips in Hawaiian Gardens via Carson, L-Norwalk, R-Civic Center, R-Juan and R-Carson to FS Norwalk. Eastbound trips run direct via Carson.

Line 60: Delete all service between Cal State Long Beach/VA Hospital at 7th & Channel and downtown Long Beach. (Long Beach Transit Lines 91, 92, 93, & 94 provide replacement service along 7th Street between the Transit Mall and 7th & Channel.)

Line 66: Make permanent the temporary short turn terminus at Larwin Square and create a new short turn terminus at McFadden & Harbor.

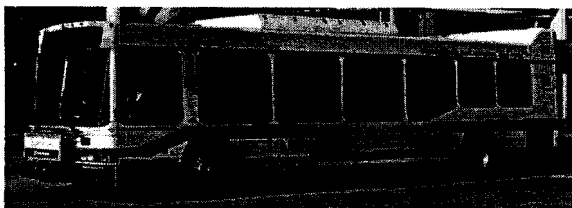
(Continued on Page 4)

Transit Updates Continued

OCTA Continued

Line 167: Extend the routing south along Jeffrey Road, bypassing Jeffrey Park-and-Ride, to Irvine Valley College via Jeffrey Road and Irvine Center Drive.

Line 213: Extend the routing south along California Avenue as far as Bison Avenue.



Palos Verdes Peninsula Transit (PVPTA)

On July 1st, PVPTA will raise their cash fare to \$2.25. Token prices will also be raised to \$2.25, although pass prices will remain the same.

Riverside Transit Agency (RTA)

On June 29th, RTA will begin operating two new CommuterLink routes linking Hemet/San Jacinto to Riverside and Escondido.

Route 212 will operated between San Jacinto, Hemet, Perris, UC Riverside, Marketplace Metrolink Station and the Riverside Downtown Terminal.

Route 217 will operate between San Jacinto, Hemet, Temecula's Promenade Mall, Escondido Transit Center and Escondido City Hall.

The two CommuterLink routes are funded with grant money from the federal Job Access and Reverse Commute (JARC) and New Freedom Program, along with Measure A funds provided by the Riverside County Transportation Commission.

RTA CommuterLink Fares:

One-way \$3

Day pass \$7

Monthly pass \$75.

On June 29 RTA will also begin two new trolley routes in Temecula.

Route 55 (Green Line) will provide weekday service between Harveston and the Promenade Mall.

Route 57 (Red Line) will provide weekday and weekend service between the mall and Old Town.

The trolleys will run every 15 minutes and will be free of charge. The service will be financed entirely by the homebuilder Lennar Homes though an agreement with the City of Temecula.

It is designed to attract visitors and local residents, particularly within the development of Harveston, to utilize public transit as a means to travel to schools, retail and commercial centers and connections to other RTA fixed routes.



Metro Service Changes for June 2009

The following changes will take affect on June 28, 2009.

Line 14 – Increased service levels (in conjunction with reduction of Line 714 service levels).

Lines 30-31 – Line 30 now operates only to Dozier/Rowan (in conjunction with Line 287 change), lower service levels east of Alameda St.

Line 51 – Owl service now operates bi-directional on Avalon Blvd. and San Pedro St.

Line 53 – Owl service canceled.

Line 68 – Now operates only between downtown Los Angeles and Montebello Town Center (in conjunction with Line 287 change).

Line 94 – Now operates only between downtown Los Angeles and Sun Valley (in conjunction with extension of Line 794 to Sylmar).

Line 105 – Peak-hour route east of Vernon Station canceled.

Line 111 – Increased weekend service levels (in conjunction with cancellation of Line 711 weekend service).

Line 124 – Replaced by new Gardena Municipal Line 5 east of Sepulveda Blvd., and by reconfigured Beach Cities Transit Line 109 west of Sepulveda.

Line 125 – Replaced by reconfigured Beach Cities Transit Line 109 west of Sepulveda. (Metro will continue to operate the rest of the line.)

Line 126 – Now operates only between Manhattan Beach and Crenshaw Station.

Line 128 – Rerouted to Cerritos Towne Center.

Line 177 – Service between Pasadena City College and Sierra Madre Villa Station now operates only in the morning (westbound) and in the afternoon (eastbound).

Line 207 – Rerouted to serve Hollywood/Western Station only in northbound direction; passengers transferring to southbound service must walk (or take Line 757) to Western Ave. & Sunset Blvd.

Line 209 – No longer operates south of Imperial Hwy.; midday service canceled.

Line 224 – Additional Lankershim Blvd. shortlines between North Hollywood Station and Sun Valley (in conjunction with cancellation of Line 724).

Line 254 – Minor reroute to serve Indiana Station.

Line 287 – Now operates between El Monte Station and Indiana Station, extended from Montebello Town Center via the 60 Freeway, Garfield Ave. and Floral Dr. (see also Line 487).

Line 439 – Express service to downtown Los Angeles now operates only during weekday peak hours.

Line 487 – Extended from Sierra Madre Villa Station to El Monte Station, primarily via Santa Anita Ave.

Line 620 – Extended to Indiana Station.

Line 704 – Some trips now shortline at Sepulveda Blvd.

(Continued on Page 8)

PUBLIC AND LEGISLATIVE AFFAIRS By Dana Gabbard

Well, the Bus Riders Union attempt to appeal the expiration of the consent decree to the Ninth Circuit failed, with prospects for reconsideration (or a hearing before the Supremes) rather dim. They almost seem to want to keep basking in the glow of their past glory, which is sort of sad--isn't it?

<http://la.streetsblog.org/2009/05/06/court-upholds-expiration-of-mtabru-consent-decree/>

You may have read former Metrolink spokeswoman Denise Tyrrell recently reached a settlement with the agency settling claims in the wake of her resignation shortly after the Chatsworth incident. We have posted the document on our website for those curious to learn the details:

www.socata.net/tyrrell_settlement.pdf

Fact of the month: 121,702 Revenue Service Hours of bus service are projected to be cut in Metro's proposed FY2010 budget.

I haven't heard even a hint of a rumor about how the contract talks are going between Metro and its main unions (UTU, ATU and TCU). I'm sure a transit strike is something L.A. Mayor Villaraigosa wants to avoid. But the current rather dire financial situation means Metro can't readily offer much in the way of pay raises, etc. We'll soon know where things stand as the contracts are due to expire the end of this month. Cross your fingers and hope for the best.

How do I feel about the presentation the Breda contingent made at our May meeting? I still have reservations about the whole thing. They had specific responses to various issues and blanket excuses of the realpolitik/industry practice variety. I had a sort of verbal tussle at the end of the q/a when I felt

some Metro Board reports were being used in a mis-leading way. Plus some condescending attitudes seeming to lurk in their demeanor. The strenuous effort came across as reflecting an underlying lack of confidence in the merits of their product. At least that is how it felt to me.

No surprise--NIMBYs in the vicinity of UC Riverside have voiced pollution, safety, noise and traffic concerns in regard the planned extension of Metrolink to Perris. The Riverside County Transportation Commission hopes to address these via doing a full environmental review. Although I bet in the end the project will go forward amidst the sort of exaggerated opposition that seems to happen just about whenever you do much of anything these days in this NIMBYish world.

I'm told new Metro CEO Art Leahy is keeping everyone at the headquarters building on their toes with his propensity to be out and about instead of being office bound. I like it!

When a guy who wanted the Metro Rapid 720 to add a stop at Central got his way and celebrated via a post on blogdowntown, I pointed out for a service like this adding a stop tends to degrade speed and productivity. Frankly I would at least hope eventually the new stops added to these routes are evaluated and if lightly used eliminated.

www.blogdowntown.com/2009/05/4294-metro-rapid-720-adding-stop-at-central

Out of the blue the May 28 Metro Board meeting had an item (#39) directing the CEO to conduct an independent external review of TAP. Obviously someone (who?) is not assuaged by the sweetness and light status reports the TAP folks have been making at the monthly Metro Board Operations Commit-

PUBLIC AND LEGISLATIVE AFFAIRS Continued

tee meeting which gloss over the problems while bamboozling the electeds about what a "success" it is. This should be interesting.

So it turns out the blog I Will Ride (<http://www.iwillride.org/>) promoting the Foothill extension of the Gold Line is now being run by Consensus Planning Group, a p.r. firm (<http://www.consensusp.com>). As Damien Newton of Streetsblog noted, the first blog post under its new management does mention that it had been turned over to the Gold Line Authority, but how many people are going to read that versus the torrent of boosterish comments it regularly issues?

Member J.K. Drummond asked on our member board if a fake "grassroots" organization is called an "astroturf" organization after the imitation grass; is a fake blog fronting for something or someone else called an "astroblog"? Maybe, maybe...

I was amused some activists in always up in arms Venice are denouncing the city of L.A. street furniture program and have declared that they aim to get the contract with Decaux cancelled. This comes off as a blend of hysteria and inflated self-importance, which seems to be the main modes many westside activists seem to operate in. Sure, it is a lousy deal but these folks are out of touch if they think they are going to get it cancelled.

The dance of federal reauthorization is heating up. I think this renewal will be more substantive than the last one. Also avoidance of the dealing with the trust funds going broke is no longer an option. I'm keeping an eye on this.

Well, thanks to cuts in state subsidies, the North County Transit District in San Diego County is contemplating a shift to contracting its bus service. The Reason Foundation folks

will gush, of course. But while it will save money contracting requires supervision with a knowledge of what you need to keep an eye on. Two major agencies in the L.A. area (Foothill and AVTA) have had near meltdowns in service in recent years due to problems with contractors. Like any solution it carries its own set of challenges and pitfalls. More of this (not just for transit) is likely in our future...

<http://www.transittalent.com/articles/index.cfm?story=matttucker>

It looks like of the two So. California to Vegas train proposals that the Desert XPress (<http://desertxpress.com>) which involves steel wheel on steel rails is gaining steam as the Maglev fizzles. P.S. -SCAGLEV looks to be dead.

I'll conclude by noting three transitions among key players in the world of transit:

Richard Katz has been appointed by the Governor to the High Speed Rail Authority. You'd have thought being on the boards of Metro and Metrolink was enough (or maybe too much), but I guess when the Governor calls it is hard to say no.

Timothy Papandreou, formerly of Metro, is now MUNI's assistant deputy director of transportation planning and development. Great guy, I wish him well in his new job!

Congratulations are in order to Curren Price for recently winning a seat in the State Senate. The transit connection? Price, a former city councilmember in Inglewood, served on the Metro South Bay sector governance council as one of its original members before winning the 51st Assembly District race in 2006. Way to go, Mr. Price! 🚗 🚗 🚗

Metro Changes continued

Line 711 – Weekend service canceled.

Line 714 – Reduced service levels.

Line 724 – Canceled (in conjunction with Line 794 extension).

Line 730 – Downtown terminal moved from Union Station to Little Tokyo/Arts District Station via 1st St.

Line 794 – Extended from Burbank to Sylmar Station; Brand Blvd. service replaced with direct operation on San Fernando Rd. in Glendale; weekend service added.

Line 920 – Westbound morning service and eastbound afternoon service now shortlines at Westwood Blvd.

The approved change for Line 220, to be rerouted at the north end to Beverly Center via 3rd St., will take place at a future date, in conjunction with schedule changes by Culver City to their Line 7.

The approved change for Line 256, to be replaced by Montebello Bus Lines south of Highland Park Station, will not happen in the foreseeable future as Montebello has opted out. Metro will continue to operate Line 256 as a contracted service.

The changes based on the implementation of Line 910 (Metro Silver Line) for Lines 444, 445, 446-447, 484 and 490 have been delayed until December at the earliest. 🚌 🚌 🚌



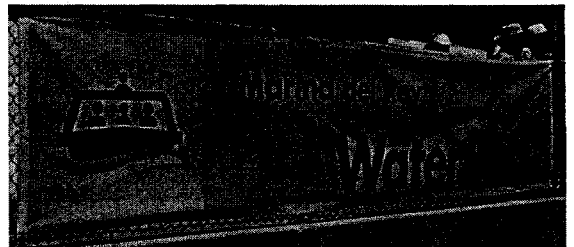
Marina Del Rey Service

A free shuttle bus is operated in Marina Del Rey, Playa Vista, and the Venice Beach Pier. The shuttle operates from 10 am to 10 pm Friday and Saturday and from 10 am to 8 pm on Sunday and Holidays with a lunch break from 3:15 to 4:15 each day. For summer 2009 shuttle service begins on May 22nd and ends on September 7th.

The Marina Del Rey Water Bus operates between points around the Marina Del Rey Harbor and connects with the free shuttle bus. The Water Bus operates from 5 pm to 12 am on Friday, 11 am to 12 am on Saturday, and 11 am to 7 pm on Sunday. On July 4th the Water Bus operates from 11 am to 12 am and on Labor Day it operates from 11 am to 9 pm. The Water Bus also operates on Thursday nights for the Summer Concerts from 5 pm to 12 am. For summer 2009 Water Bus service begins on June 27th and ends on September 1st.

Fares for the Water Bus in 2008 were \$1 per boarding, \$5 for a day pass, and \$30 for a season pass.

For more information on either service contact the Marina Del Rey Visitors Center at 310-305-9545 or visit the below websites:
<http://beaches.lacounty.gov>
www.lagobus.info



Metro Board Report for May 2009 by *Kymerleigh Richards*

How to Allocate Money You Don't Have Yet:

The discussion over Metro's fiscal year 2009 -10 budget contained one reality check for the usual pet project earmarking, when the Board was advised that their Measure R allocation motions – including Mike Antonovich's \$10 million for the Gold Line Foothill Extension – could not be included because (imagine!) you can't spend Measure R money before you get it.

So, with the asterisk beside the items that "staff will have to report back and identify potential sources of revenues for," the \$3.9 million budget was approved. Included is approximately 120,000 fewer hours of bus service, through a combination of trip thinning and shortlining; the BRU, naturally, demanded that the Board reject that concept, and the Board, naturally, paid no attention to their demands.

The AnsaldoBreda Affair: After two months of the CEO's office trying to get answers from the embattled rail car manufacturer, and resolving nothing beyond the price per vehicle, Art Leahy recommended that the Board cancel the contract and rebid. The day before the Board meeting, Breda offered a \$300 million letter of credit as insurance that they would deliver the remaining 100 cars.

With that on the table, the Board again extended the option for two months, during which time County Counsel has to rule on whether the financial guarantee is enforceable and legal and the remaining issues will be addressed. Only Mike Antonovich voted against the extension, saying that if Breda was so sure of themselves, they could rebid

and that getting the rail cars was more important than guaranteeing the \$300 million.

Fasana vs. Zev, The Sequel: The motion that John Fasana brought to the Board last month, in his latest attempt to get the Foothill Extension into a project timeline, ended up to be a bittersweet victory for him and his San Gabriel Valley constituents; while the part of the motion to confirm Metro's intent to acquire a maintenance facility for the future line passed, he had to remove the paragraph on the feasibility of completing the line by 2013 before he could get it passed.

A sign of his frustration: During the Planning and Programming Committee meeting, John sarcastically suggested that the Board "remove all line items from the budget and put everything in reserve." He could have just been patient, of course, as the Long Range Transportation Plan comes before the Board for approval in June.

And The Winning Case Contained \$66 Million

... Deal Or No Deal?: After all the negotiating and drama, the new contract with the Sheriff's Department was finally approved, at a cost of \$5,493,495 per month for the next five years (three-years' base plus two one-year options). Lee Baca and company have Metro over the proverbial barrel; there were no other bids and the staff report admits that Metro lacks "an alternative policy or strategy ... or the security assets" to handle the job itself.

(Continued on Page 10)

Metro Board Report Continued

You Want The Truth? You Can't Handle The Truth!: Pushed through with little discussion was a motion for CEO Art Leahy to conduct an independent external review of the Transit Access Pass (TAP) Program. Given some of the glitches that have plagued the program over the years – which was undoubtedly what has caused this sudden move toward transparency – there have to be some staff people at Metro who have an urge to update their resumés, just in case. Meanwhile, the budget for operating the program went up by more than 140% this year, even though ridership and revenue trends are down. And that's the truth.

Do Supervisors Talk To The Cities In Their Districts?: Staff responded to Mike Antonovich's motion in April to improve the connectivity between Santa Clarita Line 8 and the reconfigured Metro Rapid Line 794, just in time for Line 8 to be cancelled. Apparently the new 794 schedule has been written by San Fernando Valley sector staff to connect with the 8, even though the latter is proposed for cancellation at the end of July.

One wonders how many hours of staff time was wasted because Antonovich apparently didn't contact Santa Clarita to see what their plans were before making his motion.

Do Supervisors Even Talk To The Constituents In Their Districts?: Gloria Molina's motion last month to rename the Eastside extension of the Metro Gold Line "La Linea de Oro, Edward R. Roybal" came under fire during public comment this month, as several community leaders and residents of the Eastside complained that the esteemed Supervisor of the 1st District did no community outreach before proclaiming that "the community wants this." One commenter, who identified herself as a lifelong resident of Boyle Heights, called Molina a "reverse racist," which will certainly make the campaign for her re-election next year (thankfully, for her last term) interesting. They say no good deed goes unpunished ...

Staff reports on these items, as well as other matters of interest, will be available for reading at the June 13th meeting. 🚇 🚎 🚊



In Memory

Ralph Clark who was know as the Godfather of the Orange County Transit District (OCTD) died on Saturday June 6th after a long illness. The former County Supervisor and Anaheim Mayor who developed the plan that became the basis for the OCTD system. Clark also made headlines when he successfully brought the Los Angeles Rams to Anaheim in 1978.

Clark was 92 at the time of his passing.

MEMBERS IN ACTION

Charles Hobbs attended the May 7th Santa Clarita Transit Commuter Workshop on the proposed new routed to North Hollywood.

Our presence May 9th at National Train Day included Steve Cromser in Tampa FL and Nick Matonak in Van Nuys, at the Amtrak stations therein.

Nate Zablen spoke in favor of Metro implementing a Rapid Bus service between North Hollywood and Burbank and Glendale during the public comment portion of the June 3rd meeting of the San Fernando Valley Service Sector Governance Council. Bart Reed was also present at the June 3rd meeting

Ken Ruben attended on May 21st the Expo Line Status Update Open House in Culver City and the Westside Cities Council of Governments meeting held at the Los Angeles County Hall of Administration.

Along with Bart Reed and Kymberleigh Richards he attended the Metro Board Meeting

on May 28th. Ruben and Richards plus Roger Christensen were at the May 27th Metro Citizens' Advisory Council meeting. On his own behalf Ruben made public comments at the May 11th Metro San Gabriel Valley Sector Governance Council Meeting and the May 13th Metro Westside Central Sector Governance Council Meeting.

Dana Gabbard oversaw our table at Union Station; members assisting him or dropping by to say hello included Erik Griswold, John Ulloth, Carlos Osuna, Alex Schaffer, Ken Ruben, Dave Snowden, Paul Castillo, Andy Novak, Nate Zablen, Woody Rosner, Kirk Schneider, Kymberleigh Richards, Joe Dunn, Armando Avalos, Alek Friedman, John Andoh, Kent Landfield, J. K. Drummond and Russ Jones. 🚂 🚂 🚂

We encourage members to regularly check the calendar on our website

<http://socata.net/calendar.htm>



Amtrak's display train at the National Train day event at Los Angeles Union Station on May 9, 2009. (Alexander Friedman Photo)