BULLETIN BOARD

Our thanks to Richard Hunt for an informative presentation at our June 13 meeting. At the meeting we also decided to have Clifton's Cafeteria in downtown Los Angeles again serve as the site for our holiday banquet in December.

Aurora Jackson, Director of Transportation for account on the discussion board; if you do the City of Montebello, will speak at the July 11 meeting on her city's municipal transit operations.

Due to the delay in the opening of the Gold Line eastside extension our hopes for a preview tour have been revived. If you are interested on participating and lack e-mail access please leave a message on our hotline and we'll keep you appraised of our progress in scheduling this--(213) 388-2364.

The July issue of Wheel Clicks (newsletter of the Pacific Railroad Society) reports that Rail Time Indicators, a monthly report issued by the Association of American Railroads (AAR), provides rail data in the context of broader economic data:

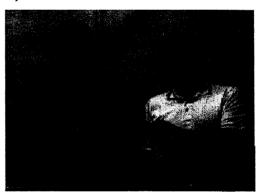
http://www.aar.org/NewsAndEvents/ RailTimeIndicators.aspx

Due to spambots attempting to create accounts on the members-only discussion

board, we have changed the security setting to disallow user-created accounts. This means that any new accounts must be created by one of the website admins (Charles Hobbs, Hank Fung, or Kymberleigh Richards).

Every dues-paying member is entitled to an not yet have one, or have forgotten what your password was, please e-mail Kymberleigh (who handles most of the day-to-day website administration) at

krichards@socata.net and tell her what you want to use as a password. She will create your account and advise when it is available for your use (usually within 24 hours of a request). 🛱 🛱 🦰



MEMBERS IN ACTION

A correction & clarification to last month's column- we regret having misspelled co-founder Steve Crosmer's name; also the last paragraph was regarding our table for the National Train Day celebration at Union Station.

Ken Ruben attended the June 25 Metro Board Alan Mittelstaedt, Mina Nichols and Jane meeting along with Bart Reed and Kymberleigh Richards. Reed was also present at the the San Gabriel Valley Sector and

Westside Central Sector Governance Council meetings held on June 8 and June 10 respectively.

Attending Metro's Long Range Transportation Plan Workshop on June 11th were Kymberleigh Richards, Bart Reed, Jerard Wright, Gould.

(Continued on Page 11)

Transit Updates

Errata on Metro service changes:

After we went to press, we were advised by Metro South Bay that their approved changes for Lines 207, 209, and 439 were put on hold until June 2010 at the earliest. Also, the Line 126 proposal was modified to continue serving Hawthorne Station using a long one-way loop back to Crenshaw Station.

Metro (Los Angeles)

Several bus lines in East LA and Little Tokyo have been rerouted to serve the new stations Interlining of Routes 1, 2, 3, 4, 5, 6, 10, 11, along the Metro Gold Line eastside extension. Until the extensions opens latter this summer, a temporary bus service is being provided along the route between Union Station and Indiana Street Station, with stops adjacent to each of the future rail stations. Metro Local Line 632 is operating every 10 minutes during peak hours and every 15 minutes offpeak from 5 am to 9 pm weekdays and will be canceled once the Gold Line extension opens.

Access Services

On July 1st, Access Services raised the fares for their paratransit services. Fares in the LA Basin are now \$2.25 for trips under 20 miles and \$3.00 for trips over 20 miles. The fares in north LA county were also increased. Access has also eliminated the "Night Owl" fare discount.

Gold Coast Transit

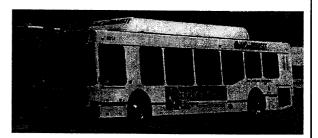
Gold Coast Transit (formerly SCAT) will make the following changes as of July 12th:

The three peak-hour express routes -- 30X between the Oxnard and Ventura hubs; 31X between Ojai, the County Government Center, and the Oxnard hub; and 32X between Oiai and the Oxnard hub -- will be canceled.

Route 16 (Ojai-Thompson Blvd.) will no longer operate through Meiners Oaks or into downtown Ojai to the park-ride lot at the east end of the city; it will instead remain on Highway 33 north of the Mira Monte district and terminate at the "Y" at the west side of the city. Affected passengers will need to transfer to the Ojai Trolley to complete their trips. Service will also operate on a slightly wider headway.

and 15 will be discontinued on some or all trips in order to create more workable schedules.

In addition, the Route 12 shuttle between downtown Ventura and the Ventura Harbor will be canceled after Labor Day weekend.



Los Angeles County Beach Buses

The summer only (June to September) Beach Bus service sponsored by Los Angeles County has begun again. Service operates to Santa Monica beach from Altadena, Lancaster, Palmdale, Charter Oak, East Los Angeles, La Crescenta, La Cañada-Flintridge, Santa Clarita, and Topanga Canyon.

For up-to-date details on routes, schedules, and exact times, contact the Los Angeles County Department of Public works at 888-769-1122 or visit them on line at: www.ladpw.org/PDD/beach_bus/

(Continued on Page 4)

Transit Updates Continued

Big Blue Bus (Santa Monica)

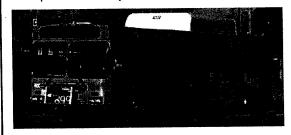
On June 21st, Big Blue Bus made several changes to their system. Most of the changes were schedule adjustments however the significant changes are listed below. Most of these changes will be in effect until August 29th.

Line 6 will operate all summer except during the Santa Monica College summer break from August 17th to the 28th.

Line 10 will be re-routed to serve the new eastside Gold Line extension in downtown Los Angeles. Riders traveling towards Santa Monica should now board at the new stop on westbound Temple St. at Alameda (after the intersection). The line to LA has not changed.

The Super 12 Line will be on summer break from July 15th to September 12th with service resuming on September 14th. During the summer the local Line 6 will continue to operate.

Crosstown Ride will reduce night service. There will be no service after 8 pm on Monday through Thursday and no service after 6:30 pm on Fridays.



Burbank Bus

On August 3rd, Burbank Bus will discontinue service on their Downtown Loop Line which operates from downtown Burbank to the Burbank Metrolink Station. The service is being canceled due to low-ridership and increased

operating costs. The savings by canceling this line will be used on the other Burbank Bus routes.

Riverside Transit Agency (RTA)

Between June 15th and September 6th, RTA will operate Line 202 seven days a week taking passengers from Murrieta/Temecula to Oceanside. The service is being billed as RTA's "Beach Bus" with three midday round-trips on weekdays and 4 midday round-trips on weekends. The RTA Beach Bus is \$6 for a round trip. For more information contact RTA at www.riversidetransit.com

San Diego Transit

On June 15th, the New "Super Loop" Routes 201/202 began service in University City, operating a loop between UTC and UCSD, via Genesee Ave., Nobel Dr., Gilman Dr., and Voigt Dr., including Scripps Memorial and Thornton Hospitals. The service operates 7 days/week, every 10-15 minutes in each direction. One way cash fare is \$2.25.

Norwalk Transit System

On July 21st, Norwalk Transit will hold a public hearing on proposed service changes to Lines 3, 4A, 6, 7, and 9. The hearing will be at 6:00 pm at the City Council Chambers, 12700 Norwalk Boulevard in Norwalk 90650.

Written comments can be submitted to the City Clerk at the above address prior to the hear. More information is available from the Norwalk Transit customer service at 562.929.5550.



2008 Day After Thanksgiving Trip by Dana Gabbard

Some time ago Charles Hobbs proposed for one of our day after Thanksgiving study tours we ride the VISTA Coastal Express that runs between Oxnard/Ventura and Carpinteria/Santa Barbara. Kymberleigh Richards realized this offered a chance to ride some of the Ventura/Oxnard bus routes that we had missed during our 2000 visit to that area and check out some Santa Barbara area transit we hadn't tried during our 1998 visit to that area.

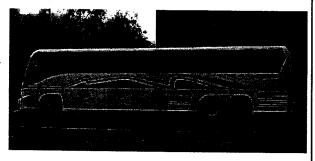
After being proposed but passed over several times previously it was selected as the 2008 DAT trip. And so around 5:20 a.m. on Nov. 28, 2008 I met up with Charles Powell and Andy Novak at Wilshire/Coronado (Charles recently moved down the street from where I live and Andy had crashed there the night before) and at 5:33 a.m. we caught a westbound Metro route 20 Neoplan high floor CNG bus #6542 which in five minutes brought us to Westmoreland, from which we had a short walk to the Red/Purple Line station at Wilshire/Vermont. Charles and I separately while making our way to the platform offered transit advice to patrons standing at ticket machines that entreated us for assistance. Line 111 - Increased weekend service levels (in conjunction with cancellation of Line 711 weekend service).

At 5:55 a.m. we caught Red Line Breda Car #579 and had an uneventful 20 minute trip to North Hollywood. By 6:20 a.m. we were aboard a westbound Orange Line NABI articulated low floor bus #9229 which deposited us at Warner Center Transit Center at 7:05 a.m. (the bus carried a rather light load).

We made our way to Oxnard and Owensmouth, where we met up with Nate Zablen and shortly thereafter Kymberleigh Richards. As we waited a LADOT Commuter Express bus bound for Thousand Oaks pulled up and 10 people (likely domestics on their way to work) piled on it. We noted the VISTA bus sign at the stop was for the Highway 101 Express service, of which the Conejo Connection service we were taking is a branch of. But rather misleadingly it notes that service runs "Monday-Saturday". But on Saturday that bus runs only as far as the Thousand Oaks Transit Center (and the Conejo Connection is a weekday-only service). We are reporting this in hopes VISTA adds a warning that the stop is not served on Saturday.

At 7:30 a.m. we boarded the VISTA Conejo Connection, an MCI J4500 #61403 with three passengers (all ride counts exclude trip participants) and were soon running along the 101 freeway amidst fogbanks that slowly cleared away as we made our way toward Thousand Oaks. Andy informed us the bus we were riding was formerly operated by Megabus during its brief period in our area, and I think we all agreed it was a very nice coach--even the reading lights and air vents worked and plus it had a window screen you could pull down like blinds. This was traveling ultra deluxe style!

To Be Continued...



PUBLIC AND LEGISLATIVE AFFAIRS By Dana Gabbard

Streetsblog (http://la.streetsblog.org/) recently published my paean to why the Wilshire corridor is ideal for relying on public transit and living sans car. This came about when our website had an inquiry from a prospective future resident asking which is the best neighborhood for transit riders in L.A. I shared this with Damien Newton at streetsblog and it became the basis for a series of essays by several folks (including me) on why their area is transit heaven.

Well, the state appeals court has finally ruled that past transit funding diversions to fill the state budget gap were illegal. The odd thing is I suspect the legislature knew when they did it that eventually the diversions would be dubbed unkosher. But all that mattered to them was they would have the money to play games with in the interim while the case worked its way through the legal system. They have engaged in similar dubious smoke and mirrors budget dodges in the past that ended up costing taxpayers millions in court costs, penalties, etc. And the way these things work we still won't see a dime of the money for at least some time. As I like to say, it is a strange world in Sacramento...

The buzz more and more is that federal reauthorization may be punted until 2011. The Congress is busy with energy and health care legislation plus there is no consensus on what to do about the shortfalls in the transportation trust funds. Stay tuned.

The Services. Actually sounds like a good idea ——and maybe a chance to junk ATMS! (item #65, June 25 Metro Board meeting).

Will Kempton, head of Caltrans, has been selected as the new CEO for OCTA. I had in the past heard grumbles that he is anti-transit

The presentation on the draft Long Range Transportation Plan at the Metro Citizens' Advisory Council June 24 meeting left me mostly nonplussed at just what to make of it--the long delayed process, the gung ho attitude the staff have wrapped it in, the venality of the Board, etc. just leaves me want-

ing to wash my hands of the whole thing. Anyway, Measure R is basically our long range plan--this is just validation.

I was quoted in the San Gabriel Valley Tribune article "High-speed rail proposal picking up steam", and I think it is a good reflection of my state of mind about the proposed system: It isn't anything outrageous as far as practicality ... If we want it, we can get it this time. It's really of matter of if we really do want it.

Vegas to Anaheim maglev booster Senate Majority Leader Harry Reid recently dropped his support in favor of the conventional steel wheel on steel rail high speed Desert XPress proposal, citing disappointment at the lack of progress by the maglev despite decades of empty promises and talk. Just think--last month I said the maglev is fizzling. Reid's move really takes the wind out of its sails.

Obscure entity of the month -- the Los Angeles Regional Interoperable Communications System (http://www.la-rics.org/index.php) which Mayor Villaraigosa asked Metro to cooperate in developing a plan to integrate its communications with law enforcement and fire services. Actually sounds like a good idea -- and maybe a chance to junk ATMS! (item #65, June 25 Metro Board meeting).

Will Kempton, head of Caltrans, has been selected as the new CEO for OCTA. I had in the past heard grumbles that he is anti-transit and pro road. If that is true, given the prevailing culture behind the orange curtain he should fit in just fine.

Remember Neil Peterson, father of the derided 30 year plan? He has been spotted of late at Metro Board and Committee meetings,

PUBLIC AND LEGISLATIVE AFFAIRS Continued

claiming he is monitoring Measure R implementation. Huh?

So I was reading the latest Sunline Board agenda packet for June 24 only to find item #23 consisting of a most extraordinary letter by General Manager C. Mikel Oglesby to the city of Indio complaining about the undermin- the TAPucrats that all is well. ing of regional processes by the city directly seeking a federal earmark for the constriction of an Indio Transportation Center despite earlier discussions between the city and Sunline about why this was inappropriate circumventing of established protocols.

Turns out per the Desert Sun (www.mydsert.com) the situation now also involves a lawsuit against the city by a developer who was supposed to be involved with the project. It is rare for this sort of dirty laundry to be aired but you do occasionally run across such amidst the dry prose that transit agency board agenda reports and minutes normally consist of.

I recently rode the Rapid Express 920 along Wilshire where several passengers turned out to have boarded erroneously thinking it was a Rapid 720. The driver was nice enough to make courtesy stops for them at their desti-

nations. Isn't it time to end this bus and fold it into the 720, which still at rush hour runs overcrowded artics? I think so.

I'll say nothing about TAP except to note most of the problems I long worried about are coming true, despite claims of

I was curious why Santa Clarita Transit has purchased some artics. Turns out they are for school trippers.

Co founder Steve Crosmer informs me that sending a fax is the most effective way to send written communication to our Congressional members in both houses in Washington. Something to keep in mind whenever reauthorization starts to heat up.

I'll conclude by noting the passing of Dr. Zdenek Dan Eisenstein PhD, DSc, PEng who was Metro's tunneling consultant for the past decade or so. Among other things he guided the panel that studied the Wilshire corridor and found subway construction can safely be done through the methane zone. For that alone he deserves to be honored. My thanks to L.A, County Supervisor Zev Yaroslavsky (via Kymberleigh Richards) for sharing this news. 😩 🖺 🖺

Court Rejects State Raids on Transit Funding

The Third District Court of Appeals in Sacramento ruled on June 30 that annual raids on public transit funding are in violation of state law. According to Josh Shaw, executive director of the California Transit Association (lead plantiff in the lawsuit), the decision means that continued diversion of voter-mandated transit funding is illegal going forward into the current year's state budget discussions; Shaw believes that approximately \$1 billion earmarked for the General Fund as part of current negotiations must be restored to the state Public Transportation Account. The Department of Finance has indicated they will appeal the decision to the State Supreme Court, though, and if they are successful in having the June 30 decision set aside that transfer is likely to still take place. The appellate court claimed no authority to order repayment of funds re-routed in past budget deals, so that will remain an issue to be resolved after the next appeal.

History of a Newsletter by Kymberleigh Richards

You hold in your hands the 200th issue of the Transit Advocate, as impossible as that may be to comprehend. But it is indeed true; since the first issue was produced in December 1992 mere months after Southern California Transit Advocates was incorporated and recognized by the State of California as a non-profit corporation - there has been an edition of this newsletter every month, for more than 16 years.

When that first issue was produced, it reported on two items that seem both dated and current simultaneously today: The Los Angeles County Transportation Commission (one of the forerunners of today's Metro) was discussing a high speed rail line linking the Antelope Valley and LAX via the 405 and 14 freeway routes; and Metrolink, having only begun operation October 26 of that year, was in a minor panic because the 6300 passengers per day during the free fare first week had dropped to 1500 per day when fares were introduced, and they were worried that the fare structure would need to be revisited.

In fact, in the early days the Transit Advocate did more reprinting of news reports from elsewhere (sometimes rewritten, sometimes run as-is with attribution) than it did generating original content. It wasn't until mid-1996 that the balance shifted away from news from other trip, it was Dana, then-treasurer Juanita Delsources in favor of So.CA.TA-originated articles. During that time, original editor Charles Hobbs spent a lot of time reading industry publications and the like, and there was a significant amount of space given to APTA (the American Public Transportation Association, the industry's primary lobbying organization), with much of the coverage of MTA and other local agencies coming largely from rewriting staff reports.

In those early days, Hobbs managed to barely fill an eight-page edition each month, although

he did produce a 12-page edition to mark the end of the first year's publication, promising "more such expanded editions in the future.". He succeeded at that more often than not, and at the five-year mark (December 1997) a "special 16-page edition" included a threepage retrospective of public transit in the region.

Twelve pages has remained the norm over the years, with the occasional 16-page edition. And the content is decidedly more original than reprint: Dana Gabbard's "Public and Legislative Affairs Report" has appeared in every issue since November 1995, with the first few being a series of standalone articles and the format evolving by May of the following year into its present mix of news items and commentary. Originally appearing as only a portion of a page, it grew to take up an entire page by May 1996 and was routinely taking up two pages or more of the newsletter by June 1997. It was joined in February of this year by my own column focused on the Metro board of directors.

The "Transit Updates" section has, not surprisingly, appeared in every issue since the first, but "Members In Action" has only existed since August 2000, after our first trip to Sacramento for lobbying (and no, it wasn't me on that first lomes, and long-time member John Ulloth).

Trip reports - originally just called "trips", then "excursions" and finally "study tours" at the suggestion of member J.K. Drummond - have appeared in the newsletter for as long as we have been taking them. The very first such study tour took place on June 24, 1995 and was reported on in the August newsletter. Since then, more than 40 trip reports have appeared in the Advocate!

(Continued on Page 11)

Metro Board Report for June 2009 by Kymberleigh Richards

If Fasana Can't Get What We Want, We'll Demand It Ourselves: The latest chapter in the Gold Line Foothill Extension saga came during general public comment, when the chair of the construction authority practically demanded that Metro allow their "shovel ready project" to begin as soon as federal stimulus funds are received. They should have attended the Planning and Programming Committee meeting the previous week, when CEO Art Leahy said he expected the project would not fare well in the fight for "regionally significant project" funding (he expects goods movement projects to get the lion's share).

Did I mention that every city in the authority sent a representative to stand behind the chair while he spoke? And that they were followed up by a representative of the local labor unions, with nine union officers standing behind him, supporting a change in the LRTP to give the authority what it wants? I guess the Board is supposed to be intimidated by a show of force ...

Apparently Saving Money On Fuel Is Suspect: As most of us who have been involved in the region's public transportation scene have long known, Metro Division 6 (Ocean Park Division) is the one that, due to being sandwiched between residential developments that have taken place over the years (going back to when it was still a Pacific Electric yard), cannot have a compressed natural gas (CNG) compressor installed at it.

This has become a real problem since the remaining diesel-powered buses that have kept that division alive are being retired and replaced by CNG-powered equipment. Metro has been refueling those buses at a public CNG facility, and staff negotiated a fixed-price contract with that company to provide

the equivalent of a 30-cents per-gallon discount over the existing price. Enter Supervisor Mark Ridley-Thomas and Glendale Councilmember Ara Najarian, who blocked the approval of that contract due to their concerns over "sole source provider," "five-year contract," and "excessive costs."

Even CEO Art Leahy pointing out that attempts to relocate the division somewhere that would eliminate the need for an outside CNG provider have been going on since before Metro came into existence did not prevent the contract from being held over so that staff can provide the same answers in writing that they did verbally in a new staff report. In the meantime, Metro continues to pay retail for that CNG.

What Channel 7 Hath Wrought: In a typical overreaction to KABC-TV's "exposé" on Metro's shortcomings in regards to wheelchair restraint, four of the five Supervisors (everyone but Zev), along with Lakewood Councilmember Janet Dubois, brought forward a long-winded motion covering everything from an insistence that new union contracts now being negotiated contain "distinct penalties" for the "mistreatment" of the disabled community to an evaluation of the newly-instituted tether strap enhancement and incorporating the disabled community's needs into vehicle specifications in future procurements. The overreaction was made apparent when Ara Najarian pointed out that the real problem is lack of an industry standard for restraint systems and Metro Chief Operations Officer Carolyn Flowers responded that APTA is already working on that with its mobility council ... but is the Board content to see what APTA comes up with? Of course not.

(Continued on Page 10)

Metro Board Report Continued

We Knew It Was Bad, But ...?: Sales tax revenues for the first quarter of 2009 were 19½% lower than the same quarter a year ago, according to the State Board of Equalization, although they also say there appears to have been improvement in the second quarter. But that decline, coupled with the elimination of the State Transit Assistance funding, created a \$176 million revenue shortfall for Metro in the fiscal year that ended June 30. How many hours of bus service is that? Based on the per-hour cost figure in Metro's budget for last year: About 138,000.

Quote Of The Month: Anyone who has ever attended a Board meeting knows of John Walsh, the mad gadfly who attacks nearly every proposal and has spent much of the past four years making personal attacks against Los Angeles Mayor Antonio Villaraigosa. Approaching the podium this month to level another such attack in the guise of public comment on the election of Board officers for the next fiscal year, Walsh said "I've never missed a Board meeting and I'm sorry for that." To which Supervisor Don Knabe responded, "So are we."

<u>Dejá Vu All Over Again</u>: Esperanza Martinez, organizer for the Bus Riders Union, during public comment on the Chair's report: "For six months now, we have asked for adoption of our bus improvement plan." Six months? Try twelve years, Esperanza; your plan is nothing more than a dusted-off version of your "500 new buses and express freeway network" proposal from the consent decree. Thankfully, everyone at Metro seems to know that already.

Yes, Supervisors Do Talk To The Cities In Their Districts: Last month, I reported on the outcome of Mike Antonovich's motion to improve the connectivity between the soon-to-be-cancelled Santa Clarita Line 8 and the reconfigured Metro Rapid Line 794, concluding that the Supervisor from the 5th District hadn't talked with Santa Clarita before making his motion. Michael Cano, Antonovich's transportation deputy, has been kind enough to give me the details that were not in evidence in the staff report from last month.

Apparently Santa Clarita had revealed their plans for Line 8 at the TDA Article 8 hearing on April 8 (lots of "eights" in there) and he asked Santa Clarita to begin discussions with Metro to see if Line 794's pending reconfiguration would be an incentive to keep Line 8. Apparently it wasn't, but since the Supervisor codified those discussions with his motion, Metro staff was obligated to provide a response. Sadly, that staff report was lacking the details of the discussion, and my conclusion was therefore based on an incomplete picture. I appreciate Mr. Cano's providing additional transparency on the subject.

Staff reports on these items, as well as other matters of interest, will be available for reading at the July 11 meeting. \blacksquare



History of a Newsletter continued

And amazingly, we have had only three editors in all this time. Charles Hobbs, who single-handedly created the basic newsletter format we have used for all 200 (so far) issues, remained editor through November 2005; the following month, Mark Strickert took the reins for three years, and in January of this year Andrew Novak assumed the responsibility for pulling everything together each month.

There are those who wondered over the years just how long that "little Xeroxed newsletter" would last ... indeed, how long that little advocacy group would last. But both the group and its newsletter have not only survived, but become ubiquitous in the local public transportation community. At the present schedule of publication, issue #400 will be the February 2026 edition. Who knows what we'll be reporting on by then!

MEMBERS IN ACTION continued

Perias Pillay and J.K. Drummond attended the ALOUD discussion of the book Smogtown held June 9 at the Los Angeles Downtown Central Library. Pillay reports "a spirited defense of public transit in LA (some of the panelists and earlier questioners had dismissed it as either nonexistent or nightmarish), came from J. K. Drummond."

The postcard on Metrolink enclosed with a past newsletter generated a response from the agency--among those who received the letter were Steve Crosmer, Paul Castillo, Joe Dunn & John Ulloth.

Jane Reifer's efforts to mitigate the OCTA bus service cutbacks were highlighted in a June 8 L.A. Times article "OCTA might cut Night Owl bus service" and a Orange County Register June 5 article "Don't cut our bus service, riders plead at protest"; in addition Reifer was interviewed on KOCE's Inside O.C. program.

Alek Friedman's photo of train equipment on display at Union Station for National Train Day appeared in the June issue of Western Rail Passenger Review. His essay " From Russia, with Transit Love" was posted June 29 on la.streetsblog.org.

Attending the Metro Congestion Reduction Demonstration Project Public Hearing June 13 were Hank Fung and Alex Schaffer (they in fact were the ONLY attendees).

Dave Snowden and Alex Schaffer attended the Torrance City Yard annual Open House held June 6.

Ken Alper's article "Messing with Transportation Funding" appeared in the June 12 edition of CityWatch.

John Ulloth had an article ("Portland Union Station and Other News") and a photo of him assisting with the National Train Day booth the Pacific Railroad Society had at Union Station published in the July issue of PRS's newsletter Wheel Clicks.

Among those who enjoyed the June 20th Rapid Transit Press Los Angeles historic bus tour organized by Andy Novak were Dana Gabbard, Charles Powell, Charles Hobbs, Armando Avalos, Kevin Devlin and Woody Rosner.

We encourage members to regularly check the calendar on our website

http://socata.net/calendar.htm