

## TRANSIT UPDATES

Norwalk Transit begins Route 8 on September 6th, between Norwalk-Santa Fe Springs Metrolink and Whittier Depot, with one stop at Santa Fe Springs Plaza. There will be 4 trips southbound weekday mornings, and 4 northbound weekday afternoons. Fare will be 60¢. The new service coincides with the purchase of 2 more hybrid buses. Norwalk will continue the Santa Fe Springs Tram, despite funding reductions from that city. It may become more obviously Norwalk 9.

From Andy Novak: "Coach USA is now offering from Anaheim to John Wayne Airport (JWA) as part of the Disneyland Resort Express (formerly Airport Bus). We depart Anaheim (Disneyland Hotel) every hour on the hour from 5 AM to 8 PM and we depart JWA every hour on the :45 from 7:45 AM to 10:45 PM. During the day we have additional departures from JWA at :15 past the hour starting at 10:15 AM and the last one at 7:15 PM. Basically, we now have half hour service from the airport."

### LADOT DASH - Edmund Buckley

First, according to a story in *The Argonaut*, DASH/VENICE is not operating this year and was cancelled on very short notice because of low ridership. LADOT Website has now omitted Venice from the list of Dashes.

Second, found on the LA City Website's City Council Files: "On 7/26/05, Council Member La Bonge offered a motion, seconded by Member Parks, to approve the request of Paramount Studios to contract with First Transit using one DASH bus on weekdays between 11:00 AM and 2:00 PM beginning August 1st to operate the Larchmont Village Shuttle. The studios would pay First \$50 an hour, the service would be open to all with studio employees riding free and all

others paying the usual DASH 25¢ fare. This is to be considered a pilot program and, if after one year the route is considered successful, LADOT and Paramount could enter into discussions to amend an existing DASH contract for LADOT to assume the operation and the studio would pay the city directly."

Finally, beginning August 22, 2005, a portion of the DASH Route A service will be rerouted to serve new residential development and employment centers along 7th St. and Wilshire Boulevard between Figueroa and Witmer Streets. Additionally, this change will relieve overcrowding on DASH Route E in the City West area. Only the portion of Route A south of 7th St. will be affected. DASH Route A buses departing Little Tokyo will follow the existing route until reaching Flower and 7th Streets. There, the buses will turn west and follow the existing DASH Route E route until returning to Figueroa St. at 7th St. to rejoin the existing DASH Route A. DASH Route A service on Flower and Figueroa Streets south of 7th St. will be eliminated. Passengers traveling south on 7th St. will be able to transfer to DASH Route F or the Metro Blue Line at 7th/Flower to continue their journey. Please ask your driver for a free transfer (for DASH only) and allow sufficient travel time to complete your journey.

### Culver CityBus service change hearing - Ken Ruben

Approved changes are scheduled to be implemented Jan. 9, 2006. Public outreach meetings will be held on Wednesday Oct. 19, 2005, at 2 and 7 PM at City Hall, 9770 Culver Blvd. For more information call (310) 253-6569 or write to Culver CityBus Service Change Proposal, 4343 Duquesne Ave, Culver City CA 90232.

### PROPOSED SERVICE CHANGES

2 - Discontinue loop of Fox Hills Mall and service

along Playa St. and Hannum Ave. Run directly to Fox Hills along Slauson from Jefferson Blvd.

**3** - Discontinue on Overland Ave. between West L.A. College and Fox Hills Mall. Replace service along Jefferson/Sepulveda Blvd. between West L.A. College and Fox Hills Mall (see Line 4).

**4** - Discontinue service along Washington Blvd. and Duquesne Ave. Service will instead run from West L.A. Transit center along Fairfax Ave., La Cienega Blvd., and Rodeo Rd. to Jefferson Blvd. Pick up original route to Duquesne Ave. Run along Overland Ave. between West L.A. College and Fox Hills Mall (see Line 3). Discontinue loop of Fox Hills Mall. Introduce Saturday service.

**5** - Run one morning Westbound and one afternoon Eastbound trip only. Discontinue service West of Culver City Schools. Operate only when Culver City Schools are in session.

**6** - Discontinue southbound service along Westchester Parkway and Jenny Ave. Use Sepulveda Blvd. crossing at 96th St. instead to LAX Transit Center (follow same route as Northbound Line 6).

**7** - This new line will take over a portion of the current Metro 220, running primarily along Culver Blvd. The proposed western end is Fisherman's Village in Marina Del Rey and the eastern end is Venice Blvd. and Culver Blvd. Buses will run every 40 minutes Monday through Saturday from approximately 6 AM to 7:45 AM.

### **Long Beach Transit Service Reductions September 11, 2005 – from LBT website**

The reductions amount to approximately 10% of LBT service, and will consist primarily of longer wait times between buses. ZAP service on 7th Street and Atlantic Avenue will be discontinued. Service reductions are made necessary by state regulations regarding meal and rest periods for public transit bus operators. The regulations mandate both the time and duration of such periods, and without changes to bus schedules would cost Long Beach Transit up to \$3 million per year. The state mandate provided no funding to implement the regulations. LBT is reducing service to avoid unfunded deficits. The transit system is already absorbing an anticipated increase in fuel costs of \$2 million a year, and recently implemented the first fare increase in more than ten years.

The service reductions will result in the layoff of approximately 49 Long Beach Transit bus operators and maintenance personnel.

Dial-a-Lift paratransit service and the Aquabus/Aqualink water taxis will not be affected and continue to operate normally.

More information is available at (562) 591-2301.

The following changes will take place:

**1** Easy Ave. - on weekdays, time between buses will increase up to 10 minutes. No service after 9:30 PM

**7** Orange Ave., - on weekdays, time between buses will increase up to 10 minutes.

**21** Cherry Ave. - on weekends, no service after 9 PM

**22** Downey Ave. - on weekdays no service after 8 PM, and on weekends no service after 8:30 PM

**45** Anaheim Crosstown - discontinued.

**46** Anaheim to Downtown - on weekdays and Saturdays time between buses will increase up to 5 minutes; after 8:30 PM up to 30 minutes; on Sundays, up to 30 minutes after 8:30 PM

**66** ZAP Atlantic - discontinued.

**81** 10th St. to CSULB - time between buses will increase up to 20 minutes; no service east of 10th and Park to CSULB between 9 AM and 1 PM

**91** 7th St./Bellflower - on weekends time between buses will increase up to 10 minutes.

**94** 7th to Los Altos Only - hourly service after 10:30 PM; on weekends time between buses will increase up to 10 minutes.

**96** ZAP 7th St. - discontinued

**101** Carson/Centralia - Saturday service to Towne Center discontinued. Service to Lakewood Mall provided by Route 103.

**103** Carson to Lakewood Mall - Weekday service discontinued. Saturday service only.

**111** Broadway/Lakewood Bl. & **112** Broadway/Clark Ave. - on weekdays time between buses will increase up to 10 minutes; after 10:30 PM no service on Route 112, hourly service on Route 111. On weekends, after 9:30 PM, no service on Route 112, and hourly service on Route 111.

**131** Redondo - on weekends time between buses will increase 20 minutes.

**172** PCH/Palo Verde & **173** PCH/Studebaker - Sunday service ends at 6 PM

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**174** PCH to Ximeno - on Saturday time between buses will increase 60 minutes after 9:30 PM; on Sunday, service begins at 6 PM and times between buses increase to :60 after 9:30 PM

**181** Magnolia/4th St. & 182 Pacific/4th St. - on weekdays time between buses will increase up to 10 minutes; service ends at 9:30 PM daily.

**Passport A & D** - on weekdays time between will increase up to 5 minutes; after 10:30 PM up to 10 minutes. On weekends, time between will increase up to 10 minutes after 10:30 PM

**Passport C** - time between shuttles will increase up to 5 minutes

Pine Avenue Link - time between shuttles will increase up to 5 minutes

**Tour D'art** - Service hours will be reduced.

**San Diego MTS – David Davenport**

Highlights of changes scheduled to occur September 4 (for routes with weekend service) and September 6 (for weekday-only):

**7, 15, 115, 901, 902, 903, 929, 932** - Service on Broadway west of Union Street discontinued.

**40, 70, 210, 810, 820, 850, 860** - In general, routing reconfigured to serve the County Administration Center in a clockwise direction (Ash/Harbor/Grape/Pacific), with terminal adjustments for all routes. Routes 810 and 820 to operate via Ash Street in the morning.

**831, 853, 832M, 875, 891A, 892A, 893** - Routes discontinued.

**1** - Service between Downtown and Hillcrest discontinued.

**2** - Terminal moved to Pacific/Grape.

**20** - Service on Broadway west of Third Avenue (Downtown) discontinued.

**27** - Service between Pacific Beach and Fashion Valley discontinued.

**30** - Service between UTC and Alliant University replaced by new route 31.

**31** - New weekday route between UTC and Alliant University, via Eastgate Mall instead of La Jolla Village Drive in La Jolla. Also replaces route 34 between Thornton Hospital and UTC.

**34** - Service from UTC to Thornton Hospital replaced by route 31. There will be no more weekend service here, or any service to UCSD housing.

**832C** - Renumbered 832.

**834** - Service reduced to every 60 minutes.

**854** - Route east of Maine Avenue in Lakeside discontinued; service between Grossmont College and Lakeside reduced to every 60 minutes

**891, 892** - Operating Thursday and Saturday only.

**922, 923** - Routes moved from Harbor Drive to Pacific Highway between Broadway and Ash.

**927** - Service between Stonecrest and Fenton Parkway Trolley Station discontinued.

**963, 964** - Route deviations discontinued; routes moved from Camino Ruiz in both directions to Camino Ruiz/Kelowna/Aquarius/Westonhill.

**992** - Route moved from Harbor Drive to Pacific Highway between Broadway and Hawthorn Street (to airport) and Laurel Street (from Airport).

For a detailed explanation of changes, along with four maps see [http://www.sdcommute.com/Rider Information/Whats New/ Take Ones/documents/Sep05.pdf](http://www.sdcommute.com/Rider%20Information/Whats%20New/Take%20Ones/documents/Sep05.pdf).

This means we need to pay close attention to individual schedules when we travel to and from Santa Fe Depot along Broadway. With the 20 only running to 3rd no more direct service to train stations on weekends which isn't cool.

Per the 8/31/05 *San Fernando Valley Business Journal* : Burbank Local Transit will be known as Burbank Bus. The name change will be accompanied by two new fixed-route services serving downtown Burbank and the commercial and residential areas around Bob Hope Airport. According to the city, the Airport Area Shuttle and the Downtown Shuttle will have increased capacity, improved frequency and allow for connections between Metrolink, Burbank Bus, Metro Glendale Beeline and LADOT transit programs. Both shuttles will operate from about 5:30 AM to 10 AM and 2:45 PM to 7:45 PM Monday through Friday. ■

## **MTA SECTOR REPORTS**

### **GATEWAY SECTOR – Mark Strickert**

A much shorter hearing than at San Gabriel, even with a much longer line-by-line staff presentation, speakers allowed 3 minutes instead of 2, and a chair who rarely watched the clock until it reached 5 minutes aargh. Of course, it was also more sparsely attended. I spoke for SO.CA.TA, and members Andrew Novak and Charles Powell offered their own opinions. The plan to amputate Line 60 at Artesia Blvd. received the most comments, all negative. A representative of Long Beach Transit pointed out they were anticipating service cuts in September, and requested the 60 be spared at the very least until June '06. The proposals for the 254, 460, and 577 were also brought up several times.

Transit-savvy council member Wally Shidler did ask most of the 254 speakers what portions of the line they used, perhaps sensing the comments were a campaign orchestrated by a political activist with a stack of *La Opinions* who clearly does not use the line himself. Gateway General Manager Alex Clifford noticed a typo in the "Media Releases" version of the hearing notice, one that gave the impression the meeting had been cancelled. They calculated about 150 hits to that page before the typo was corrected. Sooooo, he proposed holding an extra hearing the following Thursday evening, 7:00 PM, at a hall in Huntington Park. The council members present all agreed. Lionel Jones told me he and Hank Fung attended that hearing.

### **SAN FERNANDO SECTOR – Nate Zablen**

No service changes were discussed at the last SF Valley Service Sector Meeting. The meeting was largely devoted to the opening of the Orange Line on October 29th. Orange Line rides will be free to the public on Saturday the 29th. There will be some festivities but not on the scale of Gold Line or Red Line openings.

The Council discussed and approved Council Vice Chair Kimberleigh Richards' proposal to use the old Lankershim Depot as a Metro customer service center. There was strong sentiment to have this proposed service center be open during weekends.

The sector manager mentioned that there was a slight increase in customer complaints for the previous quarter. There has been a lot of road construction on some of the major thoroughfares causing some delays in bus on-time performances. During the public comment section I expressed my frustration that there was no follow-up to several of my complaints about bus delays and failing to stop for waiting customers. The manager Richard Hunt assured me that my complaints would be looked into and I am pleased to report that I received a call from the SF Valley district the following day regarding my complaints.

### **SAN GABRIEL SECTOR – Mark Strickert**

A full house at San Gabriel Sector service change hearing. I was impressed that so many people managed to find the hearing room. My tally had 40 people speaking, half of them speaking only or primarily about the proposal to cancel Line 170. The proposals to chop up the 68 and 177 also attracted lots of negative comment. Hank Fung presented for SO.CA.TA. 5 other members also attended, Samuel James, Robert Meinert, Charles Powell, Ken Ruben, and Mark Strickert, and all spoke. Speakers were limited to 2 minutes.

### **SOUTH BAY SECTOR – Lionel Jones**

I was at the South Bay meeting, held at MTA Division 5. Good turnout, including councilman Bernard Parks, and TV coverage of the event. Most of the public comment was on the 442 and 439. Scott Greene stated that the 439 will not be cut unless Beach Cities Transit can cover the line. Chair Price was not there as she was on vacation, so McTaggart ran the meeting.

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New MTA Board member David Fleming in an interview in the August *Metro Investment Report* [<http://www.metroinvestmentreport.com/mir/>] notes "We have to get smarter about how we use our existing infrastructure ... We have major arterial streets in this city that are still operating as though they were Main Street, Small Town, USA. We have to turn those arterial streets into mini freeways, especially during morning and afternoon rush hours. ... We could, through real synchronization of traffic lights, which has been promised for years but has never yet really been fully delivered, move more traffic east and west and north and south at average speeds of 35 mph on those streets and take some of the load off of the 101, the 405 and other freeways. We have to prohibit parking on those streets during peak traffic hours - in both directions. We may even have to designate some as one-way streets part of the time. We have to look at all the ways we can make them mini-freeways. And we have to encourage motorists to get off freeways and use them only when they are driving five or ten miles from point to point." Thankfully MTA, the Southern California Association of Governments, Los Angeles Dept. of Transportation and others have some planning initiatives underway in line with Fleming's POV.

The challenge to implement these types of improvements are illustrated in comments by Santa Monica activist Ellen Brennan quoted by *Outlook* [<http://www.surfsantamonica.com/>] "What I Say" columnist Frank Gruber in his Aug. 8 column "Graciousness and Theory". Brennan was reacting to presentations made at the Santa Monica Planning Commission by

UCLA professor Donald Shoup and Ventura City Council Member William Fulton on challenges facing Santa Monica as it updates the land use and circulation elements of its general plan. Ms. Brennan dismissed the comments of Messrs. Shoup and Fulton as "mere theories" and went on to assert that what residents wanted was wider streets, easy access to their cars, more parking, and low density development. Gruber points "... what people forget is that what they often consider the natural order is the product of what once were theories themselves. ... For instance, it was theory that dispersing population down cul-de-sacs and building wide boulevards and arterial highways and freeways and providing lots of parking -- all the while hiding the costs in the costs of other things -- would provide a nirvana of mobility. But it didn't work that way... while one must use prudence in evaluating a new theory, it's plain foolish to follow one that's been proven wrong."

Much as it pains me I am attending the Sept. 29 MTA Board meeting to speak against the Tier 1 service change proposals pushing the wrong-headed duplication ideology (lines 4, 20 and 60). At least they can't claim later nobody warned them about this impending debacle...

Question of the month: why has MTA produced a brochure promoting line 220 while simultaneously proposing to eliminate it? Talk about the right hand not knowing what the left is doing!

To be honest I was less than enthused about speaking on the record about the Gold Line Foothill Extension ("Gold Line Extension Switches to Fast Track" L.A. Times August 22). I think anyone who had been

following the excellent coverage in the *San Gabriel Valley Tribune*, which conveys the near-evangelical fervor for this project among local officials, would be nervous. But somebody had to ask questions about whether the project is cost effective. And evidently most officials or staffers were gun-shy of antagonizing Congressman Dreier, chief proponent of the project and a major player in national politics. Sometimes our role is saying out loud the unpleasant truth everyone else knows.

The *Daily News* Aug. 29 article "Historical Train Depot Crumbles as MTA Weighs Preservation" noted regarding the San Fernando Valley Sector Governance Council motion by Vice-Chair Kymberleigh Richards asking staff to report on the possibility of the North Hollywood historic depot being used as a Customer center "That move won backing from the Southern California Transit Advocates, which has been concerned about the lack of customer centers." We continue to work to promote this proposal and are aiding in the exploration of various avenues of potential support.

When MTA made an order for 370 40-foot buses about five years ago from North American Bus Industries it exercised an option to have the final 20 buses built with composite materials. Now 8 of these buses have been removed from service due to structural cracks in the front suspension area; NABI specialists are currently making repairs with updated technology used on the 45' composite buses (none of which have had structural problems). Per agenda item #5, Bus Procurement Status Update, Aug. 24 meeting of Advanced Technology Vehicle Consortium Board of Directors.

Interesting fact of the month: Donald Bliss is paid \$450 an hour by the MTA to

monitor consent decree compliance (per Francine Oschin's letter to the editor only published online by the *LA Weekly*: <http://www.laweekly.com/ink/05/41/letters.php>)

The *L.A. Weekly* Aug. 19-25 article "The Subway Mayor" by Eric Berkowitz [<http://www.laweekly.com/ink/05/39/features-berkowitz.php>] hit the streets like a thunderclap. The accolades in my letter (in the Sept. 2-8 Weekly) are heartfelt and sincere:

"The Subway Mayor' is a milestone in the coverage of transportation policy in Southern California. It is the first airing in the mass media of heretofore undisclosed key aspects of the federal Wilshire subway funding prohibition and the federal-court-supervised MTA bus service consent decree. For far too long the debate over regional transportation policy has been dominated by misinformation and bias spouted by alleged experts, the grandstanding and parochialism of elected officials and a stage-managed culture of perpetual protest and slogans paraded before the TV cameras by so-called grass-roots community advocates of dubious motive. Berkowitz has done a great service for us all by shedding the sunshine of reality upon this dysfunctional culture. The recent election of Antonio Villaraigosa as mayor of Los Angeles holds the promise of long-overdue bold leadership on the transportation challenges we face. Berkowitz's exposé likewise is a first step toward re-examining the conventional wisdom and perceptions regarding land use and transportation investments that the forthcoming public debate must confront if we are to meet those challenges. Nothing less than the future of our region hangs in the balance."

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Through the advocacy grapevine it has been learned recently some young East Los Angeles activists, concerned about MTA service change proposals, attended a monthly BRU membership meeting in hopes of working with the organization. They were not allowed to speak or hand out their flyers regarding their concerns and eventually were told if they didn't leave the police would be called to forcibly remove them.

MTA Deputy CEO John Catoe in his report to the Metro Operations Committee on Aug. 18 (agenda item 18) noted DMV recently resumed conducting driver license retesting of employees as required by federal and state law. Of the initial 4 employees retested two failed the pre-trip inspection test (1 of 3 exams). The report states "With input from Metro and other agencies regarding testing irregularities, the DMV has decided to suspend testing for all employees until the issues are resolved". We are contacting Mr. Catoe seeking further details, and will share them in a future column when they become available.

Richard Hasenohrl, Foothill Transit Director of Finance, had some dismal news in a presentation on the 15-Year Financial Plan presented at the July 22 Executive Board meeting, partially due to the impact of MTA's fare decrease on monies dispensed through the Funding Allocation Procedure. Operating resources are sufficient through fiscal year 2012 after which reserves will need to be drawn down to extend operations through fy 2016. Also local matching funds for federal capital funds are adequate only through fy 2008. This is assuming no increase in service, slight growth in passengers (1.5% annually through fy 2016), fare increases of 7% every fourth

year and cost increases based on current economic conditions. Many options are being explored including discussions with other regional bus operators likely in similar straits.

California Senate President pro Tem Don Perata has backed off on his transportation bond (SB 1024) for now, while promising to resume work on it early next year for the Nov. 2006 ballot. My concern is there is no sense that consultation has occurred among stakeholders and others regarding priorities or existing needs (like partially-funded TCRP and STIP projects, pavement rehabilitation, etc.) that such funds would address. Why should any of us support such a measure if it is solely the product of back-room deals among political big-shots and insiders? I worry this is a "solution" that creates more problems than it resolves.

Another interesting fact of the month: the General Manager of Mount Area Regional Transit Authority earns \$87,400 annually (per MARTA Board of Directors agenda for Aug. 15, item 6.4).

Director Ken Ruben shared with me the Aug. 8 City Council of Culver City agenda packet including two items on Culver City-Bus' unfolding SmartBus program. Very impressive, and proof smaller providers are often where one finds the application of cutting edge technology.

I'll conclude by congratulating Friends 4 Expo for recently jointly winning with the Westside Council of Governments the Westside Prize annually given by the Westside Urban Forum honoring organizations and individuals for their contributions to making Los Angeles and the Westside more livable, sustainable and exceptional. Bravo, and well deserved! ■

## BULLETIN BOARD

### SO.CA.TA Meeting Notes

Our thanks to Victor Franco of the Central City Association for an excellent presentation on the downtown streetcar concept at our Aug. 13 meeting (despite technical difficulties). We also thank Gordon Kam, Quan Tran and Kartck Patel of LADOT for our Aug. 23 tour of the ATSAC facility, a report about which will appear in an upcoming newsletter.

Also at the August meeting, members present selected The Pantry for the SO.CA.TA holiday banquet this year. Details in the October newsletter.

Captain Dan Finkelstein, MTA Chief of Security and Law Enforcement, is our speaker this month. The September 10<sup>th</sup> meeting begins at 1:00 PM, with the presentation starting at 2:15 PM. We'll be at the usual venue, Angelus Plaza in downtown Los Angeles, 255 S. Hill St., room 422. Among the discussion topics at the September meeting will be the study tours, of MTA contracted service on Saturday September 17<sup>th</sup>, and the annual "Day After Thanksgiving" on November 25<sup>th</sup>.

After the regular meeting, the Detour Committee expects to meet. Per Detour Committee co-chair Edmund Buckley:

*"We are trying to reactivate the Committee and are seeking possible members who are asked to develop a list of the types of items of greatest concern to them. The Committee co-chairs (John Ulloth and Edmund Buckley) are collecting, where available, copies of transit agency practices regarding detours."*

Tentatively for October, Steve Gota of MTA will make a presentation on the Countywide Signal Priority Pilot Project.

### Metro Orange Line Busway Kickoff

(Information taken from the 8/3/05 San Fernando Sector Council Meeting minutes)

The preliminary plan now includes a VIP opening event on October 28. The scheduled opening date of the Orange Line and introduction to the public will be on October 29 and it will be free of charge. There will also be limited hours of operation. The first full day of revenue operation will be October 30<sup>th</sup> from 500 AM until midnight, including changes to Lines 156 and 233.

MTA staff has suggested that additional days of free rides be offered to accommodate expected patronage.

The Orange Line schedule will follow the subway schedule with offset departures from North Hollywood so that people have time to come up the escalator and come across the street. SFV Sector General Manager Richard Hunt said he had discussed with Gerald Francis, General Manager of Rail Operations, using the exit tunnel on Lankershim Blvd as a normal pedestrian crossing. Service Development Manager is working with the Planning Department on a joint development project including making the underpass a priority. Mike Brewer said that, prior to finalizing Orange Line operating schedules, staff will walk the paces that passengers will follow from the platform to the bus loading area or vice versa to make sure that passengers will be able to make the distance. For now, there will be no mid-block crosswalk between the Red Line and Orange Line stations.

### Otherness

MTA's new toll free number to report suspicious items or behavior on any MTA bus or train 24 hours a day is (888) 950-7233.

Omnitrans is hosting an Open House and Public hearing Wednesday Sept. 14 from 4 PM to 7 PM at the Norman-Feldheim Central Library in San Bernardino, 555 West 6th St., Kellogg Rooms A & B. The

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## **MEMBERS IN ACTION**

Director Hank Fung had a letter in the Aug. 12 Orange County Weekly ("Roadie") responding to Nick Schou's "Hoorway for OCTA" in the July 29 OC Weekly (<http://www.ocweekly.com/ink/05/49/letters.php>). The original, unedited version is posted on the front page of our website.

Chris Flescher on Sept. 2 attended a pedes-

trian safety conference about getting kids to walk to school sponsored by the county department of public health in Salinas.

Paul Castillo and Carlos Oscuna attended the MTA Bus Roadeo on July 30.

Per Armando Avalos: Something for the Department of Corrections: Pg. 4 of the August newsletter misspells Johnny Andoh's last name as "Andel". ■

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purpose is to seek public comment on the development of a TransCenter in San Bernardino. For further information, or to submit comments, contact Omnitrans Associate Planner Mervin Acebo at (909) 379-7256 or Chester Britt of Arellano Associates at (909) 627-2974, or [CBritt@Arellanoassociates.com](mailto:CBritt@Arellanoassociates.com) by 9/14.

The Train Riders' Association of California/California Rail Foundation Annual Conference & Membership Meeting will be held Saturday Oct. 15, 10:00 AM to 4:00 PM at the Burbank Hilton adjacent to Airport Amtrak/Metrolink station. This location is served by MTA lines 94 and 163. There is also a Friday welcoming reception at 8:00 PM. Registration begins at 8:00 AM. Price includes luncheon. LIST OF INVITEES: Arthur T. Leahy, CEO of OCTA,

Linda Culp of SANDAG (confirmed), and Hannah-Beth Jackson of COAST speaking on new commuter rail service, Roger Snoble, Executive Director MTA speaking on ExpoRail and other new starts. Also invited are David Solow, Exec. Director, SCRRA and Amtrak VP Gil Mallery. Early bird rate of \$65 to September. After that the price will be \$85. Mail a check payable to the California Rail Foundation, 1008 Tenth Street #276, Sacramento, CA 95814.

Due to anticipated absences, the OCTA Board meeting previously scheduled for Wednesday, October 12<sup>th</sup> be re-scheduled to Friday, October 14<sup>th</sup>, at 9:00 AM. This is the OCTA public meeting normally held on the 2<sup>nd</sup> Monday, though already re-scheduled because of the semi-holiday on October 10<sup>th</sup>.

Our condolences to member Paul Castillo on the recent death of his mother. ■

## **SECTOR REPORTS cont'd from page 5**

### **WESTSIDE/CENTRAL – Ken Ruben**

There were about 25-30 people present at the August Westside Sector public hearing. I was the lead-off public speaker, and presented SO.CA.TA's case. Various people followed me, including Lionel Jones who concentrated on the 68 and the truncation of the 4 and 20.

One person praised MTA for its service, but everyone else was opposed to the proposals

for the 68, 20, 21, 220, and forcing MTA riders onto Big Blue Bus at Sepulveda and Westwood Blvds.

After the hearing, there was a regular meeting which had public comment. The Council voted to change their meeting time to the 1st Tuesday of the month at 6:30 PM, beginning September 6th. The schedule change was necessitated by the new Expo Authority meetings. ■