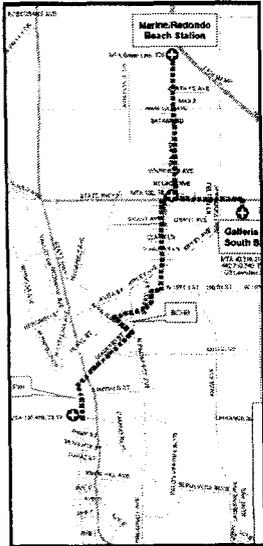


# TRANSIT UPDATES

The South Bay Service Sector will have a meeting on the status of cancelled MTA line 107 on Saturday Feb. 19 beginning at 10 a.m. at Inglewood City Hall [One Manchester Boulevard (near the corner of Manchester Boulevard and La Brea Avenue)].

Beach Cities Transit started on January 1st, 2005, with two routes.



#102 operates between the Redondo Pier and the Metro Green Line station, with a stop at the South Bay Galleria. This line replaces a portion of MTA #215.

Line #104 runs from Redondo Pier south along Catalina Avenue and via the former route of Torrance #4 (Calle Mayor, etc.) into Del Amo Fashion Center in Torrance.

No service is operated on New Year's Day, Thanksgiving Day and Christmas Day.

Line 104 does not run on Sundays.

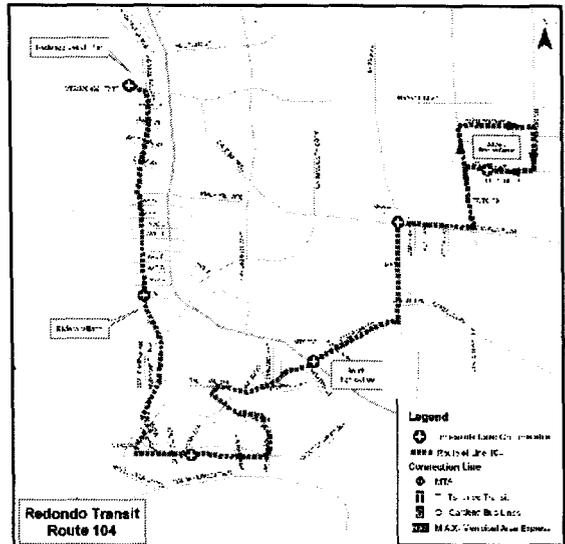
Fare is \$1.00 with discounts for seniors (65 and older). Transfers between lines 102 and 104 are free while interagency trans-

fers are \$0.25.

Other routes, such as shuttles in Manhattan Beach, are planned for the future.

Torrance Transit route modifications effective January 9:

- The transfer point has been moved off the Del Amo Mall property and on to Carson Bl, just south of the mall
- #1 stays on Torrance Bl. All the way to Normandie. (it does dip south to serve the Harbor-UCLA Hospital before continuing north on Vermont)
- Likewise, #3 uses Carson Bl between Del Amo Mall and Normandie
- #4 is cancelled and replaced with the Beach Cities Transit #104
- #6 runs limited service during the mid-day
- #8 provides weekend service to LAX
- #9 is straight-lined along Lomita Bl.



## **BULLETIN BOARD**

Reminder - 2005 dues now due. The new rates are \$24 regular, \$9.60 limited income.

Our annual banquet at Shakers in Pasadena was a great success. A big thank you to coordinator Nate Zablen, assisted by Ken Ruben. John Ulloth and Andy Novak kindly assembled the goody bag. Trinkets and door prizes were donated by MTA, Foothill Transit, Long Beach Transit, Santa Barbara MTD, Metrolink, Victor Valley Transit, Norwalk Transit, Torrance Transit, Big Blue Bus, Montebello Transit, North County Transit District, Caltrans Division of Rail and Omnitrans plus Dana Gabbard, Steve Crosmer, Andy Novak and Frank Roldan.

The following were elected at our Dec. 11 meeting as our 2005 officers and directors:

President: Mark Strickert  
Vice President: Lionel Jones  
Treasurer: Craig Barnes  
Recording Secretary: Edmund Buckley  
Executive Secretary: Dana Gabbard  
Directors-at-Large: Armando Avalos, Hank Fung, Ken Ruben

To accommodate the tax preparation program at Angelus Plaza we will likely meet in alternative spaces Jan.-April. Check the notice in the lobby for our exact meeting place.

The Public Policy Institute of California (<http://www.ppic.org>) has released as part of its series on Federal Formula Grants a publication that explains Federal Transit

Assistance Programs. It outlines categories of funding and criteria by which funds are dispersed in a non-technical, easy to understand manner. This is truly helpful since even many longtime transit advocates find the federal formula process murky and obscure. Cost is \$7.50 plus \$3.50 postage/handling by calling (800) 232-5343.

On a regular basis the MTA's internal audit unit and Inspector General present to the MTA Executive Management Committee a report summarizing their most recent audits and investigations. Recently we obtained full copies of some of the reports that sounded of particular interest. These can be sent as attachments to e-mails to any member who wishes to see the reports, just contact the Executive Secretary at [dgabbard@hotmail.com](mailto:dgabbard@hotmail.com) - for those without web access copies can be provided for a nominal charge by contacting the Executive Secretary at (213) 388-2364.  
Inspector General reports:

- Review of Policies and Procedures in the MTA
- Review of Bus Operator Training and Medical Certification Procedures
- Internal audit
- Review of Regional Rebuild Center's Proposed Allocation of Maintenance Costs to the Sectors
- Audit of Selected South Bay Service Sector Performance Measures
- Audit of Transit Funds Allocation

Save the date: Oct. 15 the Train Riders Association of California will hold their annual conference at the Burbank Airport Hilton. ■

I was quoted in the Dec. 8 L.A. Times article "Reyes is Named to MTA Board":

Dana Gabbard, spokesman for Southern California Transit Advocates, said his group liked Reyes' qualifications but had hoped the mayor would appoint a community member rather than another politician. "He's playing politics with MTA board appointments," Gabbard said. "It seems he uses this to build constituencies and alliances."

As part of the interview for the story I spoke at length about our concern that Mayor Hahn isn't complying with the state law requirement that two of his MTA Board appointees be public members [Public Utility Code section 130051(c)]. You'll note the quote used only obliquely touches on this. Oh, well...

I was depressed to find the public meeting held Dec. 7 as part of the tri-ennial Planning Certification Review & Evaluation of the Southern California Association of Governments by the Federal Transit Administration and the Federal Highway Administration drew only 5 attendees including myself, 3 staffers from local cities sent to hear what was said and a mystery man who never said a word and vanished when the meeting ended. Only five attendees despite SCAG sending out over a thousand fliers to publicize the event! I ended up being the only one to make comments and spoke against maglev and lamented my experience as part of the technical committee that the process of drafting the Regional Transportation Plan goes from sombulent the first year or so to overheated, deadline

driven and chaotic the last 8-12 months before adoption by the Regional Council. Since the feds had to stay until the stated end time in case a latecomer showed up to speak (none did) we informally discussed transportation policy and the challenge of having more public participation in these kind of obscure processes.

In contrast I was blown away when member Anthony Loui brought to my attention that SO.CA.TA was included in a list of 26 clubs to join that appeared in the special list issue of the L.A. Weekly.

The Dec. 3 edition of Political Pulse published brief biographies of the 21 freshman Assembly members just elected. What I found interesting is several cite transportation as a key issue that they plan to work on while in Sacramento.

After a long absence I attended the Dec. 13 MTA Board meeting to speak on item 17 (TVs on buses) and item 50 (line 780 implementation). Thankfully both items were sent back to committee for further study. And Mayor Hahn at the meeting modified his proposal about the 780 in recognition of operational realities (i.e. the Board can't pass service changes less than a week before the shake-up). Overall it was a miserable experience that reminded me why I liken attending these meetings to watching paint dry.

Paul Lennon, MTA Director of Intelligence and Emergency Preparedness Management, in the Oct./Nov. issue of Transit California explains the evolution of MTA's policing arrangements thusly:

"Before I joined Metro in 1998, the organization was already very security minded, having had its own transit police force for the past 10 to 15 years. As part of an expanding security-philosophy metamorphosis, the transit police unit ultimately was disbanded in 1997, and initially replaced with 5 year contractual agreements with both [Los Angeles Police Department] and [Los Angeles County Sheriff's Department] for law and fare enforcement services, to augment our existing Metro security unit's staff. In 2002, after extensive negotiations with both LAPD and LASD, Metro then awarded the next, new, five-year contract solely to LASD." Man does that gloss over a lot of back room dealing, double-crossing and other dubious aspects of what happened...

Barbara Pike submitted a letter of comment for the record at the Sept. 27 Access Services Board of Directors meeting. While lamenting service Ms. Pike states "I don't care to complain about San Gabriel or Global. I don't use them very often and I understand their skimming and corruption are so criminal that I could risk a pair of cement shoes".

At the same meeting an Independent Group set up in the wake of a rough transition to a new contractor in the West/Central region presented proposed recommendations. One of the members, a Mr. Ajofoyinbo, requested an opportunity to give his alternative view of some of the recommendations. Due to problems with a recording machine he evidently uses to communicate Mr. Ajofoyinbo was unable to present his concerns. He commented per the minutes "The 'so called Independent Group' was set-up exactly in the manner

per the Board's request. He added that it provided exactly the kind of parliamentary recommendations that won't actually say anything about what happened with the ASC contract by so narrowly focusing on transition start-ups". Mr. Ajofoyinbo became so agitated at the situation the meeting finally had to be recessed and Mr. Ajofoyinbo escorted out of the meeting.

Has MTA not yet accepted the Gold Line due to outstanding issues pending with the Construction Authority? Evidently this is the state of affairs if I am reading correctly the minutes of the Dec. 9 meeting of the MTA Accessibility Advisory Committee.

Want a shock? When criticizing the vision for bus service contained in the draft plan of the Santa Clara Valley Transportation Authority (VTA) who does the BayRail Alliance in the Dec. edition of their newsletter Staying on Track cite to provide a contrast? MTA's short range and long range plans. Who would think we in Southern California would ever have something to teach the Bay Area on the topic of public transit improvement?

It was no shock that the state auditor's report on the escalating cost of the replacement of the eastern span of the Bay Bridge put a lot of the blame on Caltrans. This will just increase the finger pointing as everyone squabbles over how the increased cost should be divvied up. The report is on the auditor's website: <http://www.bsa.ca.gov/bsa> ■

## **MEMBERS IN ACTION**

Philip I. Provencio had a letter in the Nov. 8 L.A. Times ("The Joy of Not Driving") which concludes: I like being the new face of public transportation and showing that you can be an active, productive member of society and not have a driver's license, even in California.

Chris Flescher has a letter in the current issue of "Car Busters" magazine. It suggests raising money for transit by putting tolls on existing roads.

Robert Meinert and Bart Reed attended the Metrolink Board Dec. 10 meeting and the California High-Speed Rail Authority meeting on Dec. 15. Reed and Meinert plus Dana Gabbard, Kevin Devlin and Roger Christensen attended the Dec. 13 MTA Board meeting.

Roger Christensen's article "Expo LRT to the Ocean" appeared in the Dec. issue of California Rail News.

Ken Ruben and J.K. Drummond attended the Dec. 10 MTA South Bay Sector Governance Council meeting.

Ruben along with Dave Snowden and John Ulloth rode the first run of rt.102 of the new Beach Cities Transit System on Jan. 2. Subsequently they encountered Andrew Novak doing a similar study tour of the new system.

Reminder: if you attend a meeting, have a letter published in a newspaper, are quoted in the media or otherwise engage in active advocacy please inform the Executive Secretary so he can be sure it is noted in the next edition of this column. Thank you! ■

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