



Moving Southern California

Volume 2, Number 8
August 2007

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Want to make a difference in changing the face of transportation in Southern California? Then become a member of The Transit Coalition! Annual membership includes a subscription to our monthly printed newsletter, which features news on current projects and upcoming events.

You also get access to our weekly e-mail newsletter, which focuses on behind-the-scenes action with political, community and industry leaders not reported elsewhere.

Fill out and send our **Membership Form on Page 7** along with your donation to The Transit Coalition and be part of the solution!

State Assembly Slashes Transit Funds and HSR from CA Budget

By Numan Parada

Despite previous negotiations between Governor Arnold Schwarzenegger and leading state legislators, the State Assembly axed all of the \$1.3 billion from the Spillover that would have gone towards public transportation operations.

Worse yet, the new budget cut funding for high speed rail from a previously negotiated \$55 million to \$15 million. Specifically, the State Assembly voted to move the \$1.3 billion to-

wards unrelated programs, after previously setting aside \$550 million for transit.

The gridlocked budget now awaits a vote in the State Senate, where more cuts may occur.

Part of the challenge stems from demands by lawmakers to cut the budget even further. Republican Senators presented their own version of the budget, which calls for nearly \$842 million in additional cuts. Even though Democrats hold a majority in the Senate, at least

two Republican votes are needed to reach the two-thirds majority necessary for passage of a budget. If a compromise is reached, the Governor may still blue-pencil what little transit dollars that are remaining.

As a result of the gridlock, many have called for the reestablishment of the Spillover funds for transportation.

The Los Angeles Times expressed discontent at the "bait and switch" tactics employed (see **BUDGET**, Page 5)

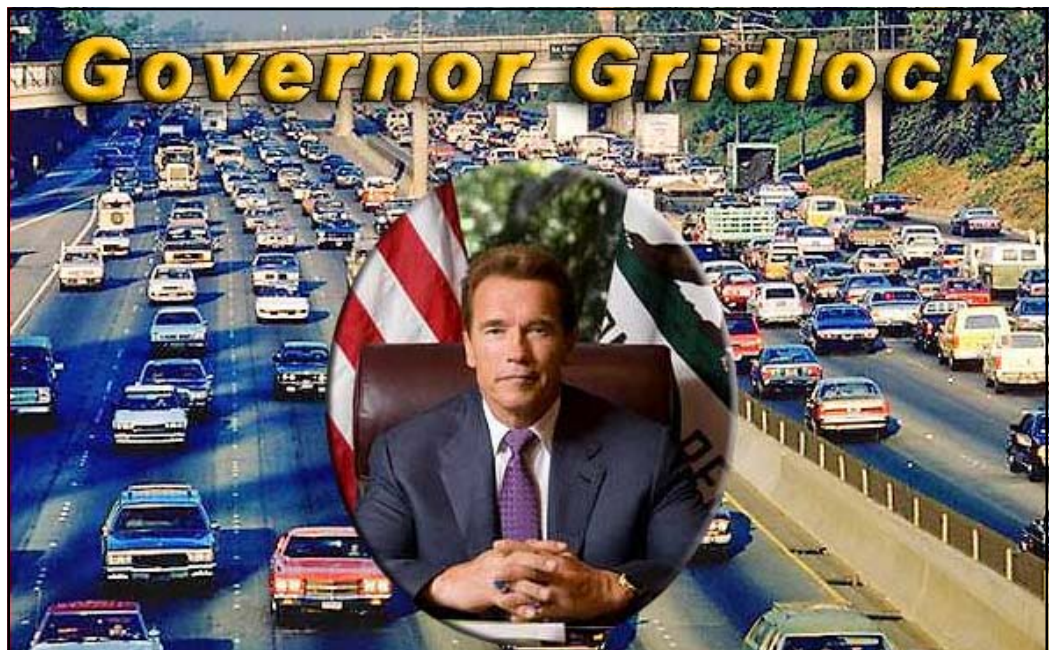


Photo montage by Robert Leabow

"Please sir, may we have some more?" www.governorgridlock.com



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The Transit Coalition (a project of SEE) is a 501[c](3) non-profit public charity whose goal is to increase Transit Options and Mobility in Southern California by educating and mobilizing citizens to press for sensible public policy to grow our transit network.

As a grass roots group, we depend upon your contributions to allow us to pursue our important work, so please donate. The publication of this newsletter is made possible through a generous grant from **The David Bohnett Foundation**. Paid annual membership includes a subscription to *Moving Southern California*. Details: Page 7.

Letters and articles are welcome on all issues concerning transportation. All are subject to editing and condensation.

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www.transitcoalition.org

Affiliates:

www.calrailnews.com

www.narprail.org

Final Call for Complete Streets Seminar

By Numan Parada

This is your final call to participate in The Thunderhead Training seminar from August 24 to 26. The Thunderhead Alliance is dedicated to providing bicycle and pedestrian advocates the tools necessary to carry out and win campaigns and achieve results.

The organization will come to Los Angeles to provide an intense curriculum on how to effectively fight for improvements. Learn from expert coaches and each other through Thunderhead's proven curriculum on choosing, direct-

ing, and winning campaigns for your organization and to promote complete streets, where walking and bicycling are safe and commonplace.

Registration is \$250 and includes the Friday reception, the Saturday breakfast and lunch, a bicycle tour and party, and the Sunday breakfast and lunch.

Discounts are available for additional representatives from the same organization. To learn more about the organization, curriculum, and event, visit www.thunderheadalliance.org, where you can view the schedule and register.

Transport Shorts: Bits of News to Bite on

by Numan Parada

● Railcar manufacturer Bombardier launched a new educational website extolling the virtues and benefits of rail, at www.theclimateisrightfortrains.com.

● The Riverside Transit Agency offers express beach bus service, departing from Temecula and Murrieta shortly before 9 a.m. and arriving at Oceanside an hour later, for a round-trip fare of \$3.75. The bus offers riders free satellite television and wireless Internet access. There are three buses each way during the week.

● A Los Angeles Superior Court judge refused a request by the Bus Riders Union, Labor/Community Strategy Center and Natural Resources Defense Council to prevent Metro from raising fares. The request was submitted too late, according to the judge, who made the decision on Wednesday, June 27. Additionally, the petitioners did not adequately explain how the increases would go towards rail projects. Metro argued that the increases would only pay for transit operations.

● Both the Orange County Transportation Authority Board and 1,100 unionized bus drivers voted in favor of the new contract, ending a weeklong strike. The new contract would give raises of 10.8% to entry-level drivers and 11.7% to drivers with five or more years of experience over the next three years.

● Santa Monica Councilmember Pam O'Connor has become the chair of the Metro Board. O'Connor hopes to make Metro operations more environmentally friendly during her tenure.

● The Irvine City Council approved a \$280 million streetcar project that would connect the proposed Great Park to various Irvine locales on Tuesday, July 10. Specifically, a streetcar would run from the Park to the local train station, where users must then transfer to shuttle buses to reach the Irvine Spectrum shopping center. The city may be able to secure \$121 million from the cancelled CenterLine project. Federal and Proposition 1B funds, as well as Measure M funds, could fund the rest, according to city staff.

● A U.S. Senate subcommittee voted to insert language into its annual transportation bill on Friday, July 13, that would repeal a ban on federal funds for a Wilshire subway.

● The Assembly Transportation Committee approved SB 974, which would collect fees from containers coming into the ports, on Monday, July 9. The fees would be used to pay for environmental mitigation projects at the ports. The bill now moves to the Assembly Appropriations Committee, before the Assembly floor for a final vote. The measure has cleared the State Senate.

● Virgin America announced the launch of five round trip flights between LAX and San Francisco International Airport, starting August 8. The airline will fly new Airbus A319 and A320 planes with economy and first-class seating.

● Megabus comes to California after a successful launch in the Midwest last year. The new intercity bus service will launch nonstop bus trips from L.A. to San Francisco, Sacramento, Oakland, San Jose, Las Vegas, and Phoenix.

Advocacy In Action: Peoplemover for Mall

By Numan Parada

The Transit Coalition continues to push for better public transportation in Southern California. Developments to advance rail and improve bus service were pursued during July, among other organization activities.

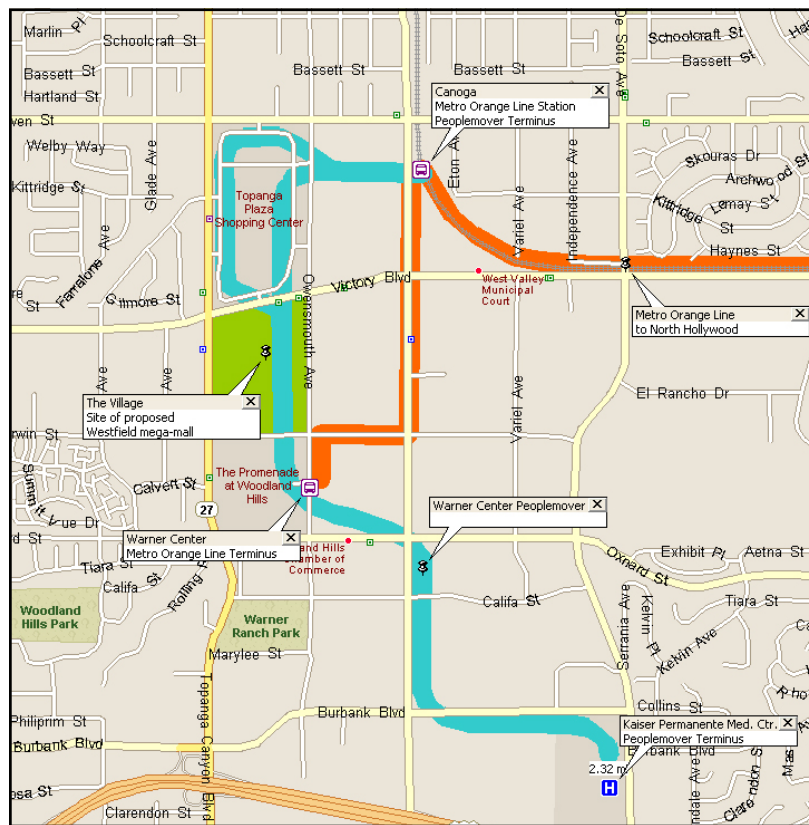
- Transit Coalition President Kenneth S. Alpern and Executive Director Bart Reed participated in the LAX Metro Green Line Task Force on Tuesday, June 26. The Federal Aviation Administration made a request at the June 13th meeting to have an alternative that did not use the Aviation Boulevard alignment along the end of the southern runways. In response, the Task Force proposed two alternative alignments that went east of the runway.
- Alpern was sworn in to a new term of the Mar Vista Neighborhood Council, where Rosendahl presented a map detailing our vision of Westside rail.
- Reed also participated in the Caltrans District 7 Bicycle Advisory Committee on Monday, July 23. Reed has also met with fellow interested community members at the Rand Corporation transportation solutions briefing.
- The *North Valley Reporter* published an article by Communications Director Numan Parada describing approved Metro bus service cuts in the San Fernando Valley and successful efforts by activists to preserve other lines.
- The *Los Angeles Daily News* printed an Op-Ed authored by Alpern on the deflection of Spillover funds from transportation to unrelated uses.
- The Los Angeles City Council unanimously voted to endorse state legislation to create a Green Line Construction Authority on Tuesday, July 3. The

bill, which was introduced by Assemblymember Ted Lieu (D-Torrance) and Senator Jenny Oropeza (D-Carson), will establish a new public agency to oversee the design and construction contracts to complete a new leg of the Metro Green Line. Alpern was instrumental in educating officials on the merits of the project, including Councilmember Bill Rosendahl, who introduced the motion to the Council.

- Westfield announced plans to build a new mega-mall that would bridge its existing Topanga and Promenade malls

in Warner Center. An environmental assessment for the project was filed recently. Reed spoke with staff from the office of state Assemblymember Lloyd Levine and suggested that a peoplemover could connect the project with the Orange Line and other Warner Center points of interest.

- The *San Fernando Valley Business Journal* published an Op-Ed piece by Transit Coalition Executive Director Bart Reed, blasting Metro bus cuts that have harmed the commutes of Valley employees and residents working elsewhere.



A Warner Center peoplemover would connect the Orange Line to the proposed mall.

Before and After: Expo Line in Culver City



Source: www.buildexpo.org

The Exposition right of way on National Blvd. (left) in Culver City is artistically rendered with a bikeway and landscaping (right).

Metro Sectors To Hold Public Hearings

By Numan Parada

Three Metro Service Sectors will discuss proposed bus service changes at various public hearings during August.

Under the proposals, Metro would create three Metro Rapid Lines and several new local lines that would supplant existing bus service. According to Metro, the changes aim to improve the efficiency and effectiveness of the bus system through better use of resources. The proposed service changes would be implemented on December 16, 2007 or later. The Governance Councils would vote on the changes after the hearing results are tabulated.

The three new Rapid Bus lines are: Line 762 from Fair Oaks/Colorado in Pasadena to Arteria Blue Line Station via Atlantic Blvd, operating weekdays from 6 a.m. to 6 p.m.; Line 770 from El Monte to Downtown L.A. via Garvey Ave., and Cesar Chavez Ave.; and Line 728 from Century City to Downtown L.A. via Olympic Blvd.

In the Gateway Cities Sector, Lines 52 and 352 would be kept while Line 26 north of Wilshire Blvd. would be discontinued, with alternative service provided by DASH. A new Line S-1 would operate between North Broadway and the Heritage Square Gold Line Station via Griffin Ave., Ave. 43, Figueroa St., Pasadena Ave. & Ave. 37.

The south terminal of Line 45 would be moved to the Harbor Freeway Green

Line Station. Line 46 would be replaced by either a new Line S-2, which would operate as a community shuttle between North Broadway and Monterey Hills, or an extended Line 252 from the Monterey Hills terminal to North Broadway. Owl service south of Harbor Station may be discontinued.

The changes aim to improve the efficiency and effectiveness of the bus system through better use of resources.

New Line S-3 would operate between Harbor Green Line Station and Compton Blue Line Station via Figueroa St., 117th St., Broadway, El Segundo Blvd., Main St., Rosecrans Ave., San Pedro St., and Compton Blvd. Line S-3 would replace Line 51 service to Compton Station and Line 45 service south of Harbor Station.

Line 128 would be rerouted to Cerritos Towne Center. Service between Carmenita Rd. and La Mirada Blvd. would be replaced by Line 460. Also, the Echo Park Ave. segment of Line 200 would be discontinued due to low ridership. Line 270, which connects Norwalk with Monrovia, would be extended to Norwalk Green Line Station through a new alignment. The existing route west of Santa Fe Springs Rd. to Imperial Hwy.

would be discontinued and replaced by other services.

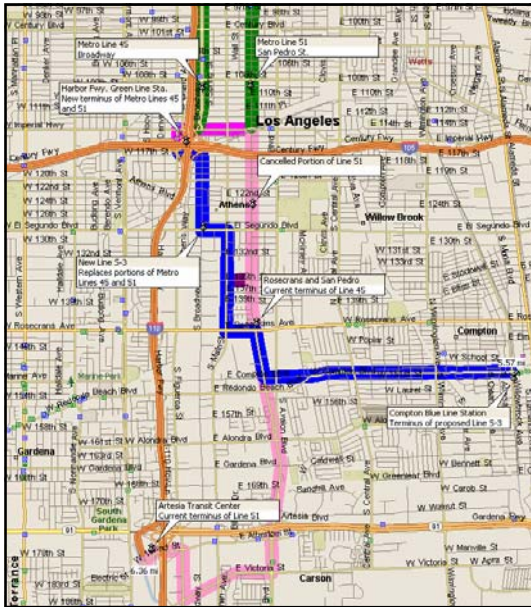
Line 460 would experience several major reroutes east of Norwalk. Service would be extended along Carmenita Rd. then via Alondra Blvd., La Mirada Blvd., Beach Blvd. and La Palma Ave.

The existing route via Interstate 5 and surface streets between Carmenita Rd. and Western Ave. would be discontinued. Service to Fullerton Park-Ride would also be discontinued. Line 460 would rejoin Interstate 5 to Disneyland at La Palma Ave. Brookhurst St.

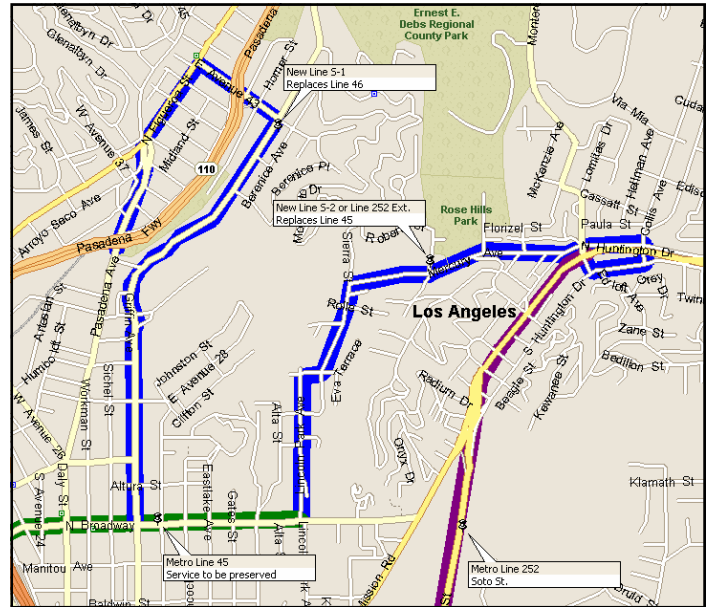
In the San Gabriel Valley Sector, Line 28 serving Olympic Blvd. would end in Downtown L.A., and Line 328 would be replaced by Rapid Bus Line 728. Line 71 would be incorporated as an alternate routing of Line 70. Line 83 would be extended in Downtown LA to end at Hill St. and Venice Blvd., while Line 84 would end at Broadway and 1st St. At that point, most Line 84 trips would become Line 68 and continue over the route of Line 68 to East Los Angeles College with selected trips continuing to Montebello Town Center.

Line 260 would be shortened by establishing the southern terminal at Atlantic Blvd. & Beverly Blvd., near the end of the future Eastside Gold Line, in East Los Angeles. The southern portion of Line 260 would become Line 262 between East Los Angeles College and

(see **CHANGES**, Page 5)



New Line S-3 would replace parts of Lines 45 and 51.



New Lines S-1 and S-2 would replace Line 45 and its branch, Line 46.

Bus Lines to be Rerouted, Shuffled

(from **CHANGES**, Page 4)

Artesia Blue Line Station. Line 361 would be cancelled upon the launch of Rapid Bus Line 762. The Sector will also consider weekend service on Rapid Bus Line 780 between Pasadena and Hollywood.

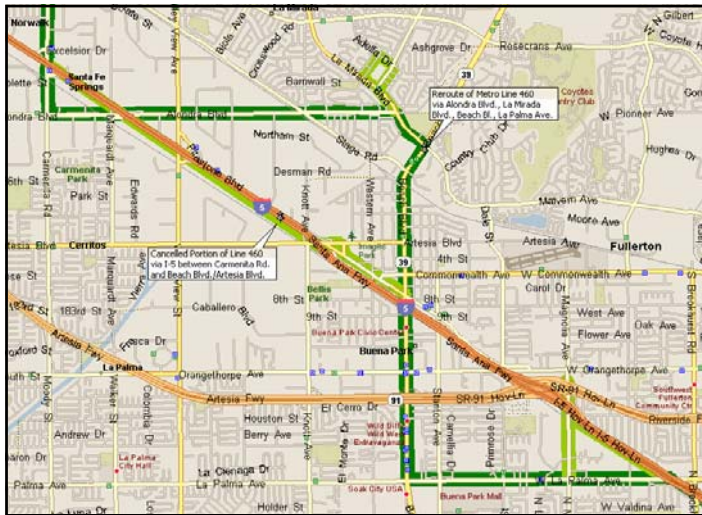
In the Westside/Central Sector, the western portion of Lines 68 and 368 would be spun off to the new Line 35-335, operating from Downtown L.A. (Broadway/Washington) to the West L.A. Transit Center via Washington Blvd. Service from Broadway/

Washington to Broadway/1st would be discontinued. Line 68 service from Broadway/1st to Montebello Town Center would remain in tact. With implementation of new Garvey-Chavez Rapid Line 770, Line 368 would be discontinued. Additionally, Line 38 would end at the Grand Blue Line station instead of continuing through Downtown L.A. as Line 71.

Metro wants written testimony to be submitted before August 13, 2007, for those unable to attend the hearings. All

written testimony should be addressed to: Metro Customer Relations, Attn: Dec. 2007 Service Changes, One Gateway Plaza, MS: 99-PL-4, Los Angeles, Ca 90012-2932. Comments can also be sent via e-mail with "December 2007 Service Changes," as the subject line to: customerrelations@metro.net or fax to (213) 922-6998.

Additional details about the changes can be obtained in brochures on board buses and at Metro Customer Relations Centers or page at www.metro.net.



Line 460 would be realigned off Interstate 5 upon entering Orange County.

HEARING DATES

The public hearings on Metro bus service changes will be held at the following dates and locations:

Metro Gateway Cities Sector
August 7, 2007, 7 p.m.: Norwalk Arts & Sports Center, 13200 Clarkdale Ave., Norwalk.
August 9, 2007, 5 p.m.: The Gas Company, 9240 Firestone Blvd., Downey.

Metro Westside Central Sector
August 8, 2007, 5 p.m.: La Cienega Tennis Center, 325 So. La Cienega Blvd., Beverly Hills.

Metro San Gabriel Valley Sector
August 13, 2007, 6 p.m.: San Gabriel Valley Sector Office, 3369 Santa Anita Ave., El Monte.

Spillover and HSR Again in Danger of Cuts

(from **BUDGET**, Page 1)

during the recent budget negotiations. As it was explained, "If those projects are simply backfilled with the transportation bond money, all voters really did last year is borrow nearly \$20 billion to make the next several years' worth of budgets look like they balance." Subsequent letters to the Los Angeles Times expressed outrage at the cuts in transportation money.

The Los Angeles Daily News also expressed its disappointment in an editorial. "There are few things the state funds that affect so many people every single day as transportation, whether they are drivers stuck in a jam or bus riders late to work because of fewer routes," the editorial noted. "Traffic congestion affects individual health as well as Earth's, and overall reduces quality of life."

Should the cuts in Spillover and HSR remain in the final budget, many transportation projects in Southern California would be put on hold. In July, the California Transportation Commission, the main

distributor of state funds for projects, considered putting off \$800 million in projects. Among these included previously promised funds for the Exposition Line from Downtown L.A. to Culver City.

Los Angeles Mayor Antonio Villaraigosa has been unable to lobby for the funds in Sacramento, which some suspect eroded support for the Spillover even further.

The Daily News published an opinion piece written by Transit Coalition President Kenneth S. Alpern, decrying the major hit public transportation would take. "Sacramento will continue to claim that sacrifices must be made to stay within budget," Alpern alluded.

"Of course, we all know that when sacrifices are called for, they should be shared among all portions of government spending, not just the mass-transit portion of transportation."

San Francisco radio host Gene Burns also called for across-the-board cuts in a Times opinion piece. "In addition to the

transportation-funds grab -- an outrageous act in a state where voters have repeatedly expressed their will that transportation funds be protected from exactly this kind of trickery -- legislators have proposed balancing the budget with cuts to services for the homeless mentally ill, the elderly and higher education," Burns noted in his commentary.

Regarding high speed rail, Los Angeles County Supervisor Mike Antonovich sent a letter to legislators denouncing the cuts in high speed rail funding. Antonovich represents the north county areas including Antelope and Santa Clarita Valleys, where the proposed HSR would run through. The state High Speed Rail Authority is currently doing studies on HSR. "Connecting LA/Palmdale Airport and the Antelope Valley to Downtown Los Angeles is just one example of how the High Speed Rail network provides a critical solution for the multimodal transportation future of Los Angeles County," Antonovich wrote.

Metro Reconsiders Fare Gates at Stations

By Numan Parada

The Metro Board reintroduced a proposal to install gating at Metro Rail stations, hired a new rail general manager, approved a new round of advertising to appear on buses and trains, and voted for Metro Freeway Patrol Service at its July 26 meeting.

Board member Ara Najarian introduced a request to bring back a gating feasibility analysis that was rejected by the Board in June. However, Najarian believed that Metro staff “presented a compelling argument” why the matter should be reconsidered. Regardless, the Board voted to spend nearly \$1 million for a barrier gate analysis that would employ TAP technology and the upcoming Universal Fare Structure.

The Board also awarded contracts to CBS Outdoor Group, Inc., who will manage advertising displays on the interior and exteriors of Metro buses, trains and stations. This would include standard advertising inside and on the sides of buses, as well as wrap and tail advertising. Both would bring revenue totaling \$134.2 million, \$11.6 million from ads on trains and \$122.6 million from ads on buses.

The Board also voted to spend \$22.7 million for an environmental impact statement/report and engineering for the I-710 corridor project, which will focus on the segment from between the

Ports of Long Beach and Los Angeles to the 60 Freeway. The Board previously adopted a Locally Preferred Strategy for the route, which identifies corridor improvements based on community input. The LPS consists of 10 mixed flow lanes; 4 exclusive truck lanes, 2 in each direction; interchange and arterial

Najarian believed that Metro staff “presented a compelling argument” why the matter should be reconsidered.

improvements; and direct truck ramps into the Hobart International Container Transfer Facility (ICTF) railroad yards in the Cities of Vernon and Commerce. The environmental document in question would look at alternative goods movement technologies that would also move cargo from the ports inland.

The Board voted to award 14 contracts for Metro Freeway Service patrol, which help stranded motorists while clearing traffic. The 14 contracts total \$21.7 million, with a 4-year pilot contract to a separate towing company worth \$4.2 million. The Board also voted to award pilot contracts to two towing companies that would work “Super Beats”, where several “beats” of patrols on freeways are consolidated

into a larger “super beat”. In tandem, the Board allowed CEO Roger Snoble to finalize an agreement with the California Highway Patrol to offer dispatch patrol for the Metro Freeway Service.

The Board voted to hold up the \$454.5 million 2007 Countywide Call for Projects until September, where local jurisdictions may ask Metro to fund improvements in their communities.

The Board also listened to a presentation on carpool lanes that drivers can access at any point, as opposed to current practice where carpoolers can enter and exit the lanes only at specific points. Such lanes can be found on the recently widened Garden Grove Freeway. This comes on the heels of a survey commissioned by the Orange County Transportation Authority on carpool lanes.

The survey revealed that, of 1,084 respondents who use the Garden Grove Freeway, 71% believe they should continue being allowed to pull in and out of its carpool lanes at will.

The Board appointed Mike Cannell as the new rail general manager, starting August 6. Cannell has 27 years of experience in the transit industry, most recently with the Gold Line Construction Authority. Cannell replaces Gerald Francis, who left to become assistant CEO at the Washington Metropolitan Area Transit Authority last April.

Metrolink Announces More Regional Service

by Numan Parada

The Metrolink Board approved an addition of service across the system, starting in early September, and a track repair project during its July meeting.

Effective September 4, six trains that currently end at either Irvine or San Juan Capistrano will be rescheduled to create three additional round trips to Laguna Niguel/Mission Viejo station.

Also, schedules will be adjusted to the tune of five minutes for trains stopping at the new Buena Park station, which is scheduled to open on September 4.

Effective September 8, Antelope Valley line weekend service will increase from 4 Saturday round trips to 6. Metrolink will also launch three new roundtrips on Sundays. The Orange County line will increase both Saturday and Sunday service by one round trip, for a total of 8

round trips. The San Bernardino line will have an additional round trip on Sunday for a total of 8 round trips.

To notify passengers of the changes, Metrolink will communicate them through its monthly newsletter Metro-link Matters, website postings, seat drops, conductor announcements and station postings.

The Board also voted to work with the Ventura County Transportation Commission on upgrading the Santa Paula branch line from Ventura to Saticoy.

Metrolink will manage the \$6.75 million project to replace worn ties, improve street crossings and rehabilitate a flood control culvert along 3 miles of the track.

The Fillmore and Western Railroad maintains and dispatches the line under contract with VCTC, and will continue to do so during and after the upgrade.

The Santa Paula branch towards the Santa Clarita Valley currently sees only Union Pacific local freight runs and occasional recreational passenger trains.



Source: Flickr

A Metrolink train waits for passengers in Lancaster.



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You Can Make a Difference in Transit Advocacy

The Transit Coalition engages in many activities for the improvement of transit and the betterment of Southern California in its role as a policy framing and advocacy group. Each month, the print newsletter you are reading is published and a weekly eNewsletter is distributed.

Additionally, Coalition members attend various transit related meetings where they engage in public comment and speak to board members to make our views known. But in running the Coalition comes the financial challenge to pay our costs. A volunteer may go to

Washington or Sacramento, whose expenses need to be covered. Publishing a newsletter incurs printing and postage costs. That's where we need your help. Whether it's a small donation or a large gift, it all helps us grow. Can we count on your contribution?

Opinion: Epiphany on the Red Line at Macy's

By Rick Rofman

Whenever I have lunch at the downtown Wells Fargo cafeteria, I shop at Macy's on 7th St. Exiting to the Red Line, I visualized something I had seen before. What if I could leave Macy's on a subterranean level to get to the track platform? Why did I envision this? I don't know, except I had seen it before some fifty years ago.

In Philadelphia, historic department stores as Gimbels, Lit Brothers, Wanamakers, Strawbridges and Snellenberg's fronted through the lower level directly to the track platforms of the Market Street Subway. Ditto the Macy's and Gimbels in New York at 34th Street, and also the elegant underground shops at Rockefeller Center. I understand the Montreal Subway is similar. The reason is to shield shoppers from the elements.

Imagine if we could go directly from Macy's to the Red Line, or from the Civic Center buildings to the Red Line, or even from Kaiser Sunset and Children's Hospital to the Red Line. The subway becomes not only a transportation system but an integral part of the neighborhoods it serves. We already have a stop at the Kodak Theater that

almost leads into the auditorium. A Blue Line stop that directly abuts Staples Center would also seem like a natural example. Door-to-door glamour, so to speak.

While this vision focused on the Red Line, there are actual examples of real and planned abutments in the Valley. Visitors to Universal Studios, for example, need to pass through three red-light crosswalks to get to a tram taking them to CityWalk. Officials are considering an escarpment that would cross Lankershim Blvd. underground, eliminating the need to cross Lankershim at level.

And while it's not exactly door-to-door, the Warner Center Transit Hub comes very close to being within a stone's throw of the shops and restaurants at Topanga Promenade. Surely enough, one of the closest stores at the transit hub is a Macy's!

For many years, the Reseda Blvd. bus actually detoured off the main thoroughfare to stop inside the Cal State Northridge campus. Recently, Los Angeles Valley College discussed building a dedicated

pathway from its eponymous Orange Line stop to the college itself.

Right now our new forms of transit take us near where we want to go, but we must walk. My epiphany of a subway platform connecting directly to our destination underground is for the future, but it will enhance the quality of life in our city.



Photo by Brian Stokle

A BART station entrance in Bloomingdale's.



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 AUGUST 2007**

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**Join us Tuesday, August 28
 for our monthly meeting
 at Philippe the Original
 (details at bottom of page)**

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Attend these Upcoming Events

- **Aug 7— Metro Gateway Cities Gov. Council Public Hearing**, 7 p.m.: Norwalk Arts & Sports Center, 13200 Clarkdale Ave., Norwalk.
- **Aug 8—LOSSAN Board** 10:45 a.m., Chase Palm Park, 236 East Cabrillo Blvd., Santa Barbara.
- **Aug 8—Metro Westside/Central Governance Council Public Hearing** 5 p.m., La Cienega Tennis Center, 325 S. La Cienega Blvd., Beverly Hills.
- **Aug 9—SCAG MagLev Task Force** 10 a.m., SCAG Offices, 818 West 7th St., #1200, Los Angeles.
- **Aug 9—Metro Gateway Cities Governance Council Meeting and Public Hearing** 2 p.m., Gas Company ERC, 9240 Firestone Blvd., Downey.
- **Aug 10—Metro South Bay Gov. Council** 9:30 a.m., Carson Community Center, 801 E. Carson St., Carson.
- **Aug 11—Southern California Transit Advocates (SO.CA.TA)** 1 p.m., Angelus Plaza, Room 422, 255 S. Hill St., Los Angeles.
- **Aug 13 and 27—OCTA Board** 9 a.m., 600 S. Main St., Orange.
- **Aug 13—Metro San Gabriel Valley Governance Council Meeting and Public Hearing** 5 p.m., 3369 Santa Anita Avenue, El Monte).
- **Aug 16—Los Angeles County Metro LRTP Workshop** 9:30 a.m., Boardroom, Metro Gateway Headquarters.
- **Aug 24—Foothill Transit Board Meeting** 8 a.m., Board Room, 100 N. Barranca Ave., 1st floor, West Covina.
- **Aug 24—SCRRA Metrolink Board Meeting** 10 a.m. SCAG Conference Room, 818 West 7th St., #1200, L.A.
- **Aug 28—Transit Coalition Monthly Meeting** 6:45 p.m. Philippe The Original, 1001 N. Alameda St. at Ord St., L.A.
- **Sept 6—Exposition Metro Line Construction Authority** 2:30 p.m. Kenneth Hahn Hall of Administration, 500 W. Temple, 3rd Floor—Hearing Room 381B
- **Sept 6—Trans Cmte Sierra Club** 7 p.m. 3435 Wilshire Boulevard, 3rd floor, Suite 320, Los Angeles.
- **Sept 7—Ventura County Transportation Commission** 10 a.m., Camarillo City Hall, 601 Carmen Dr., Camarillo.

An Invitation From The Transit Coalition Executive Director

After what appeared to be a partial victory for public transportation in the state, the State Assembly dropped a major bomb by slashing all of the Spillover and most of the high speed rail funds in the proposed state budget. There is also a looming threat of permanently diverting Spillover funds in the future. Will funds for transit operations and HSR survive in the State Senate?



Join us for our Tuesday, August 28, 2007 monthly membership meeting where we will discuss the current MTA & Metrolink Board developments, the latest transit actions, our advocacy plans and action steps. Our two-hour meeting at Philippe the Original starts at 6:45 p.m. We meet at the second floor meeting rooms. Purchase your food first and bring it upstairs. Pass the word. If you or anyone is interested, get them there Tuesday, the 28th.

-Bart Reed
 Executive Director