



Meeting: Tuesday, September 25, 2006, 6:45 – 8:40 p.m.

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| 1. Introductions | 6:50 – 7:00 |
| 2. Brief updates: | 7:00 – 7:35 |
| a. MTA Board Meeting Preview: Thursday, September 28, 2006: | |
| 1. Bond Elections: Proposition 1B | |
| 2. Downtown Street Car Proposal | |
| 3. North South Busway in S.F. Valley | |
| 4. Subway Bill Passes House & Must get through Senate | |
| 5. Long Range Transportation Plan January 2007 | |
| b. Metrolink Meeting: Friday, September 22, 2006 | |
| 1. Continue contract for policing with the LA County Sheriff. | |
| 2. Tunnel 26 Safety Improvements increase in contract | |
| c. Amtrak <i>Coast Starlight</i> & Federal Funding Issues | |
| d. High Speed Rail Postponed (Website: < http://www.setecsecurity.com/hsr/ >) | |
| e. Rail Customer Council Meeting (Coming October 24—must pre-register) | |
| f. East LA Gold Line progress (Metro Presentation) | |
| g. Northeast Valley / Sylmar FlyAway Proposal bad lot unavailable | |
| 3. Business Plan (officers/board announced) next steps | 7:35 – 7:40 |
| 4. Project update | |
| a. Metro LRTP Setting of Protocols & Dates | 7:40 – 8:00 |
| b. Website Reorganization & Design Update | 8:00 – 8:05 |
| c. Sam's Club & Comm. Beautification grant (update) | 8:05 – 8:10 |
| d. Discussion Board: Volunteer needed | 8:10 – 8:15 |
| e. Newsletter (plans for articles for 11 th issue, 10 th issue coming) | 8:15 – 8:25 |
| f. Blog (< http://www.metroredline.blogspot.com >) | 8:25 – 8:27 |
| g. Customer Service Card / Flier (if time) | 8:28 – 8:30 |
| 5. Treasurer's Report | 8:30 – 8:31 |
| 6. Membership renewal update | 8:31 – 8:32 |
| 7. Board member announcement | 8:32 – 8:36 |
| 8. Next general meeting Tuesday, Oct. 24 @ Metro Gateway Hdqtrs. | 8:36 – 8:40 |

NEWSLETTER ARTICLES Volume 1 Issue 11

Transit

Increasing the Tax Credit ceiling for Transit Users (currently it's only \$100 per month/I believe)

Transit Oriented Developments (Wilshire/Vermont Red Line, Lincoln Heights Gold Line, Del Mar Gold Line, North Hollywood Red/Orange Lines)

- * ***Metro Budget Shortfall: How Should Fare Increases Be Implemented?***
- * ***Gas Prices Fall: Will Metro Ridership Fall With It?***
- * ***Metro Long Range Transportation Plan update***
- * ***Major Investment Studies Funded for Future Corridors***
- * ***Metro TAP Card Preview and Implementation***

Bus

BRU and the Consent Decree

The SFV Orange Line

- * ***Orange Line extensions to Bob Hope Airport Metrolink/Amtrak Station, Chatsworth, Van Nuys Blvd.***
- * ***Bus Transport after the Consent Decree: What to Expect***
- * ***Metro Connections Proposal for San Fernando Valley, Other Areas***
- * ***Bus Service Shortcomings Harmful to Northeast Valley Economy***

Metro Rail

East LA Gold Line Construction Updates

Expo LRT Phase 1 and 2 updates (What's going on and What's Next)

Foothill Gold Line updates

Downtown Regional Connector "Expo Phase 3" updates

Crenshaw Blvd Light Rail

- * ***Subway Planning: Waxman Repeal Passes House; "Purple Line" Name***
- * ***Government Leaders Fear Regional Competition for New Rail Line Funds***

Regional Rail

Union Station Run Through Tracks Project Updates

- * ***Harbor Subdivision ROW in Metrolink's Strategic Plan***
- * ***Metrolink installs new Saturday and late night service***
- * ***Legislators Delay California High Speed Rail Bonds: \$100 million for ROW Acquisition; Lack of Legislators Championing for Project***
- * ***Amtrak Authorization and Funding; New President Alex Kummant and DOT Chief Mary Peters***
- * ***LOSSAN, infrastructure bonds updates: Bonds for Transportation Approved; On the November 2006 Ballot***

PLEASE ADD MAY MEETING MINUTES HERE



Gold Line Express Questions to MTA Directors

1. Why was no public hearing held for the controversial Gold Line rush hour service changes/cutbacks at most stations? This is a "required" MTA procedure for changes in bus service schedules and routes. Why was there no public hearing to drop rush hour rail service at heavily used MTA stations?
2. Where is the "analysis", that is mentioned in the MTA Gold Line Express press release, which was used to determine what stations were to have rush hour service cuts, and which would be served by the so-called "Express? Where is this "report"?
3. Why was action never taken by the MTA Board, Committees, or Sector Councils to approve the Gold Line Express? A search of MTA's Agendas for over a year prior to the Gold Line Express fails to show any staff report, information item, or action to review or authorize the Gold Line service changes? How can MTA staff be allowed to spend hundreds of thousands of dollars in public relations and promotional expenses to promote the Gold Line Express service, without review and oversight by the MTA Board?
4. Ask MTA staff how many hundreds of thousand of dollars in full-page newspaper ads promoting this service have been spent, without a public hearing or explicit MTA Board action?
5. Ask what the cost per run is for Gold Line Service, and how much of the hundreds of thousands of dollars in advertising expenditures could have gone to providing 5 minute Gold Line service, savings 5 minutes for all Gold Line Riders during rush hour? (Note: the original modeling and environmental work on the Gold Line was based upon 5 minute peak and 10 minute off-peak service, with up to 4 minute service in future years.)
6. Ask MTA staff why they chose to cut rush hour Gold Line service to the bus transfers serving Northwest Pasadena?
7. Why did the MTA chose to cut peak hour Gold Line service to the stations most used by Pasadena's High School and College students? (Not to mention the several thousand college, LAUSD, and private school students who crowd the Gold Line every morning?)
8. Why did the MTA chose to cut peak hour Gold Line service to the stations most used by Pasadena's reverse commuters, coming from Union Station connections with the Red Line and Metrolink, who mostly get off at Huntington Hospital, Memorial Park and Lake Avenue?
9. Ask the MTA staff, if passengers were consulted at Allan, Lake, Memorial Park, and Fillmore stations about reducing their service by 1/3 and increasing their wait time by 50%?
10. Ask if most transit experts and models don't show a much larger reduction in ridership from longer waits than they do for very small increases in travel time? (There are numerous studies which show that shorter wait time will make patrons up to 3 times less likely to use transit, compared with increases/reductions in travel times)

DRAFT

