

TRANSIT UPDATES *Have anything to report? Call 213 388 2364*

UCLA's BruinGo program, which allows students unlimited use of the Santa Monica Big Blue Bus routes, has been renewed for the 2001/02 academic year. Hopefully increased marketing will prove the program a cost effective alternative to parking lot expansion.

Meanwhile, across town, The University of Southern California is offering a free four-day Metrolink pass for for students, faculty, and employees interested in trying a rail commute. The university has a free connecting shuttle bus between the campus and LA Union Station. Call 213 740-8532 for details of this program.

Metrolink will have two service changes effective April 30:

- Lancaster line trains will have three minutes added to each run due to the opening of the Sun Valley Station (San Fernando Rd/Olinda St, just north of Burbank Airport)
- An additional mid-day train will be provided on the San Bernardino Line, leaving LA at 12:28 p.m. and returning from San Bernardino at 2:10 p.m.

In Pasadena, MTA routes #180,181,188,256, 402 and Foothill #187 have been rerouted from Colorado Bl. between Garfield and Fair Oaks because of Pasadena Blue Line construction. Westbound buses will use Union St; eastbound trips will take Green St.

MTA has eliminated freeway service on the #434 between West LA Transit Center and Downtown Los Angeles. Service on this segment had been cut back through the year s and a new "434 Alternate" route created that operates on Venice and makes Venice limited stops. In addition, MTA will make the Point Dume loop westbound as well. (It did so for some time on all trips, but that deviation was cut back for lack of use).

MTA is soliciting manufacturers for the purchase of 30 lightweight alternative fuel low floor high capacity transit buses (read: articulated buses

powered by CNG--none really exist yet) via competitive negotiation.

Effective April 2, Santa Monica's Big Blue Bus has moved its Customer Service and Information Office to 612 Colorado Avenue in Santa Monica.

On Line #208 (LADOT Community Connection) An extra southbound weekday trip was added leaving Beachwood and Westshire at 737pm (now the last trip. Also, Saturday service starts one hour earlier than before, at 730am instead of 830am. Three AM northbound trips were added on DASH Hollywood/Wilshire Northbound service starts at 6:10 a.m. The last round trip was deleted, pushing the end of service to 6:40p.m, instead of 7:00 p.m.

There will be no changes in Foothill Transit service to Cal Poly Pomona, at least until January 2002, according to officials. This should allow enough time to find funding sources for campus road repair. Assemblyman Bob Pacheco was particularly instrumental in these negotiations.

Norwalk Transit changes, effective Jan 8:
Line 2 weekday service now runs every 30 instead of every 60 minutes along both directions of the loop. Service still runs on the same time span. No change in weekend service. Weekday service on Line #4 now runs until about 940pm, instead of 745pm. (Connections with MTA Lines 121 and the Metro Green Line are still spotty at best).

The City of Inglewood plans to build a transit center at La Brea and Kelso (about two blocks south of Market and Manchester). The transit center would feature restrooms, shelters, and an information/security office. There would also be a walkway to Market St. The project should be completed by late summer 2001.

BULLETIN BOARD

During the March meeting members were offered an opportunity to speak out on issues they see as most deserving our attention this year. Nate Zablen requested we build more alliances with eastside groups, John Ulloth expressed a desire for more emphasis on smart growth, Henryka Maslowski asked we stress the true cost of driving and J.K. Drummond added that parking costs also need highlighted.

At our April 14 meeting Darrell Clarke of Friends 4 Expo Transit and Sierra Club Angeles Chapter Transportation Committee will discuss the just released environmental documents for the Mid City/Westside transit corridor study and how to support the light rail alternative for the Exposition right-of-way. Copies of the documents can be obtained by e-mailing MidCityWestside@mta.net or call (310) 366-6443.

Meetings to solicit comments on the Mid City/Westside documents will be held Monday, May 7, 2001 at the Petersen Automotive Museum, 6060 Wilshire Boulevard [at Fairfax]; Wednesday, May 9, 2001 at West Angeles Church of God in Christ, 3045 Crenshaw Boulevard; and Tuesday, May 15, 2001 at Veterans Administration Hospital [Room 1281], 11301 Wilshire Boulevard. All will be from 5 p.m. to 8 p.m.

Volunteers are being sought to assist in preparing the newsletter for monthly mailing. Contact the Executive Secretary if you can help.

We will have a booth at the Fullerton railroad event (May 4-5). Drop by and say hello.

In late April or early May a delegation of Chinese transportation officials will be visiting the Los Angeles area and have requested a chance to speak with our Executive Secretary about public transit issues.

The following by-law changes were reviewed by the Executive Committee and are being submitted at our April meeting for the members to consider:

- section 3.3 - add newsletter editor to list of members of the Executive Committee (as an ex-officio)
- section 3.4.3 - add to description of Corresponding Secretary's duties "shall preside over all meetings when the President and Vice President are absent"
- section 3.4.4 - technical correction of typo 'or the Executive Committee'
- section 3.4.4 - amend to submits a full report to the Executive Committee annually
- section 3.4.7 - add "The newsletter editor shall be appointed by the Executive Committee and serve at its pleasure. And shall vote in Executive Committee meetings only to break a tie".
- section 4.2 - amend to "any candidate must have attended 1/3 of the scheduled member meetings at a minimum in the previous 12 months".

(cont'd on pg. 10)

PUBLIC AND LEGISLATIVE AFFAIRS COMMITTEE

Dana Gabbard (dgabbard@hotmail.com)

For some time I have noticed two types of meeting held by transportation agencies for public outreach: the traditional type with a presentation by staff followed by q&a or the informal open house style with displays and staff on hand to answer questions. Sometimes a meeting tries to combine features of both - informal displays plus formal presentations scheduled 2-3 times during the meeting. My feelings about the pitfalls of Open Houses came into focus at MTA's March 14 Open House in Echo Park on the State Route 2 (Glendale Freeway) Terminus Improvement Project. The information sheets and displays were not user friendly for the general public. Staff were hardly better in describing the key differences between the various alternatives. And I was surprised the sheet for comments did not ask which of the alternatives attendees favored but instead what features did people prefer. No wonder many who attended looked bewildered. With a q&a session knowledgeable members of the community could with their questions deconstruct the plan to the benefit of all versus this dialogue never advancing beyond one-on-one discussions.

I am glad Art Leahy had the foresight to slow down the CenterLine process to provide time to build support and give the project a fair chance. The great challenge continues to be a culture that literally equates car travel with transportation.

It was encouraging to witness at the April 3 Friends 4 Expo Transit meeting that they are focused on obtaining endorsements from local politicians plus building corridor support. This is the formula by which the Pasadena line overcame the NIMBYs and MTA Board indifference.

The March Metro Investment Report reveals Grace Curican is the third candidate for MTA CEO recently interviewed by the MTA Board (along with

John Catoe and Jaime de la Vega). Curican until recently was director of the Oregon Dept. of Transportation. She also headed up the Surface Transportation Policy Project in the early days of that organization.

Jerilyn Lopez Mendoza of Progressive L.A. Network in a LA Weekly roundtable mistakenly claimed no regional transit map exists. I wrote the Weekly that in fact such a map has been available since the middle of last year and described how to obtain one. After they scrambled my letter the first time they ran it "Here to There", March 30) they ran my follow-up correcting their screw-up ("Okay, Okay", April 6). Which had the salutary effect of having our group twice listed as part of my title. P.S. - I have arranged for a map to be sent to Ms. Mendoza.

Attended the March 13 Antonio Villaraigosa press conference (I was in the far back of the crowd arranged behind Mr. Villaraigosa). Will his plan for a 50-cent bus fare fly? It is certainly breathtaking how many entrenched interests it challenges.

"Revived Eastside Rail project Drawing Mixed Reviews" (Los Angeles Business Journal March 12) quotes me on several issues, including the need for a unified front to secure the federal funding. At the April 5 public meeting at Garfield High School I witnessed the NIMBYs and BRU's operatives speak against the project. During my comments I challenged the BRU to prove their recent strategy meeting will produce more than meaningless rallies in Sacramento - that they follow thru on their claims that the millions reserved for the eastside line can be reprogrammed for buses. Unlike getting the support of mayoral candidates (2-3 TV cameras can produce that result) securing those funds would involve a sustained broad-based campaign to reach Sacramento and Washington, D.C. The BRU says

they are a strong voice and can achieve this sort of result. It is time for them to put up or shut up.

Michael Rivlin's "The Secret Life of AAA" [<http://www.nrdc.org/amicus/01win/aaa/aaa.asp>] in February's Amicus Journal (published by the Natural Resources Defense Council) to my knowledge is the first examination of AAA's political activities. This is especially timely as the April 1 Los Angeles Times reports the So Cal Auto Club is trying to fend off a slate running for the Club's board on a platform of eliminating taxes on cars and gasoline. One suspects this agenda is too overt for the Club's leadership versus the quiet back-room approach Rivlin documents.

horrifying fact of the month: SCAG is seeking a federal \$5 million appropriation for FY 2002 to continue planning its misguided maglev (SCAG's current line is public funds are needed solely for 'predeployment planning'). Adding to the surreal atmosphere surrounding this technology is the creation of a website for a project to link LAX and Palmdale: <http://www.lax-pmd.org/>

I am including on the front page of our website a page of state/federal legislative and budget updates. This includes a list of key legislation we are monitoring, information gleaned from media coverage of transportation issues and links to useful resources. Our legislative list is targeted to local issues and issues we have previously taken a stand on. We also have a special emphasis on assessment of transportation needs and funding. Take a look and tell us what you think of it.

Exhibiting convoluted thinking of the sort normally associated with spycraft, some opponents of LAX expansion have demanded (with heated rhetoric) MTA delete any reference to the Green Line being extended to LAX as this allegedly provides an excuse for the L.A. World Airports (which operates LAX) to claim

the extension mitigates the impact of expansion. Unfortunately these folks are unaware under federal law regional plans must account for all projects "without regard to the source of funding" (23 CFR section 450.316(a)(6). Further section 450.316(a)(7) specifically mentions access to airports as among the factors that must be considered as part of the planning process. Oh, well...

Tom Lamore's law firm has a website: <http://www.hkkklaw.com/> Mr. Lamore is the attorney for the shadowy Santa Monica Transportation Council which is trying to stop the Transit Mall project. Their latest setback was when a federal Judge rejected Lamore's request for a restraining order against the project (allegedly for not complying with environmental laws, a claim Santa Monica officials dispute).

I'll conclude this month by noting Gerald Chernack [gerald@developersms.com; (323) 953-9210], who made his fortune in telemarketing, has submitted to the California Attorney General an initiative titled "Standardized Monorail Systems" (Chernack in a bit of marketing of his own has dubbed it 'Stantrack'). The text can be read at: <http://www.caag.state.ca.us/initiatives/sa2001rf0009.pdf>
Key features: 10 double track monorail systems are to be built statewide (with a minimum length of 4 miles). 5 are to be in urban areas, 5 in rural (the latter to access recreation). Train consists shall be at least 4 cars, with access between cars, and each train shall include bathroom and refreshment facilities. I guess Mr. Chernack has a vision. Once the AG provides a summary and title Chernack can start gathering signatures to place the proposal on the 2002 ballot. P.S. - he doesn't specify any funding source and evidently just expects to dip into the state's General Fund to pay for this fantasy transit. Words fail me. ■

Editor's Note: A much shorter description of this trip appears in the April 2001 Metrolink Matters newsletter.

After reading about SO.CA.TA. members enduring all-night bus rides, I wondered if there was an equivalent experience by riding Metrolink. At first I thought that riding all the lines in one day looked like a total impossibility. And where would be the best station to begin and end such a trip?

I lived 79 miles from the closest Metrolink station, which was at Lancaster, and it seemed that a remote station would make it more difficult to start and end from. But I went though all the schedules anyway, to see what the possibilities were.

I found that there were four very marginal connections between trains, but it appeared that in two cases there was no problem, because the train coming back was the same train that I rode out on. Of the two remaining connections, I had 13 minutes after arriving at San Juan Capistrano to catch the train leaving for San Bernardino. The next connection had 10 minutes between the arrival at San Bernardino and the departure train to Los Angeles.

To make the trip even more exciting, I would have to buy a ticket before boarding each connecting train, except the one out of Lancaster to SJC, which had a 42 minute layover in LA. So I decided to cover every contingency by being prepared in advance.

I first prepared by making a simple, easy to read list of my itinerary with train numbers and times, on a 2.5 by 5 inch piece of paper that I kept in my

shirt pocket. I prepared a good plastic sack with zip lock bags of simple, filling food, plus water, a couple of paper towels, and two cans of caffeinated soda. I remembered what people back home people mumbled about California, something about fruits and nuts. Ok, that sounded like a good idea, plus a can of tuna fish and some crackers. And then loaded my backpack with books, plastic utensils, and my toothbrush. I put a seat cushion and a small head cushion in a plastic bag so that I could have a little comfort. I took two credit cards, and about \$60 just in case my credit cards stopped working, or some of the ticket machines would only take cash.

So I did all the mechanical preparation work, but would my body be ready to get up at 3:15 am, ride Metrolink all day, and return home at midnight, or would I chicken out? What tipped the scales was my cabin fever, and lack of having an adventure for some time. I got up, showered, and left the house by 0350. I passed a few trucks on lonely hwy. 14, and made it to the station by 0505.

The credit card reader at Lancaster took four tries before it woke up and granted me a ticket to San Juan Capistrano via LA. If I hadn't had the cash, I know that machine would not have worked. I boarded a train that was 25% loaded, so I had plenty of room. I was off to a good start. I would now see what it was like to ride this train on a commuter Friday, instead of a lazy Saturday.

I spent over 17 hours riding every line in the Metrolink system, making every connection on-time or earlier. Maybe it was beginner's luck, or that the first Friday after New Year's day was a good choice. I don't know if I would be so lucky

on a second trip, because of heavier passenger traffic or mechanical problems or delays because of other trains, hot weather, etc.

On all but two lines I rode from end to end at least once, and I estimate that I rode 80% of the distance on those two. I rode to SJC instead of Oceanside, and Moorpark instead of Oxnard because of the delays in returning. I rode a total of nine trips on Metrolink before I returned to where I started, at 10:30pm.

The ticket machine in LA refused credit cards. A commuter on the Riverside line through Industry (not through Fullerton) said that it was not unusual to experience delays, even an hour or more, because of problems on that railroad line. No delays that trip, but there was one other factor in my favor. The Riverside train would return to LA, so that I didn't have to worry about

a delay breaking my connection.

The heaviest trains were the Riverside line leaving LA at 410 pm, and the SB line leaving for LA at 1100 - both were 100% loaded. The two lightest loadings were from SJC to SB - two of us upstairs, and from LA to Moorpark - about 8 people upstairs, including one who got on the wrong train in LA. The rest of the lines were light to moderate - 25-50% filled.

It was a fun, but tiring journey - it was worth doing. I saw many back yards and industrial scenes that looked both familiar and different at the same time. By the time I was on the train back to Lancaster, I was in a semi-contorted semi-sleeping condition. I remembered the woman with the black cloth over her head who was on the train leaving Lancaster for LA when I began my trip. Now I could relate to that.■



C. Ericsson photo

Train	Time	Location
#202	5:17a	Lv Lancaster
#202	7:02	Ar LA Union Station
#602	7:44	Lv LA Union Station
#602	8:57	Ar San Juan Capistrano
#800	9:10	Lv San Juan Capistrano
#800	10:15	Ar San Bernardino
#317	11:00	Lv San Bernardino
#317	12:24p	Ar LA Union Station
#107	1:15	Lv LA Union Station
#107	2:29	Ar Moorpark
#114	2:41	Lv Moorpark
#114	3:52	Ar LA Union Station
#404	4:10	Lv Union Station
#404	5:27	Ar Riverside
#701	5:41	Lv Riverside
#701	7:11	Ar LA Union Station
MRL*	7:15	Lv LAUS-Noho
MRL*	8:15	Ar LAUS from NoHo
#221	8:45	Lv LA Union Station
#221	10:31	Ar Lancaster

(* MRL-Metro Red Line)

OC Committee Meeting of 3/8/01

Members of the Orange County Committee of SO.CA.TA continued to have concerns about the group's name, especially when dealing with local people and agencies. "Orange County Transit Advocates" would be most straightforward, but the initials would come out "OCTA". After much discussion at the monthly meeting on March 8th, it was determined that the working name within Orange County should be Transit Advocates of Orange County, aka "TAOC". Other topics at the meeting included the OCTA June Service Changes hearing, OCTA's putting the "CenterLine" light-rail plan on hold, and the Orange County Committee's part in the SO.CA.TA booth at the upcoming Fullerton Railroad Days. There was preliminary talk of a possible CenterLine advocacy group, but this will have to be explored further at the OC Committee meeting on April 12th. Orange County meetings are held in Fullerton, on the 2nd Thursday of each month. Please call (714) 525-3678 to confirm the meeting location.

California High Speed Rail Whistle Stop

SO.CA.TA was well represented at the high speed rail presentation held in Fullerton on March 12th. Anthony Loui crossed the Orange Curtain to join Jane Reifer, Kirk Schneider, and Mark Strickert at the CSU-Fullerton meeting. The California High Speed Rail Authority is still early in the process, with these statewide presentations being just general feelers to the local government and interested public. They were pushing the project mainly as an alternative to flights between northern and southern California, to the point that whenever highways and cars came up, the question was deferred for "later". They seem pretty set on the routing from Sacramento and the San Francisco Bay area to Bakersfield, but still

need to determine how to get from Bakersfield to Los Angeles and then on to Orange and San Diego.

West Orange County Rail Symposium

Members Kirk Schneider and Jane Reifer attended the West Orange County Cities' Rail Symposium on March 15 in Huntington Beach. There were speakers from almost every major rail project in southern California, who gave a good synopsis of the status of Southland rail projects. Amtrak, MetroLink and MTA spoke of current, functioning rail projects. The speakers for proposed rail projects spoke about OCTA CenterLine, SCAG MagLev, California High Speed rail, California-Las Vegas Super Speed Train. Art Goodwin gave an update on the Alameda Corridor Project.

There were very few people there from the general public. Attendees were traffic engineers from various Orange County cities, as well as several OCTA staff members. As it is expected to be an annual event, a small suggestion for next time would be to have a question and answer period. This was dropped because of a tight schedule, but really turned the day into a series of lectures, rather than a more interactive discussion. It was a good survey of most projects in our area.

OCTA Board Hearing, 3/26/01

Four members of the Transit Advocates of Orange County were at OCTA's June Service Change Hearing on March 26th. Kyle Minnis, Jane Reifer, T.J. Stiller, and Mark Strickert were there. TAOC submitted 7 suggested changes for the June Service change. OCTA staff got right to work on them, and will be implementing several of them in time for June. This is in addition to several other very good changes that other individual busriders came up with, or

came internally from OCTA. The rest of our suggestions will be analyzed and have a good chance of being implemented for September, as OCTA is starting to see the light regarding straightlining effects.

For June:

- Route 64 (First Street) will have later service 7 days a week
- Route 59 (Kraemer/Glassell/Grand) will have later weekend service)
- Route 86 (Alton Pkwy/Jeronimo Rd.) will now be extended westward to South Coast Plaza
- Route 180 (Newport Beach/Costa Mesa) will be re-routed to again serve Harbor and Wilson, a very important transfer point.

Still being considered for September:

- Route 180 (Newport Beach/Costa Mesa) - Extend northward to provide access to downtown Santa Ana
- Route 43 (Harbor Blvd.) Extend southward to provide access to Newport Beach
- Route 53 (Main St.) Extend on either end to provide access to Mall of Orange and South Coast Plaza
- Route 79 (Irvine - Newport Beach) - Extend westward along Irvine Blvd. to Larwin Square to replace service lost since last September
- Route 60 (Westminster Ave./17th St.) - Reroute to provide access to downtown Santa Ana
- And, lastly, devise a route to restore lost access from North Orange County to downtown Santa Ana.

Bus Ridership

OCTA will be doing an in-depth analysis of their ridership and what effect the straightlining has had on it. OCTA has been known for the past several years as an agency with skyrocketing ridership (6-10%

annual growth). They are now realizing that their ridership is flat, and will be developing comprehensive service and marketing programs to reverse the trend.

OCTA Driver Contract

The negotiations seem to be going well, which may mean that there won't be a strike after all. If there were to be a strike, TAOC is considering a rideboard type program a la MetroAngels.

OCTA Re-organization

Exciting News! OCTA will be reorganizing its departments in order to introduce more accountability and communication into their system. Both the Marketing department and Service Planning will now work much more closely with the Operations people. In addition, Coach Operator training will now be done as part of Operations instead of the HR department. Kudos to OCTA for making its bus division stronger!

CenterLine, Parked on a Siding

CenterLine is on hiatus, but is far from dead. At the March 26th OCTA board hearing, they authorized sending two people on a study trip to similar systems that have approved light-rail projects, places like Denver, Salt Lake City and Phoenix. This trip was given a yes vote only after a lot of discussion, with all but one of the board members speaking up. Also brought up was worry that the current Orange County delegation in Congress was not pro-rail enough to help in pushing for federal funding. All the board members seemed to be in favor of CenterLine, but many noted that they should be doing a better job of outreach to the affected communities. For his part, CEO Art Leahy stressed a "need to move forward on a number of fronts", including
(cont'd on pg. 10)

(Bulletin Board, from pg. 3)

Sprawl Hits the Wall is the new report by the USC Southern California Studies Center and the Brookings Center on Urban and Metropolitan Policy that outlines challenges the region faces due to growth and limits. Available at <http://sc2.usc.edu/sg/atlas3.html> or call (213) 740-5303 for a free copy.

The Los Angeles County Metropolitan Transportation Authority is expanding its website to include a page geared to stakeholders (people with an interest in transportation) to facilitate becoming more involved as well as informed on transportation issues. To be added to the e-mail list to receive a notice when the page is updated send a request to woskg@mta.net

MTA has placed on its website a State of the Bus System Report:
<http://www.mta.net/press/pressroom/images/SBR.pdf>

Amtrak has released a Strategic Business Plan as part of its effort to restructure and reduce subsidies:
<http://www.amtrak.com/news/SBP-Final-22.pdf>

Amtrak West has released a California Passenger Rail System 20-Year Improvement Plan:
<http://www.amtrakwest.com/califuture/5yearplan.htm>

The Sierra Club local chapter Transportation Committee now has a website:
<http://angeles.sierraclub.org/transportation/index.html>

Save the date: June 21-22 Caltrans is sponsoring a conference in Los Angeles on California's Transportation Future (as part of the process of drafting the California Transportation Plan).

Congratulations to RTA for its bus #3013 (a 1982 GMC RTS) crossing the million mile mark!

As always, *The Transit Advocate* needs articles, letters, Transit Tips, photographs and research (newspaper clippings, etc.) from all members and interested non-members. All materials should be sent to **3010 Wilshire #362, Los Angeles, CA 90010.** (or e-mailed to transit@lerami.lerctr.org). Material for publication should be received two weeks before the scheduled SO.CA.TA meeting date. ■

(O.C. Committee, from pg. 9)

exploring the potential for other light rail corridors, as well as perhaps busways and a "Rapid Bus"-style service. He also pointed out that OCTA needed staff skilled in getting community input, and also people with experience in directly managing large capital projects. (This came up again later in the hearing, when a board member questioned why OCTA was allowing CalTrans to use

county money on highway projects with too little local oversight.) In the meantime, some funds they would have spent on CenterLine will instead be going towards a new bus base in Costa Mesa, and a parking structure at Irvine Metrolink/Amtrak station. ■

MEMBERS IN ACTION

Metrolink Matters in its April edition includes the article "Metrolink Marathon" on Craig Ericsson's odyssey of in one day (4 a.m. to 10 p.m.) riding nearly the entire Metrolink system. (Full details of this trip are available in this issue of *The Transit Advocate*, on Page 6).

Kirk Schneider had a letter in the *Los Angeles Times* Orange County edition April 1 responding to critics of the CenterLine project.

Mark Strickert and Jane Reifer's article "New Transit Advocacy Group in Fullerton" appeared in the March 15 *Fullerton Observer*.

Dana Gabbard, Anthony Loui, and Bart Reed attended the April 5 Eastside Transit Corridor Light Rail project public meeting at Garfield High School.

Jane Reifer represented us March 20 at a MTA Long Range Plan public meeting in Boyle Heights we co-sponsored with Latino Urban Forum. Anthony Loui represented us at the March 29 North Hollywood MTA Long Range Plan meeting we co-sponsored (other attendees included Bart Reed, Nate Zablen, Woody Rosner and Dana Gabbard). And Dana Gabbard/Kymberleigh Richards attended the March 22 LRP meeting held at MTA's Gateway Building.

Anthony Loui represented us at the afternoon session of the March 21 MTA Long Range Plan focus group session while Dana Gabbard and Thomas Rubin attended the evening session.

Charles Hobbs was quoted in the minutes of the Feb. 2001 meeting of the Santa Barbara County Association of Governments regarding his unmet transit need recommendations (a detailed service plan including commuter services from North County (Lompoc, Santa Maria, etc.) to the South Coast, North County intercity services, additional South Coast express and semi-express services, and general and commuter services between Ventura and Santa Barbara counties).

Dana Gabbard and Perias Pillay attended the March 8 High Speed Rail Authority Town Hall meeting at East Los Angeles College while Jane Reifer, Kirk Schneider, Mark Strickert and Anthony Loui attended the March 12 Town Hall at California State University-Fullerton.

President Sharp attended the Raise Summit for non-profits held March 15 at USC. ■