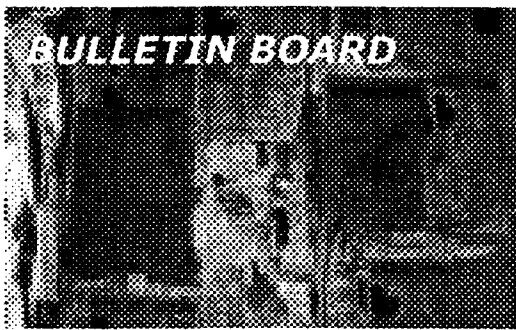


## BULLETIN BOARD



At our July 14 meeting the proposed bylaw amendments published in the newsletter earlier this year were ratified by the members except the one regarding section 3.4.4, which will receive further review. Also Vice President Loui indicated he has other amendments he would like to offer for consideration. It is our hope by the end of the year to finish updating the bylaws and send all the members a copy of the revised bylaws.

Our next owl service study tour is tentatively scheduled for Saturday Aug. 25. Charles Powell is planning the itinerary. We'll meet at 8 p.m. at the aquarium in the East Portal building near the Gateway Transit Center at Union Station and spend the evening and early morning riding MTA service throughout the metro area. At our Aug. 11 meeting final input will be accepted and a plan finalized. If you plan to participate and miss the meeting on the 11th call our hotline to confirm the date since there is a chance we may change it to the August 18th due to scheduling conflicts.

Upcoming presentations at our monthly meetings will include accessibility, the city of Los Angeles street furniture contract negotiations and the status of Metro Rapid.

Newsletter expenses have increased this

year with 50% more pages and a postal rate increase. One way members could help our current budgetary woes would be by donating a portion of their federal advance tax payment/refund. Any amount is appreciated.

July 15 A seminar on "Getting Where you Want to Go in the 21st Century" was held at the Sepulveda Unitarian Universalist Society in North Hills. Members who spoke and/or aided in putting the program on included John Ulloth, Kymberleigh Richards, Perias Pillay, and Tim Adams. Other speakers included Darrell Clarke and Jan Kidwell of the local Sierra Club chapter Transportation Committee. Our thanks to Laura Smith of the Society for the opportunity to share information.

Our members at the July meeting overwhelmingly voted for Colonial Buffet in Long Beach as the venue for our holiday event. Executive Secretary Gabbard will make the necessary arrangements in the coming month.

A follow-up meeting of the California Riders Federation is scheduled for Thursday Aug. 16 from 4 p.m. to 6 p.m. at MTA headquarters (1 Gateway Plaza).

The Southern California Transportation and Land Use Coalition is sponsoring "Designing Walkable Communities", a free presentation and discussion with Dan Burden on Monday, August 13th at the CalTech campus from 6:30 p.m. to 8:30 p.m.

Additional LAX expansion meetings are to be held (and comment period extended to 5 p.m. Sept. 24). See calendar section (to pg. 11)

## **PUBLIC & LEGISLATIVE AFFAIRS**



Our latest batch of correspondence included proposing candidates Mayor Hahn consider appointing to the MTA Board, communicating concerns to the L.A. City Council regarding the street furniture negotiations, request Glendale not route buses off Brand Blvd. and offer incoming MTA CEO Roger Snoble a Transit Guide to familiarize himself with service in our region.

Public Affairs director Kymberleigh Richards presented our position on MTA's service change proposals and Metro Rapid program expansion at the July 14 public hearing. Our full statement is posted on the SO.CA.TA website (along with a statement submitted separately by Director Phil Capo on his own behalf). Our thanks to the ad-hoc group which helped put together this impressive document.

Strangely the Bus Riders Union was barely visible at the event: no table laden with propaganda, hardly a yellow shirt present and only a junior staffer sent as a representative to make rather pro-forma comments. She consumed the entire 5 minutes allocated to the BRU to spouting dogma and didn't make sure to leave time to comment on the specific proposals (which I guess indicates what their priorities are). Also BRU head honcho Eric

Mann did not return a phone request from *California Corridors* for an interview. How often do they spurn a media inquiry? The resulting article in the July 27 edition ("Crusaders for L.A. buses give MTA unending scrap") mostly relied on information and web resources I provided regarding the BRU. I was gratified to be quoted regarding the consent decree "No [large metropolitan] city in world can meet those requirements. No standing loads at rush hour?"

Not that the BRU haven't been busy. They mounted a laughable campaign to promote Barbara Lott-Holland as a candidate for being the bus rider James Hahn appointed to the MTA Board (see below for who Hahn choose instead). Also July 12 Eric Mann, Kikanza Ramsey and Manual Criollo met with Mayor Hahn's deputy on transportation issues Brian Williams. A BRU flyer I found rolled up on the sidewalk states Williams assured the BRU delegation that Mayor Hahn, "is committed to his campaign promise to prioritize the bus system". Specifically that Hahn would fulfill his promise to pursue MTA dropping its appeal to the 9th Circuit and the agency comply with the order from Judge Hatter to purchase 350 additional buses. The flyer states "To win these buses, the Mayor will need seven votes - he [only] controls four votes on the MTA board" and hints the BRU plans to have a large turnout at the August and September board meetings in support of motions by Hahn. Given the general feeling among the other board members toward the BRU it is hard to see what this will accomplish (beyond giving Mann another excuse to land in the newspaper and denounce the MTA). I pointed out these facts in my letter in the July 13 *L.A. Weekly*. Maybe Hahn will

start learning to be more careful about what he promises and to who.

At least Mayor Hahn kept his promise to appoint a bus rider to the MTA board: Allison Yoh, a UCLA Urban Planning student who interned at MTA

(<http://www.bol.ucla.edu/~ayoh>). In addition Hahn appointed to the Board Paul Hudson, President of Broadway Federal, the largest African American owned bank in the United States, and reappointed Councilman Hal Bernson.

"Friends of Southern California's Highways" is dedicated to building and expanding freeways. Usenet fixture Donald Hagstrom is one of the folks behind this effort: <http://www.fixtraffic.org/>  
Words fail me.

I was quoted in the July 9 *Los Angeles*

*Business Journal* ("L.A.'s Clogged Artery") on Beverly Hills' plans to repave the stretch of Wilshire within its boundaries. At my prompting reporter Howard Fine contacted member Harold Katz who I was happy to see was also quoted.

In the coming month I am hoping to hold a strategy meeting for conceptualizing and planning the initial stages of the Metro Rapid campaign. I am very excited about the potential this project has for raising our profile and resulting in a significant improvement to public transportation performance in Los Angeles county (and perhaps even adjacent counties?). Members interested in participating can contact me via e-mail ([dgabbard@hotmail.com](mailto:dgabbard@hotmail.com)) or phone (213-388-2364). (Dana Gabbard)



On July 15 A seminar on "Getting Where you Want to Go in the 21st Century" was held at the Sepulveda Unitarian Universalist Society in North Hills. Members who spoke and/or aided in putting the program on included John Ulloth, Kymberleigh Richards, Perias Pillay, Nate Zablen, and Tim Adams. Other speakers included Darrell Clarke and Jan Kidwell of the local Sierra Club chapter Transportation Committee. Our thanks to Laura Smith of the Society for the opportunity to share information.

Thomas Rubin has collaborated with consultant Wendell Cox on a number of transit studies (sample title: Trolley Folly) for the Texas Public Policy Foundation: <http://www.tppf.org/transit/transit.html>

Rubin was also quoted in the *L.A. Times* July 16 article "Plan May Do Little to Unclog Freeways".

correction: Jane Reifer also attended the Caltrans Transportation Futures seminar held at Universal City. ■



Charles Hobbs first proposed the idea of having a study tour on local transit that followed historic route 66 from San Bernardino to Santa Monica. Itineraries for starting from either end were developed and at the May 12 SO.CA.TA meeting potential participants voted on which they preferred. Starting the trip from San Bernardino via Metrolink was the winner. A rendezvous was set for Saturday May 19, 8:45 a.m., at Union Station. This would ensure people had enough time to buy tickets, walk to the platform and board before the 9 a.m. departure (from experience I can assure you those Metrolink trains depart on time). After an informal howdy among those gathered in Union Station we made our way to the train and rode on the top level of the last car, which we nearly had to ourselves.

At this point our party included members Russ Jones, Mike Baron, Charles Powell, Mark Strickert, Steve Stone (with sons Orion-age 5, and Cory-age 6), Armando Avalos, Woody Rosner and Dana Gabbard plus ally/bus fan deluxe Andy Novak and Chaffee Yiu, a student at Long Beach State University who has been an active busfan via the internet.

After a cup of coffee Mike relaxed and watched the passing scenery. Steve and Chaffee also indulged in this.

Meanwhile most of the others passed around the bus photos Russ had brought and talked about bus fan topics. As we passed the Vineland Drive-in, it was pointed out it now has been converted into a swap meet. For some reason this caused Armando consternation (I guess it is an inside joke). Charles Hobbs boarded at Claremont station. As he made his way through the train looking for us he noted most of the passengers were inner-city folk on their way to visit relatives in San Bernardino; many were asleep. He finally made his way to the last car and joined our group. We arrived at San Bernardino 10:22 a.m., about 15 minutes ahead of schedule.

Since the station is a mile or so from the downtown transit mall we made our way to 3rd St and caught Omnitrans route 1B at 10:35 a.m. This bus was a New Flyer low floor (#0106 - the first two digits of the bus number are for the year it was placed in service). There were 10 passengers (all ride counts in this report EXCLUDE MEMBERS). Most of us bought \$2.50 day passes since we expected to ride several Omnitrans routes in our quest to follow route 66. The passes are printed by the farebox, much like Foothill transfers. The bus had two steps to the upper level in the back. Some of the seats in the back section were side facing. At the Carousel Mall stop in downtown San Bernardino some of the group got off to have breakfast. The rest of us rode to 5th and Arrowhead then walked to E and 4th. I noticed in the time since I had last been to the transit mall that the multistory Caltrans District 8 headquarters had finally been finished. It had been under construction for as long as I have been using the Transit Mall (at least 5 years). Across the street was a

new CinemaStar megaplex which we learned had been built in the past year.

We were undertaking a small side-trip to enhance the historic tone of our outing. Omnitrans rt.2 (another New Flyer low floor, #0039) arrived at 11:12 a.m. (4 minutes behind schedule). As we boarded we inserted the daypasses into a slot on the GFI farebox which verified they were valid. There were 11 passengers aboard during our short trip to 14th and E, which turned out to be a rather non-descript, bleak neighborhood. A small sign on a light pole noted we were on "Historic Route 66". After crossing the street we arrived at our destination: San Bernardino Route 66 Museum at 1398 North E Street. The first thing we noticed was Steve Stone and his sons (who had gotten off at the Carousel Mall) somehow arrived at the museum ahead of us. Upon entering the Museum we encountered a mind boggling collection of McDonald's memorabilia. It turns out that 1398 is where the original McDonald's stand was located. Local entrepreneur Albert Okura, who owns the Juan Pollo restaurant chain, bought the building presently on the site and turned it into a museum dedicated to McDonald's and route 66. Toward the back of the building was rt.66 memorabilia - road signs, photos, etc. (For more on the museum see [http://wemweb.com/chr66a/sbr66\\_museum/sbr66\\_museum.html](http://wemweb.com/chr66a/sbr66_museum/sbr66_museum.html))

We spent an enjoyable 20 minutes looking about (I even bought some postcards of the original McDonald's) before catching another route 2 bus (New Flyer low floor #0028) at 11:42 p.m. with 11 passengers south on E Street back to the transit mall. At one point the CNG bus stalled, which we were told often occurs when the weather is hot. More passengers boarded as we made our way toward downtown.

Also we passed several bus shelters that had Omnitrans system maps on the wall.

At 4th and E we debarked and encountered Chaffee, who said goodbye before taking off to study for finals. Our next bus for route 14 (New Flyer low floor #0022) arrived at our transit mall stop at 12:03 p.m. with the others in our party already onboard. As we departed, there were 17 passengers. This particular bus route is one of Omnitrans heavier used ones, as indicated by the daytime 15 minute headways. We passed through an industrial area, which included the Omnitrans' San Bernardino yard. Then came a well known rt.66 landmark: the Wig Wam Motel (a cluster of teepee-shaped units made of cement). Meanwhile the bus fans had resumed their sharing of bus photos. The area we were passing through seemed to be economically distressed, with many buildings shuttered and very minimal business activity (fast food and strip malls). As we continued, the surroundings (which overall were a mixture of open fields and suburban development) became a bit more affluent; service stations starting popping up). Ridership was steady, with some boardings and debarkings along the way. We arrived at the Fontana Metrolink station at 12:45 p.m. Waiting for us there was member Jaime Alcoba, who joined the trip.

At 1:05 p.m. we boarded Omnitrans aptly named route 66 (a TMC RTS high floor #1682) with 8 passengers. A plate above the front window announced our driver was named Holgun. The air conditioning was much welcomed after our exploration of the station environs. As we progressed on Foothill Blvd. it transitioned from a commercial district to one more rural/agricultural. We also passed the

Epicenter sports stadium, home of the AA baseball Rancho Cucamonga Quakes. This was a sign we were entering upscale suburbia along with the numerous malls dotting the landscape (although we also spotted grape vineyards and strawberry fields). Steve Stone and his sons hopped off to visit another rt.66 museum.

Meanwhile we diverted from Foothill to swing by San Antonio Hospital where the bus schedule dictates waiting a few minutes (for timed transfers?). Leaving we went through an older residential neighborhood before returning to Foothill. Passengers got on and off as we went along. More businesses were spotted sporting route 66 signs. We were starting to see more development along Foothill and less open space, though there were still a few vineyards here and there. Jaime opted at this point to depart the tour to grab a bite to eat. At 2:15 p.m. we arrived at the Montclair Transcenter. I shared bags of snack-sized candy bars for our weary travelers to devour and rejuvenate while staying out of the hot sun in the shade of the bus shelters. While waiting we noted the inconvenient layout of the Transcenter, with a fence along the roadway blocking easy access between the inner and outer stops. Jaime caught up with us (albeit just before we departed).

At 2:38 p.m. Foothill rt.187 (Gillig low floor #F1172) arrived and we boarded, flashing our Omnitrans day passes which were good for one transfer. Our driver according to the plate above the front window was William and we departed with 8 passengers. The wide open spaces we passed through were green from recent rains. Then we entered the upscale Claremont area. After a bit a driver doing a ride along named Richard took over the

front wheel. In La Verne we passed I-210 construction. Just after entering San Dimas I noted a sign stating "Equestrian Crossing". For some reason child care facilities were quite prevalent. On this stretch of Foothill there was some beautiful scenery, especially at one river crossing. The scene was quite pretty, as there were yellow wildflowers in bloom, and a clear view of the nearby mountains. Overall the area was commercial interspersed with residential. In Glendora we passed a residential trailer park. Soon after that at Barranca came Azusa Pacific University followed by Cyprus College as we zagged along Citrus to get from Alosta back to Foothill Blvd. Soon after we passed Irwindale and its rock quarry. Beginning in Duarte, more and more passengers boarded until we even had a few standees. Foothill and Huntington reminded me of Ventura Bl. in the San Fernando Valley with a continuous commercial district along them. Now, the surroundings became noticeable upscale as we passed establishments such as Holiday Inn, Sheraton, Claim Jumper and Black Angus.

At Santa Anita we waited for a relief driver. Suddenly the driver came back to ask why I was taking notes: "I know you're not a spotter". I briefly explained we were riding to follow old route 66 as part of a club activity. The driver hardly heard me, as he hastily made his way back to the front and got under way since by now it was obvious the relief driver wasn't showing up. Further along the relief driver finally drove up in a car alongside the bus and the exchange was made. Soon after we passed near the famed Santa Anita race track. At 4:10 p.m. we got off at Hill and Colorado in Pasadena, across from Pasadena City

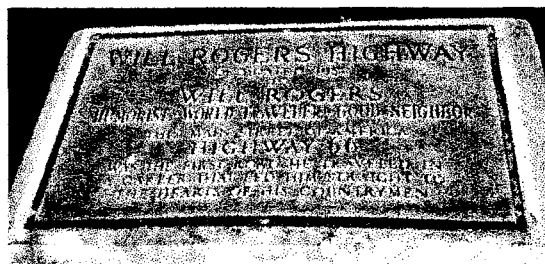
College. Mike Baron caught an MTA route 180 bus due to a prior engagement he had. The rest of us ate at one of the numerous fast food establishments in the vicinity.

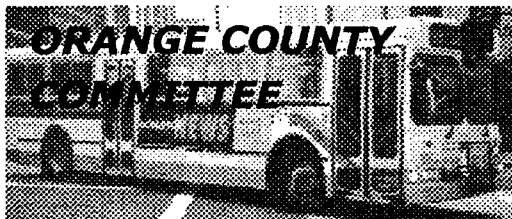
While waiting at Hill and Colorado for our next bus we spotted MTA route 256. This is one of the contracted lines, operated by Coach USA, with vehicles recently acquired. In this case it was a 30 foot El Dorado MST II bus #12507 with cloth seats, armrests and GFI farebox (behind the driver). Meanwhile our own bus was egregiously late but we decided to wait for it despite having to spend over an hour in the hot sun (and spotted Steve Stone and sons on a 180 bus enroute home). Andy and Russ eventually decided to catch MTA rt.483 via rt.180, and we wished them well as they departed. Minutes later at 5:55 p.m. MTA rt.401 (Neoplan 1999 high floor CNG #6777) finally came. There were 19 passengers (partly due to the missed runs). We whizzed along the Pasadena Freeway (I found myself leaning as we took curves). The driver was overheard radioing dispatch about the missed runs (evidently both buses scheduled for the 401 were AWOL). We arrived downtown at 6:25 p.m.

Now we were at 1st and Broadway. Our last bus would be an MTA route 4, which goes the entire length of Santa Monica Blvd. from Silver Lake to Santa Monica. The first bus was too crowded but then came a Neoplan 1983 diesel (from division 2?) #3589 which was only half full that we boarded at 6:45 p.m. First we followed Sunset Blvd., which near downtown is by turns ethnic, trendy and trashy. Then at Sunset Junction we turned onto Santa Monica Blvd. and passed famed Jayburgers at Virgil. Jaime left the tour at Vermont. At

that location we picked up a heavy passenger load, including many standees. We were then passed by the bus behind us, running nearly empty! Nearly half the passengers got off at western, only to have almost as many board. As we continued through Hollywood passengers deboarded. This area now has many small theaters with under 99 seats and non-traditional fare. We were moving like a bullet, until we hit the West Hollywood road reconstruction. By now, the surroundings were more upscale and continued to be so until we reached downtown Santa Monica in twilight at 8:03 p.m. We walked across Ocean and read the plaque on the beach commemorating "the mother road". Our journey was at an end. We had seen route 66 from San Bernardino to Santa Monica and witnessed the changing landscape of Southern California.

Special thanks to Charles Hobbs and Jaime Alcoba for contributing to this trip report.  
(Dana Gabbard)





### **WYSIWYG?**

We had just 18 hours to review the nearly-ready-for-printing Bus Book Pages, and that only because I was able to drop by OCTA Tower on my way home one recent Monday evening. This short time, and bad timing, meant fewer eyes and less time, so I'm worried we'll be missing some stupid mistakes. It was good to see the 25 Sunday schedule (heck, I could have used that line twice in July).

They are aware of the delays in completing the Tustin Metrolink station...the 3 affected routes are still listed with their present route and schedule, but with a "watch for Riders Alert" notice. I did see they pasted in a "times are approximate" notice for the 482 that matches no current time-check points...aha, dug out the June Service Changes papers and found those will be time-checks for the post-Tustin, severely shortened 482. The two new StationLink routes to service Tustin are included, as I guess they hope to have the station open before December 8th :) On the other hand, they jumped the gun on bus stop placements! The signs for the 461 rerouting to the airport, the 470, and the 471 were already up by July 10th, and the 482s near my work were gone! Transtar had also jumped the gun on the route switcharoos, but those at least had been corrected by the following Monday. Oh yes, the Bus Books, driver sign-ups, etc. will now be quarterly, in effect

retroactive to June 2001.

### **Have Exact Change?**

December service change proposals just hit the Bus Book racks. Rather than wait for your bus to get them, it might be quicker to check the website, at <http://www.octa.net/busrail/routes/public.asp>. As noted last time, for most routes the changes will simply be frequency improvements and/or adding a later run.

Some problems to note:

- 21/Valley View - reduced to 45-minutes day, 60-minutes evenings. Only good news, evening runs will take entire route to Warner/PCH. [Being a relatively short route, methinks the 21 would work better combined with another line (like, say, the 56? Would not be the first time).]
- 37/Euclid - introducing short runs...many trips would go no farther north than LaPalma Ave. While there is low ridership to La Habra there are still a lot of riders up to Fullerton! So, it needs to go to Chapman or at the very least Common-wealth, as several of us have observed good ridership yet in that 2-mile stretch.
- 53/Main - OCTA is still expecting to extend this north to Brea Mall, but OCTA will definitely need some input on the routing. Through streets are rare between State College and Glassell/Kraemer, thanks to barriers such as the Santa Ana culvert, the 91 Freeway, and haphazard building plans. Also, there are some post-straight- lining service holes to fill in Placentia, on streets such as Bradford and La Jolla. There was a lot of talk about pulling the 53 out of the Santa Ana Transit Terminal, but it looks like OCTA will leave it in for the time being. If anyone wants to come along on a study trip sometime REAL SOON, please call



(714) 393-4206. Oh yeah, as of December, short-turn trips will be extended to Main and Katella.

• 57/Bristol-State College - All north-bound short-turns are to be extended to State College/Katella. [Which reminds me...I hope the speculation is true, that the Anaheim Amtrak station will eventually be moved up the line to State College Ave? The current location and "connectivity" would usually never turn up in the same sentence. I would suggest that the short-turns could terminate at the present station, though there would be problems before and after Angels games). As for the south end of the 57, I'll quote direct from the change notice: "During peak hours, all morning southbound and all afternoon northbound trips will be extended to the Newport Transportation Center to improve transfer opportunities and reduce overcrowded buses." Now, either they really mean that all peak-hour trips will go to Newport Beach, or there are going to be either lots of dead-headers to and from Costa Mesa, or gobs of interlining out of Newport Transportation Center. Wheel!

The December changes hearing is set for Monday, August 27, 9:00 am at the county Hall of Administration in Santa Ana, just across from the Santa Ana Transit Terminal (use the #53 to get there while you still can!)

### **Centerline, Hanging Out With Friends**

Excellent Friends of CenterLine meeting on July 25th, featuring inspiring words and advice from Darrell Clarke of Friends 4 Expo Rail fame. We need to get going with our "Friends" before there is too much support for some form of Bus Rapid Transit, which to me is less attractive the more I hear about it, but has been the

darling of the press and the anti-railers lately. We won't have to sell the line itself to OCTA, but we need to help them get focused.

Next Friends of Centerline meeting will be on Wednesday, August 22nd, 7 pm in Fullerton. Call (714) 525-3678 or [zineland@yahoo.com](mailto:zineland@yahoo.com) for location and other information.

### **Labor Talks**

TAOC has always wanted to run an emergency ride assistance board if there were to be a strike, a la MetroAngels. If the drivers do call a strike, there is a 72 hour required notice. Also, the Governor may be asked to institute a cooling-off period. Who knows; anything could happen.

Linda and maybe others.

### **Transit Talk**

"A New Approach to Transit: Bringing Providers and Riders Together", a talk by Kristina Egan of Odyssey 2020, will be held on Wednesday August 15th from 6:30pm. The talk is being co-sponsored by TAOC and by Auto Free Orange County. Admission is free. For information, call (866) 476-2282, ext. 4.

### **The On-Board Survey Party**

Only TAOC regular T J Stiller was ever handed a survey on an OCTA bus. He also later found a handful of them sticking out of a garbage can at Fullerton Transportation Center. The survey that I filled out was found on the floor of a bus, so I don't know if it will get counted. All the survey dealt with was the specific ride the person was on when they got the survey, basically where they started, where they were going, and how the particular bus fit into said trip.  
(Mark Strickert/Jane Reifer). ■



The Zone zealots went into a tizzy according the *Daily News* July 24 article "Loss of zones to hurt remaining system, draft says" over analysis in a board report by MTA staff on the financial impact the new zones would have on overall MTA system costs. The comments were officially stripped from the report, but the uncensored report can be read (in Word format):

[http://www.mta.net/board/agendas/2001\\_07/op\\_0701/item28.doc](http://www.mta.net/board/agendas/2001_07/op_0701/item28.doc)

In another fiasco Mayor James Hahn publicly bobbled his commitment to the Burbank/Chandler community regarding the busway. Sure, Hahn voted no but he acceded to the project instead of fighting it due to being bamboozled by the big lie

told by Supervisor Yaroslavsky and Assembly Speaker Hertzberg that the funding could only be used for the busway. Despite what the proponents claim, this fight isn't over. The opponents are considering their next moves - I still give the busway only a 50% chance of being built. (Dana Gabbard)

Foothill Transit plans to change several routes next January as part of their long range plan. Affected routes include:

- #178, 179 and 272 in Baldwin Park
- #280 and 486 in Puente Hills
- #482 via Valley Bl instead of the Pomona Freeway; also terminates in Cal Poly Pomona
- Extending #185 to Puente Hills Mall
- New Line #269 between El Monte and Montebello, replacing a portion of #482

Already, Foothill has modified #292 in Claremont. There is a new line #294 that shares most of #292's route, except that it runs via Mountain instead of Indian Hill; these two streets are now served every 120 minutes. ■

(from page 2) (or <http://socata.lerctr.org/calendar.html>) for (meeting dates.

The Amtrak Reform Council will be holding a meeting in Los Angeles Thursday September 20th (location to be determined). For further details: <http://www.amtrakreformcouncil.gov/> or (202) 366-0591

The Pacific Bus Museum hopes to have a Santa Monica excursion later this year. More details as they become available.

Residents of Caltrans Districts 7

(LA/Ventura), 8 (Riverside/San Bernardino) and 12 (Orange) are encouraged to help gather input for the California Transportation Plan, a 20 year strategic plan for the entire state. The meeting will be held August 15. For more information, contact:  
District 7 (213) 897-4872  
District 8 (909) 383-4384  
District 12 (949) 724-2035

More info on the plan (but not the event) can be found at:  
[http://www.dot.ca.gov/hq/tpp/Offices/OSP/2002ctp/ctp\\_english.html](http://www.dot.ca.gov/hq/tpp/Offices/OSP/2002ctp/ctp_english.html) ■