

TRANSIT UPDATES

Foothill is proposing a somewhat milder fare increase than originally planned:

- express passes for college students, originally to rise as high as \$53, will now only cost \$30. (Local-fare college passes will cost \$21, up from \$17)
- Express cash fares for the senior/disabled riders will be \$.45, no \$.55 as proposed.
- Most other fares will rise about 22%. For instance, the regular local cash fare will be \$1.10 (up from \$.90)
- The monthly pass will now be good for 31-days after purchase/activation. (Omnitrans and OCTA already use this type of pass)

These new fares must still be approved by the Foothill Transit board in September.

Also, the joint MTA-Foothill pass will be discontinued as of October, because the 12-agency regional "EZ-Pass" will be available by then.

The City of Pomona is running a new "Shopper's Shuttle" general public dial-a-ride service. Service will be provided within areas north of Holt Avenue on Monday, Wednesday and Saturday, and to areas south of Holt on Tuesday, Thursday and Saturday. Fare is \$1 each way. For more information, 909-868-7755.

Mike Divindo provides the following information on SCAT service changes:

- #1 (Port Hueneme) - Saturday headways now 15 min. to maintain smooth transfers from Route #7.
- #3 (Southside) - No longer linked to #7/9. Headways now 40 min.
- #7 (South Oxnard) - Now a separate route from #3. Service on Gisler

loop (former #9) extends north to Oxnard Blvd./Commercial Ave. Headways now 40 min.

- #8 (Lemonwood-Oxnard College) - New Sunday service along usual route, with headways of approx. 70 min.
- #9 (Gisler) - No longer exists as a separately-numbered route, but now part of #7. Headways now 40 min.

Also the following VISTA service changes 101 (Ventura-Thousand Oaks) - The weekday 9:00am run from Pacific View Mall (southbound) stops at the Oaks Mall before arriving at Thousand Oaks Transit Center at 9:58am; it used to stop at TOTC first. (Some riders have complained over the past year about the half-hour-long wait at TOTC before leaving for Oaks Mall on the 10:25am northbound run.)

Coastal Express (Ventura-Santa Barbara-Goleta) - Two of the weekday peak-hour runs (one northbound, one southbound) will stop at the Technology Development Center in Ventura (5200 Valentine Road, near Hwy. 101/Victoria Ave.). The southbound (Ventura) 6:15 am run from SBMTD Transit Center arrives at TDC approx. 7:30am. A northbound (Santa Barbara) return trip leaves TDC at 5:05pm.

CSUCI-Oxnard - Now stops at Oxnard College en route (but not going back the other way!) to CSUCI, Mon-Sat.

By a 8-7 vote, the Metropolitan Transit Development Board opted on June 28 to not raise fares on September 1, 2002. San Diego's \$2 base fare is one of the highest base fares in the nation and the highest among the top 50 transit agencies in the country.

BULLETIN BOARD

At our June meeting John Ulloth was elected a Director-at-Large by acclamation. Also President Sharp announced for now we will not continue exploring a change in our tax status.

Due to personal commitments Jane Matsumoto of MTA is unable to make a presentation at our August meeting. We may arrange a briefing on the Universal Fare System and the new EZ Pass by Ms. Matsumoto during weekday early evening hours in September. We'd appreciate members letting us know if they would attend such an event.

Odyssey will be hosting a free transportation academy training seminar September 20-21 in Los Angeles. Topics include membership development, media relations, transportation policy and funding plus more. For further information contact Elizabeth Murphy of Odyssey at (916) 448-1687 ext. 5 or go to <http://www.odyssey.org>. We will discuss the draft transit coordination position paper prepared by Director Phil Capo. Plus our new t-shirts will be distributed.

Our next study tour will be the annual night owl service exploration, this year being planned by Director Phil Capo. The trip will begin Saturday August 31 at 8:30 p.m. at the fish tank in the East Portal building next to the Gateway

Transit Plaza. Phil plans to explore service during owl hours on MTA lines 18 and 4 plus the late evening connection of MTA lines 30/31 with Big Blue Bus line 7 at Pico/Rimpau.

Input from members is solicited regarding how we should commemorate the opening of the Gold Line next year. Besides a t-shirt other ideas our regalia committee are contemplating include a cap or button. Also should we consider selling memorabilia at any booth we have during the opening weekend?

<http://www.voteyesonprop51.org> is the new website for Prop 51, the Planning and Conservation League transportation funding measure on the November ballot that SO.CA.TA has endorsed

Friday August 9 The Pacific Railroad Society will have as a guest speaker MTA CEO Roger Snoble. The meeting begins at 7:30 p.m. at the Joslyn Center (Alhambra Room) in Alhambra, 210 N. Chapel Ave. PRS encourages all interested advocates to attend.

As always, The Transit Advocate needs articles, letters, Transit Tips, photographs and research 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.■



...will return next month.

In response to a call for local control over certain bus operations in Los Angeles County, the management of the MTA's bus system is being decentralized. Instead of all of the planning decisions coming from Downtown, most these decisions will be made by one of five sector offices (San Fernando, San Gabriel, South Bay, Gateway and Central-Westside). The Metro Rail system (Red, Blue, Green and Gold Lines) will remain under the control of the MTA Board of Directors.

The bus routes have been placed in three categories.:

- Tier 1: Core regional service. These lines typically have headways of 10-minutes or better, carry over 10,000 daily boardings, and run at least 18 hours per day. (Note that all rail and Rapid Bus lines are in Tier 1). Many of these routes are prime candidates for Rapid Bus service.

- Tier 2: Intercommunity bus lines. These lines have at least 2,000 daily boardings, and tend to be longer routes serving many communities along their length. But due to the nature of their service area, or other factors, they are not as productive as the

Tier 1 lines. Note that all of MTA's freeway express lines, except #561, fall into Tier 2.

- Tier 3: Community routes. These routes carry less than 2,000 people per day and often run on residential or other secondary streets. A lot of "shuttle" services (such as those serving the Green Line stations in El Segundo) also fall into Tier 3. Sectors are responsible for scheduling Tier 2 and 3 lines. Alternate service provisions (dial-a-ride, transfer to other operators, smaller vans instead of buses) might be made for certain Tier 3 routes.

Some Tier 1 bus lines are designated as "Corporate"; this means that, although they will still be managed by the sector that they pass through, MTA Board approval will be required to make major changes to them.

The sector offices for the San Fernando and San Gabriel Valley sectors are in operation now; the rest are expected to come on-line by September 1. At this time, details of the composition and responsibilities of the Governance Councils for each sector are still being worked out. ■

ACTION ALERT

It has been reported during negotiations over reauthorization of federal transportation funding legislation that the Bush Administration will seek to limit the federal match for transit project capital funding under New Starts to 50%, while keeping the match for highway projects at 80%. The General Accounting Office in a recent report noted this disparity may incline local planning agencies to favor

highway projects over transit. This would constitute a great step backward in federal transportation policy.

Let the President know you want parity between transit and highway funding:

The White House

1600 Pennsylvania Avenue NW

Washington, DC 20500

Comment line: 202-456-1111

Fax: 202-456-2461

E-Mail: president@whitehouse.gov

KEY POINTS:

CAPPING FEDERAL CONTRIBUTION TO TRANSIT PROJECTS VERSUS HIGHWAYS WILL PROVIDE INCENTIVE FOR CHOOSING ROAD PROJECTS TO MAXIMIZE FEDERAL FUNDING
PARITY BETWEEN HIGHWAYS AND TRANSIT KEY PRINCIPLE OF PREVIOUS TRANSPORTATION FUNDING ACTS (ISTEA/TEA21) AND SHOULD BE CONTINUED

MTA Lines by sector. Tier number in parentheses. *- Contract line
CORPORATE (all are Tier 1)

4/304 Santa Monica Blvd.
14/37 Beverly W. Adams
28/328 W. Olympic Bl
83/84/85 Eagle Rock, Glendale
30/31 W Pico Blvd.-E. 1st St. - Floral Dr.
33/333 Venice Blvd.
40/340/442 Hawthorne Blvd -LAX- LA
45/46/345 Broadway -Mercury Av
53 Central Av.
60 Long Beach Blvd. - Santa Fe Av.
70 LA - El Monte via Garvey Av.
94/394 LA - San Fernando
105 Vernon Av. - La Cienega Blvd.
111/311 LAX - Florence Ave -
115/315 Manchester Av. - Firestone Blvd.
180/181 Hollywood - Glendale - Pasadena
204/354 Vermont Av.
207/357 Western Av.
210/310 Vine St.-Crenshaw Blvd.
251/252 Soto St.
260 Atlantic Blvd.
233/561 LAX - Westwood - Van Nuys Blvd.
720 Whittier / Wilshire (Rapid Bus)

GATEWAY (Also responsible for scheduling all contracted lines)

55 (1) Compton Av
56 (3) Wilmington Av
58* (3) Alameda Bl
107 (2) 54th St
112 (3) Florence Av-Otis St.
125* (2) Rosecrans Blvd.
127 (3) Compton Bl-Bellflower Blvd.
128* (3) MLK Jr. Transit Center - La Mirada
130* (3) Artesia Bl
205* (3) Wilmington Blvd-S. Western Av.
265/275 (3) Paramount Blvd
266* (2) Lakewood Blvd-Rosemead Blvd.
362 (2) LA-SFS-Norwalk-Haw. Gardens
460 (2) LA-Norwalk-Disneyland
631* (3) Lakewood Green Line Shuttle

SAN FERNANDO VALLEY

90/91 (1) LA-Sunland-Sylmar
92/93/410 (2) LA-Glendale-Burbank-San Fndo
96* (2) LA-Riverside Dr.
150/240 (1) Ventura Blvd/Reseda Blvd-Universal City
152 (1) Fallbrook Av-Roscoe Blvd-Vineland
154 (2) Tampa Av- Burbank Blvd - Oxnard
156 (1) Panorama City/Van Nuys/NHollywood/LACC
158 (2) Devonshire St. - Woodman Av
161 (3) Westlake-Canoga Park
163 (1) Sherman Way - Hollywood Blvd
164/165 (1) Vanowen St. / Victory Blvd
166 (1) Nordhoff St. - Lankershim Blvd.
167* (2) Plummer-Coldwater Cyn-Chatsworth TC
168 (3) Lassen St. - Paxton St
169 (2) Saticoy St. - Sunland Blvd
183/234 (2) Sepulveda-Magnolia-Glendale.
230/239 (2) Laurel Cyn/White Oak Av
236 (3) Balboa Blvd-Woodley Av
243 (2) De Soto Av-Winnetka Av.
245 (3) Topanga Cyn-Mulholland-ValCir
418 (2) LA-Roscoe Blvd-Northridge Exp
426 (2) San Fernando-Wilshire Blvd Exp
651/653 (special) Hollywood Bowl Special
750 (1) Ventura Bl (Rapid Bus)

SAN GABRIEL VALLEY

18 (1) W. 6th St - Whittier Blvd.

65 (2) Washington-Indiana-Gage
66 (1) E. Olympic Blvd. -W 8th St.
68 (1) W. Washington Blvd. - Chavez Av.
76 (1) LA - El Monte via Valley Blvd.
78/79 (1) LA - Alhambra - South Arcadia
81 (1) Figueroa St
170 (3) Hellman Av- El Monte
176 (3) Glassell Pk-H'land Pk-Alhambra-EM
177* (3) LCF-Pasadena-Arcadia-Duarte
188 (2) N. Fair Oaks. - Colorado- Duarte
201 (3) Silverlake Blvd250
250/253 (3) Boyle-State/Euclid-Evergreen
254* Gage Av. - Lorena St
255 (3) Griffin Av-County Hosp- Rowan
256* (3) Eastern-CSULA-Av.64 - North Hill
258/259 (3) Eastern-Arizona Av- Alhambra
264 (3) San Gabriel Blvd. - Altadena Dr.
267 (3) Temple City Blvd. - Del Mar Blvd.
268 (2) Washington Blvd. - Baldwin Av.
270* (3) Peck-Pioneer Blvd-Studebaker Rd.
401 (2) LA - Pasadena - N. Allen Express
471 (3) Whittier - La Habra - Brea Mall
483/485 (2) LA-Altadena Express
484 (2) LA-El Monte-LaPuente-Pomona Exp
487/491 (2) LA- Sierra Madre/Sta Anita Exp.
489 (2) LA - Hastings Ranch Express
490 (2) LA-El Monte-Covina-DBar-Brea Exp
Shuttle lines 605* and 620 are Tier 3

SOUTH BAY

42 (2) LAUS-MLK Bl-LAX
102 (3) E Jefferson Blvd.- Coliseum St.
108 (1) Slauson Av.
110 (2) Gage-Centinel- Fox Hills Mall
117 (1) Century Blvd-Tweed Blvd119
119/126 (3) 108th/ Yukon Av- Manh Bch Blvd
120/121 (2) LAX-Imperial Hwy-Norwalk M'link
124 (3) El Segundo Blvd. - Santa Fe Av.
202 (3) Willowbrk-Compton-Wilmington
206 (1) Normandie Av.
209 (3) Van Ness Av. - Arlington Av.
211/215 (3) Prairie Av/Inglewood Av
212 (1) La Brea Av
214* (3) Artesia Transit Center Shuttle
225/226* (3) LAX-Aviation Blvd-Palos Verdes
232* (2) Pacific Coast Hwy.
305 (2) W. Hollywood-Imperial Stn
439 (2) LA-LAX - Redondo Beach Express
444 (2) LA-Torrance-Palos Verdes Express
445 (2) LA - Alpine Village - San Pedro Express
446/447 (2) LA-Wilmington - San Pedro Express
550 (2) San Pedro / W. Hollywood Express
657 (special) Torrance - Hollywood Bowl
Shuttle lines 608*, 625*, 626*, and 646* are all Tier 3

WESTSIDE CENTRAL

2/3/302 (1) Sunset Blvd. -Beverly Dr.
10/11/48 (1) Melrose-Virgil Av-Temple- San Pedro
16/316 (1) W. 3rd St.
20/21 (1) Wilshire Blvd. -UCLA -Santa Monica
22 (3) Century City - Brentwood Shuttle
26/51/352 (2) 7th St. -Virgil Av. -Franklin Av. - Avalon Bl.
38/71 (1) W. Jefferson Blvd. / City Terrace
175 (3) Fountain Av. - Taimadge St. - Hyperion Av.
200 (1) Alvarado St.- Echo Park Av.
217 (1) Hollywood Blvd. - Fairfax Av.
218* (3) Laurel Canyon Blvd
220 (3) Robertson Blvd. - Culver Blvd. - LAX
434 (2) LA -Santa Monica - Malibu -Trancas Ex
576 (2) S. Los Angeles - Pacific Palisades Express
603* (3) Rampart Bl. - Hoover St. - Colorado St.

In 1998 we rode a NCTD bus as part of our annual day after Thanksgiving trip, but spent most of our time in the Southern part of San Diego county. Since North County Transit District recently implemented an extensive restructuring as part of its strategic long-term plan known as Fast Forward it seemed appropriate to have as our 2nd study tour of the year an exploration of the NCTD system. The trip date was set for Saturday June 1 to take advantage of NCTD's policy of transit centers being open on weekends only when the first of the month falls on a weekend. This would facilitate our purchasing day passes, which are sold in NCTD's service area only at Transit Center ticket windows.

We departed Union Station at 7:20 a.m. on Amtrak Surfliner train #568, riding on the upper level of the cafe car. Members present included Woody Rosner, Ken Ruben, Dana Gabbard, Art Tomlin, Ed Gills and Michael Milroy. Tina Erickson boarded in Orange County to join us. Some of us availed ourselves of the cafe offerings while sightseeing the passing scenery. At various times this included industrial sites, strawberry fields and surfers bobbing up and down in ocean swells.

We arrived at Oceanside at 9:15 a.m. (one minute late) and linked up with trip planner Lionel Jones (see sidebar for details on his trip to Oceanside on Greyhound). The Oceanside Transit center is a true multi-modal facility served by NCTD buses, Greyhound, Coaster and Metrolink commuter trains plus Amtrak Surfliner intercity rail service. Plus it has bathrooms, a mini-sized Burger King, gift shop and nicely laid out bus pull in/pull out oval and a ticket window. First order of business was to go to the ticket window and buy day passes (after some first made use of the facilities). And this is when we hit a snag. The ticket sales attendant informed us she had already nearly sold

out all the day passes she had been given and she had no means of obtaining more because NCTD's administrative offices were closed. Ken Ruben termed this "a super atrocity". Four members were able to buy passes while the rest pinned their hopes on the Escondido Transit Center still having some.

At 9:31 a.m. we boarded line 320, a Flexible #925. Ridership was a healthy 28 passengers (all ride counts exclude study tour participants). Member Philip Provencio boarded to join us on our adventure. At the El Camino Real Mall about 15 boarded. Soon the bus was whizzing along. At one point we noted a bike lane which appeared to be getting healthy use by the locals. Finally we reached Escondido, which appeared to be your basic suburb. But the Escondido Transit Center was anything but basic. A nice restroom (nicer than the one at Oceanside). A small eatery and a combination Greyhound station/snack shop. Lots of shady places to sit while waiting for your connecting bus and signage for which bus served which pull-in slot. Just as I had in 1998 I wondered to myself why can't we have more facilities like this in L.A. County. The sole disappointment was the ticket window had been issued NO day passes for selling that weekend. On a happier note member Chris Flescher of San Diego (who had come via San Diego Transit routes 15 and 20 and NCTD route 350) joined us here.

At 10:30 a.m. we boarded line 388, another Flexible (#900) with 14 passengers. This bus serves several casinos operating 6 round trips Monday-Saturday with approximately a two hour headway. It was a different crowd than one normally finds on a transit bus - loud, animated, laughing. Obviously they were looking forward to a day of fun. We passed thru a district of Escondido that was decidedly pedestrian oriented - wide

sidewalks, shops for eating and other errands, etc. We began to make our way inland, and soon most signs of civilization were few and far between. It was as if we were in the midst of a wilderness as we climbed a small mountain (which reminded me of the hill climbing one endures on MARTA off-the-mountain service between Big Bear and San Bernardino). Because we were running very ahead of schedule the driver took what evidently is an accustomed smoke break (and he announced anyone on board could also get out to smoke 'em or just stretch). While a few people deboarded at one of the casinos enroute, most had as their destination the Pala Casino at the end of the route. After passing thru humble Pala City we arrived at the gaming facility. Even with the smoke break we arrived 15 minutes early, which gave us a half hour before the return trip departure at Noon (if we missed it the next trip back would be at 2 p.m.).

We entered the casino, which was... a casino: flashing, noisy and full of people playing games of chance. One could easily have thought they were in Las Vegas, instead of rural San Diego county. A few people decided to avail themselves of a promotion advertised on the bus that promised a \$3 Pala Casino certificate if you presented your day pass. Others found the food court and tried its fare (good quality and not too pricey). Anxious to not be left behind we all made sure to be back before Noon to reboard the bus. Turned out the process to obtain the certificate as described by Ken Ruben was convoluted in the extreme (possibly a case of the left hand being out of touch with the right). There were 8-10 passengers on the return trip (including two people who boarded with walkers). We arrived back at the Escondido Transit Center at 1:10 a.m. Mike decided he wanted to go solo via Coaster to explore San Diego. Chris Flescher shared his expert advice regarding places that Mike

might want to see and which San Diego bus routes to take.

After hanging around the Transit center the rest of us boarded line 350 at 1:30 p.m. It was another Flexible (#901) with 20 passengers. Since the main purpose of this short hop was to eat at the mall we discussed our options. The bus driver kindly shared a tip with us to try the barbeque counter. "It's the best place there" he assured us. At 1:50 p.m. we arrived at North County Fair. After a bit of a walk (thru the parking lot) we found the food court. Several of us tried the BBQ which indeed turned out to be excellent. Then hastily we made our way back to catch our 2:30 bus. Thankfully the driver waited for us at the request of one of our party who got there early. This was another line 350 Flexible (#903) with 12 passengers. By 2:52 p.m. we were back at Escondido Transit Center.

Now we were faced with deciding which of the 4 alternatives prepared by Lionel we wanted to follow for the rest of the day. Quickly a consensus formed for the trip that would involve riding the Coaster (aka alternative A2). We departed Escondido at 3 p.m. on NCTD line 302, a New Flyer D40 low floor #1109 with 13 passengers. During our short time aboard this bus it filled before we arrived at Palomar Transit Center at 3:23 p.m.

Adjacent to Palomar College, this Transit Center has less extras than others. A restroom, some newspaper racks, benches and structures that create some shade. To pass the time small groups formed holding quiet conversations on various topics. At 3:50 p.m. (five minutes late) we caught NCTD line 344, another New Flyer low floor #1010 with 7 passengers. After passing thru open space we arrived at Carlsbad Poinsettia Station. Unfortunately due to a mix-up our trip was planned as if the station served by the line 344 is (to pg. 10)



TRANSIT ADVOCATES OF ORANGE COUNTY - Mark Strickert and Jane Reifer - 866-476-2282 ext.4, or zineland@yahoo.com

TAOC Receives Grant

Transit Advocates of Orange County is happy to announce that they will receive a \$4,000 grant from the American Public Transit Association (APTA). The funds have been earmarked for projects such as TAOC and RAOC brochures, TAOC newsletter, booths at community events, and a membership drive. This grant comes as a tremendous help, as TAOC/SO.CA.TA's budget is so tight.

Night Owl schedule

From looking at the OCTA September 2002 schedules, we've noticed that on route 43, owl service will be hourly. However, existing 30-minute service between 9pm and 11pm was reduced:

Current M-F SB is:	September:
8:27	8:14
8:57 (30 minutes)	8:39 (25)
9:31 (34)	9:17 (43)
10:05 (34)	10:26 (69)
10:35 (30)	11:27 (61)
11:10 (35) last bus	*

* then hourly to 3:27am

This will make existing transfers to other lines extremely difficult. In response to our inquiries, they will be adding trippers, but it is too late to add these to the Bus Book.

MTA 460

We have been in touch with MTA regarding adding additional night service to the 460, now that there will be later

service on the 43/Harbor and 50/Katella. They seem very open to it, and are checking ridership data to support the change.

Bus Stop Signage Improvements

In June 2003, OCTA will start posting comprehensive bus information at each of their 6,000+ bus stops. There will be detailed maps and departure times listed for every route serving a particular bus stop. East-West route maps will be posted vertically to accommodate the improved level of detail. The only discussion is whether to list the times for estimated departure, or to use the times for the previous time checkpoint. Let us know if you have any solutions. Kudos to OCTA for heading in the right direction!

Rail Advocates - Irvine anti-initiative, and CenterLine changes

The city of Irvine recently announced their intentions to ask the OCTA to truncate the CenterLine alignment at the Irvine Civic Center. This change may lessen the impact of an anti-CenterLine initiative being proposed by NIMBYs in Irvine. Most transit advocates agree that eliminating the low-density Woodbridge/Oak Creek segment will reduce costs and actually improve productivity for the rest of the line. There is some discussion as to what the best new terminus of the line would be; Irvine Civic Center, UC-Irvine, or Irvine Business Complex.

Laguna Niguel station bus service

Rumor hazzit that OCTA will be starting shuttle service to the Laguna Niguel/Mission Viejo Metrolink station next March. This is currently the only Orange County train station without any bus service whatsoever. Also being proposed is running the 75 into Tustin Metrolink station, therefore providing the only direct service from Newport Beach to a train station.

North Orange County Cities Push For Rail

The cities of Brea, Fullerton, Placentia, Yorba Linda, and La Habra are working on a plan to improve overall transit service to north county cities. They are especially interested in extending CenterLine to Fullerton and Brea and are contributing \$50,000 for a study that will be presented to OCTA. When the West Orange County Cities Association recently did this, OCTA funded a more detailed million-dollar study. We are pleased to see different regions in the county vying for rail and other transit service improvements.

Transit Supporters Running for City Council Positions

Several TAOC members attended a recent fundraiser for candidate John Koos. A

longtime CenterLine proponent, Koos currently serves on the Anaheim Planning Commission, and is vice-chair of OCTA's Citizen's Advisory Committee. It was refreshing to discuss transit with a potential elected official who actually knows where route 43 is.

Eleazar Elizondo is running for a seat on the Santa Ana city council. Elizondo was a supporter of TAOC during the straightlining era, attending several of our meetings. We do not know his feelings on CenterLine, but he has expressed an openness to hear our point of view. Please alert your Anaheim and Santa Ana friends and family to these pro-transit candidates. ■

MEMBERS IN ACTION

Roger Christensen has been appointed to the MTA's Citizen Advisory Council by MTA Boardmember Frank Roberts. Kudos to Roger as the first member to achieve this status.

Cecil Carpio provided public comment at the March 1 meeting of the Regional Transportation Agencies' Coalition.

John Ulloth is quoted in the July issue of *Architecture* ("Golf Carts, Not SUVs, for Playa Vista"). John also attended with Woody Rosner the ceremonial signing of the greenhouse gases auto exhaust bill by Governor Davis on July 22. And John plus Anthony Curzi was among those who heard Michael Cramer, transport policy spokesman of the Green parliamentary party in the city-state parliament of Berlin, speak July 26 at an appearance in west L.A.

Kymberleigh Richards as our spokesperson was quoted in the July 29 L.A. Times article "MTA Valley Chief Has a Tough Road Ahead" as was Bart Reed. Bart was also quoted in the San Gabriel Valley Tribune article "New Sectors in Place, Ride Check Program Pending" on July 22.

Kymberleigh also on our behalf delivered an editorial response regarding the 91 corridor broadcast by KNX radio on July 31. The text can be seen on Kym's website: <http://transit-insider.org>

Also on the Transit Insider website you can read Kymberleigh's latest op-ed, "Politics could jam transit operations", published in the August 4 Daily News. ■

(from pg. 7) Carlsbad Village station. Luckily to facilitate transfers to line 301, upon request line 344 operators will take passengers to Carlsbad Blvd. via Poinsettia Lane for buses arriving 20 minutes past the hour or earlier at Carlsbad Poinsettia Station Monday - Friday and all day Saturday. There were some nervous moments due to a construction related traffic backup but we arrived at the stop with plenty of time to spare to catch line 301 at 4:34 p.m., another New Flyer low floor #1108 with 9 passengers. We decided to hop off the bus at Carlsbad Village Coaster station at 4:49 p.m. instead of going all the way back to Oceanside just to be on the safe side.

It turns our Coaster ticket machines are not all that user friendly and it took some time for us to purchase tickets. Also it came to our attention that tickets must be validated before one boards a train. With nearly an hour before the Coaster was due to arrive some of us availed ourself of the soda vending machine. Lionel and I even took a brief walk thru the adjacent business district, which looked very pedestrian friendly.

At 5:33 p.m. the last southbound Coaster of the day #656 arrived and we boarded. While the original plan was to ride this train to San Diego and then take a northbound Surfliner from there consulting schedules made us realize by getting off at Solana Beach (the only Surfliner stop between Oceanside and San Diego) we could catch an earlier train. So at 5:50 p.m. everyone except Chris Flescher and Lionel Jones deboarded. Chris was continuing to his home in the San Diego area while Lionel planned to explore the Mission Valley

portion of the Trolley.

The Solana Beach station is perched above a trench about 100 feet deep, at the bottom of which the tracks and platforms are located. Elevators and stairs provide access to the platforms and a bridge allows access from one side of the trench to the other. With nearly an hour before the train was due to arrive we explored the station area, and noted the street adjacent to the northbound platform side included several bars that seemed to be doing a brisk weekend business. Soon while standing on the platform a few gentleman showed up who planned to catch the train that by their demeanor (plus the fact some of them were holding half-full beer bottles) obviously were coming back from indulging at the aforementioned establishments. In the midst of noisy hi-jinks and horseplay one of them sought support from a light pole, only to have his hand slip. He fell straight backward onto the platform, suffering a wound to the back of his head. The security guard, who had been keeping a wary eye on the revelers, called 911. Dana provided some paper towels to stem the bleeding. As the train arrived and we boarded paramedics arrived. Everyone aboard the train on the upper level were looking out the left side windows to witness the scene. We quickly shared details on what had happened. After that our trip back to Los Angeles was uneventful and just after 9 p.m. we were at Union Station and dispersed.

Our thanks to Lionel Jones for planning the trip and the participants for their good humor despite a few glitches along the way. ■

Lionel's trip on Greyhound...

I caught the first MTA line 446 bus from Wilmington at 4:40 a.m. (Bus #6352). 4 passengers were already on board. Picked up 31 passengers on the way to downtown arriving at 5:40 a.m. Caught the MTA line 60 bus to Greyhound at 6:04 a.m., arrived at Greyhound station at 6:30 a.m. Line 60 was standing room only. Got my Greyhound ticket (\$23) and went to gate 7. The bus left at 7 a.m. (#2892, an MC 12C). Tho 2700s and 2800s are only used in California this trip was split between 2 Greyhound buses and a Golden State Bus for people going to Tijuana.■