



Moving Southern California

The Southland's Leading Transit Advocacy Group

Volume 6, Number 9
September 2011

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

Advocates Push Metro, LAWA for Rail-Based Access to LAX

By Numan Parada

With a Green Line extension into LAX now a very real possibility, the Los Angeles World Airports (LAWA) is instead pushing for a rubber tired solution that could permanently detach the airport from the growing rail system in Los Angeles. In turn, The Transit Coalition is formulating possible, rail-based alternatives that not only could bring relevant mass transit to one of the

busiest airports in the world, but could actually fuel further expansion of the rail system. Metro recently completed a series of public hearings on the subject, where the agency offered three options: A direct light rail line to the airport, a remote transfer station where light rail users can board a people mover to access terminals, and the rubber tire choice. LAWA has expressed that it would prefer the last option,

where rubber-tired vehicles would stop at the nearest station of the Crenshaw Line (now in final environmental studies), then circulate inside the airport through the existing loop road. However, the general trend in U.S. airports is to install a people mover where plane passengers can be taken to a remote area where they can access car rental lots, long-term parking (see **GREEN LINE**, Page 5)



The San Francisco Int'l Airport people mover connects terminals to regional BART trains. Photo by Darrell Clarke



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

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

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

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Photo by Stephen Box

Transport Shorts: Bits of News to Bite On

by Zach Gutierrez

- Transit activists with the goal of “transit justice” have called for a federal investigation into policies at Metro. Metro critics claim that its recent run of cutting bus routes with low ridership while expanding the rail network hurts poor and non-white transit riders and wants the federal government to intervene. At the same time, the federal government is looking at ways to scale back spending, including cutting federal funds for transportation, which would have a drastic effect on transit in LA County.
- Metrolink’s positive train control solution is now fully funded. The \$46.3 million came from Prop 1A high-speed rail funds and Prop 1B funds. The cost compares favorably to Caltrain’s PTC implementation in the Bay Area.
- CicLAvia organizers announced that the October 9 event, where streets are cleared of cars for bicyclists and pedestrians, will be expanding from a 7.5-mile route to 10.5 with spurs into Chino and the African-American Fire-fighter Museum.
- Amtrak recently completed a \$24 million maintenance facility upgrade in Los Angeles that adds capacity to inspect and repair *Pacific Surfliner* and long-distance trains. The project was part of the federal stimulus program.
- The draft environmental impact report has been released for the Central Valley segment of California’s proposed high-speed rail network, and it contains few surprises for critics. The segment

will cost \$2.9 to \$6.8 billion more than expected. State Senator Doug LaMalfa recently proposed a bill that would ask voters to repeal Prop 1A in the June 2012 election.

The California High Speed Rail Authority plans to break ground on the Central Valley segment in September 2012.

Supporters say that in spite of cost increases, the cost of doing nothing is not zero.

- President Barack Obama announced the first fuel-efficiency standards for big-rigs and other work trucks. The guidelines call for a 9% to 23% reduction in emissions. Work trucks represent only 4% of the nation’s vehicle fleet but consume 20% of vehicle fuel. Average fuel efficiency of work trucks is about 6 mpg currently, but a 20% reduction in emissions would bump that up to 8 mpg.
- The City of Los Angeles will launch dynamic pricing of parking in Downtown in September. Right now, parking is set at a fixed rate at anywhere from \$1 to \$4 per hour. Once dynamic pricing is in effect, prices will change up to 50% in response to demand. Supporters of dynamic pricing say that this should cut down on drivers who circle city blocks to look for parking.
- Metrolink has started experimenting with bike cars (above picture) on the Inland Empire-Orange County Line, where beachfront destinations make bikes more prevalent among riders. If successful, riders should expect to see 10 more bike cars added to trains.

The Gateway Cities: Working for Better Transit

By Jeffrey Rabin

Transit Coalition members and other transit activists are actively engaged in recommending future transit projects in the Gateway Cities area of southeastern Los Angeles County by participating in a Gateway Cities Strategic Study.

More than 2.2 million people live in the sprawling area, which includes Long Beach, Lakewood, Compton, Commerce, Cerritos, Downey, Norwalk, Whittier, and a host of smaller cities and unincorporated parts of the county.

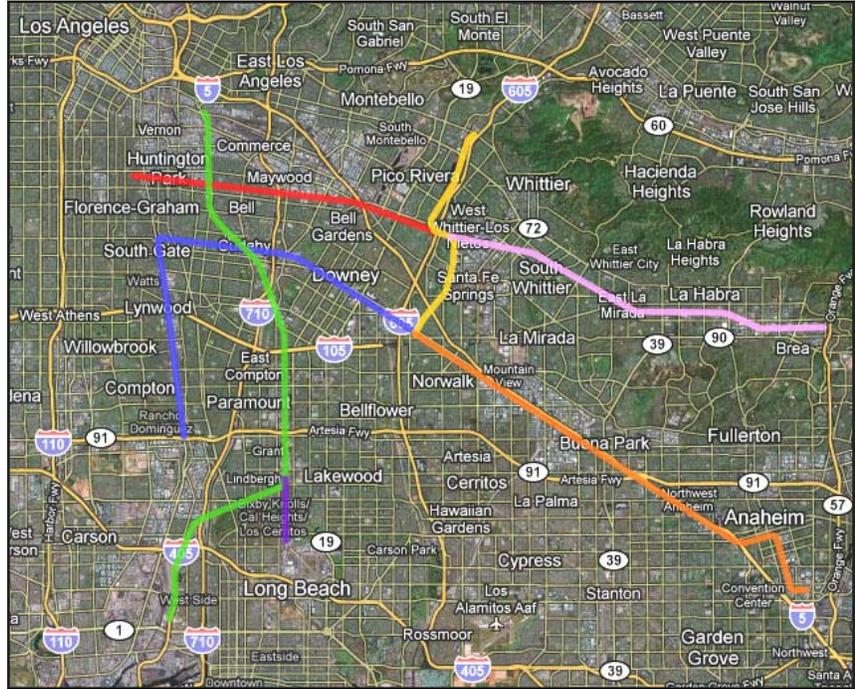
Freeways, including Interstate 5, 105, 405, 605, 710, and State Routes 60 and 91, crisscross the area. Trucks and trains moving cargo to and from the ports of Long Beach and Los Angeles impact traffic and air quality in the Gateway Cities.

The goal of the Gateway Cities Council of Governments is to improve the sub-region of 27 cities in four primary areas: transportation, air quality, housing, and economic development.

Transit Coalition members met three times this summer with consultants compiling a complete inventory of all transit projects that have been approved or proposed for the Gateway Cities area.

Consultant James D. Douglas said the goal of the first phase of the strategic study is to identify every transit project programmed, planned, or thought of. Douglas explained that the Gateway Cities sub-region is preparing its own Sustainable Communities (SB 375) land use and transportation plan to reduce greenhouse gas emissions.

Coalition Executive Director Bart Reed and transit activists Jerard Wright, Jeffrey Rabin, Carlos Velasquez, David Alba and



Map by Justin Walker; satellite image from Google Maps

The Gateway Cities region contains many valuable railroad rights-of-way that could be used for mass transit, such as the UP San Pedro Subdivision (green).

Justin Walker, offered Douglas a series of suggestions for future bus and light rail projects. Among the options:

- Extending the Metro Gold Line east to Whittier.
- Extension of the Metro Green Line to the Norwalk Metrolink Station.
- Signal priority for Metro Blue Line trains operating on streets in Long Beach.
- Improvements to the passenger rail corridor from Union Station to Orange County and San Diego.
- Initiation of express bus service in the 405 corridor from Long Beach to LAX

and West Los Angeles.

- Establishment of bus rapid transit or light rail transit in the Atlantic Boulevard corridor.
- Expansion of park-and-ride lots.
- Future development of light rail transit using railroad rights-of-way, such as the Randolph branch from Huntington Park through Bell, Bell Gardens, and Commerce to Whittier, and the Union Pacific La Habra subdivision that runs from La Habra to Fullerton.
- Add the option of the Green Rail SuperDock to reduce truck traffic and maximize utilization of the Alameda Corridor.

Metrolink Talks Service Levels at Annual Session

By Numan Parada

Metrolink decision makers discussed the current state of the commuter rail system and its future during the agency's annual strategic session held in August.

Attendees learned about how existing service compares to that from five similar agencies across North America. While METRA in Chicago, using BNSF rights-of-way, hauls 441.9 annual passenger trips per route mile, Metrolink comes out at only 23.9, the lowest of the six.

Metrolink also came in low in the comparison of passenger trips per car revenue mile, at 1.1, while GO Transit in Toronto was

the highest at 2.8 indicating that Metrolink can develop its track infrastructure and rolling stock to serve a higher potential.

However, these metrics shift when one accounts for trip length. Metrolink passengers travel an average of 34.3 miles on a single trip, the most by any agency.

Also, while Metrolink has the highest fares, its fare revenue per passenger mile of 17 cents compares favorably with that of the five other agencies.

Farebox recovery ratio is 75% for METRA, 71% for GO Transit, and 46% for Metrolink. Boarding subsidies are 96 cents, \$1.98 and \$6.99, respectively.

As a result, a scenario was presented to participants where Metrolink could increase service by using straight time crews more extensively instead of using split shift crews on select trains.

For example, by using 8-hour crews, Metrolink could run 6 more round trips on the Ventura County line from Moorpark to LA Union Station and back while actually saving the agency about \$18,000 a year.

However, using 8-hour crews would hinder Metrolink's ability to use these crews on other lines and increase the share of subsidy by Metro and Ventura County Transportation Commission.

Advocates Push to Save Westwood FlyAway

By Jeffrey Rabin

Representatives of Los Angeles City Council members Bill Rosendahl and Paul Koretz have told LAX officials they strongly support continuation of the FlyAway express bus service between Westwood and Los Angeles International Airport.

The Los Angeles Board of Airport Commissioners has threatened to terminate the Westwood FlyAway service at the end of January if a \$1 million annual operating deficit on the route is not reduced substantially.

To cut the operating loss, the commissioners directed Los Angeles World Airports, the city department that runs LAX, to double the one-way fare from \$5 to \$10, effective August 1. The frequency of service, which had been every 30 minutes during peak periods, was cut to once an hour last month.

At a mid-August meeting, Rosendahl representative Chad Molnar and Koretz representative Sarah Mallory said the council members strongly support the Westwood FlyAway and want to make sure LAWA is doing everything possible to make the service work.

Transit Coalition Executive Director Bart Reed urged LAWA officials to continue the Westwood FlyAway for at least a year rather than threatening to end the service in January. Reed said LAWA needs to establish specific criteria to evaluate the Westwood FlyAway's performance.

In the first two weeks of August, after the fare increase and service cuts took effect, ridership on the Westwood FlyAway dropped 18%. If the reduction held for the entire month, Patrick Tomcheck, Senior Transportation Engineer for LAWA, projected that 6,933 passengers would ride the Westwood FlyAway in August, down from 8,491 passengers in the same month last year.

However, because of the fare increase, revenue was projected to grow to \$69,330 for the month, up from \$42,455 in August of last year. The higher revenue and lower operating expenses will reduce the deficit.

Transit advocates and representatives for the Westside councilmembers said LAWA and UCLA need to aggressively market the Westwood FlyAway to ensure its survival. However, Tomcheck said the marketing budget for the



Source: Flickr/aaronjymora

Transit: FlyAway buses pick up and drop off passengers at LAX terminals.

four FlyAway routes (Westwood, Union Station, San Fernando Valley and Irvine) has been cut from \$250,000 to \$100,000.

LAWA is relying on UCLA to market the service to students, faculty, staff, and visitors as well as Westwood-area home-

owners and business groups. The Westwood FlyAway operates from UCLA Parking Structure 32 on Kinross Avenue, two blocks north of Wilshire Boulevard, between Gayley and Veteran Avenues.

for FlyAway customers during the week. UCLA officials agreed to dedicate at least 25 parking spaces in Parking Structure 32 for FlyAway passengers. If demand warrants, UCLA will dedicate up to 100 spaces for FlyAway customers. Weekday parking is \$11 a day. Weekend parking is \$8 a day and a seven-day parking pass is \$59. FlyAway patrons can park in the Westwood structure for up to 10 days.

The Westwood FlyAway service was launched in June 2007 as part of the settlement of a lawsuit challenging expansion of facilities at LAX.

The settlement requires LAWA to initiate five more FlyAway routes by 2015 in an effort to reduce air pollution, greenhouse gas emissions, and vehicle trips to and from LAX, the world's sixth busiest airport. LAX is the single largest traffic generator in Southern California.

Transit advocates [...] said LAWA and UCLA need to aggressively market the Westwood FlyAway to ensure its survival.

The Westwood FlyAway departs Westwood every hour on the hour from 6 a.m. to 10 p.m. seven days a week. The bus from LAX to Westwood leaves Terminal 1 every hour on the hour from 6 a.m. to 11 p.m. The bus picks up passengers at other terminals as needed.

One of the major problems with the service has been the lack of parking



Source: Flickr/So Cal Metro

Saving FlyAway: 50% service cut, 200% fare increase.

LB Transit Launches Direct Service to LGB Airport

Long Beach Transit has launched direct service on weekdays from the Metro Blue Line Willow Station to the Long Beach Airport.

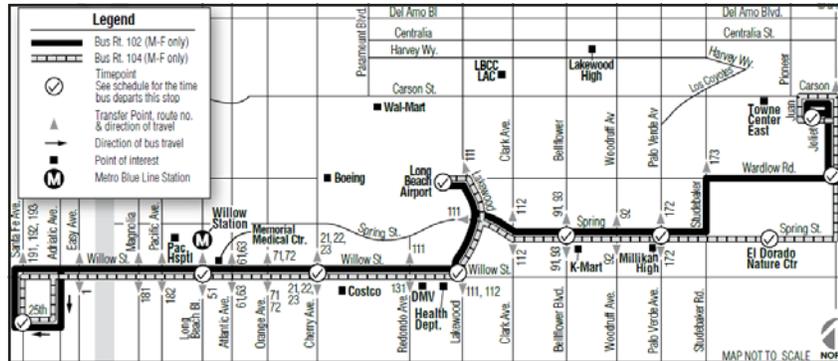
Long Beach Transit Lines 102 and 104 will whisk passengers from the Blue Line Station near East Willow Street and Long Beach Boulevard to the Long Beach Airport in about 20 minutes. The one-way fare is \$1.25.

The new service from the Willow Station to the Long Beach Airport will operate about every 30 minutes from 6 a.m. to 8 p.m. Monday through Friday.

Buses from Long Beach Airport to Willow Station are scheduled to run about every 30 minutes from just before 6 a.m. to 9:21 p.m. The service will

not operate Saturdays, Sundays, or certain holidays. For more detailed route and schedule information, visit www.lbtransit.com. Travel time on the

Metro Blue Line from the Willow Station to the 7th and Metro Center Station in Downtown LA is about 45 minutes. Cost of that one-way trip is \$1.50.



Source: Long Beach Transit

Lines 102 and 104 now connect Blue Line passengers to LGB Airport.

Green Line to LAX Closer to Reality

(from **GREEN LINE**, Page 1)

and public transit. Airports have built such systems as a means to circumvent already congested airport roads.

In one example, Atlanta International Airport has an underground people mover that connects all terminals and one general TSA area for check-ins.

The people mover also takes passengers to a convention center west of the airport, with access to car rental agencies that were moved away from the terminals.

An aerial bus guideway may cost as much as a similar aerial people mover guideway. However, operating costs for bus drivers would be substantial, unless automated. Presumably, a people mover would be electric, not fossil-fueled.

Another set of options is to simply bring light rail to the airport. Two lines of thought exist: One contemplates a stub line that juts from Aviation Blvd. into the airport; the other sees bringing light rail to Parking Lot C (at the east end of the northern runways) and having a people mover head from there to the terminals. Metro had long ago purchased this site in anticipation of a light rail station.

The latter option is not only the most likely, but it would create an opportunity to extend the Green Line further northwest towards Venice and Santa Monica. The Los Angeles Department of Transportation commissioned a study for just such a rail line.

This would also solve several security issues that have been raised about bring-

ing light rail directly to the airport. (The people mover can be built to have passengers either screened off-site and then have access to every terminal, or head to the terminals and be screened there.)

Several years ago, TTC members took part in a task force that addressed the light rail issue and came up with the following suggestions: (1) a Green Line extended north to Lot C/Century; and (2) a large automated people mover connecting both the Lot C and Century/Aviation Green Line stations and the terminals.

Only the mayor, who both has a seat in the Metro Board and controls LAWA has the authority to make the two agencies come to a consensus.

LAWA would be responsible for the people mover, but there would be a mix of federal, state and user funding available. Metro, with \$200 million provided under Measure R, would be responsible for Green Line Extension.

LAWA resisted this option because it was the most expensive option, as it would create a longer people mover. A people mover to either station would also press LAWA to pursue a car rental area outside the airport. LAWA currently collects \$10 per rental contract

for the specific purpose of building this facility. Operationally, current Green Line service would continue to Lot C/Century instead of south to Redondo Beach. The current Redondo Beach segment would be transferred to the Crenshaw Line, connecting the Mid-City area to the South Bay.

One other option is to let the Green Line dead-end at the current Imperial/Aviation Station, where it would meet Crenshaw Line trains heading to Lot C and Redondo Beach in an alternating fashion.

Any option taken must also serve the 50,000 employees in the immediate area.

It should be noted that Los Angeles Mayor Antonio Villaraigosa is in his last 18 months of office. Only the mayor, who both has a seat in the Metro Board and controls LAWA, has the authority to make the two agencies come to a consensus.

Rail advocates such as The Transit Coalition and community leaders are trying to get the mayor to agree to a specific solution, and sign a community benefits agreement, or something similar to bind the parties, before another mayor may stall the momentum to bring rail to the airport upon election.



Source: Panoramio/fredchabot

GRID Discussed at TTC Dinner Meeting

By Carlos Velásquez

David Alba, originator of the Green Rail / Intelligent Development SuperDock Port ship-to-train sortation concept, talked about revolutionizing the goods movement and logistics process and infrastructure in Southern California at the August Transit Coalition meeting.

David Alba has been involved in commercial logistics for over 20 years. For 7 of those years, he worked for a major container terminal at the Port of Long Beach. With his vast experience in the field, he has learned the ins-and-outs of the logistics process in Southern California.

According to Alba, the current logistics configuration has various negative implications for the region.

The sheer size of the whole port complex (including both the Port of Los Angeles and Long Beach) takes up too much land. Alba explained that as port traffic increased, the size of the ports simply increased to meet demand. That meant more land taken up by rail facilities, truck and container dwelling areas and increased traffic as more goods came into the ports. With traffic comes increased traffic bottlenecks on local roadways along with pollution.

As a solution, Alba proposes an operational reconfiguration to dealing with increased port demand. Such a solution is the SuperDock concept that involves having a vertical terminal. This terminal, with the assistance of high volumes of electrically-powered cranes and zero emissions container moving platforms, would quickly move containers from ships, sort them, and place them on trains that would be on a lower level of the terminal.

The trains then would move the containers more efficiently through the Alameda Corridor, a major infrastruc-

ture guideway moving doublestacked container trains from the ports into the railway lines spreading out to the inland empire and into the heartland regions where 44% of the nations goods are transported throughout the country. The SuperDock is designed to greatly decrease the turn-around time for unloading ships from 36 to 42 hours to only about 3 to 4 hours.

The benefits of this are endless. Goods are shipped quicker, less land for large terminal complexes is needed, less air pollution is generated at the ports, less congestion and diesel truck trips, and ultimately improved air quality for the region. With less truck trips, there is no longer a need to expand highways such as the Long Beach Freeway in order to accommodate port traffic. Furthermore, since much of the intermodal transfers are done on the terminal itself, there is no need for an intermodal transfer facility inland, thus

The magnitude of these multiple projects over a decade could generate several hundreds of thousands of jobs.

opening up land for other opportunities.

In addition to speeding up container movement, reducing congestion and associated air pollution, the SuperDock concept also proposes using existing electric power-line corridors to create a new right-of-way for shipping goods via large diameter water transmission pipelines to distribution centers in the downtown, City of Industry, and Inland Empire regions, eliminating millions of truck deliveries using overburdened congested LA freeway networks ultimately funneling into the 710 Freeway connecting to our dual ports.

Such corridors exist along the Los Angeles River or the San Gabriel River. The idea would be to place 15 foot diameter water pipes very similar to constructing a water transmission project.



Photo by Tony Ware/YouTube
David Alba, Project Manager for GRID Project SuperDock addresses TTC meeting attendees.

However, these pipes would house both power lines and freight corridors underground transporting zero emissions container shuttles. In doing so, land development opportunities would open up above ground. Passenger mass-transit rail lines could be developed along and on the surfaces of these newly constructed corridors.

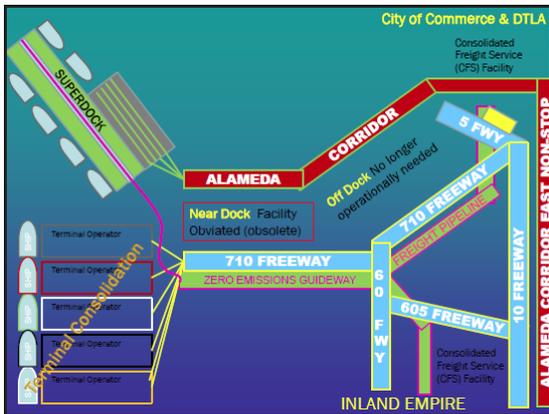
The burial of industrial infrastructure that Alba proposes would both beautify such land areas yielded along these river corridors, while creating eco-friendly developments served by mass-transit.

Alba thinks this concept could provide major regional benefits by improving the goods movement infrastructure, as traffic and congestion would decrease. Alba believes this would take about 8 years after all approvals are in place.

Certain to cost billions of dollars, the projects container/commuter concessions, rights of way assets, and transit oriented car-free river developments will most certainly attract significant private investment. The magnitude of these multiple projects over a decade could generate several hundreds of thousands of jobs to recreate the urban landscape of the region east of Los Angeles.

Miles of green car free village communities along urban river networks might revolutionize the currently ailing real estate industry as a new social status of living would reduce the carbon footprint.

However, we must pave the way with billions of dollars in freight concessions generated by green innovative and sustainable port modernization. Alba sums it up in this fashion: When it comes to infrastructure to stimulate economy, if it does not make dollars, it will never make sense.



Source: Jerard Wright



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You Can Make a Difference in Transit Advocacy

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

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

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

Placing the Brookings Report into Context

By Damien Newton

The Brookings Institute, one of Washington's oldest think tanks, recently released *Transit Access and Zero Vehicle Households*, a report that looked at how well each major metropolitan area provided transit access for the country's most dependent populations.

Los Angeles ranked second in terms of providing access to car-free households. According to the report, 99.1% of car-free Angelenos live in a neighborhood with some access to transit, a higher percentage than New York or San Francisco. Only Honolulu ranked higher.

This announcement led to some eye-catching headlines: "Los Angeles Tops List of Cities For Carless Residents" in LAist, "Los Angeles Public Transit Access Top Among Major Metropolitan Areas, Besting Even New York" in the Huffington Post, and "Car-loving L.A. may actually be a public-transit paradise" in the *Los Angeles Times*.

All of these headlines sound great. The only problem is that the Brookings Report does not say any of those things. Instead, the report says that LA's transit system has service in differ-

ent residential communities, more than every major city outside Hawaii.

Here are other important notes from the study:

- In the greater Los Angeles-Long Beach-Santa Ana area, car-free residents have access to only 34% of the jobs within a ninety minute transit ride. In other words, the bus may come, but it doesn't provide access to the major job centers in a quick and reasonable way.

- The study looked at only the *amount of routes*, not service levels, when deciding whether a community is served by transit. In other words, someone living within walking distance of Union Station and someone living near a Big Blue Bus stop where a bus comes once an hour would both be considered "served" by transit in their community in this report.

- The report is based on data from 2008. While that's not long enough ago to call the entire report into question, LA Metro has drastically cut bus service since then. The Bus Riders Union estimates that 12% of the bus service hours have been cut. That has impacted the number of communities that are served by transit.

- One major conclusion of the report is that transit agencies need to do a better job providing service to the emerging job centers in exurbs, suburbs, or wherever jobs are concentrated. Given LA's rather poor ranking in providing that service, it's clear that there's still a lot of work to do.

None of this is to say that the report doesn't have value. Brookings rightly calls out national policymakers for that lack of transit access some 700,000 car-free families must endure. However, cherry-picking data to paint an overly cheery picture of our transit system does a service to no one and could even damage efforts to improve transit in Los Angeles.



Source: Flickr/rjmconnell



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Join us Tuesday, September 27
for our monthly meeting
at Philippe the Original
(details at bottom of page)
Guest Speaker:
Don Sepulveda, PE FASCE
Metro Executive Officer
Regional Rail

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TRAC – Train Riders Association of CA Rail2020 Conference: Don't miss out on this excellent opportunity to stay apprised on statewide passenger rail matters. The event will be held November 4-6 at the Metro Gateway Headquarters in Los Angeles. Seats start at \$79 thru September 18. (Non-members add \$25.) This includes continental breakfast and luncheon. An excursion on the upcoming Expo Line is included in the price to the first 80 registrants. (Non-conference attendees pay \$25 to join the excursion.)

The Southland's Leading Transit Advocacy Group

Attend these Upcoming Events

- **Sept 1—Exposition Metro Line Construction Authority** 2:30 p.m., 500 W. Temple, 3rd Floor – Room 381B, L.A.
- **Sept 1—Transportation Committee Sierra Club** 7 p.m. 3435 Wilshire Blvd., #320, Los Angeles.
- **Sept 7—Metro San Fernando Valley Service Council Meeting** 6:30 p.m. Marvin Braude Center, 6262 Van Nuys Blvd., Van Nuys.
- **Sept 8—Metro Gateway Cities Service Council Meeting** 2 p.m., Salt Park Recreation Center, 3401 E. Florence, Huntington Park.
- **Sept 9—Ventura County Transportation Commission** 9 a.m., Camarillo City Hall, 601 Carmen Dr., Camarillo.
- **Sept 9—Metro South Bay Service Council Meeting** 9:30 a.m., Inglewood City Hall, One Manchester Blvd., Conference Room A, Inglewood.
- **Sept 9—SCRRA Metrolink Board** 10 a.m., Metro Gateway Headquarters, 1 Gateway Plaza, Los Angeles.
- **Sept 10—Southern California Transit Advocates (SO.CA.TA)** 1 p.m., Angelus Plaza, Los Angeles.
- **Sept 12 and 26—OCTA Board** 9 a.m., 600 S. Main St., Orange.
- **Sept 12—Metro San Gabriel Valley Service Council Meeting** 5 p.m., City Hall East, 11333 Valley Blvd., El Monte.
- **Sept 14 and 15—Metro Committee Meetings** Metro Gateway Headquarters, One Gateway Plaza, LA.
- **Sept 14—Metro Westside/Central Service Council Meeting** 5 p.m., Young Oak Kim Academy, 615 S. Shatto Place, Los Angeles.
- **Sept 22—Metro Board Meeting** 9:00 a.m., Metro Gateway Headquarters, One Gateway Plaza, L.A.
- **Sept 26—Long Beach Transit** 12 noon, City Hall Council Chambers, 333 W. Ocean Ave., Long Beach.
- **Sept 27—Transit Coalition Monthly Meeting** 6:45 p.m. Philippe The Original, 1001 N. Alameda St. at Ord St., L.A.
- **Sept 28—LOSSAN Board of Directors** 11:30 a.m., Metro Gateway Headquarters, 1 Gateway Plaza, LA.
- **Sept 30—Foothill Transit Executive Board** 8:00 a.m., Board Room, 100 S. Vincent Ave., 2nd floor, West Covina.

An Invitation From The Transit Coalition Executive Director



It seems we can never get enough of an earful when it comes to the fact that our Green Line is just a few miles short of serving LAX, one of the largest traffic generators in Southern California. Thanks to Measure R, however, one of the most embarrassing omissions in the Metro Rail system is now receiving the serious attention it so desperately needs. While discussion continues as to how to make it happen, what can we do to ensure travelers and employees receive the best transit access, using the fewest transfers? How would an extended Green Line affect operations of both itself and the upcoming Crenshaw Line?

Join us for our monthly membership meeting, on Tuesday, September 27, 2011, featuring Metro Regional Rail Executive Officer Don Sepulveda. Our two-hour meeting at Philippe the Original starts at 6:45 p.m. If you or anyone you know is interested, get them there on the 23rd to join the discussion!

-Bart Reed
Executive Director