

# TRANSIT UPDATES

**LACMTA** has started construction of the North Hollywood Red Line subway extension. Service is to start in 2000.

**Metrolink** has introduced service to Orange County and Oxnard, along with several other service improvements. Page 6.

**LACMTA** and the **Orange County Transportation Agency** plan changes in bus service and fares. Page 4

West Hollywood's **Cityline** shuttle bus service has started a new emergency "Sunset Shuttle" service connecting Burbank Metrolink Station with West Hollywood, Beverly Hills and Century City.

**LADOT** has decided to permanently extend Commuter Express #573 (SFV-EI Segundo) to Sylmar Metrolink. (This had originally been done as an earthquake emergency service)

**Antelope Valley Transit Agency** has started a new route #780, linking Lancaster and Palmdale with Van Nuys. Other routes (to El Segundo, LAX, and West Los Angeles) are under consideration. Initially, FEMA funds would be

used to provide service, however, when those funds run out, these new routes would have to become "self-supporting" or be discontinued.

## HOV

Construction has started on a HOV lane on the Ventura Freeway (134) between I-5 and the Glendale Freeway. It should open late next year; eventually, the Ventura Freeway HOV lane will run between US-101 and I-210.

Discussions continue on retaining the temporary emergency HOV lane on the Santa Monica Freeway (I-10).

SO.CA.TA. meetings are held at **4640 Hollywood Bl (1/2 block east of Vermont)** (subject to change without notice)

Use MTA bus routes:

- #1—Downtown, Sunset Bl, Hollywood Bl.
- #180-181—Los Feliz, Glendale, Pasadena
- #203-204—Vermont Bl.
- #206—Normandie Bl.



## Ride a Bus, Take a Train, Share a Ride.

Get around the gridlock. New MTA bus and rail routes, enhanced service and carpooling are easier than fighting traffic alone.

New expanded bus and train service is now also available between Glendale, Burbank, Pasadena, Santa Clarita, Palmdale, Lancaster and downtown Los Angeles.

For information on MTA bus and rail services, Metrolink, Caltrans, ridesharing and current information on freeway and state highway closures including alternate routes, call:

**1-800-COMMUTE**

*BE A PART OF THE SOLUTION*

## FROM THE EDITOR

*by Charles P. Hobbs  
Vice President/Newsletter Editor*

• This issue features the text of some Los Angeles County Counsel letters regarding the use of Proposition 'A' funds for light rail. The debate continues . . .

• Also, there is an article detailing proposed fare and service changes to MTA and OCTA bus services. If service reductions and fare hikes must take place, SO.CA.TA members should develop some ideas that would minimize the impact on transit users as much as possible.

• Metrolink is up in running in Orange County, Oxnard and service to Lancaster is slowly improving. In particular, the extensions to Camarillo and Oxnard are in danger of discontinuance once FEMA funding stops. Usage and awareness of Metrolink in Ventura County is the key to continued support.

• Printer problems prevented the use of Newsletter Committee members in producing this issue of The Transit Advocate; the use of volunteers should resume next issue. All SO.CA.TA members are encouraged to locate copy services within their local areas.

## AGENDA FOR MEETING

- I. Introduction of members and guests
  - II. Secretary's report
  - III. Treasurer's report
  - IV. Newsletter report
  - V. Reports from standing committees
  - VI. Old business
  - VII. New business
  - VIII. Transit reports (New news not in newsletter)
  - IX. Announcements
  - X. Adjournment
- (The above items should require no more than two hours!)*
- XI. Open discussion, formation of new committees, etc.



# MTA PLANS SERVICE REDUCTIONS, FARE HIKES

The Los Angeles County Metropolitan Transportation Agency, facing a \$126 million operating deficit this year, is considering, among other cost cutting measures, a series of fare increases and service reductions.

Several options are being considered for both fare increases and service reduction. However, not all of these options may be exercised (and many conflict with each other).

- Fares may be priced as high as \$1.25 or \$1.50, with express fares as high as \$.50 per express step. Senior/Disabled fares may rise to \$.75
- There may be peak period fare surcharges of \$.25 over the regular fare.
- Monthly passes may be as high as \$75 (or eliminated altogether except for Senior and Disabled passengers)
- Transfers may cost \$.35 (\$.15 for Senior and Disabled)
- Distance-based fares (comparable to express bus fares) may be implemented on Metro Red, Blue and Green lines.
- Rail service levels may be reduced to match actual ridership levels.
- Almost every bus line may have service reductions of up to 25%. Selected routes may have frequencies reduced by 50%, and may operate as infrequently as every

two hours (current MTA service policies set the minimum time between buses at one hour)

- All-night service may be cancelled on the following lines: #10, #18, #28, #38, #76, #83, #84, #92, #105, #111, #180, #424 and #446. (These lines have been identified as "low patronage" lines, in terms of all-night service, by MTA). In addition, other evening and all-night bus routes may be cancelled or turned over to other operators.
- Special event service to the racetracks, Dodger Stadium and the Rose Parade and Rose Bowl may be cancelled.
- Bus lines that essentially parallel Blue Line (#56, #457) or Metrolink (#410, #497) may be cancelled.
- All Saturday, Sunday and/or holiday bus and rail service may be cancelled
- Portions of MTA bus lines may be turned over to other transit operators. Also, portions of MTA lines that duplicate service provided by other operators may be cancelled.
- Several high-subsidy express lines may be cancelled, or turned over to other operators. Most of these lines run in rush-hours only; a few (#439, #444, #446 and #487) provide midday and weekend service.

(see page 5) ⇔⇔⇔

## OCTA SERVICE MODIFICATIONS

The Orange County Transportation Authority (OCTA) also plans to cancel some bus routes on June 12:

- Service on #53 and #70 will be reduced
- Service on #64 west of Bolsa Chica, #73, #92 and Sunday service on #71A will be cancelled because of low ridership.
- Several rail feeder routes (#310, #311A,

#315 and #379) will be cancelled because of low ridership

- New lines serving Metrolink stations in Santa Ana and San Clemente will be added

A public hearing will be held on these changes; see Page 11 in this issue for more information.

*(MTA Fares and Service, cont'd from p. 4)*

- A number of local bus routes could be cancelled or turned over to other operators.

These are: (#34, #46, #56, #112, #119, #126, #127, #208, #250, #253, on weekdays, plus several other low-performance lines on weekends)

- On some local lines, rush-hour and school tripper service may be contracted to other operators

There are also some route restructuring options; these would take place sometime next year (pending opening of Red Line, Green Line and Harbor Transitway):

- A new bus layover area near Olive and Olympic Streets in Downtown Los Angeles may be provided.

- A single express route would operate service on both the El Monte Busway and the Harbor Freeway Transitway. (It is unclear whether other services, which combine surface street and Busway travel, would still operate)

- All buses would terminate outside of Downtown Los Angeles, requiring

passengers to transfer to special shuttle buses to continue their trips in the Downtown area.

- Routes #320, #322, #426, #434, #436 and #439 would terminate at the Red Line Station at Wilshire/Western (when it opens in 1996). #320 and #322 may terminate at the existing Westlake Red Line station before 1996.

- Certain MTA bus routes entering Downtown from the San Gabriel Valley may terminate at Union Station, or combined with southbound routes (e.g. #70 combined with #53, #76 combined with #55, etc.)

- "Transportation Zones" may be formed in the San Fernando Valley, the South Bay (Torrance/Gardena/Carson area) or the Southeastern Cities (Norwalk/ Downey/La Mirada area). In a transportation zone, the cities contract with private companies to provide bus service. Foothill Transit is the transportation zone operating in the San Gabriel Valley.

***A public hearing on MTA fare and service changes is to be held on Saturday, April 23, check Page 11 for time and place.***

# METROLINK REACHES ORANGE, OCEANSIDE, OXNARD

**Orange County Service Starts** The long-awaited Orange County Metrolink service started operating on March 28, 1994. Three round trips operate on weekdays between Los Angeles Union Station and Oceanside.

Stops are made at existing Amtrak stations in Commerce, Fullerton, Anaheim, Santa Ana, Irvine, San Juan Capistrano and Oceanside, and a new Metrolink-only facility in the City of Orange.

This new Metrolink service replaces and improves upon a commuter rail service operated by Amtrak and sponsored by the Orange County Transportation Authority.

In the near future (probably by Fall 1994), new stations are to open in Norwalk, Buena Park, Tustin, Laguna Nigel and San Clemente. (The San Clemente Metrolink station may be different from the San Clemente Amtrak station). Eventually, Orange County transit officials hope to add mid-day service, as well as rush-hour service as frequent as 20 minutes between trains.

On the first four days of operation (fare-free service), the Orange County Line carried about 2000 passengers.

**Onward to Oxnard** Emergency service to Oxnard started on April 4. Two round-trip Ventura Line trains have been extended to Oxnard.

The Oxnard Metrolink service is reminiscent of an ill-fated Caltrans commuter rail line that

operated for a short time in 1982. (Lack of support by Southern Pacific, and other factors, killed that project).

The Oxnard service extension was made possible because there were emergency funds left over from the Camarillo extension. (Service was extended to Camarillo last February). Service to Camarillo and Oxnard should operate at least until this Fall, when the emergency funding is scheduled to be terminated.

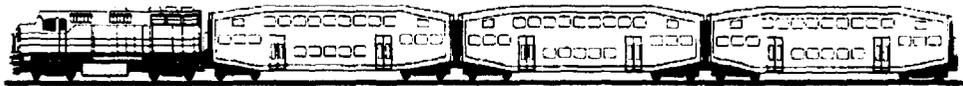
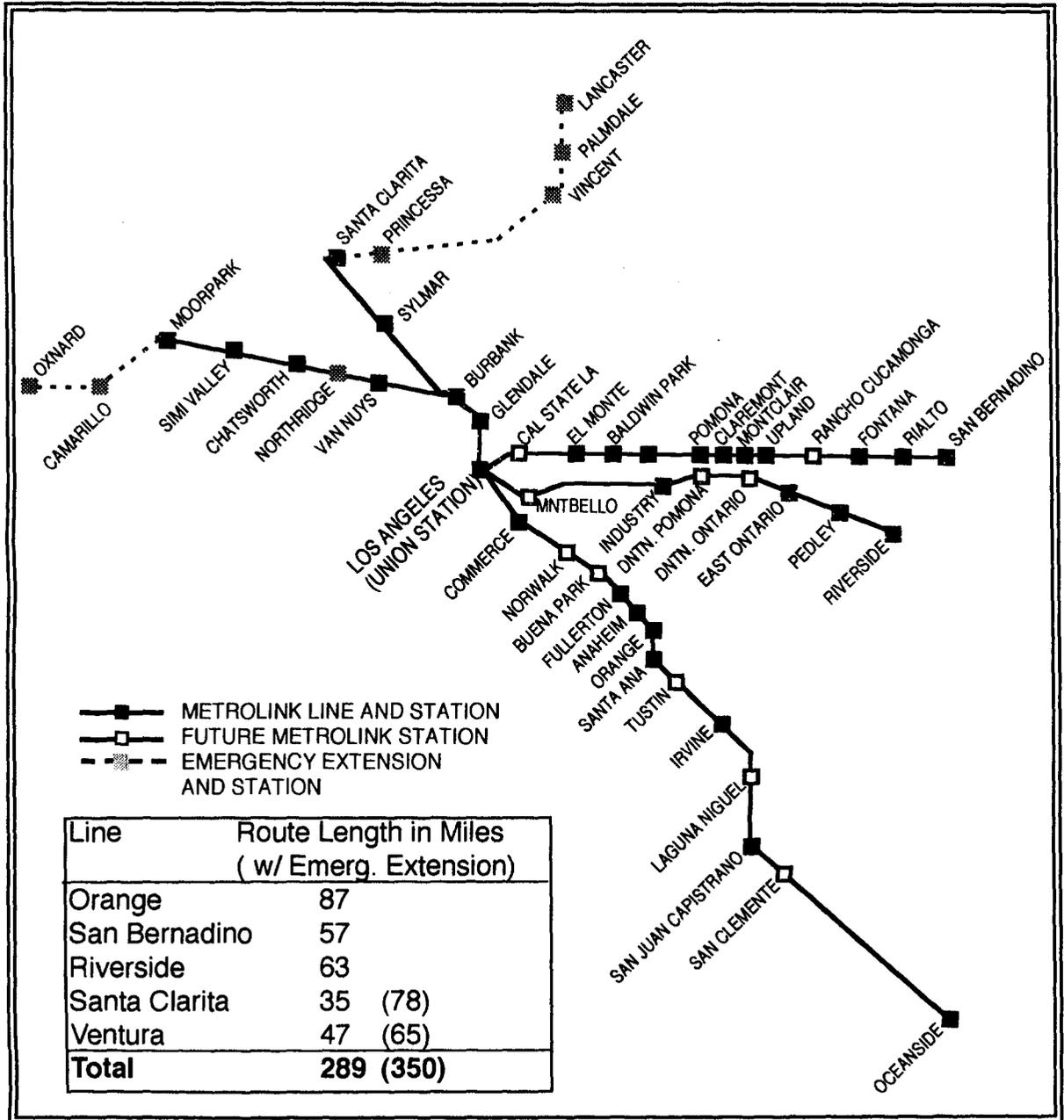
**Lancaster Speedup** The completion of a second track between Lancaster and Palmdale, along with continuing improvements between Palmdale and Santa Clarita, has shortened travel times between Lancaster and Los Angeles by nine minutes. Even shorter travel times are expected when track upgrades are completed this June.

**GO Transit Cars** Lancaster-Los Angeles trips are now being operated with leased commuter cars from Toronto, Canada. Using these cars made Metrolink equipment available for use on the Orange County Line.



**GO METROLINK** - Leased Toronto commuter cars on the Santa Clarita Line at Burbank Station

# METROLINK SYSTEM MAP EFFECTIVE APRIL 4, 1994



# L.A. COUNTY COUNSEL LETTERS REGARDING PROPOSITION 'A'

**Editor's Note: This material does not necessarily represent the official position of the Southern California Transit Advocates. It is presented here as part of the continuing debate within SO.CA.TA as to Proposition 'A'. This material has been edited due to space limitations; full text is available from SO.CA.TA.**

Los Angeles County Transportation  
Commission  
311 South Spring Street, Suite 1206  
Los Angeles, California 90013

September 4, 1981

Attention Mr. Rick Richmond  
Executive Director

Re: Interpretation of "rail" as used in Proposition A

Gentlemen:

You have asked whether a suspended-vehicle system, such as the so-called "Sky-Shuttle" which was demonstrated at a recent Commission meeting, would qualify for funding under the rail transit portion of Proposition A.

The "Sky-Shuttle" as conceptualized at the Commission meeting is essentially a series of self-propelled transit passenger cars which are suspended from and run on a cable which, in turn, is stretched between and supported by a series of towers or columns. The cable line runs through a series of stations where passengers enter and leave the cars.

In my opinion, a system of transit cars suspended from and running on a cable is not a rail rapid transit system as contemplated by Proposition A. It would not, therefore, qualify for Proposition A funding.

The answer to your question requires that the term "rail" as used in Proposition A (Commission Ordinance No. 16, sales tax ordinance, hereinafter "Ordinance") be defined.

As you know, a portion of the revenues derived from the sales tax imposed by the Ordinance is to be used for the construction and operation of a "rail rapid transit system" (Section 5 (b), Ordinance).

The Ordinance does not define the term "rail"; rather the word is used in conjunction with other words. Thus the Ordinance defines "system" or "rail rapid transit system" as "all land and other improvements and equipment necessary to provide an operable, exclusive right-of-way or guideway, for rail transit." (Section (d) 1, Ordinance)

The primary purpose in interpreting the meaning of words used in an enactment is to ascertain legislative intent. If the language used is clear, its plain meaning should be followed (Great Lakes Properties, Inc. v. City of El Segundo (1977), 19 Cal. 3d 152, 153).

However, if the legislation is "either ambiguous on its face or leaves some doubt as to the purpose behind its enactment", then courts may use extrinsic aids to assist in determining intent (58 Cal. Jur. 3d Statutes, sec. 160, p. 560; Morse v. Municipal Court (1974), 13 Cal. 3d 149, 156).

Therefore, the language of the Ordinance must be examined to determine whether the word "rail" unequivocally expresses the commission's intent. If there is no ambiguity, uncertainty or doubt about the meaning of "rail", then the word is to be applied according to its terms without more (See: Morse v. Municipal Court, supra, at page 156).

I have, on several occasions in the past, noted that the meaning of the provisions of the Ordinance are "admittedly imprecise and ambiguous". Nowhere is this imprecision and ambiguity more apparent than in this situation. There are many types of "rail" as used in the railroad sense: elevated rail, heavy rail, light rail, monorail, to name a few. It is impossible to determine, on the face of the Ordinance, just what type of "rail" the Commission had in mind when it drafted the words of the Ordinance.

Under these circumstances, the use of extrinsic aids, such as the history of the enactment, Commission debates or discussions and statements and arguments to the voters may be useful in determining Commission intent.

"It is established that in interpreting a statute a court may properly rely on extrinsic aids, such as the history of the statute, committee reports, the legislative debates, and statements to the voters on initiative and referendum measures." (Rich v. State Board of Optometry (1965), 235 Cal. App. 2d 591, 603, citing People v. Knowles (1950), 35 Cal. 2d 175, 183)

A review of the Proposition A ballot summary and arguments and analysis presented to the electorate offers no insight as to what type of "rail" system was envisioned. However, a review of the Commission debate that immediately preceded the adoption of the Ordinance is of assistance.

Verbatim excerpts from the Commission meeting of August 20, 1980, regarding the rail system are enlightening:

....

MR. ZIMMERMAN: Is it the consensus that the rail which we are referring to, is it restricted to heavy rail, such as BART?

MR. WARD: I would hope so, even though that might offend you.

MR. SCHNEIDER: If I may, it just says rail, so that could be light or heavy or anything that is characterized by rail.

MR. HAHN: With that, I think we could work it out.

MR. WARD: Well, that might even go to a monorail.

MR. SCHNEIDER: Under this wording, that's right.

MR. HAHN: I think we can work rail. The longer we talk the worse because everybody has something to add to it.

MR. WARD: I'm going to bow out if it is not heavy rail. I have believed in that since I have come to Los Angeles. I think the people are entitled to it. I believe this measure is going to fail terribly because we are not giving a minimum of 50% to heavy rail; we are only giving 35%.

MR. ZIMMERMAN: People out here don't care if it is light or heavy rail. They just want to get a ride to where they want to go.

MR. WARD: Light rail was the order of business of the Pacific Electric and involved stopping frequently at intersections to allow pedestrians and autos to cross. Light rail can be made successful in some limited instances, and I would like to see some of the old PE tracks restored, and I think we could. I think if you are building a new system, it should be 80 m.p.h. and as good as Atlanta's. Mr. Hahn is hoping to duplicate the success in Atlanta and is basing his proposal on the guaranteed ceiling on fare costs. Well, that's fine. But Atlanta also had a high-speed rail system and the other half of that is heavy rail.

MR. HAHN: I think we can use the word rail and interpret it after that.

MR. WARD: Well, I want to be honest.

MR. SCHNEIDER: Right now put rail.

MR. RUBLEY: I think that's sufficient.

....

It seems self-evident from this discussion that there was no clear Commission consensus as to what the term "rail" meant or as to what type of rail rapid transit system was to be offered the voters. Under these circumstances, the word "rail", in my opinion, was then, and should be now, considered as being used in its generic sense. As such, it would include all kinds of rail systems, whether street railways, cable car lines such as used in San Francisco, electric trolley lines, suburban lines, heavy or light rail, monorail or any other type of line that uses a rail as a means of guidance.

The word "rail" when used as a noun is defined as "a bar originally of wood but now usually of rolled steel forming a track for vehicles whose wheels run in a depression in the bar (as in street railways) or on the top of the bar . . ." When used as an adjective, this word "rail" is defined as "of or relating to railroads" (both definitions taken from Webster's Third New International Dictionary).

In conclusion, it is my opinion that only a rail transit system that utilizes a line of rails which provide a track for passenger transit cars would qualify for Proposition A rail transit funding.

Very truly yours,

JOHN R. LARSON  
County Counsel

Honorable Peter F. Schabarum  
Chair, Los Angeles County  
Transportation Commission  
403 W. Eighth Street, Suite 500  
Los Angeles, California 90014

September 27, 1988

Re: Commuter Rail Eligibility for Proposition "A"  
Funding

Dear Chairman Schabarum:

We have concluded that commuter rail expenditures which improve or expand public transit Countywide are eligible for the 35% transit Proposition "A" monies designated for rail transit provided that the commuter rail services are the predominant use on rail rights-of-way which exclude non-rail traffic along the length of its routes, and provided that the LACTC determines that the commuter rail system funding is consistent with the other Proposition "A" Ordinance policy guidelines for rail systems.

The question of whether any specific project conforms to the definitions and policies which limit expenditures from the 35% rail component funds is a question of fact to be determined by the LACTC on a case by case basis. These limitations do not apply to LACTC expenditures from the 40% discretionary component or to the 25% local return component of Proposition "A" funds for public transit.

The Proposition "A" transit ordinance ("Ordinance") is authorized by Public Utilities Code Sections 130350-130355 which provide that, subject to voter approval, the LACTC may adopt a sales tax and use the revenues for public transit purposes. The Ordinance adopted by the LACTC was approved by the electorate.

The Ordinance states that the purpose of the sales tax is "to improve and expand existing public transit Countywide. . ." To meet the overriding purpose of the Ordinance that revenues be used for public transit, we conclude that only commuter rail services which improve or expand public transit are eligible for Proposition "A" funding.

In the LACTC's recent public discussion of commuter rail, a question arose as to whether commuter rail would be eligible for Proposition "A" funding in light of the Ordinance definition of a rail rapid transit system as improvements and equipment needed to provide an "exclusive right-of-way, or guideway, for rail transit." A member of the public was concerned that a predominant use of a rail right-of-way by freight traffic would make rail improvements ineligible for Proposition "A" funding on the ground the rail right-of-way, or guideway, was not "exclusive".

The Ordinance specifically leaves the determination of the rail system to be constructed to the LACTC subject only to the definitions and policy guidelines of the Ordinance.

Honorable Michael D. Antonovich  
Supervisor, Fifth District  
869 Hall of Administration  
Los Angeles, California 90012

November 2, 1982

Re: Financing Light Rail from Sales Tax

Dear Supervisor Antonovich:

You have requested our analysis of a letter from W. H. T. Holden challenging the use of Proposition A sales tax funds for light rail transit.

We have concluded that Proposition A sales tax funds may properly be used for light rail transit.

The basic question raised by Mr. Holden is whether light rail transit qualifies as "rail rapid transit" as set forth in the Proposition A ordinance. It seems clear that "light rail" qualifies as "rail" simply by its nature. The question then is whether it qualifies as "rapid transit". We believe it does.

Under Section 13024 of the Public Utilities Code, the County Transportation Commission is required to designate the Southern California Rapid Transit District as the operator of any transit guideway in Los Angeles County. It would therefore follow that the definition of "rapid transit" which would be binding on the Commission would be contained in the Southern California Rapid Transit District Law (Public Utilities Code Sections 30000 et seq.).

Section 30005, in that Act, defines "rapid transit" as "the transportation of passengers only and their incidental baggage" on an individual passenger fare paying basis.

Mr. Holden's argument is that light rail transit is not "rapid", but because of the definition cited above, we do not believe that consideration is legally relevant.

Light rail was contemplated by the Commission at the time of passage of the ordinance. (See the excerpts of the Commission meeting of August 20, 1980, regarding the rail system contained in our letter to the Commission of September 4, 1981, attached).

Mr. Holden raises one other legal question, that is whether the Los Angeles-Long Beach light rail line is within one of the corridors established by Ordinance No. 16 which is approved as Proposition A.

Under Section 5(d)2 of the Ordinance, the Commission determines the system to be constructed and operated. It will be constructed as expeditiously as possible and the Commission shall use as guidelines emphasis on the use of funds for construction of the system and use of existing rights of way. Under subsection (c) the system will be constructed and operated in "substantial conformity" with the map attached and areas proposed to be served including South Central Los Angeles-Long Beach. The Los Angeles-Long Beach light rail project is in substantial conformity with the map and carries out the purposes of the ordinance.

Very truly yours,

JOHN H. LARSON  
County Counsel

It is clear that commuter rail services must be the predominant use of the guideways supported by Proposition "A" rail funds because public transit improvements are the only authorized use of this sales tax. It is a question of fact for the Commission to determine whether some freight traffic on a commuter rail line would conflict with the public transit purposes of a commuter rail system. As part of that decision, the LACTC must determine on a case by case basis whether a proposed commuter rail project also meets the policy guidelines of the Ordinance which call for the rail system to be constructed as expeditiously as possible emphasizing the use of existing rights-of-way.

In summary, we have concluded that commuter rail services which are the predominant use on rail guideways which exclude non-rail traffic along the length of their routes are eligible for Proposition "A" rail system monies if the LACTC finds that the expenditures also are consistent with the Ordinance's other policies for funding the rail system.

Very truly yours,

DE WITT W. CLINTON  
County Counsel

**Editors Note: 1. These motions do not represent current SO.CA.TA positions, but will be discussed and voted upon at the April 9 meeting.**

**2. Due to space limitations, the entire motions are not printed here, but will be available at the meeting.**

## **MOTION FOR ABSENTEE VOTING I MOVE:**

1. That SO.CA.TA permit absentee voting by its members, retroactively effective April 2, 1994, and establish procedures for doing so.
2. That the procedures be adopted at the April 9, 1992 SO.CA.TA meeting for the interim from April 2 through May 14, 1994.
3. That comments upon these proposed procedures be received by the newsletter editor by April 23, 1994, and
4. That SO.CA.TA adopt final procedures for absentee voting at its May 14 meeting or, in default, that these procedures automatically become permanent on that date.

[Full details of the procedures will be available at the meeting, or by mail from SO.CA.TA. The procedures describe a policy for mailed votes, hand-delivered votes and proxy voting. Although all members are encouraged to appear at meetings in person, these absentee voting procedures would allow members, who are unable to attend meetings, to vote.]

## **MOTION FOR MODIFICATION OF ORDER OF ITEMS ON AGENDA**

[This motion, if passed, would start SO.CA.TA meetings at 1:15 p.m., allow fifteen minutes for business reports (Secretary's report, Treasurer's report, etc.), start the main meeting at 1:30 p.m., and provide a new agenda item specifically for reviewing MTA and other agency agendas]

## **MOTION CONCERNING HOV-LANES AND HIGHWAY CAPACITY EXPANSION**

[If passed, SO.CA.TA would support "minimal-capital" conversion of existing highway lanes to high occupancy vehicle lanes. This motion is of particular interest because of the possibility of preserving the emergency HOV lane on the Santa Monica Freeway (I-10)]

## **MOTION ON LACMTA'S PUBLIC COMMENT POLICY**

[If passed, ratifies position stated by SO.CA.TA's president at the March 23, 1994 MTA board meeting, opposing restrictions on public comment]

## **MOTION AGAINST SO.CA.TA'S POLICY ON FARE AND SERVICE CHANGES**

[Vacates a previous motion opposing fare increases and service cuts, directs SO.CA.TA to develop a new policy fare on service changes.]

## **MOTION AGAINST ONE WAY STREETS WITHOUT CONTRAFLOW LANES**

[Opposes establishment of one-way streets without contraflow lanes for bus use]

# GREEN LINE ART BY BUZZ SPECTOR

My proposal for the Crenshaw Station of the Metro Green Line features a ceramic tile "mural" to cover the walls of the Crenshaw Blvd. underpass. This mural is a colorful abstract arrangement of tiles into which brief "stories" solicited from interested citizens will be incorporated.

Commuter transportation systems are not just means of moving people and reducing environmental pollution. They are metaphors of the cultural and spiritual links between peoples. The Metro-rail system will run through a number of communities whose differences of race, language, and heritage reflect the diversity upon which 21st century Los Angeles will be built.

This diversity is a matter of social fact, but it shouldn't obscure the vital similarities that connect

separate lives. Everyone has a life story, and indeed, every life is full of stories. The narratives we remember and tell each other are examples of how our beliefs and values help us to make sense of life.

The Green Line's Crenshaw Station is an intersection where many individual lives come together for the common purpose of urban transport. The stories of the people to be served by this station are the thread of viewpoints from which the future of the region will be woven.

If you would like to participate in this project, please tell a story from your life (in your native tongue if you so choose) and mail it (BEFORE APRIL 20, 1994) to:  
 Southern California Transit Advocates  
 P.O. Box 41198  
 Los Angeles, CA 90041

## CALENDAR OF MEETINGS AND EVENTS

*Note: Meeting times and places subject to change without notice.*

Apr 8 10:00am Metrolink, SCAG Conf Rm  
 12th Floor  
 818 W. &th, Los Angeles

\*\*\*\*\* PLEASE NOTE CHANGED TIME! \*\*\*\*\*

Apr 9 2:30pm SO.CA.TA meeting  
 4640 Hollywood Bl.  
 (1/2 block east of Vermont)

Apr 11 9:00am OCTA Service Change Hearing  
 O.C. Planning Comm Hearing Rm  
 Hall of Administration  
 10 Civic Ctr Plaza, Santa Ana

Apr 21 8:00am Foothill Transit Board  
 100 N. Barranca, 4th Floor  
 West Covina

Apr 23 10:00am MTA Fare Public Hearing  
 (Date, time and place to be announced)

Apr 27 12:00pm MTA Board Meeting  
 Bd. Supervisors Hearing Rm  
 500 W. Temple, LA

May 13 10:00am Metrolink, SCAG Conf Rm  
 12th Floor  
 818 W. &th, Los Angeles

May 14 1:00pm SO.CA.TA meeting  
 (Exact location to be announced)

May 19 8:00am Foothill Transit Board  
 100 N. Barranca, 4th Floor  
 West Covina

May 25 12:00pm MTA Board Meeting  
 Bd. Supervisors Hearing Rm  
 500 W. Temple, LA