

## TRANSIT UPDATES

Current **MTA** bus/rail fares are still in effect, and passes are still available, pending another Federal court hearing (to be held on Oct 17)

**Long Beach Transit** has started a new express route between Huntington Beach (Golden West Transit Center) and the Long Beach Naval Shipyards, with limited stops at the Long Beach Transit Mall and other locations. Two commuter round trips will be provided each weekday.

**Foothill Transit** has improved weekday service to at least 30 minutes on routes #185 and #486. Also, two additional #187 stops in East Pasadena will be provided, and service between Los Angeles and the Whittier Narrows Park/Ride on #482 will be reinstated.

Express buses between Santa Clarita and the San Fernando Valley will have a fare increase this month. **Santa Clarita Transit** routes #796, #797 and #798 will now cost \$2.50 for a one-way trip.

**Santa Fe Springs'** local transit service ("The Tram") is no longer free (a fare of \$.25 is now charged), but has reinstated weekend service.

Effective Oct. 23, **Omnitrans** will implement Sunday service on the following lines: #2, 3,4,5,9,10,11,14,17,20,21,30,60 and 74. These routes cover most of Omnitrans' territory from Redlands to Montclair, and are some of Omnitrans' most used routes. This represents the first Sunday bus service in this area since the early 1960's!

**Greyhound** has closed its Santa Monica station after more than fifty years. (Passengers are directed to catch Greyhound buses in Downtown Los Angeles; this suggests that the LA-Santa Monica-Malibu-Oxnard route will no longer be served.)

*Transit Updates are compiled by SO.CA.TA members. If you notice any new, changed or discontinued transit services, please call us at (213) 254 9041.*

### SO.CA.TA MEETING LOCATION

Our meetings are currently held at the Echo Park United Methodist Church, 1226 N. Alvarado St, Los Angeles., north of Sunset Bl.

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This location is easily accessed by the following MTA bus routes:  
#1, #2, #3, #4, #92, #93 and #200

# THINK YOU CAN BEAT THE TRAIN?



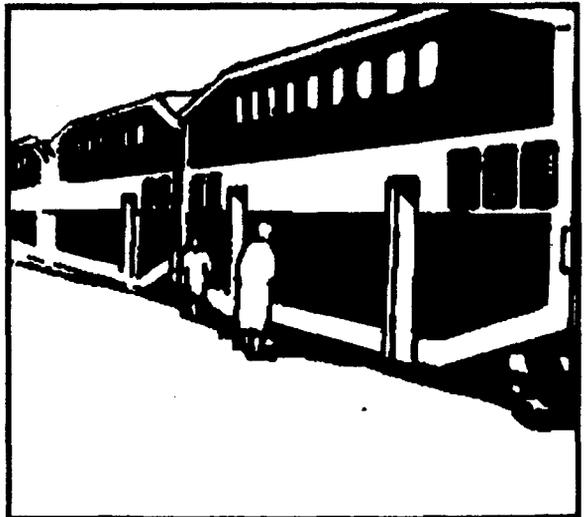
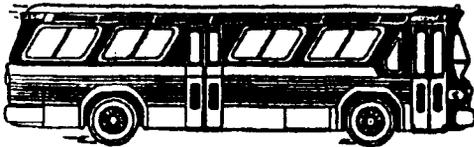
# YOU CAN'T!

## FROM THE EDITOR

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

- **Transit Guide Status:** The Special Projects Committee will present a sample copy of our forthcoming Transit Guide for our members to evaluate. Everyone is welcome to make suggestions. We hope to have a saleable Transit Guide ready by January 1995.
- **Incorporation Status:** The \$150 filing fee (for the Internal Revenue Service incorporation filing) was donated by an anonymous donor, last month. We thank you, whoever you are . . .
- **Guest Authors:** Our thanks to Tom Wetzel for providing the excellent historical article on the Pacific Electric Subway. (Next month's issue will have a more current look at the old P.E. tunnel!) Also, we thank the California Transit Association for their informative article on California Propositions 181 and 185, as well as the American Public Transit Association for their up-to-date press releases.
- **To help expedite newsletter production,** contributors are now being asked to submit long articles (over 100 words or so) already typed (for direct paste-up) or in electronic format (3.5" disk or e-mail). Call us at 213-254-9041 for details on electronic submission of articles. Remember, all articles should be received by the first Saturday of the month.

# Go by BUS



**EDITORS NOTE:** This article formerly appeared in the September 1994 issue of *Transit California*, published by the California Transit Association, 1400 K St. #301, Sacramento, CA 95814. Used by permission.

This article does not constitute an endorsement of any ballot measure by the Southern California Transit Advocates.

*This November, the state's voters will be asked to decide on two measures that would raise funds for public transit: Proposition 181 and Proposition 185. Proposition 181 is a bond act authorizing the state to sell \$1 billion in general obligation bonds to fund rail transit capital projects. Proposition 185 would raise the sales tax on gas and fund transit capital projects and operations.*

*Following is a brief summary of each proposition. This information has been extracted from the draft Voter Ballot Pamphlet, dated July 21, 1994, which will be mailed to all registered voters by the Secretary of State's office. The draft pamphlet contains material available for public review, and is subject to change only by court action.*

## Proposition 181

This measure is officially titled the "Passenger Rail and Clean Air Bond Act of 1994." According to the information in the Voter Ballot Pamphlet provided by the state's non-partisan Legislative Analyst, this measure allows the state to sell \$1 billion in general obligation bonds, in order to provide funds for rail capital outlay for intercity rail, commuter rail, and urban rail transit services.

This is the third of three \$1 billion bond acts to be placed on the statewide ballot. Proposition 108, sponsored by Assemblyman Jim Costa and approved by the state's voters in 1990, was the first \$1 billion bond act, and also authorized a second and third bond act in 1992 and 1994. The second act, Proposition 156, was rejected by the state's voters in 1992.

It is estimated that if the \$1 billion in bonds were sold at an interest rate of 6 percent, the cost would be about \$1.6 billion to pay off both the principal (\$1 billion) and the interest (\$630 million). The average payment for principal and interest, which would be paid by the state's general fund, would be about \$81.5 million per year.

The Voter Ballot Pamphlet contains arguments for and against Proposition 181. The signatories to the argument in favor of Proposition 181 are Senator Quentin L. Kopp, Chairman, Senate Transportation Committee, and Dean R. Dunphy, Secretary for the Business, Transportation and Housing Agency. These proponents state that a "yes" vote on Proposition 181 will:

- Expand rail service throughout California
- Reduce traffic congestion
- Improve air quality
- Provide jobs for California workers
- Help stimulate California's economy

The proponents argue that Proposition 181 actually represents a \$1.85 billion investment in the state's transportation infrastructure, as \$850 million will be used in a dollar for dollar match with local funds to improve and expand urban and commuter rail programs. They state that rail is a successful and necessary transportation alternative, and that better rail transit systems "will increase the number of people using rail. This means fewer cars on the road, less gridlock and cleaner air."

The signatories to the argument against Proposition 181 are Senator Phil Wyman, California State Senator (16th District), and Tom McClintock, Taxpayer Advocate. These opponents state that this "bond measure is such a bad idea that the measure's author, Assemblyman Jim Costa, recently attempted to remove the measure from the November ballot."

The opponents say that taxpayers "are being asked to continue financing new rail projects that will be utilized by a relatively small portion of the population and which are not currently filled. The simple fact of the matter is that ridership has not caught up with capacity."

Also, "[t]o make matters worse, most of these rail projects must be operated with sizeable government subsidies. [In the meantime], California's highways are pocked with potholes, earthquake-damaged bridges are still in need of repair, and highways need retrofitting to ensure seismic safety."

The opponents argue that approving these bonds "would only further distort California's transportation infrastructure priorities from what is truly important." They also state that "it is irresponsible for the legislature to place this bond measure on the ballot and ask Californians to reach into their pockets once again."

The opponents note that California, "awash in red ink, is hardly in a position to add new debt to its ledgers. Presently, California's bond rating is one of the poorest in the country. Last year, Standard and Poors warned investors that California now carries a proportionately larger short-term debt than New York City did when it teetered on the edge of bankruptcy in the late 1970's."

## Proposition 185

This measure is officially titled "Public Transportation Trust Funds, Gasoline Sales Tax." According to the information in the Voter Ballot Pamphlet provided by the state's non-partisan Legislative Analyst, this measure imposes a 4 percent sales tax on gasoline (excluding

# PROPOSITIONS 181 AND 185

any funds are spent

- an independent audit of all transportation spending"

Additionally, Proposition 185 "will pay for public transportation programs to reduce air pollution. It will buy electric and clean fuel buses to replace diesel buses."

The proponents also state that the "funds provided by Proposition 185 will create jobs and put people back to work NOW. Proposition 185 also creates the foundation for a strong and stable economy in years to come."

The proponents note that a number of "public interest groups" support Proposition 185, and list the California Transit League, World Institute on Disability, and the Sierra Club.

The signatories to the argument against Proposition 185 are Larry McCarthy, President, California Taxpayers' Association; Marc Duerr, Director, California Business Alliance; and Lee Phelps, Founder, Alliance of California Taxpayers & Involved Voters (ACTIV). These opponents state that "our taxes are already too high. Proposition 185 would raise them even higher."

The opponents say that Proposition 185 "would increase the sales tax we pay at the pump on gasoline by 4%, forcing consumers to pay a total sales tax on gasoline of more than 12% in some counties. ACCORDING TO THE STATE'S INDEPENDENT LEGISLATIVE ANALYST, Proposition 185 could raise taxes even more than \$700 million a year."

The opponents state that "[f]orty cents of the per-gallon price we already pay for gasoline is actually for state and federal gasoline taxes. Because Proposition 185 would increase the sales tax charged on the total price of gasoline, it amounts to a tax on existing taxes."

The opponents argue "bureaucrats should tighten their belts. CUT THE WASTE in transportation spending and accomplish more with the billions in tax dollars they're already got."

The opponents note that "Proposition 185 would create a new Rail Committee, comprised of three POLITICAL APPOINTEES, with the SOLE AUTHORITY to spend billions of our hard-earned taxdollars. That's TOO MUCH POWER to give three political appointees!"

The opponents say "Proposition 185 BYPASSES the existing local transportation review and PUBLIC HEARING processes that currently ensure limited dollars are spent where most needed. Decisions would be made, instead, by an ALL-POWERFUL RAIL COMMITTEE."

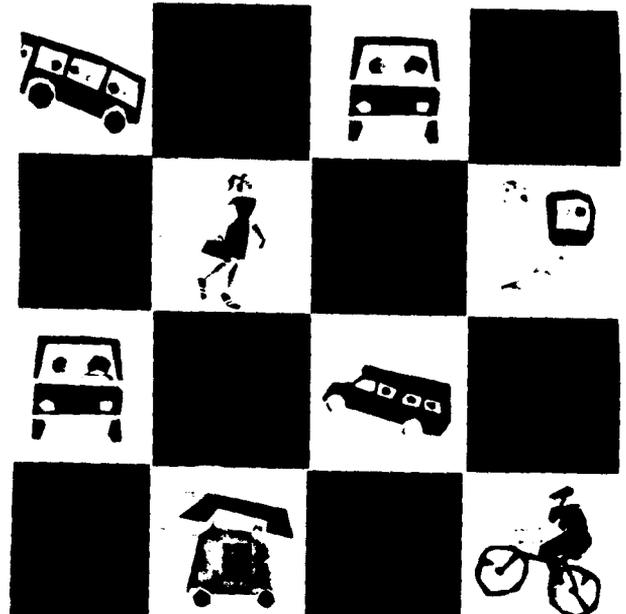
"Even if the tax increase itself were acceptable, which is not the case," state the opponents, "the PRIORITIES established by Proposition 185 are NOT IN LINE WITH OUR REAL NEEDS." They say, for instance, "it would spend \$500,000,000 of our tax dollars on a long-distance coastal rail line from San Francisco to Los Angeles. *Not much help to those of us who sit in traffic on overcrowded freeways and drive on streets with potholes in need of repair.*" □

## California RIDESHARE

W E E K



October 3-7, 1994



## HOLLYWOOD SUBWAY PART 1

I grew up in South Hollywood (the area around Santa Monica Blvd. & Western Ave.) and rode the Pacific Electric Santa Monica Blvd. line to go to school. On weekends, my mother or grandmother would take me on their shopping trips to downtown L.A., which entailed a ride on the Pacific Electric thru the subway. The Broadway Department Store was right across the street from the Subway Terminal Bldg. and the Grand Central Public Market was (still is) a half-block up the street.

The ride through the subway was always the most fascinating part of the trip to me — the block signals, dense train traffic in the opposite direction, the complex trackwork at the terminal throat, etc. This subway section had a three-light automatic block signal system with electro-mechanical solenoid-type train stops — supposedly the exact same type as used in Boston and New York. This was the only place on PE that they used automatic train stops. The trains would accelerate rapidly to top speed (45MPH) when they left street running — outer part of the subway was on a 2% downgrade going inbound, then slow a bit for the broad curve (beneath the Harbor Freeway) in the middle.

The trains would let you off at the outer end of the 300-foot long platforms, then run to the back of the platform, to wait for outbound passengers. There were two mezzanines above the trainshed, separated by a wall. The westerly mezzanine was the exit mezzanine, and connected to the ramps running to the outer ends of the platforms. The entrance mezzanine had ramps running in the opposite direction, to the east end of the platforms. The

two mezzanines were each about 12 feet wide, and were connected via curved ramps to a huge waiting room. The mezzanines had gates on the doors to the ramps. You weren't allowed down the ramps until the train was announced for boarding. In other words, it was run more like a commuter railroad terminal than, say, the Boston trolley subway.

In the early '50s this subway tunnel was used by the following five lines:

- Hollywood Blvd.-Beverly Hills (4 minute rush hour headways)
- Santa Monica Blvd.-West Hollywood (15 minute headway all day)
- San Fernando Valley line (20 minute headway all day)
- Glendale-North Glendale (20 minute rush hour headway)
- Glendale-Burbank line (20 minute rush hour headway)

All lines except the Hollywood Blvd. line ran two-car trains in the rush hours. You can see from the headways here that in the rush hour the combined headway thru the subway was about one train every 2 minutes.

In 1950 these five lines had a combined average weekday ridership of about 100,000. In the late '40s these lines had the best financial performance of all Pacific Electric rail lines, paying over 95% of their costs of operation, despite the fact that PE was still using "two-man" operation (i.e. a conductor as well as a motorman in the lead car in each train).

Nonetheless, this system did have a fundamental problem. The lines to Hollywood were basically just a streetcar operation — close to 90% of the route was street-running through a heavily built up area. With the Hollywood Freeway under construction in the late '40s, these lines were going to lose a large portion of their ridership once that freeway opened, unless the line was relocated into the freeway, to gain a rapid transit route. This was clearly recognized at the time. The city's Engineering Board had pointed out in 1939, in the first L.A. area freeway plan, that a rail rapid transit line could be built in the median of a freeway by only adding 15% to the cost of the freeway itself, far cheaper than building a rapid transit line from scratch.

This idea became the basis of the late '40s rapid transit plan, which proposed rail rapid transit lines in parts of the Santa Monica, Hollywood, Harbor, and San Bernardino Freeways (which hadn't been built yet).

The specific plan for the Hollywood line was to extend the L.A. trolley subway about two-thirds of a mile north under Glendale Blvd. to the Hollywood Freeway, and then build a two-track line for four miles in the median of the freeway to Carlton Way (near Sunset Blvd.) in Hollywood, where the line would enter first an open cut and then a subway under Selma Ave., to Highland Ave., through downtown Hollywood. Sunset Blvd. and Hollywood Blvd. are the two main east/west streets thru downtown Hollywood and Selma is one-block from each (mid-way between them). At Highland Ave., the subway would turn north to the Hollywood Bowl, where

it would intersect the Hollywood Freeway again, and enter the existing Hollywood Freeway segment over Cahuenga Pass. The cost of this rapid transit line was about \$20 million in 1948. The total rapid transit plan price tag was \$310 million, most of this to go to grade-separate the existing Pacific Electric lines on private right of way. Parts of eleven PE lines would have been retained by this plan.

The concept of an east-west subway through downtown Hollywood has been around for a long time — first proposed in the '20s. And, now it is actually being built. However, I think the Red Line alignment (although not the price tag) is superior to that of the 1948 proposal, since it links additional centers, such as the Wilshire area and the hospital complexes in East Hollywood. This idea of linking Hollywood to downtown via the Wilshire area was first proposed in the city's 1939 transportation plan (the first freeway plan). The Wilshire Blvd. area had already begun to emerge as an important commercial center by the '30s. Signs of this included the building of the Bullocks Wilshire there in 1928 (the first department store in the L.A. area located outside downtown). The 1939 transportation plan was also the first time the idea of a subway out Wilshire Blvd. was proposed.

— Tom Wetzel

# MOTIONS BY BRYAN ALLEN

How many of you knew this fact?

As told on ABC TV's *Nightline* about three months ago, a majority of the radical students occupying Beijing's Tian-an-mén Square in the summer of 1989 wanted to leave it peacefully after proving their power but not yet winning democracy for China. However, bending over backwards to be "democratic" themselves, to be the opposite of China's dictators, the students' leaders decided that they would be bound by the will of their own minority, meaning, less than 50%! (This is like a government-by-consensus—general agreement—principle.) The minority dictated staying too long, hundreds were killed after they finally left, and democracy in China is now hopelessly beyond reach.

So.Ca.TA is about to repeat this grand mistake, not learning from history (*in toto*). Let's accept the democratic standard of governing by the majority's informed consent. My principles make me skip voting upon a candidate or proposition when I am not well informed. You should do the same and *demand your right to clear explanations* about what you don't understand; don't be sheepish about knowing little.

Our meetings are unproductive. We fiddle foolishly about the number of angels on the head of a rail spike while MTA burns. Let's use this motion to find how many ideas get the majority's informed consent—begin with (1) and build from it. Let's retire our contra-factual Prop. A rail position before it kills us too.

(NOTE: This motion is nothing but a proposal. So.Ca.TA members may vote upon part/all of it.)

I MOVE, first for discussion, that So.Ca.TA adopt all of the following actions:

(1) Rescind So.Ca.TA's 1993 action in effect declaring illegal the expenditure of Proposition A 35% rail funds for light rail transit.

(2) Declare that "So.Ca.TA's membership lacks sufficient legal competence to offer a conclusive legal interpretation of the meaning of the Propositions A and C ordinances. However, based upon all of the evidence and arguments it has heard to date, expenditure of their rail funds for light rail transit appears not to be prohibited." [An alternative to the preceding sentence: "However, to date, it has not seen or heard clear and convincing evidence or arguments to support the notion that expenditure of Prop. A rail funds for light rail transit is prohibited."]

"Moreover, the Long Beach Metro Blue line is a fait accompli. Even if its funding from Proposition A's 35% rail account were voided by a court of law for any reason, the LACMTA could simply make reciprocal refunds between that account and Proposition C's 40% account." Thus, the issue is moot."

(3a) Declare that "So.Ca.TA refrains from expressing any general preference between light rail transit and rapid transit."

(3b) Declare that "So.Ca.TA supports all competent forms of guideway transit worldwide as superior to highways for concentrated travel. However, the Los Angeles region already uses four similar but different forms of rail transit and San Diego another, which imposes some disadvantages. Thus, within Southern California, So.Ca.TA normally opposes further proliferation of intra-regional guideway-transit technologies.

"The site-specific advantages of such a new technology must be overwhelming to justify its introduction on a new transit line. Preferably, a line using such new technology should be convertible to a Metro Red, Green or Blue or Metrolink line. Ideally, the new technology should be compatible unmodified with the use of those lines' tracks or vice versa."

(4) Establish this interim operating guideline: "So.Ca.TA's purpose is to serve as a 'big tent' or 'umbrella group' of diverse, practical, responsible, pro-transit, pro-rail opinion and advocacy. Its philosophy, practices and style shall be directed toward general improvement of transit, its institutions and decision-making. Its goals are reformist and (politically) evolutionary, not radical or revolutionary.

"So.Ca.TA should avoid pursuing all purist, perfectionist, exclusivist or extremist visions of what must be done for transit in favor of achieving substantive, positive results upon mundane and important issues in a pragmatic middle ground.

"For this one particular organization, achieving credibility and respectability in the eyes of the powerhouses of transportation decision-making in order to achieve such results is paramount. Next in importance is balancing these four desiderata, in no order of emphasis: (a) practicality, (b) efficacy in transportation solutions, (c) being appealing, 'relevant' and acceptable to potential new members, and (d) educating the public.

"This does not reject the idea that true, efficacious solutions of some societal problems, including transportation-related problems, might necessitate radical, surgical measures. This declares only that treating the pressing problems within reach may conflict with attacking problems on the horizon, and for So.Ca.TA, pursuing the former shall override the latter where they do conflict.

"Specialized, non-centrist agendas for transit can be pursued more effectively by forming new, special-purpose groups than by trying to bend So.Ca.TA to serve them. People who support So.Ca.TA's generalist purpose and can accept this guideline are certainly welcome as members." ●

NOTE: These motions are nothing but proposals upon which So. Ca. TA members may soon vote.

### So. Ca. TA Meeting Agendas, Motion #1

I MOVE that So. Ca. TA revise its regular, general meetings in these three respects:

(1) Designate the period from 1 PM to 1:30 PM merely for calling meetings to order and conducting and completing internal, "housekeeping" business. Internal business includes the present agenda's items #2 to #6. Use any surplus time for general discussion; under this item, action which is not strictly upon internal business shall be prohibited.

(2) Set the beginning of the main meeting at 1:30 PM. Emphasize this time in notices to the general public of So. Ca. TA meetings.

(3) Revise the standard agenda as follows:

12:00 PM, Committee meetings (if needed and previously announced)

1:00 PM, Internal Business

1. Start of the meeting.
2. Secretary's report.
3. Treasurer's report.
4. Newsletter report.
5. Standing committees' reports not needing action or guidance today.
6. Brief miscellaneous discussion, questions and answers, trivia (time permitting).

1:30 PM, General Business

7. Introduction of members and guests.
8. Crucial announcements (5 minutes).
9. Previously unfinished business.
10. Newly introduced business.
11. New transit reports (fresh news).
12. Adjournment (ideally 3:30 PM).
13. Committee meetings (if needed).

(END OF MOTION #1)-----

### So. Ca. TA meeting agendas, Motion #2

I MOVE that So. Ca. TA further revise its regular, general meetings as follows:

(1) Include a separate, explicit agenda item of "Review upcoming agency events". Insert this after the item of "Old business" or "Previously unfinished business". All remaining items would be renumbered accordingly.

(2) When this item is considered, the president (or acting president) shall ask (approximately) whether anyone present knows of any proposed, transportation-related decli-

sion or public hearing by an outside organization which necessitates So. Ca. TA action or guidance before So. Ca. TA's next general meeting. If anyone replies affirmatively, the president shall entertain a succinct description of each issue with discussion and suggestions.

(3) Create an informal "agency-action committee" to review agendas, public-hearing notices and reports of outside organizations with the view to recommending So. Ca. TA action upon significant, worthy issues. This committee is not required to present recommendations in writing, but it is preferred when feasible.

(END OF MOTION #2)-----

### So. Ca. TA Meetings, Motion #3

I MOVE that So. Ca. TA begin discussing this idea and decide the question by December:

Periodically invite guest speakers prominent in transportation or a pertinent field to appear during general meetings. Issue and widely distribute press releases of their forthcoming appearances, inviting general public attendance.

Purely for discussion, invite guest speakers up to four times per year. Invite them to special general meetings at which no internal business would be conducted. Conduct only limited general business after the speaker's conclusion as an idealized illustration to visitors of So. Ca. TA meetings. Review the options of holding two general meetings per month when guest speakers are invited and/or scheduling the special meeting for early Thursday evenings in an area publicly perceived as "safe".

(END OF MOTION #3)-----

JUSTIFICATIONS: So. Ca. TA meetings now expect uninterested members, potential members and guests to endure BORING MUMBO-JUMBO about minutes, finances and "housekeeping", from which many want a diversion! It is a petty, non-sense nuisance to drive them away, guys! Also, meetings' real starting times have been rag-tag. Motion #1 lets prospective members in particular avoid the turn-off and institutes a variable buffer against late starts.

Shall So. Ca. TA remain an idle debating society or ACCOMPLISH ADVANCES in the outside world? If the latter, our best hope is to react early and incisively to proposals in MTA's (and others') "pipelines". Reacting is incomparably easier than initiating. Motion #2 compels us to confront the issues on MTA's front burners, where we now abjectly fail.

So. Ca. TA needs the stimulus, education, criticism, and vision of diverse, external views of transportation. Motion #3 asks us just to discuss one idea to satisfy our need.

## APTA: TRANSIT USE INCREASING

BOSTON, Sept. 26 /U.S. Newswire/ — Patronage of the nation's public transportation systems grew by another 42 million boardings between April and June of this year, marking the fourth consecutive quarterly ridership increase, the American Public Transit Association announced here today.

APTA Chairperson Rod Diridon told a news conference at the Association's annual meeting that the 2.1 percent second-quarter increase — contrasted to the same period last year — was across the board, in all transit modes. "From the buses on the streets of old Boston to the new Red Line subway in Los Angeles, people are coming back to buses and trains," he said. "The recovering economy is creating new jobs, and we are carrying more and more people to those jobs." Diridon also chairs the Santa Clara County (Calif.) Board of supervisors.

The latest ridership increase was paced by the nation's commuter rail systems which serve residents of high-growth suburbs and exurbs. Commuter rail patronage grew in the second quarter by nearly five percent or 4.1 million boardings. Close behind were heavy rail or subway operations which recorded a 4.2 percent growth, representing 23.2 million additional boardings.

Patronage on light rail or trolley systems was up 2.9 percent in the spring quarter, representing 1.6 million added trips.

Bus ridership, which had lagged in recent years in recession-plagued large cities, expanded by 11.6 million boardings, representing about a one

percent increase. Growth was particularly evident on buses in metro areas of fewer than a million people.

Demand-response transit service, such as door-to-door vans for senior citizens and people with disabilities, recorded a 1.8 percent increase, or 450,000 new trips.

Among the cities and states whose transit systems recorded increases were :

Boston, +1.5 percent;  
Atlanta, +1.3 percent;  
Los Angeles, +9.1 percent;  
New Orleans, +7.9 percent;  
New Jersey, +6.9 percent;  
New York City, +3.8 percent;  
Philadelphia, +7.8 percent;  
Portland, +3.7 percent  
Phoenix, +3.3 percent.

Equal or better growth was recorded in medium and small cities as well.

The expanding patronage coincides with a major APTA-member initiative to attract new riders through improved customer service. William W. Millar, executive director of Pittsburgh's PATransit, who is directing the campaign, said, "As in industry, we're growing more responsive by the day to the needs of our passengers. These ridership numbers may indicate an early payoff."

APTA is the international association of operating transit authorities, their suppliers and other advocates of improved public transportation.



# RAPID TRANSIT COMMITTEE

A **Rapid Transit Committee Meeting** will be held on Saturday, October 8, immediately after the SO.CA.TA General meeting.

Each panel member will have **fifteen minutes** to state a position on **Rapid Transit**.

Then, each panel member will have **ten minutes** each to rebut statements made by other panel members,

(During statements of position and rebuttals, there will be **no questions/interruptions** by the audience)

After the rebuttals, questions will be taken from the audience. Each question must be in **written form**, and handed to the Chair. The Chair will read the questions and the appropriate panel member will answer them.

Any questions about the Rapid Transit Committee Meeting should be directed to Juanita Dellomes, Chair, Rapid Transit Committee, at 213-250-7921

## CALENDAR OF MEETINGS + EVENTS

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

*For meetings pertaining to municipal transit systems (Santa Monica, Long Beach, etc.), contact the city hall of that particular city.*

	Oct 26	12:00pm	MTA Board Meeting Ed. Supervisors Hearing Rm 500 W. Temple, LA
	Oct 27	3:00pm	Riverside Transit Agency* 1825 Third St, Riverside
Oct 7	10:30am		Ventura County Trans Commission Camarillo City Hall, 601 Carmen Dr.
	Oct 28	8:00am	Foothill Transit Board* 100 N. Barranca, 4th Floor West Covina
			<b>**** PLEASE NOTE CHANGED TIME ****</b> <b>**** FOR THIS MEETING ONLY****</b>
Oct 8	2:00pm		<b>SO.CA.TA meeting</b> <b>Echo Park United Methodist</b> <b>Church</b> <b>1226 N. Alvarado St, LA</b>
Oct 10, Oct 24	9:30am		Orange County Trans Authority Planning Commission Hearing Rm 10 Civic Center Plaza, Santa Ana
Oct 14	10:00am		Metrolink, SCAG Conf Rm 12th Floor 818 W. 7th, Los Angeles
	Nov 4	10:30am	Ventura County Trans Commission Camarillo City Hall, 601 Carmen Dr.
	Nov 11	10:00am	Metrolink, SCAG Conf Rm 12th Floor 818 W. 7th, Los Angeles
	Nov 12	2:00pm	<b>SO.CA.TA meeting</b> <b>Echo Park United Methodist</b> <b>Church</b> <b>1226 N. Alvarado St, LA</b>
	Nov 14, Nov 28	9:30am	Orange County Trans Authority Planning Commission Hearing Rm 10 Civic Center Plaza, Santa Ana

(\* Please contact RTA and Foothill directly for meeting dates in November)