



Moving Southern California

The Southland's Leading Transit Advocacy Group

Volume 6, Number 5
May 2011

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Study Approved to Evaluate Upgrade to Metrolink AV Line

By Numan Parada

The Metro Board voted to study ways to significantly improve and increase service on the Metrolink Antelope Valley Line, connecting Los Angeles with Santa Clarita and Lancaster, during its April 28 meeting.

The Metrolink Antelope Valley Line, which runs 76.6 miles between Lancaster and Los Angeles Union Station, operates at less than 40 miles per hour due to long stretches of curved track and single-track segments that cause trains to slow down or stop altogether during a trip that, end-to-end, takes 2 hours.

Additionally, the corridor features long stretches of unsecured right-of-way and 63 vehicle and pedestrian at-grade crossings that pose serious safety concerns that must be addressed.

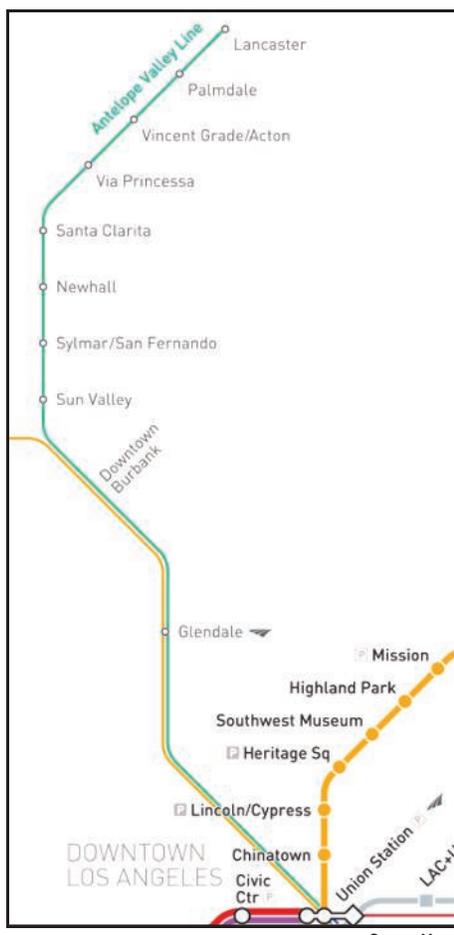
The motion the Board approved called for the preparation of a comprehensive Metrolink Antelope Valley Line Infrastructure Improvement Strategic Plan.

The motion from Metro Director Michael D. Antonovich directed CEO Art Leahy to work with Metrolink CEO John E. Fenton to develop this plan, as well as submitting a budget to

do so. Safety improvements will figure large in the report, as the Board asked the CEO to identify possible, additional grade separations, video enforcement, fencing and gates to secure the right-of-way, at-grade crossing closures, tunnel upgrades, and enhancements at remaining grade crossings, using Metrolink's recommended design practices.

However, the Board also called for operational improvements along the line. The agencies will be responsible for identifying curved segments that need to be straightened, signal improvements, double-tracking and triple-tracking when necessary, crossovers and other special track work, new or extended sidings, and track upgrades.

The Board motion also asks for preparation of a budget to build identified improvements, identify sources of funding, and create a prioritization list. In directing Leahy to prepare this plan, the Board expressed its intent in finding ways to increase speeds that will make it possible to travel in less than 1 (see **PLAN**, page 5)



A game changing motion from Metro may significantly improve AV service.

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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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Public Hearing on Metrolink Fare Media

Metrolink is looking for public comment on proposed changes to its 10-Trip Ticket and Friends & Family 4 Pack fare media during their May 13 Board Meeting at Metro Gateway Headquarters, asking those interested to attend and speak before the Board.

According to the regional rail agency, the 10-Trip Ticket and Friends & Family 4 Pack have been problematic for fare enforcement, cause customer confusion and result in significant maintenance costs. Particularly, since the latter ticket pack is sold as four separate tickets, customers often resell the tickets that are not needed.

The Safety and Operations Committee recommended to the Metrolink Board on April 8 to consider several replacement schemes including: Introducing a rolling 7-day pass to replace the 10-Trip Ticket upon agreement by member agencies, introducing a weekend pass

with transfer privileges to replace the Friends & Family 4 Pack, adding system-wide access to monthly pass holders should a weekend pass be instituted, and adding student discounts on existing one-way and roundtrip tickets and on the proposed 7-day pass. This 7-day pass would be valid for unlimited travel between station pairs starting on the day it is purchased, while the weekend pass is valid for unlimited travel *anywhere* on the system from Friday at 7 p.m. to Sunday at midnight.

Metrolink estimates that implementing these changes could save the agency around \$375,000 a year.

Comments can be sent by mail to: **SCRRA, Public Hearing 05-13-11 / Communications Manager, 700 S. Flower Street, Suite 2600, Los Angeles, CA 90017-4101**. Comments may also be sent electronically at www.metrolinktrains.com.

Transport Shorts: Bits of News to Bite On

by **Carter Rubin**

● Metro staff unveiled a revised Wilshire BRT recommendation after studying proposals offered by the Metro Board of Directors and the Los Angeles City Council that would remove lanes in the so-called Condo Canyon area and Brentwood. Metro staff concedes the removal of lanes in the Condo Canyon section, but argues for adding the same amount of bus lanes in Brentwood. LA Streetsblog noted that removing Brentwood and Condo Canyon reduces the project's effectiveness by 40%.

● Big Blue Bus Director Stephanie Negriff announced her retirement in late April. Negriff became director of the BBB in August 2002 and was instrumental in the design of the Downtown Transit Mall in Santa Monica and the reconstruction of the BBB maintenance facility. During her tenure, Negriff forged partnerships with Santa Monica College, UCLA and Metro; oversaw the conversion of the entire BBB fleet to alternative fuels; and formed the first community outreach program within the BBB.

● County Supervisor Mark Ridley-Thomas has proposed redirecting Measure R funds to enhance the Crenshaw/LAX Light Rail Line – to add an additional mile of underground tracks and a station at Leimert Park. Subsequently, the Metro Board of Directors' Measure R Delivery Committee forwarded this

plan to the full Board for a vote at the May Board Meeting.

● State lawmakers representing communities along the San Francisco Peninsula are pressing the state High Speed Rail Authority for a high-speed rail alignment without aerial structures and instead upgrade the existing, at-grade Caltrain right-of-way for shared use, which runs from Gilroy to San Francisco. The lawmakers also called for construction of the system in one piece instead of in segments.

● A trial road diet in Santa Monica on Ocean Park Boulevard was made permanent, per an information item from the Santa Monica City Hall website on March 1. The new configuration has seen a drop in accidents from 35 to 12 over two comparable 9-month stretches. On average, traffic on the street now travels at 27 mph, well below the speed limit of 35 mph.

● The Expo Line Construction Authority performed the first power-on of the electrical system, launching non-revenue testing of trains. Looking ahead to Phase 2, Neighbors for Smart Rail, who lost a lawsuit to the Expo Authority, will have to pay nearly \$50,000 in court fees. The group had challenged the selection of an at-grade alignment through Cheviot Hills. NFSR filed an appeal with the appellate court, with a decision in perhaps eight months.

Meeting to Focus on North Spring St. Bridge



Source: Flickr/NSSB

Caltrans and LADOT propose to widen this historic bridge, unnerving preservationists and transportation reformers.

By Damien Newton

The North Spring Street Bridge Replacement/Improvement Project (BPIT) has been controversial since it was submitted four years ago. The City of Los Angeles and Caltrans claim the bridge is in poor structural health and has car travel lanes that are too narrow.

Historic preservationists claim that the bridge has local historical significance. Transportation reformers claim that plans to replace or improve the bridge will increase vehicular traffic to the area.

The public will have a say on the matter at a public hearing set for Tuesday, May 10.

Last year, the city attempted a rushed process to push through a plan to expand the traversable width of the bridge from 50 feet to 90 feet. Only a surprise vote by the City Council Transportation Committee prevented the bridge from being widened to nearly double its current size “to make room for cyclists and pedestrians.”

In April, the city and Caltrans announced a new public hearing to vet two possible designs to expand the bridge.

The first design proposed would widen the south side of the bridge, restripe the lanes to include a bike lane in each direction, widen the sidewalk on the north side of the bridge and add a sidewalk to the south side. The second design proposed spreads the widening out but has the same basic impact. The bridge will still have four mixed travel lanes, two new bike lanes, and sidewalks on both sides of the bridge.

Even though neither plan would add a mixed-use travel lane, the bridge will be

able to accommodate more automobile traffic after the widening. Currently, travel lanes on the bridge are 9.5 feet wide. After the widening, the lanes will swell to 11 feet, wide enough to accommodate faster traffic at higher volumes.

The coalition of historic preservation groups that managed to stall the project last year has yet to weigh in on either of the designs. However, during past rounds of public input, these groups have pushed for construction of a second bridge for cyclists and pedestrians to preserve the current bridge without any widenings.

Transportation reformers claim that plans to replace or improve the bridge will increase vehicular traffic to the area.

A second bridge wouldn't just be more efficient and safer for cyclists and pedestrians, according to preservation groups; it wouldn't “ruin” the current bridge's design and character.

The Los Angeles County Bicycle Coalition weighed in on the plan in a posting on their blog in late April. While they were happy to see improved connections for active transportation, they also questioned the value of the connection without existing bicycle infrastructure on either side of the bridge.

“It is crucial, however, that these facilities continue along Spring Street; a bike

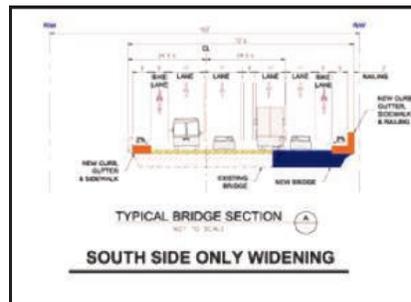
lane that only lasts the length of the bridge is only minimally beneficial,” the post stated. “LACBC will continue to push for connectivity beyond the bridge at BPIT meetings.”

The LACBC has drafted a template letter that guides those wishing to weigh in on the bridge on their blog page.

According to the LA Conservancy, “Construction on the North Spring Street Viaduct began in 1927, seventeen years after the completion of the adjacent North Main Street Bridge (HCM #901) and North Broadway Bridge (HCM #907).

“Designed by John C. Shaw, the crossing was built to relieve traffic along the North Broadway Bridge. Its design was intended to complement the classical motif of these two earlier works, linking the three spans as a thematic sub-group that connects Lincoln Heights to downtown Los Angeles.”

*Those who wish to speak on the North Spring Street Bridge Improvement Project can voice their concerns at a public meeting on **Tuesday, May 10, 6:00 p.m.**, at the **Lincoln Heights Senior Citizen Center at 2323 Workman Avenue, Los Angeles.***



Source: LAStreetsblog

Game Changing Goods Movement Crane Innovation: Key Element of GRID Project

By Elise Kalfayan

GRID — the (San) Gabriel River Infrastructure Development Project — would replace the current system of loading and unloading rail designated cargo at the Ports of Los Angeles and Long Beach with electric cranes that move containers directly onto trains, reducing the offload time from 36 hours to 3 and greatly increasing the efficiency and performance potential of the underutilized Alameda Corridor.

Beginning with a “Superdock Container Facility” in the Port of Long Beach and expanding to reclamation of the San Gabriel river channel, GRID pitches a futuristic goods movement and development plan that is described as a viable, sustainable, feasible, and capable of being fully “Made in the USA.”

GRID is gaining attention and interest as a direct and detailed challenge to “more of the same,” just as the 710 gap closure enters the environmental impact study phase. Among scoping demands submitted to Caltrans and Metro were general calls for studying multi-modal alternatives for goods movement and public transit.

David Alba, a former port logistics supervisor, designed his ship-to-rail *superdock* to be emissions free and allow for ship-to-shore electrification of container ships via cold-ironing at the ports. A dual crane-to-rail technology delivers a high-speed delivery platform to conventional trains destined for US cities.

In the second phase, a newly designed electrified rail conveyor platform would replace over 200 million freeway trucker miles currently clogging the regional freeway network each year. This electrified rail conveyor would run through modified large diameter water-tight pipelines under newly designated rights-of-way straddling the San Gabriel River up to distribution yards in the Inland Empire, where the cargo would be transferred to trains and electric trucks for transport throughout the US.

The result would significantly reduce traffic congestion and vastly improve air quality. In fact, traffic along the 710 and 605 freeways could be reduced to such a degree that the current freeway system could function well as

designed — carrying only its intended volume of traffic. Richard Mueller, an associate of Alba and currently President of Ameron Water Transmission Group, a major pipe manufacturer, envisions sharing the one-time cut-and-cover costs with utility entities that could use underground pipes for new infrastructure.

In addition to the utility pipelines, a second tunnel or above ground guideway

Costs would undoubtedly run into the billions. However, the immediate yield would be tens of thousands of clean, green, high-paying jobs.

could be built simultaneously for a north-south passenger rail along the San Gabriel River channel, tying into existing Metro Rail, Metrolink and Amtrak lines.

Alba and Mueller recently presented GRID at the Transportation and Infrastructure Convention in Washington, DC, where they met with federal- and state-level officials and terminal operators from the Port of Galveston. Locally, they’ve met with railroad and energy industry interests, construction management firms, and have built sup-

port and consensus among community and environmental groups. “We believe this is a project of a national significance,” says Alba.

“Even if it is primarily funded by private industry, that federal designation allows for fast tracking to get the GRID built, to jump-start local job opportunities, and to remain competitive with other ports being developed and modernized.”

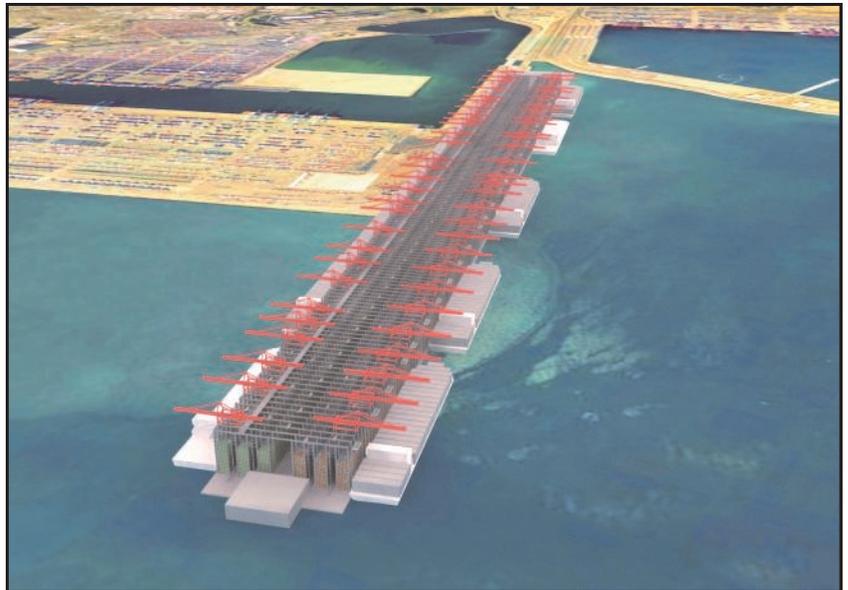
The job opportunities Alba envisions include design and construction of new mixed-use transit-oriented developments along the Gabriel River bank.

These would be located and built along the same path of the freight line, with public rail lines installed alongside or above. Starting with a blank slate, he sees the living centers providing optimal transit, pedestrian, and recreational amenities as part of the original design.

To further integrate these higher-density, affordable housing clusters with existing urban areas, the river channel can be restored to a natural riparian basin.

The result would be an accessible recreational area dotted with parks, wetlands and nature preserves, connected by bike paths and walkways along the restored riverbank.

Costs would undoubtedly run into the billions. However, the immediate yield would be tens of thousands of clean, (see [GRID](#), Page 5)



Graphic provided by Elise Kalfayan

This emissions-free superdock would form a major component of GRID.

Port & Rail Project Can Boost Economy, Jobs

(from **GRID**, page 4)

green, high-paying jobs. In the long term, the GRID project forecasts savings and tax revenues that far exceed the cost of the build. Alba asserts that his design is just as economically feasible as the six currently planned Metro, railroad and port projects.

The widening of I-710 and the gap closure of SR-710 are conservatively estimated at \$10 to \$15 billion combined, and while official justifications for closing the gap have varied, they are presumed to include increasing highway capacity for trucks.

The Union Pacific and BNSF railways each have competing Intermodal Container Transfer Facilities (ICTFs) scoped to expand current cargo handling capacity at \$500 million each.

Together, the Port of Los Angeles expansion and the Port of Long Beach Mid-harbor project are each approved for \$1 billion projects.

Requiring an estimated \$13 to \$18 billion, these port and freeway projects

have galvanized opposition from impacted communities and the larger public. Activists contend that there are better alternatives, as these six projects will likely increase truck trips, traffic congestion, greenhouse gas emissions, air, water and noise pollution, negative health impacts and the total cost of goods movement.

“The private sector has significant capital waiting to invest in working business models that, like the GRID project, increase efficiency and lower costs.”

Describing the conventional port projects currently slated for funding as “Half-century old ways of doing things that would be unacceptable in any other industry,” Alba adds that “they won’t

slash pollution or address competitive market share risks such as the Panama Canal widening in 2014.”

“The GRID project can be structured for a successful public/private partnership,” says Richard Mueller. “The private sector has significant capital waiting to invest in working business models that, like the GRID project, increase efficiency and lower costs.”

Alba adds, “Never before has there emerged such opportunity for the activist citizen and environmental community to play a critical role in shaping our future urban landscape. GRID’s viable logical alternatives are not just environmentally superior, but also economically sustainable.

“Achieving this vision will create openings in both the business and political arenas for all parties as equal partners in this most critical process.”

Metro Study Focus Directed to AV Line

(from **PLAN**, page 1)

hour between the Antelope Valley and Union Station and less than 30 minutes between the Santa Clarita Valley and Union Station.

The Board also asked Leahy to identify a strategy to jump-start the long-sought Run-Through Tracks Project at Union Station, which calls for building tracks that extend through the south end of the station, thus allowing trains to run through Union Station, enhancing service on all Metrolink lines.

The request also asks Metro to investigate how the proposed state and DesertXpress high-speed rail projects would affect an improved Antelope Valley Line corridor.

In the future, Metro hopes to work with Metrolink in preparing similar plans on other Metrolink lines that run within Los Angeles County.

The Metro Finance and Budget Committee and Planning and Programming Committee will receive progress reports on the Plan every two months starting in June, with the full Plan to come before these two committees and the full Board no later than December 31.



Metro is conducting an Early Scoping Meeting for an Alternatives Analysis (AA) of the Restoration of Historic Streetcar Service in Downtown Los Angeles (“Project”). The purpose of this Project is to restore historic streetcar service in Downtown Los Angeles. This includes review of route alternatives and evaluation criteria. This AA will study and select alternative(s) for possible further environmental review and help in selecting a Locally Preferred Alternative.

The Project Study Area is bounded by State Route 110 Freeway to the West, Washington Boulevard to the South, Los Angeles Street to the East, Cesar Chavez Avenue to the North with an extension stretching North of Cesar Chavez Avenue along New High and Alameda Streets just north of College Street. Districts within the PSA include the Historic Broadway District, Chinatown, El Pueblo, Bunker Hill, the Financial Business District, South Park and the LA Civic Center.

We encourage and welcome your participation. Comments regarding the scope of the AA can be presented at the Early Scoping Meeting.

When: Tuesday, May 17, 2011; 4:00 - 7:30 p.m.
 Open House: 4:00 - 6:00 p.m.
 Public Comment: 6:00 - 7:30 p.m.

Where: Los Angeles Theatre, 615 S. Broadway, Los Angeles, CA 90014-1803

Oral comments regarding the scope of the AA may be heard during the public comment period. Written comments may be submitted during this event and also mailed to Metro, c/o Historic Streetcar Service, One Gateway Plaza, 99-22-02, Los Angeles, CA 90012 or emailed to streetcarservice@metro.net by May 31, 2011.

Any individual who requires special assistance, a sign language interpreter or translator, to participate in the meeting should contact Ginny Brideau, ginny@therobergroup.com, (323) 669-7654.

For more information about the Project, please visit <http://www.metro.net/>

TTC Dinner Meeting features Matt Raymond



Photo by Tony Waree/YouTube

Chief Communications Officer Matt Raymond addresses TTC.

By Carlos Velasquez

Matt Raymond, Metro's Chief Communication Officer, talked about the Transit Access Pass (TAP), the success of NextTrip and his philosophy and experience in marketing transit at the April Transit Coalition meeting.

Raymond has over 20 years of transportation experience, having worked on various projects in Dallas and Denver.

He has been with Metro for about 9 years and oversees customer service, marketing, public relations, print-production, and the ever-controversial TAP program.

When he first arrived at Metro, Raymond noticed the great strides Metro was making such as implementing the Metro Rapid program but how no one really knew about marketing that service. Thus, his goal and philosophy is to design a service that people want to use and makes sense for everyone.

In order to do so, Raymond is exploring various strategies to generate ridership such as partnering with schools and businesses so that students and employees use transit.

According to Raymond, if businesses have such programs where they subsidize an employee's bus/transit pass, ridership in a low-ridership area tends to increase by 300%; in a downtown area it may go up by about 40%.

Having a website is very important for Metro as it is a major way to relay information to its customers and also helps making using the system easier.

About 90% of its website traffic is riders using the Trip Planner feature. One of the reasons it is so effective and used is

that it has many more local transit agencies on the website than does Google Transit.

For Metro, 20% of the bus lines carry 80% of the riders; Metro's main customers are still daily commuters.

As such, Metro does specific transit corridor marketing in order to keep its current customers while also attracting new ones.

Metro acquires \$29 million per contract on bus advertising, an increase from about \$14 million a few years ago; Raymond attributes this to the increase in the agency's value and use.

Metro has a number of successes such as its blog: *The Source* and NextTrip, which many riders already swear by. TAP remains a work in progress coming along.

Raymond took over the TAP program about two years ago. When Metro rolled out TAP, stakeholders had different visions and expectations for the program. Raymond simplified the program's priorities to focus on Customer, Capital, Revenue and the Regional aspects.

The regional issue is the main challenge that Metro needs to tackle in order to make the TAP program truly successful. The current EZ pass is successful, and

Metro would like to make something like that out of TAP. Eventually, the EZ pass will be on the TAP card.

Raymond later answered questions on TAP; primarily on the issue of the turnstiles and having them locked if not all transit passes are TAP-enabled.

Metro is currently trying to convert all fare-media to TAP so that all turnstiles work using electronic media.

Another challenge with that is that all other transit agencies are on different steps in the process of implementing TAP – some agencies will not implement TAP while others are still transitioning.

Raymond also acknowledged that NextTrip has been a rousing success and that there has been great feedback reviews from riders. He also mentioned that Metro's official blog, *The Source*, is another success by Metro and is a good place to learn about a variety of activities occurring at Metro. The goal is to have one outlet for all transit information as it pertains to the agency and not having to shuffle through various newspapers and other media outlets.

In all, Raymond's main goal is to make using transit easier; good, consistent marketing along with system simplicity is integral to accomplishing just that.

Bart Reed contributed to this report. A YouTube version of this report by Tony Waree is available at www.transitcoalition.org.



Photo by Bart Reed

An Expo Line light rail car is being tested in Jefferson Park at Western Avenue. Metro anticipates starting revenue operations in mid November.



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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?

Cost Allocation Model Idea Concerns LOSSAN

By Numan Parada

The LOSSAN Board discussed how a federal mandate to design a nationwide standard for funding passenger rail operations and improvements could affect passenger growth and service along the Santa Barbara-Los Angeles-San Diego corridor during its Friday, April 29 meeting.

In 2008, Congress passed the Passenger Rail Investment and Improvement Act (PRIIA). Section 209 of PRIIA mandates that the Amtrak Board of Directors work with the US Department of Transportation and state governors to develop and implement a single, nationwide standardized methodology for establishing and allocating the operating and capital costs of providing intercity rail passenger service for routes of not more than 750 miles.

Currently, passenger fares pay for 53% of operations on the *Pacific Surfliner*. Amtrak chips in 17%, while the state contributes the remaining 30%. Under PRIIA, the state would pay the 17% Amtrak share. The *Surfliner* has an operating budget of \$100 million. In fall 2010, the states impacted by Section 209 formed a States Working Group (SWG) to work directly with Amtrak

on an Amtrak cost allocation model. States represented are California, Virginia, North Carolina, Maine, and Wisconsin. The group and Amtrak have been meeting regularly since that time to develop a model that can be mutually agreed upon as the model for allocating Amtrak costs and states' shares.

David Kutrosky, Managing Director of the Capitol Corridor Joint Powers Authority in northern California, is co-chair of the SWG and provided Board members with an overview of the work done so far.

Currently, the SWG has proposed a model where states are responsible for 100% of direct operation costs. The federal government would provide support to states that make the transition to footing the bill for operations of their own trains.

Not included in these costs are maintenance of equipment and right-of-way, national marketing, public safety, environmental initiatives, on-board services, utilities and other administrative expenses. A methodology to split capital costs between Amtrak and states is also being discussed, with a possible 80/20 federal/state match under consideration.

The Board also received an update on upgrades along the LOSSAN corridor. A project to install new electronic message signs at Metrolink stations was terminated as a standalone project and instead was integrated with the ongoing Positive Train Control technology installation occurring across the Metrolink system.

Meanwhile, Amtrak announced it is considering a survey of dwell times by station for weekdays and weekends, with the intent of identifying ways to reduce said dwell times.

Amtrak is also about to start an eTicketing pilot program on the *Capitol Corridor* and finishing a survey to identify *Pacific Surfliner* trains that consistently have standees.

Additionally, Amtrak has requested including FlyAway buses as part of an Amtrak trip itinerary for those who wish to head to LAX. The goal is to allow Amtrak passengers to purchase FlyAway bus tickets from Union Station to LAX the same way they purchase any Amtrak California bus ticket (one transaction, but 2 coupons). This would require agreements with LOSSAN agencies on ticketing and revenue payments.



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**Join us Tuesday, May 24
for our monthly meeting
at Philippe the Original
(details at bottom of page)
Guest Speaker:
Bruce Shelburne
Metro Rail Service Development Manager**

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The Southland's Leading Transit Advocacy Group

Attend these Upcoming Events

- **May 4— Metro San Fernando Valley Service Council Meeting** 6:30 p.m., Marvin Braude Center, 6262 Van Nuys Blvd., Van Nuys.
- **May 5—Exposition Metro Line Construction Authority** 2:30 p.m., 500 W. Temple, 3rd Floor – Room 381B, L.A.
- **May 5—Transportation Committee Sierra Club** 7 p.m. 3435 Wilshire Blvd., #320, Los Angeles.
- **May 9 and 23—OCTA Board** 9 a.m., 600 S. Main St., Orange.
- **May 9—Metro San Gabriel Valley Service Council Meeting** 5 p.m., City Hall East, 11333 Valley Blvd., El Monte.
- **May 11—Metro Westside/Central Service Council Meeting** 5 p.m., La Cienega Tennis Center, 325 S. La Cienega Blvd., Beverly Hills.
- **May 12—LOSSAN TAC Meeting** 11:30 a.m., Metro Gateway Headquarters, 1 Gateway Plaza, LA.
- **May 12—Metro Gateway Cities Service Council Meeting** 2 p.m., Salt Park Recreation Center, 3401 E. Florence, Huntington Park.
- **May 13—Ventura County Transportation Commission** 8:30 a.m., Camarillo City Hall, 601 Carmen Dr., Camarillo.
- **May 13—Metro South Bay Service Council Meeting** 9:30 a.m., Carson Community Center, 801 E. Carson St., Carson.
- **May 13—SCRRRA Metrolink Board and Public Hearing** 10 a.m., Metro Gateway Headquarters, 1 Gateway Plaza, Los Angeles.
- **May 14—Southern California Transit Advocates (SO.CA.TA)** 1 p.m., Angelus Plaza, Los Angeles.
- **May 18 and 19—Metro Budget / Committee Meetings** Metro Gateway Headquarters, One Gateway Plaza, LA.
- **May 24—Transit Coalition Monthly Meeting** 6:45 p.m. Philippe The Original, 1001 N. Alameda St. at Ord St., L.A.
- **May 26—Metro Board** 9:00 a.m., Metro Gateway Headquarters, 1 Gateway Plaza, Los Angeles.
- **May 26—Riverside Transit Agency** 2 p.m., Supervisors Conf. Rm, Admin. Center, 4080 Lemon Street, 1st floor, Riverside.
- **May 27—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

Metro has embarked on an effort to see how the Metrolink Antelope Valley Line can be improved. As part of our Metrolink MAX campaign, we have pressed both Metro and Metrolink to find ways to in-



crease and better spread the service on this long and winding commuter rail line. Now we have an opportunity to learn what this corridor is truly capable of, not to mention

how it will affect efforts to bring high-speed rail to Los Angeles. However, what will happen once this study is complete? Will Metro set aside money from Measure R and other sources to improve the line? Or will the study be shelved and remain a curiosity?

Join us for our monthly membership meeting, on Tuesday, May 24, 2011, featuring Metro Rail Service Development Manager Bruce Shelburne. 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 24th to join the discussion!

-Bart Reed
Executive Director