







Metro News BULLETIN

HOW THINGS FARE

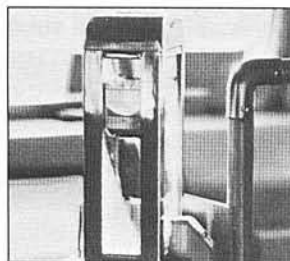
Proposed Fare Structure				
CATEGORIES	TODAY		PROPOSED	
	BASE	PASS	BASE	PASS
Regular 	50¢	\$20	75¢	\$34
 Elderly & Handicapped	20¢	\$4	35¢	\$9
Students K-12 	50¢	\$4	75¢	\$18
College & Vocational 	50¢	\$4	75¢	\$24

This chart illustrates the basic fare structure to be considered by RTD Directors at the February 2 public hearing. Express service rates are not included in the chart.

RTD Board is committed to keeping new fares as low as possible.

RTD sets Hearing on Fares Feb. 2

Fares are going up next July. By how much? That is largely determined by how much local subsidy is available to offset operational costs. Next July, the Proposition A subsidy that riders have been enjoying for the past 2 1/2 years will end. So along with higher fares come service changes.



Because these issues have such far-reaching public impact, the RTD Board of Directors will convene a public hearing to consider a new fare structure and bus service changes, effective July 1, 1985.

The hearing is set for Saturday, February 2 at 10 AM in the second-floor Board Room at RTD's downtown headquarters. Inasmuch as a large attendance is expected, persons who plan to address the Board are encouraged to call RTD Community Relations (213/972-6456) to reserve an approximate speaking time.

"Faced with \$38 million to \$43 million in reduced local Prop. A bus subsidies next summer, RTD will no longer be able to maintain its service levels and a 50¢ base fare," noted RTD Board President Nick Patsouras. "In addition, the federal government is considering drastic cutbacks in transit operational subsidies."

He explained that Prop. A, implemented July 1, 1982, mandated a 50¢ base fare for three years. In subsequent years, the law requires at least 35% of the tax revenues to be used to develop rail transit throughout the county. (See accompanying article.)

(Continued on page 2)

Proposition A:

How it affects fares, local transit program

WHAT IS PROP. A?

Proposition A is the ballot measure that increased the state sales tax in Los Angeles County by one-half percent—from 6¢ to 6 1/2¢ on the dollar. Revenues from this half-cent tax are used for public transportation improvements and development of a 150-mile countywide rail transit system. More than \$285 million are generated by the tax to implement the "Prop. A" program.

Public support of the program was well established four years ago. On November 4, 1980, a record 54% of the voters of this county passed Prop. A, thus representing the largest margin of approval for any transit measure in local history. With that action, voters also approved the transit corridors that will comprise the county rail network. The downtown/Wilshire/San Fernando Valley corridor (to be served by Metro Rail) was among those designated on the ballot.

However, legal challenges delayed the program's start until April 1982, when the state Supreme Court validated the measure. Two months later, the Los Angeles County Transportation Commission began collecting the tax and implementing the Prop. A program.

WHAT PROP. A DOES

The Prop. A program is being implemented in two phases. Phase 1 is effective from July 1, 1982 through June 30, 1985. Under this phase, tax revenues are allocated accordingly:

- 25% returned to the 84 cities of the county, based on population. Funds are used for local transit improvements such as new transit services and facilities. This is called the **Local Return Program.** (Continued on page 2)

Proposition A Revenue Allocation Formula



*Revenues from the Discretionary Fund can be used for rail, bus and other transit programs, at the discretion of the LACTC Commissioners.

Prop. A's impact on transit programs (Continued from page 1)

- Whatever percentage of revenues is necessary to reduce and fix the base bus fare to 50¢ throughout the county. Currently, that fare subsidy represents about 50% of Prop. A receipts. Note, this **Fare Reduction Program** expires next July.
- The remaining percentage of revenues is used to develop the voter-approved rail transit program. About 25% is currently used to implement the **Rail Transit Program**.

On July 1, 1985, Phase 2 will begin and remain effective indefinitely. With the new phase comes this fixed funding allocation formula:

- 25% for **Local Return Program**.
- 40% for the LACTC **Discretionary Fund**. With the expiration of the **Fare Reduction Program**, the LACTC Commissioners can use these funds for bus or rail programs, including fare subsidies.
- 35% for **Rail Development Program**.

The impact of Prop. A—particularly the **Fare Reduction Program**—is well worth noting. Because Prop. A has made public transit such a bargain, bus ridership has reached all-time record levels throughout the county. For example, RTD's weekday ridership increased from 1.1 million (just before Prop. A went into effect), to a whopping 1.7 million three months ago. It also becomes very apparent that when the **Fare Reduction Program** ends next July, fares automatically will increase and service changes may occur. The extent of these changes largely depends on how much of its Discretionary Fund the LACTC Commissioners will allocate to local transit operators from year to year.

This is why **RTD is working very closely with the Commission to ensure that sufficient subsidies are secured to keep fares as low as possible and to maintain adequate service levels.**

Thanks to Prop. A, rail transit will return to the Southland. LACTC Commissioners recently committed over \$400 million for construction of Metro Rail, which represents about 12% of the total cost of the 18-mile downtown Los Angeles-to-North Hollywood subway project. The

Commission is also progressing on the 22-mile light rail line that will link downtown Los Angeles and Long Beach through the Mid-Cities Corridor. This line will connect with Metro Rail, and may be operating before the turn of the decade. RTD will operate the regional rail and bus services, thus integrating them into one efficient system.

Meanwhile, all agencies will be working cooperatively on studies and plans for the remaining components of this regional transportation master plan to meet the area's growing mobility needs of today and tomorrow.

Fares (Continued from page 1)

"Despite the reduction in bus subsidies, **the RTD Board is committed to keeping the new fares as low as possible while still providing a high level of service,**" Pat-saouras said.

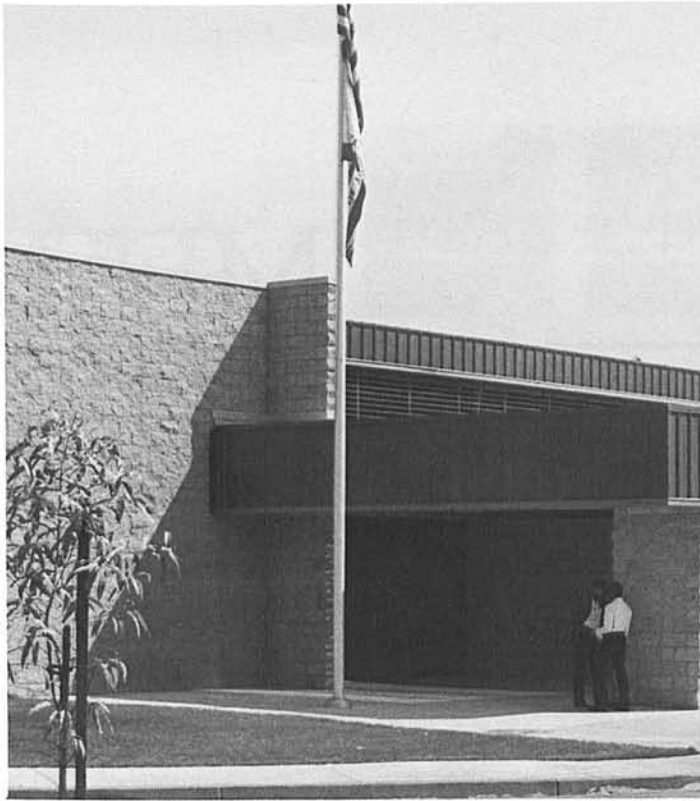
RTD Directors will not endorse any fare alternative until after the public hearing. Staff is recommending a 75¢ base fare, (a 50% increase from 50¢) and \$34 regular monthly pass (a 70% increase from \$20) for the next two years.

Under this proposal, elderly and handicapped discount fares would be 35¢ (base) and \$9 for a monthly pass. Students would pay regular cash fares, but those in grades K-12 could buy a discounted \$18 pass, while college and vocational students could buy a \$24 monthly pass.

"If this fare structure is adopted, it is estimated that service would be reduced 5.5% or some 140 peak-hour buses would be removed from throughout our extensive service area," explained General Manager John Dyer. "This plan could also result in an 18% drop in ridership."

At the hearing, the Board will receive public testimony on the social, economic and environmental impacts of the RTD fare structure proposal. Those unable to attend the hearing may submit written comments through February 2 c/o the District Secretary, RTD, 425 S. Main St., Los Angeles 90013.

Directors are scheduled to review the public's input at a special meeting on Saturday, February 16. The adopted fare structure and service levels will go into effect on July 1, 1985.



An event 'out of this world!'



WELCOME WAGON—Greeting guests at opening of new Division 10 facility (above) are (l-r) Transportation Superintendent Wesley McCarns, Acting Division Manager Evelyn Frizielle, General Manager John Dyer, Maintenance Superintendent Sam Singer, Board Director Carmen Estrada, and Maintenance Manager Ermilo Victoria.

RTD Opens East L.A. Operating Division



Metro Martians?—RTD staffers (l-r) Frizielle, Wilbur C. Miller, Jr., and William Beal share a laugh with fellow "aliens" in front of Metro Rail display.

An odyssey into the next century? That was certainly the mood and feeling that 500 visitors got when they recently joined the District in opening its newest operating division in East Los Angeles.

Themed "2001: A Transit Odyssey," the open house festivities featured displays and exhibits of futuristic public transit projects to be built through the year 2000.

"Division 10 allows us to provide lower-cost maintenance for our buses serving the downtown Los Angeles area as well as outlying suburban areas," said RTD Director Carmen A. Estrada. "Its location is extremely important, because it allows us to respond more quickly and service buses in need of repair."

Division 10 is capable of servicing 250 buses, including the District's fleet of articulated buses. The site encompasses some 20 acres, has 258 bus parking stalls, 20 maintenance bays, a transportation and maintenance building, a fuel and vacuum facility, bus washing and steam cleaning stations, a fare retrieval section and a tire repair station.

Division 10 was completed last June at a cost of \$7.6 million. Its construction was financed by the federal Urban Mass Transportation Administration and local state sources.



METRO



Core samplings indicate favorable tunneling conditions along entire 18-mile subway route.

NEW MILESTONES

In spite of recent attempts by federal budget officials to halt federal funding of new rail systems, RTD continues to prepare the Metro Rail Project for construction. Since the last edition of the *Bulletin*, all state and local commitments had been secured to begin constructing this initial subway segment of the 150-mile countywide rail system.

On the federal level, however, the long-awaited "Letter of Intent," which would commit the federal government to help build Metro Rail, was only one endorsement short last month. That missing, but essential endorsement was Budget Director David Stockman's. In December, Stockman proposed to delete federal funding for all new rail projects next fiscal year. That action has raised the ire of rail supporters in Congress and, moreover, the supportive private and public constituency in Los Angeles County.

"People throughout the county must wake up and realize that the Administration is trying to take away what's rightfully ours," says Hollywood Chamber of Commerce President Bill Welsh. "The Administration has been saying that Metro Rail is the top priority rail project, and that it is the most cost-effective. Just when we're first in line for funding and ready to break ground, the Administration now is trying to put us on the shelf. People need to get angry and call the President, their Congressperson, and their Senators. They need to demand that the Administration commit the funds that Congress has already approved to begin building rail transit in this county. We've sat in traffic far too long and have paid enough gas taxes to build a system for every other major city in this country. Now it's our turn!"

A coalition of Capitol Hill representatives for RTD, elected officials, business and community leaders is now working in the halls of Congress and the White House to resolve the funding issue, so that Metro Rail's construction can begin early this year.

The path leading to a Letter of Intent was paved last November when the federal Urban Mass Transportation Administration approved RTD's environmental assessment of impacts associated with building and operating Metro Rail's initial 4-mile subway segment, from Union Station to Wilshire/Alvarado. (See *Bulletin*, October, 1984.) UMTA approved the assessment and issued a finding of no significant impact. That critical milestone concluded all legal requirements necessary to enable the federal agency to make a construction funding commitment.

At any rate, RTD has continued necessary pre-construction activities, so that construction can begin within 90 days of receiving federal funding approval. Significant developments include:

Design Progress. Design on some segments of the subway line is at the 85% completion level. Meanwhile, agreements have been signed with state and local agencies and public utilities for design and construction support work for utility relocation.

Right-of-Way Acquisition. RTD reached yet another milestone in October, when the Board of Directors approved the purchase of Santa Fe Railway property near downtown Los Angeles. The 40-acre parcel, located south of Union Station, is the site of the Central Maintenance Yard, where Metro Rail trains will be serviced and stored. This is also the location for the Central Control Center and where Metro Rail's construction will begin.



Design on some segments of subway line is at 85% completion level.

RAIL

RTD continues efforts to secure federal funding and proceeds with pre-construction activities

RTD has agreed to pay \$27 million for the land acquisition and up to \$16.5 million to Santa Fe for relocating its tracks, freight buildings and other facilities. The District has received state and federal funds to cover these costs.

□ **Bus Rerouting Plan.** Since facilitating traffic will be a major aspect of construction, RTD has prepared a plan for rerouting buses to parallel streets and putting up detours to route traffic away from and around construction areas. Some 15 RTD lines will be rerouted when construction begins around the Civic Center station at First and Hill Streets. Another 22 lines will be detoured away from the intersection during weeknights and weekends. According to RTD Planning Director Gary Spivack, all lines will not be rerouted, "because of insufficient capacity on nearby streets. Therefore, some service will run weekdays while excavation is going on at one side of the street." However, RTD lines will be detoured during construction on evenings and weekends in order to expedite construction.

□ **Benefit Assessment Districts.** RTD has made significant progress in developing its Benefit Assessment District program. Upon completing a preliminary implementation plan, a Benefit Assessment Task Force was established. Composed of 33 public- and private-sector members, the group has been meeting regularly with RTD to help decide the manner in which districts should be established so that the assessments are fair and equitable and generate revenues for Metro Rail.

Public meetings are being held to ensure that any concerns that property owners or others may have are addressed and considered before final policy decisions are made. The most recent of these were held November 29 and 30 in the downtown and Westlake areas, where the first assessment districts are scheduled to be in place by the summer. Before implementation, RTD and the Los Angeles City Council will hold public hearings to obtain additional public input. (See article on page 8.)

State law allows RTD to create benefit assessment districts around Metro Rail stations. These districts are expected to generate about \$170 million, which represent about 5% of the \$3.3-billion capital cost of the 18-mile subway project. Residential property has been excluded from assessment by both an RTD resolution and a proposed Los Angeles City Charter Amendment.

□ **Community Relations Networking.** RTD Community Relations staff is working closely with property owners in the Metro Rail Corridor to ensure open and ongoing communication. Representatives are literally walking the streets of downtown and Westlake, informing the community of pre-construction activities and other developments. In addition to these efforts, a formal public information program is being developed for constituents of these communities, not only to keep them current with Metro Rail-related activities, but also District services in general.

RTD representatives serving the Metro Rail Corridor include: Jeff Alpert (Downtown), Ottis Hendricks (Wilshire), Wilbur C. Miller, Jr. (Fairfax/West Hollywood/Hollywood), and Susan Loewenkamp (San Fernando Valley). They can be contacted at (213) 972-6456 for further information.



Preliminary bus rerouting plan has been developed.



Benefit Assessment Districts

Community Notes



A 25¢ BARGAIN—RTD Board Vice President Gordana Swanson points out the best transit deal in town—the 25¢ Pasadena Shopper Shuttle. Joining her (l-r) are Pasadena Board of Directors members William Thomson, Jess Hughston and John Crowley, and RTD Director Charles Storing.

Hollywood Hills Gets New Shuttle Bus Service

Riders of the old Line 217 are now enjoying a new shuttle bus service along a portion of the route at Beachwood and Westshire drives.

Now called Line 208, the shuttle buses operate between a one-mile portion of the existing Line 217 route along Beachwood and Westshire. Shuttle buses then continue from Beachwood and Franklin Avenue west to Hollywood Boulevard and Vine Street for connecting service on RTD lines.

During this six-month test through June, patrons riding on Line 217 may transfer to the shuttle buses at Franklin Avenue and Gower Street using a special free transfer. Line 208 operates every 20 minutes during the morning and afternoon rush hours, and every half hour between peak periods and during evenings.

RTD Adopts a School

Santa forsaking his sleigh for a bus? That's just what he did on December 17 when he arrived at Lillian Street School in Los Angeles to extend jolly greetings to the newest members of the RTD family.

What followed was a festive party, which marked the start of a productive relationship between RTD and the 800 students of Lillian Street School. Both the District and the school are participating in the Adopt-a-School Program through which the District provides in-kind services to enhance students' educational experience.

Among other activities, the District will host two career days this school year to expose the students to career opportunities in the transit industry.

"We are very pleased to be in the RTD family," says Principal Don Taylor. "There will be numerous mutual benefits to be derived from this interchange that will leave a lasting impression on our student body."

New Shuttle for Pasadena

RTD and the City of Pasadena recently inaugurated a new downtown service, called "Pasadena Shopper Shuttle." RTD's new 30-foot MiniRide buses serve the new Line 601 on weekdays from 11 AM to 3 PM and on Saturdays from 10 AM to 5 PM.

"I can shop, visit art galleries, and travel to school through this convenient service," observes Jane Falk, a happy Shuttle rider.

The line connects Old Pasadena with the shopping and business center along Colorado Boulevard and South Lake Avenue, making its turnaround near the California Institute of Technology. Eastbound, the shuttle buses start from Pasadena Avenue and Colorado Boulevard, near the Ralph M. Parsons Co. and operates along Colorado and Lake to San Pasqual Street.

The city is financing the "Pasadena Shopper Shuttle" through its share of Proposition A funds.

Metro Rail: At a theater near you!

The spotlight is on Metro Rail.

After a successful run in most Mann Theatres throughout Southern California, RTD's *Metro Rail Is Coming!* film trailer is scheduled to be shown in more than 600 movie houses statewide.

Since October, theater-goers have been viewing the 30-second feature film trailer in theaters within the counties of Los Angeles, Riverside, San Bernardino, Orange, Ventura, Santa Barbara, San Luis Obispo and Sacramento. The arrangement is a joint public service effort of the RTD Community Relations Department and the Theatre Association of California, Inc.



Ho! Ho! Ho! — Santa passes out "District goodies" to young admirers (above), while RTD Assistant to the General Manager Albert Perdon (left) points out features of Neoplan bus as Principal Don Taylor observes.

RTD Launches 2-Prong Attack on Diesel Emissions

With clean air being a major concern, RTD has taken two bold steps to reduce bus exhaust emissions. The District has initiated the purchase of 30 methanol fueled buses as part of a 2-year test program. In addition, RTD has begun testing a device to trap pollutants from diesel engines.

On October 25, the Board authorized the purchase of 30 methanol-powered buses to determine whether the fuel (made from natural gas or coal) can be used successfully on a large scale as an alternative to diesel fuel. These buses will be used on both short and long runs, and in heavy downtown traffic to determine reliability.

"Since methanol is only half as energy efficient as diesel oil, the fuel tanks will have to be twice as large, and some engine components will be different from those in use on regular District buses," noted Board President Nick Patsaouras.

RTD also is testing, through a private engine laboratory in San Antonio, Tex., the effectiveness of a diesel engine particulate trap, designed by District mechanical experts. If the particulate trap proves successful, it will be installed on RTD buses, thus reducing the amount of emissions and therefore smog.

Annual Report Notes RTD's Accomplishments

Fiscal year 1984 marked an era of stellar accomplishments for RTD. Not only did RTD realize an all-time high ridership figure of 466 million bus boardings, but the District also made significant progress in the area of rail development and accessible service goals. These and other feats are highlighted in the new *RTD FY84 Annual Report*.

Detailed financial statements are also included in the attractive publication. For a free copy, write: RTD, 425 S. Main St., Los Angeles, CA 90013.

For Equal Opportunity

RTD Director Carmen Estrada (l) greets new District staffers Angelica Chatham, Manager of Disadvantaged Business Enterprise (DBE) and Women-owned Business Enterprise (WBE) programs; and Ruben Gonzales, Manager of Equal Employment Opportunity (EEO). Chatham will work to encourage minority and women-owned enterprises to do business with the District. Gonzales will implement RTD's equal employment plans, including hiring and recruitment, evaluating internal complaints and ensuring that the District abides by civil rights laws.



Fare Exchange



RTD's new electronic fareboxes are being tested on 100 buses for the next 90 days. Since they accept U.S. dollar bills, coins, RTD tokens and tickets, the new fareboxes are expected to significantly improve the efficiency of fare collecting. If the experiment is successful, RTD will install the new equipment on the entire bus fleet in the fall. 'Fare' enough?

Ridership tops 1.7 million!

RTD ridership reached an all-time high for a single day Monday, October 15 when District buses carried over 1.7 million boardings. Ridership during October jumped 9.1% over the same month a year ago as buses averaged 1.6 million daily boardings during the month.

RTD Enhances Services for Handicapped Patrons

RTD continues to improve service for all patrons—especially elderly and handicapped riders. These improvements are the result of cooperative planning on the part of the RTD Board of Directors' Ad Hoc Committee on Accessible Transportation and the District's Citizens Advisory Committee on Accessible Transportation (CACAT). New budget procedures and the establishment, operation and publicizing of an emergency hotline number are part of ongoing activities.

A televised public service announcement soon will be part of RTD's program. It will feature RTD's toll-free hotline number (1-800-621-7828), which disabled patrons can use for emergency assistance. To augment this effort, RTD will publish this month a new quarterly publication, called Access. It will highlight the District's progress in implementing its accessible service program.

"Weekday ridership on accessible service has increased to over 50 boardings," announced RTD Director John Day, Chairman of the Ad Hoc Committee. "Overall accessible service ridership has increased by 300 boardings a month over that for last year's average."

RTD now operates more than 1,850 wheelchair lift-equipped buses to serve the handicapped. The District began its special service to transport the handicapped in 1980, with 84 buses. Since then, more lift-equipped buses have been added, thus providing accessible service on more than 3/4 of the RTD fleet on 176 lines.

Currently, the District is evaluating the lines that provide accessible service within the 220-route system to determine which lines may need more lift-equipped coaches.



A Lift for Pomona—RTD and Pomona officials participate in a wheelchair lift demonstration with one of 12 RTD MiniRide buses that now serve the city. The 30-foot accessible coaches carry 27 passengers and are used on Lines 192, 194, 291, and 293. Participating (l-r) are Pomona Mayor Stan Selby, RTD Pomona Division Transportation Supervisor Jim Lewis (in chair), Pomona Division Manager Harold Hollis and RTD Director Charles Storing.

Public Hearing Set on Benefit Assessments

RTD Directors will hold a public hearing at 9:30 AM, Thursday, January 24 at District headquarters to consider establishing a benefit assessment district in downtown Los Angeles and the Wilshire/Alvarado area to support construction of the first four-mile phase of the Metro Rail subway.

RTD has formulated the outline for its benefit assessment plan, based on input from a 33-member Benefit Assessment Task Force of local business and public officials, many of whom represent firms or constituents who will be subject to the assessments.

"RTD plans to raise \$130.3 million from these initial assessment districts to begin Metro Rail's construction," says RTD Director Jan Hall, who chairs the task force.

One district is proposed to encompass the four downtown subway stations within a half-mile radius. The other district would surround the Wilshire/Alvarado station within a third-mile radius of the proposed station.

Altogether, owners of approximately 3,100 parcels of office, commercial, retail, hotel and motel properties would receive annual assessments starting this year to redeem \$130.3 million in bonds that would be sold to help defray Metro Rail's initial \$1.75-billion construction cost.

RTD staff recommends that all residential property (except hotels and motels) be exempted from assessments, as well as parcels owned by nonprofit organizations and public land in public use.

RTD Community Relations
Wishes You a
Happy and Prosperous New Year!



Metro News BULLETIN

METRO NEWS BULLETIN is published by the Southern California Rapid Transit District to inform the greater Los Angeles community of progress and developments of the RTD Metro Rail Project and other District operations.

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