



# Metro News **BULLETIN**



## Fare Hearing

**Public Testimony**—More than 100 persons offered testimony at the day-long public hearing recently convened by the RTD Directors, who considered proposals relating to fare increases and service changes. Fare structure changes will take effect on July 1, due to end of County's Proposition A Fare Reduction Program.

*New base fare is within national average*

## Board Approves Modest Service Changes

**A**s a result of public input, as well as the new operational requirements facing RTD in the immediate future, the Board of Directors voted February 13 to raise the base bus fare to 85¢ and make only modest service changes.

After many hours of analysis, the Board raised the fare a dime over staff's recommended 75¢ hike to meet the public's request to maintain current levels of service.

"This is the message we have gotten from the public: raise fares if you have to, but leave the service alone," says Board President Nick Patsouras. "The new structure will allow us to do this. As far as service adjustments are concerned, passengers may have to wait a little bit longer for a bus during rush hours on some lines."

Hundreds of RTD patrons and numerous public officials attended the



**Alternatives**—Supervisor Kenneth Hahn offers alternate funding plan that he says could maintain 50¢ base fare.

February 2 day-long fare hearing during which they asked the Directors to avoid sweeping reductions in service and scheduling. The fare increases have become necessary with the June 30 termination of the Proposition A Fare Reduction Program, which fixed the base bus fare countywide at 50¢. Under county law, a portion of the fare reduction revenues must go toward the county's rail development program, beginning July 1.

"The result for RTD is about a \$43-million shortfall, thus necessitating these increases in fares," Patsouras notes.

The regular monthly pass rate will increase from the current \$20 to \$32. Express and park/ride pass holders will pay from \$44 to \$92 a month, depending on distance. Students will also see increases in cash and pass rates. (Continued on page 6)

## RTD Notes



### Panish Replaces Lewis on RTD Board

Retired County Registrar-Recorder **Leonard Panish** has replaced **Michael W. Lewis** as a member of the RTD Board of Directors. Lewis resigned February 7 after having served eight years as the RTD Board appointee of County Supervisor Pete Schabarum. A former Board President, Lewis says he has "stepped aside to concentrate my time on my family and my career." Currently he serves as Schabarum's Chief Deputy. Panish retired from his county post in February and has joined the 11-member RTD Board, which establishes policy for North America's largest bus operation.



Lewis



Panish

### Korach Heads RTD Operations



Korach

**Robert S. Korach**, a former RTD employee whose career in public transportation spans 43 years, is the new RTD Assistant General Manager for Operations. He is responsible for RTD's 7,000-member Operations Department, including transportation, maintenance, telecommunications, equipment engineering, scheduling and transit police. Korach most recently served as Assistant General Manager and Superintendent of Transportation for the Port Authority Transit Corporation in Lindenwold, N.J.

### Public, Gov't Affairs Heads Named

**Lou Collier** has been named RTD Director of Community Relations, and **Barry Engelberg** has been appointed Director of Federal/State Liaison. Both Collier and Engelberg have managed the critical day-to-day responsibilities of their departments for the past couple years. Collier's department maintains communication and support for District programs and policies among the public/private sector and municipal governments, while Engelberg's unit handles government liaison on state and federal levels.



Collier



Engelberg

### Making Information Accessible



**Access**, a new quarterly newsletter for RTD's elderly and disabled constituency, made its debut in February. Published by the Community Relations Department, the publication focuses on issues, legislation and RTD programs relative to accessible transportation.

### Perkins is Operator of the Month

**Robert Perkins** of Gardena ended 1984 as RTD's December Operator of the Month. A 10-year employee, Perkins works on Line 204, which travels along Vermont Avenue to Hollywood Boulevard in Los Angeles.



Perkins

## Legislative File

### Patsaouras Decries Proposed Federal Budget Cuts

RTD Board President **Nick Patsaouras** recently announced that **President Reagan's** federal budget, if enacted, would have a devastating effect on both short- and long-range transit programs in the Los Angeles area.

"We already face significant fare increases this summer due to a drastic reduction of county fare subsidies," Patsaouras said. "However, if the President's proposals become law, we could see the RTD base fare rise to \$1.10. This fare hike would be coupled with significant service cuts, including line eliminations."

President Reagan's 1986 federal budget proposes the total elimination of operating subsidies. The District currently receives \$48 million in operating subsidies from the federal Urban Mass Transportation Administration. The proposal also calls for a reduction in federal funding support for local capital projects, including new buses and the construction and refurbishing of bus maintenance facilities.

Regarding the long-term transit future for the Los Angeles area, the President's budget also would eliminate any federal support of new rail projects, such as Metro Rail, the backbone of the 150-mile regional rail transit network.

"We hope Congress continues to recognize the importance and necessity of transit," Patsaouras said. "Public transportation provides mobility for millions of people, many of whom have no other way to travel to their jobs, schools, medical and shopping facilities."

### Gas Tax Hike Would Aid Transit

Senate Bill 290 has been introduced to raise the state gasoline tax by 5¢ a gallon and divide the money between state and local governments for highway construction and maintenance and for transit projects, such as bus guideways on freeways and rail projects. The bill would also set aside \$250 million annually for local agencies to use where it was most needed (i.e., for operating subsidies or capital improvements). Passage of this bill would be of enormous benefit to users of the RTD system and serve as an additional funding source for Metro Rail and the remainder of the Los Angeles regional rail system.

### No Smoking!

An Assembly bill has been introduced that would prohibit smoking in public transportation ticket lines and require half of the waiting rooms to be posted as nonsmoking areas.

### Transit Fine Increase

A Senate bill has been introduced to raise the maximum fine for offenses on public transit systems, such as willfully disturbing others by boisterous or unruly behavior, from \$50 to \$250.

*All Aboard—RTD Assistant General Manager for Operations Robert Korach assists Board Vice President Gordana Swanson aboard stagecoach as Transportation Director Edward Nash observes from driver's seat. At bottom are views of Carson Division maintenance facility, and visitors enjoying tour and a "feel of the wheel."*



*Photography by George Snow*

## New Carson Division Gets 'Old West' Opening

Carson residents had a taste of the Old West February 2 when they joined RTD in dedicating its new operating division at 450 W. Griffith St.

Against a backdrop of an authentic stage coach and western-clad RTD personnel, the open house festivities featured, among other things, displays and exhibits of transit operations. Guests enjoyed free hot dogs, cotton candy, pony rides and tours of the new facilities.

"I just had one wild, wonderful time," said one local resident. "I especially liked the staged duel. And I am quite impressed by this beautiful plant."

In her dedicatory remarks, RTD Board Vice President Gordana Swanson noted that the "new facilities at Division 18 will allow us to provide lower-cost maintenance for our buses serving the Carson and South Bay communities. Thanks to our state-of-the-art equipment, routine maintenance and special mechanical services can be handled quickly and more efficiently."

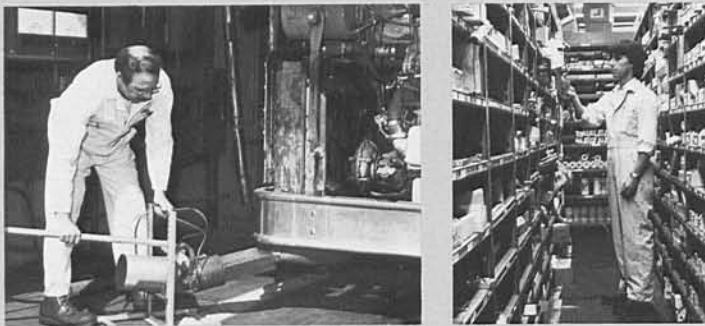
Completed last August at a cost of \$8.5 million, the Carson Division occupies more than 15 acres and accomodates 250 buses. The complex includes facilities to repair, clean and fuel coaches. Nearly 230 bus operators work out of the Division.

The average person is not aware of the behind-the-scenes work involved in preparing buses for passenger service. To give you a better appreciation of what goes on, the *Bulletin* features a pictorial essay on pages 4 and 5.





*Routine inspection of frame and parts underneath.*



*Testing exhaust emission level; taking inventory of parts.*



*Routine inspection and maintenance of bus engines.*



*Braking system is serviced regularly. Mechanical experts are on call for emergency repairs.*

*Wheelchair lifts are also checked routinely.*

# ALL THE OVER BUS



**Y**ou bet! It takes a lot of behind-the-scenes work to keep a fleet running efficiently. Presently, all buses in the fleet on at Operating Division 3 in the yard are serviced, cleaned and dispatched.

PHOTOGRAPHY BY

Special appreciation to the manager

A.J. Taylor, Division Manager



# IS FUSS R A TS?



ind-the-scenes work to keep the RTD  
sented here is a glimpse of what goes  
n Cypress Park, where scores of buses

BY GEORGE SNOW

agement and staff at Division 3.

Frank Denaro, Maintenance Manager



A full tank, a hot bath (lead photo) and a final wipe of the window.



Operators discuss the day's assignments.



Division Manager A.J. Taylor reviews routes and schedules with Line Instructor Earl Weingartner, while operators obtain supply of passenger transfers.



Operators on their way to their coaches. On your mark, set . . .



Go!

## Community Notes



**'Coaching' the Team**—RTD Board President Nick Patsouras presents retired RTD coach as (l-r) Hollenbeck Center Director Danny Hernandez, local youth, LAPD Captain Joe Sandoval, and Assemblyman Richard Alatorre observe.

## Fares . . .

(Continued from page 1)

For students from grades K through 12 the monthly pass will cost \$12 (from the current \$4). College and vocational students will pay \$15 for monthly passes. Cash fare for all students will be 85¢.

Rates for senior citizens and the disabled, now set at 20¢ a ride or \$4 for a monthly pass, will increase modestly to 40¢ a ride or \$7 a month in July. However, seniors residing in Los Angeles and other municipalities may get some relief through a subsidy program now being considered by their respective city councils.

The Los Angeles plan would allow the city to use \$3 million of its Proposition A sales tax dollars to subsidize the cost of monthly passes for senior residents of the city. This would maintain the \$4 monthly pass cost. Results of the study were unknown at presstime.

Interestingly, even with the new rate structure, RTD fares are within the national average, and still lower than those in other large cities. RTD's 85¢ base compares to 90¢ in Chicago and New York, 85¢ in Philadelphia, 80¢ in neighboring San Diego and Washington, D.C., and 60¢ in San Francisco, Atlanta and Boston.

## RTD Donates Two Coaches to Hollenbeck Youth Center in East L.A.

**G**old has always attracted attention. So it's not at all surprising that East Los Angeles youngsters would flock to the Hollenbeck Youth Center, the very place where 1984 Olympic boxing gold medalist Paul Gonzales got his start. In fact, the place has become so popular that center officials report a dramatic attendance increase of over 35%. A mixed blessing, indeed, inasmuch as Hollenbeck staff has not been able to transport all the youngsters to area recreational events.

Concerned about the situation, state Assemblyman Richard Alatorre asked RTD to donate two buses to the center. After all, the center has a good record for training youth, and the District is retiring 500 buses used in Olympic service.

Soon after, the Board thought Alatorre had a good idea and dispatched two surplus buses. The coaches will be used heavily during summer months to transport some 5,000 youngsters to Disneyland and on lecture trips to various city halls as part of the center's civic awareness program.

"The number of kids who come through the center is expanding, and the buses will be a major part of our programs," said Hollenbeck Executive Director Danny Hernandez.

## District OKs Payroll Deductions for Crusade

**T**o thunderous applause and a standing ovation, the Board of Directors recently voted to include the Los Angeles Brotherhood Crusade in the RTD's 1985 employee payroll deduction program.

Some 200 Crusade supporters filled the Board Room to witness this important action, which now allows the 9,000 District employees to make contributions to the Crusade through payroll deductions.

"By taking this milestone action, the RTD has demonstrated that it cares for the welfare of Los Angeles minority communities," says Crusade Executive Director Danny Bakewell. "The contributions of District employees will help meet the basic needs and enrich the lives of thousands of Southland residents."

The Brotherhood Crusade is a nonprofit, tax-exempt funding institution dedicated to social welfare, health and educational needs of low-income minority groups. Over the years, the Crusade has awarded grants to drug prevention programs, battered women's shelters, youth programs, the United High Blood Pressure Foundation and the Koreatown Senior Citizens' Program.

"These are just some of the programs we assist that do not meet the funding eligibility criteria of traditional charities," Bakewell notes. "And now RTD's employee contributions will help keep these programs going."

# Metro Rail Update



**Initial Districts**—Map shows general boundaries of initial benefit assessment districts. Small district encompasses third-mile radius around Wilshire/Alvarado Metro Rail station, while large district covers half-mile radius around the four downtown stations. Brown rectangles denote station locations.

## Downtown L.A./Alvarado Area

# RTD Votes to Create Assessment Districts

The RTD Board of Directors has taken the first legal step in establishing benefit assessment districts to help finance Metro Rail's construction. The Board held a public hearing January 24 and a followup session February 14 to consider creating two assessment districts in the downtown Los Angeles/Alvarado area.

Once established later this year, these districts are expected to cover about \$130 million of the \$1.175-billion construction cost for the initial 4-mile segment of the Metro Rail subway.

One assessment district will be created in the Los Angeles Central Business District. It will encompass the first four subway stations within a half-mile radius. The second district will surround the Wilshire/Alvarado station within a third-mile radius.

The Board has adopted the following aspects of the assessment district program, based on the input of a

33-member Benefit Assessment Task Force and RTD staff:

- Districts will not be divided into internal zones, but rather the assessment rates will be applied uniformly throughout the entire district.

- The annual assessment rate per square foot initially will be 30¢, with a maximum of 42¢. The rate will be applied to the square footage of the assessable improvement or the square footage of the parcel, whichever is greater for a given property. Assessment rate may be increased or decreased to continue generating the necessary annual revenues to finance Metro Rail's construction.

- Assessment revenues from each district will be used solely to pay for or partly finance the construction costs of the rail rapid transit station within the assessment district.

- Residential property (except for

hotels and motels) will be exempt from assessments, as well as parcels owned and used by nonprofit organizations and land in public use and ownership. Altogether, owners of approximately 3,100 parcels of office, commercial, retail and hotel/motel property will be assessed annually, beginning this year.

- An appeals process will be implemented once the benefit assessment districts are finalized by the RTD Board. Property owners seeking exemptions or assessment changes may appeal to the RTD Board.

- Owners of 25% of the assessed land value in the proposed district may petition for an election if they oppose the establishment of a district.

The next step is for the Los Angeles City Council to hold a public hearing and approve district boundaries and rates. That hearing is expected to be held in the spring.

# Support Builds As Budget Hearings Proceed

The regional private-sector movement to preserve federal support of public transportation programs continues to build as federal budget hearings proceed on Capitol Hill.

Since the Reagan Administration announced three months ago its proposal to eliminate all federal funding for public transportation programs (beginning this year), protests from all segments of the nation have been steadily pouring in to the White House in various forms. In Washington, congressional coalitions have issued blunt rebuttals to the Administration's proposed policies, vowing to "fight to continue federal funding for transit operations and rail transit development."

Joining them on the national level have been the numerous transit agencies, policy makers and manufacturers who make up the massive transportation industry. If the Administration were to have its way, some small transit operators who rely heavily on federal operating subsidies would virtually go out of business.

## Local Support

On the local level, efforts in support of public transportation are being demonstrated in numerous, effective ways. White House sources and congressional personnel report that thousands of telegrams, phone calls, resolutions and letters have inundated their offices in Washington. The words vary, but the message is the same: retain federal funding for transit operations and release the construction dollars for Metro Rail.



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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**State/Federal Partnership**—RTD Board President Nick Patsaouras (c) discusses funding support strategies with U.S. Senator Pete Wilson (R-Calif.) and State Senator Diane Watson (D-Calif.) at recent luncheon on Capitol Hill. They are part of bipartisan coalition to maintain federal assistance for public transportation programs.

Cities from all segments of the Los Angeles region have sent formal resolutions of support. (See excerpts in February Special Edition *Bulletin*.) Senior citizen groups have written letters decrying the Administration's budget proposals. They have united with the disabled community to underscore the severe impact that the elimination of federal subsidies would have on bus operations locally. Primarily, higher fares (possibly to \$1.10), and drastically reduced service.

## Rail Transit Advocates

The regional business community is also a major voice in the chorus. It clearly recognizes the vital link between business and transit. Further, business people and others are looking down the road at future transit needs, as public demand will grow in proportion to economic development throughout the region. Rail transit comes into play here, to augment the area's overburdened network of freeways, buses and surface streets.

The business community has been urging—and convincing—some federal decision-makers to continue their long-standing commitment to Metro Rail, as it is the essential backbone of Los Angeles County's rail system.

Perhaps the City of Pomona best articulates the business perspective on the issue: "We the civic leaders have long been in support of the building of Metro Rail, because we are aware of opportunities and benefits to be derived by the local communities both in the improvement of transit travel and, of course, the long-term economic benefits which will be generated due to this project." (Excerpted from a recent letter to President Reagan.)

RTD General Manager John A. Dyer notes the importance of increasing the private sector's momentum of support over the next several months, as Congress proceeds with deliberations and hearings on all aspects of the FY'86 Budget of the United States Government.

"Public transportation stands at an historic crossroad," he says. "The final votes and decisions made during this critical budget process will determine the extent and quality of public transit for many years to come. The fate of rail transit for the Los Angeles area—beginning with Metro Rail—will also be determined soon. Now is the time for the private sector to let the Congress know how it feels about L.A.'s future and the critical role public transit will play in shaping our future growth and prosperity."