



# Metro News BULLETIN

## Officials Optimistic About Metro Funding

**M**etro Rail supporters left the nation's capital recently with renewed optimism that the subway project would receive the necessary federal dollars to begin construction.

A delegation of local, congressional and RTD officials made a strong case for Metro Rail May 1 before House and Senate Appropriations Subcommittees on Transportation.

See page 2 for related article about national efforts to preserve federal support of public transit programs.

The delegation asked Congress to give the Los Angeles region \$150 million during the next federal budget year and to free up \$129 million already earmarked for the project from the federal 1-cent gas tax transit trust fund. Both decisions are expected in the summer after Congress sets its budget ceiling and individual committees divide funds among competing interests.

Local matching funding commitments totaling over \$1 billion have been secured from the state, Los Angeles County, the City of Los Angeles and local benefit assessments.



**United for Metro Rail**—RTD and elected officials attend recent Capitol Hill luncheon held for supporters of Metro Rail and other federally funded transit programs.

Metro Rail's construction has been in jeopardy since last December when federal budget director David Stockman persuaded President Reagan to recommend an end to all federal funding for new rail starts as part of the Administration's efforts to reduce the federal deficit.

(Continued on page 5)

### New Fare Structure Effective July 1

RTD's new fare structure will go into effect on July 1. While this will mean higher fares for passengers, the RTD Board of Directors is pleased to announce that 98% of the bus service will remain intact.

No routes will be cancelled, although some buses will be removed from lines that are expected to experience a drop in ridership in the wake of higher fares.

"These service adjustments are necessary to balance our budget in the fiscal year beginning July 1, when the District will lose an estimated \$43 million in local sales tax subsidies," explained RTD Board President Nick Patsaouras. "The Board opted for higher fares rather than more stringent service adjustments,"

(Continued on page 12)

## RTD/Unions Avoid Labor Strikes

### Drivers, Clerks Ok Pacts; Mechanics' Talks Proceed

The RTD Board of Directors ratified two of three major labor union contracts this quarter, ending all fears of a work stoppage.

In April, the Directors ratified the longest labor contract in RTD history with the United Transportation Union (UTU), which represents RTD's 5,000 bus drivers. The members overwhelmingly approved the 41-month contract, 3,033 to 292. Both sides were elated.

"For the first time since 1969, the District has successfully renegotiated a contract with our drivers when there wasn't a strike in progress," notes RTD President Nick Patsaouras. "This landmark agreement signals a new era in labor stability at RTD, which is imperative at a time when the District faces substantial losses in local and federal operating assistance."

In May, the Board ratified a new 39-month contract with the Brotherhood of Railway, Airline and Steamship Clerks (BRAC), which represents 700 RTD ticket clerks, telephone information operators and other clerical employees.

At presstime, negotiations were set between the District and the Almagamated Transit Union, which represents 1,800 RTD mechanics and maintenance employees. An accord is expected to be reached soon.

Under the terms of the UTU contract, RTD drivers will receive a 4.5% increase in wages and fringe benefits. The District will realize significant cost savings by utilizing part-time drivers up to 30 hours a week, including weekends.

Changes in discipline rules including a move to reduce absenteeism also will generate savings.

**T**he federal budget process is proceeding intensely. And so are the efforts of a strong national coalition to preserve adequate amounts of federal dollars for public transportation next fiscal year, beginning October 1.

Five months ago, the Reagan Administration announced its proposal to cut transit assistance by 70% during FY'86. Officials asked for a complete elimination of transit operating assistance, reduced funding for capital projects (i.e., facilities construction and rehabilitation), and elimination of the new rail starts program. Since that announcement, passionate rebuttals from every quadrant of the nation have continued to decry the Administration's recommendations. Coalitions of various kinds have been formed, including bipartisan congressional support groups, senior citizens, student organizations, businesses and professionals and disabled transit users. All have sent a clear, common message to Congress and the White House to balance the budget, but not at the expense of public transit.

#### 'GET OUT AND WALK'

Speaking for the nation's powerful transit industry, the American Public Transit Association asserts that the Administration's basic message to America's transit riders is "get out and walk!" The Washington, D.C.-based organization reports that the budget, if approved, will result in dramatic increases in fares, drastic cuts in service, loss of over 200,000 industry jobs, loss of \$8 billion to the nation's business interests, and millions of people stranded.

These points were emphasized by RTD and a delegation of local and congressional officials, who met with influential Capitol Hill decision-makers in February. They underscored the fact that if current levels of funding (about \$50 million in federal operating assistance) were lost next fiscal year, drastic fare increases and service cuts would be inevitable. The base RTD fare, which will rise from 50¢ to 85¢ on July 1, would rise again to \$1.10 by year's end. The Los Angeles delegation also emphasized the hardship this would cause low- and fixed-income passengers.

#### IMPACTS ON METRO RAIL

**F**urther, they argued that the Administration's proposed policy of no new rail starts would dash Los Angeles' hopes for building the 18-mile Metro Rail subway line.



**Rally Crowd**—Transit supporters rally at Capitol steps to protest Administration's budget cut proposals.

# L.A. Is Not Alone

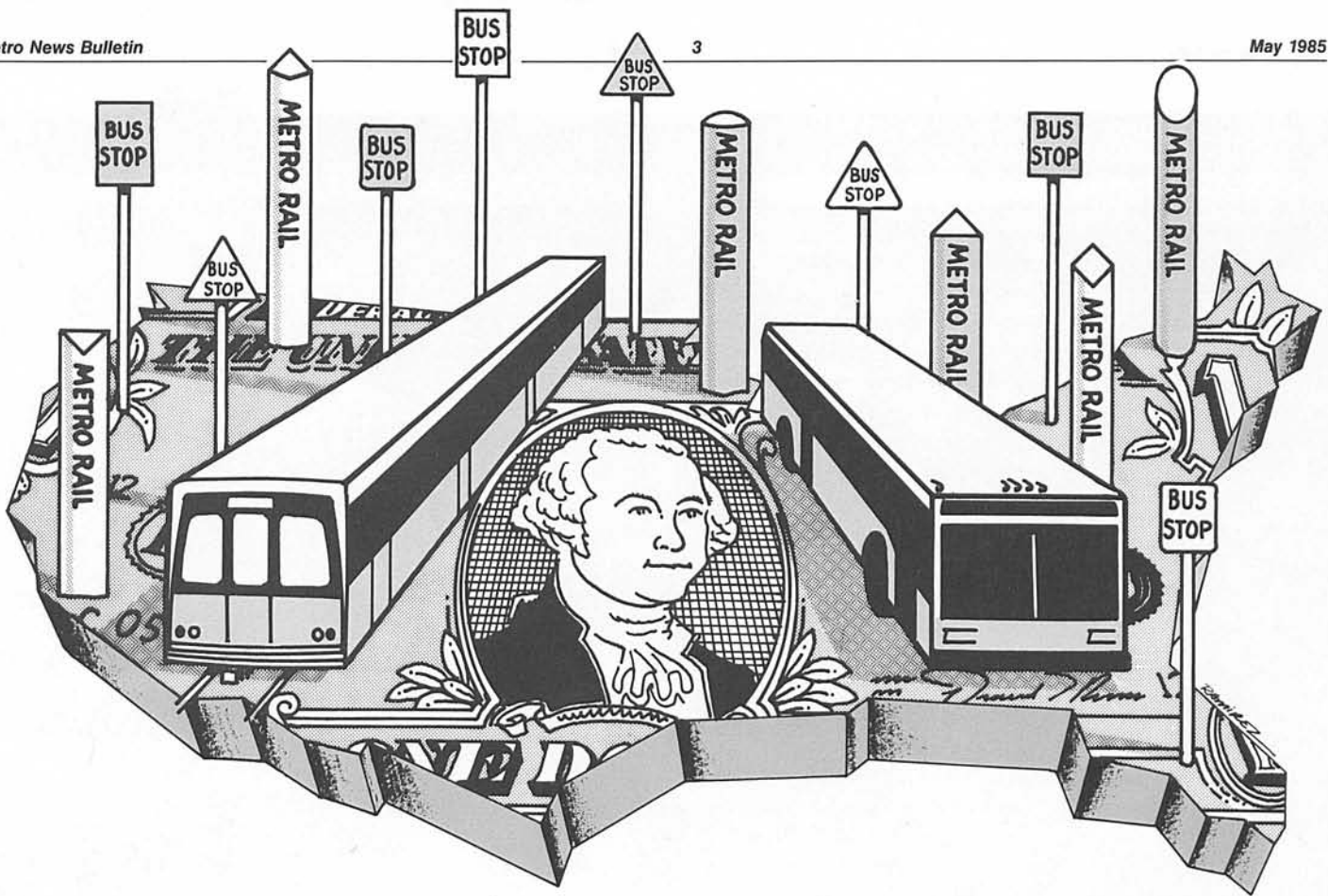
## *National coalition of transit*

They have repeatedly underscored the fact that federal financing of Metro Rail would not increase the national deficit. Instead, federal dollars needed to construct Metro Rail would come from a gasoline tax trust fund, which can only be spent on transit programs. Budget Director David Stockman has adamantly stated that only "cost-effective" projects are worthy of trust fund dollars. Ironically, this announcement came shortly after the U.S. Department of Transportation validated Metro Rail as the nation's most cost-effective new rail project and recommended a letter of intent to begin building the project.

Due to months-long bureaucratic delays and now budget debates, construction of this vital downtown Los Angeles-to-North Hollywood rail line has been on hold for almost a year.

This holding pattern has tested the patience of local supporters, particularly Rep. Glenn Anderson (D-Long Beach). He says the Administration's attempt to discontinue funding of new rail projects "cheats those in urban areas who have helped finance similar projects in other areas of the country and who have contributed a disproportionate share to the construction of highways in rural areas, with the promise that federal funding would be available when new rail projects are ready in their region."

To demonstrate the broad-based support Metro Rail and public transit enjoys in the greater Los Angeles region, RTD



**supporters steps up efforts to preserve federal funding for public transportation**

officials unloaded a hefty box of postcards and letters, written and signed by thousands of local transit supporters.

**RALLYING FOR PUBLIC TRANSIT**

In March, there was a lot of screaming and yelling on the steps of the U.S. Capitol. Some 5,000 angry people—comprising a cross-section of American citizens who will be affected by the Administration’s proposed budget cuts—voiced their concerns at the “Mobilization for a Fair Federal Budget” rally, organized by the U.S. Conference of Mayors. Chief executives from various cities across the nation attacked the Administration’s budget proposals, calling them “unfair” to those who rely on transit for vital services and “disruptive” to the progress of urban America.

These sentiments are being echoed throughout other parts of the nation. On the East Coast, federal budget opponents are calling the proposed transit cuts “beyond the call of reason.”

From Greenville, S.C.: **“Local elderly and handicapped persons would suffer the greatest.”**

From Knoxville, Tenn.: **“Reduction or elimination of needed transportation services would likely take many unskilled workers off the tax rolls and put them on the welfare rolls.”**

Pittsburgh, Pa.: **“... the loss of federal operating assistance could be devastating to local transit, the community and the local economy.”**

Buffalo, N.Y.: **“The proposed cuts would sound the deathknell for the nation’s transit systems.”**

Jacksonville, Miss.: **“It is foolish to think that a reduction or elimination of federal transit financial assistance will bring about a reduction in the national deficit.”**

Flint, Mich.: **“Without federal operating assistance, public transit in Flint will not survive.”**

On the local side, city councils, elected officials and organizations across the Southland continue to send supportive resolutions and letters to Congress and the White House. The influential (San Fernando) Valley Industry and Commerce Association recently released a position paper supporting federal funding for local transit operations and Metro Rail. Numerous cities in the San Gabriel Valley have done the same (see photo on page 4).

The importance and urgency of this national transit movement are perhaps summed up best by Albany, N.Y., transit official Robert Lyman: “Everyone benefits from good public transportation. And all levels of government should help support the cause. We realize that there are pressures on the federal budget, but we have done our share and this approach (drastic transit cuts) is not realistic.”

## Community Notes

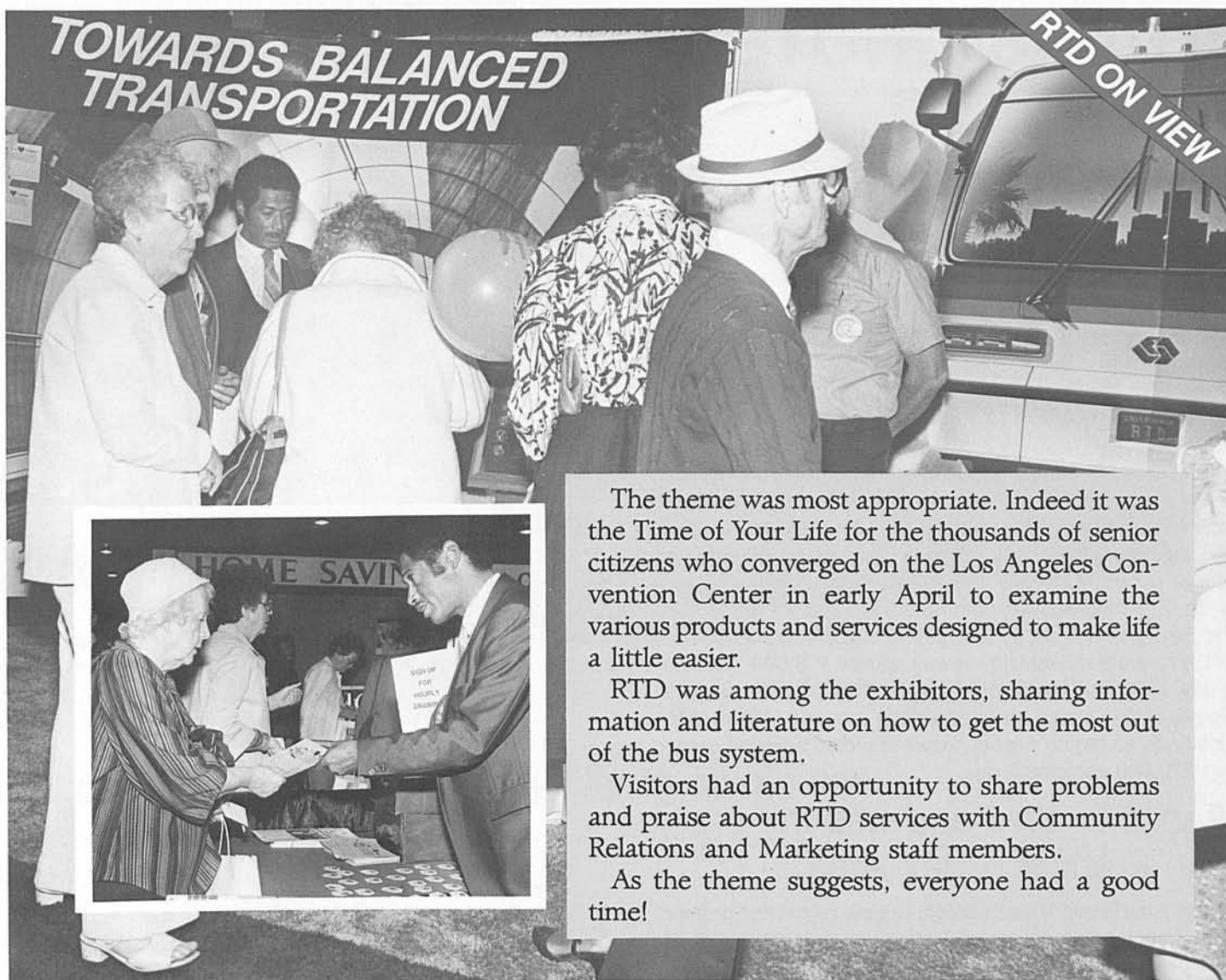


**Looking Up to Public Transit** — RTD General Manager John A. Dyer and RTD Board members and San Gabriel Valley residents Charles Storing and Leonard Panish presented certificates of appreciation recently to 23 local leaders for their support of public transportation and the Metro Rail subway project. Among those honored at El Monte Busway Terminal are (front, l-r) Rosemead City Councilman Pat Cleveland and West Covina City Councilwoman Nancy Manners. Second row: Covina Councilman Henry Morgan; Covina Mayor Charles Colver; Dave Hart, representing Monrovia Councilman Bob Bartlett; Leticia Hernandez, representing Rep. Esteban Torres; Marta Maestas, representing Assemblyman Charles Calderon; El Monte Councilman Jack Crippen; and Bob Ogert, representing Assemblywoman Sally Tanner. Third row: Patricia Hutter, representing Bradbury Mayor Ron Westmeyer; Alfred Herrera, representing Irwindale Mayor Michael Miranda; Azusa Councilman Jim Cook; Azusa Mayor Eugene Moses; La Puente Councilman Frank Palacio; and Pomona Mayor Stan Selby. Back row: La Puente City Manager Frank Ruiz; La Puente Councilman Lou Guzman; Mike Duffy, representing State Senator Joseph Montoya; La Puente Mayor Max Ragland; RTD Director and La Puente Councilman Storing; RTD Director Panish; and Dyer.



### No Clowning Matter

When the Ronald McDonald House expressed the need for janitorial services, RTD's General Services Department responded. More than 15 employees contributed their time and energy to shine and spruce up the facility, which provides housing for the parents of children receiving cancer treatment at Children's Hospital. Posing with the popular hamburger chain's mascot are (front, l-r) Vor Tay, Louis Baskin, Laura Withers, Ronald McDonald House Manager Sheryl Durden, Daniel Ramos and Anita Allen; (rear, l-r) Francisco Ruiz, Art Brass, Foster Mayes, Joseph Coleman, Jim Cloman, Charles Mitchem, Robert McCain, Ruth Kelley, Florence Wooley, Bobby Hicks, Harold Kelley and Willie Hemingway.



The theme was most appropriate. Indeed it was the Time of Your Life for the thousands of senior citizens who converged on the Los Angeles Convention Center in early April to examine the various products and services designed to make life a little easier.

RTD was among the exhibitors, sharing information and literature on how to get the most out of the bus system.

Visitors had an opportunity to share problems and praise about RTD services with Community Relations and Marketing staff members.

As the theme suggests, everyone had a good time!

## Officials Optimistic *(Continued from page 1)*

As part of their testimony, the Los Angeles delegation reminded committee members that Metro Rail's lifeline is the gas tax trust fund—not the deficit-plagued general fund. The trust fund virtually has no impact on the federal budget.

"So there's no reason why Metro Rail cannot continue to receive the funds that Congress has already approved," noted RTD Board President Nick Patsaouras. "The funds are just sitting in the bank, and by law cannot be used for any purpose other than transit improvements."

In their private discussions with congressional leaders, local officials quoted Stockman's recommendation that only cost-effective rail projects be granted letters of intent and funding commitments. They noted that the U.S. Department of Transportation last year certified the 18-mile Metro Rail subway as the nation's most cost-effective new rail project and recommended issuance of a letter of intent to construct the initial 4-mile segment in downtown Los Angeles.

They also pointed out that congressional support of Metro Rail remains very strong. Of California's two senators and 45 House members, only one congresswoman testified against the project. Rep. Bobbi Fiedler's remarks were challenged point by point by House subcommittee member Rep. Julian Dixon (D-Inglewood), who said she was "not providing the entire picture in her testimony."

Included in the Los Angeles delegation were Patsaouras, Mayor Tom Bradley, Los Angeles Area Chamber of Commerce President Ray Remy, Los Angeles County AFL-CIO Chief Bill Robertson and Los Angeles County Transportation Commission Chairwoman Jacki Bacharach. California Senators Pete Wilson (R) and Alan Cranston (D) joined the delegation during the committee sessions.

Bradley said his renewed optimism is based on the results of closed-door meetings the delegation had with several members of Congress during their brief visit.

# TRANSIT NOTES

## Slower Traffic Ahead For SGV Freeways

If you think congestion is bad on the San Gabriel Valley freeways today, hold on to your steering wheel. Studies show that freeways—particularly the east-west San Bernardino (I-10), Foothill (I-210) and Pomona (60) routes—will become even more congested before improvements can be made to help clear the rush-hour clogging.

According to Caltrans, the worst news yet is for those who travel the San Bernardino Freeway, which reached capacity 10 years ago as the valley's most congested highway. Officials report that the number of vehicles using the valley's freeway system has increased an average of about 5% a year over the past five years, and will continue to increase as valley population grows. Among other things, that means longer commuting time and higher gasoline bills. Meanwhile, El Monte Busway commuters along the I-10 are saving time and money by using RTD's express services.

Currently the Foothill Freeway carries 175,000 vehicles a day, while San Bernardino carries 167,000. The Ventura Freeway (101), which serves the San Fernando Valley, is the Los Angeles region's most heavily traveled freeway, carrying 270,000 vehicles a day.

## Transit is alive and well in San Francisco Bay Area

Bay Area Rapid Transit (BART) officials report that greater San Francisco's surging economy is causing thousands of new passengers to flood already overcrowded BART trains. An average of 216,000 passengers have ridden BART on weekdays during February, a 2.6% increase over ridership in the second half of 1984.

"The 1985 figures are remarkable because usually we get a slight dip after the first of the year," notes BART General Manager C. Keith Bernard. Off-peak ridership has surged 20% during the last two years, compared with a 14.4% increase in rush-hour passengers.

### Opinion Poll Results:

## Public weary of traffic problems; supports mass transit development

In a revealing *Los Angeles Times* opinion poll, Los Angeles county residents registered their categorical support of mass transit development. By more than 2 to 1, people who had an opinion said they support construction of a mass transit system. Residents of many areas of the county complained about traffic problems. About 40% supported higher taxes to improve mass transit.

The telephone poll was conducted in March, collecting 2,241 responses from a scientific sample of county residents.

# This Could Drive You To Think!

*Study cites L*

**E**ven when RTD's new base fare increases to 85¢ on July 1, it will remain the best travel bargain in town. By contrast, the automobile will continue as the costliest mode of transportation, especially for commuters in the Los Angeles region.

The latter comparison is based on a recent study by the Hertz Corp., which cites Los Angeles as the nation's most expensive city in which to own and operate a new car. The study notes that local drivers spend over 60¢ a mile to use their cars, compared to an average of 49¢ a mile for the nation's 20 largest cities.

RTD riders get even better mileage than the national auto average. Many bus riders can commute to work for only 50¢ (the current base fare), and that can entail home-to-work distances of as much as 15 miles. Using the Hertz figures, the same trip by car in Los Angeles would cost a driver \$6. Clearly, the savings to the bus rider still will be substantial at the new 85¢ fare.

*The cost-effective travel alternative.*



## Los Angeles as most costly city to own a car

**20** Most Expensive Cities

### CAR OPERATING COSTS

In cents per mile for a normally equipped compact car driven 10,000 miles a year for five years.

CITY	1984 COST
1. Los Angeles	60.69
2. San Francisco	58.16
3. New York City	57.25
4. Miami	53.47
5. Chicago	52.74
6. Denver	51.91
7. St. Louis	51.57
8. Seattle	50.58
9. Houston	49.31
10. Boston	48.48
11. Minneapolis	47.58
12. San Diego	47.53
13. Detroit	46.47
14. Cleveland	45.80
15. Pittsburgh	45.44
16. Milwaukee	45.42
17. Atlanta	45.10
18. Dallas	45.08
19. Washington, D.C.	45.00
20. Cincinnati	44.65
20-City average	49.61
National average	45.67



Further details provide broader insight. Based on 10,000 miles of driving a year, the annual auto cost in Los Angeles is \$6,069, compared to the national average of \$4,961. These figures are based on a normally equipped compact car, such as a Ford Tempo, bought new and driven 10,000 miles annually for five years. Costs include the purchase price, tax, loan interest, depreciation, insurance and license fees, average repairs and maintenance, and gasoline and other service station charges. Parking fees and tolls are excluded because such charges vary widely among cities.

All 20 major cities surveyed experienced a rise in costs from year-ago levels, with a 16-cent variation among them.

Behind Los Angeles for highest-cost-per-mile ranking were San Francisco at 58¢, New York City at 57¢, Miami at 53¢, and Cincinnati, which ranked 20th at 44¢.

Transportation analysts observe that those who routinely use public transit for their commuting needs experience considerable cost savings and are able to escape the stress of driving in rush-hour traffic.

Source: Hertz Corp. annual study.

## RTD Notes



**Second Terms**—RTD Board President Nikolas Patsaouras and Vice President Gordana Swanson (r) renew their oath of office following their re-election to a second term as District officers. Patsaouras was appointed to the Board in 1981 by Supervisor Michael Antonovich. Swanson is a Rolling Hills City Councilwoman and was elected to the Board in 1981 by the League of California Cities to represent the South Bay and Westside cities. Administering the oath of office is District Secretary Helen Bolen.



**Director's Farewell**—Outgoing RTD Director Mike Lewis is presented a plaque by his Board colleagues (front, l-r) Leonard Panish, Jay B. Price, Marvin L. Holen, Nick Patsaouras, Jan Hall, (rear, l-r) Charles Storing, Jack Day, Norman Emerson, Gordana Swanson, General Manager John A. Dyer, Carmen Estrada and Nate Holden.

## New Student I.D. Cards Available

RTD's new College/Vocational Identification card is now available at the District's 10 Customer Service Centers located throughout Los Angeles County. Effective through October 31, the new orange ID card entitles the bearer to discount cash and monthly pass fares. It is available to students enrolled in a minimum of 12 hours of in-classroom study for at least three months at a state-accredited college or vocational school in the county. Applicants may apply for an ID card any time during their current school enrollment period for a \$1 nonrefundable fee. For further information, write RTD, Los Angeles 90013.

## Community Leaders Honor Lou Collier

Public officials and business leaders headed the list of some 300 well-wishers who recently saluted Lou Collier on being appointed RTD's Director of Community Relations.



Lou Collier

At an elegant reception hosted by State Senator Diane Watson at the Westin Bonaventure, an impressive slate of speakers lauded Collier and underscored the critical function of community relations in maintaining productive relationships between RTD and the public and private sectors.

Speakers included Los Angeles Mayor Tom Bradley, Patricia Miller for Rep. Julian C. Dixon, Assemblyman Richard Alatorre, Bob Geoghegan for County Supervisor Ed Edelman, Los Angeles City Councilmen Gilbert Lindsay and David Cunningham, Mila Corral for State Senator Joe Montoya, Miriam Jaffe for State Senator Alan Robbins, South Gate Mayor Herb Cranton, RTD General Manager John A. Dyer, and the evening emcee, Senator Watson.

## Brochures Available

Where's the RTD pass sales outlet nearest you? A new pocket-size *Directory of Pass Sales Outlets* lists the location and business hours of some 350 sales outlets, and provides information on how to purchase regular, student and handicapped passes, identification cards for students and seniors and monthly stamps.

If you'd like to learn how to board and ride buses in a safe, easy manner, send for the new bilingual *Riding the RTD Safely* brochure. It contains helpful hints for new and regular riders as well as emergency numbers for fire and police assistance and medical aid.

For a free copy of both brochures, write RTD, Los Angeles 90001, or call the toll-free RTD number in your local directory.



**Operator of the Year**—Ralph Stone of San Dimas (l) accepts the 1984 RTD Operator of the Year Award from RTD General Manager John A. Dyer. A 28-year RTD veteran, Stone was selected from the District's force of 4,700 full-time bus operators. Pomona/Claremont riders on Line 291 will agree with the District's choice.





**For the Children** — RTD Board President Nick Patsouras (r) and Baldwin Park Police Chief David Snowden, Vice President of the Los Angeles County Peace Officers Association, display one of 2,000 missing children posters installed on RTD buses.

## RTD Joins Effort to Locate Nation's Missing Children

**R**TD is doing its share to help locate the nation's missing children. As a community service, RTD has begun displaying more than 2,000 posters of missing children on its fleet of buses, thus providing region-wide exposure of this national crisis.

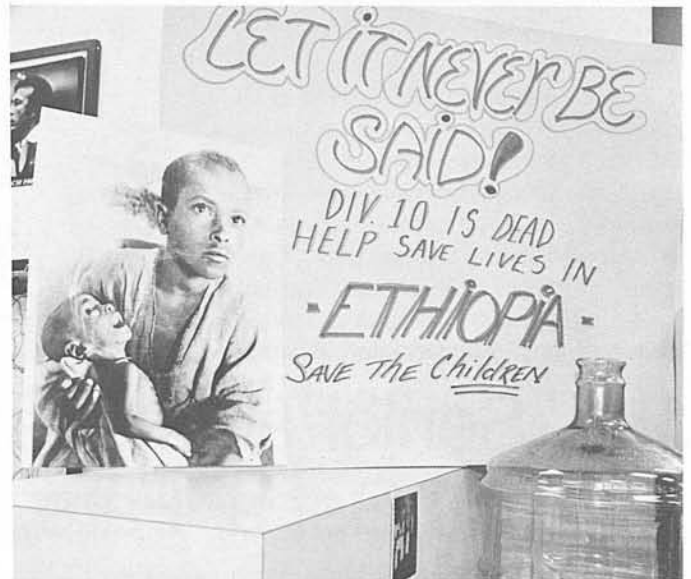
The posters contain the pictures of one or more missing children and are changed monthly. The first two children sought by law enforcement officials are 6-month-old Donel Minor and 7½-year-old Monica Bonilla. Each poster includes the location and date the child was last seen.

"We are glad to help the Los Angeles County Sheriff's Department and the L.A. County Peace Officers Association in their efforts to locate missing children," says RTD Board President Nick Patsouras. "We hope that our passengers will play a key role in this effort."

"Our large ridership, coupled with the vast size of our five-county service area, can be a major asset in finding these children. RTD also wishes to thank L.A. County Supervisor Deane Dana for his leadership in making the missing children poster campaign aboard RTD buses a reality."

The program is sponsored by the Los Angeles County Peace Officers Association and RTD. Winston Network, Inc., which handles bus advertising for the District, has donated the interior bus space for the posters and began installing them in April.

Information regarding the whereabouts of the children should be directed to the L.A. County Sheriff's Department at (213) 974-4346.



### *A Division Undivided*

"We are the world!" This message of America's hottest-selling single has touched the hearts of RTD employees. So much so that Division 10 staff has joined the national movement to raise money for African famine relief.

In the division lobby, a sign next to a water bottle "bank" poetically proclaims: "Let it never be said, Division 10 is dead. Help save lives in Ethiopia. Save the Children." The symbolic bottle has yielded hundreds of dollars toward the cause.

Division 10 has become known for its philanthropy. Its employees were front runners in RTD's United Way campaign this year.

"The Ethiopian campaign is a complement to what we were able to do locally for United Way," notes Assistant Manager B.J. Harris, campaign coordinator. "The operators and mechanics are feeling real good about it and have taken a lot of pride in doing for others."

## Accessible Services



# RTD Releases New Slide Show, Brochure on Accessible Services

As part of an ongoing program to inform the public of special services RTD offers senior and disabled riders, the District has produced a 9-minute audio-visual presentation on the Accessible Service Program.

The slide show focuses on the numerous measures the District has taken over the past decade to enhance transit service for this growing rider group. The highly popular reduced fare and priority seating programs are highlighted in the presentation, as are RTD's Emergency Hotline, and wheelchair lift and securement demonstrations.

Titled, *Total Accessibility: The RTD Commitment*, the show was produced by the Community Relations Department and complements a new two-color pamphlet, *RTD Accessible Service for Passengers Using Wheelchairs*. The multifold brochure features a system map displaying the District's service area and its 176 accessible bus lines.



Wheelchair riders also can learn where, when and how to ride lift-equipped RTD buses. Photographs and graphics illustrate the various safety measures for securing a wheelchair aboard the bus.

Organizations wishing to arrange a presentation of the slide show and literature may contact the RTD Community Relations Department, (213) 972-6456.

## Public Enjoys ACCESS to Information

"Great publication!"

"It's just what the public needs to understand better our needs."

"An idea whose time has come."

These are just some of the comments RTD has been receiving almost on a daily basis since the February release of *ACCESS*, the new quarterly newsletter on accessible transportation. The publication focuses on RTD's efforts to improve transit service for senior and disabled passengers. It also addresses issues and legislation relative to the transit needs of this rider group.

The most encouraging comments were published in the April issue of *Paraplegia News*, the monthly magazine of the Paralyzed Veterans of America in Phoenix, Arizona. Editor Cliff Crase commended RTD for publishing *ACCESS* as an "excellent service to the community" and encouraged other transit agencies across the nation to "take a peek at SCRTRD's innovating approach to workable solutions along the bus lines."

*ACCESS* has more than 2,000 readers across the nation, and it has become a popular source of information at centers and organizations who serve senior and disabled persons. The final issue for this fiscal year will be published in June.

## L.A. Senior and Disabled Patrons Get a 'Fare' Deal

Senior and disabled residents of the City of Los Angeles will get a "fare" deal in July when RTD fare increases go into effect.

The Los Angeles City Council recently approved a measure designating RTD to administer the sale of discounted monthly passes for senior and disabled city residents. Earlier this year, the Council voted to provide \$3 million over two years to make up the \$3 difference between the current \$4 cost of RTD senior passes and the \$7 rate set to begin July 1. The subsidy will come from the city's share of Proposition A sales tax revenues.

This means monthly passes will continue to cost senior and disabled riders \$4 instead of the \$7 that their counterparts in other cities will pay on July 1.



SPECIAL RATE

All riders in this class will be subject to the cash fare increase from 20¢ to 40¢.

Other cities, including Huntington Park, Bell, La Puente and South Gate have considered using their Proposition A dollars to finance similar subsidy programs for special rider groups. They have been coordinating these plans with the RTD Community Relations Department.



## Expo Focuses on Abilities

*Photography by George Snow*



Thousands of physically challenged residents from all over Los Angeles County learned more about RTD services at the Abilities Expo in April at the Los Angeles Convention Center. RTD was among scores of exhibitors who displayed their wares and provided information to visitors.

During the 3-day Expo, wheelchair visitors tested lift and securement equipment on two RTD buses, staged on the south patio of the exhibition hall. Inside, RTD Community Relations staffed a booth against a full-color photographic backdrop, which depicted the theme: "Total Accessibility: The RTD Commitment."

Visitors received information on fares and accessible bus lines, and shared their concerns about current and future transit services. Photos on this page recap some of the activities.



## Legislative Update

# RTD Supports Bill to Aid Mass Transit Programs

The RTD Board recently voted to support Senate Bill 290, the most significant and comprehensive transit legislation to be considered in Sacramento.

Introduced by Senator John F. Foran (D-San Francisco), SB 290 would increase the state gasoline tax by 5¢. Some \$250 million of the total annual revenues would be earmarked for local public transit agencies from the state's general fund. Locally, the measure would help stabilize RTD bus fares and support construction of Metro Rail and other mass transit projects in California.

RTD's state operating assistance would more than double from an estimated \$15.8 million currently budgeted in FY '85 to a projected \$42.8 million if SB 290 is passed.

This increase could help cushion the impact on RTD fares caused by declining local transit tax support and any future elimination of federal operating assistance.

"Moreover, SB 290 would ensure that the state would have adequate funds to back its \$400 million commitment for construction of the Metro Rail subway project," notes RTD General Manager John A. Dyer. "This measure would tremendously aid transit operators in meeting the ever-growing transit needs of millions of Californians."

The bill, which also provides a stable and adequate revenue source for construction and maintenance of state highways and local roads, was being considered by the state Senate at presstime.



**New Parking Facility**—RTD Board Director Charles Storing (l), Pomona Mayor Stan Selby (c) and RTD Pomona Operating Division Manager Harold Hollis turn the first shovel of earth, symbolizing the start of construction of a new parking facility for RTD employees adjoining the Pomona Division. Construction was completed recently on the 130-vehicle lot, which has been designed to ease the problem of parked vehicles along the 1500 block of East Mission Boulevard.

## New Fares (Continued from page 1)

such as total line eliminations and night and weekend service cancellations. This measure was done at the urging of many bus riders who spoke at a recent public hearing."

The new fare structure (see chart) was designed to provide greater economic incentives for regular bus riders to buy monthly passes. The price of a regular RTD monthly pass now is computed by multiplying the current 50¢ base fare by 40, which is the projected number of trips an average bus rider is expected to take in a 30-day period. Studies show, however, that regular passes are used on an average of 56 times a month, equivalent to a 30% discount over paying regular cash fares.

The new \$32 pass price is based on 37.6 trips a month, even less than under the current structure. This means an average pass user can realize a 33% discount by purchasing a monthly pass.



## 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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Senior Representative
- Jeff Alpert**  
Downtown Sector
- Rissa L. Bernstein**  
San Fernando Valley
- Herbert Cranton**  
Mid-Cities Sector
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South Bay/West L.A. Sector
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San Gabriel Valley
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Community Relations Director
- Albert Reyes**  
Community Relations Coordinator

**Clarence Brown**  
Editor

New RTD Fare Structure		
Effective July 1, 1985		
Categories	Cash Fare	Monthly Pass
Regular	85¢	\$32
Seniors & Disabled	40¢	\$7 (\$4 for L.A. residents)
Students (K-12)	85¢	\$12
College & Vocational	85¢	\$15
Transfer*	10¢	

\*Each valid transfer presented for boarding will be honored for the base fare only. The transfer will be punched and returned to the passenger for further use upon payment of an additional 10¢ surcharge.