



NEWS

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FACT SHEET HIGHLIGHTS FROM COURT DECLARATIONS OF KEY MTA STAFF

- The claim that there is \$50 million in discretionary funds allocated to the construction of the Pasadena Blue Line is untrue. The only possible Pasadena Blue Line money that could be transferred to bus operations is approximately \$5 million, available only if MTA defaults in its bond obligations.
- Contrary to plaintiff's contention that "white rail ridership" would be exempt from fare increases, the highest fare increases will be experienced by residents of suburban communities such as those who utilize the Metro Blue Line and express bus services.
- MTA had to eliminate a \$126 million shortfall in order to win approval of its Regional Transit Improvement Program (RTIP)-- the mechanism for receipt of federal funds.
- If budget not balanced, RTIP would not receive federal approval, and all federal funds to six county SCAG region would cease. L.A. County could also lose \$705 million in federal funds for highway and transit purposes
- The new fare structure was intentionally developed to reduce inequities among MTA's riders.
- Even after MTA's fare increase, seven of the 10 largest transit operators in the nation would have base cash fares higher than MTA, when adjusted for differences in the local cost of living.
- All available Proposition A discretionary funds -- 40 percent of the total Prop A sales tax revenue has been exclusively allocated to bus operations per Board policy.
- MTA bus and rail operations also receive the majority of discretionary Proposition C funds (\$78.3 million).

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- The process leading up to the Board approval of a new fare structure began in May, 1993, and considered the history of past fare changes, ridership demographics, pricing and method of payment alternatives, and practices of other transit agencies in the nation.
- It was found that cash and token users contributed a disproportionate share of fare revenue as compared to regular monthly pass users, who make up only 18 percent of MTA's riders. Further, 42 percent of all pass users have household incomes of over \$50,000. The new fare structure imposes a larger price impact on regular monthly pass users than cash fare payers, thus equalizing fare levels.
- Contrary to plaintiff's claim that MTA has disproportionately placed rail in predominantly white communities, the Metro Red and Blue lines both serve predominantly minority communities, and the Green Line will serve a predominantly minority community. The percentages of minority population living in areas served by current and planned rail corridors are:
 - Metro Blue Line, 90 percent
 - Metro Red Line (downtown segment), 89 percent
 - Metro Green Line, 81 percent
 - Pasadena Blue Line, 63 percent
 - Metro Red Line (East L.A. extension), 96 percent
 - Metro Red Line (North Hollywood extension), 72 percent
 - Metro Red Line (Pico/San Vicente extension), 88 percent
- Contrary to plaintiff's contention that the Pasadena Blue Line will serve a predominantly white and wealthy ridership, the Pasadena Blue Line is defined by the Federal Transportation Authority (FTA) as a minority line.
- Contrary to plaintiff's claim that older, poorly maintained buses have been assigned to the inner city, Divisions 1 and 2, which serve the majority of inner city bus routes, have received the newest buses in the fleet.
- It is untrue that MTA and its predecessor agency altered its grid service system to provide inferior service to minority communities. An on-board survey showed that only 18 percent of MTA riders required two or more transfers to arrive at their destinations, not multiple transfers that plaintiffs allege were imposed to discourage ridership from the inner city to coastal areas.

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- Plaintiffs claim that a Jan. 21, 1994, memorandum stated that the proposed fare increases and pass cuts would disproportionately affect minority and poor transit users. This is a misquote. The actual quote from the report reads as follows: "A cash fare structure would tend to disproportionately impact riders with slightly higher incomes than the average ... The ethnic mix of non-senior/disabled pass holders is equivalent to that of our general ridership."
- Metrolink gets no funding from FTA for construction or operation of its system. Funding is from local sources as a result of several voter passed initiatives, and cannot be used for buses. Total MTA subsidy to Metrolink is \$76 million -- 2.6 percent of MTA's budget.
- As a result of May 1994 MTA Board of Directors vote, no funds which could otherwise be used for bus operations shall be used for Metrolink.
- Average Metrolink trip is six times the length of the average bus trip. Per mile, average subsidy for Metrolink rider is 25 cents, compared with 26 cents for bus passenger.
- The ethnicity of Metrolink riders reflects the five-county area the system serves.
- Pasadena Blue Line is under construction. Final design is 54 percent complete and MTA has acquired 50 percent of the real estate required for the project. The second construction contract is due to be awarded this month.

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