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May 20, 1994

Los Angeles County
Metropolitan
Transportation
Authority

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TO: BOARD OF DIRECTORS

THROUGH: FRANKLIN E. WHITE

FROM: ARTHUR T. LEAHY^{sr}/JUDITH A. WILSON^{DAW}

SUBJECT: APPROVE FINDINGS OF PUBLIC TESTIMONY RELATED TO
APRIL 23, 1994 PUBLIC HEARING FOR POSSIBLE FARE AND
SERVICE MODIFICATIONS FOR FY 95 AND LATER

RECOMMENDATION

Staff recommends that the Board of Directors approve the findings of the April 23, 1994 Public Hearing as documented in this report. The report summarizes all written and oral testimony received by the MTA through April 29, the close of the public record. Recommended actions concerning proposed service and fare adjustments are contained in separate companion reports.

ALTERNATIVES CONSIDERED

None. Consideration of public comment by the Board prior to adoption of major fare or service adjustments is required by federal public hearing guidelines and MTA policy.

IMPACT ON BUDGET AND OBJECTIVES

Consideration of public comment bears no direct impact on the projected deficit.

Impact on \$126 Million Operating Deficit: Fare and service restructuring has been discussed as two of several strategies potentially augmenting revenues to resolve the budget deficit.

BACKGROUND

On April 23, 1994, a public hearing was conducted by the Los Angeles County Metropolitan Transportation Authority to receive public testimony relative to options

for possible fare and service restructuring packages. The hearing was held in conformance with federal public hearing requirements set forth in Section 9(e)(3)(H) of the Surface Transportation Assistance Act of 1982 (as amended), and in accordance with MTA policy adopted in 1993. Members and Alternates of the MTA Board of Directors, the Chief Executive Officer and members of MTA staff were present at the hearing.

An estimated 1,000 members of the public attended the hearing. Approximately 175 speakers provided oral comment, including eleven elected officials or their representatives from local, state and federal legislative offices. At the close of the public record, over 1,300 written letters were received from individuals, agencies, organizations and cities. In addition, over 7,000 names were attached to 32 petitions. All told, nearly 8,500 individuals provided comments on the various service and fare options under review. Since individuals commonly remarked on more than one proposal, the 8,500 individuals represented over 70,000 total *comments*. A majority of the individuals commented on the service restructuring proposals. About 40% of the total also commented on the fare proposals. These comments are discussed further below.

In addition to addressing the fare and service proposals, many respondents also commented on other matters. These additional comments pertain to subjects such as the MTA budget, MTA management decisions, service equity and service quality. They are discussed and summarized below, under "Other Comments".

Transcripts of oral testimony and the written documents submitted by elected officials and members of the public are contained in the public record for this hearing and are on file in the Office of the MTA Secretary. Also available is the list of publication dates announcing the April 23, 1994 Public Hearing in areawide newspapers.

Selected comments typifying the public testimony are contained in several attachments to this report: Attachment 1 depicts selected fare-related comments from individuals; Attachment 2 lists fare-related comments from elected officials, groups and organizations; Attachment 3 details service-related comments from elected officials; Attachment 4 illustrates service-related comments from groups and organizations; Attachment 5 contains a summary of the service proposals; Attachment 6 depicts a summary of public testimony for service proposals; and, Attachment 7 lists sample comments related to other subjects.

DISCUSSION

A. Fare Restructuring Comments

About 40% of all respondents specifically addressed the matter of fare restructuring. About one-half of these (20% overall) expressed opposition to a fare increase in any form. This represented the single largest comment pertaining to fare adjustments. Individuals with this comment most-commonly cited economic hardship and/or a perceived unfairness as the basis for their opposition. Many also cited the general economic condition of Southland households that are

suffering from employment losses, very low or fixed-income levels and hardship caused by recovery efforts from recent natural disasters. The Los Angeles City Council is also on record opposing any fare increase at this time. The Council has further requested its representatives on the MTA Board to take all measures to lower the base fare to 50 cents.

The next largest group of comments expressed a willingness to pay a higher fare, provided that such an increase was moderate. Comments of this type represented about one-third of the fare-related testimony, and one-tenth overall. Most in this category conditioned their willingness upon a maintenance of substantially existing service levels. Many also insisted upon internal cost-cutting measures, while others suggested a reduction of MTA's most unproductive services. The level of willingness ranged from great reluctance, to suggesting that fare increases be scheduled on a regular basis. Further, when respondents suggested which fare components should be increased, comments varied. Some suggested that the base fare be increased, while others believed it was already priced too high and instead suggested targeting some other component, such as pass prices or express increments.

Beyond the two major groups of comments, respondents offered remarks specific to particular elements of the fare proposals. A series of petitions signed by over 3,000 adult-school students urged the MTA to maintain the College/Vocational pass for those unable to afford a fare increase. Another series of petitions by over 1,000 K-12 students opposed the elimination of the student pass; some in this group suggested that the time restriction on the pass was either unfair or that it be extended to 10:00 pm to allow for access to evening and nighttime school events. A letter campaign from over 1,000 senior citizens and residents opposed an increase to senior citizen fares. A number of major transportation management associations (TMAs), representing over 150 companies, urged that the MTA retain the regular monthly pass. The concept of a peak-off-peak fare structure, while receiving limited comment, was disfavored overall.

With regard to a fare for blind riders, most respondents did not oppose this proposal. The California Council of the Blind and a local chapter of the National Federation of the Blind of California, both major organizations representing sight-impaired residents, support the imposition of a fare for their constituencies. A minority of individuals did speak in opposition to this proposal, however, citing possible functional difficulties related to fare payment.

B. Service Comments

Attachment 5 shows the 22 service proposals that were subject to public comment. Nearly 64,000 comments were received from the public on these proposals during the comment period. This included remarks from about 6,200 petitioners commenting on service issues. About 1,400 of these petitioners opposed cancellation or modification of specific lines such as express lines 412, 418, 427, 457, 487, 489, 497, 576 and local line 225. Line 497 accounted for about one-half of the line-specific responses. Attachment 6 illustrates the distribution of public comment by category and proposal.

Cancellation Packages: Seven proposals (A-G) called for the cancellation of select bus lines and days of operation such as the elimination of weekend service, holiday service, owl service, special event service and bus lines paralleling rail service. Overall, public comment ran about 99 to 1 opposing any cancellation of bus service. About 29,000 or 45% of the total public comments were related to the various cancellation packages.

Cancellation/Contracting Packages: Proposals H-M called for the cancellation or contracting of selected MTA services. Examples of these proposals include canceling or contracting selected night trips, school trips, peak period lines, and low performance local lines. Opposition to these proposals, with the exception of one, ranged from 96% to about 99%. The only proposal to receive any support was proposal M, the contracting of peak hour service on heavy demand lines. Eighty-one percent of the respondents still opposed this action while about 17% of the respondents supported this notion and another 3% indicated they might if replacement service could be assured. Collectively, about 23,000 or 36% of the total public comments were related to the contracting packages.

Restructuring Packages: Proposals N-R involved the Route Restructuring Packages. These five proposals called for the realignment of a number of bus routes to coincide with major transit projects planned to be implemented over the next four years. Examples include the opening of the Metro Green Line (1995) and Metro Red Line - MOS-2 (1997), Harbor Transit Way (1996), LACBD Bus Intercept Program (1998) and LACBD Bus Terminal (1996).

The public expressed general opposition to these proposals. The level of opposition ranged from 89% - 97% for all respondents, depending upon the issue. Those proposals generating some public support were the operation of the Dual Hub Concept on the Harbor - El Monte Transitways (Proposal O) and the Red Line Interface - Segment-2 (Proposal R). Both proposals were supported by about 9% and 6% of the respondents, respectively. A third proposal to receive limited support was the Green Line Interface Plan, which garnered a 5% approval rating. Collectively, about 900 or 1.5% of the total public comments were relevant to the Route Restructuring Packages.

Schedule Modification Packages: Proposals S-U involved possible reductions in current service levels for MTA buses and trains. As was the case for the cancellation packages, public opposition to these proposals ran about 99 to 1 against reducing either service, particularly bus service. Collectively, about 11,000 or 17% of the total public comments were related to the Schedule Modification Packages.

Consultant Service Reduction Package: Proposal V, the Consultant Service Reduction Package, was the final proposal to undergo public review. About 86% of the respondents opposed recommendations by Deloitte and Touche. Another 5% voiced support for elements of the study and 9% suggested modifications. Collectively, about 400 or about one-half of one percent of the total public comments were focused on this option.

Summary of Service Comment: In summary, public comment strongly opposed all 22 service proposals. Particularly strong objection was noted for the cancellation of bus service. Equally, strong opposition was recorded relative to the reduction of bus and train (Blue/Red) service levels. Some limited support was evidenced for the contracting of heavy demand peak lines if replacement service could be assured. In addition, minor support was evident for the Route Restructuring Packages, namely the Dual Hub, Segment 2 (Metro Red Line) interface and the Green Line interface. Elements of the Deloitte-Touche report also received minor acceptance.

The general consensus of the community was that transit dependent riders such as the elderly, disabled, students and the working poor need and use public transit to travel to and from work, church, schools, shopping centers and medical facilities. Hence, should service be canceled or seriously curtailed, little or no transportation would be available to them to lead their normal lives. This sentiment was echoed by the Los Angeles City Council which passed a motion protesting any reduction in bus service. Many respondents said the bus system is already seriously overcrowded and thought service should be added rather than cutback.

C. Other Comments

A number of respondents offered comments pertaining to matters other than the specific fare and service restructuring proposals. While these do not pertain specifically to the proposals, they are pertinent to the discussion of closing the budget deficit through numerous strategies.

Several respondents suggested that MTA lobby other levels of government to obtain additional revenues to help fund operations. Some suggested that new gas taxes, parking fees or tax on corporations be legislated to help fund the bus and rail system. Others suggested that the Propositions A and C allocation formula be changed to earmark more funds for the bus system.

Many respondents expressed dissatisfaction with the perception that MTA is focusing its financial resources on rail development at the expense of bus service. They expressed their concern that the availability, quality, cleanliness, security and cost for bus service are moving in an undesirable direction. Comments also reflected the concern that rail service will not be available to most of them even at build-out. This last comment reflects the concern that much of the current riding public will not benefit, either now or in the future, from the expansion of the rail network, although they believe they are the ones funding its development. Some also noted that the issue centers not so much around fund *diversion*, as around a matter of funding *priority*. These statements were tempered somewhat, however, by support for the continued development of a multimodal transportation system that is equitable and designed for maximum public benefit.

Many comments in this category also tended to reflect a general suspicion of government's ability to make sound financial and public policy decisions. Often times, this view was expressed in terms of the public's perception that agency officials place their own interests before those of the public. This perception resulted in comments that question the judgment behind proposing a fare increase given the generally poor local economy. These respondents also raised the apparent

inconsistency in government policy with regard to promoting transit usage on one hand, while on the other, making its use more difficult and more costly.

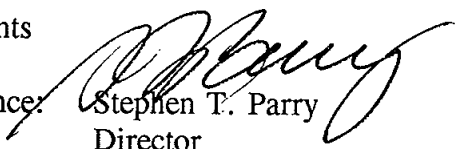
Another concern expressed by respondents was the lack of equity in transit services. This included the concern about an alleged existence of two classes of service. This dichotomy was expressed both in terms of suburban express bus service versus local urban service, and bus versus rail service. Some respondents suggested that the rail system be priced to achieve the same cost recovery as the bus system. Others suggested that construction of the rail system be slowed in order to channel investment into bus system improvement.

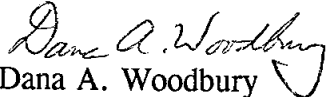
CONCLUSION

This report and the following attachments document the findings of the April 23, 1994 Public Hearing on a wide range of service and fare proposals under consideration by the MTA for possible implementation in Fiscal Year 1995 and later. Staff recommends that the Board of Directors approve these findings.

Attachments

Concurrence:


Stephen T. Parry
Director
Scheduling and Operations Planning


Dana A. Woodbury
Deputy Executive Officer
Planning and Programming

Prepared by: Michael R. Sieckert
Senior Operations Planner
Scheduling and Operations Planning

Brian D. Hyman
Planner
Countywide Planning

**Sample Written and Oral Testimony
on Possible Fare Restructuring**

"Please sir - don't let the MTA increase our bus fares or reduce the services that we now have. My income is so depleted now, I can ill afford higher bus fares. At best the bus service is far from being adequate."

"Most passengers on the bus are low-income (like myself) or they wouldn't be riding the bus, therefore there needs to be an affordable fare that everyone pays (no one rides free)."

"I am opposed to any reduction in service or increase in your fare structure."

"I am a college student, I want MTA to continue to have bus stamps. If everybody pays by cash, the rides will be longer as the buses are stalled when people put in money. I want MTA to raise all fares. I don't mind paying about 50% more for bus stamps."

"I would be willing to pay more in order to maintain the service."

"I'd suggest a phased-in fare increase over 6 months to \$50 for a monthly pass."

"OK to raise fares but not too high."

"Don't raise fares too much."

"This is extremely unfair to your customers and especially the hike from \$42 to \$62 for a pass! That's almost 50% increase for those who use bus service the most. Along with the cancellation of weekend service, it will no longer be efficient to use the bus at all."

"The fare is already too high.... It should be lowered."

"The Senior/Disabled pass is a must."

"Please take into consideration that a lot of people make minimum wage and the Senior Citizens can barely make it on the monthly social security check."

"Whatever fare structure is finally chosen, it should be equitable and easy to use. The monthly pass is an enormous convenience to regular riders."

The private beneficiaries of special events service should contribute to the cost and/or provision of their services."

"Keep the E & D pass. All others should pay cash. Students to help pay graffiti costs."

"As a small business owner ... I am opposed to your proposal to raise the bus fare to \$1.50 and to cut back on service."

Summary of Comments by Elected Officials, Groups and Organizations

April 23, 1994 Public Hearing
Comments on Possible Fare Restructuring

<i>Name</i>	<i>Representing</i>	<i>Comment(s)</i>
Zavier Becerra, Congressman	Congressional District	Suggests lowering fare to 50¢.
Lucille Roybal-Allard, Congressman	Congressional District	
Zavier Becerra, Congressman	Congressional District	
Esteban Torres, Congressman	Congressional District	
Charles Calderon, Senator	California Legislature	
Art Torres, Senator	California Legislature	
Louis Caldera, Assemblymember	California Legislature	
Richard Polanco, Assemblymember	California Legislature	Oppose increase to senior fares.
Martha Escutia, Assemblymember	California Legislature	Oppose increase to student fares.
Grace Napolitano, Assemblymember	California Legislature	
Hilda Solis, Assemblymember	California Legislature	
Mike Hernandez, Councilmember	City of Los Angeles, 1st District	
Richard Alarcon, Councilmember	City of Los Angeles, 7th District	
Leticia Quezada, School Boardmember	Los Angeles Unified School District	
Vicki Castro, School Boardmember	Los Angeles Unified School District	
Betty Parnett, Assemblywoman	California Legislature	Raise fares only as last resort.
Louis Caldera, Assemblyman	California Legislature	Opposes fare increase.
Mark Ridley-Thomas, Councilman	City of Los Angeles, 8th District	Opposes increases to bus fares.
Rita Walters, Councilwoman	City of Los Angeles, 9th District	Opposes fare increase.
Jackie Goldberg, Councilwoman	City of Los Angeles, 13th District	Opposes fare increase, supports lowering to 50¢.
Katty Nack, Vice Mayor	City of Pasadena	Supports fare increase only as last resort.
Bill Crowfoot, Councilman	City of Pasadena	Supports fare changes to encourage more off-peak travel. Supports proportional fare increase as last resort.
Al Natividad, Mayor	City of Pico Rivera	Opposes fare increase.
Robert Prida, Mayor	City of Hawaiian Gardens	Opposes fare increase.
Steven T. Kuykendall, Mayor	City of Rancho Palos Verdes	Supports fare restructuring as needed.
Todd W. Argow, City Manager	City of South Gate	Opposes fare increase.
Gerald Lipson, Director	CSULA Department of Public Safety	Urges careful consideration of changes.
Phil Phillips, Regulatory Compl. Director	Pepperdine University	Opposes \$20 increase to monthly pass price.
Ann Boucher, Transp. Plng Manager	Los Angeles Unified School District	Opposes increase to student fares.
George McKenna, Superintendent	Inglewood Unified School District	Opposes increase to student fares.
Beverly Rohner, School Superintendent	Redondo Beach Unified Sch. Dist.	Opposes increase to student fares.

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Nitra Brazile, Asst. Superintendent	Pasadena Unified School District	Opposes increase to student fares.
Adam Sharp, President	Redondo Union H. S. Student Council	Opposes increase to student fares.
David A. Wolfe	California Council of the Blind	Does not oppose establishment of blind fares. Does not oppose Senior/Disabled fare increase.
Sandra J. Ritter, President	National Federal of the Blind of California Antelope Valley Chapter	Supports moderate increase to the fare.
Paul Brownstein	Veterans/Blind organization	Favors maintaining free pass for blind.
Donovan Cooper, President	National Federal of the Blind of California San Fernando Valley Chapter	Favors maintaining free pass for blind.
Terry Dipple, President	San Gabriel Valley Council of Govts.	Supports fare restructuring.
William Budlong, Executive Director	Antelope Valley Transit Authority	Supports increase to MTA fares. Advises administrative (non-operations) cost cutting.
Stanley Hart, Chair	Sierra Club Transportation Committee	Opposes fare increase. Recommends MTA pursue various legislative remedies.
Mark L. Sinaguglia, President	Inglewood/Airport Area Chamber of Commerce	Opposes severe fare increase.
William Wells, Jr., Exec. Director	Pasadena Transp. Mngt. Assoc.	Supports fare restructuring to improve equity.
Richard Milo, Assistant Director	Westside Transp. Mngt. Assoc.	Opposes elimination of monthly passes.
Kathy Hannon, President	LAW e.t.c. (ETC's of the downtown Los Angeles legal community.)	Opposes severe pass price increase.
Douglas C. Erikson, ETC	The Ralph M. Parsons Company	Opposes fare increase as not in the public interest.
Sheriene Saadati, ETC	Unocal Corporation	Opposes elimination of monthly pass.
Rose Farooq, Empl. Transp. Coord.	Hughes Electro-Optical Systems	Opposes elimination of monthly pass. Opposes severe increase (to \$75) in monthly pass.
George Poon, Director	Chinatown Sr. Citizen Service Center	Opposes drastic fare increases.
Susan Moan-Hardie, Cmte. Chair	Developmental Disabilities Board Area 10	Opposes any fare increase.
Glenn W. Hoiby, Chair	No. Hollywood Project Area Cmte.	Opposes increasing bus fare higher than \$1.25. Opposes increase in pass price to \$75.
James Dichirico, Transp. Chair	Asian Pacific Planning Council	Opposes fare increase. Requests MTA seek added external funding.
Martín Hernández	Labor/Community Strategy Center	Opposes fare increase to those least able to afford one.
Joan Taylor, Ed.D.	SFV Coalition for Affordable Transp.	Supports 3-mo Sr/Dis Pass; requests savings be shared.
Richard Hume, Administrator	P.F. Bresee Foundation (Underprivileged youth)	Opposes increase to student & Col/Voc pass prices. Opposes peak surcharge.
John Walsh	United Riders of L.A.	Opposes fare increase.

Prepared by MTA Countywide Planning

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COMMENTS FROM ELECTED OFFICIALS
RELATIVE TO SERVICE ISSUES

Honorable Louis Caldera
Assemblymember, 46th District

In a joint statement, Assemblyman Caldera along with 13 other local, state, and federal officials, requests MTA to "actively explore how it can address its budget shortfall without increasing fares for those who can least afford it and eliminating or decreasing bus service in transit dependent communities". They request MTA to analyze the potential environmental impacts before adopting any fare or service adjustment, furnish them with recommendations at least 10 days before reaching a decision, and provide additional opportunity for comment.

Honorable Robert J. Prida
Mayor, City of Hawaiian Gardens

City residents depend heavily on MTA (Line 462) for service. Service reductions which cut service on Saturday, Sunday and holidays would cut off means of transportation.

Honorable Bill Crowfoot
Councilman, 5th District, City of Pasadena

In accordance with Propositions A and C, hopes MTA will continue and strengthen its commitment to a multi-modal transportation system by: 1) reforming and restructuring bus operations; 2) eliminating unneeded management; 3) eliminating marginal lines that serve few riders or transfer lines to municipal/private operators. Lines should be canceled or transferred only when impacts are small and savings high.

Honorable Robert Barlett
Mayor, City of Monrovia

Supports discontinuation of Lines 270 and 177 if they will be assumed by another transit operator in area. Requests some level of subsidy to be diverted to city/new operator to ensure continuation of service. Supports continued use of proposition C local return funds for street repair.

Honorable Al Natividad
Mayor, City of Pico Rivera

Concerned about proposed modifications to MTA Lines 104, 265, 266, 275, 462. Many residents are transit depend. Suggests minimal service adjustments, if necessary, but no cancellations.

Honorable David A. Spence
Mayor, City of La Cañada Flintridge

Opposes reductions or cancellation proposals affecting MTA Line 177.

Honorable Mark Ridley-Thomas
Councilman, City of Los Angeles

Opposes fare increase and service reductions or cancellations. Suggests MTA review further adjustments in program areas to make up shortfall such as: 1) current budgeting practices; 2) limiting use of outside consultants, reducing staff, reducing litigation costs, increasing efficiency. Suggests funds to resolve deficit may be available in Discretionary Budget. Opposes rail projects where benefit/cost ratio do not justify construction. Supports Crenshaw Prairie Corridor Project.

Honorable Steven Kuykendall
Mayor, City of Rancho Palos Verdes

Opposes reductions in service on MTA Lines 225, 226 and 444. Suggests MTA consider relinquishing these lines to Palos Verdes Peninsula Transit Authority and to provide a portion of the current subsidy to PVTA to maintain operations.

Honorable Jackie Goldberg
Councilmember, City of Los Angeles

Opposes reductions in MTA service. Supports LA City Council Motion for MTA to lower fares to 50 cents and add more bus service. Thirteenth District needs more service.

Honorable Xavier Becerra
Congressmember

Opposes reductions in bus service. More attention should be given to bus system less to rail. Supports LA City Council Motion to have MTA reduce fares to 50 cents, operate more service.

Honorable Mike Hernandez
Councilmember, City of Los Angeles

Supports LA City Council Motion. Requests to review impacts of service cutbacks before Board adopts them.

Honorable Tom Hayden
State Senator

Senator's office opposes cancellation of service as well as a fare increase. Requests moratorium on rail construction. Bus service should be doubled. New technologies also need to be explored such as electric bus.

Honorable Rita Walters
Councilwoman, City of Los Angeles

Councilwoman's Office opposes cancellation of bus service. Heavy demand lines should be maintained, low productivity lines cut. Suggests more equity between bus system and rail system.

Honorable Betty Karnette
Assemblywoman, 54th District

Representatives for the Assemblywoman oppose cancellation of weekend, holiday and night service. Disable riders would be especially impacted since they are more transit dependent.

Honorable Laura Chick
Councilwoman, City of Los Angeles

Opposes cutback in MTA service. Requests more service for San Fernando Valley. Recommends for completion of SFV study before any action is taken by Board on service or fares.

Honorable Lucille Roybal-Allard
Congressmember, 33rd District

Representatives for the congresswoman oppose fare and service adjustments. Fare adjustments should be only minimal. Requests that EIR for service cuts be reviewed by Board before approving them, and that possible changes be brought back to the community for additional review.

Honorable Kathryn Nack
Vice Mayor, City of Pasadena

Transfer lines if necessary, but don't cancel service without ensuring replacements service. Suggests region needs both bus and rail, not one or the other.

**SUMMARY COMMENTS FROM AGENCIES AND ORGANIZATIONS
RELATIVE TO SERVICE ISSUES**

AGENCY

**Community Redevelopment
Agency of City of Los Angeles**

Opposes establishment of new bus terminal at 9th and Olive Streets in Downtown Los Angeles. The proposed site is located in a high density residential area and is not compatible with the Downtown Strategic Plan.

Department Water/Power, City of Los Angeles

Opposes reductions in Line 76 service, including possible elimination of this route to Union station. Employees (800) working at 1630 N. Main use this service.

Municipal Area Express (MAX) Policy Board

If Lines 225, 226 are canceled by MTA, consider relinquishing service to MAX, including existing subsidies to cover operating expenses. Requests to be involved in future discussions if cancellation is approved.

Antelope Valley Transit Authority

MTA shortfall can only be addressed with a broad strategy that includes fare, service, administrative modifications. Supports service restructuring to reflect recent infrastructure additions (i.e. Blue and Red Line, Metrolink, El Monte Busway, Glenn Anderson Freeway).

Burbank-Glendale-Pasadena Airport Authority

Opposes cancellation of weekend, holiday, night service, special event services, parallel feeder lines, peak hour only trips and reductions in service, particularly two hour headway option.

**San Gabriel Valley
Council Governments**

Supports transfer of lines to other transit operators such as school trip, rush hours, low performing lines, special event lines. Discontinue duplicated services. Consider all recommendations in Third Party Task Force and Deloitte & Touche Reports. Supports formation of Transit Zones in other areas. Opposes any reductions in Proposition A Local Return Revenues.

Los Angeles Unified School District

Opposes any reductions in bus service, particularly school trips. Alleges great impact to poorer students.

Inglewood Unified School District

Opposes cancellation of school trips. Approval of this option would have adverse impacts on students and community.

Redondo Beach Unified School District

Opposes cancellation of school trips and weekend bus routes citing adverse impacts will result to the community if they are approved.

Pasadena Unified School District

Approximately 3,000 students will be impacted by the proposed modifications to MTA services. Line 268 serves three out of four high schools within District. Opposes all cuts to MTA routes operating there.

Palos Verdes Peninsula School District

Strongly opposes cutbacks in MTA school service. Suggests service on Lines 225, 226 and 444 be retained. Opposes contracting of service due to previous experience with private operators abandoning school routes in favor of more lucrative routes.

California State University, Los Angeles

Requests reasonable compromise to balancing MTA budget. Suggests only moderate service changes to minimize impacts to community.

California State University, Fullerton

Objects to possible cutback of Line 490 service to Orange County. Los Angeles based students would be unable to travel to university.

Developmental Disabilities Board-Area 10

Suggests MTA obtain needed revenue from taxes/or other fees, internal cost-savings measures. Strongly opposed to reduction/elimination of bus service.

Eastern Los Angeles Regional Center for the Developmentally Disabled, Inc.

Opposes elimination of Saturday, Sunday, holiday, special event services. Supports cancellation of low ridership routes.

ORGANIZATION

**Inglewood/Airport Area
Chamber of Commerce**

Opposes cancellation of special event service, holiday and Saturday service. Impacts of these proposals are too severe on community. Suggests wage reductions, elimination of new headquarters, improved management.

Redondo Union High School-Associated Student Body Council

Opposes proposed modifications to Lines 130, 215, 225, 226, 232 and 443. Council represents views of 1500 students.

Pasadena Transportation Management Association

Restructure bus routes to eliminate duplicity; eliminate lines with marginal ridership.

Lanterman Developmental Center

Opposes reduction/cancellation of MTA service on Line 490 in particular, and proposed cancellation of weekend and holiday services system wide. Many people use transit to travel to the hospital and they are coming from a wide area.

Westside Transportation Management Assoc.

Suggests MTA contract services in peaks if necessary. Also, supports canceling owl/late night service over other options since these services operate at offpeaks, low smog times.

Sierra Club

Strongly opposes reductions in MTA bus service. Suggests MTA Board lobby for "pay-at-the-pump" auto insurance and "parking cash-out" legislation to raise revenues to support public transit.

The Ralph M. Parsons Co.

Consider carefully the impacts of service adjustments. Low demand bus routes could be cut where applicable.

Bank of America

Opposes cancellation of services, particularly Line 443. Suggests MTA form citizens advisory committee comprised of business people who ride transit to help in reaching budget solution.

Unocal

Opposes reductions/cancellation of Lines 16, 26, 51, 53, 102, 426, 443, 444, 445, 446, 466, 487, 489, 491 and 497. About 25% of employees use public transit. Contracting these services would be better than eliminating them.

Hughes Aircraft Co.

Opposes cancellation of service. Supports cancellation of trips with low ridership (if necessary).

Valley Industry and Commerce Association

Opposes elimination of Service Expansion Program for MTA Line 114 and 130 and other municipal carriers. Supports schedule cutbacks on low performance lines, increased use of part-time operators, and contracting of some internal functions within MTA.

North Hollywood Project Area Committee

Opposes elimination of weekend services, night and holiday service.

The Bank of Yokohama, LTD

Opposes reductions or cancellation of Lines 102 and 445. Line 445 should be enhanced. Maintain peak period only services as well as Saturday and Sunday services.

California Council of The Blind

Opposes cancellation of Saturday, Sunday, owl and night service. Suggests special event lines charge higher fares to recover more of the cost of their operation. Supports contracting of service where necessary, including where only cancellation of service is proposed (i.e. weekend service). Requests that restructuring proposals (N-R) minimize transfer requirements, because blind are especially vulnerable if they have to transfer a lot. Conditionally supports schedule modifications (Proposals S-U) if MTA makes an effort to increase ridership system wide as a first step. Claims cancellation of weekend/holiday service will violate ADA mandated paratransit requirements under Metro Access.

**National Federation of the Blind of California
San Fernando Valley & Antelope Valley Chapters**

Opposes cancellation of Saturday, Sunday service. In addition, the SFV Chapter also opposes the cancellation of 18 peak hour only express lines (Proposal K). The contracting of these services would be okay providing that existing service levels were maintained.

Bresee Youth Foundation

Suggests MTA Board adopt actions that will have the least impact on young people. Opposed to cancellation of school trips and general reductions in bus and train service.

Asian Pacific Planning Council

Maintain bus system in place. Add buses in high demand areas. Maintain quality bus service for the elderly/disabled. Leverage federal, state and private funds to help subsidize operations. Too much attention is spent on rail programs at the expense of the bus system.

Ladera Linda Homeowners Assoc.

Opposes elimination/reduction of service on Lines 225, 226 and 444.

Southern Area Clergy Council

Opposes proposed cancellation/reduction in MTA services. Council represents 75 congregations with a membership of over 50,000.

Self Advocacy Board of Los Angeles County

Protest cancellation of Saturday, Sunday and holiday service.

Pico Union Project Area Committee

Suggests LA City Council may be needed to help resolve budget shortfall. Opposes cancellation of Saturday, Sunday, holiday, special event services. Also protests possible reductions in bus levels.

United Riders of Los Angeles

Opposes cutbacks in MTA services. Requests many improvements such as additional service, cleaner buses, etc.

Labor/Community Strategy Center

Strongly protests reductions in MTA bus service, particularly weekends, holidays, late night. Suggests bus service should be doubled.

Southern California Transit Advocates

Opposes cancellation of Saturday and Sunday service. In general, modifications to all MTA staff service proposals are suggested. An extensive list of proposed modifications were submitted for consideration. In addition, several proposals were submitted by this group relative to development of more neighborhood oriented bus services, and possible extensions/recombinations of high use lines to minimize transfers.

Chinatown Senior Citizen Service Center

Strongly opposes cancellation of Saturday and Sunday service and possible reduction of service on lines 70, 76, 78, 79, 378, 379, 487 and 489.

SUMMARY OF SERVICE PROPOSALS

The following summarizes the basic service proposals under consideration for implementation beginning Fiscal Year 1995 and continuing through Fiscal Year 1998. There are four general categories of service modifications.

ITEM CATEGORY OF SERVICE CHANGE

CANCELLATION PACKAGES

- A** **CANCEL OWL SERVICE**
Late nite service on 13 bus lines operating between 1:00 a.m. and before 5:00 a.m. would be eliminated.
- B** **CANCEL SPECIAL EVENT SERVICE**
Special bus service to events such as the New Year's Parade, Rose Bowl, Dodger Stadium, and area racetracks would be discontinued. Ten special bus lines listed in this category are affected. Each line is currently operated with full public subsidies.
- C** **CANCEL SERVICE EXPANSION PROGRAM**
MTA lines 114 and 130 would have their frequency reduced.
- D** **CANCEL BUS LINES THAT PARALLEL RAIL SERVICE**
Four MTA bus lines that currently parallel one of several Metrolink and Blue Line service would be canceled.
- E** **CANCEL ALL SERVICE ON HOLIDAYS**
All bus and rail service currently operating on the six major public holidays of New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day would be cancelled.
- F** **CANCEL ALL SERVICE ON SUNDAYS**
The 124 bus lines and two rail lines shown in this category now operating on Sundays would be cancelled under this proposal.
- G** **CANCEL ALL SATURDAY SERVICE**
The 131 bus lines and two rail lines shown in this category now operating on Saturdays would be cancelled under this proposal.

CONTRACTING/CANCELLATION PACKAGES

- H CANCEL OR CONTRACT NIGHT SERVICE TRIPS**
The 52 bus lines listed in this category would have their late night (owl service) trips either operated by other carriers under contract to the MTA or cancelled.
- I CANCEL OR CONVERT SELECTED LINE SEGMENTS TO CITY/MUNICIPAL OPERATORS**
Approximately 60 MTA bus lines would have portions of their routes canceled. These canceled route segments could be operated by municipal operators.
- J CANCEL OR CONTRACT SCHOOL SERVICE**
The 55 bus lines shown in this section regularly operate additional service on school days. This additional service would be either operated by a private carrier under contract to the MTA or cancelled.
- K CANCEL OR CONTRACT ALL EXPRESS LINES THAT OPERATE ONLY DURING RUSH HOURS**
The 18 bus lines that currently operate during weekday peak periods only would be operated under contract to the MTA by a private carrier or cancelled.
- L CANCEL OR CONTRACT LOW PERFORMING LOCAL BUS LINES**
Seventeen daily services, twelve Saturday services and 18 Sunday low performing services are affected by this proposal. The MTA would cancel all of these operations or contract them out to a private operator.
- M CREATE OR CONTRACT NEW LINES TO OPERATE DURING RUSH HOURS ON HEAVY PATRONAGE LINES**
Eleven MTA local bus lines would have their additional rush hour service operated by a private operator. These bus lines operate significantly more service during weekday peak periods than during the midday. This additional service would be replaced by service contracted by the MTA.

RESTRUCTURING PACKAGES

- N ESTABLISH NEW LACBD BUS TERMINAL**
The 30 lines shown in this category would have their routes changed in downtown Los Angeles to end service near 9th and Olive Streets rather than near 18th Street.

- O MTA COORDINATED DUAL HUB ON EL MONTE-HARBOR TRANSITWAY**
This proposal would join the MTA express lines listed in this category together with other municipal lines into one common route operating between El Monte and Artesia with freeway stops at key locations. This option would require the route segments on the suburban surface street portion of the existing routes to be replaced by new local routes.
- P IMPLEMENT LACBD BUS INTERCEPT PROGRAM**
The MTA bus lines shown in this category would be modified in downtown Los Angeles to end their routes on the periphery of the LACBD. A shuttle bus network of routes would operate in the downtown area transporting passengers from the intercept points to their destinations in the LACBD.
- Q IMPLEMENT GREEN LINE INTERFACE PLAN**
The 39 MTA bus routes listed in this category could be modified to provide direct connections with the 14 rail stations to be served by the Metro Green line. This option may also involve some municipal routes to be realigned or extended in order to provide direct access to the rail line.
- R IMPLEMENT RED LINE INTERFACE PLAN (Segment-2A)**
The nine MTA bus routes in this section would be modified to provide direct connections with rail stations to be served along the second segment of the Metro Red Line. The second segment consists of the extension of the subway from Alvarado Station westward to Wilshire Boulevard and Western Avenue.

SCHEDULE MODIFICATIONS

- S REDUCE LEVELS OF BUS SERVICE**
The bus lines listed in this category would have their frequency of service reduced. (-) indicates a service level reduction of less than 25% while (+) indicates a reduction of over 25% may be made.
- T OPERATE UP TO EVERY 120 MINUTES**
The 15 bus lines listed in this category would have their frequency of service reduced from 60 minutes to as much as two-hours.
- U REDUCE RAIL SERVICE LEVELS**
Service frequency on the Metro Blue Line and Metro Red Line would be reduced to reflect actual rider demand.

V

CONSULTANT SERVICE REDUCTION PROPOSALS

The bus lines listed in this category are proposed by transportation consultant Deloitte Touche to be modified as follows: Lines 70, 76, 78, 79, 378, 379, 483, 485, 487, 489 to be cutback at Union Station; Lines 21, 320, 322 to be cutback at Westlake Station; Line 60 to be cut back from Union Station and extended to Westlake Station; Line 127 to be cutback at Compton Station; Line 497 to end in Pomona; Line 418 to be cutback at Burbank Metrolink Station; Routes 53 and 55 to be combined with Lines 70 & 76; Line 264 to be cutback east of Garvey Ave.; Line 270 to be deleted north of El Monte Station. Consider establishing transportation zones in the following geographic areas: San Fernando Valley, South Bay and/or South Eastern Cities. Additional consultant recommendations are included in categories A thru U.

**SUMMARY PUBLIC TESTIMONY FOR SERVICE PROPOSALS
SUBJECT OF APRIL 23, 1994 PUBLIC HEARING**

I. CANCELLATION PROPOSALS

	% SUPPORT	% OPPOSE	% OTHER	TOTAL COMMENT
A. SELECTED OWL SERVICE	0.6	99.2	0.2	4,645
B. SPECIAL EVENT SERVICES	0.8	98.9	0.3	3,467
C. SERVICE EXPANSION PROGRAM	0.4	99.1	0.5	3,453
D. PARALLEL FEEDER LINES	0.3	99.3	0.1	4,404
E. HOLIDAY SERVICE	0.4	99.4	0.2	4,280
F. SUNDAY SERVICE	0.3	99.5	0.2	4,426
G. SATURDAY SERVICE	0.3	99.5	0.2	4,439
<i>SUBTOTAL:</i>	0.5	99.3	0.2	29,114

II. CONTRACTING/CANCELLATION PROPOSALS

H. NIGHT SERVICE TRIPS	0.7	99.2	0.1	5,041
I. LINE SEGMENTS	0.9	96.4	2.7	4,020
J. SCHOOL TRIPS	0.7	99.2	0.2	4,285
K. PEAK ONLY EXPRESS LINES	0.7	99.2	0.2	5,467
L. LOW PERFORMING LOCAL LINES	1.4	98.5	0.2	3,682
M. HEAVY PEAK LINES	16.5	81.0	2.5	121
<i>SUBTOTAL:</i>	0.9	98.5	0.6	22,616

III. RESTRUCTURING PACKAGES

N. LACBD BUS TERMINAL	5.0	94.5	0.5	201
O. DUAL HUB-EL MONTE/HARBOR FWY.	8.6	89.5	1.9	105
P. LACBD BUS INTERCEPT	2.3	97.4	0.3	303
Q. GREEN LINE INTERFACE	5.5	93.1	1.4	145
R. RED LINE INTERFACE	5.9	93.4	0.7	136
<i>SUBTOTAL:</i>	4.7	94.6	0.7	890

IV. SCHEDULE MODIFICATIONS

S. REDUCE BUS LEVELS	0.5	99.4	0.1	3,988
T. OPERATE UP TO 120" SERVICE	0.5	99.3	0.2	3,498
U. REDUCE RAIL LEVELS	1.0	98.9	0.1	3,269
<i>SUBTOTAL:</i>	0.6	99.3	0.1	10,755

V. CONSULTANT PROPOSAL

V. DELOITTE & TOUCHE	4.9	86.0	9.0	387
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GRAND TOTAL	0.76	98.9	0.4	63,762
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**Sample Written and Oral Testimony
on "Other" Topics**

"Given the inconvenience, terrible service and rising costs, I pose an interesting rhetorical question: Why would anyone who has a choice want to ride the bus?"

"Like most people, I already cannot rely on 24 hour service on the route I have to take, and it appears no one will be able to under your proposal. Instead, we professionals will just have to order our lives to the bus schedule it we want to help reduce L.A.'s traffic and smog problems.... Will Los Angeles ever have a decent bus system?"

"The MTA needs to identify and correct whatever misconceived planning and administrative practices have put it into this position. Then lower the bus fare and put more buses on the streets so we can get people out of their cars and into mass transit."

"Instead of sticking it to the riders, the MTA should try to become more efficient. Perhaps one way to do this would be to privatize MTA. In any event, at a minimum, someone with a fresh perspective and some accountability to the public should do a top to bottom review of MTA management with an eye towards a massive restructuring before any fare hikes are approved. MTA can start to reform itself by cutting down on junkets to Europe and reducing the number of \$100,000 managers on the payroll to oversee its ever-growing bureaucracy."

"Please leave bus fares and schedules alone; find another way out of your predicament. Perhaps, it is time to stop throwing money down the black hole called Metro Rail."

"...I think it would be a good time to shift funds from constructing more trains most people can't use, and which don't go anywhere, to the bus service. Lines should be reorganized, new buses purchased, security increased, and fares and pass prices held steady or decreased."

"I feel that we are all going to pay for the outlandish costs of the subway line, which was a good idea theoretically, but a bad one practically."

"A greater amount of out-contracting of peak-period express bus services could have the double benefit of increasing transit ridership while providing budget relief to MTA."

"I would like to state that you have some of the finest drivers I have encountered. It would be a shame that these people might lose their jobs because of your decisions. I also feel that your drivers should have some kind of security protection, especially during those late night runs in the bad areas such as where the 105 [Vernon Avenue-Slauson Avenue] goes and the routes that go around the MacArthur Park/Westlake area."

"All the supervisors and other policy makers should come out from their offices and really get a "good look" at the Los Angeles transportation system."

"Looking for ways to increase ridership would be a more profitable and productive answer to explore rather than causing transportation hardships and contributing to the environmental and economic problems this city already faces."