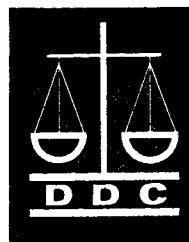


# Summary-Highlights

REFERENCE COPY

An Attitude and Awareness Study Among  
Registered Voters Concerning The Expansion  
of Public Transportation in Los Angeles County.

SCRTD  
1974  
.A87  
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Prepared by  
**DOROTHY D. COREY RESEARCH**  
for the  
**SOUTHERN CALIFORNIA  
RAPID TRANSIT DISTRICT**  
March 1974



**DOROTHY D. COREY** / RESEARCH AND COUNSEL IN MARKETING

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April 2, 1974

Southern California Rapid Transit District  
1060 South Broadway  
Los Angeles, California 90015  
Attention: Board of Directors

Gentlemen:

This report contains the findings of a public opinion survey conducted among registered voters in Los Angeles County during the period February 26 through March 9, 1974. Results should be interpreted to reflect this period only. In this report we have attempted to present the key findings of the survey together with the statistical back-up. We view this study as a data bank to be drawn upon by your group as needed. Data collected have been stored on computer tape and the programs have been designed to permit additional statistical analysis quickly.

Ed Canapary, vice president of our organization and I functioned jointly as project directors on this assignment. Any questions you or your staff have should be directed to one of us.

It has been both a pleasure and a challenge working with you on this most interesting and timely study.

Sincerely,

  
Dorothy D. Corey  
President

LA 11302

DISTRIBUTION OF REPORTS

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have been prepared at the Los Angeles  
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## INTRODUCTION

A

In November of this year, Los Angeles County voters will be asked to decide on two measures relating to Rapid Transit. A description of these measures follows:

### EXPANSION OF RAPID TRANSIT FACILITIES

To provide for expansion of rapid transit facilities through construction of a fixed guideway system (rail, subway or others) together with additional local, express, and feeder bus service shall the Southern California Rapid Transit District be authorized to issue limited tax bonds to be financed from a retail transactions and use tax, not to exceed one-half percent (1/2%), to be used for Capital Expenditures.

### FARE REDUCTION AND MAINTENANCE AND OPERATION.

To reduce fares to a flat twenty-five cents (25¢) per trip, and to maintain and operate an improved all-bus or bus or bus-and-fixed guideway transit system, shall the Southern California Rapid Transit be authorized to impose a retail transactions and use tax, not to exceed one-half percent (1/2%), to be allocated under specified formula between the District and other municipal carriers.

The exact wording of these two measures as they will appear on the ballot has not yet been released.

In February, 1974 The Southern California Rapid Transit District (SCRTD) commissioned Dorothy D. Corey Research to conduct an attitude and awareness study among registered voters concerning the expansion of public transportation in Los Angeles County. The objectives of the study are as follows:

- A. Ascertain present opinions and attitudes of Los Angeles County registered voters with regard to rapid transit, The Southern California Rapid Transit District and matters which interrelate to the expansion of rapid transit in the Southern California area.
- B. Develop a data bank of factual and opinion type information to be drawn upon by the Southern California Rapid Transit District and its communication consultants in making strategy decisions with regard to winning in November.

INTRODUCTION(continued)

Specific goals of the research include:

1. To determine the perceived transportation needs of the citizens of the Los Angeles region as a guide to planners in their final recommendations for an expanded transit system.
2. To determine how much, and what type of local financing would be acceptable to the citizens of the region.
3. To determine how much, and what type of information regarding the proposed transit plans the citizens can understand and want to know to aid their decision-making.
4. To determine, as nearly as possible (as of the survey period) the level of public support for a rapid transit measure in order to guide the ad hoc Citizen's Committee in their advocacy program.
5. To provide RTD with broad demographic needs/wants data about the Los Angeles County population as a guide for all future considerations for improvement in service.

The following pages will outline the research method employed and summarize the results. Also included is a set of cards and exhibits shown respondents.

For information concerning the bound copies of the statistical tables please contact Nancy Klein, Advertising Manager for The Southern California Rapid Transit District. Phone - 749-6977.

### METHOD

In total, 1501 interviews were conducted with registered voters during the period February 26 through March 9th, 1974. Results should be interpreted to reflect this time period only. Fifty-five trained interviewers worked on the study. Interviewing was conducted in person at the home of the respondent.

Voters were selected in a random manner and study results are reflective of the opinions of all registered voters in Los Angeles County.

The small portion of the County (Antelope Valley area) which is not within the jurisdiction of the SCRTD was excluded in the sampling.

The basic bounded areas used in selecting the sample were the new and evenly reapportioned assembly districts lying in the defined SCRTD area. Each district was assigned a quota of 52 interviews (26 in one district lying half in Los Angeles County). Each district was divided in half for purposes of assigning interviewer quotas. In some districts 52 random starting points were drawn from a list of registered voters. From each of these points interviewers proceeded in a clock wise fashion until an interview was obtained. Because of the late reapportionment in many districts the lists were not ready. These districts were divided into 52 bounded areas and a starting point drawn at random from each area. Interviewers followed the same pattern as above, interviewing only registered voters in each block or block equivalent. A four hour session was held before the interviewing began. Each interviewer carried a map of the assigned area. Pictures taken at the training session show the mix of men, women, black, Caucasian and Spanish speaking interviewers. Each interviewer came back to the office with the first day's work for review by the field supervisor.

Over 10% of each interviewer's work was verified. In addition, during the edition and coding period, many respondents were called back by the coding supervisor to clarify any ambiguous point. In spite of fuel saving measures over 12,000 interviewer miles were required to complete this project.

The only quota controls imposed on the sample were by sex (half male/half female) and by geography. At least half of each interviewer's work was conducted during the early evening hours and on the weekend to assure proper representation of working men and women and others not usually found at home during the weekday or daytime hours. All other demographic data are as found in the sample. The demographic characteristics of the voters interviewed match, as far as we can tell, the demographic characteristics of all Los Angeles County voters. A comparison of voter registration figures and survey results follows:

METHOD (continued)

D

	.....REGISTERED VOTERS..... (October/November, 1973)		....SAMPLE..... (Feb 26-March 9, 1974)	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Democratic	1,797,765	57.6	859	57.2
Republican	1,107,779	35.5	460	30.7
Other	215,248	6.9	93	6.2
Refused	XXX	XXX	89	5.9
	<u>3,120,792</u>	<u>100.0%</u>	<u>1501</u>	<u>100.0%</u>

NOTE: Traditionally sample surveys fall short of Republicans. Many reasons have been advanced for this but not proven. For example, " There are more Republicans living behind locked gates and walls in estate areas where interviewers have a difficult time in gaining entrance." " There are more Republicans living in private clubs and exclusive hotels not open to interviewers". " Republicans are less willing to be interviewed... Republicans are less willing to state their party."

Please see the interviewer specific instructions in the appendix of this report for a more complete description of respondent selection procedures.

The factual and demographic characteristics of the sample follow.....

NUMBER OF CARS IN HOUSEHOLD

One .....	30.1
Two .....	41.8
Three.....	15.2
Four.....	3.1
Five.....	.9
Over Five.....	.6
None.....	8.3
	<u>100.0%</u>

NUMBER OF LICENSED DRIVERS IN HOUSEHOLD

One .....	22.1
Two .....	49.7
Three.....	15.0
Four .....	5.7
Five .....	1.3
Over Five.....	.3
None.....	5.9
	<u>100.0%</u>

SEX OF RESPONDENT

Male .....	49.5
Female .....	50.5
	<u>100.0%</u>

RACE/ETHNIC BACKGROUND OF RESPONDENT

Caucasian.....	77.5
Negro.....	8.9
Mexican American.	10.7
Oriental.....	2.1
Other.....	.8
	<u>100.0%</u>

EDUCATION OF RESPONDENT

8th Grade or less...	6.5
Some High School...	13.1
High School Grad...	31.2
Some College .....	29.2
College Grad .....	12.8
Post Grad .....	6.5
Refused .....	.7
	<u>100.0%</u>

AGE OF RESPONDENT

18 - 20 .....	3.7
21 - 30 .....	21.6
31 - 40 .....	19.9
41 - 50 .....	19.5
51 - 60 .....	15.5
61 - 65 .....	6.4
OVER 65 .....	13.4
	<u>100.0%</u>



METHOD (continued)

E

LENGTH OF RESIDENCE IN COUNTY

LESS THAN ONE YEAR.....	.9
ONE-TWO YEARS.....	3.3
THREE-FOUR YEARS.....	3.5
FIVE-TEN YEARS.....	14.1
ELEVEN-FIFTEEN YEARS.....	11.6
SIXTEEN-TWENTY YEARS.....	10.4
OVER TWENTY YEARS.....	55.7
REFUSED/DON'T KNOW.....	.5
	<u>100.0%</u>

TOTAL FAMILY INCOME

Under \$3,000 .....	5.9
\$3,000 - \$4,999 .....	6.2
\$5,000 - \$6,999 .....	6.5
\$7,000 - \$9,999 .....	11.3
\$10,000-\$14,999 .....	20.6
\$15,000-\$19,999 .....	16.0
\$20,000-\$24,999 .....	8.3
\$25,000-\$29,999 .....	5.3
\$30,000-\$34,999 .....	3.5
\$25,000 AND OVER .....	4.7
DON'T KNOW .....	2.7
REFUSED .....	9.1
	<u>100.0%</u>

DISTANCE FROM WORK

Head Of Household

Under 1 Mile.....	2.9
1 - 5 Miles.....	16.5
6 -10 Miles.....	15.8
11-20 Miles.....	19.7
21-30 Miles.....	10.8
31-40 Miles.....	4.1
41-50 Miles.....	2.3
Over 50 Miles.....	2.9
Retired/Unemployed/Student....	22.7
Don't Know.....	2.1
	<u>100.0%</u>

OCCUPATION

	Respond- ent	Head Of House
PROFESSIONAL & TECHNICAL ...	13.1	21.2
EDUCATION FIELD ...	3.2	3.1
MANAGER/OFFICIAL/ PROPRIETOR ...	7.1	12.7
CLERICAL WORKER ...	4.9	3.3
SALES WORKER ...	3.3	3.9
CRAFTSMAN/FOREMAN...	6.5	11.9
OPERATIVE WORKER ...	4.3	7.5
SERVICE WORKER ...	4.1	5.2
LABORER ...	2.7	4.4
STUDENT ...	3.6	2.0
UNEMPLOYED ...	1.9	1.5
NOT IN LABOR FORCE..	2.3	2.1
RETIRED ...	12.9	15.4
MILITARY ...	.5	.5
CIVIL SERVICE ...	1.3	2.1
HOUSEWIFE ...	27.0	2.7
REFUSED ...	1.3	.5
	<u>100.0%</u>	<u>100.0%</u>

LABOR UNION AFFILIATION

Respondent or household head is a member.....	28.4
Not Member.....	68.3
Refused/Don't Know.....	3.3
	<u>100.0%</u>

SUMMARY AND HIGHLIGHTS

EXISTING PUBLIC TRANSPORTATION

At the very beginning of the interview, respondents were asked to describe (in their own words) the existing public transportation system in Los Angeles County.

- Most comments are negative with almost half stating that the public transportation system is bad/really needs improvement....one out of four volunteers existing public transportation is inadequate.
- Opinion among both users and non-users of public transportation is negative. However, among users of public transportation 15% have no complaints - among non-users who have it available 6% have no complaints, but among those who do not have it available only 2% have no complaints.

	<u>TOTAL</u>	<u>BY AVAILABILITY OF PUBLIC TRANSPORTATION TO THE FAMILY</u>		
		<u>AVAILABLE AND USE</u>	<u>AVAILABLE DO NOT USE</u>	<u>NOT AVAIL-ABLE</u>
BASE: (All respondents)	<u>1501</u>	<u>431</u>	<u>710</u>	<u>360</u>
Percent saying the existing public transportation system in L.A. County is.....	%	%	%	%
Terrible/poor/lousy/bad/ really needs improvement...	45.6	41.1	45.5	51.4
System is inadequate/need to extend system/better planning.....	24.5	24.4	25.1	23.6
Too time consuming/too slow/ inconvenient time-wise/ takes too long to get anywhere.....	15.7	21.3	14.2	11.9
Time schedules are bad/never runs when it's supposed to/ no buses when you need them/ always late/undependable...	10.5	13.2	11.0	6.1
Good/OK/fine/no complaints....	7.8	15.1	6.3	1.9

(Multiple Mentions Acceptable)

(See Table 1)

MEANING OF THE TERM "RAPID TRANSIT"

- The term rapid transit connotes speed to six out of ten respondents.
- A small but significant percentage mention monorail or BART.

	<u>TOTAL</u>	<u>BY AVAILABILITY OF PUBLIC TRANSPORTATION TO THE FAMILY</u>		
		<u>AVAILABLE AND USE</u>	<u>AVAILABLE DO NOT USE</u>	<u>NOT AVAILABLE</u>
BASE: (All respondents)	<u>1501</u>	<u>431</u>	<u>710</u>	<u>360</u>
Percent saying rapid transit means.....	%	%	%	%
Fast transportation/high speed/ quick way to get there/fast movement/rapid service.....	59.6	62.6	58.7	55.0
Subways and trains/some type of rail service.....	16.9	13.5	15.9	22.8
Bus transportation/bus system/ system with more buses.....	11.1	10.7	12.0	9.7
Monorail system.....	7.3	5.3	7.2	10.0
Like BART in San Francisco.....	6.1	7.0	7.0	3.1
Term for mass transit/public transportation.....	4.1	2.8	4.2	5.3

(Multiple Mentions Acceptable)

(See Table 2)

AVAILABILITY AND USAGE OF PUBLIC TRANSPORTATION

- One in four indicates that public transportation is not available for his/her family's use.
- Public transportation is used by members of three out of every ten families.
- Almost half of the Los Angeles County families interviewed do not use public transportation although it is available to them.

	<u>TOTAL</u>	
BASE: (All respondents)	<u>1501</u>	
Percent indicating....	%	
PUBLIC TRANSPORTATION IS AVAILABLE AND USED.....	28.7	> 76.0%
PUBLIC TRANSPORTATION IS AVAILABLE BUT NOT USED .....	47.3	
NO PUBLIC TRANSPORTATION IS AVAILABLE..	<u>24.0</u>	
	<u>100.0%</u>	

(See Tables 3 & 4)

AVAILABILITY AND USAGE OF PUBLIC TRANSPORTATION (continued)

- The majority states that public transportation is available to downtown Los Angeles....about 15% of the survey households contain members who use public transportation to go downtown.
- About half have public transportation available for local shopping....only 11% however (of the households) utilize public transportation for this purpose.
- More than four in ten could utilize public transportation for local trips within and around their neighborhood/community or for commuting to more distant spots.
- One in three has public transportation available for recreational activities....only one in twenty utilizes public transportation for this purpose.
- About one in four has public transportation available to him/her for visiting friends....getting to work....or trips to school....about one out of twenty families uses public transportation for these purposes.

BASE: (All respondents)	-----a-----		-----b-----	
	PERCENT SAYING PUBLIC TRANSPORTATION IS AVAILABLE FOR	%	PERCENT SAYING FAMILY MEMBERS USE PUBLIC TRANSPORTATION FOR	%
SPECIFIC PURPOSE				
Going to Downtown				
L.A.....	63.4		14.7	23%
Local Shopping.....	48.8		11.3	23%
Local trips within and around your neighborhood/community.....	45.9		10.5	23%
Commuting to more distant spots.....	42.8		6.5	15%
Recreational activities	30.2		5.3	18%
Visting friends.....	26.7		5.6	21%
Getting to work.....	26.1		6.3	24%
Trips to school.....	25.6		5.8	27%
NONE AVAILABLE.....	24.0		24.0	
AVAILABLE BUT DON'T USE.....		47.3		
See Tables	(3)		(4)	

AVAILABILITY AND USAGE OF PUBLIC TRANSPORTATION (continued)

- Twenty-five percent of all respondents state they would use public transportation in getting to work if it were available.
- About one in every five respondents indicates he/she would use public transportation for local trips, commuting to more distant spots, recreational activities and visiting friends if it were available.

BASE: (All respondents)	PERCENT SAYING PUBLIC	PERCENT SAYING THEY
	TRANSPORTATION IS NOT AVAILABLE FOR	WOULD USE IT IF IT WERE AVAILABLE
<u>SPECIFIC PURPOSE</u>	<u>%</u>	<u>%</u>
Going to Downtown L.A.....	36.6	13.3
Local shopping.....	51.2	18.1
Local trips within and around your neighborhood/community	54.1	20.2
Commuting to more distant spots	57.2	21.8
Recreational activities.....	69.8	21.8
Visiting friends.....	73.3	21.5
Getting to work.....	73.9	25.7
Trips to school.....	74.4	13.7
See Tables	(3)	(5)

USAGE OF PUBLIC TRANSPORTATION BY FAMILY MEMBER...SUSCEPTIBILITY TO USE/USE MORE FREQUENTLY

- Over half of the male and female household heads would be willing to use public transportation (or use it more frequently) if service were improved.

(See next page)

USAGE OF PUBLIC TRANSPORTATION BY FAMILY MEMBER...SUSCEPTIBILITY TO USE/USE MORE FREQUENTLY (continued)

	<u>HEAD OF HOUSE MALE</u>	<u>HEAD OF HOUSE FEMALE</u>	<u>OTHER MALE (employed)</u>	<u>OTHER FEMALE (employed)</u>	<u>STUDENT ANY AGE</u>	<u>CHILDREN NOT IN SCHOOL</u>
BASE: (All respondents)	<u>1501</u>	<u>1501</u>	<u>1501</u>	<u>1501</u>	<u>1501</u>	<u>1501</u>
Percent who presently use public transportation.....	%	%	%	%	%	%
REGULARLY	4.5	8.5	0.7	0.9	5.0	1.0
OCCASIONALLY	7.0	12.8	1.3	1.5	6.3	1.9
SELDOM/NEVER	53.2	46.8	5.8	5.4	20.5	13.0
NO FAMILY MEMBER IN CATEGORY*	11.3	7.9	68.2	68.2	44.2	60.1
NO PUBLIC TRANSPORTATION AVAILABLE	<u>24.0</u>	<u>24.0</u>	<u>24.0</u>	<u>24.0</u>	<u>24.0</u>	<u>24.0</u>
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Percent who would use/use more frequently if service were improved

	50.3	63.8	6.2	6.4	28.6	9.3
--	------	------	-----	-----	------	-----

\*Where public transportation is available.

(See Tables 6 and 7)

IMPORTANT ELEMENTS/FEATURES OF A RAIL RAPID TRANSIT SYSTEM

Respondents were shown a card listing eleven elements/features of a rail rapid transit system and asked how important each was to them. They were then asked which element or feature would most encourage them to use rail rapid transit.

- Nearness of station to home, dependable schedules and frequency of service are the most important elements.
- Nearness to work is also important.
- After midnight runs is the least important.

(See next page)

IMPORTANT ELEMENTS/FEATURES OF A RAIL RAPID TRANSIT SYSTEM (continued)

BASE: (All respondents)	IMPORTANCE OF FEATURE (read percentages across)			MOST IMPORTANT (multiples OK)
	<u>VERY</u>	<u>SOMEWHAT</u>	<u>NOT/DK</u>	
	%	%	%	
Percent rating.....				
Nearness of station to home	80.7	15.1	4.2	33.7
Dependable schedules	95.6	2.4	2.0	33.0
Frequency of service	85.1	10.9	4.0	26.4
Nearness of station to work	72.2	12.8	15.0	20.1
Length of the trip	48.2	28.2	23.6	5.1
Knowledgeable employees	79.5	15.9	4.6	4.0
Comfortable seating	56.6	34.9	8.5	3.9
No standing (seats for all)	55.5	29.4	15.1	3.2
Air conditioning	46.2	29.9	23.9	3.1
Courteous employees	69.7	24.7	5.6	2.6
After midnight service	23.6	26.0	50.4	1.7
See Tables....		(8 through 18)		(19)

USAGE OF AUTOMOBILE BY FAMILY MEMBERS

- Most male heads of household use the automobile exclusively as their means of transportation.

BASE: (All respondents)	<u>HEAD OF HOUSE MALE</u>	<u>HEAD OF HOUSE FEMALE</u>	<u>OTHER MALE (employed)</u>	<u>OTHER FEMALE (employed)</u>	<u>STUDENT ANY AGE</u>	<u>CHILDREN NOT IN SCHOOL</u>
	<u>1501</u>	<u>1501</u>	<u>1501</u>	<u>1501</u>	<u>1501</u>	<u>1501</u>
Percent saying the specific family member uses the automobile....	%	%	%	%	%	%
EXCLUSIVELY	72.2	63.0	8.3	6.4	20.0	10.7
USUALLY	8.0	13.3	1.8	2.1	13.9	5.0
SELDOM/NEVER	4.6	6.9	0.9	1.2	6.5	2.3
NO AUTO	2.9	6.5	0.4	0.9	2.5	2.4
NO FAMILY MEMBER IN CATEGORY	<u>12.3</u>	<u>10.3</u>	<u>88.6</u>	<u>89.4</u>	<u>57.1</u>	<u>79.6</u>
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
See Table.....	(20)	(21)	(22)	(23)	(24)	(25)

WHAT WOULD MISS MOST ABOUT NOT HAVING AN AUTOMOBILE AS A MEANS OF TRANSPORTATION

- Convenience/ability to go where wanted, when want to is considered the biggest sacrifice if respondents had to give up their automobiles.

	BY EMPLOYMENT STATUS				
	TOTAL	UNEMPLOYED	EMPLOYED	STUDENT	HOUSEWIFE
BASE: (All respondents)	<u>1501</u>	<u>279</u>	<u>762</u>	<u>54</u>	<u>406</u>
Percent saying they would miss	%	%	%	%	%
Convenience/going where I want to go.....	43.3	41.6	40.0	59.3	48.5
Couldn't get to work/transportation too difficult.....	21.5	8.2	33.3	13.0	9.6
Grocery shopping/carrying groceries.....	12.9	14.7	8.3	-	22.2
For recreational needs/movies/etc.....	10.5	10.8	8.8	13.0	13.3
General shopping/errands	9.3	7.9	6.3	5.6	16.5

(Multiple Mentions Acceptable)

(See Table 27)

IMPORTANCE OF PUBLIC TRANSPORTATION TO THE TOTAL NEEDS OF LOS ANGELES COUNTY

- Most feel that public transportation is extremely/very important to the total needs of Los Angeles County.
- Only one in five feels there are things more important than improving transportation to the overall economy of Los Angeles County.

(See next page)



IMPORTANCE OF PUBLIC TRANSPORTATION TO THE TOTAL NEEDS OF LOS ANGELES COUNTY (continued)

	BY AGE			
	TOTAL	UNDER 30	31-60	OVER 60
BASE: (All respondents)	<u>1501</u>	<u>379</u>	<u>825</u>	<u>297</u>
Percent saying public transportation is...	%	%	%	%
EXTREMELY IMPORTANT	62.0	59.9	62.3	64.0
VERY IMPORTANT	29.0	30.3	28.8	27.6
SOMEWHAT IMPORTANT	5.4	5.8	5.5	4.7
NOT TOO IMPORTANT	1.5	1.8	1.3	1.7
NOT AT ALL IMPORTANT	0.2	-	0.2	0.3
DON'T KNOW/NO OPINION	<u>1.9</u>	<u>2.1</u>	<u>1.8</u>	<u>1.7</u>
	100.0%	100.0%	100.0%	100.0%

(See Table 28)

Percent saying..

There are things more important to the overall economy than improving transportation.....	18.1	19.0	19.0	14.1
There are not .....	64.5	61.2	63.4	71.7
Don't know .....	<u>17.4</u>	<u>19.8</u>	<u>17.6</u>	<u>14.2</u>
	100.0%	100.0%	100.0%	100.0%

(See Tables 29 and 30)

ANTICIPATED EFFECT OF ENERGY CRISIS ON USE OF PUBLIC TRANSPORTATION AND CAR POOLING

- Seven in ten feel that lower fares (25 cents to go anywhere in the County) will greatly increase the use of public transportation.
- Shortage of gasoline and the ten cent Sunday bus fares are also viewed as things which will greatly increase usage of public transportation/car pooling.

(See next page)

ANTICIPATED EFFECT OF ENERGY CRISIS ON USE OF PUBLIC TRANSPORTATION AND CAR POOLING (continued)

	<u>SHORTAGE OF GASOLINE</u>	<u>HIGH PRICE OF GAS</u>	<u>RATIONING OF GAS</u>	<u>SUNDAY CLOSING OF STATIONS</u>	<u>SAT. &amp; SUNDAY CLOSING</u>	<u>TEN CENT FARES</u>	<u>LOWER FARES</u>
BASE:							
(All respondents)	<u>1501</u>	<u>1501</u>	<u>1501</u>	<u>1501</u>	<u>1501</u>	<u>1501</u>	<u>1501</u>
Percent saying the effect this will have is..	%	%	%	%	%	%	%
Increase use of public transportation/car pooling greatly.....	57.9	45.2	47.8	29.6	40.7	58.8	72.0
Increase somewhat.....	33.0	39.1	36.6	37.4	37.8	28.0	20.3
Have little/no effect.....	6.6	13.0	11.6	29.5	17.5	8.9	4.3
Don't know.....	<u>2.5</u> 100.0%	<u>2.7</u> 100.0%	<u>4.0</u> 100.0%	<u>3.5</u> 100.0%	<u>4.0</u> 100.0%	<u>4.3</u> 100.0%	<u>3.4</u> 100.0%
See Table..	(31)	(32)	(33)	(34)	(35)	(36)	(37)

DIRECTION LOS ANGELES COUNTY SHOULD TAKE REGARDING TRANSPORTATION

- Only 3% favor building more freeways and divided highways for automobiles.
- Almost three out of four feel the present bus system should be improved together with the development of a modern high speed rail rapid transit system serving the major travel routes in the County.
- Persons who favor improvement of the present bus system (without high speed rail rapid transit) do so because they feel it would be less expensive...because more buses are needed... and because they feel the present system is adequate.
- Persons who feel the present bus system should be improved together with the development of a modern high speed rail rapid transit system do so because the new system could get people where they want to go rapidly... because it would be an all inclusive system...and because the bus and rail system would compliment one another.

(See next page)

DIRECTION LOS ANGELES COUNTY SHOULD TAKE REGARDING TRANSPORTATION (continued)

	<u>TOTAL</u>
BASE: (All respondents)	<u>1501</u>
Percent who prefer...	%
A. IMPROVE THE PRESENT SYSTEM...ADD MORE BUSES.. DEVELOP MORE EXCLUSIVE BUS LANES, ETC.....	15.6
B. BUILD MORE FREEWAYS AND DIVIDED HIGHWAYS FOR AUTOMOBILES.....	2.9
C. IMPROVE THE PRESENT BUS SYSTEM TOGETHER WITH DEVELOPING A MODERN HIGH SPEED RAIL RAPID TRANSIT SYSTEM SERVING THE MAJOR TRAVEL ROUTES IN THE COUNTY.....	73.0
NONE, LEAVE AS IS.....	1.3
DON'T KNOW/NO OPINION.....	<u>7.2</u>
	100.0%

(See Table 38)

AWARENESS OF AND ATTITUDES TOWARD THE SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

- Most respondents are aware of the Southern California Rapid Transit District.
- About four in ten state that they know a great deal or something about the SCRTD.
- Over half of the respondents are not aware that the SCRTD is a public agency mandated by the state legislature to build, operate and maintain a rapid transit system (See table 47).
- Only nineteen percent of the respondents know that the SCRTD has no taxing power of its own whereas all other rapid transit districts in the state can level property taxes and other kinds of taxes (See table 104).

(See next page)

AWARENESS OF AND ATTITUDES TOWARD THE SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (continued)

	<u>TOTAL</u>	<u>CENTRAL</u>	<u>BY AREA</u>			<u>WHITTIER/ NORWALK</u>
			<u>S.F. VALLEY</u>	<u>SAN GAB. VALLEY</u>	<u>SOUTH BAY</u>	
BASE:(All respondents)	<u>1501</u>	<u>519</u>	<u>301</u>	<u>316</u>	<u>252</u>	<u>111</u>
Percent saying about the SCRTD they know..	%	%	%	%	%	%
A GREAT DEAL	8.1	12.1	6.6	4.1	5.6	9.9
SOMETHING	33.4	37.4	35.6	31.6	27.4	27.9
JUST A LITTLE BIT	45.2	38.0	47.9	48.7	49.2	52.3
JUST HEARD THE NAME	12.5	11.8	9.6	14.6	16.3	9.9
NEVER HEARD OF IT	<u>0.8</u>	<u>0.7</u>	<u>0.3</u>	<u>1.0</u>	<u>1.5</u>	<u>-</u>
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

(See Table 43)

- About one in five feels the SCRTD is doing an excellent or good job.
- Users tend to rate the SCRTD higher than do non-users.
- People rating SCRTD favorably feel the RTD is doing the best it can with the present equipment/considering the present situation...some mention that the buses keep on schedule.
- The complaints given by respondents who give RTD a fair or a poor rating include bad scheduling and inadequate geographic coverage.

	<u>TOTAL</u>	<u>BY AVAILABILITY OF PUBLIC TRANSPORTATION TO THE FAMILY</u>		
		<u>AVAILABLE AND USE</u>	<u>AVAILABLE DO NOT USE</u>	<u>NCT AVAILABLE</u>
BASE: (Respondents who have heard of SCRTD)	<u>1489</u>	<u>428</u>	<u>705</u>	<u>365</u>
Percent who feel the SCRTD is doing.....	%	%	%	%
AN EXCELLENT JOB	1.9	2.3	1.4	2.5
A GOOD JOB	17.0	23.6	16.3	10.4
A FAIR JOB	35.2	40.9	35.2	28.4
A POOR JOB	25.9	24.1	25.1	29.8
DON'T KNOW/UNABLE TO RATE	<u>20.0</u>	<u>9.1</u>	<u>22.0</u>	<u>28.9</u>
	100.0%	100.0%	100.0%	100.0%

(See Tables 44, 45 and 46)

ANTICIPATED USAGE OF PROPOSED SYSTEM

Respondents were shown two maps. One contained a "minimum" rapid transit plan and the other contained a "maximum" rapid transit plan. They were told that the final system would probably be somewhere in between the two levels and that it would consist of four elements: fixed high speed rail rapid transit, bus-on-freeway, feeder buses and better local bus service.

- Three out of four say they would use the proposed system.
- Almost seven out of ten indicate that other members of their families would use it.

BASE: (All respondents)	<u>TOTAL</u>
	<u>1501</u>
Percent saying if we had this type of system they....	%
WOULD USE IT	73.7
WOULD NOT	15.8
DON'T KNOW	<u>10.5</u>
	100.0%

Percent saying their family....

WOULD USE IT	67.6
WOULD NOT	13.6
DON'T KNOW	<u>18.8</u>
	100.0%

(See Tables 48 & 49)

VOTING INTENTION

Respondents were shown a card containing a description of the two measures planned for the November ballot. First they were asked their voting intention (if the election were being held today) on "A".

EXPANSION OF RAPID TRANSIT FACILITIES

<p><b>A. To provide for expansion of rapid transit facilities through construction of a fixed guideway system (rail, subway or others) together with additional local, express, and feeder bus service shall the Southern California Rapid Transit District be authorized to issue limited tax bonds to be financed from a retail transactions and use tax, not to exceed one-half percent (1/2%), to be used for Capital Expenditures</b></p>	YES	
	NO	

VOTING INTENTION (continued)

- Only one in five indicates he/she would vote against the measure relating to expansion of rapid transit facilities...sixty-five percent would vote for the measure, while sixteen percent don't know how they would vote.
- Persons who indicate they would vote for the measure, give as reasons the fact that "we need it/long overdue", "would improve transportation/need for more transportation", and "the cost would be worth it".
- Persons who would vote against it, on the other hand, cite the cost as the major reason for opposing the measure.

BASE: (All respondents)	<u>TOTAL</u> <u>1501</u>
Percent saying if the election were being held today, they would...	%
VOTE FOR "A"	64.6
VOTE AGAINST	19.5
DON'T KNOW	<u>15.9</u>
	100.0%

(See Tables 50, 51 and 52)

Respondents were then asked their voting intention and reasons on "B".

FARE REDUCTION AND MAINTENANCE AND OPERATION

B. To reduce fares to a flat twenty-five cents (25¢) per trip, and to maintain and operate an improved all-bus or bus-and-fixed-guideway transit system, shall the Southern California Rapid Transit District be authorized to impose a retail transactions and use tax, not to exceed one-half percent (1/2%), to be allocated under specified formula between the District and other municipal carriers	YES	
	NO	

- Fifty-eight percent would vote for the fare reduction and maintenance and operation measure...about one in four would oppose it.
- The reduced rate of 25 cents is the major reason given by respondents in favor of this measure.
- Those opposed cite high taxes and feel that the fares should cover costs of operation.

VOTING INTENTION (continued)

	<u>TOTAL</u>
BASE: (All respondents)	<u>1501</u>
Percent saying if the election were being held today, they would...	%
VOTE FOR "B"	57.8
VOTE AGAINST	23.5
DON'T KNOW	<u>18.7</u>
	100.0%

(See Tables 50, 53 and 54)

STRENGTHS AND WEAKNESSES

- Both measures, "A" and "B" have majority support among most demographic segments.
- In each segment (except for black respondents) fewer people would vote for the fare reduction and maintenance and operation measure ("B") than for the measure regarding expansion of Rapid Transit facilities ("A").
- This consistency of support among all of the demographic and geographical segments studied indicates the strength of the proposed measures as of the survey period.

(See next page)

STRENGTHS AND WEAKNESSES (continued)

GROUP	(BASE)	MEASURE "A"			MEASURE "B"		
		EXPANSION OF RAPID TRANSIT FACILITIES			FARE REDUCTION AND MAINTENANCE AND OPERATION		
		(read percentages across)			(read percentages across)		
		VOTE FOR	VOTE AGAINST	DON'T KNOW	VOTE FOR	VOTE AGAINST	DON'T KNOW
		%	%	%	%	%	%
TOTAL SAMPLE	(1501)	64.6	19.5	15.9	57.8	23.5	18.7
<u>BY AREA</u>							
CENTRAL	(519)	63.8	21.8	14.4	61.8	22.0	16.2
S.F. VALLEY	(301)	71.1	15.3	13.6	55.1	26.9	18.0
SAN GAB. VALLEY	(316)	58.5	18.0	23.4	56.0	20.3	23.7
SOUTH BAY	(252)	66.7	21.4	11.9	58.3	23.8	17.9
WHITTIER/NORWALK	(111)	64.9	19.8	15.3	50.5	30.6	18.9
<u>BY AVAILABILITY AND USAGE OF PUBLIC TRANSPORTATION</u>							
AVAILABLE AND USE	(431)	66.1	19.0	14.9	62.6	20.9	16.5
AVAILABLE DO NOT USE	(710)	64.4	19.9	15.7	58.9	22.8	18.3
NOT AVAILABLE	(360)	63.3	19.2	17.5	49.7	28.1	22.2
<u>BY RACE</u>							
WHITE	(1163)	65.4	19.9	14.7	56.1	25.4	18.5
BLACK	(134)	53.7	21.6	24.7	59.7	18.7	21.6
MEXICAN AMERICAN	(160)	67.5	13.8	18.7	66.9	14.4	18.7
OTHER	( 44)	65.9	22.7	11.4	63.6	22.7	13.7
<u>BY SEX</u>							
MALE	(743)	66.1	19.8	14.1	56.3	27.5	16.2
FEMALE	(758)	63.2	19.1	17.7	59.2	19.7	21.1
<u>BY AGE</u>							
UNDER 30	(379)	69.4	16.9	13.7	65.7	15.3	19.0
30-60	(825)	63.6	20.2	16.2	54.5	27.2	18.3
OVER 60	(297)	61.3	20.5	18.2	56.6	23.9	19.5
<u>BY NUMBER OF CARS IN HOUSEHOLD</u>							
ONE	(452)	67.5	17.9	14.6	63.9	18.6	17.5
TWO	(627)	62.5	20.6	16.9	54.7	25.2	20.1
THREE OR MORE	(298)	66.4	18.8	14.8	54.0	28.2	17.8
NONE	(124)	60.5	21.0	18.5	59.7	21.8	18.5

(See Tables 50, 127, 128 and 129)  
 Note: Tables 127, 128 and 129 follow Table 50 in the statistical tables.



STRENGTHS AND WEAKNESSES (continued)

GROUP	(BASE)	MEASURE "A"			MEASURE "B"		
		EXPANSION OF RAPID TRANSIT FACILITIES			FARE REDUCTION AND MAINTENANCE AND OPERATION		
		(read percentages across)			(read percentages across)		
		VOTE FOR	VOTE AGAINST	DON'T KNOW	VOTE FOR	VOTE AGAINST	DON'T KNOW
		%	%	%	%	%	%
TOTAL SAMPLE	(1501)	64.6	19.5	15.9	57.8	23.5	18.7
<u>BY PARTY REGISTRATION</u>							
DEMOCRATIC	(859)	67.4	18.2	14.4	61.7	20.8	17.5
REPUBLICAN	(460)	60.9	21.5	17.6	50.2	30.7	19.1
OTHER	(182)	61.0	20.3	18.7	58.2	18.1	23.7
<u>BY LABOR UNION AFFILIATIONS</u>							
YES	(426)	68.8	17.8	13.4	67.6	17.1	15.3
NO	(1075)	63.0	20.1	16.9	53.9	26.0	20.1
<u>BY LENGTH OF RESIDENCE IN LOS ANGELES COUNTY</u>							
UNDER 5 YEARS	(116)	69.8	16.4	13.8	57.8	24.1	18.1
5-20 YEARS	(542)	65.5	18.6	15.9	59.8	20.8	19.4
OVER 20 YEARS	(843)	63.3	20.4	16.3	56.5	25.1	18.4
<u>BY EMPLOYMENT STATUS</u>							
UNEMPLOYED	(279)	60.2	20.4	19.4	57.7	24.0	18.3
EMPLOYED	(762)	66.8	19.6	13.6	58.0	24.7	17.3
STUDENT	( 54)	74.1	11.1	14.8	70.4	18.5	11.1
HOUSEWIFE	(406)	62.3	19.7	18.0	55.7	21.7	22.6
<u>BY TOTAL YEARLY FAMILY INCOME</u>							
UNDER \$10,000	(448)	65.6	18.1	16.3	66.7	17.2	16.1
\$10,000 - \$15,000	(309)	68.6	16.8	14.6	61.8	22.3	15.9
\$15,000 - \$25,000	(364)	64.0	22.8	13.2	58.8	23.6	17.6
OVER \$25,000	(202)	69.8	17.8	12.4	45.5	38.6	15.9
<u>BY EDUCATION</u>							
SOME HIGH & LESS	(306)	59.2	20.9	19.9	57.2	22.2	20.6
HIGH SCHOOL GRADUATE	(468)	63.7	18.4	17.9	63.5	17.3	19.2
SOME COLLEGE	(438)	66.4	19.9	13.7	58.0	24.7	17.3
COLLEGE GRADUATE	(289)	69.2	19.0	11.8	48.8	33.2	18.0

(See Tables 50, 127, 128 and 129)

Note: Tables 127, 128 and 129 follow Table 50 in the statistical tables.

UNDERSTANDING FROM READING THE DESCRIPTION THAT THE MEASURES  
WOULD PROVIDE FUNDS TO IMPROVE AND INCREASE THE LOS ANGELES BUS SYSTEM

- Most understand from reading the descriptions that the measures would provide funds to improve and increase the Los Angeles bus system...most are in favor of this element of the proposed plan.

BASE: (All respondents)	<u>TOTAL</u> <u>1501</u>	BASE: (All respondents)	<u>TOTAL</u> <u>1501</u>
Percent saying...	%	Percent saying...	%
Yes, understood that measures would provide funds	88.4	Yes, in favor of this element of the proposed plan	74.7
No, did not	8.0	No, not in favor	13.9
Don't Know	<u>3.6</u>	Don't Know	<u>11.4</u>
	100.0%		100.0%

(See Table 55)

(See Table 55)

ARGUMENTS IN FAVOR OF RAPID TRANSIT

Respondents were shown a card which listed twenty statements "which might be considered arguments in favor" of the development of a rapid transit system in Los Angeles County. They were then asked if they considered each a good, poor or just so-so reason for supporting rapid transit (regardless of their voting intention). The voters were then asked which was the best argument in favor.

- Respondents feel the best argument in favor of rapid transportation is the one involving air pollution/smog.
- Other arguments which are considered good include "providing better transportation for those who don't drive", "relief of rush congestion", "within ten minutes travel time of the working population of Los Angeles County", "increase in highway safety", "cheaper because of the rising cost of gasoline" and "higher cost the longer we wait".
- The weakest argument in favor of the development of a rapid transit system, in the opinion of the respondents, is the one stressing increase in the tax base of the County because of improved property values and increased business activity.

(See next page)

ARGUMENTS IN FAVOR OF RAPID TRANSIT (continued)

Arguments in Favor of Rapid Transit	BY HOW CONSIDER REASON (read percentages across)				BEST ARGUMENT IN FAVOR (multiples OK)
	GOOD	POOR	SO-SO	DON'T KNOW	
BASE: (All respondents)	%	%	%	%	%
Since it is generally agreed that at least 80% of air pollution/SMOG is directly due to the automobile, construction of a rapid transit system that will get the cars off the road will help the overall ecology and environment of Los Angeles County.....	73.5	10.7	11.8	4.0	18.5
A rail Rapid Transit System will provide better transportation for those who don't drive.....	80.1	7.1	11.1	1.7	12.5
The projected plans call for the system to be within ten minutes travel time of 70% of the working population of Los Angeles County.....	79.7	5.3	8.4	6.6	9.3
The system will relieve rush hour congestion .....	80.5	6.5	9.7	3.3	6.9
Gas and energy shortages are here to stay. We must start construction of a rapid transit system now since it is a more economical use of energy...	64.9	15.3	12.7	7.1	6.4
Eventually, the County of Los Angeles will have to construct a Rapid Transit System. The longer we wait the more it will cost.....	75.1	8.5	11.3	5.1	6.3
If we act now, Federal funds will pay for most of the construction costs. These funds may not be available in the future.....	57.0	14.5	14.8	13.7	6.3
With the rising cost of gasoline, it will be cheaper to ride the rapid transit.....	78.1	5.5	12.2	4.2	5.8

(Table continued on next page)

ARGUMENTS IN FAVOR OF RAPID TRANSIT (continued)

Arguments in Favor of Rapid Transit	BY HOW CONSIDER REASON (read percentages across)				BEST ARGUMENT IN FAVOR (multiples OK)
	GOOD	POOR	SO-SO	DON'T KNOW	
BASE: (All respondents)	%	%	%	%	%
A Rapid Transit System will provide a better choice of jobs and more employment opportunities for those who do not drive.....	67.4	12.6	16.5	3.5	4.9
Construction and operation of the system will provide thousands of needed jobs for County residents.....	63.9	11.9	20.1	4.1	4.9
It will increase highway safety/ reduce accidents.....	79.7	7.1	10.1	3.1	4.5
It would serve my area and be a convenience for me.....	58.8	16.2	16.9	8.1	3.1
It will provide a means for me to travel without having the stress and strain of driving.....	59.9	16.5	17.3	6.3	3.2
It is necessary to meet the tough Federal environmental standards which dictate we must improve the quality of our air and cut down on use of the internal combustion engine.....	62.1	11.4	17.5	9.0	2.8
It will reduce the need for a second or third car.....	65.9	10.3	19.8	4.0	2.1
The Rapid Transit System will provide improved job, cultural and educational opportunities for poverty area residents.....	54.7	16.3	23.3	5.7	2.0
I would use it (my spouse would use it) to get to work.....	47.7	25.6	15.2	11.5	1.7
It will make it easier for me to drive on the freeways since so many others would leave their cars at home and take the Rapid Transit.....	44.0	27.4	20.8	7.8	1.3
The tax base in the County will be increased because of improved property value and increased business activity	30.8	30.7	23.7	14.8	0.5
I could use it for my recreational and personal needs.....	47.8	22.8	22.3	7.1	0.3
<u>DON'T KNOW</u> .....					3.2

(See Tables 56-75)

(76)

ARGUMENTS AGAINST RAPID TRANSIT

After reviewing the arguments in favor of rapid transit, respondents were shown a card listing eleven statements "that might be considered arguments against the development of a Rapid Transit system". They were then asked to rate each argument as good, poor, so-so and finally their opinion as to which argument was the best one against the development of rapid transit.

- "Cost/look what happened to BART in San Francisco" is the strongest argument against rapid transit.
- "It is questionable how much money the Federal Government will put up" is also considered a strong argument against the measure.
- "It will not reduce smog appreciably" and "we are near a technological breakthrough that would make this entire system out of date" are the weakest arguments against rapid transit.

(See next page)

ARGUMENTS AGAINST RAPID TRANSIT (continued)

Arguments against Rapid Transit	BY HOW CONSIDER REASON (read percentages across)				BEST ARGUMENT AGAINST (multiples OK)
	GOOD %	POOR %	SO-SO %	DON'T KNOW %	
BASE: (All respondents)					
It will cost more than they say it will. Look at what happened to BART in San Francisco.....	54.1	19.7	13.1	13.1	22.3
It is questionable how much money the Federal government will put up.....	47.1	21.5	16.4	15.0	15.8
Regardless of the benefits, I am against anything that costs a penny more in taxes.....	30.8	52.2	14.3	2.7	13.5
The system is not appropriate for Los Angeles. It would provide limited transportation for a limited number of citizens at a cost to everyone in the County. It would not reduce the need for two and three car ownership.....	29.8	50.7	14.2	5.3	10.3
Extension of the bus system would be less expensive and more suitable to the County.....	31.8	39.2	20.0	9.0	8.1
No form of Rapid Transit will attract enough passengers to pay operating expenses. This is an automobile city	24.0	53.2	17.6	5.2	7.4
The people who run the Southern California Rapid Transit District and other public officials would be unable to efficiently manage an undertaking as large as this.....	23.9	49.7	13.3	13.1	5.7
It doesn't serve my area--wouldn't help me.....	25.4	54.0	12.3	8.3	5.9
The gasoline and energy shortages are only temporary. There is no need to panic and rush into something as complicated and expensive as this....	23.3	53.8	14.8	8.1	5.1
We are near a technological breakthrough that would make this entire system out of date.....	9.9	57.6	14.0	18.5	2.8
It will not reduce smog appreciably..	17.8	59.8	14.1	8.3	1.4
				<u>DON'T KNOW</u> .....	6.9
	See Tables	(77-86)			(87)

VOTING INTENTION AFTER DISCUSSING THE ISSUES IN DEPTH

After discussing the arguments pro and the arguments con, respondents were again asked their voting intention. The purpose of this was to see what effect an education program which presented both sides of the issue would have on the vote.

- The share of the vote for and against each of these proposed measures remains about the same after exposure to the arguments as before exposure.
- The post numbers are slightly more favorable toward the passage of the measures than the pre numbers... however, there does not appear to be a statistically significant difference between these "share of the vote" figures.

	<u>VOTE BEFORE DISCUSSING THE ISSUES IN DEPTH</u>	<u>VOTE AFTER DISCUSSING THE ISSUES IN DEPTH</u>
BASE: (All respondents)	<u>1501</u> %	<u>1501</u> %
 "A" EXPANSION OF RAPID TRANSIT FACILITIES		
Percent who would...		
VOTE FOR "A"	64.6	66.0
VOTE AGAINST	19.5	19.7
DON'T KNOW	<u>15.9</u>	<u>14.3</u>
	100.0%	100.0%
 "B" FARE REDUCTION AND MAINTENANCE AND OPERATION		
Percent who would...		
VOTE FOR "B"	57.8	58.6
VOTE AGAINST	23.5	21.7
DON'T KNOW	<u>18.7</u>	<u>19.7</u>
	100.0%	100.0%

(See Table 50)

(See Table 99)

NOTE: Tables 127, 128 and 129 contain results of these questions cross-tabulated by other questions. They follow 50 in the statistical tables.

NOTE: Tables 130, 131 and 132 contain results of these questions cross-tabulated by other questions. They follow 99 in the statistical tables.

## CONCLUSIONS

The favorable attitude towards the development of a high speed rail rapid transit system, coupled with improved bus service, was at a high level at the time of the public opinion survey (February 26 - March 9, 1974). Based on our experience over the years in working with The Southern California Rapid Transit District, The Metropolitan Transit Authority and in making numerous public opinion studies in Los Angeles County covering questions concerning rapid transit, we would state that there has never been a more favorable climate for support of building a rapid transit system. Three elements contribute to the present favorable climate....

- The energy "crisis"
- The reduced fares (25 cents to go anywhere in the County and the ten cent Sample Sundays)
- The desire of Los Angeles County voters to reduce smog and improve the environment.

If the election had been held during the survey period, we believe both proposed measures would have passed easily.

The task at hand, as we presently view it, consists in maintaining the favorable consumer climate despite the easing of the energy "crisis". If the fact that serious long term energy shortages and increasing gasoline prices can be communicated to the voters, this would offset, to some extent, the drop in willingness to pay increased taxes for rapid transit...something which is likely to occur when the "crisis" eases...Will a full gas tank vote the same way as an empty gas tank will?

The task of maintaining this favorable climate will not be easy but it is clear that this is the job to be done.



