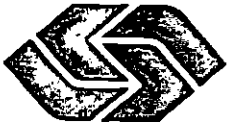


HISTORY OF TRANSIT FARES IN LOS ANGELES

AN EXCERPT FROM:
THE EFFECTS OF RTD FARE CHANGES SINCE 1981



RTD

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

S.C.R.T.D. LIBRARY

8/1/81

HISTORY OF TRANSIT FARES IN LOS ANGELES

AN EXCERPT FROM:
THE EFFECTS OF RTD FARE CHANGES SINCE 1981



RTD

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

HISTORY OF TRANSIT FARES IN LOS ANGELES

AN EXCERPT FROM:
THE EFFECTS OF RTD FARE CHANGES SINCE 1981

Ronald A. Johnson
SCRTD Market Research
June 8, 1983

SCRTD LIBRARY

When Los Angeles' first transit system began operating in 1874, lamb chops were selling for 16¢ a pound and a man's all-wool suit could be bought for \$12.50. In those days, passengers could ride the Spring and 6th Street Railway's two-mule car on a one-mile loop of track for a basic fare of 10¢. In 1877 all transit lines operating in Los Angeles adopted a 5¢ cash fare. Throughout the history of public transit in Los Angeles, passengers have enjoyed a relatively stable fare structure. Over a period of more than a century there were only seven increases in base cash fares, followed by a County-subsidized decrease in fares in mid-1974. Before 1976, base fares tended to remain in effect for a relatively long time. Incredible as it seems today, base fares on local transit lines remained at 5¢ for 51 years. A 7¢ fare prevailed for another eighteen years -- from before the stock market crash until after World War II.

By setting the inflationary spiral in motion, the energy crisis that began in late 1973 changed dramatically the pattern of transit fare increases in Los Angeles. Beginning in 1976, as Los Angeles County transit operating subsidies were phased out, fares began to escalate rapidly. Over a six year period, base fares were increased six times. Mercifully, this spate of increases was followed by a second decrease in fares, subsidized by a one-half cent sales tax increase under the provisions of Proposition A.

As fare increases became more frequent, they also tended to grow in magnitude. Before 1976 increases in base fares were 5¢ or less. But 10¢ increases in 1976, 1979 and 1980 and a 20¢ increase in 1981 drove fares up at an alarming rate. It took seventy years for fares to double from 5¢ to 10¢, fourteen years to double to 20¢ and seventeen years to double again to 40¢. For base fares to more than double to 85¢ took only four years.

Figure 1 illustrates the pattern of base cash fares on public transit in Los Angeles since the first horse-car lines began. The pernicious effects of inflation and oil shortages are apparent beginning in the mid-70's. Supporting data are given in Table 1. The table also shows the stability of zone fares until 1973. Zone fare increments remained at 5¢ for more than thirty years. Over a fifty year period, zone fares rose only 3¢.

The long-term stability of fares in Los Angeles has provided the public with a real transportation bargain. When the pattern of fare growth is compared to the Consumer Price Index, as in Figure 2, the extent of this bargain can be seen. The price index of transit fares was consistently below the CPI for over fifty years. Only during the inflationary 70's did the gap between the indices narrow, to eventually close with the 1981 hike in fares to 85¢.

The graph in Figure 3 shows that not only have Los Angeles transit fares consistently lagged behind the Consumer Price Index, but that until 1979 they tended to be significantly below average transit fares

When Los Angeles' first transit system began operating in 1874, lamb chops were selling for 16¢ a pound and a man's all-wool suit could be bought for \$12.50. In those days, passengers could ride the Spring and 6th Street Railway's two-mule car on a one-mile loop of track for a basic fare of 10¢. In 1877 all transit lines operating in Los Angeles adopted a 5¢ cash fare. Throughout the history of public transit in Los Angeles, passengers have enjoyed a relatively stable fare structure. Over a period of more than a century there were only seven increases in base cash fares, followed by a County-subsidized decrease in fares in mid-1974. Before 1976, base fares tended to remain in effect for a relatively long time. Incredible as it seems today, base fares on local transit lines remained at 5¢ for 51 years. A 7¢ fare prevailed for another eighteen years -- from before the stock market crash until after World War II.

By setting the inflationary spiral in motion, the energy crisis that began in late 1973 changed dramatically the pattern of transit fare increases in Los Angeles. Beginning in 1976, as Los Angeles County transit operating subsidies were phased out, fares began to escalate rapidly. Over a six year period, base fares were increased six times. Mercifully, this spate of increases was followed by a second decrease in fares, subsidized by a one-half cent sales tax increase under the provisions of Proposition A.

As fare increases became more frequent, they also tended to grow in magnitude. Before 1976 increases in base fares were 5¢ or less. But 10¢ increases in 1976, 1979 and 1980 and a 20¢ increase in 1981 drove fares up at an alarming rate. It took seventy years for fares to double from 5¢ to 10¢, fourteen years to double to 20¢ and seventeen years to double again to 40¢. For base fares to more than double to 85¢ took only four years.

Figure 1 illustrates the pattern of base cash fares on public transit in Los Angeles since the first horse-car lines began. The pernicious effects of inflation and oil shortages are apparent beginning in the mid-70's. Supporting data are given in Table 1. The table also shows the stability of zone fares until 1973. Zone fare increments remained at 5¢ for more than thirty years. Over a fifty year period, zone fares rose only 3¢.

The long-term stability of fares in Los Angeles has provided the public with a real transportation bargain. When the pattern of fare growth is compared to the Consumer Price Index, as in Figure 2, the extent of this bargain can be seen. The price index of transit fares was consistently below the CPI for over fifty years. Only during the inflationary 70's did the gap between the indices narrow, to eventually close with the 1981 hike in fares to 85¢.

The graph in Figure 3 shows that not only have Los Angeles transit fares consistently lagged behind the Consumer Price Index, but that until 1979 they tended to be significantly below average transit fares

nationwide, as well. Table 2 shows that not until Fiscal Year 1981 did base fares in Los Angeles start to rise significantly in comparison to fares in the largest U.S. metropolitan areas. Before that time, Los Angeles fares tended to be in the middle range of fares charged in major cities.

Only the massive fare increase in July, 1981 elevated Los Angeles fares to a level on a par with the CPI and above average fares in other U.S. cities. With the three-year drop in fares mandated by Proposition A, Los Angeles County fares have become a bargain once again. Table 3 provides comparative data to support Figures 2 and 3.

Historically, some categories of transit rider -- students, the elderly, and the handicapped -- have enjoyed discounts from the base fare charged on public transit. Long distance riders, on the other hand, have usually paid premium fares in the form of zone fares, express step increments or some other type of distance-based fares. Due to the diversity of fare categories that have arisen as a result of the recognition of these various types of rider, it may be inappropriate at times to discuss only changes in base fare. Figure 4 shows how significantly different was the pattern of fare changes since 1969 among cash fare categories. When the base cash fare decreased in Fiscal Year 1974, for example, student, senior citizen and handicapped fares remained unchanged. When student fares began to increase in Fiscal Year 1977, senior citizen and handicapped fares still held steady at 10¢. Student cash fare discounts were eliminated in Fiscal Year 1978 and reinstated in 1981. Transfer fares fluctuated from 5¢ to 10¢, back to a nickel, up to 20¢, down to 15¢ and then back to a dime again.

Figure 5 shows that the prices of RTD monthly passes have also displayed radically different patterns of change. Senior Citizen and Handicapped pass users have benefitted especially from RTD's uneven fare change policy. When introduced in the late 60's, these passes sold for \$9, a price they maintained from Fiscal 1968 through 1974. The price was lowered 56%, to only \$4, in Fiscal Year 1975 and stayed at that level through 1980. Raises to \$6 in Fiscal Year 1981 and to \$7.50 in '82 (with additional charges for discount express stamps) were negated in Fiscal 1983 when the price returned to \$4.

The price of the RTD base monthly pass remained at \$12 from its introduction in Fiscal 1968 until the two-year decrease to \$10 in Fiscal 1975 and 1976. During the next six years there were five increases in the price of the base pass, ranging from \$2 to \$8.

The price of student monthly passes was raised four times in the six years, by as little as \$2 and as much as \$6.

When express stamps were first introduced in Fiscal Year 1978, the highest priced express pass (with five stamps) was \$48. Four years later the price of this pass had risen 96% to \$94 a month.

Just as fare increases in the past had not been evenly distributed

nationwide, as well. Table 2 shows that not until Fiscal Year 1981 did base fares in Los Angeles start to rise significantly in comparison to fares in the largest U.S. metropolitan areas. Before that time, Los Angeles fares tended to be in the middle range of fares charged in major cities.

Only the massive fare increase in July, 1981 elevated Los Angeles fares to a level on a par with the CPI and above average fares in other U.S. cities. With the three-year drop in fares mandated by Proposition A, Los Angeles County fares have become a bargain once again. Table 3 provides comparative data to support Figures 2 and 3.

Historically, some categories of transit rider -- students, the elderly, and the handicapped -- have enjoyed discounts from the base fare charged on public transit. Long distance riders, on the other hand, have usually paid premium fares in the form of zone fares, express step increments or some other type of distance-based fares. Due to the diversity of fare categories that have arisen as a result of the recognition of these various types of rider, it may be inappropriate at times to discuss only changes in base fare. Figure 4 shows how significantly different was the pattern of fare changes since 1969 among cash fare categories. When the base cash fare decreased in Fiscal Year 1974, for example, student, senior citizen and handicapped fares remained unchanged. When student fares began to increase in Fiscal Year 1977, senior citizen and handicapped fares still held steady at 10¢. Student cash fare discounts were eliminated in Fiscal Year 1978 and reinstated in 1981. Transfer fares fluctuated from 5¢ to 10¢, back to a nickel, up to 20¢, down to 15¢ and then back to a dime again.

Figure 5 shows that the prices of RTD monthly passes have also displayed radically different patterns of change. Senior Citizen and Handicapped pass users have benefitted especially from RTD's uneven fare change policy. When introduced in the late 60's, these passes sold for \$9, a price they maintained from Fiscal 1968 through 1974. The price was lowered 56%, to only \$4, in Fiscal Year 1975 and stayed at that level through 1980. Raises to \$6 in Fiscal Year 1981 and to \$7.50 in '82 (with additional charges for discount express stamps) were negated in Fiscal 1983 when the price returned to \$4.

The price of the RTD base monthly pass remained at \$12 from its introduction in Fiscal 1968 until the two-year decrease to \$10 in Fiscal 1975 and 1976. During the next six years there were five increases in the price of the base pass, ranging from \$2 to \$8.

The price of student monthly passes was raised four times in the six years, by as little as \$2 and as much as \$6.

When express stamps were first introduced in Fiscal Year 1978, the highest priced express pass (with five stamps) was \$48. Four years later the price of this pass had risen 96% to \$94 a month.

Just as fare increases in the past had not been evenly distributed

among various transit rider groups, so, too, did the increase in July, 1981 affect some riders more than others as shown in Tables 4 and 5. Cash riders who ride more than one bus were among the least affected by the fare increase. The fare of elderly and handicapped cash riders making two transfers remained unchanged at the FY 1980 level of 50¢. Elementary and high school students making two transfers saw their cash fare increased only 7% from 70¢ to 75¢. Adult cash riders making only one transfer or more than two transfers had their fares raised by amounts varying from 13% to 18%, or as much as 30¢. Cash riders taking only one bus to complete their trips had to pay 30% to 33% more fare in FY '82 than in '81. Single ride student cash fares rose to 65¢ from 50¢. Adult fares for riding one bus rose 20¢, to 85¢, and senior citizen and handicapped fares went up a dime to 30¢.

Adult cash riders making trips on express lines experienced a fare increase of 32% to 33%. But with the introduction of express step fares for students under 19 years old, and for the elderly and handicapped, riding on express lines became much more expensive for these riders. The percentage of fare increase among riders in these categories escalated as the length of the trip increased. Student riders on the bus for one express step had their fares raised 70%; those riding for five express steps had their fares raised 230%. Senior citizens and handicapped riders paying cash on express lines suffered even more severe increases in fares, ranging from 100% for one express step to a whopping 367% for five steps. In other words, riders paying adult cash fares to ride five express steps had to pay 70¢ more after the July, 1981 increase and student riders had to pay \$1.15 more for this ride. The elderly and handicapped were charged \$1.10 more.

The uneven effects of the July, 1981 fare increase are also evident among riders who use a monthly pass, as illustrated in Figure 6. The increase for riders using a senior citizen or handicapped pass was only 25%, from \$5 a month to \$7.50. College/vocational pass users experienced a 30% price increase when their pass went from \$20 to \$26 a month, and regular pass users saw their pass increase 31%, from \$26 to \$34. Elementary and high school students were subjected to the largest percentage increase -- 38%; their pass increased from \$16 to \$22.

Before the 1981 fare increase, riders using a \$6 senior citizen or handicapped pass, a \$16 student pass or a \$20 college/vocational pass could ride any number of express steps without paying extra express fares. This privilege was revoked with the fare increase, however, and riders in these categories had to buy express stamps in order to ride express trips. Although these stamps cost only \$6 per increment -- half the price of non-discount stamps -- pass prices for these riders rose precipitously. Senior citizens or handicapped riders using an express pass had to pay \$7.50 more a month for a one-stamp pass and \$31.50 more for a five-stamp pass -- increases of 125% to 525%. Student passes with one stamp cost \$12 a month more after the fare increase, and passes with five stamps cost \$36 more -- increases of 75% to 225%. Riders who used a college/vocational pass after July 1, 1981 also were charged from \$12 to \$35 more -- increases of 60% to 180%. By way of comparison, riders who used a regular pass with express stamps affixed had to pay from \$12 a month to \$28 more after the fare increase. These increases were 35% to 42% over the price charged before the fare increase.

among various transit rider groups, so, too, did the increase in July, 1981 affect some riders more than others as shown in Tables 4 and 5. Cash riders who ride more than one bus were among the least affected by the fare increase. The fare of elderly and handicapped cash riders making two transfers remained unchanged at the FY 1980 level of 50¢. Elementary and high school students making two transfers saw their cash fare increased only 7% from 70¢ to 75¢. Adult cash riders making only one transfer or more than two transfers had their fares raised by amounts varying from 13% to 18%, or as much as 30¢. Cash riders taking only one bus to complete their trips had to pay 30% to 33% more fare in FY '82 than in '81. Single ride student cash fares rose to 65¢ from 50¢. Adult fares for riding one bus rose 20¢, to 85¢, and senior citizen and handicapped fares went up a dime to 30¢.

Adult cash riders making trips on express lines experienced a fare increase of 32% to 33%. But with the introduction of express step fares for students under 19 years old, and for the elderly and handicapped, riding on express lines became much more expensive for these riders. The percentage of fare increase among riders in these categories escalated as the length of the trip increased. Student riders on the bus for one express step had their fares raised 70%; those riding for five express steps had their fares raised 230%. Senior citizens and handicapped riders paying cash on express lines suffered even more severe increases in fares, ranging from 100% for one express step to a whopping 367% for five steps. In other words, riders paying adult cash fares to ride five express steps had to pay 70¢ more after the July, 1981 increase and student riders had to pay \$1.15 more for this ride. The elderly and handicapped were charged \$1.10 more.

The uneven effects of the July, 1981 fare increase are also evident among riders who use a monthly pass, as illustrated in Figure 6. The increase for riders using a senior citizen or handicapped pass was only 25%, from \$5 a month to \$7.50. College/vocational pass users experienced a 30% price increase when their pass went from \$20 to \$26 a month, and regular pass users saw their pass increase 31%, from \$26 to \$34. Elementary and high school students were subjected to the largest percentage increase -- 38%; their pass increased from \$16 to \$22.

Before the 1981 fare increase, riders using a \$6 senior citizen or handicapped pass, a \$16 student pass or a \$20 college/vocational pass could ride any number of express steps without paying extra express fares. This privilege was revoked with the fare increase, however, and riders in these categories had to buy express stamps in order to ride express trips. Although these stamps cost only \$6 per increment -- half the price of non-discount stamps -- pass prices for these riders rose precipitously. Senior citizens or handicapped riders using an express pass had to pay \$7.50 more a month for a one-stamp pass and \$31.50 more for a five-stamp pass -- increases of 125% to 525%. Student passes with one stamp cost \$12 a month more after the fare increase, and passes with five stamps cost \$36 more -- increases of 75% to 225%. Riders who used a college/vocational pass after July 1, 1981 also were charged from \$12 to \$35 more -- increases of 60% to 180%. By way of comparison, riders who used a regular pass with express stamps affixed had to pay from \$12 a month to \$28 more after the fare increase. These increases were 35% to 42% over the price charged before the fare increase.

FIGURE 1
BASE CASH FARES ON LOCAL TRANSIT IN LOS ANGELES
1874 - 1985

Fare
90¢

80¢

70¢

60¢

50¢

40¢

30¢

20¢

10¢

5¢

1874 1880

1890

1900

1910

1920

1930

1940

1950

1960

1970

1980

1985

Calendar Year

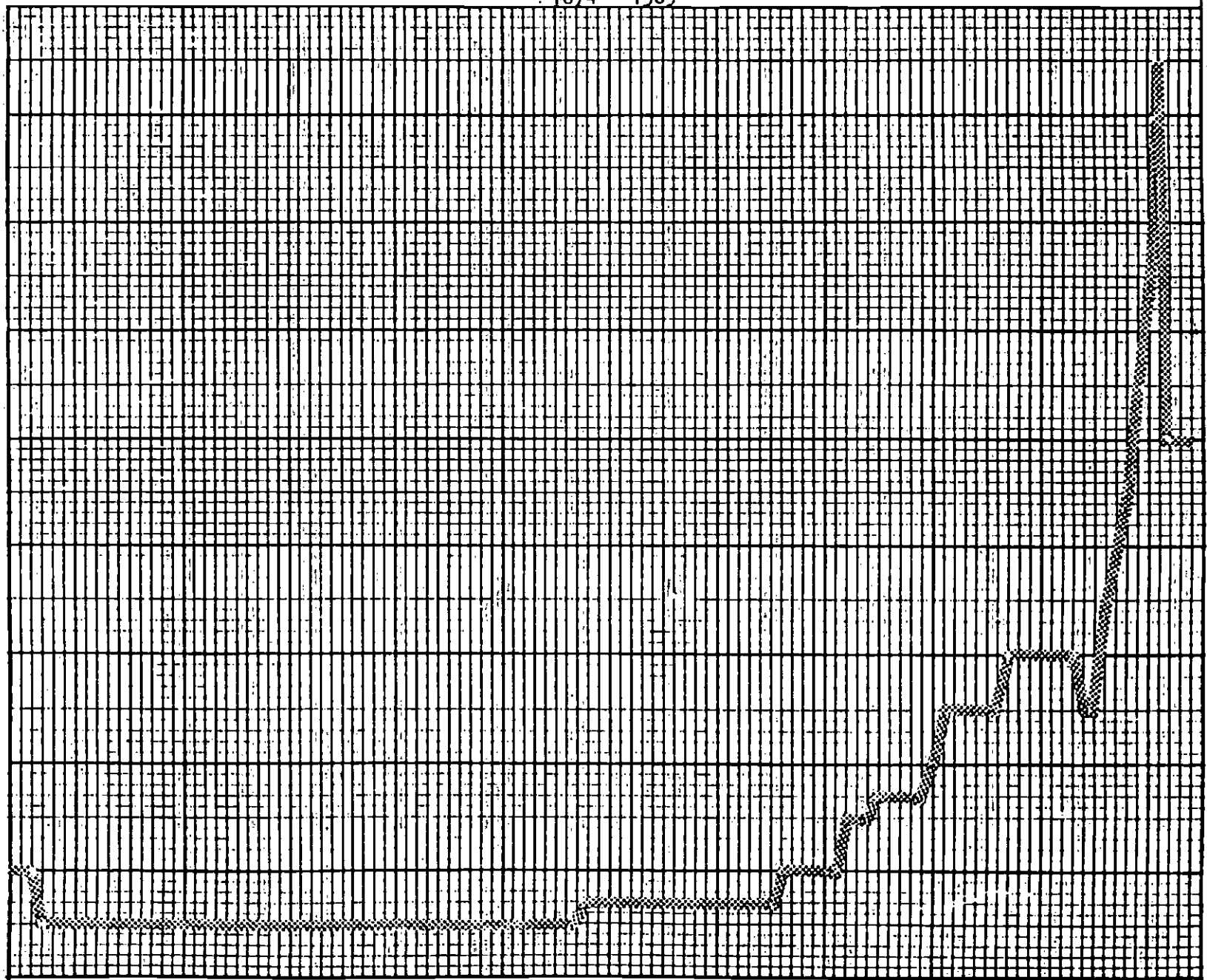


FIGURE 1
BASE CASH FARES ON LOCAL TRANSIT IN LOS ANGELES
1874 - 1985

Fare

90¢

80¢

70¢

60¢

50¢

40¢

30¢

20¢

10¢

5¢

1874 1880

1890

1900

1910

1920

1930

1940

1950

1960

1970

1980

1985

Calendar Year

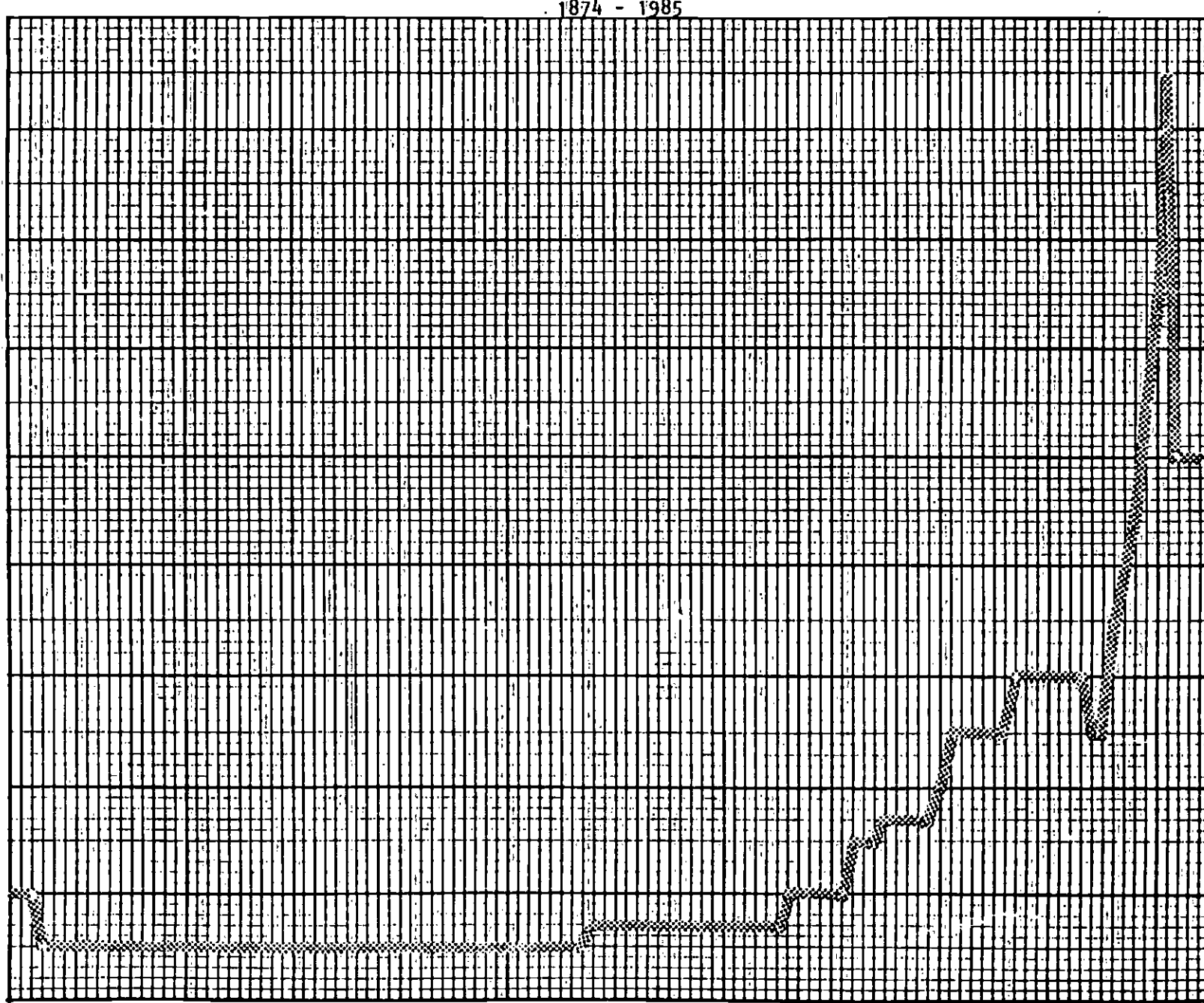


TABLE 1
SUMMARY OF TRANSIT FARES IN LOS ANGELES
1874 - 1985

Calendar Year	Base Fare	Zone or Express Increments	Changes	Effective Date
1874	10¢	NA	Spring & 6th St Railway Begins Operation	July 1
1875	10¢	NA		
1876	10¢	NA		
1877	5¢	NA	Nickel Fare Introduced on All Transit Lines	NA
1878	5¢	NA		
1879	5¢	NA		
1880	5¢	NA		
1881	5¢	NA		
1882	5¢	NA		
1883	5¢	NA		
1884	5¢	NA		
1885	5¢	NA		
1886	5¢	NA		
1887	5¢	NA	LA Electric Ry Opens 1st Electric Line on Pico	January 4
1888	5¢	NA		
1889	5¢	NA		
1890	5¢	NA	LA Consolidated Electric Ry (LACE) Established	November 12
1891	5¢	NA		
1892	5¢	NA		
1893	5¢	NA		
1894	5¢	NA		
1895	5¢	NA	LA Railway (LARY) Buys LACE	August 18
1896	5¢	NA		
1897	5¢	NA		
1898	5¢	NA	Henry Huntington Buys LARY	October 1
1899	5¢	NA		
1900	5¢	NA		
1901	5¢	NA	Pacific Electric Ry Established	NA
1902	5¢	NA	First PE Interurban Line to Long Bch Begins	July 4
1903	5¢	NA		
1904	5¢	NA		
1905	5¢	NA	PE Building Opened	
1906	5¢	NA		
1907	5¢	NA		
1908	5¢	NA		
1909	5¢	NA		
1910	5¢	NA	LARY 5¢ Fare Zone Extended to Manchester Avenue	July
1911	5¢	NA	Public Agitation For Lower Fares/PE Merges 63 lines	
1912	5¢	NA	Arnold Report Recommends Against Lower Fares	April
1913	5¢	NA		
1914	5¢	NA		
1915	5¢	NA		
1916	5¢	NA		
1917	5¢	NA	PE Operates First Bus/Voters Nix Transit Bonds	NA
1918	5¢	NA	Interurban Fares Set at 1.5¢ to 3¢ per mile	
1919	5¢	NA		
1920	5¢	NA	LARY Petitions For 7¢ Fare; Denied by RR Comm	August
1921	5¢	NA		
1922	5¢	NA		
1923	5¢	5¢	LA Motor Coach Co. Established	August 18
1924	5¢	5¢		
1925	5¢	5¢	Subway to Glendale Opens	
1926	5¢	5¢	LARY Petitions For 7¢ Fare	NA
1927	5¢	5¢	Voters Defeat Rapid Transit Bond Issue	NA
1928	7¢	5¢	Fare Increase/PE \$1 & \$2.50 Sunday Passes Begin	Oct 21/Apr 29
1929	7¢	5¢	PE Experiments with \$6 to \$12 Monthly Passes	

TABLE 1
SUMMARY OF TRANSIT FARES IN LOS ANGELES
1874 - 1985

Calendar Year	Base Fare	Zone or Express Increments	Changes	Effective Date
1874	10c	NA	Spring & 6th St Railway Begins Operation	July 1
1875	10c	NA		
1876	10c	NA		
1877	5c	NA	Nickel Fare Introduced on All Transit Lines	NA
1878	5c	NA		
1879	5c	NA		
1880	5c	NA		
1881	5c	NA		
1882	5c	NA		
1883	5c	NA		
1884	5c	NA		
1885	5c	NA		
1886	5c	NA		
1887	5c	NA	LA Electric Ry Opens 1st Electric Line on Pico	January 4
1888	5c	NA		
1889	5c	NA		
1890	5c	NA	LA Consolidated Electric Ry (LACE) Established	November 12
1891	5c	NA		
1892	5c	NA		
1893	5c	NA		
1894	5c	NA		
1895	5c	NA	LA Railway (LARY) Buys LACE	August 18
1896	5c	NA		
1897	5c	NA		
1898	5c	NA	Henry Huntington Buys LARY	October 1
1899	5c	NA		
1900	5c	NA		
1901	5c	NA	Pacific Electric Ry Established	NA
1902	5c	NA	First PE Interurban Line to Long Bch Begins	July 4
1903	5c	NA		
1904	5c	NA		
1905	5c	NA	PE Building Opened	
1906	5c	NA		
1907	5c	NA		
1908	5c	NA		
1909	5c	NA		
1910	5c	NA	LARY 5c Fare Zone Extended to Manchester Avenue	July
1911	5c	NA	Public Agitation For Lower Fares/PE Merges 63 lines	
1912	5c	NA	Arnold Report Recommends Against Lower Fares	April
1913	5c	NA		
1914	5c	NA		
1915	5c	NA		
1916	5c	NA		
1917	5c	NA	PE Operates First Bus/Voters Nix Transit Bonds	NA
1918	5c	NA	Interurban Fares Set at 1.5c to 3c per mile	
1919	5c	NA		
1920	5c	NA	LARY Petitions For 7c Fare; Denied by RR Comm	August
1921	5c	NA		
1922	5c	NA		
1923	5c	5c	LA Motor Coach Co. Established	August 18
1924	5c	5c		
1925	5c	5c	Subway to Glendale Opens	
1926	5c	5c	LARY Petitions For 7c Fare	NA
1927	5c	5c	Voters Defeat Rapid Transit Bond Issue	NA
1928	7c	5c	Fare Increase/PE \$1 & \$2.50 Sunday Passes Begin	Oct 21/Apr 29
1929	7c	5c	PE Experiments with \$6 to \$12 Monthly Passes	

TABLE 1 (Cont'd)
SUMMARY OF TRANSIT FARES IN LOS ANGELES
1874 - 1985

Calendar Year	Base Fare	Zone or Express Increments	Changes	Effective Date
1930	7c	5c		
1931	7c	5c		
1932	7c	5c		
1933	7c	5c		
1934	7c	5c	LARY \$1 1-zone Pass Introduced (System Pass \$1.50)	May 13
1935	7c	5c	Voters Defeat Proposed City-Owned Bus System	May 7
1936	7c	5c		
1937	7c	5c	LARY/PE Joint Weekly Pass Introduced	July 4
1938	7c	5c		
1939	7c	5c	Pasadena Freeway Opened	
1940	7c	5c		
1941	7c	5c		
1942	7c	5c		
1943	7c	5c		
1944	7c	5c		
1945	7c	5c		
1946	10c	5c	Fare Increase	August 20
1947	10c	5c		
1948	10c	5c	Joint Pass Eliminated/Inner Zone upped to \$1.75	Feb 1/November
1949	10c	5c		
1950	10c	5c	\$1.75 Inner Zone Pass Discontinued/Zones narrowed	December 10
1951	10c	5c		
1952	15c	5c	Fare Increase	January 24
1953	15c	5c	Metropolitan Coach Lines Buys PE Lines	October 1
1954	15c	5c		
1955	17c	6c	Fare Increase	March 7
1956	17c	6c	Zone Charge Upped to 7c on Interurban Lines	September 10
1957	17c	6c		
1958	17c	7c	Local Zone Fares to 7c/LAMTA Buys MCL	March 9/NA
1959	17c	7c		
1960	20c	7c	Fare Increase	January 24
1961	25c	7c	Fare Increase	January 1
1962	25c	8c	Zone Charges Upped to 8c	April 1
1963	25c	8c	Last Street Cars Taken Out Of Service	March
1964	25c	8c	SCRTO Established	November 5
1965	25c	8c		
1966	25c	8c		
1967	30c	8c	Fare Increase/Monthly Passes Introduced	July 1
1968	30c	8c		
1969	30c	8c	Exact Fare Program Implemented	
1970	30c	8c		
1971	30c	8c		
1972	30c	8c		
1973	30c	8c		
1974	25c	0	Fare Decrease/County-subsidized Flat Fare	April 1
1975	25c	25c	Two-Zone System Implemented	July 6
1976	35c	35c	Fare Increase	July 1
1977	40c	20c	Fare Increase/Express Steps Established	July 1
1978	45c	20c	Fare Increase	July 1
1979	55c	20c	Fare Increase	November 1
1980	65c	30c	Fare Increase	July 14
1981	85c	40c	Fare Increase/20c Discount Express Steps	July 1
1982	50c	25c	Fare Decrease-Prop A/Free Express, Students, E&H	July 1
1983	50c	25c		
1984	50c	25c		
1985	?	?	Proposition A Subsidies Expire	July 1

85c

S.C.R.T.O. LIBRARY

TABLE 1 (Cont'd)
SUMMARY OF TRANSIT FARES IN LOS ANGELES
1874 - 1985

Calendar Year	Base Fare	Zone or Express Increments	Changes	Effective Date
1930	7c	5c		
1931	7c	5c		
1932	7c	5c		
1933	7c	5c		
1934	7c	5c	LARY \$1 1-zone Pass Introduced (System Pass \$1.50)	May 13
1935	7c	5c	Voters Defeat Proposed City-Owned Bus System	May 7
1936	7c	5c		
1937	7c	5c	LARY/PE Joint Weekly Pass Introduced	July 4
1938	7c	5c		
1939	7c	5c	Pasadena Freeway Opened	
1940	7c	5c		
1941	7c	5c		
1942	7c	5c		
1943	7c	5c		
1944	7c	5c		
1945	7c	5c		
1946	10c	5c	Fare Increase	August 20
1947	10c	5c		
1948	10c	5c	Joint Pass Eliminated/Inner Zone upped to \$1.75	Feb 1/November
1949	10c	5c		
1950	10c	5c	\$1.75 Inner Zone Pass Discontinued/Zones narrowed	December 10
1951	10c	5c		
1952	15c	5c	Fare Increase	January 24
1953	15c	5c	Metropolitan Coach Lines Buys PE Lines	October 1
1954	15c	5c		
1955	17c	6c	Fare Increase	March 7
1956	17c	6c	Zone Charge Upped to 7c on Interurban Lines	September 10
1957	17c	6c		
1958	17c	7c	Local Zone Fares to 7c/LAMTA Buys MCL	March 9/NA
1959	17c	7c		
1960	20c	7c	Fare Increase	January 24
1961	25c	7c	Fare Increase	January 1
1962	25c	8c	Zone Charges Upped to 8c	April 1
1963	25c	8c	Last Street Cars Taken Out Of Service	March
1964	25c	8c	SCRTO Established	November 5
1965	25c	8c		
1966	25c	8c		
1967	30c	8c	Fare Increase/Monthly Passes Introduced	July 1
1968	30c	8c		
1969	30c	8c	Exact Fare Program Implemented	
1970	30c	8c		
1971	30c	8c		
1972	30c	8c		
1973	30c	8c		
1974	25c	0	Fare Decrease/County-subsidized Flat Fare	April 1
1975	25c	25c	Two-Zone System Implemented	July 6
1976	35c	35c	Fare Increase	July 1
1977	40c	20c	Fare Increase/Express Steps Established	July 1
1978	45c	20c	Fare Increase	July 1
1979	55c	20c	Fare Increase	November 1
1980	65c	30c	Fare Increase	July 14
1981	85c	40c	Fare Increase/20c Discount Express Steps	July 1
1982	50c	25c	Fare Decrease-Prop A/Free Express, Students, E&H	July 1
1983	50c	25c		
1984	50c	25c		
1985	?	?	Proposition A Subsidies Expire	July 1

FIGURE 2

COMPARISON OF US CONSUMER PRICE INDEX
TO PRICE INDEX FOR LOS ANGELES PUBLIC TRANSIT BASE FARES
1923-1984

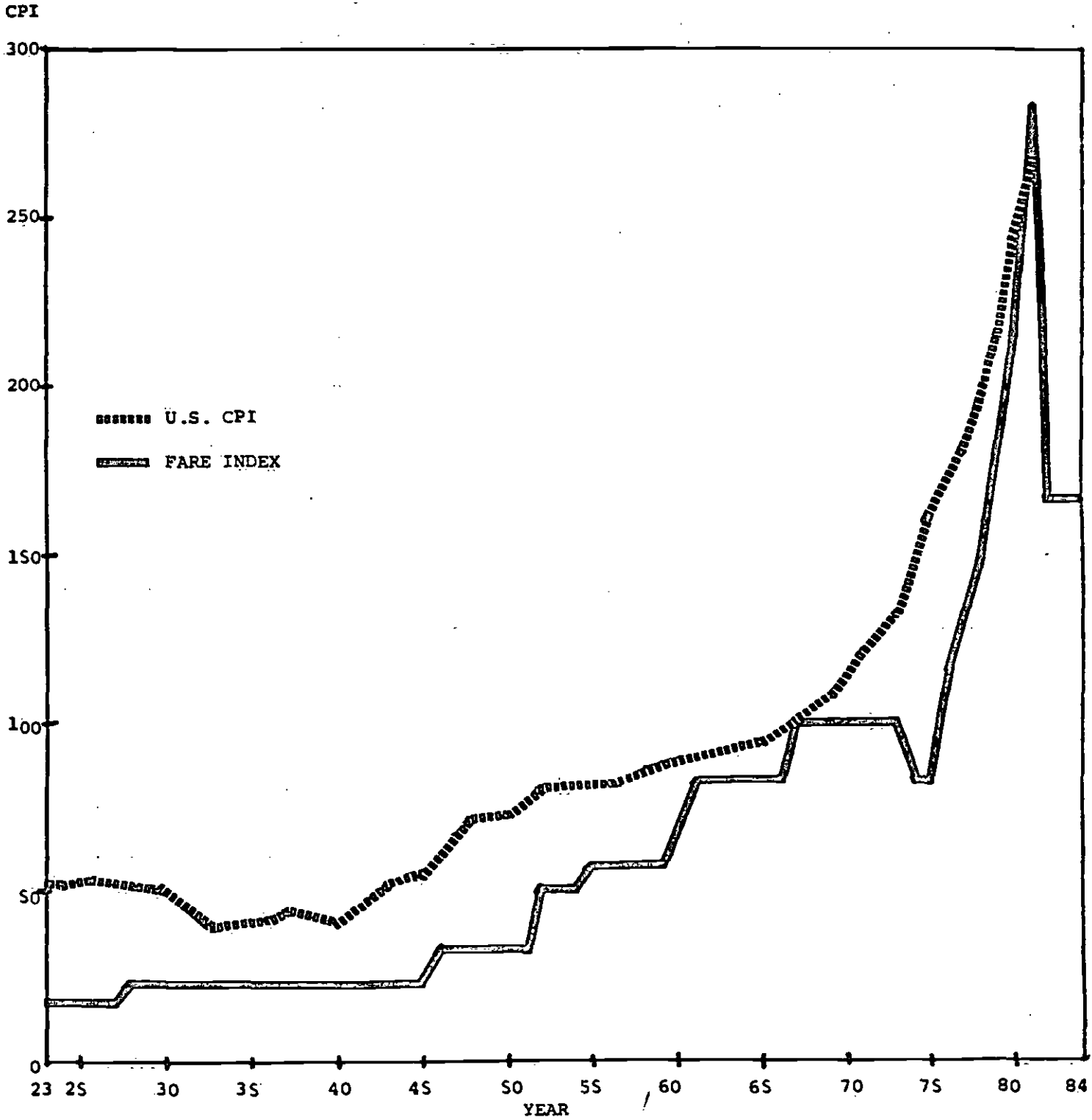


FIGURE 2

COMPARISON OF US CONSUMER PRICE INDEX
TO PRICE INDEX FOR LOS ANGELES PUBLIC TRANSIT BASE FARES
1923-1984

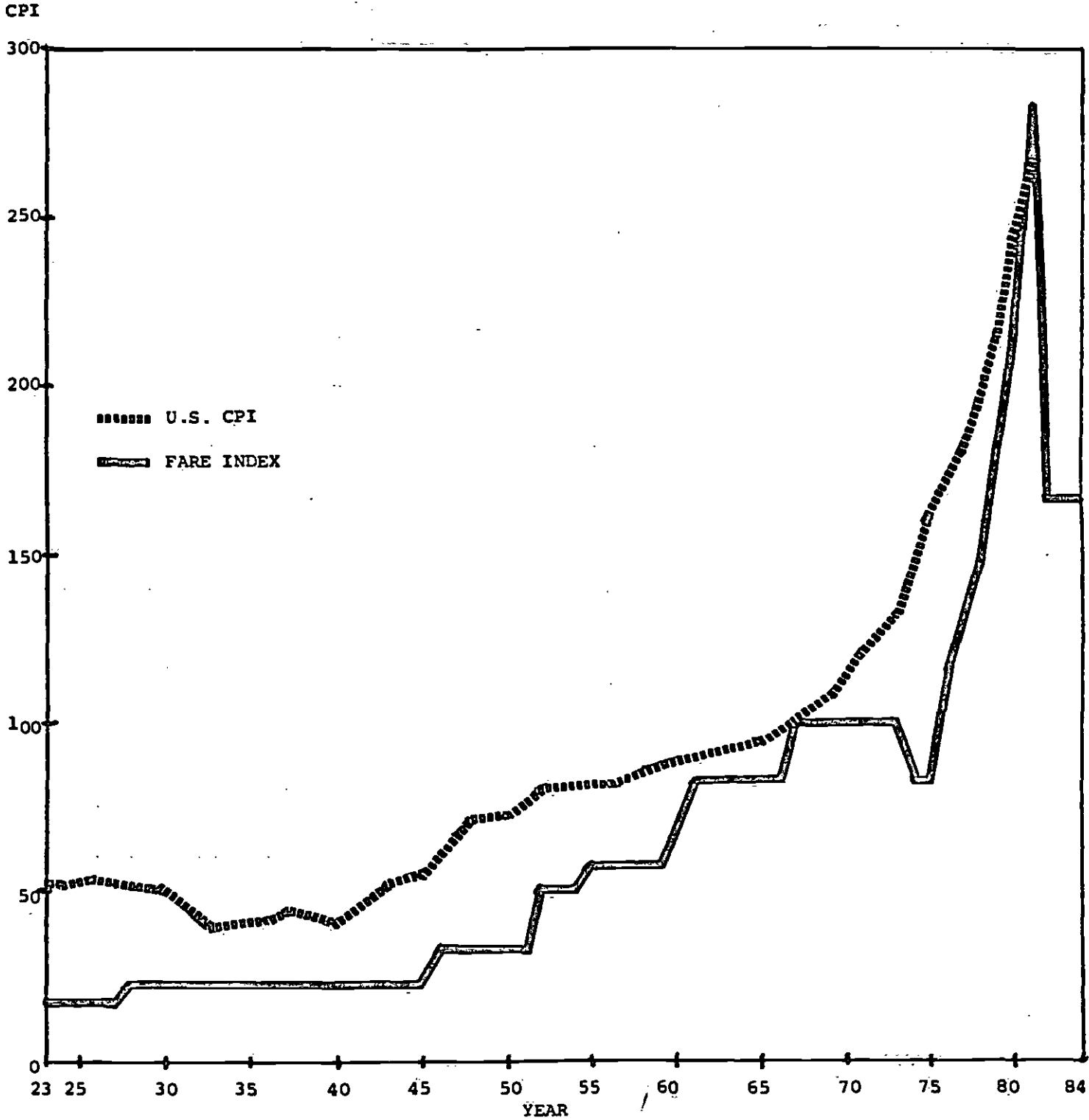


FIGURE 3
 CONSUMER PRICE INDEX COMPARISON
 LOS ANGELES TRANSIT FARES VS US TRANSIT FARES
 AND LOS ANGELES COUNTY CPI
 1964-1985

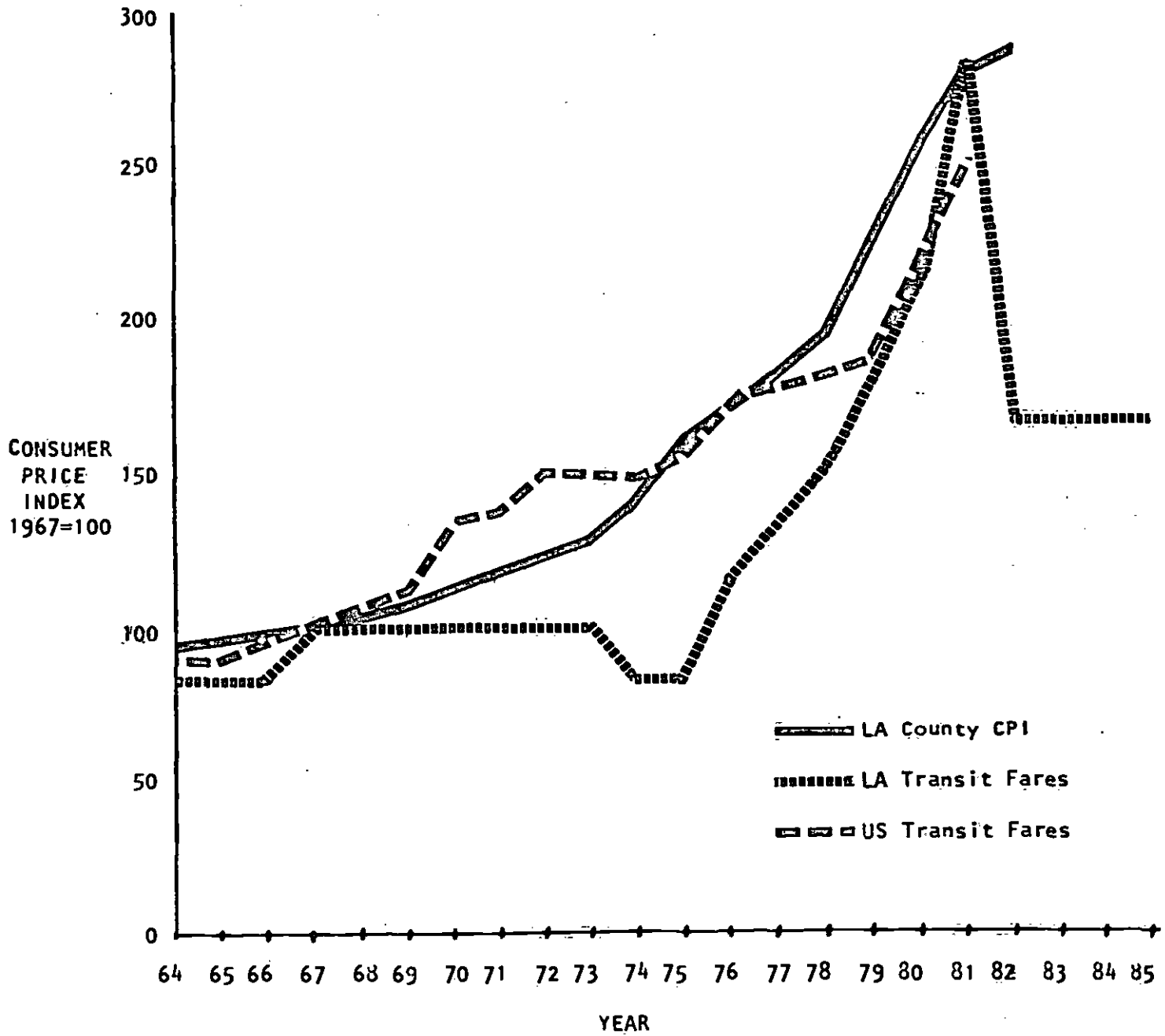


FIGURE 3
 CONSUMER PRICE INDEX COMPARISON
 LOS ANGELES TRANSIT FARES VS US TRANSIT FARES
 AND LOS ANGELES COUNTY CPI
 1964-1985

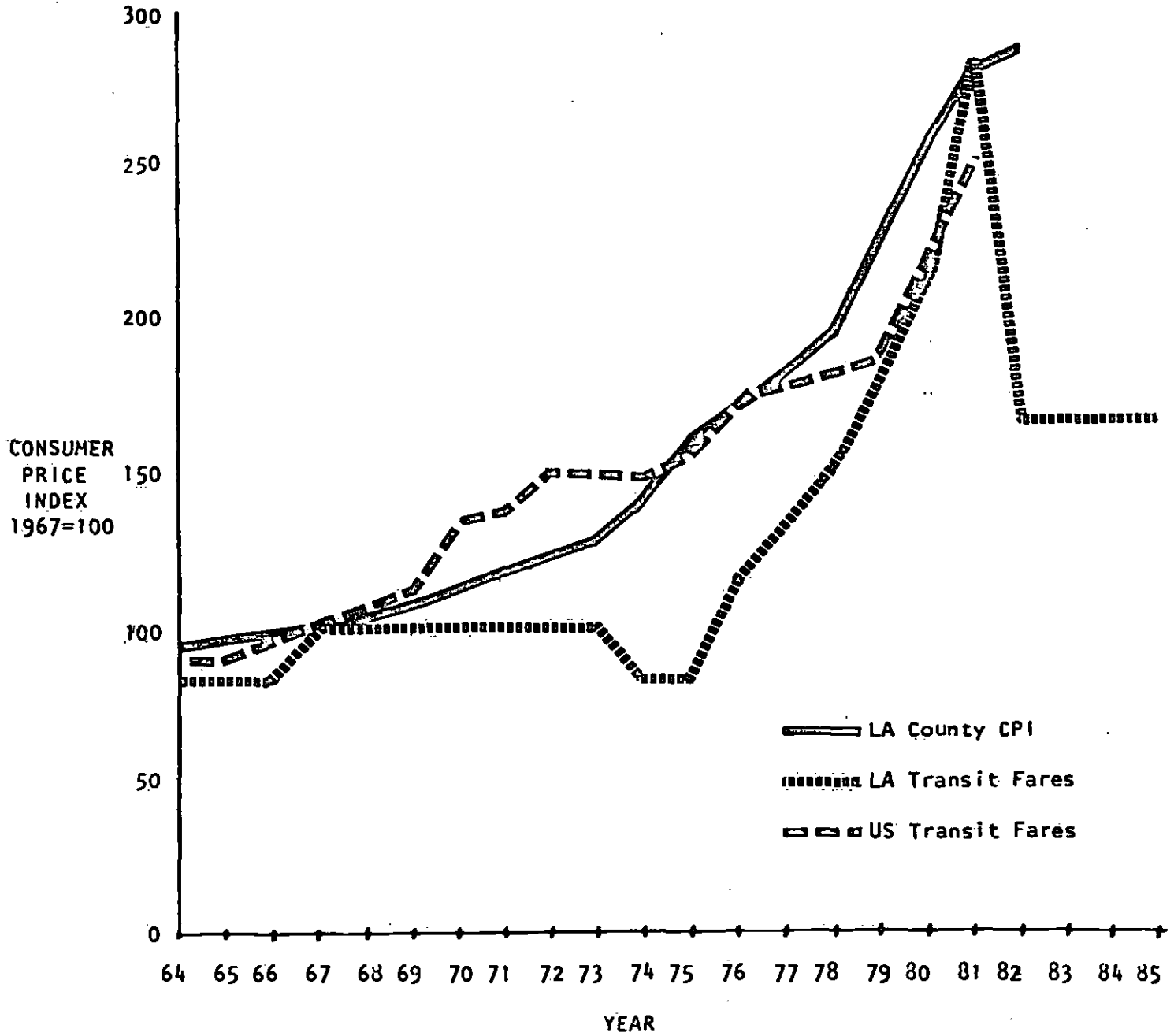


Table 2
Base Fare Comparison
10 Largest U.S. Metropolitan Areas
FY 1978 - 1981

<u>Population Rank</u>	<u>City</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>
1	New York	\$.50	NA	\$.60	\$.60	\$.75	\$.75
2	Los Angeles	.40	\$.45	.55	.65	.85	.50
3	Chicago	.50	.60	.60	.80	.90	.90
4	Philadelphia	.45	.50	.70	.70	.70	.75
5	Detroit	.50	.55	.60	.60	.75	1.00
6	San Francisco	.25	.25	.50	.50	.75	.75
7	Washington, D.C.	.40	.50	.55	.60	.60	.60
8	Dallas	.40	.60	.60	.65	.70	.70
9	Houston	.40	.40	.40	.40	.40	.40
10	Boston	.25	.25	.25	.25	.50	.50
	Mean	\$.40	\$.40	\$.50	\$.50	\$.69	\$.69

Sources: Transit Fare Summary, APTA, October 1, 1982

Market Impact Survey: A Study of the Effect of the July, 1978 Fare Increase, SCRTD Market Research, April 11, 1979

Transit Fare Summary, California Association of Publicly Owned Transit Systems, August 1, 1980

Bus Fares for Selected Agencies Nationwide and Selected California Properties, SCRTD Market Research, May 22, 1981

Table 2
Base Fare Comparison
10 Largest U.S. Metropolitan Areas
FY 1978 - 1981

<u>Population Rank</u>	<u>City</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>
1	New York	\$.50	NA	\$.60	\$.60	\$.75	\$.75
2	Los Angeles	.40	\$.45	.55	.65	.85	.50
3	Chicago	.50	.60	.60	.80	.90	.90
4	Philadelphia	.45	.50	.70	.70	.70	.75
5	Detroit	.50	.55	.60	.60	.75	1.00
6	San Francisco	.25	.25	.50	.50	.75	.75
7	Washington, D.C.	.40	.50	.55	.60	.60	.60
8	Dallas	.40	.60	.60	.65	.70	.70
9	Houston	.40	.40	.40	.40	.40	.40
10	Boston	.25	.25	.25	.25	.50	.50
	Mean	\$.40	\$.40	\$.50	\$.50	\$.69	\$.69

Sources: Transit Fare Summary, APTA, October 1, 1982

Market Impact Survey: A Study of the Effect of the July, 1978 Fare Increase, SCRTD Market Research, April 11, 1979

Transit Fare Summary, California Association of Publicly Owned Transit Systems, August 1, 1980

Bus Fares for Selected Agencies Nationwide and Selected California Properties, SCRTD Market Research, May 22, 1981

Table 3

Consumer Price Index and Transit Fares
1923 - 1984

<u>Calendar Year</u>	<u>U.S. CPI</u>	<u>LA County CPI</u>	<u>CPI For LA Fares</u>	<u>CPI For U.S. Transit Fares</u>
1923	51.1		16.7	
1924	51.2		16.7	
1925	52.5		16.7	
1926	53.0		16.7	
1927	52.0		16.7	
1928	51.3		23.3	
1929	51.3		23.3	
1930	50.0		23.3	
1931	45.6		23.3	
1932	40.9		23.3	
1933	38.8		23.3	
1934	40.1		23.3	
1935	41.1		23.3	
1936	41.5		23.3	
1937	43.0		23.3	
1938	42.2		23.3	
1939	41.6		23.3	
1940	42.0		23.3	
1941	44.1		23.3	
1942	48.8		23.3	
1943	51.8		23.3	
1944	52.7		23.3	
1945	53.9		23.3	
1946	58.5		33.3	
1947	56.9		33.3	
1948	72.1		33.3	
1949	71.4		33.3	
1950	72.1		33.3	
1951	77.8		33.3	
1952	79.5		50.0	
1953	80.1		50.0	
1954	80.5		50.0	
1955	80.2		56.7	77.4
1956	81.4		56.7	
1957	84.3		56.7	
1958	86.6		56.7	
1959	87.3		56.7	
1960	88.7		66.7	
1961	89.6		83.3	
1962	90.6		83.3	
1963	91.7		83.3	
1964	92.9		83.3	90.1
1965	94.5		83.3	89.4
1966	97.2		83.3	95.2
1967	100.0	100.0	100.0	100.0
1968	104.2	103.9	100.0	104.6
1969	109.8	108.8	100.0	112.7
1970	116.3	114.3	100.0	134.5
1971	121.3	118.5	100.0	137.7
1972	125.3	122.3	100.0	150.1
1973	133.1	129.2	100.0	150.1
1974	147.7	142.5	83.3	148.0
1975	161.2	162.5	83.3	155.5
1976	170.5	172.1	116.7	173.3
1977	181.5	182.9	133.3	178.5
1978	195.4	197.1	150.0	181.8
1979	217.4	225.0	183.3	189.8
1980	246.8	258.7	216.7	217.6
1981	269.0(May)	282.3	283.3	251.9
1982	-	288.2(Sept)	166.7	-
1983	-	-	166.7	-
1984	-	-	166.7	-

Sources: Long Term Economic Growth, 1860 - 1970,
U.S. Department of Commerce, June, 1973

Statistical Abstracts of the United States,
U.S. Department of Commerce

"History" of Fare Increases,
LA Metropolitan Transit Authority, May, 1933

Southern California Rapid Transit District,
Transportation Department

Table 3
Consumer Price Index and Transit Fare
1923 - 1984

<u>Calendar Year</u>	<u>U.S. CPI</u>	<u>LA County CPI</u>	<u>CPI For LA Fare</u>	<u>CPI For U.S. Transit Fare</u>
1923	51.1		16.7	
1924	51.2		16.7	
1925	52.5		16.7	
1926	53.0		16.7	
1927	52.0		16.7	
1928	51.3		23.3	
1929	51.3		23.3	
1930	50.0		23.3	
1931	45.6		23.3	
1932	40.9		23.3	
1933	38.8		23.3	
1934	40.1		23.3	
1935	41.1		23.3	
1936	41.5		23.3	
1937	43.0		23.3	
1938	42.2		23.3	
1939	41.6		23.3	
1940	42.0		23.3	
1941	44.1		23.3	
1942	48.8		23.3	
1943	51.8		23.3	
1944	52.7		23.3	
1945	53.9		23.3	
1946	58.5		33.3	
1947	56.9		33.3	
1948	72.1		33.3	
1949	71.4		33.3	
1950	72.1		33.3	
1951	77.9		33.3	
1952	79.5		50.0	
1953	80.1		50.0	
1954	80.5		50.0	
1955	80.2		56.7	77.4
1956	81.4		56.7	
1957	84.3		56.7	
1958	86.6		56.7	
1959	87.3		56.7	
1960	88.7		66.7	
1961	89.6		83.3	
1962	90.6		83.3	
1963	91.7		83.3	
1964	92.9		83.3	90.1
1965	94.5		83.3	89.4
1966	97.2		83.3	95.2
1967	100.0	100.0	100.0	100.0
1968	104.2	103.9	100.0	104.6
1969	109.8	108.8	100.0	112.7
1970	116.3	114.3	100.0	134.5
1971	121.3	118.5	100.0	137.7
1972	125.3	122.3	100.0	150.1
1973	133.1	129.2	100.0	150.1
1974	147.7	142.5	83.3	148.0
1975	161.2	162.5	83.3	155.5
1976	170.5	172.1	116.7	173.3
1977	181.5	182.9	133.3	178.5
1978	195.8	197.1	150.0	181.8
1979	217.4	225.0	183.3	189.8
1980	246.5	258.7	216.7	217.6
1981	269.0(May)	282.3	283.3	251.9
1982	-	288.2(Sept)	166.7	-
1983	-	-	166.7	-
1984	-	-	166.7	-

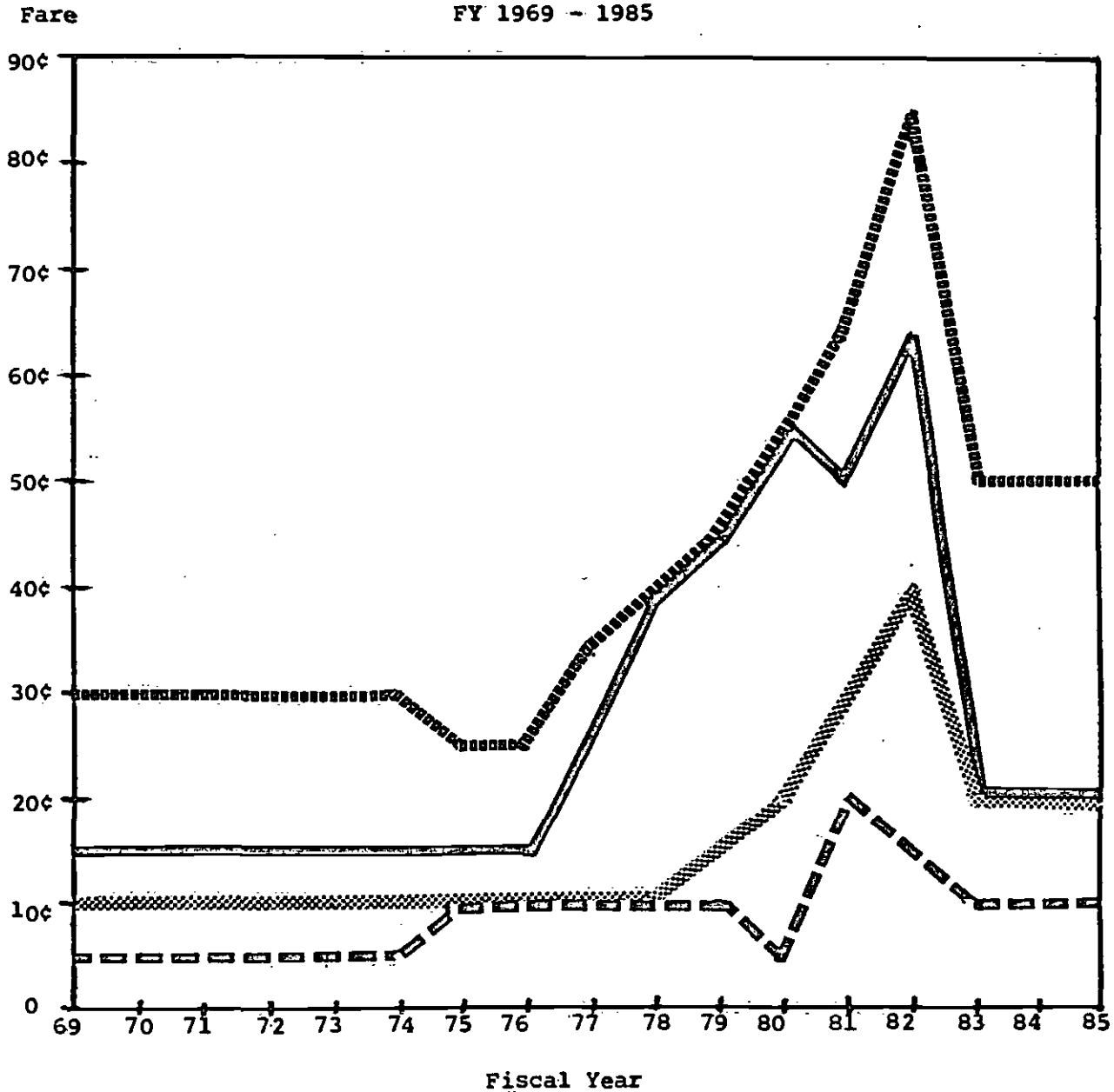
Sources: Long Term Economic Growth, 1860 - 1970,
U.S. Department of Commerce, June, 1973

Statistical Abstracts of the United States,
U.S. Department of Commerce

"History" of Fare Increases,
LA Metropolitan Transit Authority, May, 1933

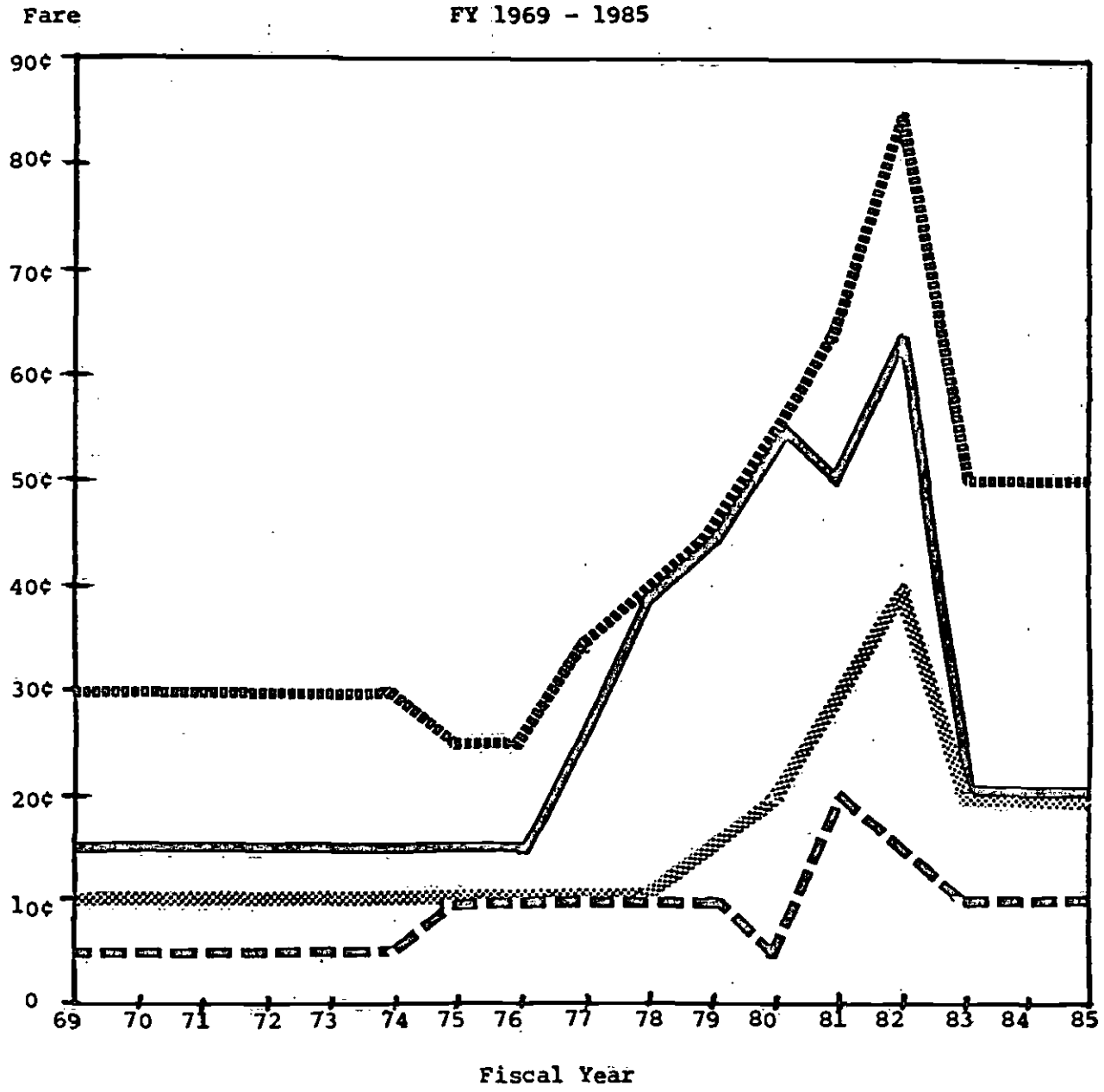
Southern California Rapid Transit District,
Transportation Department

FIGURE 4
 RTD CASH FARE STRUCTURE
 FY 1969 - 1985



■■■■ Base Cash Fare
 ——— Student Cash Fare
 ▨▨▨ Senior Citizen Cash Fare
 - - - Transfer Fare

FIGURE 4
 RTD CASH FARE STRUCTURE
 FY 1969 - 1985



- ▣ Base Cash Fare
- ▤ Student Cash Fare
- ▥ Senior Citizen Cash Fare
- ▧ Transfer Fare

FIGURE 5
 RTD MONTHLY PASS PRICES
 FY 1969 - 1985

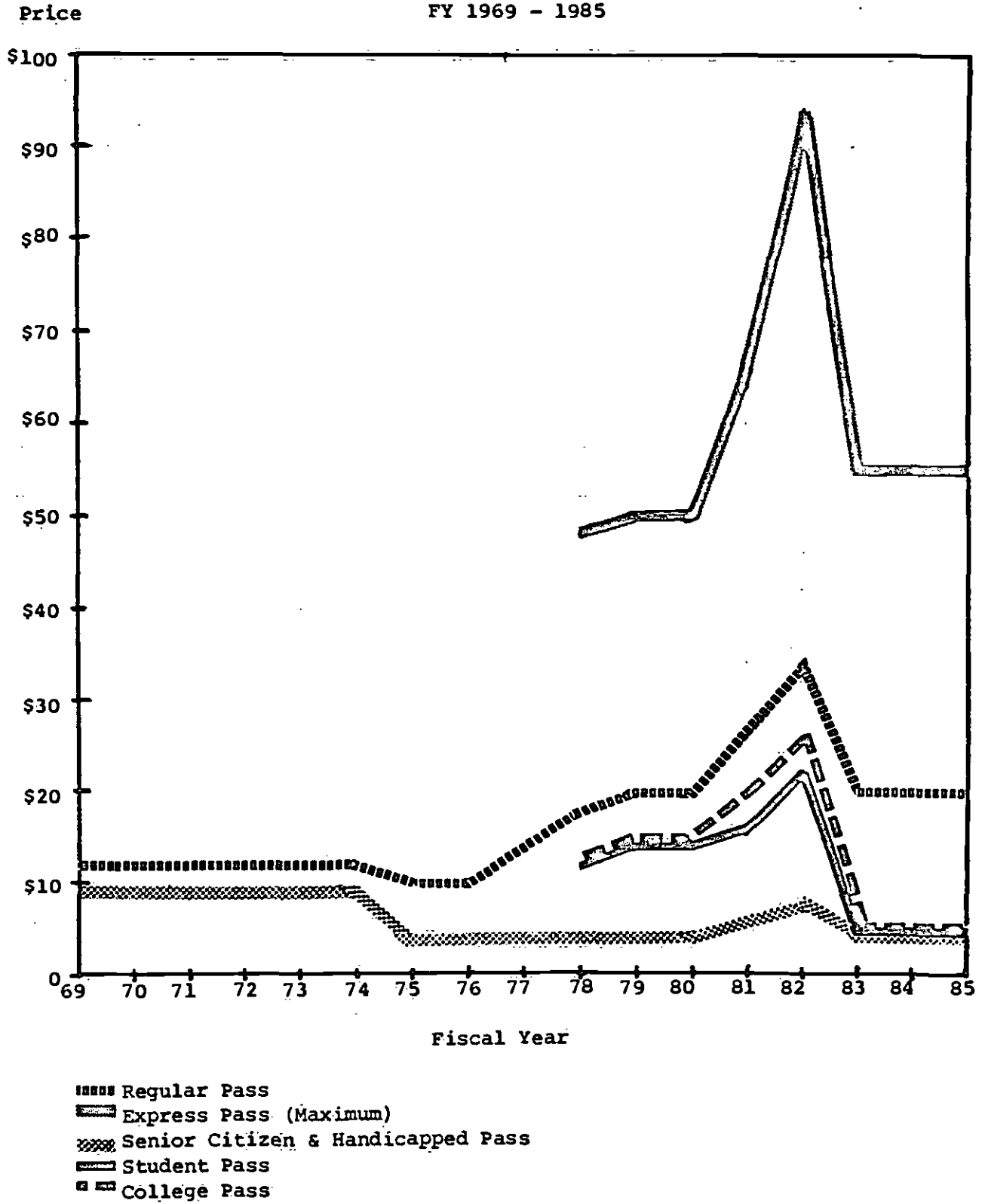


FIGURE 5
 RTD MONTHLY PASS PRICES
 FY 1969 - 1985

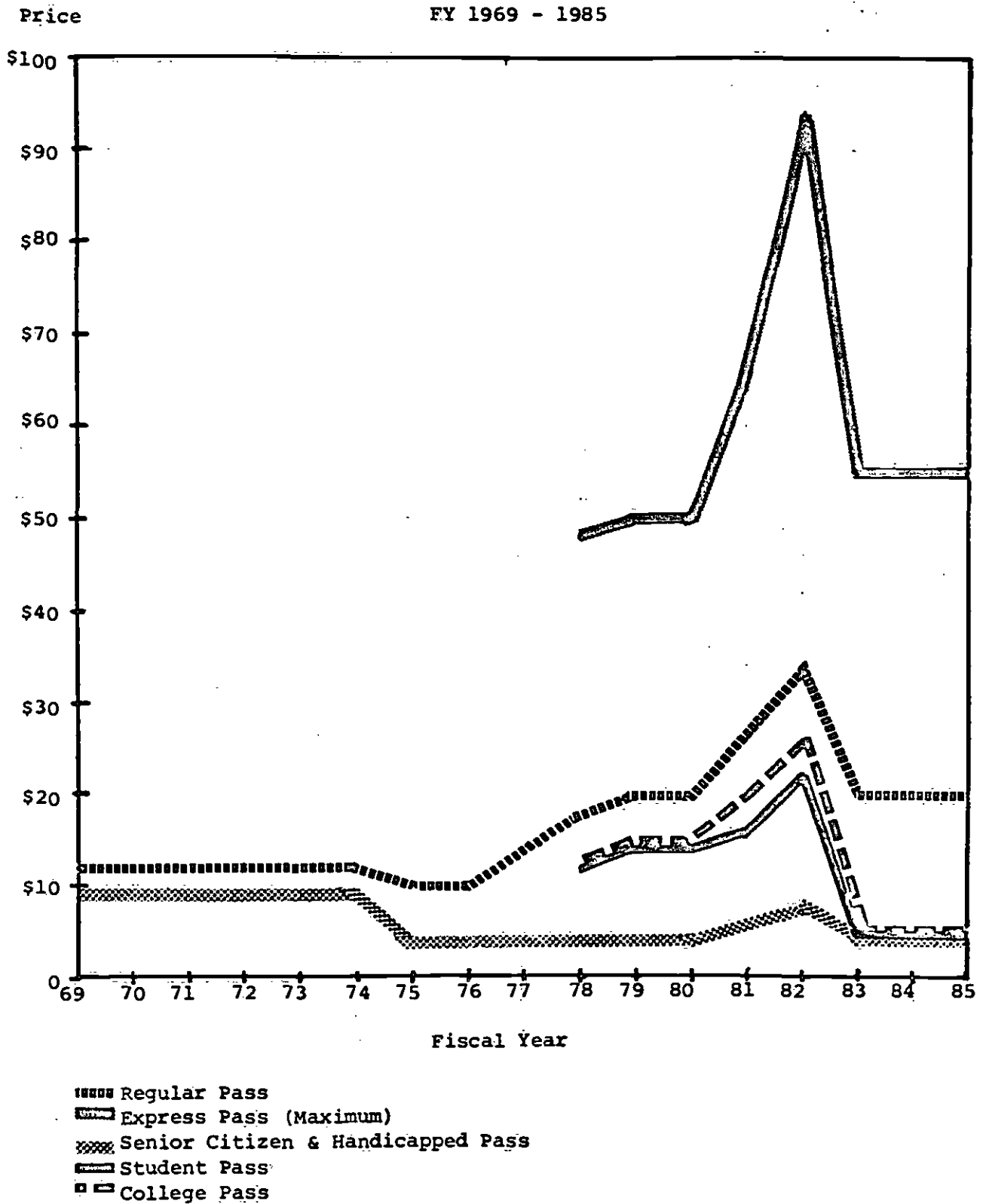


Table 4
 SCRTRD Fares By Category
 FY 1978 - 1985

Fare Category	Fare Increment	1978		1979		1980		1981		1982		1983-85	
		Cash	Pass	Cash	Pass	Cash	Pass	Cash	Pass	Cash	Pass	Cash	Pass
Adult	Local	\$.40	\$18	\$.45	\$20	\$.55	\$20	\$.65	\$26	\$.85	\$34	\$.50	\$20
Adult	Express 1	.60	\$24	.65	\$26	.75	\$26	.95	\$34	1.25	\$46	.75	\$27
Adult	Express 2	.80	\$30	.85	\$32	.95	\$32	1.25	\$42	1.65	\$58	1.00	\$34
Adult	Express 3	1.00	\$36	1.05	\$38	1.15	\$38	1.55	\$50	2.05	\$70	1.25	\$41
Adult	Express 4	1.20	\$42	1.25	\$44	1.35	\$44	1.85	\$58	2.45	\$82	1.50	\$48
Adult	Express 5	1.40	\$48	1.45	\$50	1.55	\$50	2.15	\$66	2.85	\$94	1.75	\$55
Adult	1 Transfer	.50	\$18	.55	\$20	.60	\$20	.85	\$26	1.00	\$34	.60	\$20
Adult	2 Transfers	.50	\$18	.55	\$20	.60	\$20	1.05	\$26	1.15	\$34	.60	\$20
Adult	3 Transfers	.50	\$18	.55	\$20	.60	\$20	1.70	\$26	2.00	\$34	.60	\$20
College	Local	.40	\$12	.45	\$14	.45	\$14	.65	\$20	.85	\$26	.20	\$4
College	Express 1	.60	\$12	.65	\$14	.45	\$14	.95	\$20	1.25	\$32	.20	\$4
College	Express 2	.80	\$12	.85	\$14	.45	\$14	1.25	\$20	1.65	\$38	.20	\$4
College	Express 3	1.00	\$12	1.05	\$14	.45	\$14	1.55	\$20	2.05	\$44	.20	\$4
College	Express 4	1.20	\$12	1.25	\$14	.45	\$14	1.85	\$20	2.45	\$50	.20	\$4
College	Express 5	1.40	\$12	1.45	\$14	.45	\$14	2.15	\$20	2.85	\$56	.20	\$4
College	1 Transfer	.50	\$12	.55	\$14	.50	\$14	.85	\$20	1.00	\$26	.30	\$4
College	2 Transfers	.50	\$12	.55	\$14	.50	\$14	1.05	\$20	1.15	\$26	.30	\$4
College	3 Transfers	.50	\$12	.55	\$14	.50	\$14	1.70	\$20	2.00	\$26	.30	\$4
Student	Local	.40	\$12	.45	\$14	.45	\$14	.50	\$16	.65	\$22	.20	\$4
Student	Express 1	.60	\$12	.65	\$14	.45	\$14	.50	\$16	.85	\$28	.20	\$4
Student	Express 2	.80	\$12	.85	\$14	.45	\$14	.50	\$16	1.05	\$34	.20	\$4
Student	Express 3	1.00	\$12	1.05	\$14	.45	\$14	.50	\$16	1.25	\$40	.20	\$4
Student	Express 4	1.20	\$12	1.25	\$14	.45	\$14	.50	\$16	1.45	\$46	.20	\$4
Student	Express 5	1.40	\$12	1.45	\$14	.45	\$14	.50	\$16	1.65	\$52	.20	\$4
Student	1 Transfer	.50	\$12	.55	\$14	.50	\$14	.60	\$16	.70	\$22	.30	\$4
Student	2 Transfers	.50	\$12	.55	\$14	.50	\$14	.70	\$16	.75	\$22	.30	\$4
Student	3 Transfers	.50	\$12	.55	\$14	.50	\$14	1.40	\$22	1.20	\$16	.30	\$4
E & H	Local	.10	\$ 4	.15	\$ 4	.20	\$ 4	.30	\$ 6	.40	\$ 7.50	.20	\$4
E & H	Express 1	.10	\$ 4	.15	\$ 4	.20	\$ 4	.30	\$ 6	.60	\$13.50	.20	\$4
E & H	Express 2	.10	\$ 4	.15	\$ 4	.20	\$ 4	.30	\$ 6	.90	\$19.50	.20	\$4
E & H	Express 3	.10	\$ 4	.15	\$ 4	.20	\$ 4	.30	\$ 6	1.00	\$25.50	.20	\$4
E & H	Express 4	.10	\$ 4	.15	\$ 4	.20	\$ 4	.30	\$ 6	1.20	\$31.50	.20	\$4
E & H	Express 5	.10	\$ 4	.15	\$ 4	.20	\$ 4	.30	\$ 6	1.40	\$37.50	.20	\$4
E & H	1 Transfer	.20	\$ 4	.25	\$ 4	.25	\$ 4	.40	\$ 6	.45	\$ 7.50	.30	\$4
E & H	2 Transfers	.20	\$ 4	.25	\$ 4	.25	\$ 4	.50	\$ 6	.50	\$ 7.50	.30	\$4
E & H	3 Transfers	.20	\$ 4	.25	\$ 4	.25	\$ 4	.80	\$ 6	.90	\$ 7.50	.30	\$4

Source: SCRTRD, Transportation Department
 SCRTRD, Marketing & Communications Department

Table 4
 SCRFD Fares By Category
 FY 1978 - 1985

Fare Category	Fare Increment	1978		1979		1980		1981		1982		1983-85	
		Cash	Pass	Cash	Pass	Cash	Pass	Cash	Pass	Cash	Pass	Cash	Pass
Adult	Local	\$.40	\$18	\$.45	\$20	\$.55	\$20	\$.65	\$26	\$.85	\$34	\$.50	\$20
Adult	Express 1	.60	\$24	.65	\$26	.75	\$26	.95	\$34	1.25	\$46	.75	\$27
Adult	Express 2	.80	\$30	.85	\$32	.95	\$32	1.25	\$42	1.65	\$58	1.00	\$34
Adult	Express 3	1.00	\$36	1.05	\$38	1.15	\$38	1.55	\$50	2.05	\$70	1.25	\$41
Adult	Express 4	1.20	\$42	1.25	\$44	1.35	\$44	1.85	\$58	2.45	\$82	1.50	\$48
Adult	Express 5	1.40	\$48	1.45	\$50	1.55	\$50	2.15	\$66	2.85	\$94	1.75	\$55
Adult	1 Transfer	.50	\$18	.55	\$20	.60	\$20	.85	\$26	1.00	\$34	.60	\$20
Adult	2 Transfers	.50	\$18	.55	\$20	.60	\$20	1.05	\$26	1.15	\$34	.60	\$20
Adult	3 Transfers	.50	\$18	.55	\$20	.60	\$20	1.70	\$26	2.00	\$34	.60	\$20
College	Local	.40	\$12	.45	\$14	.45	\$14	.65	\$20	.85	\$26	.20	\$4
College	Express 1	.60	\$12	.65	\$14	.75	\$14	.95	\$20	1.25	\$32	.20	\$4
College	Express 2	.80	\$12	.85	\$14	.95	\$14	1.25	\$20	1.65	\$38	.20	\$4
College	Express 3	1.00	\$12	1.05	\$14	.95	\$14	1.55	\$20	2.05	\$44	.20	\$4
College	Express 4	1.20	\$12	1.25	\$14	.95	\$14	1.85	\$20	2.45	\$50	.20	\$4
College	Express 5	1.40	\$12	1.45	\$14	.95	\$14	2.15	\$20	2.85	\$56	.20	\$4
College	1 Transfer	.50	\$12	.55	\$14	.50	\$14	.85	\$20	1.00	\$26	.30	\$4
College	2 Transfers	.50	\$12	.55	\$14	.50	\$14	1.05	\$20	1.15	\$26	.30	\$4
College	3 Transfers	.50	\$12	.55	\$14	.50	\$14	1.70	\$20	2.00	\$26	.30	\$4
Student	Local	.40	\$12	.45	\$14	.45	\$14	.50	\$16	.65	\$22	.20	\$4
Student	Express 1	.60	\$12	.65	\$14	.45	\$14	.50	\$16	.85	\$28	.20	\$4
Student	Express 2	.80	\$12	.85	\$14	.45	\$14	.50	\$16	1.05	\$34	.20	\$4
Student	Express 3	1.00	\$12	1.05	\$14	.45	\$14	.50	\$16	1.25	\$40	.20	\$4
Student	Express 4	1.20	\$12	1.25	\$14	.45	\$14	.50	\$16	1.45	\$46	.20	\$4
Student	Express 5	1.40	\$12	1.45	\$14	.45	\$14	.50	\$16	1.65	\$52	.20	\$4
Student	1 Transfer	.50	\$12	.55	\$14	.50	\$14	.60	\$16	.70	\$22	.30	\$4
Student	2 Transfers	.50	\$12	.55	\$14	.50	\$14	.70	\$16	.75	\$22	.30	\$4
Student	3 Transfers	.50	\$12	.55	\$14	.50	\$14	1.40	\$22	1.20	\$16	.30	\$4
E & H	Local	.10	\$ 4	.15	\$ 4	.20	\$ 4	.30	\$ 6	.40	\$7.50	.20	\$4
E & H	Express 1	.10	\$ 4	.15	\$ 4	.20	\$ 4	.30	\$ 6	.60	\$13.50	.20	\$4
E & H	Express 2	.10	\$ 4	.15	\$ 4	.20	\$ 4	.30	\$ 6	.80	\$19.50	.20	\$4
E & H	Express 3	.10	\$ 4	.15	\$ 4	.20	\$ 4	.30	\$ 6	1.00	\$25.50	.20	\$4
E & H	Express 4	.10	\$ 4	.15	\$ 4	.20	\$ 4	.30	\$ 6	1.20	\$31.50	.20	\$4
E & H	Express 5	.10	\$ 4	.15	\$ 4	.20	\$ 4	.30	\$ 6	1.40	\$37.50	.20	\$4
E & H	1 Transfer	.20	\$ 4	.25	\$ 4	.25	\$ 4	.40	\$ 6	.45	\$ 7.50	.30	\$4
E & H	2 Transfers	.20	\$ 4	.25	\$ 4	.25	\$ 4	.50	\$ 6	.50	\$ 7.50	.30	\$4
E & H	3 Transfers	.20	\$ 4	.25	\$ 4	.25	\$ 4	.80	\$ 6	.90	\$ 7.50	.30	\$4

Source: SCRFD, Transportation Department
 SCRFD, Marketing & Communications Department

FIGURE 6
 PERCENT INCREASE IN PASS PRICES
 FY 1982

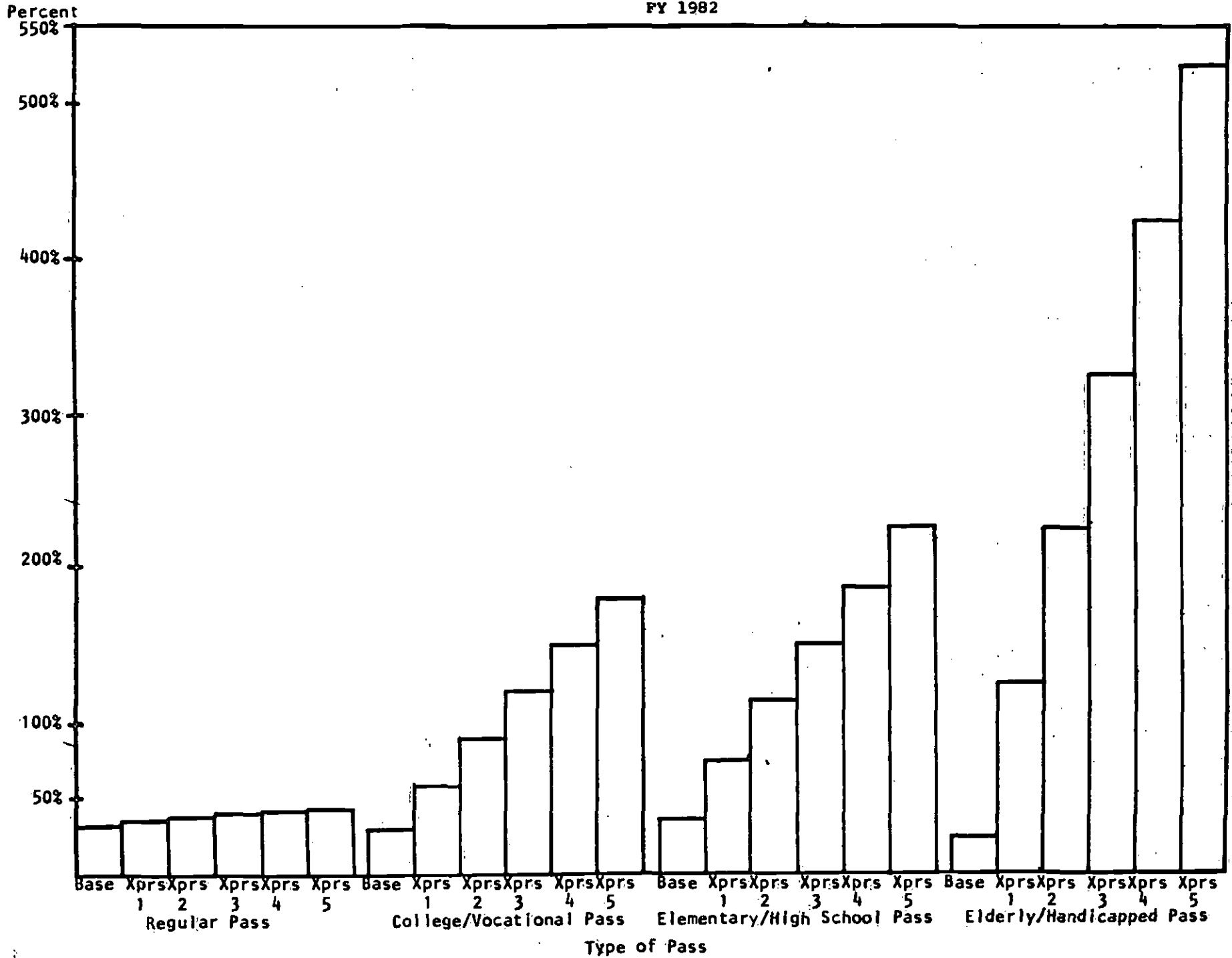


Table 5
Magnitude of SCRID Fare Changes By Category
FY 1979-1985

Fiscal Year

Fare Category	Fare Increment	1979		1980		1981		1982		1983-1985	
		Cash	Pass	Cash	Pass	Cash	Pass	Cash	Pass	Cash	Pass
Adult	Local	+13%	+11%	+22%	-0-	+18%	+30%	+31%	+31%	-41%	-41%
Adult	Express 1	+ 8%	+ 8%	+15%	-0-	+27%	+31%	+32%	+35%	-40%	-41%
Adult	Express 2	+ 6%	+ 7%	+12%	-0-	+32%	+31%	+32%	+38%	-39%	-41%
Adult	Express 3	+ 5%	+ 6%	+10%	-0-	+35%	+32%	+32%	+40%	-39%	-41%
Adult	Express 4	+ 4%	+ 5%	+ 8%	-0-	+37%	+32%	+32%	+41%	-39%	-41%
Adult	Express 5	+ 4%	+ 4%	+ 7%	-0-	+39%	+32%	+33%	+42%	-39%	-41%
Adult 1	Transfer	+10%	+11%	+ 9%	-0-	+42%	+30%	+18%	+31%	-40%	-41%
Adult 2	Transfers	+10%	+11%	+ 9%	-0-	+75%	+30%	+10%	+31%	-48%	-41%
Adult 3	Transfers	+10%	+11%	+ 9%	-0-	+183%	+30%	+18%	+31%	-70%	-41%
College	Local	+13%	+17%	-0-	-0-	+44%	+43%	+31%	+30%	-76%	-85%
College	Express 1	+ 8%	+17%	-31%	-0-	+111%	+43%	+32%	+60%	-84%	-88%
College	Express 2	+ 6%	+17%	-47%	-0-	+178%	+43%	+32%	+90%	-88%	-89%
College	Express 3	+ 5%	+17%	-57%	-0-	+244%	+43%	+32%	+120%	-90%	-91%
College	Express 4	+ 4%	+17%	-64%	-0-	+311%	+43%	+32%	+150%	-92%	-92%
College	Express 5	+ 4%	+17%	-69%	-0-	+378%	+43%	+33%	+180%	-93%	-93%
College 1	Transfer	+10%	+17%	- 9%	-0-	+70%	+43%	+18%	+30%	-70%	-85%
College 2	Transfers	+10%	+17%	- 9%	-0-	+111%	+43%	+10%	+30%	-74%	-85%
College 3	Transfers	+10%	+17%	- 9%	-0-	+200%	+43%	+18%	+30%	-85%	-85%
Student	Local	+13%	+17%	-0-	-0-	+11%	+14%	+30%	+38%	-69%	-82%
Student	Express 1	+ 8%	+17%	-31%	-0-	+11%	+14%	+70%	+75%	-76%	-86%
Student	Express 2	+ 6%	+17%	-47%	-0-	+11%	+14%	+110%	+113%	-81%	-88%
Student	Express 3	+ 5%	+17%	-57%	-0-	+11%	+14%	+150%	+150%	-84%	-90%
Student	Express 4	+ 4%	+17%	-64%	-0-	+11%	+14%	+190%	+188%	-86%	-91%
Student	Express 5	+ 4%	+17%	-69%	-0-	+11%	+14%	+230%	+225%	-88%	-92%
Student 1	Transfer	+10%	+17%	- 9%	-0-	+20%	+14%	+17%	+38%	-57%	-82%
Student 2	Transfers	+10%	+17%	- 9%	-0-	+40%	+14%	+ 7%	+38%	-60%	-82%
Student 3	Transfers	+10%	+17%	- 9%	-0-	+140%	+14%	+17%	+38%	-79%	-82%
E & H	Local	+50%	-0-	+33%	-0-	+50%	+50%	+33%	+25%	-50%	-47%
E & H	Express 1	+50%	-0-	+33%	-0-	+50%	+50%	+100%	+125%	-67%	-70%
E & H	Express 2	+50%	-0-	+33%	-0-	+50%	+50%	+167%	+225%	-75%	-79%
E & H	Express 3	+50%	-0-	+33%	-0-	+50%	+50%	+233%	+325%	-80%	-84%
E & H	Express 4	+50%	-0-	+33%	-0-	+50%	+50%	+300%	+425%	-83%	-87%
E & H	Express 5	+50%	-0-	+33%	-0-	+50%	+50%	+367%	+525%	-86%	-89%
E & H 1	Transfer	+25%	-0-	-0-	-0-	+60%	+50%	+13%	+25%	-33%	-47%
E & H 2	Transfers	+25%	-0-	-0-	-0-	+100%	+50%	-0-	+25%	-40%	-47%
E & H 3	Transfers	+25%	-0-	-0-	-0-	+220%	+50%	+13%	+25%	-67%	-47%

MT1/7

rev: 1/12/83

Table 5
Magnitude of SCRID Fare Changes By Category
FY 1979-1985

Fare Category	Fare Increment	Fiscal Year									
		1979		1980		1981		1982		1983-1985	
		Cash	Pass	Cash	Pass	Cash	Pass	Cash	Pass	Cash	Pass
Adult	Local	+13%	+11%	+22%	-0	+18%	+30%	+31%	+31%	-41%	-41%
Adult	Express 1	+ 8%	+ 8%	+15%	-0	+27%	+31%	+32%	+35%	-40%	-41%
Adult	Express 2	+ 6%	+ 7%	+12%	-0	+32%	+31%	+32%	+38%	-39%	-41%
Adult	Express 3	+ 5%	+ 6%	+10%	-0	+35%	+32%	+32%	+40%	-39%	-41%
Adult	Express 4	+ 4%	+ 5%	+ 8%	-0	+37%	+32%	+32%	+41%	-39%	-41%
Adult	Express 5	+ 4%	+ 4%	+ 7%	-0	+39%	+32%	+33%	+42%	-39%	-41%
Adult	1 Transfer	+10%	+11%	+ 9%	-0	+42%	+30%	+18%	+31%	-40%	-41%
Adult	2 Transfers	+10%	+11%	+ 9%	-0	+75%	+30%	+10%	+31%	-48%	-41%
Adult	3 Transfers	+10%	+11%	+ 9%	-0	+183%	+30%	+18%	+31%	-70%	-41%
College	Local	+13%	+17%	-0	-0	+44%	+43%	+31%	+30%	-76%	-85%
College	Express 1	+ 8%	+17%	-31%	-0	+111%	+43%	+32%	+60%	-84%	-88%
College	Express 2	+ 6%	+17%	-47%	-0	+178%	+43%	+32%	+90%	-88%	-89%
College	Express 3	+ 5%	+17%	-57%	-0	+244%	+43%	+32%	+120%	-90%	-91%
College	Express 4	+ 4%	+17%	-64%	-0	+311%	+43%	+32%	+150%	-92%	-92%
College	Express 5	+ 4%	+17%	-69%	-0	+378%	+43%	+33%	+180%	-93%	-93%
College	1 Transfer	+10%	+17%	- 9%	-0	+70%	+43%	+18%	+30%	-70%	-85%
College	2 Transfers	+10%	+17%	- 9%	-0	+111%	+43%	+10%	+30%	-74%	-85%
College	3 Transfers	+10%	+17%	- 9%	-0	+200%	+43%	+18%	+30%	-85%	-85%
Student	Local	+13%	+17%	-0	-0	+11%	+14%	+30%	+38%	-69%	-82%
Student	Express 1	+ 8%	+17%	-31%	-0	+11%	+14%	+70%	+75%	-76%	-86%
Student	Express 2	+ 6%	+17%	-47%	-0	+11%	+14%	+110%	+113%	-81%	-88%
Student	Express 3	+ 5%	+17%	-57%	-0	+11%	+14%	+150%	+150%	-84%	-90%
Student	Express 4	+ 4%	+17%	-64%	-0	+11%	+14%	+190%	+188%	-86%	-91%
Student	Express 5	+ 4%	+17%	-69%	-0	+11%	+14%	+230%	+225%	-88%	-92%
Student	1 Transfer	+10%	+17%	- 9%	-0	+20%	+14%	+17%	+38%	-57%	-82%
Student	2 Transfers	+10%	+17%	- 9%	-0	+40%	+14%	+ 7%	+38%	-60%	-82%
Student	3 Transfers	+10%	+17%	- 9%	-0	+140%	+14%	+17%	+38%	-79%	-82%
E & H	Local	+50%	-0	+33%	-0	+50%	+50%	+33%	+25%	-50%	-47%
E & H	Express 1	+50%	-0	+33%	-0	+50%	+50%	+100%	+125%	-67%	-70%
E & H	Express 2	+50%	-0	+33%	-0	+50%	+50%	+167%	+225%	-75%	-79%
E & H	Express 3	+50%	-0	+33%	-0	+50%	+50%	+233%	+325%	-80%	-84%
E & H	Express 4	+50%	-0	+33%	-0	+50%	+50%	+300%	+425%	-83%	-87%
E & H	Express 5	+50%	-0	+33%	-0	+50%	+50%	+367%	+525%	-86%	-89%
E & H	1 Transfer	+25%	-0	-0	-0	+60%	+50%	+13%	+25%	-33%	-47%
E & H	2 Transfers	+25%	-0	-0	-0	+100%	+50%	-0	+25%	-40%	-47%
E & H	3 Transfers	+25%	-0	-0	-0	+220%	+50%	+13%	+25%	-67%	-47%

MT1/7
rev: 1/12/83

FIGURE 6
 PERCENT INCREASE IN PASS PRICES
 FY 1982

