



# NEWS

## MTA FARE STRUCTURE EFFECTIVE FEBRUARY 1, 1995

The MTA will implement the following fare structure, effective Wednesday, February 1, 1995. The new fare structure replaces one adopted nearly seven years ago. It includes the sale of a regular monthly pass which is a modification of the fare structure approved by the MTA Board of Directors in July, 1994, scheduled for implementation on September 1, 1994.

<u>DESCRIPTION</u>	<u>CURRENT FARES</u>	<u>NEW FARES</u>
Base Fare	\$1.10	\$1.35
Discount Tokens *	.90	.90
Express Charge **	.40	.50
Transfer Charge	.25 each use	.25 each use
Senior, Disabled & Sight Impaired Base Fare	.45 (sight impaired free)	.45
Senior, Disabled & Sight Impaired Express Distance Charge	.20	.25
Senior, Disabled & Sight Impaired Transfer Charge	.10 (sight impaired free)	.10
Monthly Bus Pass	\$42	\$49
Semi-Monthly Bus Pass	\$23	\$26.50
Express Stamp	\$12	\$15
Senior, Disabled & Sight Impaired Monthly Bus Pass	\$10	\$12

(MORE)

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<u>DESCRIPTION</u>	<u>CURRENT FARES</u>	<u>NEW FARES</u>
Students (K--12 grade)	\$18	\$20
College/Vocational Monthly Bus Pass	\$25	\$30

- \* Discount tokens are sold in packets of 10 tokens at \$9 each.
- \*\* Express charge is in addition to base fare on all express buses only. (Maximum 5 zones)

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# NEWS

JANUARY 25, 1995

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FOR IMMEDIATE RELEASE**

## **MTA BOARD APPROVES EXTENSION OF HOLLYWOOD TROLLEY TO PERMIT STUDY**

The MTA Board voted today (Wednesday, Jan. 25) to extend the Hollywood Trolley Shuttle for a maximum of three one-month periods in order to conduct a comparative study of the service.

The shuttle, launched Nov. 15, 1994, provides passenger service every 15 minutes along Hollywood Boulevard between Harvard Boulevard and La Brea Avenue. Service is from 11 a.m. until 11 p.m., seven days a week for a 25-cent fare. Trolleys are identified by a distinctive wraparound decal.

Los Angeles City Councilmember Jackie Goldberg requested the study which will compare the ridership on the Hollywood Trolley with similar shuttles. Such a comparison will assist the MTA staff in determining whether the shuttle service should be expanded into a one-year program.

"The Hollywood Trolley is one of a number of efforts the MTA is making to mitigate the impact of Metro Rail construction in Hollywood," said Franklin E. White, MTA chief executive officer. "The study requested by Councilmember Goldberg will help us evaluate the effectiveness of such programs."

The Board's vote authorizes a not-to-exceed expenditure of \$150,000 to ATE/Ryder of Cypress, Calif., to provide the shuttle service. The award extends the service for a maximum of three months. Four firms, including ATE/Ryder, have submitted proposals to provide service if the shuttle is expanded to a one-year program.

Funds for the shuttle service come from the MTA's Hollywood Construction Impact Program (HCIP). Fare collections are used to reimburse the HCIP fund.

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