



NEWS

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CONTACT: STEVE CHESSER/JIM SMART
MTA PRESS RELATIONS
(213) 244-7056, 244-6347
FOR IMMEDIATE RELEASE

MTA TO RAISE BASE FARES FEB. 1; MONTHLY PASSES REMAIN AVAILABLE AT \$49

The MTA will implement a new fare structure, effective Wednesday, February 1, which raises the base fare to \$1.35, keeps the 90 cent discount token, and sells a regular monthly pass for \$49. February passes, on sale since January 25, may be purchased at the old price of \$42 until February 1.

The increase, approved last Wednesday by the MTA Board of Directors, is a modification of the fare structure approved last July for implementation on September 1, 1994, and the first fare increase in over six years.

"We're satisfied that we were able to implement at least part of our fare increase," said MTA Chief Executive Officer Franklin White. "We were losing \$4 million each month we weren't allowed to raise the fares. Now, we've slowed the financial hemorrhage and will be in a little better shape as we move ahead to trial." A pre-trial conference to resolve a lawsuit over the fare increase is scheduled for April 17.

Other elements of the modified fare structure include raising the express charge on buses to 50 cents per zone, and express stamps go to \$15 per month. Zone charges on the Blue Line, part of the original fare proposal, will not be implemented, meaning that only the base fare of \$1.35 or one 90-cent token will be charged.

Passes for students from kindergarten through 12th grade increase to \$20 per month, while college and vocational student passes will be \$30 per month. Senior, disabled and sight impaired passes go to \$12 per month, while express charges increase to 25 cents.

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Transfers remain unchanged at 25 cents for full fare patrons and 10 cents for senior, disabled and sight impaired.

Although the monthly pass will cost \$49 beginning February 1, February passes have been on sale since January 25, and will continue to be sold at the old price of \$42 through the end of January.

"This is a good time to pick up your February pass or to stock up on tokens," said White. "Tokens will save our customers 45 cents each time they ride, and they're available at over 400 outlets."

Tokens are sold in packets of 10 at \$9 each. They are available at all MTA Customer Service Centers, supermarkets, check cashing outlets, and other retail businesses. To get the location of the nearest token outlet, call 1-(800) COMMUTE.

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NEWS

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CONTACT: GREG DAVY/JIM SMART
MTA PRESS RELATIONS
(213) 244-7048, 244-6347
FOR IMMEDIATE RELEASE

MTA MARKS SECOND ANNIVERSARY OF RED LINE SUBWAY, HONORS 10 MILLIONTH PASSENGER

MTA officials marked the second anniversary of the opening of Metro Red Line subway system, January 30, by honoring the Red Line's 10 millionth passenger and renewing its commitment to provide a comprehensive, modern public transportation network for millions more in the future.

"The first segment of the Red Line is providing a preview of the far-reaching rail transportation system we are now building for Los Angeles County," said Larry Zarian, a Glendale city councilman and First Vice Chair of MTA's Board of Directors. "As our rail and bus network grows in the years to come, the millions of passengers who already have benefited from the Red Line's first downtown segment will fondly recall the beginnings of the system that ushered Los Angeles County public transportation into the 21st century."

The first segment of the Red Line opened on January 30, 1993, and has traveled almost half a million miles, serving 10 million passengers along a 4.4-mile route beneath downtown Los Angeles. Five stations serve the route that begins at Union Station at the eastern terminus and ends at MacArthur Park to the west.

A force of 35 MTA Transit Police officers provides security for the 16,250 average daily weekday riders. Weekend ridership averages about 9,000.

Students representing the Castelar Children's Center in downtown Los Angeles presented to Zarian and MTA Chief Executive Officer Franklin White a large "Happy Birthday Red Line" birthday card as part of the festivities.

"Since the Red Line's first day of operation, Metro Blue Line and Metrolink commuter train passengers have taken advantage of easy Red Line connections to

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get to their downtown Los Angeles jobs," said Franklin White, MTA's chief executive officer. "They already have experienced what is in store for millions of others who will be served by the bus and rail network we will build in the coming decades."

A new long-range transportation plan now being considered by MTA's Board of Directors lays out fiscally prudent, attainable goals for the next 20 years in Los Angeles County. "The Red Line is to be the backbone of what will be a balanced mix of bus and rail service that will serve all corners of the county," White said. "Future improvements to both bus and rail service are crucial. We have presented several workable choices to the Board, which we hope will reach consensus in the coming weeks."

Construction on the Red Line's second segment, which will extend the line another 6.7 miles to the Hollywood area with a westward leg to Wilshire Boulevard and Western Avenue, is once again under way following a five-month effort to shore up subsidence that occurred in certain areas in Hollywood where tunnelling was taking place. Construction of the second segment is approximately 50 percent complete. The Wilshire Boulevard extension is scheduled to open in 1996; the Hollywood portion is slated to begin service in 1998.

Construction began in 1994 on Segment Three of the Red Line, which will add a total of 11.6 miles in three locations: 6.3 miles to North Hollywood; 2.3 miles to the mid-city area, and 3 miles to East Los Angeles. The segment is scheduled to open in 2000.

Later this year, the Metro Green Line will become the latest addition to MTA's rail network, carrying passengers on a 21-mile route between LAX and the city of Norwalk. Construction also has begun on a 13.6-mile extension of the Blue Line that will serve Pasadena. Its scheduled opening is 1998.

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