

Los Angeles Transit Operator Survey Results

Participating Agencies:

1. Anonymous
2. AVTA
3. City of Commerce
4. City of Gardena's GTrans
5. City of Glendale
6. City of Norwalk - Norwalk Transit System
7. City of Redondo Beach- Beach Cities Transit
8. City of Santa Clarita - Transit
9. City of Santa Monica Dept. of Transportation
10. City of South Pasadena
11. Culver City Transportation Department
12. Foothill Transit
13. LADOT
14. Long Beach Transit
15. Montebello Bus Lines
16. Palos Verdes Peninsula Transit Authority
17. Pasadena Transit
18. Pomona Valley Transportation Authority
19. Torrance Transit System

Would your agency be interested in participating in a Fareless Pilot Program?

- *Depends on if the fare revenue loss could be recovered from new or different revenue sources. Need to be made whole.*
- *If funds are provided.*
- *If the Fareless Initiative is available and funded for the whole region with funding identified for post-pilot, we would be interested in participating. The fareless program should be a countywide regional program funded with county-wide funds. The ultimate decision regarding our participation will be a board action.*
- *LADOT is already demonstrating free fares on its DASH routes for students K-Community College with its DASH to Class program. Please note however, that loss in farebox revenues is made whole by our LCTOP grants.*
- *Maybe*
- *Support FSI being introduced in stages; 1st stage (i.e. K-12) and the 2nd stage (i.e. Community Colleges and Low Income) only being implemented when funds are identified to replenish loss in fare revenue.*
- *TBD*
- *The City of Pasadena and Pasadena Transit is supportive of the Fareless System Initiative (FSI) and interested in participating if funding is included in order to keep the agency financially whole and provide support to prevent deterioration of the system. Pasadena Transit is a "Local Transit" provider funded by Local Return funds. Despite using all the Local Return funds the City receives for public transit, the system operates*

at capacity, pre-COVID, during COVID, and anticipated to be post-COVID. In order to carry more passengers, additional capacity is required to avoid deteriorating the system. FSI and regional fare policies must be coordinated in order to avoid disrupting the mobility ecosystem in Pasadena that requires multiple transit agencies to fully serve the Pasadena community. Developing an FSI program that precludes or would make it unsustainable for Pasadena Transit to participate, would leave a service gap in the FSI program. It would also not be equitable to exclude Pasadena Transit for not experiencing significant ridership decline like so many other agencies. We are also concerned how this will impact our long-term contracts established with the colleges and Universities in Pasadena.

- *Undecided - requires City Council approval*
- *We cannot commit without Council Approval*
- *Would most likely be a lot of pushback from residents as we are para-transit and senior population.*
- *Yes to assist with bringing ridership back*
- *Yes, if long-term funding can be identified.*

Do you currently have a fare free or reduced fare service agreement or MOU with a community college or school district?

- No=10
- Yes= 9

What is the estimated annual revenue loss to your system if the agreement with this school, college or district is terminated as a result of FSI?

- N/A = 7
- unknown - we do not track separately
- \$15,242
- \$37,173
- \$70,000
- \$84,528
- \$109,742
- \$350,000
- \$370,000
- \$620,000
- \$653,688
- \$1,258,000
- **Annual Total = \$3,568,373**

Please indicate the % share of your transit system's ridership in FY19. If you are unsure, you may use the Metro's percentage included below.

Low-Income (70% Metro)	K-12 Students (7% Metro)	College Students (11% Metro)
70%	7%	11%
85%	5%	5%
66% (This is an estimate from a survey done in 2018)	10% (this is based off Hummingbird)	11% (We are using Metro's)
70%	20%	11%
74%	5%	4%
Unsure - 30%	50%	1%
50%	18%	2%
78%	8%	16%
0%	0%	0%
70%	7%	11%
70%	8%	11%
87%	20%	2%
70%	8%	11%
80%	5%	7%
15%	80%	0%
86%	17%	1%
75%	.5%	5%

What reduced fares and subsidies do you currently offer?

- Senior and disabled individuals ride our fixed route service for \$1 compared to the regular \$2.50 fare. We provide a 50% discount on passes for low-income households. We issue less than 10 of these passes annually. We do not have any student fares.
- low income, students, seniors, and disabled.
- Free fixed-route Fare collected for fixed peak-hour routes
- We operate a fareless system for all passengers.
- Fares are located here: <https://www.culvercitybus.com/Fares>. Culver City also participates in UPass, ITAP S, and BruinGo.
- We participate in the LIFE Program and UPass. We also offer half price (\$0.50) for Seniors and Disabled Customers.
- Discounted bus passes and senior/disabled half-fare as required by FTA.
- Military & Veterans, Senior Pass to cover the 50% fare, LIFE
- Reduced fare for Seniors/Disabled, Student passes, and free for blind/wheelchair;
- Student Free Fares on DASH; Cityride (paratransit services) clients free on DASH
- Student Fare (K-12) \$1; Two children under 5 ride free when accompanied by an adult paying one full fare; Senior (Age 62 & Older) / Disabled / Medicare Card Holder \$0.60

- Pasadena Dial-A-Ride (DAR) members may use Pasadena Transit at no cost. DAR members took 70,714 annual rides in 2019. We have pass agreements with ArtCenter and Caltech that provide subsidies because of their large passenger base.
- PVRTA has a (4) city demand response services that provide door to door transportation to people with disabilities and Elderly for \$1 each way within our service area.
- Provide BCT bus pass subsidies to Redondo Beach residents for student, and S/D bus monthly passes. We do not subsidize based on income.
- Seniors 60 and over or disabled with required identification ride FREE on our local transit service.
- Senior / Disabled / Youth / Medicare
- Senior Subsidy bus pass.
- Students - \$0.50; Seniors - \$0.25; Disabled - \$0.25; Medicare - \$0.25; Children under 4 – Free; Blind and Access Card Holder – Free
- Half fare for senior/disabled/Medicare cardholders and our participation in the LIFE program

What was your NTD reported 2019 Fare Revenue?	What was your NTD reported 2019 Operations cost?	FY19 Farebox Recovery
\$ 23,353	\$ 616,180	3.8%
\$ 192,298	\$ 1,310,612	14.7%
\$ 316,000	\$ 3,247,000	9.7%
\$ 687,525	\$ 5,678,993	12.1%
\$ 963,486	\$ 7,095,203	13.6%
\$ 1,246,966	\$ 14,706,784	8.5%
\$ 2,500,000	\$ 33,000,000	7.6%
\$ 3,285,644	\$ 26,339,176	12.5%
\$ 3,500,000	\$ 37,061,215	9.4%
\$ 4,213,812	\$ 23,879,063	17.6%
\$ 4,810,505	\$ 25,356,955	19.0%
\$ 10,861,961	\$ 98,801,789	11.0%
\$ 11,413,768	\$ 81,169,730	14.1%
\$ 13,790,289	\$ 92,540,008	14.9%
\$ 16,079,586	\$ 95,928,313	16.8%
\$ -	\$ 4,524	-
Total: \$73,885,193	Total: \$ 546,735,545	Average: 12.3%

What is the FY22 estimated additional costs your agency would incur if the FSI pilot was implemented countywide? K-12 + Community College students (August 1, 2021 to June 30, 2022) + Low-income riders (January 1, 2022 to June 30, 2022)	What is the FY23 estimated additional costs your agency would incur as a result of implementation of the FSI pilot? K-12 + Community College students + Low-income riders (July 1, 2022 to June 30, 2023)
unknown - we do not track separately	unknown - we do not track separately
\$140,712	\$250,000
\$533,180	\$1,414,087
\$250,000	\$250,000
\$150,000	\$159,000
\$0	\$30,000
\$160,000	\$163,200
\$1.9m RSH + \$4m security costs systemwide	\$13,000,000
\$522,476	\$1,385,698
\$1,822,600 to \$2,206,400	\$4,604,600 to \$5,851,600
\$1,185,621	\$1,185,621
\$4,370,000	\$4,370,000
\$330,000	\$770,000
\$126,000	\$126,000
\$1,070,000 in additional RSH + \$5,240,000 for 8 additional vehicles to meet the anticipated ridership demand in FY23	\$3,060,000
\$140,000	\$260,000
\$852,408	\$2,260,734
\$24,090,689.00	\$34,535,940.00