

**Board Report**

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**File #:** 2021-0209, **File Type:** Informational Report**Agenda Number:** 42.

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**REVISED**  
**EXECUTIVE MANAGEMENT COMMITTEE**  
**APRIL 15, 2021**

**SUBJECT: FARELESS SYSTEM INITIATIVE UPDATE****ACTION: RECEIVE AND FILE****RECOMMENDATION**

RECEIVE AND FILE Report on Fareless System Initiative.

**ISSUE**

At the March 25, 2021 meeting Metro's Board of Directors unanimously passed Motion 43.1, relating to the Fareless System Initiative (FSI). Motion 43.1 recognized that the time is right for Metro to consider fareless transit and recommended a report back to the Board at the April 2021 meeting with information on a number of questions regarding a possible fareless system. Included in this report are responses to each of the points raised in the Motion.

**BACKGROUND**

The purpose of the Fareless System Initiative is to determine how Metro can provide financial relief to riders and bring back ridership on the LA Metro system. On September 1, 2020, Metro initiated the Fareless System Initiative (FSI) Task Force to study and identify facts, challenges, opportunities, and recommendations related to eliminating fares on Metro buses and trains. As a result of the past seven months of study and extensive discussions, the Task Force has identified an 18-month pilot, beginning with low-income LA County residents in January 2022, and expanding to include grades K through 12 in August 2022 and subsequently expanded to low-income LA County residents, with additional consideration given to expanding to Community Colleges, as the preferred approach. The pilot would conclude June 30, 2023. Additional consideration to include Community College students is also being explored.

A primary reason for this pilot approach is to learn how customers of Metro respond to this equity-based initiative. The pilot allows Metro to observe increases in ridership and gauge resource demands to more accurately forecast the cost and benefits of a fully fareless system. The scope and scale of FSI remain unprecedented in Los Angeles County and the nation, and the impacts of COVID-19 pandemic on future travel patterns remain unknown. Following in-depth research by the Task Force and assumptions derived from the expertise of a broad range of transportation professionals, a pilot offers the opportunity for a detailed and empirical assessment of our forecasted assumptions. Only through implementation of a pilot program can definitive answers be generated.

At the Federal level, new legislation has been introduced to provide funding for fareless initiatives (see Attachment B). It will take time and legislative debate before there is clarity on whether and how much money might be available for a permanent program through this potential new source of Federal assistance. Similarly, funds generated through a future congestion pricing program could be available to permanently invest in a fareless system, per the direction of the Metro Board of Directors. At this point in time, it is clear that a fareless program pilot in the nation's most diverse County will ideally position LA Metro to seek and justify additional funding from federal and other competitive and formula funding programs. It is the intent of the pilot to examine the feasibility of a fareless system, including the financial viability of moving towards a fully fareless system.

In responding to the questions outlined in Motion 43.1, (see Attachment A) focus is directed to the pilot initiative, with additional information of a long-term fareless initiative provided as the pilot moves forward.

**DISCUSSION**

**1. Report back at the April 2021 Board Meeting on the following regarding a possible FSI:**

- a. How Metro is including municipal operators in the planning process, including what it would cost to fully include them and how many of their riders would qualify;

In October 2020, the FSI Ad Hoc Committee was convened. The committee is comprised of thirteen self-selected agencies representing the Los Angeles County Municipal Operators Association and the Local Transit Systems Subcommittee as well as Access Services. The FSI Task Force recognizes that the FSI Ad Hoc Committee’s expertise, perspectives, and collaboration are vital to this initiative. To date, the FSI Ad Hoc Committee has held eleven meetings and will continue to convene indefinitely. As a result of Motion 43.1, the FSI Task Force and the the FSI Ad Hoc Committee are working to develop the pilot participation cost estimation methodology. The Task Force will collect and present the findings to the Metro Board of Directors at the May 2021 meeting.

- b. All the subsidies Metro, Municipal Operators, and Cities already offer, including LIFE and U-Pass, and how those programs play a role in and inform a fareless initiative;

**Metro’s Existing Reduced Fare Programs**

Metro currently offers reduced fare rates to the rider groups listed below:

Pass Type	Qualifier	Cost /Discount	Participants
Low-Income (LIFE)*	\$39,450 or less/yr.	Countywide Discounts ranging from \$8-\$24/mo.	79,000
Seniors	62+ years of age	Cost is \$20/mo.	241,858
Disabled/Veteran	Proof of disability	Cost is \$20/mo.	239,075

K-12 Student	Proof of enrollment	Cost is \$24/mo. or \$1 per boarding	57,224
College/Vocational	Proof of enrollment	Cost is \$43/mo.	10,289

\*Complete listing of Countywide LIFE discounts here: <https://www.metro.net/projects/life/> (under Transit Agencies +Discounts)

Metro also offers the following discounted Marketing Program, which are partnerships with schools and businesses designed to increase ridership:

Pass Type	Qualifier	Cost /Discount	Participants
U-Pass	Partner School	Cost ranges from \$16-\$43/mo.*	19,653
E-Pass	Partner Business	Cost ranges from* \$34-\$80/mo.	4,826
Small Employer Pass	Partner Business (less than 250 employees)	\$34/mo. with 50% of employees participating	10,199

\*Equivalent monthly costs of U-Pass and E-Pass based on actual boardings used by participants at partner organization each term/business quarter.

Metro has requested the information on discounts offered by all other transit agencies and cities in LA County and is compiling a complete list of Countywide discounts.

Existing discount programs that meet the qualifying factors of the FSI pilot program will be used to streamline distribution of the FSI pilot passes by autoloading passes to existing TAP cards without the need for an additional application process.

*c. How fareless will impact the Formula Allocation Procedure (FAP), state and federal grants, and ACCESS Services;*

The pilot will not change existing policy or legislation and will provide both a basis and opportunities to reevaluate current approaches to policies and statutes.

Metro’s Subsidy Funding Programs use established formulas to distribute regional transit operations funds to Metro and to Eligible and Included Operators in Los Angeles County. Through the FAP and Measure R Methodology, regional transit operations funding is allocated based on 50 percent Vehicle Service Miles and 50 percent Fare Units (total fare revenue collected, divided by the base fare). Since 2007, Fare Units have been frozen at 2006 levels per Metro’s current Funding Stability Policy (adopted in 2007). Pursuant to the 2007 Board motion, there should not be a reduction in Part 2 of the Formula should Metro go fareless. The policy states

- *If an Operator lowers their base fare anytime from July 1, 2006 forward, their fare units will be frozen at that Operator's fare unit level during the last full fiscal year*

*of the old higher fare.*

Because fare revenues are a major part of existing allocation methods, these formulas can be reassessed by the region if Metro permanently eliminates fares. Regional consensus is desired. Proposed amendments to the FAP require three-fourths approval by the Metro Board of Directors. Although the FAP was decided upon locally, the formula is also codified in state law. Thus, any changes to the FAP would also need to be reflected in state law.

At this time, there is one agency in LA County that has a specific FAP formula exception that addresses the fact that they do not collect fares (the City of Commerce). Since the agency does not collect fares, a zero base for Fare Units is used for City of Commerce in annual transit fund allocations.

Since Metro will maintain its \$1.75 base fare for non-pilot participants, Access Services' fare structure would remain. Based on current regulations, Access Services cannot charge more than double of Metro's base fare. As such, if Metro were to go fully fareless, a legal review would be required to determine the direction of Access Services' fares.

*d. What Metro's customer surveys tell us about fareless and other priorities.*

The FSI Task Force distributed an external, county-wide survey in October 2020 to current and future Metro customers to uncover the public's feedback and potential concerns, and to determine the level of support of a fully fareless system. Input was evaluated from 46,308 completed surveys. The audience was the general public with targeted advertising to Metro customers and non-customers, including the seven Los Angeles County sub-regions, and speakers of the following eight languages: English, Spanish, Armenian, Chinese, Japanese, Korean, Russian, and Vietnamese.

Across all demographic groups, the survey responses indicated that 86 percent of Metro riders and 80 percent of non-Metro customers support Metro going fareless. Survey respondents expressed concerns, with the top concern relating to service, quality, and frequency:

- i. Impacts to the quality of service, including adequate service, crowding, safety and security, cleanliness, and the presence of persons experiencing homelessness (PEH).
- ii. Cuts to system expansion, service levels, salaries, system upkeep, security, and cleaning.

*e. Potential cost savings and implications for what can be realized through a fareless program for all residents through elimination of TAP infrastructure, administration of pass and subsidy programs, etc.*

The current estimate of long-term fare collection function savings is \$74.4m annually and is identified in the table below.

Regional Fare Collection Operating and Maintenance Cost (Amount in Million)	FY21 Budget - for Metro & 25 transit operators	Labor <sup>(1)</sup>	Non Labor
<b>Ongoing Fare Collection Activities in Finance and Budget Dept</b>			
Cash Collection and Cash Counting	\$ 12.0	\$ 11.6	\$ 0.5
Cubic TVM Machine Maintenance	13.4	-	13.4
Credit/Debit Card Fee	2.2	-	2.2
TAP Operation, including TAP card, Card reader and database	14.9	9.5	5.3
<b>Subtotal Fare Collection Activities in Finance and Budget Dept</b>	<b>\$ 42.5</b>	<b>\$ 21.1</b>	<b>\$ 21.4</b>
SSLE Fare Enforcement and Collection Security Chaperon	13.1	13.1	-
Transit Court for Fare Dispute and Recovery	0.9	0.2	0.7
Operations Farebox Unit Repair and Installation	2.7	2.5	0.2
Communications Customer Information and TAP card fulfillment	11.3	11.2	0.0
ITS Hosting of Servers	3.9	0.0	3.9
Legal, Audit	0.1	0.0	0.1
<b>Total Agencywide Fare Collection Cost</b>	<b>\$ 74.4</b>	<b>\$ 48.2</b>	<b>\$ 26.3</b>
<b>Operating Cost Savings from Fare Collection by Scenarios</b>			

The elimination of fare collection infrastructure involves several variables: removal of fare collection property assets (fare boxes, ticket vending machines, etc.); elimination of fare collection-related vendor contracts; labor; and identification of viable alternatives to fare collection where necessary to maintain revenue collection for other TAP-reliant clients, products, and services (regional transit operators using the fare collection system, Metro Micro, Metro Parking and Metro Bike Share). During the FSI pilot period alternatives to TAP for these services would need to be identified, studied and implemented prior to the full elimination of fare collection infrastructure.

Fare Collection Property Assets (fare boxes, ticket vending machines, etc.)

The removal of fare collection property assets will result in costs to Metro of approximately \$2.2 million. Once removed, these assets have no resale value. Minimal labor costs savings resulting from removal of these assets is anticipated because personnel that maintain these assets can be reassigned to perform other maintenance related work that is already in their current job descriptions. There is no intention to layoff affected employees.

Fare Collection-related Vendor Contracts

As of September 2020 there are approximately 24 active contracts that were identified as related to revenue collection, with a total contract value of \$647 million and a remaining commitment of \$294 million. Metro’s contract with Cubic Transportation System Inc., the revenue management platform that drives Metro’s fare collection system, is the largest

active contract with a total remaining contract value of \$268 million. The Cubic contract expires in 2024. The leading concept identified for a proposed FSI pilot relies on the existing TAP system and the existing TAP related vendor contracts would remain in effect throughout the proposed pilot. The proposed pilot extends through June 2023.

#### Fare Collection Personnel

There are approximately 409 positions identified as working directly with providing fare collection support services and maintaining fare collection infrastructure for a total of approximately \$49 million in annual costs. Metro's needs would be evaluated during the FSI pilot.

#### Other TAP Reliant products and services

Metro's TAP system provides fare media for Municipal Operators, Access Services, Metro Micro, Metro Bike Share, and Metro Parking. Alternatives to TAP for these services would need to be identified and studied during the FSI pilot period and implemented prior to the full elimination of TAP infrastructure.

Boarding Data (unlinked passenger trips) is required for federal and state reporting purposes. In 2019, TAP supplied 51% of all boarding data information, while the remaining 49% of boardings was collected through a combination of manual reporting by bus operators, field observations, and APC data. Since TAP data does not capture 49% of all boardings, manual and APC data collection practices will continue to be utilized to provide comprehensive boarding data. Demographic data reporting is required by the FTA in order to determine the extent to which members of minority groups are beneficiaries of programs receiving Federal financial assistance. Since cash boardings do not yield demographic data, and 88% of TAP cards are purchased anonymously from vendors and vending machines and therefore lack demographic data, Metro will continue to conduct passenger surveys to fulfill FTA demographic data reporting requirements. Linked and Unlinked Trip Data collected via TAP supports trip planning and travel demand modeling.

## **2. As part of any recommendation to implement a fareless initiative, provide the following:**

- a. *Funding Source detail, including what those funds could go to if not fareless transit;*

The anticipated cost of the 18-month pilot is \$213million : \$88million during the 6-months of FY22 and another \$125 million for FY23. Included in the FY22 number is a net amount of \$68M to front-end/fully defease the General Purpose Bonds; County Counsel directed that this payment be included during the year in which the pilot begins, namely FY22. Please refer to Attachment C, which includes explanatory notes relating to funding.

Metro's Traffic Reduction Study is currently studying how to traffic can be reduced by managing roadway demand through congestion pricing and providing more high-quality transportation options. Upon completion of the study, which is anticipated in Spring 2022,

the Metro Board of Directors will decide whether to implement a traffic reduction pilot program in partnership with one or more cities. Should the Metro Board of Directors so choose, funds generated through a future congestion pricing program could be available to invest in a fareless system to make it easier for everyone to travel. The current anticipated program pilot launch is 2025.

- b. *A plan to decide how to evaluate the success of the program, including permanent funding sources and what would trigger an end to or continuation of the program;*

Upon approval of an FSI Pilot, an evaluation plan will be developed and brought back to the Metro Board of Directors for consideration. The FSI Ad Hoc Committee has expressed deep interest in this topic and has volunteered to co-create evaluation metrics. This evaluation plan shall be adopted before commencement of the FSI Pilot and shall include performance criteria as well as thresholds for continuation or discontinuation of the FSI Program. Potential performance criteria will include financial sustainability, program participation, ridership increases, successful reallocation and training of Metro staff in support of the FSI pilot, and an acceptable level of service and safety on system. Performance criteria will be further detailed with the development of the evaluation plan.

FSI Pilot performance monitoring will enable Metro to generate qualitative and quantitative data and understanding. Successful performance indications will be instrumental in justifying and seeking permanent funding. A lack of permanent funding will trigger the discontinuation of the program.

Sample Draft Pilot Performance Criteria Metrics (currently in Development)

Criteria	Effectiveness	Sustainability	Efficiency	Impact
financial sustainability				
pilot program participation				
increased boarding by pilot participants				
level of service				
quality of service				
increased trip by low-income riders				
employee safety				
rider safety				
system security				
additional criteria				
additional criteria				

- c. *A commitment to not cut service, state of good repair, or customer experience priorities;*

Metro recognizes that the quality of public transit affects people’s economic and social

opportunities and the FSI pilot is intended to complement other Metro programs and initiatives which seek to provide quality transit. As Metro returns to pre-pandemic ridership and moves to enhance service and the customer experience, the FSI pilot will ensure our most vulnerable riders have access to free transportation. Any necessary adjustments to service or change in the agency's priorities would require Board approval. There is a strong staff commitment to preserve and maintain the Board approved 7 million Revenue Service Hours standard and maintain all assets in a state of good repair. In addition to advancing the 7 million RSH, during the pilot Metro staff is planning for annual State of Good Repair commitments of \$452 million in FY22 and \$463 million in FY23, and an additional commitment of \$208 million in FY22 for the Better Bus Initiative.

- d. *If a FSI pilot is approved, regular reports back to the Board on how the initiative is impacting ridership, equity, Metro's finances, and the customer experience.*

If a FSI pilot is approved, Metro staff will provide regular reports to the Metro Board including updates on how the pilot initiative is impacting ridership, equity, Metro's finances, operations, security, and the customer experience.

### **FINANCIAL IMPACT**

There is no financial impact as a result of this receive and file report at this time.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

This recommendation supports the following strategic plan goals identified in Vision 2028. Goal 3 - Enhance communities and lives through mobility and access to opportunity; Goal 4 - Metro will work with partners to build trust and make decisions that support the goals of the Vision 2028 Plan; and Goal 5 - Provide responsive, accountable, and trustworthy governance within the Metro organization.

### **NEXT STEPS**

Staff will bring final recommendations to the Metro Board of Directors for consideration in May 2021.

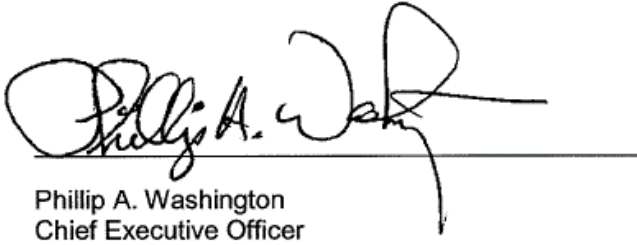
### **ATTACHMENTS**

Attachment A - Motion 43.1  
Attachment B - Pressley Markey Legislation News Clip  
Attachment C - Funding Source Details

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## Metro

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## Board Report

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**File #:** 2021-0157, **File Type:** Motion / Motion Response

**Agenda Number:** 43.1.

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**REGULAR BOARD MEETING  
MARCH 25, 2021**

**Motion by:**

**DIRECTORS HAHN, GARCETTI, SOLIS, NAJARIAN, MITCHELL, AND SANDOVAL**

Related to Item 43: Fareless System Initiative

The time is right for Metro to consider fareless transit. We can get there, but we need more and better information and a clearer path forward.

Fareless transit must be applied equitably across Los Angeles County, focused on the communities most in need of free transit. And a fareless transit system must maintain our current efforts to create a fast, reliable, and dignified experience for all riders, especially riders who rely on transit as a lifeline.

A Fareless System Initiative (FSI) must be feasible and sustainable and take into account other strategic priorities, including Metro's Long and Short Range Transportation Plans, the NextGen Bus Plan, 28 x '28 Pillar Projects, Zero Emission Bus 2030, the Customer Experience Plan, and Traffic Reduction Study. We must also be accountable to our constituents who have placed their faith in Metro to deliver a major transit operations and construction program.

While fare revenues are not the sole revenue for Metro's transit operations, they pay directly for transit operations and maintenance. They factor into the allocations of local transit sales taxes and the availability of state and federal grants. Eliminating fares could have major impacts to ongoing transit operations, including NextGen, post-pandemic service restoration, and future service improvements.

Metro and municipal agencies have worked hard to establish subsidies based on things like income, age, disability, school enrollment, transit provider, and City of residency. As the Board considers an FSI pilot, it is important to fully understand what discounts are already offered to better inform the benefit FSI will have to riders.

While Metro is the largest transit provider in LA County, municipal operators serve a quarter of our region's riders. Riders who rely on municipal operators must be part of a fareless initiative.

Metro's work to pursue a fareless transit initiative pilot is timely, urgent, and important. Yet, many questions remain unanswered. We need more information to ensure the success of a fareless initiative in the long term.

**SUBJECT: FARELESS SYSTEM INITIATIVE**

**RECOMMENDATION**

APPROVE Motion by Directors Hahn, Garcetti, Solis, Najarian, Mitchell, and Sandoval that the Board direct the Chief Executive Officer to:

1. Report back at the April 2021 Board Meeting on the following regarding a possible FSI:
  - a. How Metro is including municipal operators in the planning process, including what it would cost to fully include them and how many of their riders would qualify;
  - b. All the subsidies Metro, Municipal Operators, and Cities already offer, including LIFE and U-Pass, and how those programs play a role in and inform a fareless initiative;
  - c. How fareless will impact the Formula Allocation Procedure (FAP), state and federal grants, and ACCESS Services; and,
  - d. What Metro's customer surveys tell us about fareless and other priorities.
  - e. Potential cost savings and implications for what can be realized through a fareless program for all residents through elimination of TAP infrastructure, administration of pass and subsidy programs, etc.
2. As part of any recommendation to implement a fareless initiative, provide the following:
  - a. Funding source details, including what those funds could go to if not fareless transit;
  - b. A plan to decide how to evaluate the success of the program, including permanent funding sources and what would trigger an end to or continuation of the program;
  - c. A commitment to not cut service, state of good repair, or customer experience priorities; and,
  - d. If a FSI pilot is approved, regular reports back to the Board on how the initiative is impacting ridership, equity, Metro's finances, and the customer experience.

# Pressley, Markey Re-Introduce Legislation to Fully Fund Fare-Free Public Transit

Congresswoman Ayanna Pressley and Sen. Edward J. Markey re-introduced the Freedom to Move Act, that is bold legislation to support state and local efforts to establish public transportation as a public good through fare-free services.

The lawmakers' bill introduction comes as transit agencies across the country, including the Massachusetts Bay Transportation Authority (MBTA), consider cuts to transit service—despite receiving over \$1 billion in federal relief over the past year. Earlier this month, Congresswoman Pressley and Sen. Markey joined their colleagues in the Massachusetts congressional delegation in writing to MBTA General Manager Steve Poflak expressing concerns regarding the MBTA's announcement that it would cut services this month.

“Public transportation is an essential public good, but for too long, we have not funded it like one. Far too many in the Massachusetts, and across the country lack reliable, safe, and affordable transit service,” Congresswoman Pressley said. “As our nation begins to turn a corner toward our ongoing recovery from this public health and economic crisis, it is critical that we center the connectivity of all communities. The Freedom to Move Act invests heavily in our public transit systems so that states and localities can offer safe, high-quality, and fare-free rides to all to ensure everyone in community can access jobs, food and essential services.”

“Affordability and accessibility must define our public transit systems to ensure that they truly promote equity, economic growth, and community development,” said Sen. Markey. “By supporting state and local efforts to implement fare-free public transit, we can provide low-income workers, families, seniors, and individuals with disabilities with improved access to jobs, education, medical care, and other critical services – all while simultaneously reducing traffic congestion and greenhouse gas emissions. I'm proud to reintroduce the Freedom to Move Act with Congresswoman Pressley and I look forward to fighting together for a just transit future.”

Before the COVID-19 pandemic, workers and families were spending more time and money commuting to jobs, education and other critical services than ever before. Data shows that low-income families in particular bear the biggest financial burden—spending nearly 30 percent of their household income on transportation expenses. At the same time, increased traffic congestion is contributing to growing greenhouse gas emissions and pollution, exacerbating climate change and contributing to health disparities like asthma and lung cancer in communities already at the margins.

Increasing access to free, safe, reliable and accessible public transit systems will help improve community livability and mobility, increase connectivity to critical services—particularly for low-income workers and families, seniors and individuals with disabilities—and address many of our nation’s most severe inequities.

The Freedom to Move Act would help to support state and local efforts to promote public transportation as a public good for all by:

- Supporting state and local efforts to implement fare-free public transportation systems. The bill establishes a \$5 billion competitive grant program, known as Freedom to Move Grants to offset fare revenues for transit agencies.
- Investing in efforts to improve the safety and quality of public transportation service, particularly in low-income and historically underserved communities, including by:
  - o Covering operational costs, including the hiring and training of personnel, fuel costs, and maintenance.
  - o Investing in public health emergency response efforts, including personal protective equipment and administrative leave for operational personnel.
  - o Improving the safety and accessibility of bus stops, pedestrian and bike shelters.
  - o Redesigning bus routes to improve service, modernizing and improving the accessibility of signage; and
  - o Modernizing surface infrastructure such as painted bus lanes and signal priority systems to alleviate traffic congestion and improve multi-modal accessibility.
- Requiring grantees to utilize funds with a particular focus on addressing transit equity gaps. Grantees would be required to work in partnership with community

advocates and stakeholders to report on how resources will be used to improve the reliability of transit service for low-income and historically underserved communities.

The Freedom to Move Act is endorsed by the Sunrise Movement, 350 MASS, A Better Cambridge, Action 4 Equity, Allston Brighton Health Collaborative, Alternatives for Community and Environment, Bikes Not Bombs, Boston Cyclist Union, Community Labor United, Green Newton, GreenRoots, The Health Foundation of Central Massachusetts, Inc, Institute for Transportation and Development Policy, LivableStreets Alliance, Massachusetts Bicycle Coalition, MASSPIRG, Massachusetts Sierra Club, Massachusetts Senior Action Council, Mattapan Food and Fitness Coalition, Riders Action Council, Transit Matters, WalkBoston.

“Public transit is oftentimes the lifeline for many of our residents, especially those who live in Environmental Justice communities,” said María Belén Power, Associate Executive Director, GreenRoots, Inc. “Many of our folks, the essential workers, have put their lives on the line during this pandemic, risking their lives and their families’ by continuing to go to work and keep the economy afloat. We have a moral obligation to treat them with the respect and dignity they deserve. We need robust investment into our public transit agencies for operational and capital improvements, so every single rider has access to reliable, affordable and safe public transit service. We applaud Congresswoman Pressley and Senator Markey for being leaders in the fight for transit justice!” Congresswoman Pressley and Senator Markey originally introduced the Freedom to Move Act in June 2020. In July 2020, the House of Representatives passed H.R. 2, the Moving Forward Act, which included a fare-free transit pilot program modeled on the lawmakers’ Freedom to Move Act

**Attachment C**  
Funding Source Details

<b>(A) Funding Need (\$ in million)</b>	<b>Alt FY22</b>	<b>Alt FY23</b>	<b>Notes for Alternative</b>
Transit Service Increase*	\$ -		Board Directed 7 million RSH, by 9/2021. Projected increased FSI pilot ridership is absorbed in 7m RSH. Will monitor & report service need monthly throughout the piloting period
Communications, Data Infrastructure, and Eligibility Processing	3.6	3.0	Communications and eligibility processing costs should increase
Defease General Purpose Bond	80.0	-	
P&I Payment	(12.0)	(12.0)	Total bond expenses under review
Fare Loss	16.3	134.4	Assumes gradual return to ridership, with 60% of low-income riders participating in FY22, and increasing to 75% by FY23
<b>Funding Need Total</b>	<b>\$ 88</b>	<b>\$ 125</b>	
<i>*Every 1% bus service increase will require funding of \$12 to \$14 million. Will monitor closely.</i>			

(B) Budget Prioritization Opportunities	Preliminary Budget		Potential Savings		Notes
	FY22	FY23	FY22	FY23	
*Efficiency Savings on Bus and Rail Operating and Maintenance (O&M)	\$ 2,038.9	\$ 2,230.8	\$ (40.8)	\$ (44.6)	Due to new buses, newer Rail Lines, there is potential to reduce bus unit cost from OT, Parts and Facility cleaning contracts accounts. Recommend starting with 2% reduction per year
*MicroTransit Pilot Evaluation	39.6	40.7	(7.3)	(7.4)	Consider more gradual expansion to 9 zone until assessment of pilot
*Assessment of SGR Cashflow Needs	452.3	462.7	(37.6)	(37.0)	Align cashflow requirement based on actual expenditure rate of SGR, with no reduction to SGR projects
*5% Agency Overhead, Adm and Support Department Cost Reduction	131.9	134.9	(6.6)	(6.7)	
Continue VSIP program			(5.0)	(10.0)	1/2 year for FY22 and full year for FY23
Reallocate LIFE to Pilot Pass	13.0	13.3	(8.4)	(8.4)	Metro portion only
<b>Potential Saving</b>			<b>\$(106)</b>	<b>\$ (114)</b>	

\*Ongoing discussions between Operations, FSI Task Force, OMB, and OCEO

#### Additional Funding Strategies

- Incremental advertising revenues from naming right and corporate sponsorship \$23.8 FY21 budget
- Discussions forthcoming with LA Unified School District to partner on funding K-12

#### Note

- Preliminary budgets include all transit operations eligible resources, including Board adopted and anticipated CRSSAA and APRA distributions.
- These options follow Board motion to maintain 7 million RSH, maintaining high quality customer experience, and no impact to SGR program.



# FSI Task Force update

Executive Management  
Committee

April 15, 2021



# FSI Update

## Purpose of the Fareless System Initiative Pilot:

To determine how Metro can provide financial relief to low income and student riders on the LA Metro system.

# FSI Update

- Motion 43.1 responses focus on pilot; long-term where applicable
  - Pilot is essential in understanding a fully fareless system
    - Scope and scale of FSI remain *unprecedented* in LA and the nation
    - Pandemic impacts on future travel patterns remain unknown
    - Pilot provides empirical assessment of forecasted assumptions
  - Pilot positions Los Angeles County for opportunity to seek federal and state funding

# 1a. Municipal Transit Agencies

*1a. How Metro is including municipal operators in the planning process, including what it would cost to fully include them and how many of their riders would qualify*

## FSI Ad Hoc Committee

- 12 meetings since last October
- Ad Hoc Committee volunteered to co-develop metrics for measuring regional pilot success

## Task Force designing quick survey for 41 operators (excluding dial-a-ride)

- Pilot participation cost and willingness to participate
- Eligible ridership information
- Survey Findings to Metro Board of Directors - May 2021

# 1b. Subsidies and Passes

*1b. All the subsidies Metro, Municipal Operators, and Cities already offer, including LIFE and U-Pass, and how those programs play a role in and inform a fareless initiative*

Pass Type	Qualifier	Cost /Discount	Participants
Low-Income (LIFE)*	\$39,450 or less/yr.	Countywide Discounts ranging from \$8-\$24/mo.	79,000
Seniors	62+ years of age	Cost is \$20/mo.	241,858
Disabled/Veteran	Proof of disability	Cost is \$20/mo.	239,075
K-12 Student	Proof of enrollment	Cost is \$24/mo. or \$1 per boarding	57,224
College/Vocational	Proof of enrollment	Cost is \$43/mo.	10,289

Pass Type	Qualifier	Cost /Discount	Participants
U-Pass	Partner School	Cost ranges from \$16-\$43/mo.*	19,653
E-Pass	Partner Business	Cost ranges from*\$34-\$80/mo.	4,826
Small Employer Pass	Partner Business (less than 250 employees)	\$34/mo. with 50% of employees participating	10,199

*FSI Task Force is seeking additional information from local and municipal operators*

# 1c. FAP, State & Federal Grants, Access Services

*1c. How fareless will impact the Formula Allocation Procedure (FAP), state and federal grants, and ACCESS Services;*

The pilot will not change existing policy or legislation

- will provide basis and opportunities to reevaluate current approaches to policies and statutes.

FFGA is revenue neutral, a dollar-for-dollar requirement

- Lost fare revenue must be replaced with guaranteed, revenue neutral funds
  - FSI is premised on the need to replace lost fare revenue funds; i.e. 'fareless' not 'free'
  - Staff will monitor all grant programs during pilot

# 1c. Access Services (cont.)

- Metro will maintain its \$1.75 base fare for non-pilot participants
  - Access Services' fare structure would remain
- Access customers ride for free on most Los Angeles County fixed-route systems
  - FY 19, Access customers took 26.6 million free fare trips on the fixed-route system.



# 1d. Customer Surveys

*1d. What Metro's customer surveys tell us about fareless and other priorities.*

- Conducted October 2020 (prior to upcoming planned increase in service)
- 46k responses
- Across all demographic groups
  - 86% of Metro riders support Metro going fareless
  - 80% of non-Metro customers support Metro going fareless

Survey respondents expressed concerns

- Impacts to the quality of service, adequate service, crowding, safety and security, cleanliness, and the presence of persons experiencing homelessness (PEH)
- Cuts to system expansion, service levels, salaries, system upkeep, security, and cleaning.



# 1e. Fare Collection

*1e. Potential cost savings and implications for what can be realized through a fareless program for all residents through elimination of TAP infrastructure, administration of pass and subsidy programs, etc.*

- TAP remains in place during pilot (no near-term savings during pilot)
- Long-term estimate of fare collection savings is \$74.4m annually
- Metro shoulders costs of TAP for Munis
- Cubic contract expires in 2024
  
- Boarding DATA: TAP boarding data-only 51% of customers use TAP
  - must also rely on combined data reporting by bus operators, field observations, APC data, & TAP
- Demographic DATA (required by FTA) – can only be captured by Ridership Survey
  - Cash boardings and TVM purchased TAP cards do not yield FTA required demographic data
  
- Potential Labor Savings
  - Metro's needs would be evaluated during the FSI pilot.

# 2a. Pilot Costs and Funding

*2a. Funding source details, including what those funds could go to if not fareless transit*

(A) Funding Need (\$ in million)	Alt FY22	Alt FY23	Notes for Alternative
Transit Service Increase*	\$ -		Board Directed 7 million RSH, by 9/2021. Projected increased FSI pilot ridership is absorbed in 7m RSH. Will monitor & report service need monthly throughout the piloting period
Communications, Data Infrastructure, and Eligibility Processing	3.6	3.0	Communications and Eligibility processing cost should increase; will monitor and report
Defeasement General Purpose Bond	80	-	Total bond expense under review
P&I Payment	-12	-12	
Fare Loss	16.3	134.4	FY22 assumes gradual return to ridership, \$73m in fares; with 60% of Low-income riders participating in FY22, and increase to 75% by FY23
<b>Funding Need Total</b>	<b>\$88</b>	<b>\$125</b>	

*\*Every 1% bus service increase will require funding of \$12 to \$14 million. Will monitor closely.*

# 2a. Pilot Costs and Funding (cont.)

## 2a. Funding source details, including what those funds could go to if not fareless transit

(B) Budget Prioritization Opportunities	Preliminary Budget	
	FY22	FY23
*Efficiency Savings on Bus and Rail Operating and Maintenance (O&M)	\$2,038.9	\$2,230.8
*MicroTransit Pilot Evaluation	39.6	40.7
*Assessment of SGR Cashflow Needs	452.3	462.7
*5% Agency Overhead, Adm and Support Department Cost Reduction	131.9	134.9
Continue VSIP program		
Reallocate LIFE to Pilot Pass	13	13.3
<b>Potential Saving</b>		
<i>*Ongoing discussions between Operations, FSI Task Force, OMB, and OCEO</i>		

Potential Savings		Notes
FY22	FY23	
(\$40.8)	(\$44.6)	Due to new buses and newer rail lines, there is potential to reduce bus and rail unit cost from OT, Parts and Facility cleaning contracts accounts. Recommend start with 2% reduction per year
-7.3	-7.4	Consider more gradual expansion to 9 zones until assessment of pilot
-37.6	-37.6	Align cashflow requirement based on actual expenditure rate of SGR, with no reduction to SGR projects
-6.6	-6.7	
-5	-10	1/2 year for FY22 and full year for FY23
-8.4	-8.4	Metro portion only
<b>(\$106)</b>	<b>(\$114)</b>	

## 2a. Pilot Costs and Funding (*cont.*)

### Student Fare Revenue

<b>FY19 K-12 Fare Revenue</b>	<b>\$27m</b>	<b>69% of total 1.4 million total K-12 Students in LA County are low-income</b>
<b>FY19 Community College Fare Revenue</b>	<b>\$4.9m</b>	<b>75% of Community College Students in LA County who ride transit are low-income (U-Pass surveys)</b>

### FSI Ridership Estimates:

- 64% of Pre-COVID Ridership in FY 22 (11 Months); 95.5% of Pre-COVID Ridership in FY 23 (12 Months)

# 2a. Pilot Costs and Funding (cont.)

## All K-12 students in Los Angeles County

<u>Original K-12 Pilot assumptions:</u> Low-income students to start in January 2022; all K-12 Students in August 2022.	Low-income K-12 students, starting January 2022	Low-income K-12 FY 23	Non-low income K-12 (August 22) FY 23	*Original Total Pilot costs of K-12
	\$5,961,600	\$17,791,650	\$7,327,238	\$31,080,488
<u>Revised K-12 Pilot Assumptions</u> all income, starting earlier: August 2021		All K-12 students, starting August 2021 (FY22)	Advancing Non-low income (July 2023 only)	*Revised Costs of moving up students to August 2021
		\$9,878,400	\$666,113	\$10,544,513
	<b>*K-12 Student Pilot Costs (lost fare revenue)</b>			<b>\$41,625,000</b>

\*Lost Fare Revenue Only; Assumes Added Service Covered in 7m RSH; Pilot may lead to revised forecasts

# 2a. Pilot Costs and Funding (cont.)

## Community College Students

<u>Original Community College Pilot assumptions:</u> Low-income students to start in January 2022	Low-income Community College students, starting January 2022	Low-income Community College students (FY 23)	Non-low income Community College students (August 22) (FY 23)	*Original Total Pilot costs for Community College students
	\$1,176,000	\$3,509,625	\$-	\$4,685,625
<u>Revised Community College Student Assumptions (all income) starting earlier: August 2021</u>		All Community College students, starting August 2021 (FY22)	Revised Community College students (FY23)	*Revised Costs of moving up students to August 2021
		\$1,698,667	\$1,169,875	\$2,868,542
	<b>*Community College Costs (lost fare revenue)</b>			<b>\$7,554,167</b>

*\*Lost Fare Revenue Only; Assumes Added Service Covered in 7m RSH; Pilot may lead to revised forecasts*

# Additional Pilot & Long-term Funding Considerations

## Additional Funding Strategies

- Incremental advertising revenues from naming right and corporate sponsorship \$23.8 FY21 budget
- Discussions forthcoming w/LA Unified School District and other school districts to partner on funding K-12 and pass distribution coordination
- Traffic Reduction Program -funds generated through a future program could be available to permanently invest in a fareless system

## Note

- Preliminary budgets include all transit operations eligible resources, including Board adopted and anticipated CRSSAA and ARPA distributions.
- These options follow Board motion to maintain 7 million RSH, maintaining high quality customer experience, and no impact to SGR program.
- Federal and State funding.
- Potential long-term costs for Access Services are being reviewed.

## 2b. Pilot Evaluations

*2b. A plan to decide how to evaluate the success of the program, including permanent funding sources and what would trigger an end to or continuation of the program*

- Evaluation plan will be developed, brought for consideration before Pilot commencement; Ad Hoc Committee volunteered to co-create metrics
- Potential performance criteria & thresholds for continuation/discontinuation of FSI
  - equity, financial viability, program participation, boarding increases, successful reassignment/repurposing of Metro staff in support of the FSI pilot, acceptable level of service and safety on system.
- FSI Pilot will generate empirical qualitative and quantitative data and understanding
  - instrumental in justifying and seeking permanent funding
- Task Force is recommending that to continue on a permanent basis Federal and State funding is essential



## 2b. Pilot Evaluations (*cont.*)

Sample Draft Pilot Performance Criteria Metrics (currently in development)

Criteria	Effectiveness	Sustainability	Efficiency	Impact
financial sustainability				
pilot program participation				
increased boarding by pilot participants				
level of service				
quality of service				
increased trip by low-income riders				
employee safety				
rider safety				
system security				
additional criteria				
additional criteria				
additional criteria				

# 2c. Service, SoGR, Customer Experience

*2c. A commitment to not cut service, state of good repair, or customer experience priorities*

- Staff recognizes quality of public transit affects people's economic and social opportunities
- Board approved 7m Revenue Service Hours standard in September 2021
- Strong staff commitment to preserve all assets in a state of good repair
  - State of Good Repair commitments
    - \$452 million in FY22
    - \$463 million in FY23
  - Better Bus Initiative commitment
    - \$208m in FY22
- FSI pilot to complement other Metro programs and initiatives
  - Vision 2028, NextGen Bus Improvement Plan, Customer Experience Plan.
  - Any necessary adjustments to service or change in the agency's priorities would require Board approval.

## 2d. Service, SoGR, Customer Experience

*2d. If a FSI pilot is approved, regular reports back to the Board on how the initiative is impacting ridership, equity, Metro's finances, and the customer experience.*

- If a FSI pilot is approved, Metro staff will provide monthly reports to the Metro Board
- Updates to include evaluation criteria status

# Fare Capping

## March Board Report, [Item 13](#)

- Fare Capping can be offered to riders *not* participating in an FSI Pilot
- \$6 to \$8 million
- System Software Upgrade (6 to 9 months)
- Fare revenue loss from capping fares is anticipated

## *Questions and Answers*