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Metro Board Adopts New Fare Structure in Compromise Move to Stabilize Agency's Finances

Taking positive action to give the Los Angeles County Metropolitan Transportation Authority (Metro) financial stability while maintaining quality service, the Metro Board of Directors today adopted a new fare structure for Metro Buses and Metro Rail service that goes into effect July 1, 2007. This is the first time Metro has adjusted fares in 3 ½ years and only the second change in the past 12 years.

"We owe it to the community to ensure the financial stability of the transit agency and position Metro so that it can meet the mobility needs of Los Angeles County today and into the future," said Los Angeles County Supervisor and Metro Board Chair Gloria Molina, who proposed the compromise measure which was adopted by the Metro Board.

Without a fare change, Metro was facing a projected \$1.8 billion operating deficit over the next 10 years that would have severely impacted service for thousands of riders and stymied the transit agency's efforts to provide new transit service in an era of rising gas prices and growing traffic congestion.

Metro CEO Roger Snoble added that the Board's decision "puts Metro on the path to solving its deficit" while minimizing the impact on Metro customers.

To lessen the impact on the most transit dependent customers, Metro also will double the amount of money it gives major social service agencies to provide tokens and taxi vouchers for their clients. The total annual allocation will be \$10 million.

Regular cash fares will remain at \$1.25 for the next two years then rise to \$1.50 in Fiscal Year 2010 (beginning July 1, 2009). This modest increase compares to the \$2 or higher regular fares charged today by New York, Chicago, Philadelphia, San Diego and other large transit agencies.

The Metro Day Pass will go up from the current \$3 to \$5 July 1, 2007 and to \$6 July 1, 2009. Again, this compares favorably to other transit agencies such as New York, Atlanta, and Boston that today charge at least \$7 for a day pass.

The cost of a Metro monthly pass will be \$62 starting July 1, 2007, up \$10 from the current charge. It will be \$75 in FY 10.

There also will be changes in other pass programs including fares charged seniors/disabled and student riders.

- Revised Metro Fare Schedule

Regular		Current	As of 7/1/07	As of 7/1/09
	Cash	\$1.25	\$1.25	\$1.50
	Token	\$1.10	\$1.25	\$1.50
	Day Pass	\$3.00	\$5.00	\$6.00
	Weekly	\$14.00	\$17.00	\$20.00
	Semi-monthly	\$27.00	Eliminate	Eliminate
	Month	\$52.00	\$62.00	\$75.00
	EZ transit pass	\$58.00	\$70.00	\$84.00
Regular - Other				
	Cash Zone 1	\$0.50	\$0.60	\$0.70

	Cash Zone 2	\$1.00	\$1.20	\$1.40
	Monthly premium each zone	\$15.00	\$18.00	\$22.00
	Owl/Late-Night/Off-Peak	\$0.75	\$1.25	\$1.50
	Metro to Muni Transfer	\$0.25	\$0.30	\$0.35
Senior/Disabled/Medicare				
	Cash	\$0.45	\$0.55	\$0.65
	Cash - Off-Peak (65+)	---	\$0.25	\$0.30
	Zone 1	\$0.25	\$0.30	\$0.35
	Zone 2	\$0.50	\$0.60	\$0.70
	Day Pass	\$1.50	\$1.80	\$2.15
	Monthly	\$12.00	\$14.00	\$17.00
	EZ transit pass	\$29.00	\$35.00	\$42.00
	Monthly premium each zone	\$7.50	\$9.50	\$9.50
	Metro to Muni Transfer	\$0.10	\$0.10	\$0.10
Students				
	K-12	\$20.00	\$24.00	\$29.00
	College	\$30.00	\$36.00	\$43.00

In addition to adopting a new fare structure, the Metro Board approved:

1. Implementing a 25 cent off-peak fare for disabled and seniors 65 years and older between the hours of 9 a.m. and 3 p.m. and after 7 p.m. on weekdays, all day Saturday, Sunday and federal holidays. The only proof of eligibility required for seniors shall be a Medicare card.
2. Directed the CEO to work with City of Los Angeles to implement the restructuring of downtown bus service and bus only peak-hour lanes as identified by the Mayor of Los Angeles.
3. Instructed Metro's legislative advocates to aggressively pursue Metro's share of the 2007 state spillover gas tax funds estimated to be up to \$110 million and lobby for the reauthorization of the CNG tax credits scheduled to sunset in 2009.
4. Directed the CEO to prepare a comprehensive plan for checking fares on the Metro Orange Line and all rail lines and report back to the Board within 60 days with an implementation plan that can begin within 60 days thereafter.
5. Directed the CEO to perform an analysis of the 25 worst performing bus lines and report back to the Board within 90 days for review. The analysis should contain an assessment of how the lines could be restructured or consolidated in order to improve their performance and make them more cost-effective.
6. Directed the CEO to come back to Board within two years with:

An analysis of Transit Access Pass (TAP) data and possible future alternative fare structures including distance-based fares, peak and off-peak fares, and premium fares for train and express service.

Status of the cost savings from the restructuring of downtown service and the implementation of bus only lanes in partnership with the City of Los Angeles.

7. Directed the CEO to report to the Board quarterly on the ridership and revenue outcomes due to fare restructuring.

For additional Metro information and online transit trip planning, visit WWW.METRO.NET. For transit trip planning assistance over the phone, call 1-800-COMMUTE.

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