

Metro Board Approved Policy

Regional Pass Program (EZ Pass)

Adopted: April 25, 2002

Historical Perspective

This policy was amended on June 24, 2004.

In January 1999, Board adopted a motion directing staff to begin discussions with municipal operators with the objective of developing a consensus around a package of policy changes that would improve regional services for bus riders, operators, and labor. One of the elements to be included in that package was to establish an integrated regional pass and fare system to better serve our customer.

An Operator Taskforce was established consisting of General Managers of the local transit systems and agency Operations to develop a regional pass program. The taskforce developed an implementation plan, a work program, major milestones, and implementation schedule and timeline.

The program approach included two phases. The first phase included municipal operators and operators willing to participate in this Regional Pass Program. The second phase would include other operators, local systems, Metrolink, and other counties.

The program principals and framework included:

- **Keeping Operators Whole:** Commitment to keep all operators and Metro Operations whole. The Regional Pass would have no revenue loss to the participating operators.
- **Revenue Sharing:** Goal to achieve a balance between a methodology, which would be simple/easy to administer, yet fair to all participants.
- **Price of Regional Pass:** Keep the price affordable yet allows some reasonable payback to the operators.
- **Use of Regional Funds:** Keep the Regional pass affordable, consider regional funds to subsidize the program participants (if needed)

Before the Board adopted the Regional Pass Program in April 2002, transit riders, who used more than one system or transferred between systems, had to be aware of multiple fares. This became very confusing for transit riders and discouraged new riders from seeking transit, as a means of completing local travel needs.

Now with the Regional Pass Program, it allows transit riders to transfer from one system to another without making transfer payments. The Program is a step toward the UFS, which will create seamless travel for transit riders through a regional fare collection system that includes all modes and operators.

In January 2003, the Board adopted the 2003-2007 Regional Transit Plan. The Regional Transit Plan is used to guide the efforts to improve the regional bus system and to sustain ongoing service coordination efforts among the municipal operators and agency Operations. The Plan includes promoting seamless fare programs, such as the Universal Fare System, Regional (EZ) Pass Program, and Interagency Transfers.

In September 2003, the Board approved an agreement with Metrolink to integrate them into the Regional Pass Program. The purpose of integrating Metrolink into the EZ Transit Pass Program is to promote seamless transfers between Metrolink and transit services. Under the proposed integration, Metrolink fare media will be accepted as valid EZ Transit Pass fare media on board participating EZ Transit Pass operators. Participating bus and rail operators, including the agency, will be reimbursed for the Metrolink fare boardings using funding derived from a surcharge that Metrolink collects with each ticket or pass purchase.

In June 2004, the Board adopted the Fiscal Year 2005 (FY05) Budget which increased the EZ Pass fund by \$3.0 million to reflect the full scope of the program.



Metro

EZ Transit Pass

EZ transit pass is a regional pass that allows riders to use multiple transit operator services without having to purchase transfers or pay fare differentials. Currently, the transit systems below participate in the regional EZ transit pass program. Additional local operators in the region are becoming part of this program on an on-going basis. The EZ transit pass costs \$84.00 and the Senior/Disabled EZ transit pass costs \$35.00. EZ transit pass premium stamps cost \$22 per zone (\$9.50 per zone for Senior/Disabled customers). The EZ transit pass premium stamp is valid only on an EZ transit pass. If a person qualifies, the cost of the County EZ transit pass is \$70.00 and is \$21.00 for the County Senior/Disabled EZ transit pass. Senior/Disabled EZ transit pass holders are not required to pay zone charges when they ride Metro Bus or Metro Rail.

Antelope Valley Transit Authority

Baldwin Park Transit

Beach Cities Transit

Burbank Local Transit

Long Beach Transit

Metro Bus & Metro Rail

Montebello Bus Lines

Monterey Park Spirit Bus

Carson Circuit

City of Commerce

Compton Renaissance Transit

Culver CityBus

Foothill Transit

Gardena Municipal Bus Lines

Glendale Beeline

Huntington Park COMBI

LADOT (DASH and Commuter Express)

LAX FlyAway

Norwalk Transit

Palos Verdes Peninsula Transit Authority

Pasadena Arts Shuttle

Santa Clarita Transit

Santa Fe Springs

MetroExpress

Santa Monica Big Blue Bus

South Pasadena Gold Link

Torrance MAX

Torrance Transit

The monthly EZ transit pass is not currently available on TAP cards. However, an Annual EZ pass sold through Metro's Commute Services Department is available on a TAP card. These passes are available on blue TAP cards personalized with the cardholder's photo, name, and company name. When tapped on a farebox, the pass will display GoRegZ2 indicating zone charges do not apply. An EZ stamp will be adhered to TAP cards with an Annual EZ transit pass but the stamp is not an indication of validity on Metro Bus and Rail Service. The card must be tapped to be valid on Metro.