



Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
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PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 17, 2003

**SUBJECT: EZ TRANSIT PASS PROGRAM EXPANSION/METROLINK
INTEGRATION**

ACTION: APPROVAL

RECOMMENDATION

- A. Adopt the integration of Metrolink fare media into the EZ Transit Pass Program.
- B. Authorize the Chief Executive Officer (CEO) or his designee to enter into an agreement with the Southern California Regional Rail Authority (SCRRA) and amend the EZ Transit Pass agreements with the transit operators to implement the integration of Metrolink fare media into the EZ Transit Pass Program.

ISSUE

MTA staff is working to expand the EZ Transit Pass Program to maintain and build a more comprehensive seamless travel experience in Los Angeles County. In seeking additional participating systems one of the most significant additions is the proposed integration of Metrolink into the EZ Transit Pass Program. The proposed integration will enhance the convenience for passengers transferring from Metrolink to participating transit services throughout Los Angeles County.

POLICY IMPLICATIONS

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 MTA, will be reimbursed for the Metrolink fare boardings, using funding derived from a surcharge that Metrolink collects with each ticket or pass purchase.

OPTIONS

Staff considered implementing a premium EZ Transit Pass that could be accepted on Metrolink services. This was not feasible, as Metrolink fare media are location specific. By contrast, EZ Transit Passes (similar to other transit fare media currently used in Los Angeles County) are valid systemwide. To create an EZ Transit Pass that could be used on Metrolink services, the price would have to be higher than the current price of either the EZ Transit Pass or Metrolink passes.

FINANCIAL IMPACT

No financial impact to the MTA is anticipated from integrating the Metrolink fare media into the EZ Transit Program. The SCRRA will provide funding to the MTA for Metro Bus and Metro Rail reimbursement, as well as for the other participating operators. SCRRA funding for this program is estimated and capped at a budgeted amount. Should the reimbursements exceed SCRRA's budgeted allowance, Propositions A and C/TDA Administration funds would be used to underwrite the program. The FY 2003-04 MTA Budget includes funding for this purpose as part of the overall EZ Transit Pass Program. The EZ Transit Program is budgeted at \$2 million.

DISCUSSION

The MTA Board of Directors first approved the EZ Transit Pass Program in April 2002. The EZ Transit Pass Program currently consists of 14 transit operators, including MTA bus and rail, the municipal operators and two locally-funded transit systems. Additional systems are anticipated to join the program soon.

The SCRRA currently has transfer agreements with several transit operators allowing passengers to transfer to bus and rail services at no charge. The SCRRA reimburses the transit operators. Current agreements contain limits on the time of day and direction and distance of travel, which are inconvenient to passengers and difficult for transit operators to enforce. The proposed integration with the EZ Transit Pass Program will not only eliminate the restrictions on the services now included, but also incorporate additional services. Participating operators will begin accepting Metrolink fare media as valid regular EZ Transit fare starting October 2003. The SCRRA will incorporate the EZ Transit Pass logo on its fare media as soon as feasible, possibly by January 2004.

Reimbursement

Operators will be reimbursed at the higher of: 1) the rates in their existing agreements with SCRRA, or 2) the average fare, as defined in the EZ Transit Pass Guidelines. Average fare may be adjusted according to the Guidelines if the Metrolink transfers are anticipated to affect the average fare. Attachment A shows the proposed rates for the EZ Transit Pass participants. Attachment B shows preliminary estimates of additional Metrolink transfer boardings resulting

from the new, more convenient transfer arrangements, and it also shows estimated reimbursements by operator.

Express Services

A number of the EZ Transit Pass participants operate express services. Staff is working with participating operators and the SCRRA to incorporate as many express services as possible into the program, to allow for a seamless transit system. Some of the express bus services are priced higher than some Metrolink services. This price difference needs to be addressed in order to ensure continued robust bus pass fare media sales. The SCRRA is working to modify its fare media so that transit operators will be able to readily identify the Metrolink fare media which are valid for longer more expensive trips. A surcharge will apply when passengers take more expensive bus trips using less expensive Metrolink fare. This will help prevent revenue loss to the transit operators. Modifying the Metrolink fare media is part of a larger change that the SCRRA is making in its ticketing, which is scheduled for completion by Winter or Spring 2004. Most EZ Transit Pass operators will accept Metrolink fares only as valid regular EZ Transit Pass fare until the Metrolink fare modification is implemented.

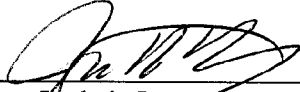
NEXT STEPS

Staff will enter into the necessary agreements to implement the program. Staff will also return to the Board in six months with a comprehensive evaluation of the EZ Transit Pass Program.

ATTACHMENTS

- A. Proposed Metrolink Reimbursement Rates
- B. Preliminary Estimated Metrolink Reimbursement through EZ Transit Pass Program

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**Proposed
Metrolink Reimbursement Rates**

Attachment A

Operator	EZ Transit Pass Rate ⁽¹⁾	Current Metrolink Transfer Rate ⁽²⁾	Proposed Metrolink Transfer Rate
AVTA: LOCAL	0.72		0.72
AVTA: EXPRESS	4.57		4.57
CULVER CITY	0.40		0.40
FOOTHILL	0.90	0.45	0.90
GARDENA	0.49		0.49
GLENDALE	0.23	0.50	0.50
LADOT (3 services)	0.34	0.55	0.55
LONG BEACH TRANSIT	0.69		0.69
MONTEBELLO	0.56	0.68	0.68
MTA	0.57	0.80	0.80
NORWALK TRANSIT	0.45	0.68	0.68
SANTA CLARITA	3.38	1.19	3.38
TORRANCE TRANSIT	0.54		0.54

Notes:

1. Reimbursement rates may be adjusted according to EZ Transit Pass Guidelines.
3. For operators with Metrolink Transfer rates that vary by line, the calendar year 2000 average is used.
3. Highlights indicate preferred rate:

Preliminary Estimated
Metrolink Reimbursement through EZ Pass Program
Annual

Operator	Current			Additional			Total ⁽⁴⁾		
	Current Metrolink Fare Boardings	Current Metrolink Rate ⁽²⁾	Current Reimbursement	Additional Boardings	Proposed Rate	Reimbursement for Additional Boardings ⁽³⁾	Projected Total Boardings	Proposed Rate	Total Reimbursement
AVTA: LOCAL	0			600	0.72	432	600	0.72	432
AVTA: EXPRESS	0			600	4.57	2,742	600	4.57	2,742
CULVER CITY	0			1,200	0.40	480	1,200	0.40	480
FOOTHILL	66,640	0.45	29,988	3,000	0.90	2,700	69,640	0.90	62,676
GARDENA	0			1,200	0.49	588	1,200	0.49	588
GLENDALE	192,500	0.50	96,250	16,272	0.50	8,136	208,772	0.50	104,386
LADOT (3 services)	580,556	0.545	316,541	46,444	0.55	25,323	627,000	0.55	341,864
LONG BEACH TRANSIT	0			1,200	0.69	828	1,200	0.69	828
MONTEBELLO	82,392	0.675	55,615	7,200	0.68	4,860	89,592	0.68	60,475
MTA	2,657,876	0.80	2,126,301	212,630	0.80	170,104	2,870,506	0.80	2,296,405
NORWALK TRANSIT	19,302	0.675	13,029	1,544	0.68	1,042	20,846	0.68	14,071
SANTA CLARITA	71,900	1.19	85,238	7,200	3.38	24,336	79,100	3.38	267,358
TORRANCE TRANSIT	0			1,200	0.54	648	1,200	0.54	648
TOTAL	3,671,166		2,722,961	302,691		246,420	3,973,857		3,157,153

Notes:

1. Reimbursement rates may be adjusted according to EZ Transit Pass Guidelines.
2. For operators with SCRRA Transfer rates that vary by line, the calendar year 2000 average is used.
3. Additional Annual Reimbursement Amount does not fully reflect the effect of operators switching to higher EZ Pass rates (reflects the effect on new boardings, but not on existing boardings).
4. Total Reimbursement does not equal Current Reimbursement plus Additional Reimbursement. See note 4 above for further explanation.