

FEBRUARY 18, 2000



Metropolitan
Transportation
Authority

One Gateway Plaza
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TO: BOARD OF DIRECTORS

FROM: JAMES de la LOZA 
EXECUTIVE OFFICER
REGIONAL TRANSPORTATION PLANNING & DEVELOPMENT

SUBJECT: TRIENNIAL AUDIT FINDINGS---HALF FARE COMPLIANCE

ISSUE

The Federal Transportation Administration's Half Fare Policy requires transit operators across the country to provide senior citizens, disabled persons and persons with a Medicare Card a discounted ride equal to no more than one-half the peak hour fare when traveling during the non-rush hours. The recently completed Triennial Audit found that MTA was not in full compliance with the FTA policy. MTA currently operates about 200 bus routes directly or under contract. Of this amount, four routes were found to be out of compliance with the policy. The FTA requested MTA to submit an action plan outlining when and how we intend to comply with the policy. A letter was subsequently sent to the FTA last month informing them we have taken corrective action and are now in full compliance with the federal guideline. The following section provides additional background on this matter.

BACKGROUND

The four lines in question include three routes operated under the Consent Decree's Pilot Program. They include Line 218 (Laurel Cyn Shuttle), Line 603 (Rampart-Hoover-Glendale Shuttle) and 605 (Lorena-USC Hospital Shuttle). In addition, Line 620 (Boyle Heights Shuttle) comprises the fourth route. As evidenced by their names, all of these lines are shuttle routes. They operate during the peak and off-peak periods, seven days a week. Common to all lines is their low bus fare. Lines 218, 603 and 605, for example, charge a base cash fare of 50 cents while Line 620 charges a base cash fare of 25 cents. All passengers pay the cash base fare or use an MTA pass (discount or regular) regardless of when they ride.

In order to comply with the federal half fare requirement, the cash fares for the affected rider groups were reduced on an experimental basis effective December 12, 1999. As such, the lines are now in full compliance with the federal policy. A letter was sent to the FTA last month advising them of our actions. In the letter, staff