

Communication from Public

Name: Faraz Aqil

Date Submitted: 01/21/2025 11:07 PM

Council File No: 18-0244-S10

Comments for Public Posting: Hello, my name is Faraz Aqil, and I take the public bus and train to work everyday, and I support this motion. During the October 16 2024 Public Hearing, I asked LADOT why their DASH Fare Equity Analysis did not answer questions about how it can justify charging fares again when it looked like most of their revenue would go to into enacting its fares collection system. It is from my understanding that if DASH did bring back fares, their farebox recovery ratio would either be breakeven or DASH will loss money by bringing back fares. For example, DASH ridership only had 12.41 million riders (as of year 2023). So with the 50¢ cents fare, the most revenue DASH can even hope to receive is \$6.21 million dollars (if no riders signs up to the LIFE program). That revenue drops to \$2.24 million if all riders in DASH's system wide Low-Income group (64%) did become active LIFE riders. But then the revenue drops even more to \$1.37 million if the estimated 78% of riders who have incomes that qualifies them for the LIFE program signs up & actively uses the program. And this continues dropping more depending on how many riders uses other forms of discounts (student free fares, TAP card discount, senior/disabled/Medicare discount). But I still don't know how much DASH would have to pay to contract with CUBIC (the contractor who manages the TAP cards payment system and the LIFE program). How much it would be to maintain/fix/install the fareboxes? If there will be a cost risk assessment for verbal/physical assaults that may result from riders when bus operators request fares? And what the cost for security would be to enforce fare collections (including the amount of extra security needed to make up for the diverted resources sent to do fare enforcement instead of responding to more urgent rider's code of conduct violations)? The response I've read from DASH has been while free fares was positive and did significantly increased ridership, they think the profits will help fund things like higher wages (even though I fear DASH's farebox recovery ratio will be breakeven or in the negative) and that the LIFE program is good enough to not cause a disproportionate burden for low-income riders (even though LA Metro's own findings on the LIFE program found that only 16% of LIFE riders were able to stay active; thus making this an unreliable program & also many public commenters stated they and others would stop using

DASH due to its fares). I wanted to thank the people responsible for postponing the DASH fares from returning until further notice. Even though it was tragically due to the LA winter wild fires, it was a relief to learn that the fares did not come into effect on Jan. 11th 2025. I hope that DASH will continue postponing the fares until the Cost-Benefit Analysis of DASH Fare Collection is completed and is reviewed by the public. And if it's indeed found that it's more of a problem to have fares than it is to not have fares, then I hope that LADOT will permanently keep DASH fares free. Thank you for your time. Sincerely, Faraz Aqil

Communication from Public

Name: Maria Patiño Gutierrez

Date Submitted: 01/21/2025 03:52 PM

Council File No: 18-0244-S10

Comments for Public Posting: Dear Council Members, If there is one thing we have learned since March 2020 when DASH became fare-free due to the ongoing pandemic is that DASH has proven to be a lifeline for the thousands of Angelenos that rely on the City of LA's public transportation system for their essential trips. It is imperative that DASH remain fare-free, especially as we have seen the impact the devastating wildfires in LA County have caused to residents and workers in LA. We encourage the committee to delay any decisions around reinstating fares on the DASH specially while our region is facing this dire emergency. Fareless transit is economic justice, specially during this time of crisis. Thank you