



City of Los Angeles Department of Transportation

FARE EQUITY ANALYSIS FOR REINSTITUTION OF FARES ON DASH SERVICES



October 2024



TABLE OF CONTENTS

1 INTRODUCTION	1
2 TITLE VI REGULATORY BACKGROUND AND REQUIREMENTS	2
3 REASON/ RATIONALE FOR REINSTITUTING DASH FARES	3
DESCRIPTION OF DASH SERVICES AND FREE FARE RESPONSE.....	4
4 LADOT TRANSIT DASH RIDERSHIP PROFILE	5
5 FARE EQUITY ANALYSIS.....	7
METHODOLOGY	8
DISPARATE AND DISPROPORTIONATE IMPACTS OF THE PROPOSED FARE CATEGORIES.....	9
PUBLIC COMMENT, PUBLIC HEARING AND ENGAGEMENT	10
CONCLUSION/SUMMARY OF FINDINGS.....	11

APPENDICES

APPENDIX A: PUBLIC COMMENTS

1 INTRODUCTION

The City of Los Angeles Department of Transportation’s Transit Bureau (LADOT Transit) temporarily eliminated fares on its DASH circulator bus network that serves Downtown Los Angeles and 29 neighborhoods in March 2020 as part of its response to the Covid-19 pandemic. As the majority of DASH riders pay their fares using cash,¹ the elimination of fares at that time responded to public health needs. Because DASH fares were free for more than six months, the Federal Transit Administration (FTA) considered the fare reduction permanent requiring a fare equity analysis to be conducted. That analysis was conducted and concluded in 2023.

Now, almost four years after the pause in collecting fares, LADOT Transit wishes to restore fares on all DASH services. This is considered a fare change and requires a fare equity analysis. In compliance with the FTA's guidance Circular 4702.1B, Title VI Requirements and Guidelines for FTA Grant Recipients, LADOT Transit prepared this fare equity analysis to assess whether the resumption of fare collection on its DASH services would have a disparate impact on minority populations or disproportionate burden on low-income populations.

DASH provides convenient and affordable transit services for riders traveling short distances within geographically specific areas of the City of Los Angeles. Trip lengths are usually less than a mile and last less than 20 minutes. As a result, DASH services have been priced to the characteristics of the service. DASH fares were 25¢ for more than 24 years until 2010 when the fare was raised to 35¢ and then in 2011 the fare was raised to 50¢, which is the fare level that LADOT Transit is planning to reinstate.

LADOT Transit has developed its fare policy to promote ridership growth while ensuring the financial sustainability of its transit programs. DASH service is free for all students enrolled in classes from Kindergarten to Grade Level 12 and College and Vocational schools in the City of Los Angeles which has resulted in a dramatic increase in DASH ridership.² DASH is also free for senior and disabled participants in LADOT Transit’s Cityride Program. LADOT Transit offers a 30% discount on DASH services to those riders paying their fares with the regional TAP smart card or LADOT Transit’s LA Mobile fare payment application. This discount is offered as an incentive to riders paying using cash to convert to one of these safer and more convenient payment methods as riders paying with cash receive no discount. Riders of LADOT Transit’s DASH services who qualify can also participate in the Los Angeles County Metropolitan Transportation Authority’s (Metro) Low Income Fare is Easy (LIFE) Program that provides discounted weekly passes.

DASH fare revenue has provided funding to operate affordable service at frequencies that are important to retaining the loyalty of current riders while attracting new riders to the

¹ LADOT Transit Fare Type Summary FY19 to FY22

² LADOT Transit DASH to Class Fare Equity Analysis May 2020

service. Additionally, the State of California Transportation Development Act³ requires transit agencies that receive state assistance, of which LADOT Transit is one, to maintain an established farebox recovery ratio of 15% of the cost of providing service being returned from fares.

LADOT Transit's Service and Fare Equity Policies are the basis for the planning of service and fare changes ensuring that modifications will not have negative impacts on minority or low-income populations. The City of Los Angeles is a minority-majority population city;⁴ as a result, LADOT Transit's services play an important role in the lives of minority, low-income, and Limited English Proficiency households. DASH services are well suited to changing lifestyles of Angelenos resulting from the pandemic. The 2022 DASH Onboard Survey revealed that many riders are staying closer to home and doing errands such as shopping and healthcare visits in the neighborhoods where they live which bodes well for DASH services citywide.

This analysis seeks to determine that the reinstatement of fare payment on DASH services will not result in a disparate impact on minority populations or a disproportionate burden on low-income populations. Further, the analysis identifies fare products and programs that LADOT Transit provides which would mitigate any adverse impact of the reinstatement of fares on minority and low-income populations if such impacts would arise.

LADOT Transit has priced its DASH fares proportional to the time and distance traveled by riders with low fares. The 50¢ DASH fare will be the lowest base fare of any fixed-route transit service in Los Angeles County.⁵

2 TITLE VI REGULATORY BACKGROUND AND REQUIREMENTS

LADOT Transit operates Commuter Express and DASH fixed-route transit services, Cityride dial-a-ride and on-demand services for seniors and people with disabilities, and LANow on-demand services in the City of Los Angeles that serve a population of 3,898,747.⁶ As described in the FTA's Circular 4702.1B-Title VI Requirements and Guidelines for Federal Transit Administration Recipients, any recipient of FTA grants that operates 50 or more fixed-route vehicles in peak service in an area with population of 200,000 or more must evaluate any fare change and any major service change at the planning and programming stages to determine whether those changes have a discriminatory impact on minority or low-income populations.

As a recipient of FTA financial assistance, LADOT Transit is obligated to ensure that fare changes, increases as well as reductions, comply with the requirements of Title VI of the

³ State of California Transportation Development Act 1971-TDA Audits

⁴ US Census April 1, 2020

⁵ Online review of fares charged by Los Angeles County Fixed-Route Public Transit Providers February 2024

⁶ US Census April 1, 2020

Civil Rights Act of 1964, which affirms that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

LADOT Transit is committed to the equitable distribution of its services and access to its facilities. All DASH, Commuter Express, Cityride and LAnow services are provided impartially without regard to race, color, or national origin. LADOT Transit’s Disparate Impact and Disproportionate Impact policies are the following:

LADOT Transit’s Minority Disparate Impact Fare Policy

LADOT’s ridership is a minority majority, and any fare adjustment will result in minority populations bearing an impact that will be similar to that of non-minority populations. In consideration of this reality, LADOT will only implement fare adjustments on the basis of substantial legitimate justification demonstrating that the necessity to change fares meets a need that is in the public interest, and that the alternatives would have a more adverse impact than changing fares.

LADOT Transit’s Low Income Disproportionate Burden Fare Policy

Nearly half of LADOT’s ridership is low-income, and predominantly pay their fares with cash. Any increase in cash fares or any decrease in pre-paid fares, such as those offered on smart cards that have lower utilization among low-income persons, can be assumed to be a disproportionate burden for this population. In consideration of this reality, LADOT will only implement fare adjustments on the basis of substantial legitimate justification demonstrating that the necessity to change fares meets a need that is in the public interest, and that the alternatives would have a more adverse impact than changing fares.

The policies were reviewed and approved by the Los Angeles Board of Transportation Commissioners and the Los Angeles City Council in 2015.

3 REASON/ RATIONALE FOR REINSTITUTING DASH FARES

During the height of the Covid-19 pandemic, LADOT Transit decided that it would operate its DASH services free of fares to reduce contact between riders and bus operators. That policy was beneficial for DASH riders, many of whom are essential workers while other riders depended on DASH services to buy groceries or to receive healthcare. LADOT Transit continued to charge fares on its Commuter Express services as riders of those routes had higher incomes, averaging between \$70,000 and \$100,000 and some 58% of Commuter Express riders receive a fare subsidy as a result of their participation in a transit benefit program.⁷

⁷ LADOT Transit Onboard Rider Satisfaction Surveys 2016-2022

After almost four years, the safety measures required during the pandemic are no longer needed and life is returning to a new normal that is reflected in the increased use of DASH for school and shopping trips.⁸ The reinstatement of fare payment on DASH services is reflective of this return to normalcy and LADOT Transit’s need to return a reasonable level of revenue recovery from fares to pay for the increasing cost of service resulting from the necessity to pay higher wages to attract and retain frontline employees to operate service, other increases in operating costs, and the State of California’s requirement to achieve a revenue return from passenger fares in order to receive state funding.

LADOT Transit has initiated discounted and free fare programs, however, those were funded in part from State of California Grant Funding which is no longer available. As most public transit providers in Los Angeles County have reinstated fare payment, LADOT Transit is also obligated to be financially prudent.

DESCRIPTION OF DASH SERVICES AND FREE FARE RESPONSE

DASH is an acronym for Downtown Area Short Hop as the service began in 1986 as a Downtown Los Angeles Circulator service. As DASH expanded from Downtown Los Angeles to 30 of the city’s neighborhoods, the design of the service continued on the premise to deliver frequent service over routes that circulated throughout neighborhoods. As a result of this service design strategy, fares would be reflective of the rider’s short travel time and trip distance. That strategy has resulted in the expansion of DASH services to 29 neighborhoods in the City of Los Angeles.

For many years, DASH fares were 25¢ increasing to 35¢ in July 2010 and to 50¢ in August 2011. LADOT Transit introduced an Electronic Incentive Fare of 35¢ in 2014 to address ridership loss and incentivize the use of the regional TAP smart card and mobile payment application, LA Mobile. The Electronic Incentive Fare was followed by the 2019 demonstration of the DASH to Class Program that offered free travel on DASH services for all Los Angeles Unified School District (LAUSD), private, parochial as well as trade and technical college students.

The DASH to Class Program was funded by a grant from the State of California’s Climate Investments Low Carbon Transit Operations Program (LCTOP), one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014. LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. DASH to Class became a permanent program in 2020.

In March 2020, LADOT Transit elected to operate its DASH services free of fares to minimize contact between riders and bus operators in compliance with Centers for

⁸ LADOT Transit Onboard Rider Satisfaction Surveys 2016-2022 Comparison

Disease Control requirements for physical distancing, and to afford convenient travel for essential workers and others required to travel during the initial period of the pandemic.

The following table shows LADOT Transit’s current free fares for DASH services and the proposed increase resulting from the reinstatement of fares:

TABLE 1 – Current and Proposed DASH Fares

FARE TYPE	CURRENT	PROPOSED
Cash (Regular)	Free	\$0.50
Cash (Senior/Disabled/Medicare)	Free	\$0.25
*Electronic Incentive Fare (Regular)	Free	\$0.35
TAP Single Ride (Senior/Disabled/Medicare)	Free	\$0.15
7-Day Rolling Pass (Regular)	Free	\$5.00
7-Day Rolling Pass (Senior/Disabled/Medicare)	Free	\$2.50
31-Day Rolling Pass (Regular)	Free	\$18.00
31-Day Rolling Pass (Senior/Disabled/Medicare)	Free	\$9.00
DASH to Class (K-12/College/Vocational Student)	Free	Free
Cityride Participant	Free	Free

*Single boarding fare discounted from 50 cents to 35 cents when paying with TAP or mobile payment. No reduced fare programs available on mobile payment.

The impact of offering free fares on DASH services was positive and the availability of riding for free has significantly increased ridership. According to the 2022 LADOT Transit Onboard Rider Satisfaction Survey, 62% of trips on DASH services are work related. As Angelenos return to work, LADOT Transit considers it appropriate to restore fare payment on its DASH services.

4 LADOT TRANSIT DASH RIDERSHIP PROFILE

LADOT Transit has executed onboard research since 1992, with rider satisfaction surveys being done every three to four years. Onboard surveys for DASH services were completed in 2022. This data was used to develop the minority and low-income profiles used for this analysis.

Tables 2 and 3 depict the ethnic makeup of and income levels for DASH riders by service type as reported from 2022 Onboard Survey Results.

TABLE 2 – DASH Race/Ethnicity

Race/Ethnicity	DASH Downtown	Community DASH	System-wide
Asian/Pacific Islander	14%	6%	10%
Black/African American	15%	15%	15%
Latino	52%	66%	59%
Native American	2%	1%	2%
White/Caucasian	9%	8%	9%
Other	8%	3%	6%

Source: LADOT Transit DASH Downtown and Community DASH Onboard Survey Results 2022

TABLE 3 – DASH Household Income Levels

Household Income Levels	DASH Downtown	Community DASH	DASH Systemwide
\$100,000 or more	14%	3%	9%
\$70,000-\$100,000	7%	2%	5%
\$60,000-\$69,999	5%	2%	4%
\$50,000-\$59,999	6%	4%	5%
\$40,000-\$49,999	7%	6%	7%
\$30,000-\$39,999	6%	8%	7%
\$20,000-\$29,999	10%	15%	13%
\$10,000-\$19,999	14%	19%	17%
Less than \$10,000	27%	40%	34%

Low-income threshold

Source: LADOT Transit DASH Downtown and Community DASH Onboard Survey Results 2022

The FTA defines a minority person as anyone who is American Indian or Alaska Native, Asian, Black or African American, Hispanic or Latino, or Native Hawaiian or other Pacific Islander. The City of Los Angeles is a minority majority city, meaning that the largest part of population (79.6%⁹) is comprised of residents who are American Indian or Alaska Native, Asian, Black, or African American, Hispanic, or Latino, or Native Hawaiian or other Pacific Islander. According to 2022 onboard survey data, 86% of DASH riders are minorities.

The FTA defines a low-income person as a person whose median household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines.¹⁰ The HHS definition varies by year and household size. For 2024, poverty thresholds range from \$15,060 for a single-person household to \$52,720 for a household of eight. The poverty guideline for a household of four is \$31,200.¹¹

The 2022 Onboard Surveys conducted on DASH services included an income question that offered riders options of household income in increments ranging from, “Less than \$10,000,” to “Over \$100,000.” For the purpose of this analysis, the data collected in categories of “\$20,000 to \$29,999,” and lower will be considered low-income. More than half of DASH riders are low-income at 64%.

Because fares were not collected for the majority of 2020 and on through 2023, DASH boardings by fare type for fiscal year 2019, the last full fiscal year when fares were charged, will be used for this analysis to estimate boardings by fare type for fiscal year 2023.

Table 4 shows DASH boardings by fare type for fiscal year 2019 and estimates the number of minority and low-income riders based on demographic data from the 2022 onboard

⁹ US Census April 1, 2020

¹⁰ FTA Circular 4702.1B; Chapter I, Section 5

¹¹ US Dept. of Health and Human Services Notice 89 FR 2961: Jan. 17, 2024

survey results. Student and Cityride participant fares were not included for comparison because they are already free under the DASH to Class and Cityride programs respectively, so no fare change results.

TABLE 4 – DASH Boardings by Fare Type FY19

Fare Type	Cost	FY19	Low-Income	Minority
Cash (Regular)	\$0.50	7,737,146	4,951,773	6,653,946
Cash (Sen./Dis./Med.)	\$0.25	2,087,662	1,336,104	1,795,389
Electronic Incentive Fare (Regular)	\$0.35	1,255,075	803,248	1,079,365
TAP Single Ride (Sen./Dis./Med.)	\$0.15	207,453	132,770	178,410
7-Day Pass (Regular)	\$5	3,367	2,155	2,896
7-Day Pass (Sen./Dis./Med.)	\$2.50	61	39	52
31-Day Pass (Regular)	\$18	125,284	80,182	107,744
31-Day Pass (Sen./Dis./Med.)	\$9	19,534	12,502	16,799

Source: DASH Fare Type Summary FY2019; DASH Onboard Survey Results 2022.

Table 5 below shows DASH ridership for fiscal year 2023 broken down by types of riders.

TABLE 5 – DASH Ridership FY23 and Proportion of Low-Income & Minority Riders

Overall	Low-Income	Non-Low - Income	Minority	Non-Minority
9,526,809	6,097,158	3,429,651	8,193,056	1,333,753
100%	64%	36%	86%	14%

Source: DASH Monthly Ridership FY2023; DASH Onboard Survey Results 2022.

Table 6 shows the estimated boardings by fare type for fiscal year 2023.

TABLE 6 – Estimated DASH Boardings by Fare Type for FY23

Fare Type	Cost	FY23 (est.)
Cash (Regular)	\$0.50	6,445,698
Cash (Sen./Dis./Med.)	\$0.25	1,739,199
Electronic Incentive Fare (Regular)	\$0.35	1,045,584
TAP Single Ride (Sen./Dis./Med.)	\$0.15	172,826
7-Day Pass (Regular)	\$5	2,805
7-Day Pass (Sen./Dis./Med.)	\$2.50	51
31-Day Pass (Regular)	\$18	104,372
31-Day Pass (Sen./Dis./Med.)	\$9	16,273

Source: DASH Monthly Ridership FY2023; estimated fare type boardings from DASH Fare Type Summary FY2019.

5 FARE EQUITY ANALYSIS

This Fare Equity Analysis was conducted in compliance with Federal Transit Administration (FTA) Circular 4702.1B, which requires, under Title VI of the Civil Rights Acts of 1964, that LADOT Transit evaluate significant fare changes at the planning and programming stages to determine whether those changes have a discriminatory impact on minority and low-income populations. LADOT Transit analyzed its proposed

reinstitution of DASH fares and determined that the action was a Major Fare Change requiring the analysis under LADOT Transit’s Title VI Policy.

LADOT Transit utilizes its Fare Policy to increase ridership, to enhance the rider experience and to generate revenue to ensure that its services are financially sustainable. The fares that are charged riders are established to be equitable and increase mobility but also to make riding transit attractive, especially to low-income riders. The fare payment methods that LADOT Transit deploys lend to rider safety and security while improving service performance. LADOT Transit’s Fare Policy also requires that the fares charged to riders be reflective of the cost of providing service in compliance with state regulations.

METHODOLOGY

LADOT Transit’s DASH Fare Type Summary Comparative Analysis FY2019 was used to estimate usage for fare types in FY2023. The percentage of usage per fare type from FY 2019 was applied to the total DASH ridership for FY2023. 2022 Onboard Survey Results for DASH Downtown and Community DASH were used to determine the number and percentage of users for each fare type.

Table 7 depicts the change between existing and proposed fare tables, as well as the level of usage for each fare type by types of riders.

TABLE 7 – Fare Type Usage - Count

Fare Type	COUNT							
	Fare		Change		Usage by Group (FY23 est.)			
	Existing	Proposed	Absolute	Percentage	Low-Income	Non-Low-Income	Minority	Non-Minority
Cash (Regular)	Free	\$0.50	+\$0.50	+100%	4,125,247	2,320,451	5,543,301	902,398
Cash (S/D/M)	Free	\$0.25	+\$0.25	+100%	1,113,088	626,112	1,495,711	243,488
Electronic Incentive Fare (Regular)	Free	\$0.35	+\$0.35	+100%	669,174	376,410	899,202	146,382
TAP Single Ride (S/D/M)	Free	\$0.15	+\$0.15	+100%	110,609	62,217	148,630	24,196
7-Day Pass (Regular)	Free	\$5	+\$5	+100%	1,795	1,010	2,412	393
7-Day Pass (S/D/M)	Free	\$2.50	+\$2.50	+100%	33	18	44	7
31-Day Pass (Regular)	Free	\$18	+\$18	+100%	66,798	37,574	89,760	14,612
31-Day Pass (S/D/M)	Free	\$9	+\$9	+100%	10,415	5,858	13,995	2,278

Estimated usage from fare type boardings from DASH Fare Type Summary FY2019 & DASH Monthly Ridership FY2023.

Table 8 depicts the same information presented in Table 7 but expresses usage levels as a percentage.

TABLE 8 – Fare Type Usage – Percent of Total

Fare Type	% OF TOTAL							
	Fare		Change		Usage by Group (FY23 est.)			
	Existing	Proposed	Absolute	Percentage	Low-Income	Non-Low-Income	Minority	Non-Minority
Cash (Regular)	Free	\$0.50	+\$0.50	+100%	43.3%	24.4%	58.2%	9.5%
Cash (S/D/M)	Free	\$0.25	+\$0.25	+100%	11.7%	6.6%	15.7%	2.6%
Electronic Incentive Fare (Regular)	Free	\$0.35	+\$0.35	+100%	7.0%	4.0%	9.4%	1.5%
TAP Single Ride (S/D/M)	Free	\$0.15	+\$0.15	+100%	1.2%	0.7%	1.6%	0.3%
7-Day Pass (Regular)	Free	\$5	+\$5	+100%	0.0%	0.0%	0.0%	0.0%
7-Day Pass (S/D/M)	Free	\$2.50	+\$2.50	+100%	0.0%	0.0%	0.0%	0.0%
31-Day Pass (Regular)	Free	\$18	+\$18	+100%	0.7%	0.4%	0.9%	0.2%
31-Day Pass (S/D/M)	Free	\$9	+\$9	+100%	0.1%	0.1%	0.1%	0.0%

Estimated usage from fare type boardings from DASH Fare Type Summary FY2019 & DASH Monthly Ridership FY2023.

TABLE 9 – Effects of Fare Change on Riders

Fare Type	EFFECTS OF FARE CHANGE ON RIDERS							
	Fare		Change		Average Fare Change			
	Existing	Proposed	Absolute	Percentage	Low-Income	Non-Low-Income	Minority	Non-Minority
Cash (Regular)	Free	\$0.50	+\$0.50	+100%	\$2,062,623	\$1,160,226	\$2,771,650	\$451,199
Cash (S/D/M)	Free	\$0.25	+\$0.25	+100%	\$278,272	\$156,528	\$373,928	\$60,872
Electronic Incentive Fare (Regular)	Free	\$0.35	+\$0.35	+100%	\$234,211	\$131,744	\$314,721	\$51,234
TAP Single Ride (S/D/M)	Free	\$0.15	+\$0.15	+100%	\$16,591	\$9,333	\$22,295	\$3,629
7-Day Pass (Regular)	Free	\$5	+\$5	+100%	\$8,976	\$5,049	\$12,061	\$1,963
7-Day Pass (S/D/M)	Free	\$2.50	+\$2.50	+100%	\$81	\$46	\$109	\$18
31-Day Pass (Regular)	Free	\$18	+\$18	+100%	\$1,202,368	\$676,332	\$1,615,682	\$263,018
31-Day Pass (S/D/M)	Free	\$9	+\$9	+100%	\$93,735	\$52,726	\$125,957	\$20,505
Average Fare Increase					\$0.64	\$0.64	\$0.64	\$0.64
Percent Increase					50%	50%	50%	50%

DISPARATE AND DISPROPORTIONATE IMPACTS OF THE PROPOSED FARE CATEGORIES

LADOT Transit is proposing to return DASH fares to the same levels that were charged prior to the pandemic without any increase.

During 2010 and 2011 when DASH fares were increased, LADOT Transit faced substantial reductions in local funding requiring that fares be increased rather than compounding the impacts and burdens to riders by reducing levels of service in response to those reductions.

The increasing cost of providing DASH services in 2024 comes at a time when LADOT Transit’s primary source of local funding, Proposition A, a half-cent sales tax dedicated to

transportation funding, has declined as a result of the pandemic and other economic conditions.

The fare reinstatement proposed by LADOT Transit has the same impact on minority and low-income riders as it does on non-minority and non-low income riders. Low-income riders can avail themselves to a variety of fare discount programs.

The results of this analysis indicate that the reinstatement of DASH fares will not have a disparate impact on minorities, nor a disproportionate burden on low-income persons. Despite the result of the analysis, LADOT Transit is committed to making minority and low-income riders aware of discounted fares and fare payment options and will continue its public education campaign to measurably raise awareness of those options.

PUBLIC COMMENT, PUBLIC HEARING AND ENGAGEMENT

LADOT Transit held a public hearing in the City of Los Angeles on October 16, 2024, which was followed by an additional eight-day comment period ending on October 24, 2024. The draft Fare Equity Analysis was available on the LADOT Transit website. LADOT Transit provided public notification 30-days in advance of the October 16, 2024, Public Hearing through newspaper advertisements in languages identified by the agency's Limited English Proficiency (LEP) Plan, social media, the website, rider alerts, and in-person outreach events.

LADOT Transit is committed to ensuring that Title VI-protected populations are made aware of its intention to reinstate fares on DASH services through focused marketing that takes into consideration communications to those with Limited English Proficiency (LEP). LADOT Transit will utilize its own media including on-board advertising, interior vehicle audio and visual displays, the LADOT Transit website, social media, email broadcasts, and digital information displays. The LADOT Transit Outreach Team attended community events before and during the comment period with information about the reinstatement of DASH fares raising awareness about the public hearing and public comment period. Special communications were created for community and faith-based organizations, social service agencies, the Los Angeles Unified School District, private schools, colleges, healthcare providers, and major employers to notify these organizations' members, clients, students, and employees of LADOT Transit's plan to reinstate DASH fares.

The public was able to attend the hearing and provide comments either in-person or virtually providing options to participate in safe and convenient ways. Spanish translation support was available at the hearing. 21 people attended the hearing in person and 23 attended virtually.

A total of 250 comments regarding the reinstatement of DASH fares were received. As is common with fare increases, most comments were in opposition to bringing fares back on DASH services; 248 were opposed to LADOT Transit's plan to reinstate DASH fares

and two were in support. A record of all public comments received prior to, during, and after the hearing are included as Appendix A to this analysis.

CONCLUSION/SUMMARY OF FINDINGS

LADOT Transit’s elimination of DASH fares during the pandemic responded to a public health and social need. DASH fares were already extraordinarily low (50¢ and 35¢ with electronic fare payment) in relation to the base fare of Metro (\$1.75). Over 90% of DASH riders found the fares charged on the service to be Excellent or Very Good in the last Onboard Customer Satisfaction Survey conducted prior to the COVID-19 pandemic in 2019.

The calculations of the analysis for reinstating fares on DASH did not result in a disparate impact on minorities nor a disproportionate burden on low-income persons. However, LADOT Transit developed its Minority Disparate Impact and Low-income Disproportionate Burden policies to recognize that a significant portion of its riders, particularly on DASH services, are minorities or low-income persons. Therefore, LADOT Transit only implements a fare change that has a substantial legitimate justification demonstrating that the necessity to change fares meets a need that is in the public interest, and that the alternatives would have a more adverse impact than changing fares. LADOT Transit carefully considers any proposed fare change, the impacts of not implementing a fare change, and looks for alternatives to fare changes- particularly fare increases.

LADOT Transit has legitimate justification to bring back fare payment on DASH services. LADOT Transit is proposing to reintroduce fares on its DASH services with the continuation of multiple fare options that can mitigate any unintended negative impacts.

After reviewing public comments, LADOT Transit has committed to additional steps to address challenges raised regarding Metro’s LIFE Program as well as concerns about the \$2 cost of obtaining a TAP card, which was identified as a potential barrier to discounted fares:

- **Electronic Incentive Fare:** A rider using a TAP smart card, or the LA Mobile fare payment application will pay 35¢ instead of 50¢
- **Free Fare Programs:** DASH service is free for all students enrolled in classes from Kindergarten to Grade Level 12 and College and Vocational schools in the City of Los Angeles. DASH is also free for any senior or disabled participant of the Cityride Program.
- **Low Income Fare is Easy (LIFE) Program:** Riders of LADOT Transit’s DASH services can apply to participate in LA Metro’s LIFE Program that provides discounted weekly passes. Many of the public comments received during and after the October 16, 2024, public hearing were regarding the administrative complexity of joining the program. As a result, LADOT Transit will be sharing those comments with Metro as the administrator of the LIFE Program.

- **Free TAP Cards:** LADOT Transit has already distributed hundreds of free TAP cards loaded with Seven-Day passes to Community Based Organizations for distribution to low-income persons. Outreach efforts are under way to identify other CBOs to distribute more Free TAP cards to riders who find the \$2 fee for the card to be a barrier to use.
- **Outreach:** LADOT Transit has initiated a comprehensive engagement plan to raise rider and public awareness about the reinstatement of fare payment on its DASH services. That effort includes outreach activities in every neighborhood of the City served by DASH and in Downtown Los Angeles. LADOT Transit Outreach is working with ten active Community Based Organizations that will help in the effort to raise public awareness by distributing and displaying information in print and digital medias through each organizations' channels. LADOT Transit is also engaging all of the Business Improvement Districts in the City as well as Senior Citizen Centers operated by the City's Department of Aging; LAUSD administration and individual school principals; the transportation departments of USC and UCLA, vocational and trade schools; and faith-based organizations. Marketing to existing riders will include messaging on the onboard digital displays, website, email messaging, social media, audio announcements in multiple languages, floor vinyl on sidewalks at major DASH bus stops, and bus shelter and bus bench advertising.

APPENDIX A

PUBLIC COMMENTS

LADOT Transit held a public hearing for this Fare Equity Analysis on October 16, 2024, both in person and via Zoom software. 21 people attended the hearing in person and 23 attended virtually.

Comments were received from 250 individuals of which, 248 were opposed to reinstating DASH fares and two were in support. A record of these comments is included on the following pages.

Sample copies of the comments identified as “Form Letter 1” and “Form Letter 2” follow the record of comments. If a member of the public personalized or deviated substantively from these form letters, the additional information is included with the record of their individual comment.

2024 DASH Fare Reinstatement Fare Equity Analysis Public Comments					
Date	Location	Commenter	Zip Code or CD / Organization / Affiliation	Language Submitted	Comments
10/15/2024	Email	Carla Martinez		English	Form Letter 1
10/16/2024	In person	Oscar Zarate	Director of Advocacy SAJE	English	Time & location of hearing; lack of interpretation isn't accessible for people. The analysis does not justify conclusion of no disparate impact. No study of how effective they will be; no report of how many people using discounted programs or how much money it is saving them. Agree money is needed for purpose of fare reinstatement, but should not be put on working class people making less than \$20k.
10/16/2024	In person	Mireya Agulao	S Central LA Dist. 9	Spanish; interpreter from SAJE	I will be greatly impacted by fare reinstatement/fare increase as well as low income families and the community in general. Please maintain free transit.
10/16/2024	In person	Carlos Gonzalez	Transit Organizer SAJE	English	Opposed to fare reinstatement. Free transit benefits african american and hispanic riders as seen in report. Decision to bring back fares was made without community engagement. Please continue free fares. Discounts on TAP cards require purchase of card for \$2; issues when cost occurs again for lost/stolen cards.
10/16/2024	In person	Juan Duran	resident bet. San Pedro & Washington	Spanish; interpreter from SAJE	We still need support in post-pandemic life. I am also concerned for the safety of people.
10/16/2024	Zoom	Mark Vinzani	constituent in CD 14 and homeless services provider in LA County	English	Impacted as a rider through Chinatown; in working w homeless clients sees issue with LIFE program due to additional paperwork burden, requirement of valid photo ID & proof of low income, no address to mail LIFE TAP card; Lost cards are difficult to replace. LIFE program isn't well known or very accessible. Keep fares free!
10/16/2024	Zoom	Alika Valdez	SAJE	English	Keep DASH Bus lines free! Opposed because programs become difficult to access without free transit. We pay for Metro but DASH should be free. LIFE program is difficult to access for homeless people. DASH is very safe; Metro is less safe.
10/16/2024	Zoom	Nick Francisco	90003	English	I have a access pass as well
10/16/2024	In person	Laura May Abrom	employee of Griffith Observatory & constituent of Los Feliz	English	Would like DASH fares to remain free for observatory line; aligns with organization's mission; DASH service helps mitigate traffic for visitors and employees; bringing back fares should bring improvements to service quality.
10/16/2024	In person	Sam Range	transit rider and member of ESA	English	Decision to reinst. fares is not transparent when directed by Mayor/Council; should receive attention from Council Transportation Board & a public hearing at Council level. Opposed because fares are a small fraction of funding compared to state and other sources of funding; Causes safety issues for bus operators as they become toll collectors.
10/16/2024	Zoom	Mataya Hayes	DASH bus operator	English	I am an operator and yes I feel we need to charge fare. Passengers are taking advantage of no fare especially the homeless trying to sleep on the bus all day. And they get upset when we ask them to wake up. It's a hassle! Is it possible LADOT can put posting in our buses just to alert the riders for the future of the fares ? That's would be helpful for us the operators especially in Crenshaw Route, Pico-Union , Boyle Heights & Hollywood Routes
10/16/2024	Zoom	Xeno Roller	DASH rider in Koreatown	English	Inconvenient mtg. time for neighbors. Many neighbors currently walking to or skipping important appts bc they can't afford bus; those people currently plan their day and route around taking DASH because it's free; these people will not have transportation opts if fares come back. Current LIFE prog. participant and finds it difficult & confusion; requires online enrollment and use of a mobile device. Not charging fares is simpler and more accessible than developing or improving programs. Supportive of need to pay bus drivers. DASH drivers are really nice and interactions are always great; this could be a result of free fares. Should be incentivizing use of transit to combat climate change.
10/16/2024	Zoom	Gabriela Meza	resident of LA County & member of SAJE	Spanish; LADOT interpreter	Mtgs should be at a later time so more people can join; Majority of team members couldn't join due to timing of meeting; Would like better support for translation services. Please keep DASH free; Any increase on DASH service affects low income passengers.
10/16/2024	In person	Delvin Henriquez	SAJE & regular DASH rider	Spanish; SAJE interpreter	Opposed because I use it every day and it will cost \$5 a week/\$35 a month when fares come back; I do not have money. Olympics and tourists are coming and should have a good impression of LA; fareless DASH is safer and more secure. I am not likely to use a cell phone. I live in South LA on the street. I am homeless; lost job during pandemic. Thank you to the drivers who are respectful and understanding.
10/16/2024	In person	Mariana Luna	SAJE translator & DASH rider/resident South LA	English	Not accessible to have to request interpretation services five days in advance and to have to take time off of work. Opposed because it's unfair to put the responsibility of driver wages on people who are already struggling.
10/16/2024	In person	Claudia Mockley	independent journalist and neighborhood watch block captain District 9	English	Opposed. Should not fall on the backs of 86% of minorities. Fares should not come back when people can't even afford groceries.
10/16/2024	Zoom, Email	Brenda Jackson	rider & organizer with Community Power Collective	English	Form Letter 1 sent 10/15/24 ; 10/16/24 Spoken comments: Contradictory conclusion when majority of riders are minorities or low-income persons. Opposed. People rely on DASH because they can't afford other services. Many people who qualify for LIFE don't have it.
10/16/2024	Zoom	Elizabeth Barraza	Griffith Observatory	English	Opposed. Charging fares doesn't align w org. mission; employees take the service; burden on low-income riders to access places like Griffith.

2024 DASH Fare Reinstitution Fare Equity Analysis Public Comments					
Date	Location	Commenter	Zip Code or CD / Organization / Affiliation	Language Submitted	Comments
10/16/2024	Zoom, Email	Faraz Aqil	daily DASH rider for work	English	<p>Spoken comments 10/16/24: Opposed. Best to remove barriers and provide incentive for riding transit/getting people out of cars. LIFE program is limited; only 20 rides/10 roundtrips which is not enough to go to work every day. Program is restrictive bc renewal every three months is required. Email 10/23/24: Good afternoon LADOT DASH. My name is Faraz Aqil, and I participated during the October 16 2024 Public Hearing.</p> <p>After viewing the recording, I wanted to add 4 addendums to my public comment during the Public Hearing.</p> <p>1) In the video at: 1:05:38, I meant to say 53,600 active user (not 553,600) in the LIFE program. Which again, is only 16% of active users and really shows how unreliable the LIFE program is for Low-Income riders since it's difficult for them for stay active in it.</p> <p>2) After hearing the main Speaker mention that the LIFE program users will have unlimited TAPs (and not be restricted to the 20 rides limit), I wanted to add that while it's great to hear that DASH's LIFE program will be unlimited. But there are still the issues of riders losing/misplacing their LIFE TAP cards (and not easily able to get new ones). And it just makes more sense (operationally) for the 64% of riders that meet both the Low-Income threshold and qualify for the LIFE program to have a streamline process by making fare accessible to all riders without needing to have a bureaucratic/complicated process that not everyone that Low-Income will be able to complete.</p> <p>3) Regarding the security/fare enforcement I mentioned at: 1:03:47, many bus operators do not want to be enforcing fares themselves because it greatly increases the chance of verbal assaults and physical assaults from riders. That's why using security resources will be needed to enforce fares (thus driving up costs of operations). And if LA DASH wants to cut corners and make bus operators do fare enforcement, then I fear there are going to be an increase of bus operator attacks and the costs associated with that (examples: time wasted on buses, workers compensation, replacing/training new bus operators... etc).</p> <p>4) In the video at 1:03:31, the reason why I was asking those questions is not only because the answers were not mentioned in the DASH Fare Equity Analysis, but because I don't see DASH making enough revenue from fares to justify the costs of enacting fares while also supporting it's other projects like increasing bus wages and electrification. I'm aware that the total DASH ridership for last year was about 12.41 million riders (LADOT Annual Report 2023). That would at most only be about \$6.20 million dollars in fares (\$3.85 million dollars if all riders in the Low-Income group did become active LIFE riders and this is not including the Cost to enforce/run a Fare system). By my estimates, either the revenue - cost from fares (Fare Box Recovery ratio) will break even, or DASH will loss money by having fares.</p> <p>And with all that, I still oppose the reinstatement of DASH Fares.</p> <p>Thank you for your time.</p>
10/16/2024	Zoom	Jonathan Bernath	Griffith Observatory	English	Would like Observatory route to remain free; second most visited attraction; traffic can create travel time of an hour; emergency vehicle access is hindered. Bus is really helpful to keep area cleaner and air cleaner; Griffith recommends people to take the DASH.
10/16/2024	Zoom	Katie Goldston	Griffith Observatory	English	Keep access available for those who cannot pay the 50 cents; decreases traffic; alternate funding sources are available.
10/16/2024	Email	Ciara Brewer		English	Form Letter 1
10/16/2024	Email	Emma Gerch	90063	English	Form Letter 1
10/16/2024	Email	Ben Vizcarra-Barton		English	Form Letter 1
10/16/2024	Email	Abby Stratton		English	Form Letter 1
10/16/2024	Email	Monica Munoz		English	Form Letter 1
10/16/2024	Email	Raul Corona		English	Form Letter 1
10/16/2024	Email	Betty Sandoval		English	Form Letter 1
10/16/2024	Email	Yeska Sessions		English	Form Letter 1
10/16/2024	Email	Rich Windisch	LA Sanitation employee	English	Form Letter 1; As someone who lives and works downtown, I cannot emphasize enough the positive contribution to business and place making that the free dash system provides. I urge you to keep them fare free.
10/16/2024	Email	Jasmine Perez		English	Form Letter 1
10/16/2024	Email	Pinguino Kolb	Dist. 2 Studio City	English	Form Letter 1
10/16/2024	Email	Xana Hermosillo	CD15	English	Form Letter 1
10/16/2024	Email	Marya Villarín	CD13	English	Form Letter 1
10/16/2024	Email	Carla de Joya		English	Form Letter 1
10/16/2024	Email	Yael Vargas		English	Form Letter 1
10/16/2024	Email	Breanna Ramirez		English	Form Letter 1
10/16/2024	Email	Eliot Phillips	daily transit rider 90042	English	10/16/24 Form Letter 1: Just today it was revealed that Germany reduced their emissions by 5% just by making transit cheap https://www.cleanenergywire.org/news/flat-rate-train-ticket-reduced-germanys-transport-emissions-5-first-year-analysis 10/23/ ideal. Bus frequency is ve studied about the community impact of extracting the last few cents out of our low-income riders.
10/16/2024	Email	Betsy Mercado		English	Form Letter 1
10/16/2024	Email	Melissa Rojas		English	Form Letter 1
10/16/2024	Email	Amy Linda Nevarez		English	Form Letter 1
10/16/2024	Email	Diana Torres		English	Hello , I would like to say that as someone who doesn't drive I prefer and value the fine free Dash rides . And I know that many income people really would appreciate the rides to still be fine-free. I and many others from my local community use it and wo to college. I also do appreciate the local Dash because I benefit from it to this day. Thank You and I hope this it taken into consideration.

2024 DASH Fare Reinstatement Fare Equity Analysis Public Comments

Date	Location	Commenter	Zip Code or CD / Organization / Affiliation	Language Submitted	Comments
10/17/2024	Email	Hulices Murillo		English	Form Letter 1
10/17/2024	Email	Dan Heinrich Carino Manuyag		English	Form Letter 1
10/20/2024	Email	Elizabeth Barrios		English	Form Letter 1
10/20/2024	Email	Sam Miller	resident of the Valley	English	Form Letter 1
10/20/2024	Email	Matthew Shewfelt	90042	English	Form Letter 2; I'm writing as a rider of the highland park / eagle rock DASH bus system in opposition to the Department of Transportation's plan to start charging fares to ride DASH in 2025.
10/20/2024	Email	Abigail Carrillo	91402	English	Form Letter 2
10/20/2024	Email	Paige Malkow	90046	English	Form Letter 2
10/20/2024	Email	Anna Drewitz	90012	English	Form Letter 2
10/20/2024	Email	Lindsey Nelson	90042	English	Form Letter 2
10/20/2024	Email	Dan Weiss	90016	English	Form Letter 2; I'm writing as 20-year LA taxpayer and 11-year LA homeowner in opposition to the Department of Transportation's plan to start charging fares to ride DASH in 2025.
10/20/2024	Email	Johnny Huynh	91801	English	Form Letter 2
10/21/2024	Email	Matthew Singer	90065	English	Form Letter 2
10/21/2024	Email	Lindsay Kerns	90027	English	Form Letter 2
10/21/2024	Email	Elise Boretz	90065	English	Form Letter 2
10/21/2024	Email	Suzanne Boretz	90027	English	Form Letter 2; When I ride the DASH, I see primarily senior citizens and families, some of our city's most vulnerable populations to any change in their expenses. I urge you to read the reasons below that I don't support reinstating fares on DASH buses.
10/21/2024	Email	Stephanie Silva	91342	English	Form Letter 2
10/21/2024	Email	Alfredo Tlaseca	90037	English	Form Letter 2
10/21/2024	Email	Cailly Danahy	91780	English	Form Letter 2
10/21/2024	Email	Stephanie Tong	90039	English	Form Letter 2; I took the DASH during jury duty. Serve the jurors that help keep our courts running. There's not even potable water in the building, at least provide transportation to food and water.
10/21/2024	Email	Jonathan Wierenga	90020	English	Form Letter 2
10/21/2024	Email	Cathy McCann	90027	English	Form Letter 2
10/21/2024	Email	Monica Jerez	90006	English	Form Letter 2
10/22/2024	Email	Sage Lee	92101	English	Form Letter 2
10/22/2024	Email	Karla Hernandez	90004	English	Form Letter 2
10/22/2024	Email	Gerica Noerding	91601	English	Form Letter 2; I am a resident of North Hollywood and I ride the North Hollywood DASH bus to college (Gnomon School of VFX) everyday. As a rider of the DASH bus system I am in opposition to the Department of Transportation's plan to start charging fares to ride DASH in 2025.
10/22/2024	Email	Sam Zacher	90042	English	Form Letter 2
10/22/2024	Email	Jeremy Bong	90501	English	Form Letter 2
10/23/2024	Email	Bryna Quintero	91801	English	People need as many options as possible for public transit. We work, walk and ride daily in this city, public transportation can often feel like a punishment. Keep the Dash fare free. We pay tax dollars to keep these systems running, why are we also obligated to pay extra fees when we have little enough money as it is? Ideally the metro would be free as well. I know this is likely to go without much consideration from anyone, but as a daily public transit user it would nice to feel considered at all, for once.
10/23/2024	Email	Armando Avalos Jr.		English	I'm writing to note some confusion in the 2024 DASH Fare Equity Analysis PDF. Throughout the entire document, it is stated that the TAP Single Ride/electronic incentive fare for senior/disabled/Medicare prior to the pandemic free fares was \$0.25. However, \$0.15 is the stated fare on the DASH overview webpage and on paper timetables. Further, the proposed reinstated fare for this category is stated on the PDF to be \$0.25 instead of \$0.15. Due to this confusion, the Table 9 Average Fare Change may be higher than it actually is. If the TAP Single Ride/electronic incentive fare for senior/disabled/Medicare is being changed from \$0.15 to \$0.25, it has not been stated, and would conflict with the stated intent to restore the pre-pandemic fares.

2024 DASH Fare Reinstitution Fare Equity Analysis Public Comments					
Date	Location	Commenter	Zip Code or CD / Organization / Affiliation	Language Submitted	Comments
10/23/2024	Email	Amelie Cherlin	90027	English	As a non-driver in Los Angeles and frequent bus rider, I'm so upset to learn of the Department of Transportation's plan to start charging fares to ride DASH in 2025. When the DASH actually comes, it completely changes my commute for the better. But it is currently the most unreliable bus service in the city. It really doesn't make sense to charge for it. Unlike LA city buses, Dash arrival info isn't properly integrated into any of the transit apps. Arrival times never match up, and their texting program for real-time arrivals also often doesn't work. Given the choice between waiting 20 minutes or walking 20 minutes, I opt to walk instead at least 50% of the time but many, many Dash riders have mobility issues and have no choice but to wait. The city can't begin to consider charging when the service it offers is so mediocre. DASH helps people access jobs, education, grocery stores, health care, and other destinations in our neighborhoods. The vast majority of DASH riders are low-income and working-class people who are already squeezed by the cost-of-living crisis and the housing affordability crisis in Los Angeles. While consistent funding for public transit is crucial, DASH does not need to charge fares to fund its operations. In Los Angeles we fund public transit collectively through our sales taxes, and low-income riders already pay more of their income to sales taxes than anyone else. Over 70% of DASH's budget comes from Proposition A sales taxes. Even in 2019, when DASH did collect fares, less than 4% of LA's transit operating budget came from fares. We do not need fares to fund DASH.
10/23/2024	Email	Elizabeth Matos	90803	English	Form Letter 2; Even though I am not a frequent rider on this bus system, I am a resident of LA County just the same and I am standing in solidarity with the multitude of DASH riders saying NO to bringing fares back. The people have spoken, and they are saying, "Keep DASH fare-free!"
10/23/2024	Email	Andrew Mueth	90026	English	Form Letter 2; I have a two year old daughter. We take the DASH to echo park lake at least twice a week. Riding the "da-da bus" is always the highlight of her day. Riding for two or three stops doesn't make sense if you have to pay, but for a dad and a toddler it's perfect. It makes LA more walkable and I love the sense of community with my fellow riders. If they start charging fares again I'll have to stop riding. This breaks my heart. Please help them change their minds.
10/23/2024	Email	Nina Gibson	91106	English	Form Letter 2
10/23/2024	Email	Eliot Dreiband	90066	English	Form Letter 2
10/23/2024	Email	Patricia Morton	90039	English	Form Letter 2
10/23/2024	Email	Elizabeth Ebsen	90027	English	Form Letter 2; I'm writing as a rider of the DASH bus system and a resident of Los Feliz in opposition to the Department of Transportation's plan to start charging fares to ride DASH in 2025.
10/23/2024	Email	Cecilie Rushton	90026	English	Form Letter 2; I'm writing as a rider of the DASH bus system, most often the Pico Union/Echo Park line, in opposition to the Department of Transportation's plan to start charging fares to ride DASH in 2025.
10/23/2024	Email	Michelle Rolon	90022	English	Form Letter 2; I am writing as a frequent rider of the DASH bus system in opposition to the Department of Transportation's plan to start charging fares to ride DASH in 2025.
10/23/2024	Email	Geneva West	91401	English	Form Letter 2; I'm writing as a rider of the DASH bus system is the San Fernando Valley and resident of Van Nuys in opposition to the Department of Transportation's plan to start charging fares to ride DASH in 2025.
10/23/2024	Email	Peyton Benac	90024	English	Form Letter 2
10/23/2024	Email	AJ Tabler		English	Form Letter 2
10/23/2024	Email	Cindy H	90057	English	Form Letter 2; I'm writing as a rider of the DASH bus system and a resident of Historic Filipinotown.
10/23/2024	Email	Beatriz Arango	90004	English	Form Letter 2; Please keep this very helpful service in our communities.
10/23/2024	Email	Kathlena Shaughnessy	90032	English	Form Letter 2; I'm writing as a rider of the DASH bus system and a resident of El Sereno who works in Eagle Rock. I'm writing in opposition to the Department of Transportation's plan to start charging fares to ride DASH in 2025.
10/23/2024	Email	Kiersten Stanley	91604	English	Form Letter 2; I'm writing as a rider of the DASH bus system in opposition to the Department of Transportation's plan to start charging fares to ride DASH in 2025. I frequently hop on the Dash bus which runs down Moorpark to run quick errands around Studio City and Sherman Oaks, particularly on weekends or after work. I also use the Dash bus to get to Laurel Canyon and connect to more frequent Metro lines that take me the Universal Station or over the hill into Central LA. The fact that it is free makes it an easy, convenient choice and alternative to driving. The dash bus always feels clean and safe, with friendly, responsive drivers. While I would like the Van Nuys/Studio City bus to be much more frequent (say, every 10 minutes on par with other bus lines) I worry that suddenly forcing drivers to implement fare enforcement would change this pleasant dynamic and make riding the bus less of an appealing choice. Especially because I tend to use the DASH bus for short, local errand, riding the bus would also be less enticing with fares, because it would become more expensive instead of being free.
10/23/2024	Email	Mary Hernandez	90008	English	Form Letter 2
10/23/2024	Email	Alo Johnston	90012	English	Form Letter 2
10/23/2024	Email	Hector Sanchez Castaneda	90020	English	Form Letter 2

2024 DASH Fare Reinstitution Fare Equity Analysis Public Comments

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10/23/2024	Email	Madison Hernandez	90026	English	Form Letter 2
10/23/2024	Email	Vicki Friesen	90020	English	Form Letter 2
10/23/2024	Email	Yanel Saenz	90002	English	Form Letter 2; I'm writing as a rider of the DASH bus system (Watts) in opposition to the Department of Transportation's plan to start charging fares to ride DASH in 2025.
10/23/2024	Email	Blake Wilding	90031	English	Form Letter 2
10/23/2024	Email	Michelle Lewis	90802	English	Form Letter 2
10/23/2024	Email	Christopher Maiorino	90004	English	Form Letter 2
10/23/2024	Email	John Platt	91362	English	Form Letter 2; I'm writing in opposition to the Department of Transportation's plan to start charging fares to ride DASH in 2025. I am an employee for a transit agency and work in Downtown Los Angeles every day. I commute via transit and while I do not ride the DASH bus often, I do if I am traveling around downtown before/after work. Every time I ride the DASH bus, they are clean, safe, comfortable rides. The operators are kind and considerate, and the riders are considerate. Usually people riding to their jobs. Some people who are having a tough time. This is a free mode of transit in connecting areas around the city that are currently lacking. It incentivizes using Metro if people know they can connect with their final destination. If ANYTHING, DASH needs to be promoted more! It's fantastic, and can be better with more ridership. There is no reason fare should be introduced on DASH. It is a clear case of an effective free mode of transit. The funds collected from fare would likely not go to operational costs. Please I urge.
10/23/2024	Email	Billy Taylor	90027	English	Form Letter 2
10/23/2024	Email	Megan Scully	90036	English	Form Letter 2
10/23/2024	Email	Mandlenkosi Daley	91601	English	Form Letter 2; I'm writing as a rider of the North Hollywood and Hollywood DASH bus system in opposition to the Department of Transportation's plan to start charging fares to ride DASH in 2025. I will often ride with my 3 kids all under the age of 6.
10/23/2024	Email	Megan Costello	90065	English	Form Letter 2
10/23/2024	Email	Spencer Worthley	90025	English	Form Letter 2
10/23/2024	Email	Miranda Sidor	90026	English	Form Letter 2
10/23/2024	Email	Gabriella Ortega Ricketts	90042	English	Form Letter 2
10/23/2024	Email	Hailey Barker	90007	English	I ask for LADOT to pause its planned DASH fare increase indefinitely and work with City leaders to strengthen DASH so it can serve Angelenos for decades into the future as a fare-free transit system.
10/23/2024	Email	Jessica Alvear	92612	English	Form Letter 2
10/23/2024	Email	Miguel Angel Martinez Jr	90011	English	Form Letter 2
10/23/2024	Email	Natalie Beltran	90042	English	Form Letter 2
10/23/2024	Email	David Michel	90011	English	Form Letter 2; I'm writing as a rider of the DASH bus system from CD9 in opposition to the Department of Transportation's plan to start charging fares to ride DASH in 2025.
10/23/2024	Email	Nyssa Lowenstein	91316	English	Form Letter 2
10/23/2024	Email	Jeanne Nishimoto	90041	English	Form Letter 2; I'm writing as a rider of the DASH bus system and a homeowner in CD 14 in opposition to the Department of Transportation's plan to start charging fares to ride DASH in 2025.
10/23/2024	Email	Otilia Dobra	90029	English	Form Letter 2
10/23/2024	Email	Andrew Kane	90034	English	Form Letter 2
10/23/2024	Email	Christina Fidler	90026	English	Form Letter 2
10/23/2024	Email	Rose Lenehen	90057	English	Form Letter 2
10/23/2024	Email	Olivia Ferguson	90033	English	Form Letter 2
10/23/2024	Email	Yuval Yossefy	90005	English	Form Letter 2
10/23/2024	Email	Tommy Takezawa	90027	English	Form Letter 2; Hello! I'm an avid public transit user, both metro and ladot. I ride the observatory/los feliz line few times a week for work. I see firsthand how smooth the operation has become since the fare has been abolished, especially since that line is used by numerous international tourists, many of whom are not familiar with US currency and thus take longer than average for the transaction. I'm writing in opposition to the Department of Transportation's plan to start charging fares to ride DASH in 2025.
10/23/2024	Email	Carlos Navarrette	90063	English	Form Letter 2
10/23/2024	Email	Antonio Reinaldo	91505	English	Form Letter 2
10/23/2024	Email	Katie Johantgen	91604	English	Form Letter 2
10/23/2024	Email	Miriam Godoy	90723	English	Form Letter 2
10/23/2024	Email	Emma Hurme	90020	English	Form Letter 2
10/23/2024	Email	Danielle Evenson	90027	English	Form Letter 2

2024 DASH Fare Reinstitution Fare Equity Analysis Public Comments

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10/23/2024	Email	Kathryn Ryan	90034	English	Form Letter 2
10/23/2024	Email	Jacob Wasserman	90403	English	Form Letter 2
10/23/2024	Email	Cassandra Garcia	91602	English	Form Letter 2
10/23/2024	Email	Rachael Johnson	91605	English	Form Letter 2
10/23/2024	Email	Laura Pacheco	90044	English	Form Letter 2; I support public transit and believe it should be made free and accessible to all.
10/23/2024	Email	Sasha Espinosa	90042	English	Form Letter 2; As a resident of Highland Park, DASH is an essential service supplementing the infrequent 81 and 182, connecting us to Eagle Rock and beyond.
10/23/2024	Email	Amanda Baber	90025	English	Form Letter 2
10/23/2024	Email	Jen Moriwaki	90240	English	Form Letter 2
10/23/2024	Email	Allen Natian	90731	English	Form Letter 2; LA has a massive traffic problem, and we need to get more people onto buses instead of turning them away. Requiring passengers to pay for a service that has been free for 4 years can turn some away from buses, which can make our traffic situation even worse, among many reasons. Also, it's been free for 4 years, funded by taxpayers. Asking for money now is kind of rude.
10/23/2024	Email	Mark Gaynor	90008	English	Form Letter 2
10/23/2024	Email	Paula Winicki	90027	English	Form Letter 2
10/23/2024	Email	Emily Cortez	90019	English	Form Letter 2
10/23/2024	Email	Shelsy Zarate	90011	English	Form Letter 2; I am a resident of South Central Los Angeles and I'm writing as a rider of the DASH bus system, most specifically the Dash King East and the Dash E. I am in strong opposition to the Department of Transportation's plan to start charging fares to ride DASH in 2025.
10/23/2024	Email	Joseph Goelz	90045	English	Form Letter 2
10/23/2024	Email	Guillermo Galindo	90291	English	Form Letter 2
10/23/2024	Email	Yusef Abouremleh	90010	English	Form Letter 2
10/23/2024	Email	Julia Kim	90025	English	Form Letter 2; I am a social worker and primarily serve the elderly population in the Koreatown neighborhoods. My community members and clients rely on the bus system as their main form of transportation.
10/23/2024	Email	Robert Chlala	90012	English	Form Letter 2; DASH has been an essential lifeline. Many fellow riders are elderly, disabled. Many are immigrants. Many are women. Under fare free it flows quietly and seamlessly. I never see drama on DASH. Imagine now making operators deal with fare collection? Why put *them* at more risk and shut out more riders? This would be catastrophic.
10/23/2024	Email	Kez Wang	90026	English	Form Letter 2; I have been riding DASH regularly, on the Echo Park/ Pico Union line. I have also been periodically on DASH Koreatown and DASH downtown lines. In my experience, DASH is the only functioning bus system in LA that someone would WANT to ride. Every day that I am on the DASH, it is abundantly clear to me that if every bus system operated in a similar way, we wouldn't have mass transit, traffic, and safety problems in LA. When I am on the DASH, I notice that many of the riders are clearly on their way to work and back. Many of them work as day laborers and clearly cannot afford a fare. These people keep Los Angeles running, and charging them fares, with no benefits, will only increase the danger level on the DASH bus, while also disenfranchising this population of the very important work that they perform for our communities. I am fully in opposition to the Department of Transportation's plan to start charging fares to ride DASH in 2025. The additional details are outlined below. Thank you.
10/23/2024	Email	N H	90029	English	Form Letter 2; Hi! I am a car-less resident of Los Angeles and an avid Metro and DASH rider. I am also a cyclist and pedestrian who believes that FREE public transportation creates safer streets for ALL Angelenos and visitors. When the Metro busses were free due to Covid-19, I personally found that the bus system was much more efficient, reliable and safer. I only wish that it continued to be free to encourage regular folks to use public transportation rather than personal or privatized companies like Uber and Lyft. Anytime I have an out of town friend visiting, I always take them on the DASH to the Observatory or the 4 down to Echo Park or the 2 to Thai Town, etc. Let's be real and acknowledge that collecting fare is far more of a hassle than being free from both an operational and rider perspective. As for local businesses, I am much more likely to spend time in different neighborhoods if I came by bus and don't have to worry about parking spaces, parking tickets or dangerous drivers. I love DASH because I can run errands or explore the city I love without worrying about how much it is going to cost to get from point A to B. Let's encourage public transit ridership by keeping the DASH free and accessible!! Let's extend that dream to the Metro busses and rail systems!
10/23/2024	Email	Conrad Woolfe	90046	English	Form Letter 2
10/23/2024	Email	Gabrielle Hernandez	90003	English	Form Letter 2
10/23/2024	Email	Omari Averette-Phillips	91767	English	Form Letter 2
10/23/2024	Email	Tara Yariagadda	90041	English	Form Letter 2
10/23/2024	Email	Dyana Valentine	90403	English	Form Letter 2

2024 DASH Fare Reinstitution Fare Equity Analysis Public Comments					
Date	Location	Commenter	Zip Code or CD / Organization / Affiliation	Language Submitted	Comments
10/23/2024	Email	Jenna McDaniel	90032	English	Form Letter 2; I'm a resident of El Sereno and I'm writing as a rider of the DASH bus system in opposition to the Department of Transportation's plan to start charging fares to ride DASH in 2025.
10/23/2024	Email	Anand Balakrishnan	90005	English	Form Letter 2
10/23/2024	Email	Viviana Bruseno	90007	English	Form Letter 2; I'm writing as a frequent rider of the DASH bus system in opposition to the Department of Transportation's plan to start charging fares to ride DASH in 2025.
10/23/2024	Email	Emily Fuller	90027	English	Form Letter 2; For many Angelenos, driving is not an option and the elimination of the essential free service provided by the DASH bus would be detrimental to the lives and livelihoods of many!
10/23/2024	Email	Ted Trembinski	90033	English	Form Letter 2
10/23/2024	Email	Grace Doyle	90039	English	Form Letter 2
10/23/2024	Email	Luana Kasych	90031	English	Form Letter 2
10/23/2024	Email	Benina Stern	90025	English	Form Letter 2; I have been using DASH regularly to complete trips from the A line.
10/23/2024	Email	Isaac Diskin	90029	English	Form Letter 2; I am a resident of East Hollywood and have utilized the Hollywood and Wilshire DASH lines, as well as regularly riding LA Metro.

2024 DASH Fare Reinstitution Fare Equity Analysis Public Comments

Date	Location	Commenter	Zip Code or CD / Organization / Affiliation	Language Submitted	Comments
10/24/2024	Email	Jose M. Rodriguez	90075	English	<p>Comments</p> <p>Hello LADOT! This is Unacceptable: 1) Some riders that attended to the meeting mention one meeting was not enough, and even worst the time in the middle of the day. If LADOT cares about riders opinion LADOT should have at least 4 meetings. In a different week in a period of 3 or 4 weeks. What about the riders that we're not in town like my case I was outside the United States on October 16, this is why meeting should be schedule in a different week. LADOT need to also make 3 meeting during the in a weekday Monday to Friday one around 7 to 10 am, one between 12 noon to 3 pm, and another one between 5 to 8 pm. The 4th meeting on a Saturday between 11 am to 4 pm. 2) I heard the meeting on-line few days ago and is Unacceptable everyone says Dash should stay Free. I don't think so and is a shame on LADOT that during the Pandemic: A) LADOT never stop charging a fare on Commuter Express service caring less on the drivers if they get infected of Covid because riders board and discharge from the front door and not the rear door. B) After 2 years at the most after the Pandemic of Covid all agencies that had bus service Free begin to charge the fare like Metro, Foothill Transit, Santa Clarita Transit, Culver City Bus, Santa Monica Big Blue Bus, Torrance Transit, and other. Dash is the only service that still Free today October 2024 is Unacceptable. C) Is about time to begin to charge the regular fare on Dash I cannot wait for that to happen. I prefer to pay 50 cents on Dash service instead of having it Free so all Homeless people ride and make Dash Buses their Hotel Service because they ride to sleep occupied more than one seat, eat and leave their trash on the bus and when they under the influence of drugs they fight with any person on board can be a rider or the bus driver. Please begin to charge on January 1, 2025, don't listen to people that want everything Free and don't care about nothing else even don't care about safety. I understand some people mention the 50 cents affect them on their wallet, I can even think going back to the previous fares 35 cents or even 25 cents for me are ok, but Dash needs to collect something cannot be Free. We need to keep people away from riding people that only want to be on the bus to sleep, and cause problems impacting riders that really need the service to get to work, school, doctor, store, ect... and we need a Safe Environment. I care about Riders and Bus Driver Safety. So please begin to charge the fare 25, 35, or 50 cents, but not Free. D) Shame that riders that use Observatory/Los Feliz Dash complaining about the 50 cents fare. Not thinking is important for Los Angeles to keep the area of the Griffith Park Observatory safe. I will not be happy if tourism see such important place in Los Angeles full of trash and people that use drugs and ride our buses to create problems. Back in 2000 the Observatory Dash was a Commuter Express the name of the route was Community Connection 203, the fares were 90 cents the old fare for Base Fare on Commuter Express. I even think LADOT should bring back route CC 203. Please read point E. E) Back in the 1990s, 3 Dash routes use to be a Commuter Express service. San Pedro Dash was Community Connection 147, Observatory/Los Feliz Dash was Community Connection 203, and Beachwood Canyon Dash was Community Connection 208. I think will be nice to bring those 3 CC/CE routes back. Even better to make a longer route I suggest the following: Commuter Express 147: replace San Pedro and Wilmington Dash. CE 147 will open a transfer point to CE 142 at 7th & Grand. Commuter Express 203: replace Observatory/Los Feliz and Hollywood Dash. CE 203 will open a transfer point to CE 422 at Fountain & Western (CE 203) 101 Freeway & western (CE 422). Commuter Express 208: replace Beachwood Canyon, Hollywood/Wilshire, and Wilshire Center/Koreatown Dash. CE 208 will open a transfer point to CE 534 at Olympic & Western by re-routing Wilshire Center/Koreatown to Olympic & Western. Commuter Express 602: replace Pico Union/Echo Park Dash. Pico Union/Echo Park is a long route even longer than CE 142 and Union Station/Bunker Hil Will be much better for riders to have a much better comfort bus like Commuter Express. CE 602 can even have multiple transfer to other CE routes. At Washington & Figueroa to CE 419, 422, 423, 438, 439, and 448, at Venice & Hoover to CE 431 by re-routing Pico Union/Echo Park and adding a stop for CE 431, and at Union & Olympic to CE 534 by adding a stop for CE 534. Fare will be \$1.50 on all routes Base Fare for Commuter Express and not 50 cents.</p> <p>Thank You for the time</p>

2024 DASH Fare Reinstitution Fare Equity Analysis Public Comments

Date	Location	Commenter	Zip Code or CD / Organization / Affiliation	Language Submitted	Comments
10/24/2024	Email	Alyssa Tejada	91709	English	Form Letter 2; Do you know anyone close to you that doesn't own a car? Have you ever had car troubles that forced you to use public transportation, because you can't afford a rideshare? Many of us in the LA area are privileged to where we don't have to rely on the whims and fares of busses, but many more use it as their only means to get around, besides walking or biking in the LA heat. My partner, Richard, lost their car a few months back, and has to use public transportation to get to work, groceries, and visit friends or family. They rely on DASH busses to get around LA without spending their cash on fares. Our friends Reagan and Mason don't have cars either, and oftentimes are forced to stay home because of their difficulty finding rides or having access to low-cost or fare-free busses. I personally know people who will be affected negatively by this unfair change in policy. That is why I'm writing to you, as an advocate for free, accessible public transportation and the DASH bus system. I oppose the Department of Transportation's plan to start charging fares to ride DASH in 2025, and implore you to have empathy for those who don't have the privilege of their own transportation vehicles.
10/24/2024	Email	Michael Kapphahn	90031	English	Form Letter 2
10/24/2024	Email	Will Bowman	90014	English	Form Letter 2
10/24/2024	Email	Luis Villalobos	90018	English	Form Letter 2
10/24/2024	Email	Maria Corona-Sanchez	90026	English	Form Letter 2; I'm writing as a rider of the DASH bus system and a resident of Silverlake, Los Angeles.
10/24/2024	Email	Brigid Ahern	90024	English	Form Letter 2
10/24/2024	Email	Aidan Change	91755	English	Form Letter 2
10/24/2024	Email	Ean Ryan	90026	English	Form Letter 2
10/24/2024	Email	Tiffany Rocha	90201	English	Form Letter 2
10/24/2024	Email	David Reyes	91344	English	Form Letter 2
10/24/2024	Email	Sophie Miller	93274	English	Form Letter 2
10/24/2024	Email	Niki Grayson	90041	English	Form Letter 2
10/24/2024	Email	Nona Randois	90041	English	Form Letter 2
10/24/2024	Email	Jeackely Santiago	90016	English	Form Letter 2
10/24/2024	Email	Xu Li	90027	English	Form Letter 2
10/24/2024	Email	Kiran Grewal	90037	English	Form Letter 2
10/24/2024	Email	Juliann Vannordstrand	90012	English	Form Letter 2
10/24/2024	Email	Camille Orozco	90017	English	Form Letter 2
10/24/2024	Email	Gigi Drosch	90007	English	Form Letter 2
10/24/2024	Email	Aron Sanchez-Vidal	90020	English	Form Letter 2; I take the DASH home from work, to work, and grocery shopping. If I ever forget my tap card, I take the DASH. I love that the DASH is convenient and a neighborhood line.
10/24/2024	Email	Claudia A	90680	English	Form Letter 2
10/24/2024	Email	Dalila Cortez	90023	English	Form Letter 2
10/24/2024	Email	Claire Norris	91201	English	Form Letter 2; Public transportation should be free!
10/24/2024	Email	Alejandra Herrera	90063	English	Form Letter 2
10/24/2024	Email	Brenda Felipe	90033	English	Form Letter 2
10/24/2024	Email	Darica Louie	90247	English	Form Letter 2
10/24/2024	Email	Hanibal Carlisle	91335	English	Form Letter 2
10/24/2024	Email	Melissa Manousos	90014	English	Form Letter 2
10/24/2024	Email	Leila Morvari	90065	English	Form Letter 2; I've been taking the dash since I was in middles school back in 2015. The Dash was not free for me when I was a student and it was either pay the fee or walk over 2 miles to get back home. After extracurricular activities walking home after 5:30pm wasn't the best. Taking the dash I always felt safe but when I didn't have enough to cover fares I was forced to walk home. I know having the dash free makes it so much more accessible for my community. Please consider what we the community want for our people. We want accessibility.
10/24/2024	Email	Sam Park	90027	English	Form Letter 2; I'm writing as a rider of the DASH bus system and a resident of Los Feliz and someone who grew up in Los Angeles in opposition to the Department of Transportation's plan to start charging fares to ride DASH in 2025.
10/24/2024	Email	Michael Braud	90023	English	Form Letter 2
10/24/2024	Email	Mackenzie Caulfield	90068	English	Form Letter 2
10/24/2024	Email	Kevin Umana	90031	English	Form Letter 2
10/24/2024	Email	Isaac Parra	90017	English	Form Letter 2
10/24/2024	Email	Marleny Ortega	91706	English	Form Letter 2

2024 DASH Fare Reinstitution Fare Equity Analysis Public Comments

Date	Location	Commenter	Zip Code or CD / Organization / Affiliation	Language Submitted	Comments
10/24/2024	Email	Amy Smith	91602	English	Form Letter 2; I'm writing as a daughter of a rider of the DASH bus system in opposition to the Department of Transportation's plan to start charging fares to ride DASH in 2025. My mother who lived with mental illness her whole life used the Fare-free buses. It was her way of going to her doctor appointments, getting groceries, and doing small errands. It is important that we keep in place these systems that work for many of our community members. That make it easier to live an already stressful life. This is a necessity for the riders and would be harmful to start charging fees.
10/24/2024	Email	Rick Aranibar	91801	English	Form Letter 2
10/24/2024	Email	Miranda Leibig	90005	English	Form Letter 2
10/24/2024	Email	Megan Rucker	90401	English	Form Letter 2
10/24/2024	Email	Ryan Hitchcock	90039	English	Form Letter 2
10/24/2024	Email	Giennyra Lai-Alvarez	91601	English	Form Letter 2
10/24/2024	Email	Brigid Marshall	90039	English	Form Letter 2
10/24/2024	Email	Bella Emmerich	90032	English	Form Letter 2
10/24/2024	Email	Ana Reyes	90026	English	Form Letter 2; I'm a resident of Echo Park and I heavily rely on the DASH bus system. Both my grandma and mother also depend on the DASH system. I'm writing in opposition to the Department of Transportation's plan to start charging fares to ride DASH in 2025.
10/24/2024	Email	Kaylee Colton	91501	English	Form Letter 2
10/24/2024	Email	Robert Paterno	90004	English	Form Letter 2; I'm a working class renter in the Rampart Village neighborhood, and a regular rider on the Observatory DASH line. I OPPOSE the Department of Transportation's plan to start charging fares to ride DASH in 2025.
10/24/2024	Email	Michelle Garcia Gutierrez	90031	English	Form Letter 2; I'm writing as a rider of the DASH bus system (mainly the El Sereno line) in opposition to the Department of Transportation's plan to start charging fares to ride DASH in 2025.
10/24/2024	Email	Norah Pack	90089	English	Form Letter 2
10/24/2024	Email	Kit Myers	90027	English	Form Letter 2
10/24/2024	Email	Catherine Epstein	91367	English	Form Letter 2
10/24/2024	Email	Andrea Yeager Yeager	90278	English	Form Letter 2
10/24/2024	Email	Breda Lund	90025	English	Form Letter 2
10/24/2024	Email	Morgan Barney	91205	English	Form Letter 2
10/24/2024	Email	Rhiley Jane	90032	English	Form Letter 2
10/24/2024	Email	Helen Alvarez	91343	English	Form Letter 2
10/24/2024	Email	Justin Brand	91387	English	Form Letter 2
10/24/2024	Email	Madelline Abrego Gutierrez	90302	English	Form Letter 2
10/24/2024	Email	Barbara Ngai	91803	English	Form Letter 2
10/24/2024	Email	Izzy Jaquez	90032	English	Form Letter 2
10/24/2024	Email	Charles Markham	90020	English	Form Letter 2
10/24/2024	Email	Sofia Ringo	90815	English	Form Letter 2
10/24/2024	Email	Isiquiel Quintanilla	91423	English	Form Letter 2
10/24/2024	Email	Madeleine Maloy	90026	English	Form Letter 2
10/24/2024	Email	Nkem Ndefo	90042	English	Form Letter 2
10/24/2024	Email	Aimee Bowen	90027	English	Form Letter 2
10/24/2024	Email	Stacy Williams	90037	English	Form Letter 2
10/24/2024	Email	Michael Weaver	90013	English	Form Letter 2; I'm writing as a rider of the F DASH bus system in opposition to the Department of Transportation's plan to start charging fares to ride DASH in 2025.
10/24/2024	Email	Mia Shestina	90008	English	Form Letter 2
10/24/2024	Email	Cassidy Yueh	90005	English	Form Letter 2
10/24/2024	Email	Mirem Sanchez	90037	English	Form Letter 2
10/24/2024	Email	Jennifer Trinh	90031	English	Form Letter 2
10/24/2024	Email	Maria Ahverdyan	90012	English	Form Letter 2

2024 DASH Fare Reinstitution Fare Equity Analysis Public Comments

Date	Location	Commenter	Zip Code or CD / Organization / Affiliation	Language Submitted	Comments
10/24/2024	Email	Michelle Cutler	90031	English	Form Letter 2; Hello, please keep DASH fare free! I understand that the city is low in funding but increasing fares is not the answer. This unfairly puts the financial burden on low income folks who already have it hard enough getting to work and all the places they need to go. Not to mention that the bus encourages less car usage! I am upset to see consistent and unnecessary budget increases to the LAPD when they are a huge liability to the city and don't actually serve to prevent crime. In my personal experience requesting help from police, not only did they not help, they in some cases exacerbated the problem or were extremely rude and aggressive towards me even though I was the person who had deescalated crimes before they even arrived! Buses in the other hand help people get around, they are worth the cost and are only a benefit to people! And it is so small compared to what the police say they "need". Additionally, stats show that crimes specifically towards bus drivers are reduced significantly when fares are free! So by increasing fares (which will be unexpected for many riders), you are actually inadvertently increasing the chances of aggression and assault crimes on buses! We don't need to add to the PD's pile of paperwork, they can't even handle what's on their plate. Please take some of the budget increase away from police and give it to the bus system. (And the schools, street services, housing, waste mgmt, public green spaces, food distributions, etc for that matter). Promote services that build stronger community and crime reduction will follow on its own without use of force.
10/24/2024	Email	David Choi	90017	English	Form Letter 2
10/24/2024	Email	Danny Guerra	91324	English	Form Letter 2
10/25/2024	Email	Chanelle Barona	90034	English	Form Letter 2
10/25/2024	Email	Isabella Perdomo	90016	English	Form Letter 2
10/25/2024	Email	Jade Lacy	90036	English	Form Letter 2
10/25/2024	Email	Nicolas Dias	07641	English	Form Letter 2
10/25/2024	Email	Bri Price	90018	English	Form Letter 2
10/25/2024	Email	Heather Stokes	90026	English	Form Letter 2
10/25/2024	Email	Berenice Fernandez	90011	English	Form Letter 2
10/25/2024	Email	Claire Chicha	90042	English	Form Letter 2
10/25/2024	Email	Emily Skehan	91403	English	Form Letter 2
10/26/2024	Email	Sally Hayati	90277	English	Form Letter 2
10/26/2024	Email	Dani Cotton	90020	English	Form Letter 2
10/27/2024	Email	Janine Sun	90007	English	Form Letter 2; I regularly ride the DASH F and am a resident of the University Park area. The DASH buses are safe and clean—day and night—and are an indispensable part of LA's public transportation systems.
10/28/2024	Email	Noelle Lewis	91001	English	Form Letter 2
10/30/2024	Email	Ingrid Spielbauer	90026	English	Form Letter 2
11/5/2024	Email	Maritza Abundis	90604	English	Form Letter 2
11/6/2024	Email	Luke Rundell	90012	English	Form Letter 2



SAMPLE - FORM LETTER 1

CONCERNS: LADOT FARE EQUITY ANALYSIS & FARE REINSTITUTION PLAN

1 message



Tue, Oct 15, 2024 at 10:55 PM

To: cd10@lacity.org, councilmember.park@lacity.org, councilmember.hernandez@lacity.org, councilmember.kevindoleon@lacity.org, contactCD4@lacity.org, Karen.Bass@lacity.org
Cc: hearingofficer@store.ladottransit.com

Dear Transportation Committee Members,

I urge you to reject LADOT's current Fare Reinstitution Proposal and instead initiate a transparent, participatory process that values and incorporates more community input.

Since the pandemic, DASH service has been fare-free, benefiting its ridership, which is 74% Black and Latino, 64% of whom earn less than \$20,000. Reinstating fares would disproportionately harm these low-income riders, and the current staff report fails to adequately study or justify its claim of no disparate impact.

This decision was made without the necessary community engagement or public comment. City planning should not work this way, especially when it affects working-class Angelenos. I urge you again to reverse course. DASH should remain universally and permanently fare-free.

Thank you for your consideration.



SAMPLE - FORM LETTER 2

Subject: Keep DASH Fare-Free (LADOT Public Comment)

From: [REDACTED]@adv.actionnetwork.org>

Date: 10/20/24, 11:00 PM

To: hearingofficer@store.ladottransit.com

Hearing Officer Kay Sasaki,

I'm writing as a rider of the DASH bus system in opposition to the Department of Transportation's plan to start charging fares to ride DASH in 2025.

JUSTICE FOR RIDERS

The DASH system is an essential public service that has operated fare-free for everybody since 2020. DASH helps people access jobs, education, grocery stores, health care, and other destinations in our neighborhoods. The vast majority of DASH riders are low-income and working-class people who are already squeezed by the cost-of-living crisis and the housing affordability crisis in Los Angeles.

Keeping public transportation fare-free is an important justice issue for low-income riders who pay in cash. While over 80% of DASH riders would qualify for fare-free programs like LIFE, most eligible riders never enroll due to the paperwork burden, because of immigration status, or simply from lack of awareness. It is unjust for DASH to charge fares knowing most of its riders should be eligible for free fares but continue to pay for rides in cash.

While consistent funding for public transit is crucial, DASH does not need to charge fares to fund its operations. In Los Angeles we fund public transit collectively through our sales taxes, and low-income riders already pay more of their income to sales taxes than anyone else. Over 70% of DASH's budget comes from Proposition A sales taxes. Even in 2019, when DASH did collect fares, less than 4% of LA's transit operating budget came from fares. We do not need fares to fund DASH.

JUSTICE FOR WORKERS

DASH's bus operators are essential workers who kept the City moving during COVID, and they deserve a safe workplace. Driving a bus on LA's streets is difficult already, and drivers do not need to take on additional jobs as fare enforcers. Requiring drivers to enforce fare collection puts them at unnecessary risk of confrontation and violence. When the New York MTA tested making 5 bus lines fare-free in 2023-2024, they found that assaults on operators dropped 39%. Remaining fare-free, coupled with driver safety measures like rear-door boarding and protective operator shields, will help keep our DASH operators safe at work.

We must also ensure that public transit funds are used efficiently to deliver public benefits. While fares are not a meaningful fraction of DASH funding (less than 4% of City transit operating budget came from fares in 2019), the collection of fares requires the City to spend millions of dollars on third-party contracts for TAP card hardware and services. The money that LADOT pays to contractors for expensive fare management systems could be better spent delivering fast, reliable bus service. LADOT's TAP contract will be up for renewal in the coming months,

and LADOT should end its contract for fare collection on DASH to save money while providing fare-free service to riders.

ENVIRONMENTAL JUSTICE

California is failing to cut transportation emissions fast enough to respond to the climate crisis, and it is failing its Vision Zero commitment to eliminate traffic deaths. Los Angeles specifically has had the worst ozone pollution of any major US city for 24 out of the last 25 years. In 2023, traffic deaths reached the highest level in decades, with 337 people killed. This road violence is especially concentrated in historically-Black parts of South LA, including the Thanksgiving spree that killed 9 people over a 2 week period. Delivering clean air, climate stability, and safe streets will require increasing the fraction of trips taken on public transit like DASH.

LADOT must not take a step backward on transit ridership by increasing DASH fares. Evidence from dozens of US and international cities shows that transitioning to fare-free transit increases ridership by 20% to 60%. New York MTA's fare-free pilot showed ridership increase of 30%-38%. If DASH reverses its fare-free policy, we should expect to see drops in ridership that hurt every one of our environmental justice goals.

PROCESS FAIRNESS

The actions taken by LADOT to reinstate fares have lacked transparency and have failed to engage DASH's ridership, especially monolingual Spanish speakers. A single hearing was held on October 16 at a Downtown office during business hours on a weekday, inaccessible to many riders. At the single meeting, no Spanish agenda or language facilitation was provided. Seventeen comments from the public were made, 100% of them in opposition to the fare increase. While LADOT claims to have clear direction from City Council on reinstating fares, this issue has not come before the Transportation Committee for a public hearing and a vote. This public engagement process has been defective and has left the vast majority of DASH riders unaware of the planned reinstatement of fares.

For these reasons, I oppose LADOT's plan to start charging DASH riders fares in 2025. This policy would financially burden DASH's working-class ridership, would cut off Angelenos from their neighborhoods, would not meaningfully boost the LADOT transit budget, would make the jobs of DASH's bus operators more difficult and more dangerous, would obligate LADOT to continue purchasing expensive fare collection systems, would worsen LA's climate emissions and quality, would contribute to an epidemic of traffic fatalities, and has been carried out in a deeply-flawed process which has failed to engage the riding public.

I ask for LADOT to pause its planned DASH fare increase indefinitely and work with City leaders to strengthen DASH so it can serve Angelenos for decades into the future as a fare-free transit system.

[REDACTED]