

Bay Area Fare Coordination and Integration Study

Fare Integration Task Force Meeting
November 15, 2021



Photo: Seamless Bay Area

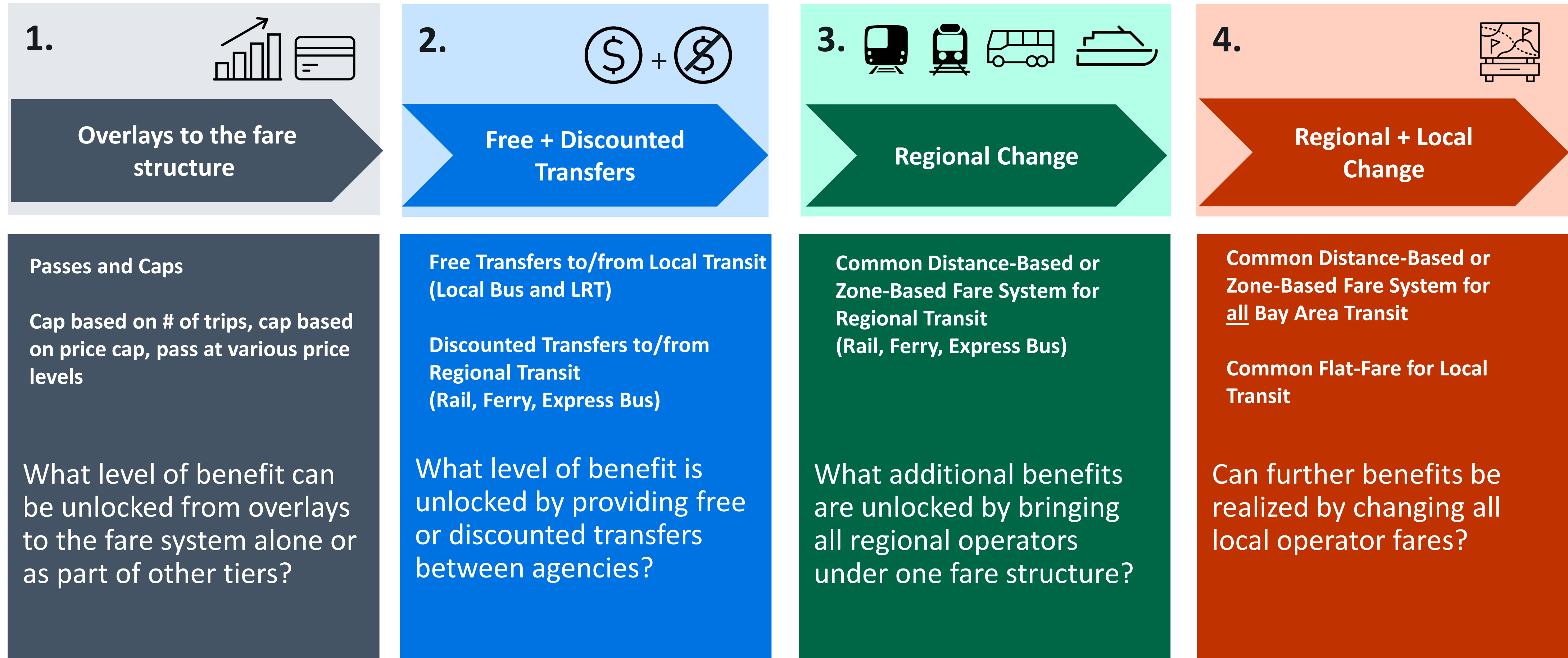
Agenda

- 1 Recommendations Recap
- 2 Policy Vision Statement
- 3 Next Steps

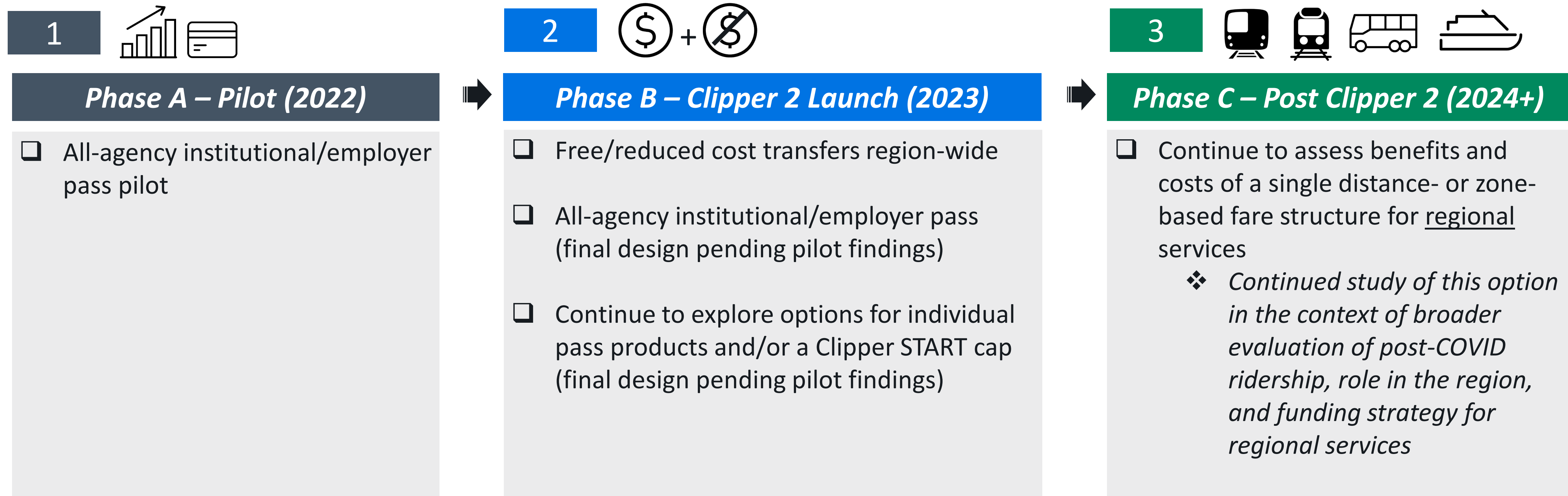
1 — Recommendations Recap

Fare Integration Tiers

The fare integration business case assesses the benefits, costs, and requirements associated with increasing tiers of fare policy integration in the Bay Area.



Summary of Recommendations



Notes Regarding Local Authority

- Recommendations do not contemplate transfer of locally-sourced funds between agencies
- Recommendations assume new regional funds would be sought to offset agency revenue impacts
- Phase A and Phase B recommendations do not contemplate changes to any agency board’s fare-setting authority

3 — Policy Vision Statement

Draft Bay Area Transit Fare Policy Vision Statement

What is it?

The purpose of the Transit Fare Policy Vision Statement is to allow the Fare Integration Task Force to begin to articulate a policy direction it could support in principle and to provide direction to transit agency and MTC staff about how to prioritize upcoming work, including returning to the Task Force with specific actions related to the proposed pilot all-transit agency employer/institutional pass.

What does it mean?

- Fare Integration Task Force may want to *demonstrate support* for a fare policy vision, subject to certain complementary and necessary objectives, in order to provide direction to staff and signal a policy vision to outside stakeholders.
- Endorsement may *strengthen the case for new funding*, to support delivery of fare policy initiatives.
- Endorsement of a policy vision **does not** commit MTC or operators to any particular action or funding obligation.
- The Policy Vision Statement is being presented today for Task Force approval.

Draft Fare Policy Vision Statement (1 of 3)

Statement of Study Findings

Based on the draft findings of the Fare Coordination and Integration Study (FCIS), the Fare Integration Task Force (Task Force) recognizes that the implementation of more coordinated and integrated transit fare policies may offer cost-effective options for improving the transit customer experience, promoting transit ridership recovery from the COVID-19 pandemic, and reducing regional vehicle miles traveled, greenhouse gas emissions, and transit travel times for customers, in ways that are compatible with the equity goals of transit operators, local stakeholders, MTC, and the State of California.

Draft Fare Policy Vision Statement (2 of 3)

Transit Fare Policy Initiatives for Further Development

The Task Force endorses continued work by transit operators and MTC staff to advance the following policy initiatives:

1. Deployment of an all-transit agency institutional/employer pass demonstration pilot in 2022, with a focus on educational institutions, affordable housing properties, and employers of various sizes, pending available resources/technical considerations.
2. Implement a no-cost and reduced cost transfers for transit users transferring between different transit agencies beginning in 2023, coinciding with the rollout of the Next Generation Clipper[®] system/Clipper[®] 2.
3. Continue to develop a proposal for implementing an all-transit agency pass product for the general public after the launch of the Next Generation Clipper[®] system/Clipper[®] 2 in 2023 or later (pending outcomes and data from the pilot noted in no. 1 above).
4. Continue to refine the vision of eventually creating a common fare structure (distance or zone-based) for regional rail, ferry, and express bus service after Next Generation Clipper[®] system/Clipper[®] 2 implementation. Direct transit operator staff and MTC staff to continue to evaluate the benefits and costs of a common fare structure for regional transit services in the context of a broader evaluation of post-COVID-19 pandemic ridership patterns, the role of regional transit service in the region, and the funding strategy for these regional transit services.

Draft Fare Policy Vision Statement (3 of 3)

Complementary and Necessary Objectives to Facilitate Delivery of Transit Fare Policy Initiatives

In collaboratively advancing these improvements for the benefit of the Bay Area's transit customers, we also recognize the continued economic challenges facing the region, and the transit industry in particular. The Task Force recommends that transit operator and MTC staff work to advance the above policies while also acknowledging that successful delivery will require pursuit of the following complementary and necessary objectives:

- Implementation will not require the transfer of locally sourced funds between transit agencies.
- Prior to implementation of any of the Transit Fare Policy Initiatives, new funding sources will be sought to offset adverse transit agency revenue impacts resulting from implementation.
- Implementation of any of the Transit Fare Policy Initiatives will require approval by the appropriate transit agency governing body.
- Implementation of any of the Transit Fare Policy Initiatives will not result in a reduction of transit agency operating service levels.

4 — Next steps

Next Steps

Phase A: All-Agency Institutional/Employer Pass Pilot in Mid-2022

- FCIS team has established a special working group to advise on initial pilot design and assist in the development of an implementation and project management plan
- MTC Commission has expressed interest in providing some funds to support the pilot
- Questions remain about pilot scale of pilot and operator/MTC appetite for risk/uncertainty
- If the Task Force is supportive the FCIS team will continue preliminary pilot work and report back with implementation and project management plan at the January 2022 Task Force meeting

Phase B: Free Local Interagency Transfers and Reduced Cost Regional Interagency Transfers once Next Generation Clipper is Launched in 2023

- FCIS team is seeking additional guidance from the Task Force, via the proposed Policy Vision Statement, on whether there is broad support for developing a proposal to fund and deliver this action.
- Should the Task Force adopt the Policy Vision Statement the FCIS team will work to return to the Task Force in January 2022 with possible next steps on this recommendation for consideration.

Role of the Task Force Beyond the FCIS

- FCIS team anticipated seeking Task Force approval for the final project report in early 2022.
- Once the formal FCIS has concluded the project team recommends that the Task Force continue to meet on a regularly scheduled basis (likely less frequently than during the FCIS) to provide direction and oversight of the delivery of the FCIS project recommendations.

