

Meeting Agenda

Fare Integration Task Force

Members:

Michael Hursh, Chair **Denis Mulligan, Vice Chair**

**Michelle Bouchard, Carolyn M. Gonot, Daryl Halls,
Beth Kranda, Carter Mau, Therese W. McMillan, Kate Miller,
Robert Powers, Rick Ramacier, Michael Tree, and Jeffrey Tumlin**

Monday, November 15, 2021

12:30 PM

REMOTE

In light of Governor Newsom's State of Emergency declaration regarding COVID-19 and in accordance with the recently signed Assembly Bill 361 allowing remote meetings, this meeting will be accessible via webcast, teleconference, and Zoom for all participants.

A Zoom panelist link for meeting participants will be sent separately to Task Force members.

The meeting webcast will be available at <http://mtc.ca.gov/whats-happening/meetings>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Task Force Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/82064017767>

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Webinar ID: 820 6401 7767

International numbers available: <https://bayareametro.zoom.us/u/kbsy9hMAwX>

Detailed instructions on participating via Zoom are available at:

<https://bayareametro.zoom.us/u/keF6DXG0Ji>

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

1. Roll Call / Confirm Quorum

Quorum: A quorum of this committee shall be a majority of its regular voting members (7).

2. Chair's Introduction / Remarks - Hursh

3. Consent Calendar

- 3a. [21-1449](#) Minutes from the October 18, 2021 Meeting

Action: Task Force Approval

Attachments: [03a Fare Integration Task Force Meeting Minutes 10-18-2021.pdf](#)

4. Approval

- 4a. [21-1451](#) Endorsement of a Fare Coordination/Integration Policy Vision Statement

The Task Force will be asked to consider endorsing a fare policy vision statement based on the draft recommendations of the Fare Coordination/Integration Study and Business Case.

Action: Task Force Approval

Presenter: William Bacon, MTC Co-Project Manager
Michael Eiseman, BART Co-Project Manager

Attachments: [04ai Fare Coordination Integration Policy Vision Statement Summary Sheet](#)
[04aii Fare Coordination Integration Policy Vision Statement attachment B.1](#)
[04aiii Correspondence Received.pdf](#)

5. Public Comment / Other Business

*Task Force Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6.*

6. Adjournment / Next Meeting

The next meeting of the Fare Integration Task Force will be held at a time and location to be duly noticed.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

Meeting Minutes - Draft

Fare Integration Task Force

Members:

Michael Hursh, Chair Denis Mulligan, Vice Chair

*Michelle Bouchard, Carolyn M. Gonot, Daryl Halls,
Beth Kranda, Carter Mau, Therese W. McMillan, Kate Miller,
Robert Powers, Rick Ramacier, Michael Tree, and Jeffrey
Tumlin*

Monday, October 18, 2021

12:30 PM

REMOTE

1. Roll Call / Confirm Quorum

Present: 12 - Chair Hursh, Task Force Member Halls, Task Force Member McMillan, Task Force Member Miller, Vice Chair Mulligan, Task Force Member Powers, Task Force Member Ramacier, Task Force Member Tree, Task Force Member Kranda, Task Force Member Mau, Task Force Member Gonot, and Task Force Member Bouchard

Absent: 1 - Task Force Member Tumlin

Diana Hammons acted as a delegate and voting member of the Board in place of Jeffrey Tumlin. Actions noted below as "Tumlin" were taken by Hammons.

2. Chair's Introduction / Remarks - Hursh

3. Consent Calendar

Upon the motion by Vice Chair Mulligan and second by Task Force Member McMillan, the Consent Calendar was unanimously approved. The motion carried by the following vote:

Aye: 13 - Chair Hursh, Task Force Member Halls, Task Force Member McMillan, Task Force Member Miller, Vice Chair Mulligan, Task Force Member Powers, Task Force Member Ramacier, Task Force Member Tree, Task Force Member Tumlin, Task Force Member Kranda, Task Force Member Mau, Task Force Member Gonot and Task Force Member Bouchard

3a. [21-1238](#) Minutes from the September 20, 2021 Meeting

Action: Task Force Approval

Attachments: [03a_Fare Integration Task Force Meeting Minutes_09-20-2021.pdf](#)

4. Subcommittee Reports

- 4a. [21-1239](#) Policy Advisory Council Fare Coordination and Integration Subcommittee Report

Summary of materials presented and discussions from the Policy Advisory Council Fare Coordination and Integration Subcommittee on September 10, 2021.

Action: Information

Presenter: Adina Levin, Policy Advisory Council Fare Coordination and Integration Subcommittee Chair

Attachments: [04a Policy Advisory Council Meeting Summary.pdf](#)

Tony Romero was called to speak.
Wendi Kallins was called to speak.

5. Information

5a. [21-1240](#) Bay Area Transit Fare Policy Vision Statement and Draft Project Report

The Task Force will be asked to review a fare policy vision statement based on the draft recommendations of the Fare Coordination/Integration Study and Business Case.

Action: Information

Presenter: William Bacon, MTC Co-Project Manager
Michael Eiseman, BART Co-Project Manager

Attachments: [05a Bay Area Transit Fare Policy Vision Statement and Draft Project Report.pdf](#)
[05a Correspondence Received.pdf](#)

The following individuals spoke on this item:

Roland Lebrun;
Clarence Fischer;
Jack Hebb;
Jeff Carter;
Calvin Quick;
Rick Nahass;
Kat Wortham;
Dave Sorrell;
Aleta Dupree;
Tony Romero;
Joe Kunzler;
Jonathon Kass;
Anton Lauron;
Ann; and
Ian Griffiths.

Written correspondence was received for: Joe; Simon; Raayan; Sprague and family; Rob; Remi; Dr. Andrea Horbinski, PhD; Rachel; Devan; letter co-signed by 48 groups stated on the attachment.

6. Public Comment / Other Business

Aleta Dupree spoke on this item.
Clarence Fischer spoke on this item.
Joe Kunzler spoke on this item.

7. Adjournment / Next Meeting

The next meeting of the Fare Integration Task Force will be held at a time and location to be duly noticed.

Clipper® Executive Board Fare Integration Task Force

November 15, 2021

Agenda Item 4a

Endorsement of a Fare Coordination/Integration Policy Vision Statement

Subject:

The Task Force will be asked to consider endorsing a fare policy vision statement based on the draft recommendations of the Fare Coordination/Integration Study and Business Case.

Background:

The Fare Coordination/Integration Study and Business Case (FCIS), which began in the spring of 2020, was tasked with developing recommendations for how changes to fare policy may be an effective strategy to increase public transit ridership in the nine-county Bay Area. The FCIS has been a collaboration between the Bay Area's transit agencies and MTC. Work undertaken over the course of the project has included ridership and financial modeling, transit user and stakeholder research, and policy research on best practices from around the United States and internationally.

Transit Fare Policy Vision Statement:

On October 18, 2021, the Task Force reviewed a draft Bay Area Transit Fare Policy Vision Statement. As the FCIS project concludes its work over the next few months the project team is seeking the Task Force's guidance on if the draft policy recommendations contained in the Draft FCIS Business Case Summary Report can serve as a policy vision for transit fare policy in the Bay Area. Attachment A to this item is a Bay Area Transit Fare Policy Vision Statement, which could serve as a template to help guide modifications to fare policy in the future. Implementation of any changes to fare policy in the future would occur through the appropriate process and would be subject to necessary financial, transit agency governing board, and technical considerations.

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 delivery of the proposed pilot all-transit agency employer/institutional pass and possible changes to transfer discounts.

Recommendations:

Approve the Bay Area Transit Fare Policy Vision Statement (Attachment A).

Attachments:

- Attachment A: Draft Bay Area Transit Fare Policy Vision Statement
- Attachment B: Presentation

A handwritten signature in blue ink, appearing to read "MWE", written over a horizontal line.

Michael Eiseman, Co-Project Manager, BART

A handwritten signature in blue ink, appearing to read "L.P.B.", written over a horizontal line.

William Bacon, Co-Project Manager, MTC

Bay Area Transit Fare Policy Vision Statement

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.

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 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.

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 shall not result in a reduction of transit agency operating service levels.

Bay Area Fare Coordination and Integration Study

Photo: Seamless Bay Area

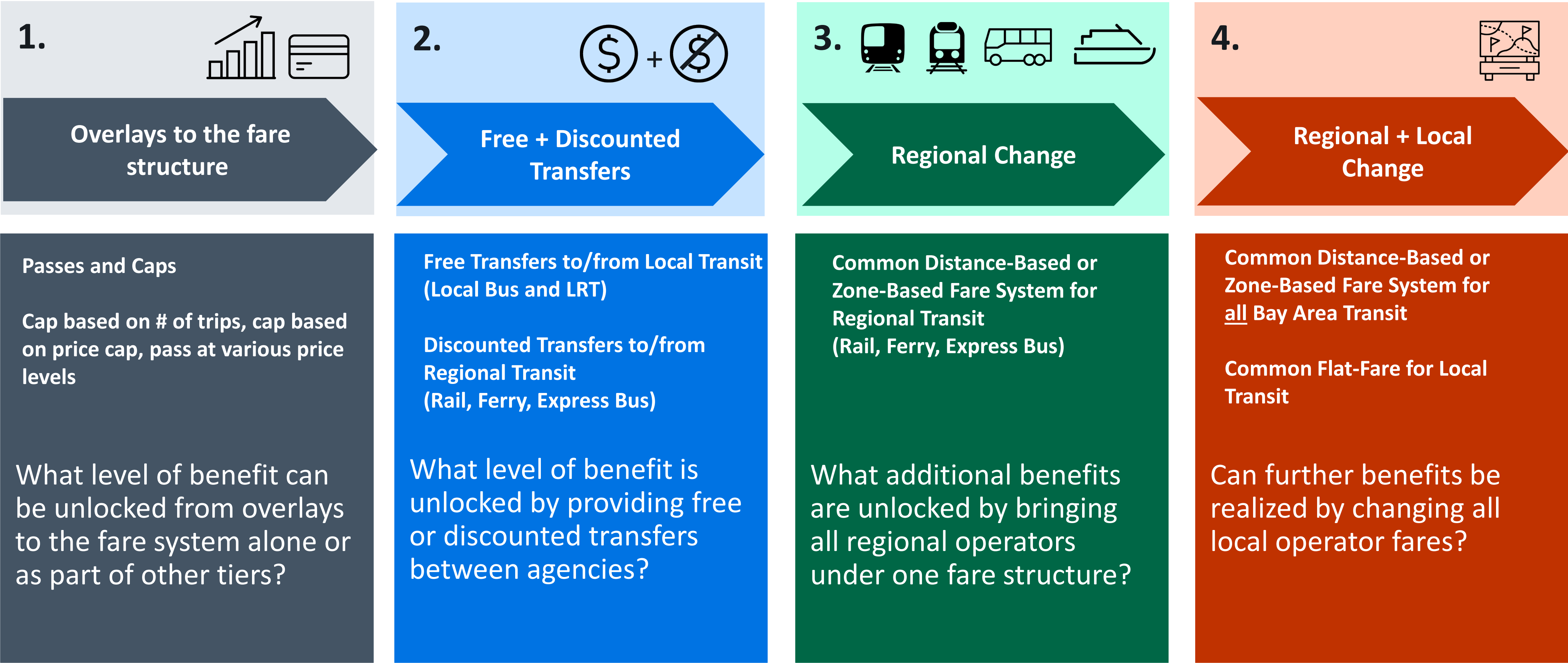
Agenda

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

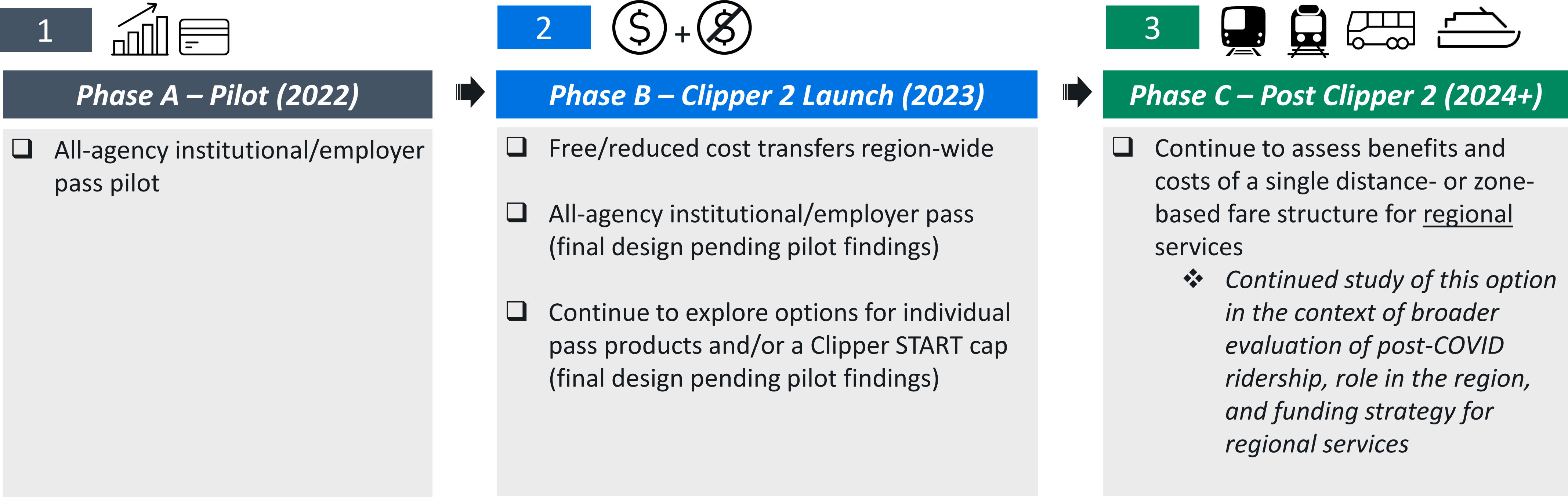
1 — Recommendations Recap

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

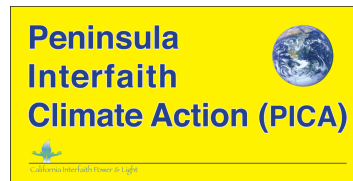
- FCIS team is seeking additional guidance from the Task Force, via the proposed Policy Vision Statement, on whether there is broad support for developing a proposal to fund and deliver this action.
- Should the Task Force adopt the Policy Vision Statement the FCIS team will work to return to the Task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







October 5, 2021

Dear Fare Integration Task Force members, Transit Agency Board Members, and MTC Commissioners,

Thank you very much for advancing the Regional Fare Coordination and Integration study.

We strongly support the [initial recommendations](#) of the study, including:

- Piloting multi-agency transit passes that can be distributed to riders by employers, transportation management associations, colleges/universities, and housing developments. ("Tier 1")
- Free transfers across the region ("Tier 2"), which is estimated to bring at least 25,000 new daily riders to transit - as much as some of our region's flagship bus lines

Within Tier 1, we encourage moving up affordable housing developments in priority for the pilot, since this has the potential for substantial equity benefits, and will provide valuable pilot feedback from a diverse set of low-income transit riders.

In addition, given the tremendous benefits of standardizing fare structures for regional services ("Tier 3") - which, based on the study, could bring 68,000 new daily transit riders and reduce over 800,000 daily vehicle miles traveled (VMT) from our roads - **we strongly support progress toward Tier 3, including setting up the appropriate decision-making structures and identifying the new funding sources that can support that level of integration.**

For comparison, the ridership increase associated with Tier 3 is similar to Caltrain's ridership before Covid, and the reduction in driving miles and pollution is four times that projected of Caltrain electrification, one of our region's flagship capital projects.

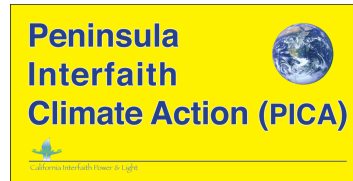
As the region works together to bring riders back to transit following the impacts of Covid, the study indicates that providing integrated fares is among the most cost-effective strategies available to increase transit ridership.

The study shows that the outcomes would be valuable to provide mobility for low-income residents; to support our economy as the region recovers from Covid; to support needed housing; and to reduce the region's largest source of greenhouse gas emissions.

Lastly, we would like to encourage the Task Force and MTC to continue to keep open the possibility for eventual movement to "Tier 4" integration, a fully integrated fare system as is currently in place across many high-ridership regions. The business case indicates that some versions of Tier 4 may have the potential to offer even greater ridership and VMT benefits than Tier 3.



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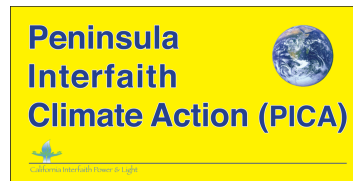


California
Interfaith
**Power
& Light**

In addition, MTC's [current wayfinding business case](#) study shows an additional \$150-\$300 million in economic and environmental benefits delivered by the deepest level of wayfinding and branding integration, but which is dependent upon fully integrated fares consistent with "Tier 4" of the fare integration study. And MTC's polling shows about a 90% approval rating for wayfinding and fare integration improvements.

The deeper levels of fare integration will require additional funding to achieve the substantial benefits. And it will be essential for these strategies to be implemented in a manner that supports equity for vulnerable residents and the financial viability of transit agencies. These decisions should be brought into the region's consideration of a potential regional transportation funding measure, as part of a broad conversation about the goals and values for transit funding.

Thank you for your consideration,



Adina Levin
Friends of Caltrain

Ian Griffiths, Policy Director
Seamless Bay Area

Gwen Litvak
Bay Area Council

John Ristow
Director of Transportation, City of San Jose

Tiffany Rodriguez,
**Manager, Transportation Solutions,
Associated Students, San Jose State
University**

Angie Evans
Palo Alto Forward

Kelsey Banes
Peninsula for Everyone

Evelyn Stivers
**Housing Leadership Council of San Mateo
County**

Sheri Bruns
**Executive Director, Silicon Valley Independent
Living Center**

Vanessa Bohm
Urban Environmentalists

Debbie Toth, President & CEO
Choice in Aging

Bruce England
**Mountain View Coalition for Sustainable
Planning**

Lauren Weston, Executive Director

Jonathon Kass, Transportation Policy Manager
SPUR

Roseanne Foust, President & CEO
**San Mateo County Economic Development
Association (SAMCEDA)**

Jordon Wing
Streets for People Bay Area

Diane Bailey, Executive Director
Menlo Spark

Petra Silton
**Thrive Alliance: The Alliance of Non-profits
for San Mateo County**

Riya Master
**External Affairs Vice President, Associated
Students of the University of California**

Kristina Pappas, President
San Francisco League of Conservation Voters

Jack Kurzweil
Wellstone Democratic Renewal Club

Jeffrey Levin, Policy Director
East Bay Housing Organizations

Michael Abramson
Mountain View YIMBY

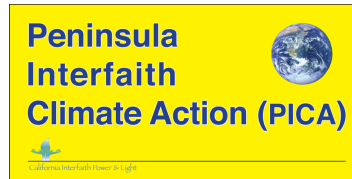
Helena Chang, Advocacy Program Manager
The Center for Independent Living (TheCIL)

Greg Magofña, Co-Executive
East Bay for Everyone

Jim Baker, CEO & Founder
Xentrans



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& Light**

Acterra: Action for a Healthy Planet

Jason Baker

Silicon Valley Leadership Group

Kathryn Hagerman Medina, Director, Customer
Success, **RideAmigos**

Debra Ballinger, Executive Director
Monument Impact

Rorbert Feinbaum
SaveMUNI

Tina Martin
Mothers Out Front San Francisco

David Sorrell, TDM-CP
**Northern California Chapter, Association for
Commuter Transportation**

Russ Hancock, President & CEO
Joint Venture Silicon Valley

Ahleli Cuenca
Youth Leadership Institute

Nicole Kemeny, President
350 Silicon Valley

Carol Cross, Co-Convenor
Fossil Free Mid-Peninsula

Bijan Mehryar
Salesforce

Liore Milgrom-Gartner
CA Interfaith Power & Light

Marco Echeandia, Director of Sustainability
**Associated Students of San Jose State
University**

Antonio Maldonado, Director of Business Affairs
**Associated Students of San Jose State
University**

Zach Drucker
sf.citi

Jack Sweringen
Friends of SMART

Hans Larsen, Public Works Director
City of Fremont

Justine Marcus
Enterprise Community Partners

Adam Thongsavat, Public Policy
Airbnb

Michael Gliksohn, Treasurer
Richmond Progressive Alliance

Marlene Santoyo
Menlo Together

Erin Chazer
Peninsula Young Democrats

Paul Fadelli
Mayor, City of El Cerrito

From: [MTC-ABAG Info](#)
To: [Martha Silver](#)
Subject: Fwd: fare integration pilot
Date: Sunday, November 14, 2021 10:18:10 PM

[REDACTED]

From: David [REDACTED].com>
Sent: Sunday, November 14, 2021 6:31:16 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: fare integration pilot

External Email

In 1989, directly after the Loma Prieta quake, the existing AC/BART hybrid pass (AC) and metered use ticket (BART) was made valid on Muni at no price increase for riders. Given both that history, and current ridership requirements (less rush hour but off hour usage healthy again despite long headways) it is more important than ever that riders be able to use the most convenient combination of agencies to make trips without either excessive delay or multiple fares.

Therefore, I urge 1) Immediate adoption of the pilot--agenda item 4a, AND 2) ask that the same fare concessions be made available to the general ridership within the first quarter of 2022 via the current Clipper fare medium.

David [REDACTED]
[REDACTED]

AC and Muni rider since Sept 1970, BART from revenue day one