

## Correspondence – Agenda Item 2

**From:** Adina Levin

**Sent:** Sunday, October 6, 2019 4:20 PM

**To:** Martha Silver <MSilver@bayareametro.gov>; Randi Kinman

**Subject:** Means-based fare update agenda item and regional fare integration update

Hello, Council members,

Unfortunately, I am unable to attend on Wednesday due to Yom Kippur, so here are some comments regarding the MTC Means-Based Fare update, and comments about the related subject of the Regional Fare Integration study regarding which we have previously taken a position in support.

Here is an update on important milestones for regional fare integration, and a means-based fare progress report.

### Means-Based Fare Update

The Equity and Access Subcommittee is getting update on the Means-Based Fare pilot. As the staff report notes, the pilot program is scheduled to launch in spring 2020 (not Fall 2019), and the schedule is still being finalized. The pilot will run for about 18 months.

The staff report notes that the Means-Based Fare Pilot is intended to

- Make transit more affordable for the Bay Area's low-income residents;
- Move toward a more consistent regional standard for fare discount policies; and,
- Define a transit affordability solution that is financially viable and administratively feasible and does not adversely affect the transit system's service levels and performance.

However, the staff report does not include any linkage between the Means-Based Fare pilot and the Fare Integration Business Case, which is moving forward (see next section of this email).

Leaving out this linkage seems at odds with the intent of the MTC Commissioners, who stated as direction, when they approved the means-based fare pilot, that they wanted to see regional fare integration to be explored as an opportunity for additional affordability opportunities (which had been one of the Policy Advisory Council's recommendations).

If you agree, this would be a good comment to make to staff at the Subcommittee meeting.

### Regional Fare Integration business case study

Some good news on the Regional Fare Integration Business Case study - last month the Clipper Executive Board approved moving forward with a business case study for regional fare integration (as the PAC had supported)

<https://sf.streetsblog.org/2019/09/17/breakthrough-on-fare-integration/>

This coming Wednesday October 9 (before the Council meeting), the Metropolitan Transportation Commission Programming and Allocations Committee is reviewing the study scope to recommend funding, and the full MTC will review funding for approval at its meeting on October 23.

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There are some important opportunities to strengthen the study.

- Improving transit affordability as one of the goals. The current scope of work focuses on goals to improve passenger experience and grow ridership across the Bay Area. These are important and good goals. However, an earlier draft included a goal of affordability that is no longer listed. Looking at fare integration from with an affordability lens, looking at issues such as trips by low-income commuters (given displacement and long commutes), cumulative cost of using transit (with potential regional fare-capping options), and customer household cash flow (considering pay-as-you-go options), could generate insights into ways integrated fares could especially benefit lower-income commuters and travelers, and strategies to especially help with low-income riders.
- Stakeholder group with representatives of major customer sectors. Organizations including major employers and developers that provide TDM benefits, Transportation Management Associations, cities, equity-focused groups working with low-income constituents, transit advocates, all have the potential to provide useful feedback in incremental stages, before getting baked proposals after 12-18 months.
- Customer research focused on regional fare integration. The scope of work does include customer research, however it focuses on using existing customer surveys that transit agencies have already done. Because these surveys did not ask about issues specifically relating to fare integration, it is unlikely that the data will have good coverage of topics they did not ask about.

The first bullet, using fare integration to advance affordability, is already a position that the Council has taken, so you can say that in your comments. The second two bullets are items that a coalition of equity and transit advocates including TransForm, Urban Habitat, and Seamless Bay Area are supporting. Feel free to support them if you agree.

So if you can make it to the Programming and Allocations Committee or send a note, some additional comments would be welcome. You can contact the Programming and Allocations Committee and the Commission in writing via, Kimberly Ward [KWard@bayareametro.gov](mailto:KWard@bayareametro.gov) The Programming and Allocations Committee starts at 9:40 on Wednesday, and the full Commission meeting starts at 9:40 on 10/23.

If you have questions, I can only correspond with a few people due to the Brown Act, so please put any direct comments or questions to me through the chair and staff. And the most important thing is to communicate to the Commission, if you share these concerns :-)

Thanks,  
- Adina

Adina Levin  
Council Member  
San Mateo County, Environment