



Silicon Valley Independent Living Center
a disability justice organization that creates fully inclusive communities





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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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,



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Friends of Caltrain

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Seamless Bay Area

Gwen Litvak
Bay Area Council

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Director of Transportation, City of San Jose

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Peninsula for Everyone

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Bruce England
**Mountain View Coalition for Sustainable
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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