

From: [Kristie E \[REDACTED\]](#)
To: [MTC-ABAG Info](#)
Cc: [David Canepa](#); [William Bacon](#); meiseman@bart.gov
Subject: Comments in support of BayPass all-agency transit pass for Regional Network Management Committee 10/13 1pm
Date: Thursday, October 12, 2023 11:55:04 AM

External Email

Dear Regional Network Management Committee,

Please see my comments for this Friday's Regional Network Management Committee meeting at 1pm [agenda](#) item 4a.

I am writing to support creating a BayPass all-agency transit pass throughout the Bay Area region as quickly as possible.

Thank you for the pilot and for reporting the data collected, which showed the benefits, including increasing ridership. Increasing ridership is just one benefit of an all-agency transit pass. It also reduces the financial burden on those who rely on transit. And less tangibly, it gives dignity and respect to those who take transit. Transit is a public good.

User fees are one way to pay for a public good, but there are other ways to cover the cost of transit. Our local and regional governing bodies should prioritize and fund transit over moving vehicles (like road paving and highway expansions) when making budgeting decisions.

I will share with you an experience I had that really illustrated for me how painful and expensive it is that there is not an all agency transit pass across the Bay Area yet.

This summer we had a flight into SFO airport. We live about a 20 minute car ride from the airport, but decided to take public transit. We live about a 15 minute walk from the Caltrain station and about a 5 minute walk from the ECR bus line. When it was all said and done, taking transit took us longer than taking a car service, which we knew it would, but also it did not save us money either.

We ended up taking the

- 1) (free) airport tram to the
- 2) BART to Millbrae station where we transferred to
- 3) Caltrain south where the limited lines would require us to transfer to
- 4) Samtrans ECR line, which was actually good b/c then we didn't have to walk as far with luggage.

But by the time we did all those transfers we had run low on funds. I did not realize that there was no coordination of fares between agency lines since I was able to use the Clipper card for all lines. We used to live in the DC metro area where any transit line that would accept the Smart Card would also give you a transfer allowance within a certain timeframe. So while it would cost you a bit more to travel from Maryland through DC into Virginia than it would to just go a shorter distance, it would not cost you separately for each agency. Also, with the Smart Card they would let you run a deficit up to a certain amount. You would not be denied a transfer part way through your journey because of insufficient funds.

On our trip from SFO, when we got on the Samtrans bus, the bus driver told us we did not have enough fare to get on. At this point, my young child and I had been on 3 other transit routes. We were not within walking distance to our home b/c of the limited train routes. I gave her a look like 'you're not going to leave us on the side of this busy road are you?' She graciously let us on the bus. But there was first fear then shame and humiliation, indignity.

This experience showed me how not having transit agency integration really limits people's decisions about how, when and what transit to take.

I encourage you to please do whatever you can to fast-track creating a Bay Area all-agency transit pass. I encourage you to set ambitious goals to make this happen!

Thank you for all you've done so far to move this forward.

Sincerely,

Kristie E [REDACTED]
San Mateo, CA



October 12, 2023

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

Thank you very much for advancing the Clipper BayPass all-agency transit pass pilot, expanding from the initial participant base of public higher education and affordable communities to include up to 10 employers and transportation management associations with up to 20,000 participants.

We are very pleased to see the dramatic success of the first phase of the BayPass pilot showing a 35% increase in transit ridership among people whose access was expanded from a single agency to all agencies, improving mobility for people, helping the transit system regrow ridership, and advancing our region's goals on climate, equity and congestion relief.

Our organizations strongly believe that an all-agency institutional pass is one of the fastest and most meaningful options available to the region to regrow transit ridership and expand access to the transit system. While we are glad that this next phase of the pilot is advancing we urge MTC and transit operators to maintain their focus on this effort and to work expediently toward a full scale launch and region-wide formalization of the BayPass program as soon as possible. We understand that this will require formalizing a pricing and revenue distribution structure for the program as well as addressing long term implications for existing institutional pass programs.

We are confident that MTC and operators can come together to creatively overcome these implementation hurdles without further delay or compromise to the overall program. The need to rebuild ridership and strengthen public trust in the region's transit system is an imperative and mutual responsibility that all operators share. Transit is not on a sustainable course and the need for public investment in the system has never been greater- showing that we have the capacity to work together and change is essential.

Thank you for your consideration,

John Ristow
**San Jose Department of
Transportation**

Amy Buckmaster
Chamber San Mateo County

Alyssa Sherman
Salesforce

Ian Griffiths
Seamless Bay Area

Amy Thomson
TransForm

Laura Tolkoff
SPUR

Tiffany Rodriguez
**San Jose State Associated
Students**

Dave Sorrell
**Association of Commuter
Transportation**

Adina Levin
Friends of Caltrain

Ewan Barker Plummer
**San Francisco Youth
Commission**

**Sonoma County Climate
Activist Network**

Russell Hancock,
Joint Venture Silicon Valley