



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Policy Advisory Council Equity & Access Subcommittee

DATE: September 4, 2014

FR: Kristen Mazur

RE: Regional Means-Based Transit Fare Pricing Study

As part of the Third Cycle of the Lifeline Transportation Program, MTC committed up to \$300,000 in State Transit Assistance (STA) funds to undertake a comprehensive regional study toward the development and potential implementation of a regional means-based transit fare program.

Background

Although MTC as a regional planning and coordinating agency does not determine specific fare policies for individual transit operators, MTC does have statutory authority to promote regional transit fare coordination [See MTC Resolution No. 3866 and California Government Code § 66516]. As such, MTC has been involved in identifying potential affordability barriers to transit for low-income riders and promoting solutions through various regional planning and policy initiatives for more than 10 years. These include the Coordinated Public Transit-Human Services Transportation Plan, the Lifeline Transportation Program, the 2012 means-based fare discount funding requests, the Regional Transportation Plan, the Transit Sustainability Project, and the Community Based Transportation Plans.

Study Overview

The purpose of the Regional Means-Based Transit Fare Pricing Study is to develop options for funding and implementing a regional means-based transit fare program or programs in the nine-county Bay Area, and to determine the feasibility of implementing the options. Each of the options must be consistent with the following three overall program objectives:

- Make transit more affordable for low-income residents
- Move towards a more consistent regional standard for fare discount policies
- Be financially viable and administratively feasible, without adversely affecting the transit system's service levels and performance

Key project activities will include identifying potential fare structures and instruments, eligible recipients, overall program costs (including both startup and ongoing administration) and impact on fare revenues, potential funding opportunities, relationships to other existing discounts, institutional challenges and opportunities, and technical implementation considerations, including integration with the regional Clipper® program.

Technical Advisory Committee

A Technical Advisory Committee (TAC) will be formed to provide input and feedback throughout the study. Details about the TAC are provided below.

General structure of TAC

- Structure representation of the TAC around interest/expertise areas (i.e., transit, low-income/equity, human services)
- Ensure that the transit operators who carry the majority of the region's low-income riders are represented on the TAC, while maintaining a number of "open" transit spots
- Ensure that transit operator representatives have diverse areas of expertise, for example by specifying that some positions should be filled by staff with Clipper® expertise, and some positions should be filled by staff with planning/funding expertise
- Aim for broad geographic representation

Proposed TAC composition:

1. SFMTA (37% of regional low-income ridership)
2. AC Transit (21% of regional low-income ridership)
3. Other Large Operator (Clipper® expertise)
4. Other Large Operator (planning/funding expertise)
5. Small Operator (Clipper® expertise)
6. Small Operator (planning/funding expertise)
7. Low-Income/Equity
8. Low-Income/Equity
9. Human Services
10. Human Services

Selection process

Equity & Access Subcommittee members who would like to submit a nomination for one of the low-income/equity positions should contact Kristen Mazur at 510-817-5789 or kmazur@mtc.ca.gov **by September 19, 2014**. All interested parties may not be able to serve on the TAC, but MTC will choose representatives so that there is broad geographic representation and a diverse range of expertise. Please note that the TAC's role is very technical in nature—TAC members will be asked to go in depth into the numbers and the analysis—and the Equity & Access Subcommittee will be consulted after each segment of the study.

For the transit positions, MTC staff asked members of the Transit Finance Working Group (TFWG) to submit nominations. For the human service positions, MTC will conduct outreach to the County Departments of Social/Human Services to identify prospective TAC members.

Staff intends to present the full list of TAC members to the Equity & Access Subcommittee in October

Schedule

MTC issued the RFP in late August and expects to begin the study in approximately Fall 2014. MTC anticipates that it will take approximately nine months to complete the study.

For more information or to make a TAC nomination, please contact Kristen Mazur at 510-817-5789 or kmazur@mtc.ca.gov.