



Fare Integration Update

Fare Integration Task Force - Agenda Item 4a

January 22, 2024



Agenda – Fare Integration Overview

Where we've been

- Fare Coordination and Integration Study
- Fare Policy Vision Statement

Where we are

- Clipper BayPass Launch
- Transfer Policy Development

Where we're going

- Clipper BayPass Eval and Next Steps
- Transfer Policy Launch

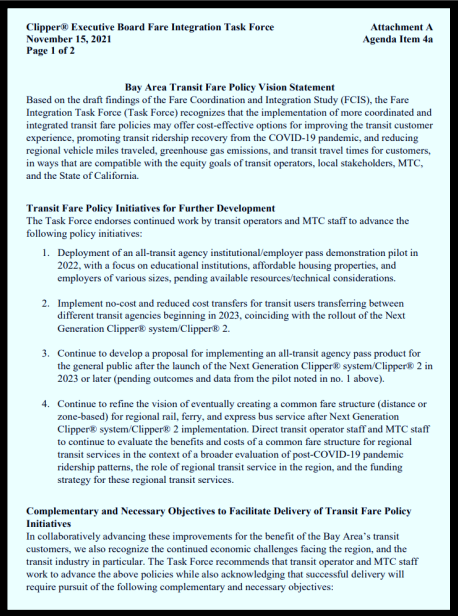
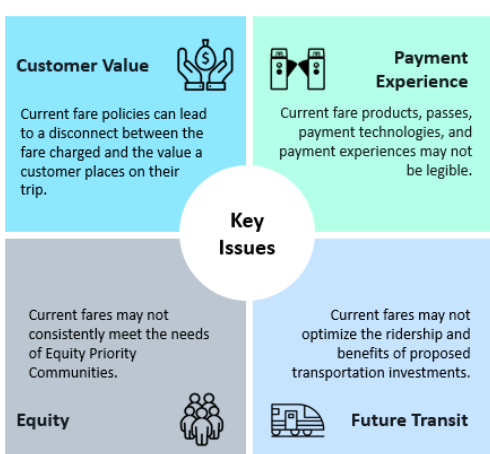
Where We've Been



- Two-year study of fare coordination challenges and opportunities in the Bay Area
- Business case analysis with recommendations

- Endorsement of policy direction informed by FCIS recommendations

- Deployed pilot of the Bay Area's first regional institutional pass product



Where We Are



<h2>PHASE 1</h2> <p>Educational Institutions and Affordable Housing Properties</p>	<h2>PHASE 2</h2> <p>Employers, Transportation Mgmt Associations, etc.</p>
<ul style="list-style-type: none"> Launched in Summer 2022 for nearly 50,000 students and residents. 	<ul style="list-style-type: none"> Launched in January 2024 for nearly 8,000 people Goal of providing BayPass to a total of 20,000 people
<ul style="list-style-type: none"> Executed MOUs with partners, identified \$4.5M in funding, secured operator approval, and worked with partners to conduct randomized control trial 	<ul style="list-style-type: none"> Executed participation agreement with operators and executed contracts with partners

What does success look like for BayPass



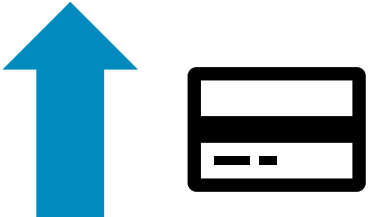
CATEGORY	DEFINITION	STATUS
Ridership	<ul style="list-style-type: none"> Increased transit ridership for existing agency passes and Clipper BayPass & new transit riders 	40% increase in ridership observed through randomized control trial with Phase 1 students
Attitudes and Perceptions	<ul style="list-style-type: none"> Improved attitudes/perceptions of transit; Improved sense of value Reduced perceptions of barriers for multi-agency trips 	74% increase in inter-operator transfers 90%+ student support for making BayPass available to all
Equity	<ul style="list-style-type: none"> Transportation needs for low-income and transit-dependent populations are better served 	Title VI Analyses to be conducted in 2024
Sustainability	<ul style="list-style-type: none"> VMT and GHG reductions in support of region's climate change commitments Decreased demand for parking 	Correlated with ridership; further analysis to be developed
Revenue	<ul style="list-style-type: none"> Ridership changes allow for at minimum a revenue neutral pricing strategy 	In progress
Administration	<ul style="list-style-type: none"> Institutions can administer BayPass effectively 	In progress
Stakeholder Support	<ul style="list-style-type: none"> Employers and Operators see value of the pass program Broad support for moving forward with a permanent program 	In progress

Interim Evaluation Takeaways After Year 1 (Universities)

Over 2 million trips in Year 1

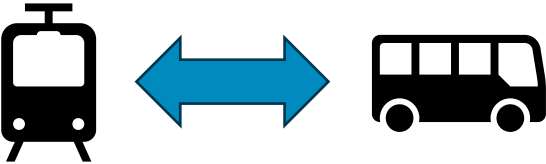
Randomized control trial evaluation show that compared to peers with single-agency passes, Clipper BayPass increases:

Public Transportation Usage



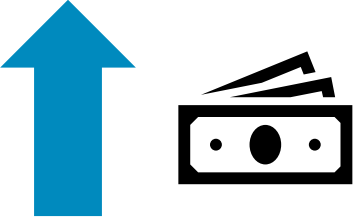
40% Increase in trips per card

Transfers between Operators



74% Increase

Average Fares



9% Increase in average fare of BayPass trips



Where We're Going



<p>Phase 1</p> <ul style="list-style-type: none">• Ends 6/30/2024• Ongoing:<ul style="list-style-type: none">• Determine how to proceed with existing Phase 1 partners• Determine how to work with other interested academic institutions• Summer: Complete Phase 1 Program Evaluation	<p>Next Steps</p> <p>Staff will return to Task Force in Spring 2024 to discuss next steps on Phase 1 and address questions including:</p> <ul style="list-style-type: none">• What is the interest and ability of Phase 1 partners to self-fund continued participation in Clipper BayPass?• How should BayPass be priced for students?• Should additional educational institutions or affordable housing properties be invited to participate?
<p>Phase 2</p> <ul style="list-style-type: none">• Continue recruiting for 7 remaining Phase 2 employers• Conduct preliminary evaluation and deploy surveys with initial employers	<p>Key Questions</p> <ul style="list-style-type: none">• Are there additional success metrics that should be measured?

Where We're Going – Free/Reduced-Cost Transfers

Goals:

- 1) Strengthen, standardize, and clarify transfer discounts between agencies on Clipper;
- 2) Generate new transit trips;
- 3) Improve customer experience on inter-agency travel

Policy: Riders get up to \$2.50 off when transferring to another agency within two hours of their first tag; cannot result in a negative fare

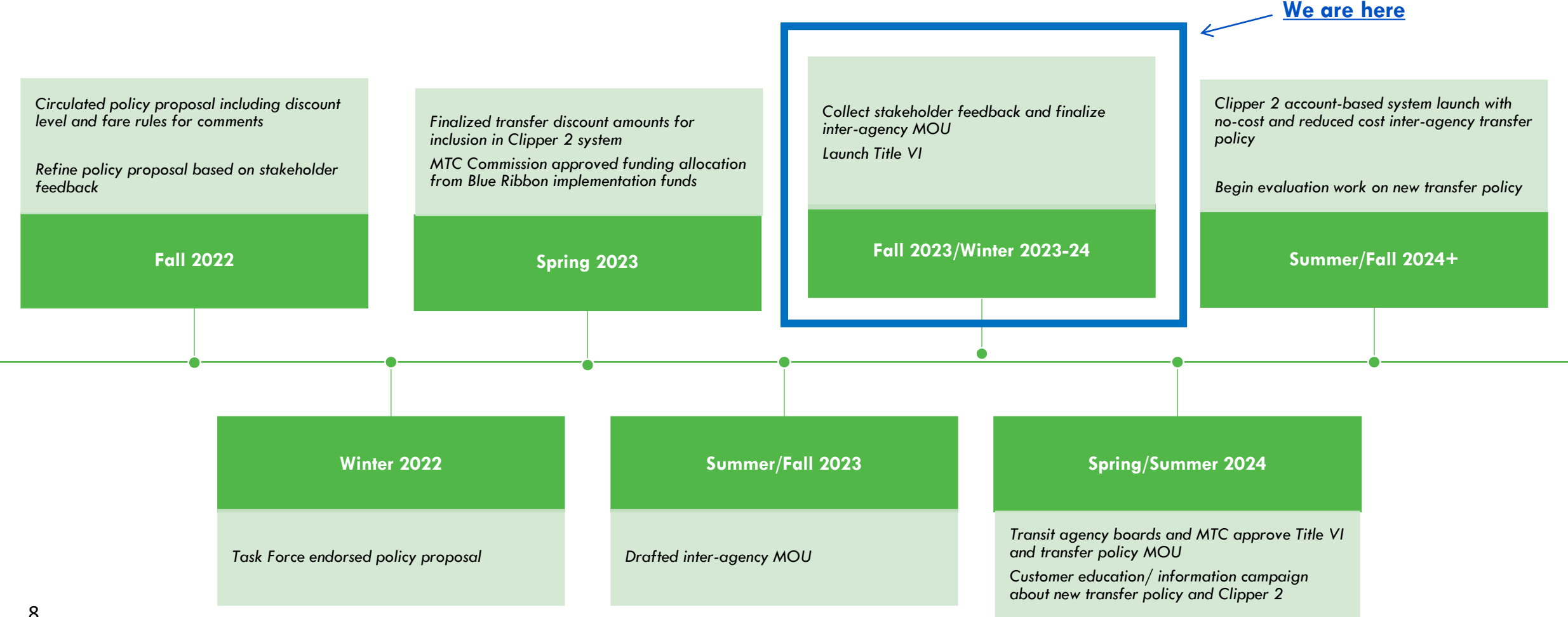
- The pilot would implement transfer discounts for a subset of cross-jurisdictional paratransit trips

Funding: Transit agencies fund the first 50¢ of the discount, and MTC will reimburse the remainder of foregone revenue for 18-24 months (duration based on available funding).

- Reimbursement adjusted for increases in transfer activity exceeding non-transfer trip ridership trends

Path to Free/Reduced-Cost Transfers Launch

Current key actions: MOU circulating for staff feedback; Title VI launch work underway



Summary of Near-Term Next Steps

Clipper BayPass

- **Spring:** Continued recruitment of new employer partners; continued discussions on path forward with current Phase I participants

Free and Reduced-Cost Transfers

- **January:** Agency staff provide feedback on draft MOU
- **February:** MOU to be endorsed by Task Force; begin seeking agency Board approvals of MOU

Title VI

- **January:** Agencies coordinate with PM team on Title VI analysis launch; continue BayPass Phase I Title VI analysis
- **Spring/Summer:** Complete Title VI analysis of Clipper BayPass Phase 1; Title VI staff participate in working group; assist with securing agency approvals as needed

Discussion and Questions