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**Policy Advisory Council
Equity and Access Subcommittee
9:30 – 11:00 a.m.**

Wednesday, September 7, 2016
Bay Area MetroCenter
Tamalpais Conference Room
375 Beale Street, 7th Floor
San Francisco, CA 94105

The Policy Advisory Council advises the Metropolitan Transportation Commission on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity.

- Chair:** Jim Blacksten
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Richard Hedges
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- Staff Liaison:** Pam Grove
- Staff Secretary:** Martha Silver

AGENDA

- 1. Welcome**
- 2. New Business[†] (5 minutes)**
Members of the subcommittee may bring up new business for discussion or addition to a future agenda.
- 3. Lifeline Transportation Program Overview* (30 minutes)**
Staff will provide an overview of the overview of the Lifeline Transportation Program in preparation for the next Lifeline program cycle of funding.
- 4. Transportation Investment Strategies* (45 minutes)**
Staff will present information and answer questions on the draft Transportation Investment Strategies, including Lifeline and Mobility Management funding strategies.

Presented By	Action
Jim Blacksten	Information
Jim Blacksten	Information
Christine Maley-Grubl, MTC Staff	Information and Discussion
Dave Vautin and Vikrant Sood, MTC Staff	Information

	Presented By	Action
5. Regional Means-Based (Low-Income) Transit Fare Pricing Study Update* (10 minutes) <i>Staff will provide an update on the regional means-based transit fare pricing study.</i>	Melanie Choy, MTC Staff	Information
6. Public Comment on Items Not on the Agenda[†] (5 minutes) [†] <i>Note: The subcommittee will not take action on items not listed on today's agenda.</i>	Jim Blacksten	Information

7. Adjourn/Next Meeting: October 12, 2017

- * Attachment sent to members, key staff, and others as appropriate. Copies will be available at the meeting.
- ** Attachment to be distributed at the meeting.

Note: All items on the agenda are subject to action and/or change by the subcommittee. Actions recommended by staff are subject to change by the subcommittee.

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Note: All items on the agenda are subject to action and/or change by the subcommittee. Actions recommended by staff are subject to change by the subcommittee.

For information or questions regarding this meeting, call Pam Grove at 415.778.6706.

Public Comment: The public is encouraged to comment on agenda items at committee meetings by completing a request-to-speak card (available from staff) and passing it to the committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電415.778.6757。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Título VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Lifeline Transportation Program Primer

Equity and Access Subcommittee
September 7, 2016

Presenter: Christine Maley- Grubl, MTC



Presentation Outline

1. Purpose of Lifeline Transportation Program
2. Investment In Lifeline Transportation Program
3. Funding Structure for Lifeline Funding Cycles

Purpose: Lifeline Transportation Program

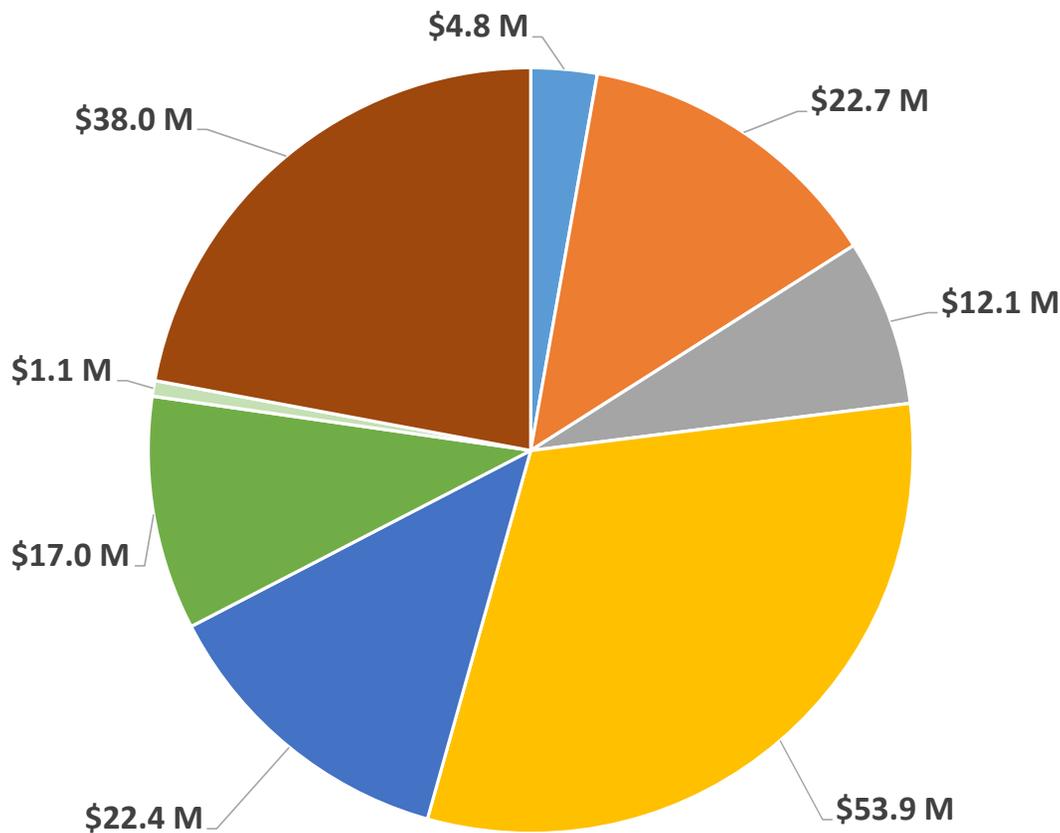
- To address mobility needs of low-income residents
 - Established after 2001 Lifeline Network Report that identified spatial and temporal gaps in region's transit system for low-income persons to access jobs/services.
 - Recognized that solution for addressing gaps must be developed/planned at local level.
 - Recommended Community Based Transportation Plans to identify locally prioritized solutions to address these gaps.



Investment: Lifeline Transportation Program

- Supports community-based transportation projects
 - Developed through collaborative and inclusive planning process.
 - Addresses transportation gaps/barriers identified through a Community Based Transportation Plan or needs assessment within Community of Concern.
 - Expands transportation choices by adding new or expanding services.

Investment: Lifeline Cycles 1 - 4



- Vouchers/Discounts and Auto Loan/Repair
- Improvements at Stations and Bus Stops (Shelters, Signage, Lighting, Seating, Bus Staging, etc.)
- Transit Efficiency Enhancements (Capital Projects)
- Fixed Route Transit
- Community Shuttles and Transit Alternatives
- Pedestrian and Bicycle Projects
- Community Based Planning and Administration/ Technical Assistance
- Bus and Equipment Purchases

Investment: Lifeline Transportation Program



ACTC CCTA TAM NCTP SFCTA C/CAG VTA/SSA STA SCTA



Administered by nine county congestion management agencies (CMAs) and in Santa Clara County via a joint arrangement between the CMA and the County.

Investment: Lifeline Transportation Program

Lifeline Cycle	Amount	No. of Projects
Cycle 1	\$35 M	41
Cycle 2	\$57 M	86
Cycle 2 - FY11 STA	\$11 M	*
Cycle 3	\$87 M	97
Cycle 4	\$65 M	58
Total	\$255 M	282

* Funds added to Cycle 2 projects

Lifeline Transportation Program: Funding Sources

Cycle 1



Cycle 2



Cycle 3



Cycle 4



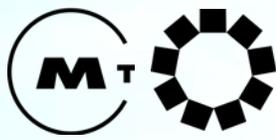


Lifeline Transportation Program: Challenges

- Funding sources difficult to secure and don't always match needs
 - Project types
 - Sponsor eligibility
 - Amounts: scale and predictability
- Administration

Questions?

Plan
BayArea
2040



DRAFT PREFERRED SCENARIO:
OVERVIEW OF GROWTH PATTERN & INVESTMENT STRATEGY



Image Source: <https://www.flickr.com/photos/adamrschultz/8810617814>

September 7, 2016
Equity and Access Subcommittee

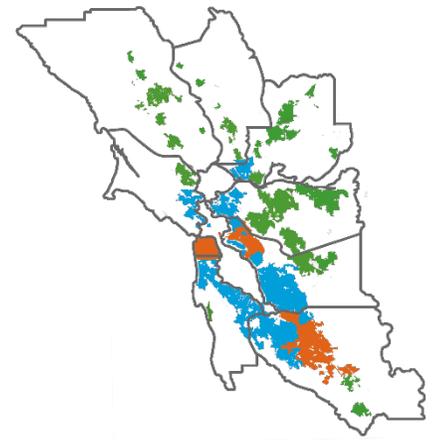
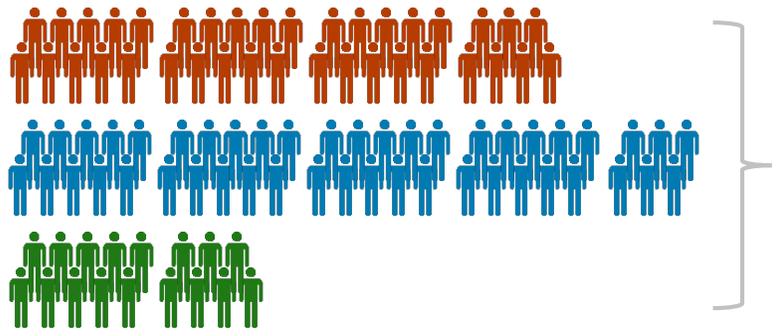
Plan
BayArea
2040

Plan Bay Area 2040 establishes a 24-year regional vision for growth and investment.



Our economy is booming – but we’re not building enough housing.

Jobs added from 2011 through 2015: **501,000**
Housing units built from 2011 through 2015: **65,000**



Big 3 Cities:
1 housing unit built for every **7 jobs** created

Bayside Cities and Towns:
1 housing unit built for every **15 jobs** created

Inland, Coastal, Delta Cities and Towns:
1 housing unit built for every **3 jobs** created

Regionally: 1 house was built for every **8 jobs** created

<http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php>



Our economy is booming – but we’re not building enough housing.



Low supply and high demand =

City	House Price, % Change 1996-2016	Housing Units Added, % Change 1996-2016	Average Months for Building Approval
San Jose	295%	20%	6
San Francisco	290%	12%	10
Oakland	223%	17%	11

Source: <http://www.trulia.com/blog/trends/elasticity-2016/>



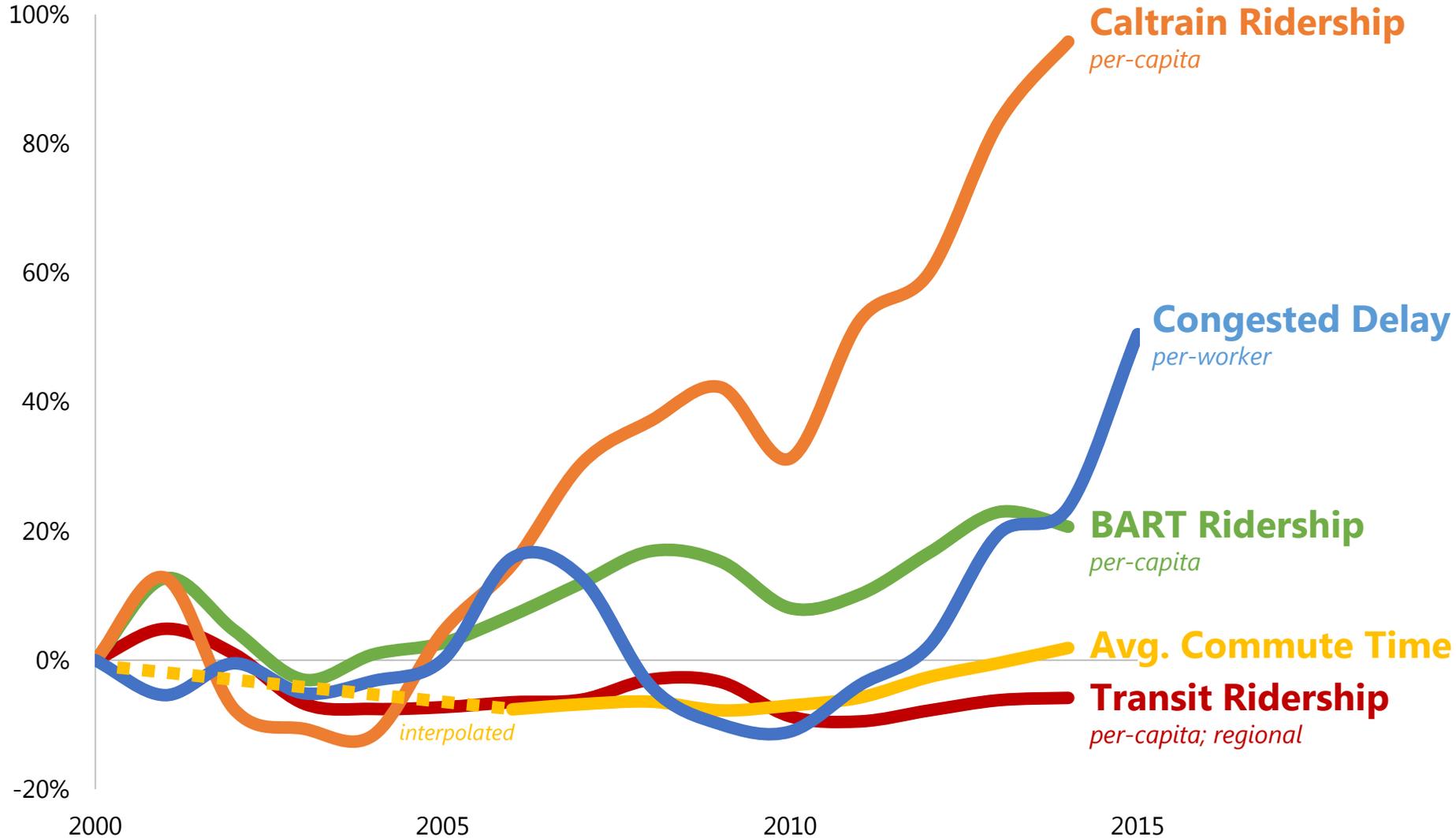
trulia: Home Prices and New Construction in Tech Hubs

Source: http://dwtd9qskst5ds.cloudfront.net/blog/wp-content/uploads/2014/02/TruliaPriceMonitor_Scatterplot_Jan20141.png



This current boom is translating into new pressures on our transportation system – even worse than the “dot com” boom.

% CHANGE SINCE 2000



Funding and policies are available to help us tackle transportation challenges...

	Transportation Strategies	Land Use Strategies
State/ Federal	<ul style="list-style-type: none">• Generate new state/federal revenues• Fund projects and programs• Condition existing funding sources	
Regional Agencies	<ul style="list-style-type: none">• Prioritize high-performing expansion projects• Fund preservation and operation of system• Generate new regional revenues• Condition existing funding sources• Coordinate multi-county transportation programs• Advocate for Bay Area projects at the state and federal levels	
Local Agencies	<ul style="list-style-type: none">• Build transportation projects• Improve efficiency of operations and maintenance activities• Generate new local revenues• Condition local revenues• Advocate for local projects at the regional, state, and federal levels	
Other	<ul style="list-style-type: none">• Private Companies: operate private shuttles and provide TNC service	

... but solving our land use and affordability challenges is much more difficult.

	Transportation Strategies	Land Use Strategies
State/ Federal	<ul style="list-style-type: none"> • Generate new state/federal revenues • Fund projects and programs • Condition existing funding sources 	<ul style="list-style-type: none"> • Reform tax policies (including redevelopment) • Subsidize affordable housing • Streamline regulatory processes (e.g., CEQA reform)
Regional Agencies	<ul style="list-style-type: none"> • Prioritize high-performing expansion projects • Fund preservation and operation of system • Generate new regional revenues • Condition existing funding sources • Coordinate multi-county transportation programs • Advocate for Bay Area projects at the state and federal levels 	<ul style="list-style-type: none"> • Condition existing funding sources • Implement new regional development fees <p style="text-align: center;"><i>Fewer regional policies available today than for transportation</i></p>
Local Agencies	<ul style="list-style-type: none"> • Build transportation projects • Improve efficiency of operations and maintenance activities • Generate new local revenues • Condition local revenues • Advocate for local projects at the regional, state, and federal levels 	<ul style="list-style-type: none"> • Change zoning • Change fees and subsidies for development • Streamline approval processes • Implement inclusionary policies • Adjust urban growth boundaries • Build infrastructure to support growth (e.g., sewer/water, schools, etc.)
Other	<ul style="list-style-type: none"> • Private Companies: operate private shuttles and provide TNC service 	<ul style="list-style-type: none"> • Developers: build new residential, commercial, and industrial buildings (<i>both market-rate and affordable</i>)

Working within these constraints – and keeping this update limited and focused – we achieve 5 of the 13 ambitious targets.

SUMMARY OF THE DRAFT PREFERRED SCENARIO PERFORMANCE TARGET RESULTS

Performance targets highlighted in this presentation are marked with an asterisk (*).

Refer to **Attachment A** of the performance item for detailed results.

Note that target results are subject to change as scenarios are further refined this fall, and as scenarios are ultimately analyzed against the 2040 horizon year.

TARGET ACHIEVED (5)



Climate Protection*



Adequate Housing



Open Space and Agricultural Preservation*



Middle-Wage Job Creation



Goods Movement/ Congestion Reduction*

RIGHT DIRECTION (5)



Healthy and Safe Communities



Affordable Housing



Non-Auto Mode Shift*



Road Maintenance*



Transit Maintenance

WRONG DIRECTION (3)



Housing + Transportation Affordability*



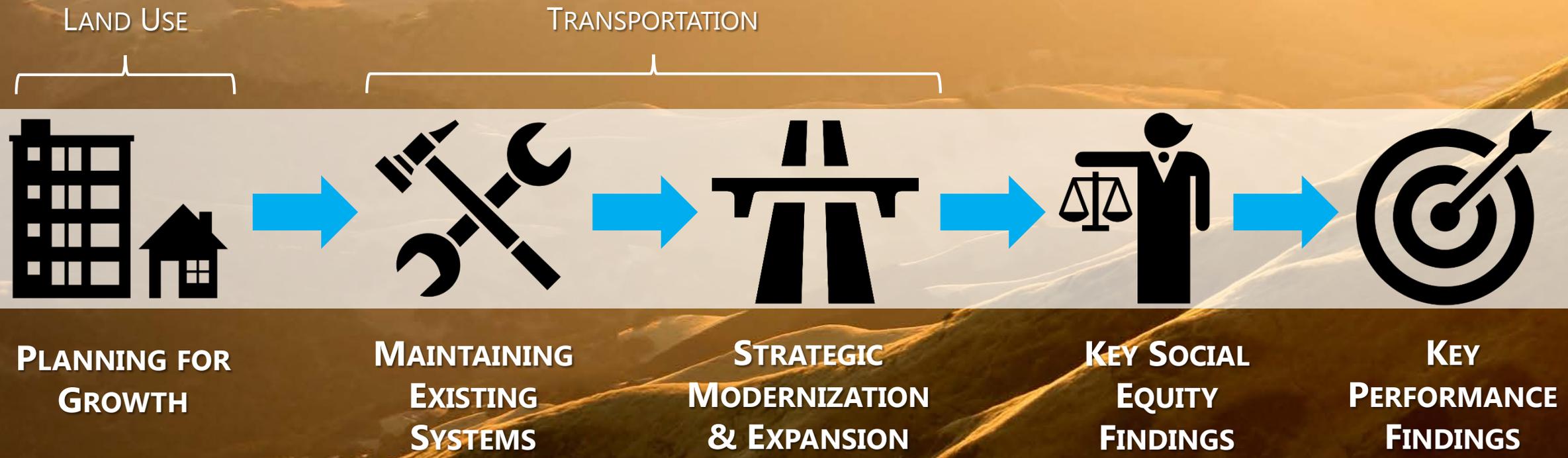
Displacement Risk*



Access to Jobs

Plan BayArea 2040

The Draft Preferred Scenario combines elements of the three scenarios evaluated so far, while balancing local priorities as well.

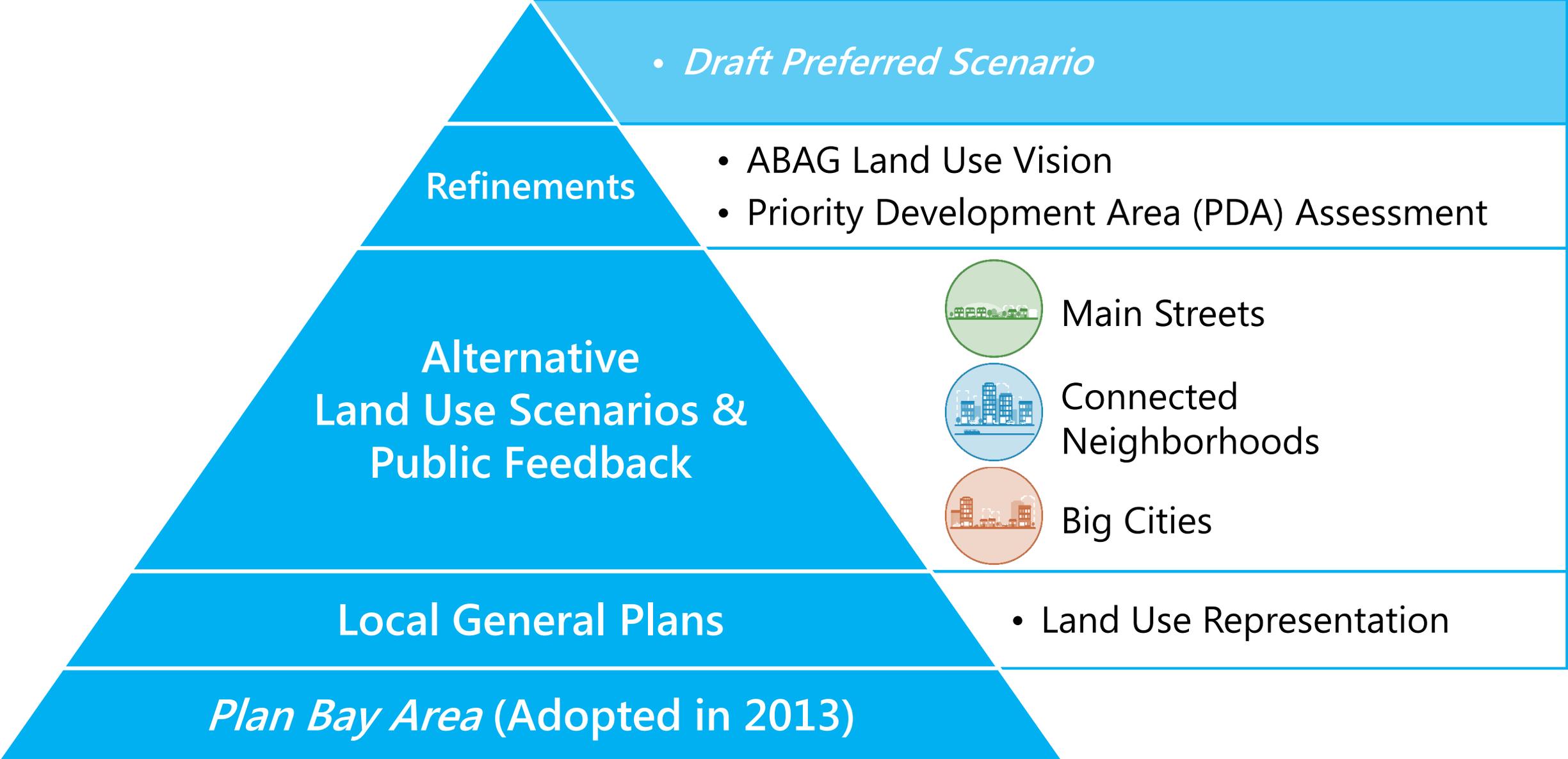


Plan BayArea 2040

Identifying a feasible pattern for regional growth was the first step in crafting the Draft Preferred Scenario.



The Draft Preferred Scenario builds on *Plan Bay Area*.



Land use strategies influence the location of future housing and jobs.

The **Draft Preferred Scenario** has the following key strategies for land use:



Keep **current urban growth boundaries** in place.



Apply **inclusionary zoning** in all cities with PDAs.



Assume for-profit housing developments make **10 percent of units deed-restricted** in perpetuity.



Assign **higher densities** than currently allowed by cities to select PDAs.



Reduce the cost of building in PDAs and TPAs through **eased parking minimums** and **streamlined environmental clearance**.



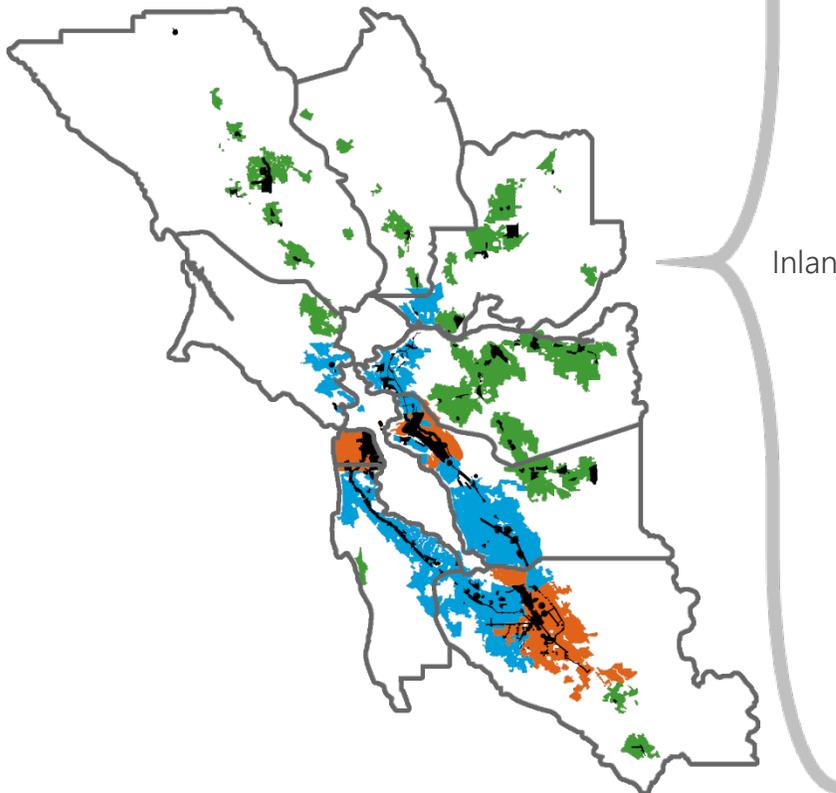
Assume **subsidies** stimulate housing and commercial development within PDAs.



Source: <https://www.flickr.com/photos/neighborhoods/4283507357/>, Icon Sources: The Noun Project (Mint Shirt, Creative Stall, Avery, Boatman, Gomez)

Similar to *Plan Bay Area*, the Draft Preferred focuses growth in the core of the region.

Where will the region plan for the 820,000 new households?



Big 3 Cities



Bayside



Inland, Coastal, Delta



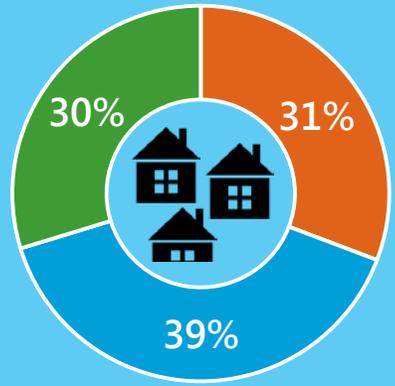
in PDA



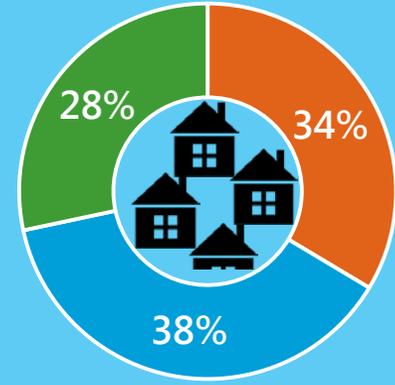
outside PDA



2010: **2.6 million** households



2040: **3.4 million** households



Similar to *Plan Bay Area*, the Draft Preferred focuses growth in the core of the region.

Where will the region plan for 820,000 new households?

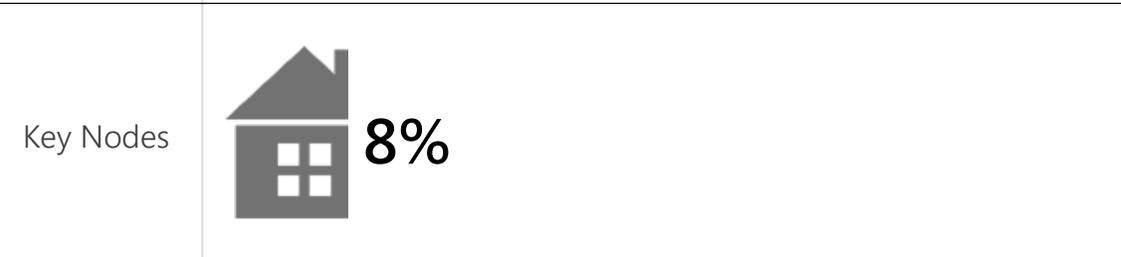
San Jose
Oakland
San Francisco



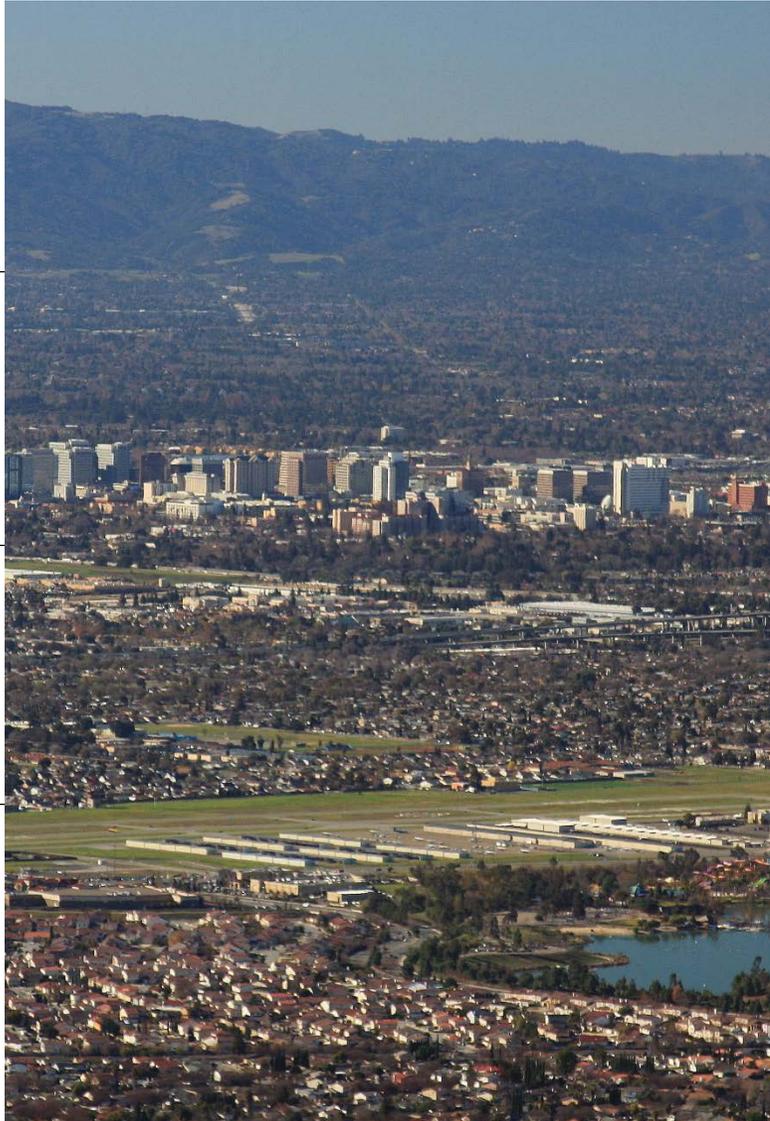
East Bay Corridor
West Bay Corridor



Concord + Walnut Creek
Tri-Valley
Santa Rosa

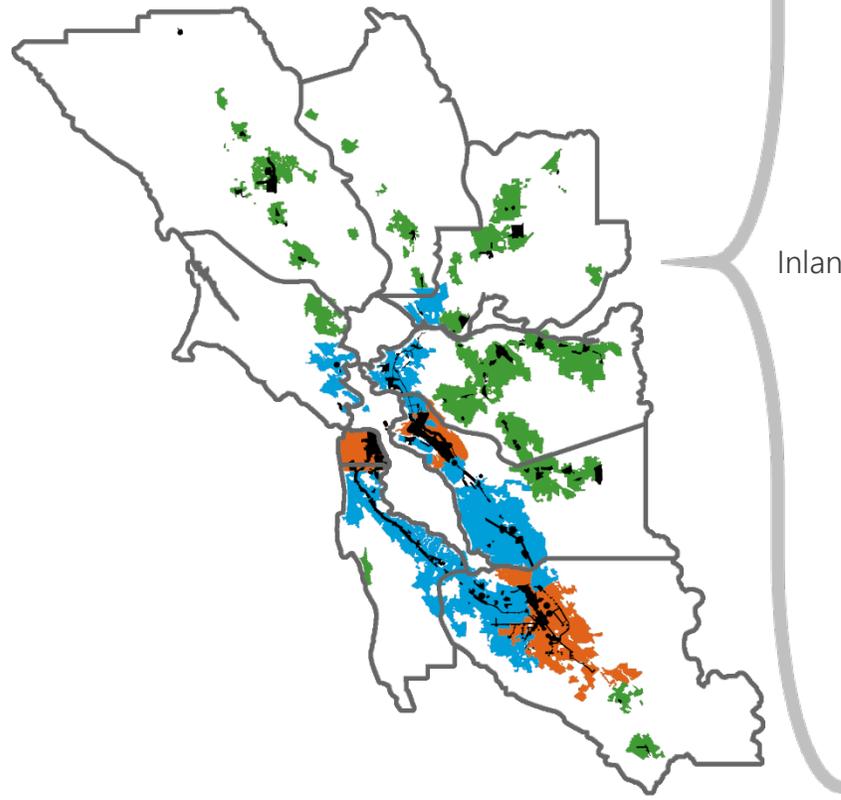


All Other Cities & Towns
Unincorporated Areas



Fewer strategies exist to encourage shifts in job locations – meaning that the West Bay and South Bay remain primary centers.

Where will the region plan for the 1.3 million new jobs?



Big 3 Cities



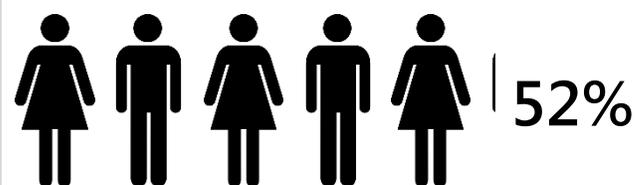
Bayside



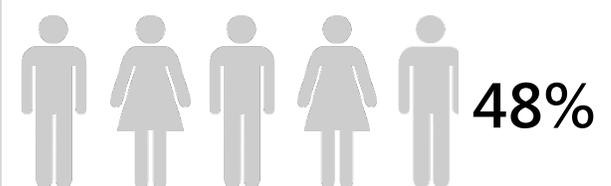
Inland, Coastal, Delta



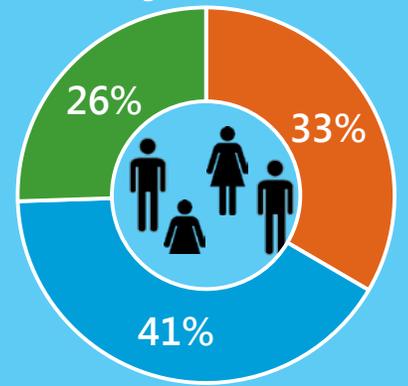
in PDA



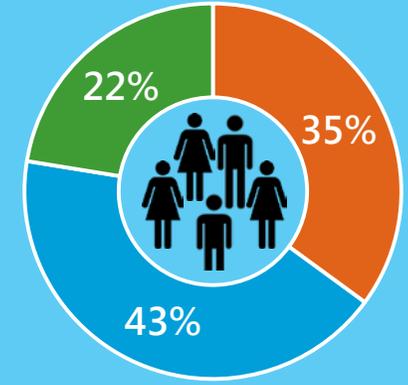
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2010: **3.4 million** jobs



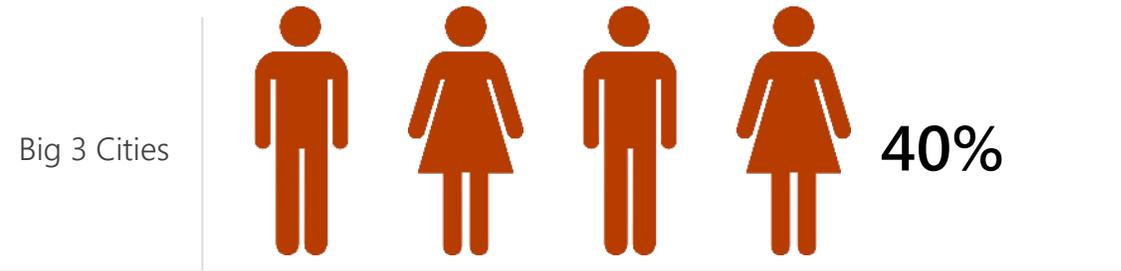
2040: **4.7 million** jobs



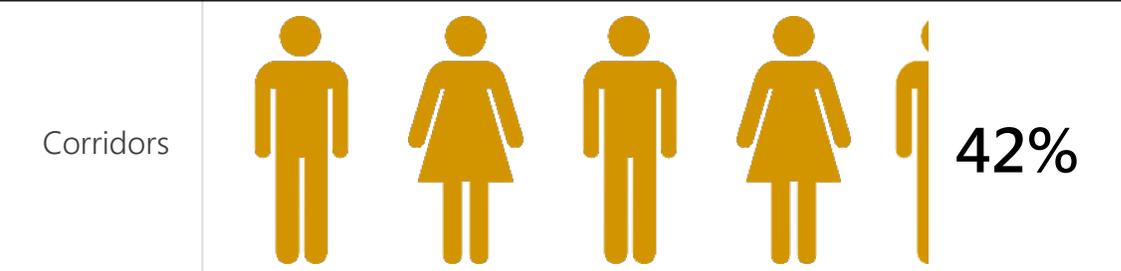
Fewer strategies exist to encourage shifts in job locations – meaning that the West Bay and South Bay remain primary centers.

Where will the region plan for 1.3 million new jobs?

San Jose
Oakland
San Francisco



East Bay Corridor
West Bay Corridor



Concord + Walnut Creek
Tri-Valley
Santa Rosa



All Other Cities & Towns
Unincorporated Areas

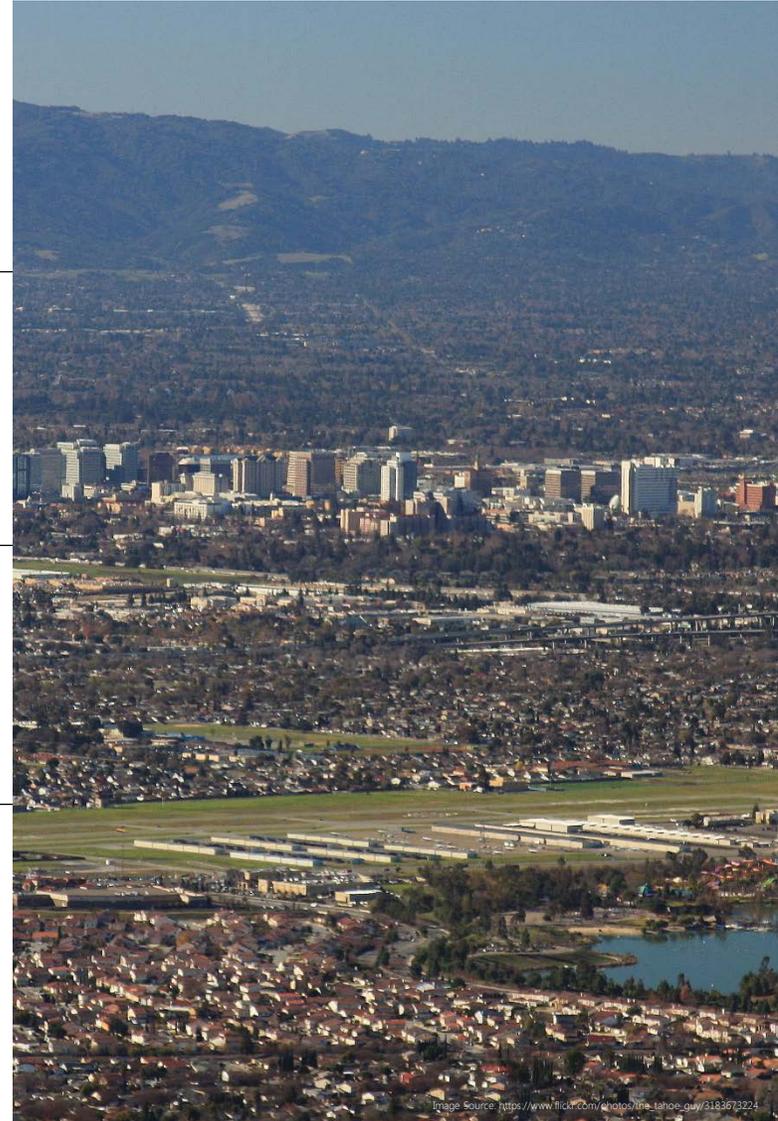
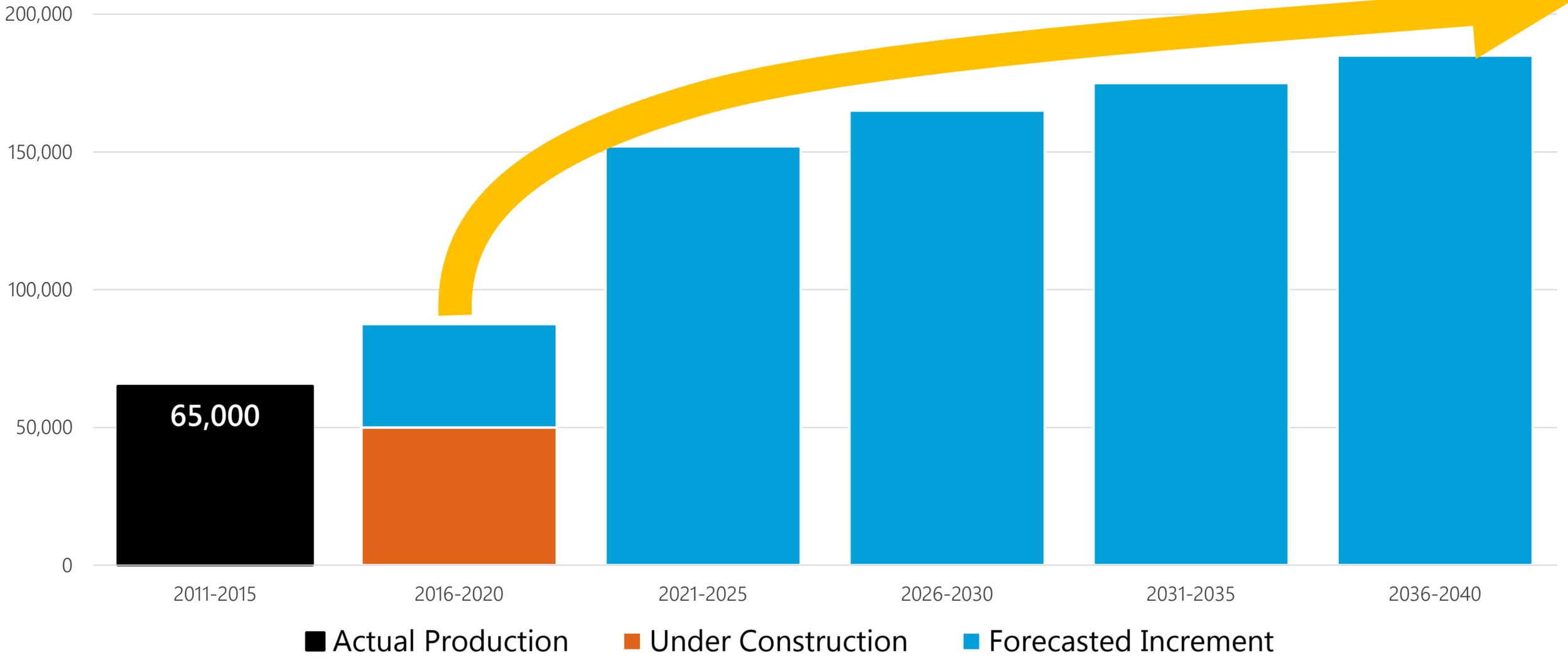


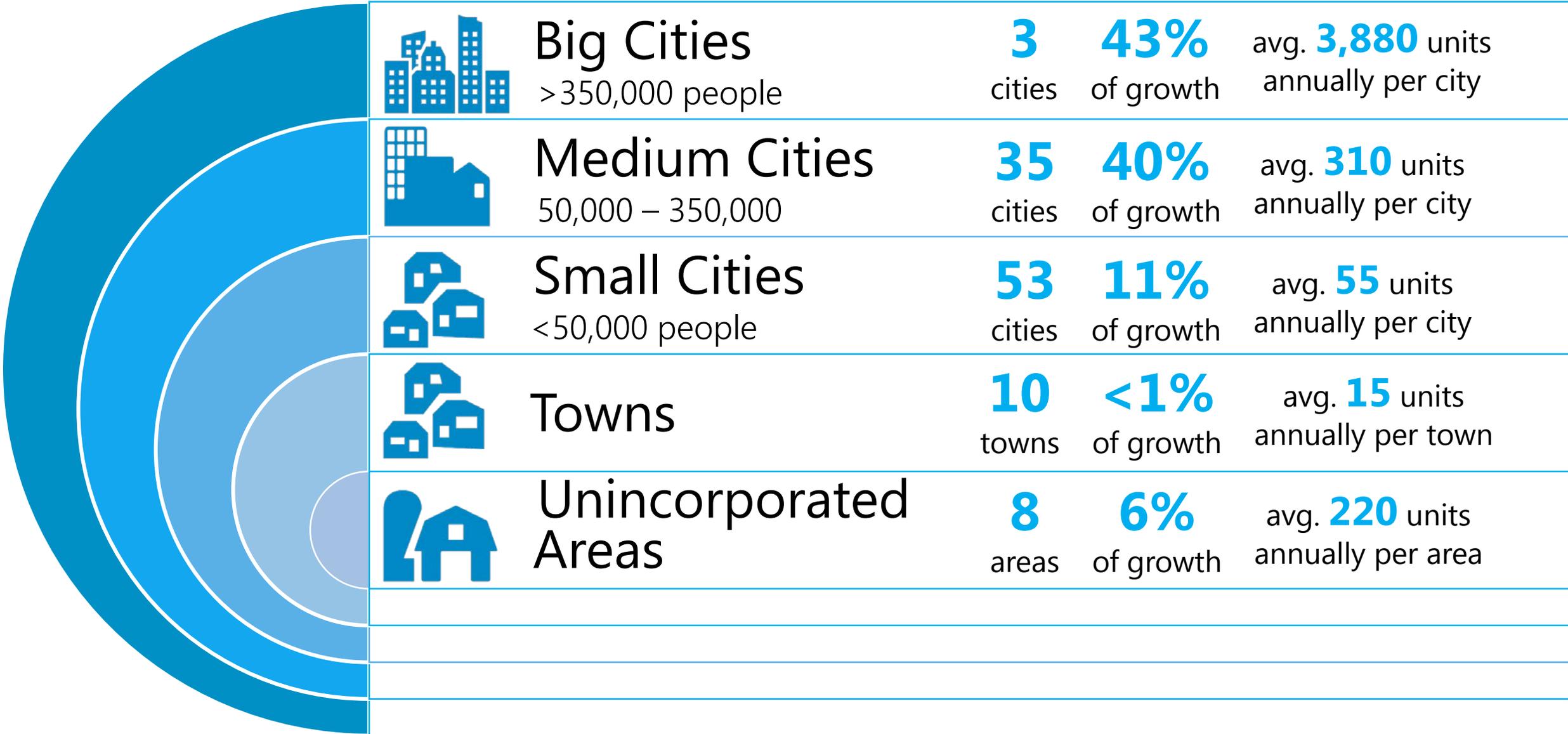
Image Source: https://www.flickr.com/photos/wh_tahoe_guy/3183673224

Accelerating housing production is critical to achieve this vision.

Plan Bay Area 2040 – Housing Trends



Local jurisdiction support is critical to realize the goals of Plan Bay Area 2040.



More information for local jurisdictions interested in detailed forecasts is publicly available.

County	Households 2010	Households 2040 (Forecast)	Employment 2010	Employment 2040 (Forecast)
Alameda	548,000	725,000	706,000	978,000
Contra Costa	376,000	491,000	360,000	473,000
Marin	104,000	116,000	121,000	138,000
Napa	49,000	56,000	71,000	79,000
San Francisco	347,000	476,000	577,000	888,000
San Mateo	257,000	316,000	343,000	475,000
Santa Clara	597,000	847,000	912,000	1,270,000
Solano	142,000	170,000	130,000	157,000
Sonoma	187,000	231,000	203,000	241,000
Total	2,607,000	3,427,000	3,422,000	4,699,000

The Draft Preferred land use pattern meets our environmental goals, but it does not solve the region's affordability issues.

Goal	TARGET	No Project	Main Streets	Connected Neighbor.	Big Cities	Draft Preferred	
 Climate Protection	1 Reduce per-capita CO ₂ emissions	-15%	-5%	-15%	-18%	-20%	-18%
 Open Space and Agricultural Preservation	4 Direct development within urban footprint	100%	87%	91%	100%	100%	100%
 Equitable Access	5 Decrease H+T share for lower-income households*	-10%	+14%	+13%	+13%	+13%	+13%
 Equitable Access	7 Do not increase share of households at risk of displacement*	+0%	+18%	+11%	+13%	+15%	+9%



* = indicates that performance results analysis year 2035; final target results will reflect consistent horizon year of 2040

Plan BayArea 2040

The Draft Preferred Scenario supports focused growth by prioritizing transportation operations, maintenance, and modernization.



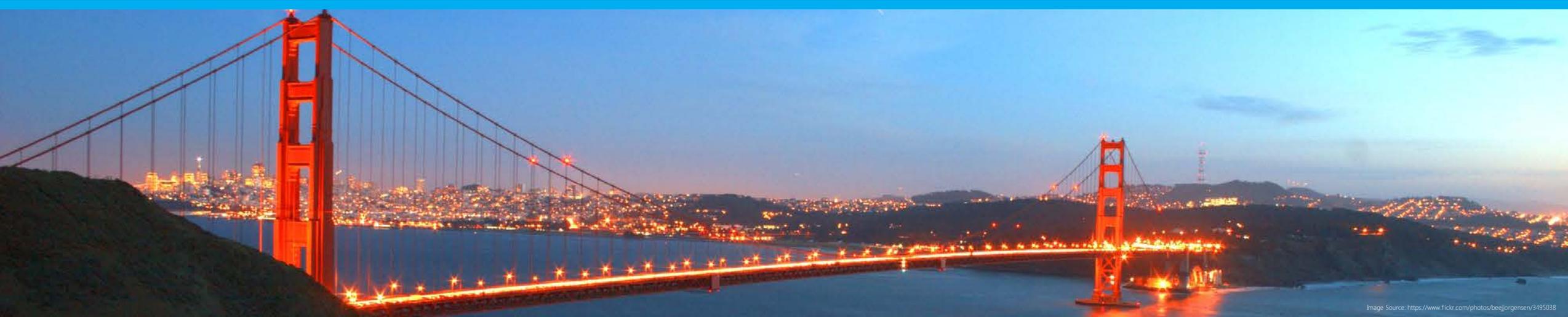
Fortunately, the region has significant resources for improving our transportation system – especially voter-approved sales taxes.

Revenue Envelope for Plan Bay Area 2040

■ Federal ■ State ■ Regional ■ Local ■ Anticipated ■ 2016 Transportation Ballot Measures

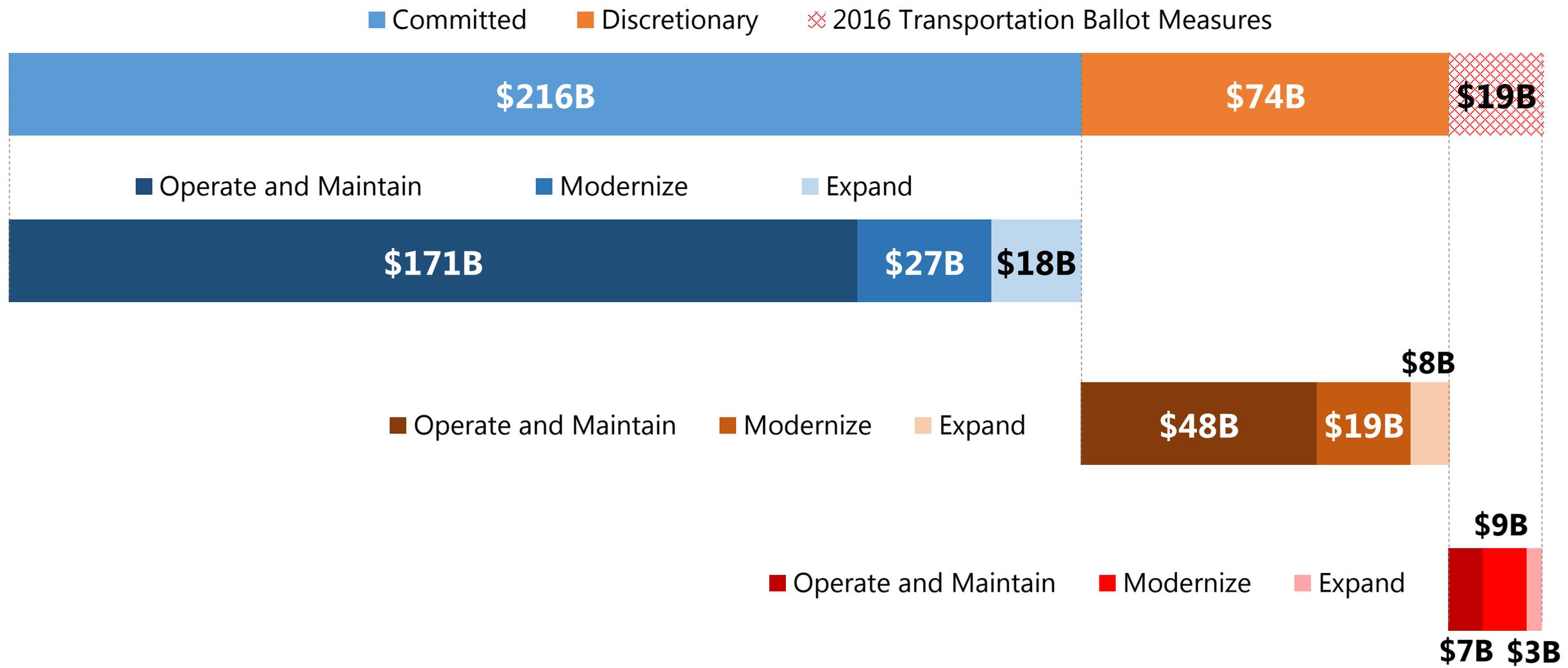


\$309 billion
Year of Expenditure \$

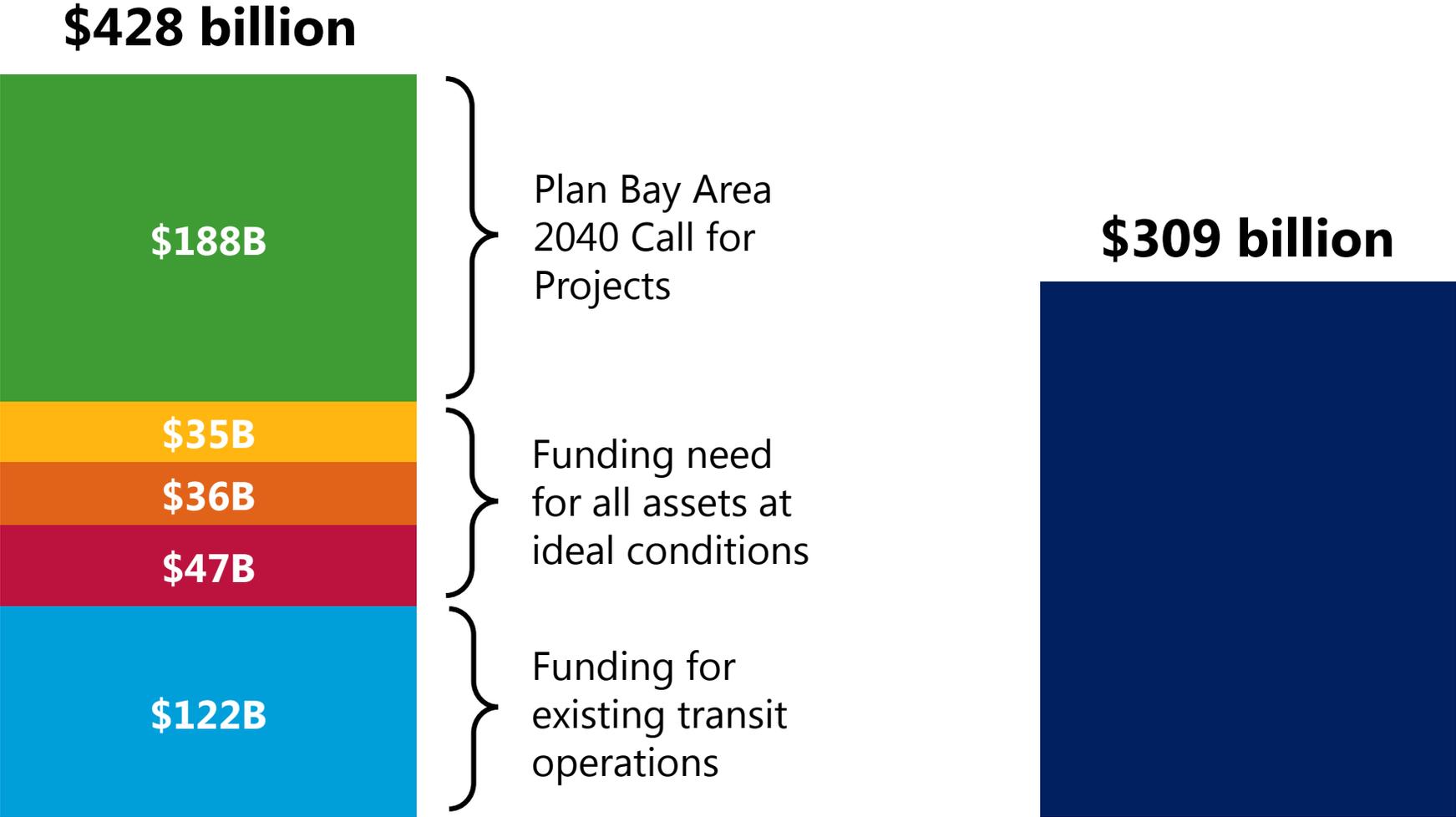


All investment categories in the Draft Preferred are contingent on approval of new sales taxes this November.

Breakdown of Draft Preferred Scenario Funding



Due to fiscal constraints, it was not possible to achieve ideal maintenance conditions and to fund all projects submitted.



Funding Need

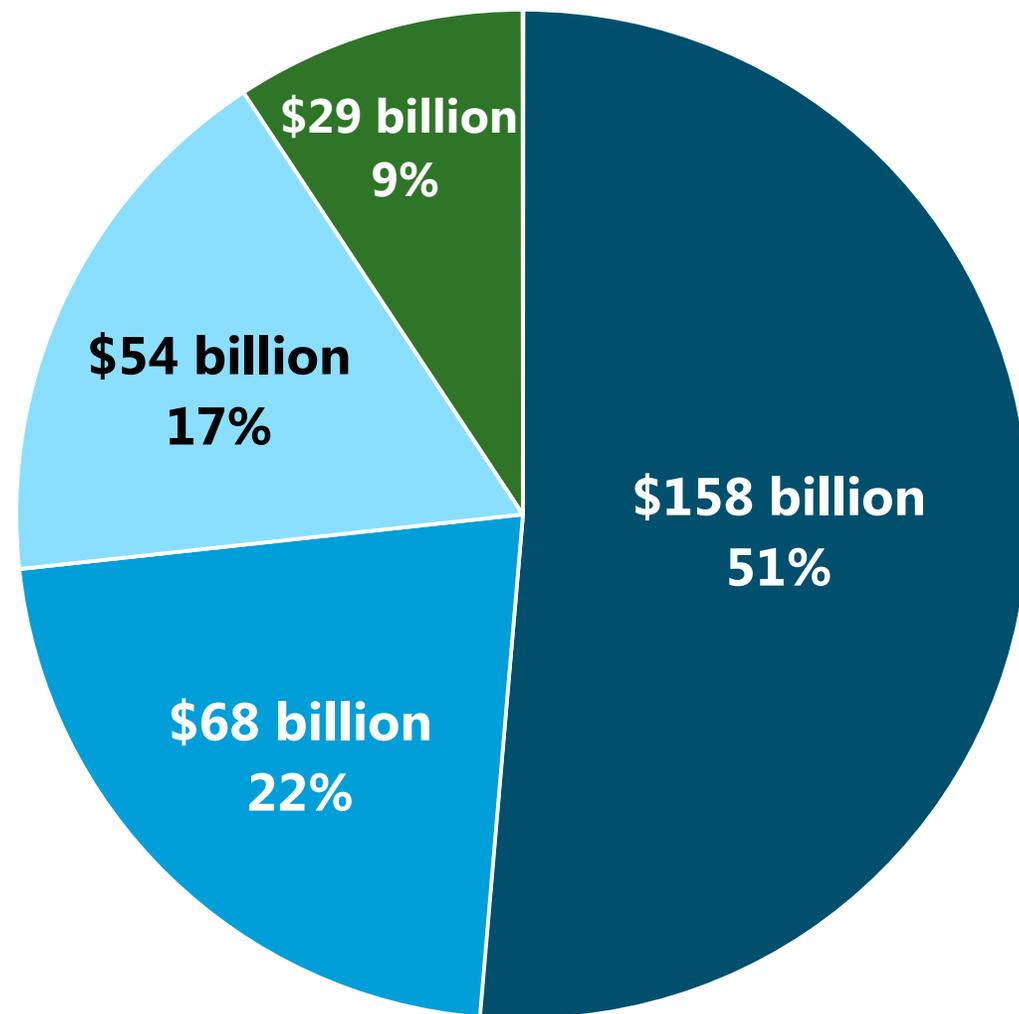
Available Revenue

The Draft Preferred Scenario allocates over 90 percent of funds towards maintenance and modernization, similar to Plan Bay Area.

Total Plan Bay Area 2040 Expenditures
(in billions of \$YOE)

91%
**Operate, Maintain,
and Modernize**

9%
**Expand Existing
System**



- Operate and Maintain - Transit
- Operate and Maintain - Roads/Freeways/Bridges
- Modernize
- Expand

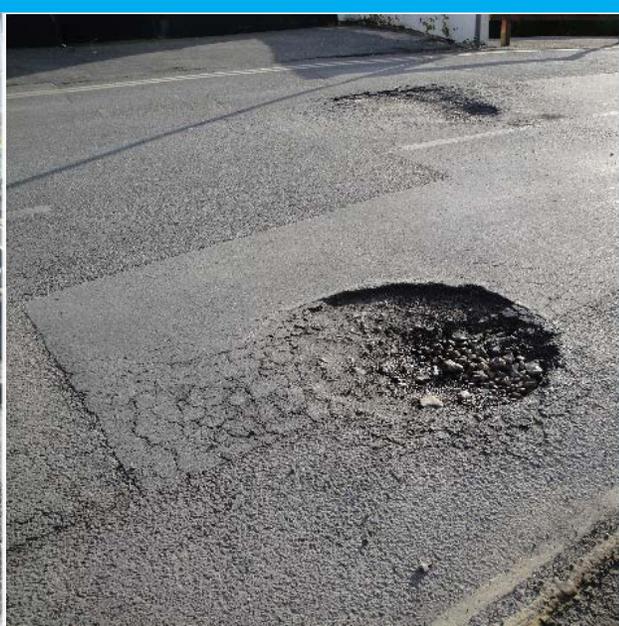
\$226 billion goes directly to operations and “Fix It First”, reflecting the high performance of transit maintenance investments.



Strategy 1:
Operate and Maintain
\$226 billion (73%)

Includes:

- Transit Operations (\$122 billion)
- Transit Maintenance (\$31 billion)
- Local Streets Maintenance (\$25 billion)
- Bridge Maintenance (\$14 billion)



Operating and maintaining the existing system remains our top priority, despite its high costs.

Category	Current Conditions (2015)	Draft Preferred (2040)
Transit Operations	<i>Fully funds preservation of current service levels through 2040</i>	
Transit Maintenance	29% of transit assets past useful life	12% of transit assets past useful life
Local Road Maintenance	Pavement condition index of 66	Pavement condition index of 69
Highway Maintenance	20% of highway lane-miles in poor condition	20% of highway lane-miles in poor condition

Strategy 1:

Operate and Maintain
\$226 billion (73%)

Includes:

- Transit Operations (\$122 billion)
- Transit Maintenance (\$31 billion)
- Local Streets Maintenance (\$25 billion)
- Bridge Maintenance (\$14 billion)

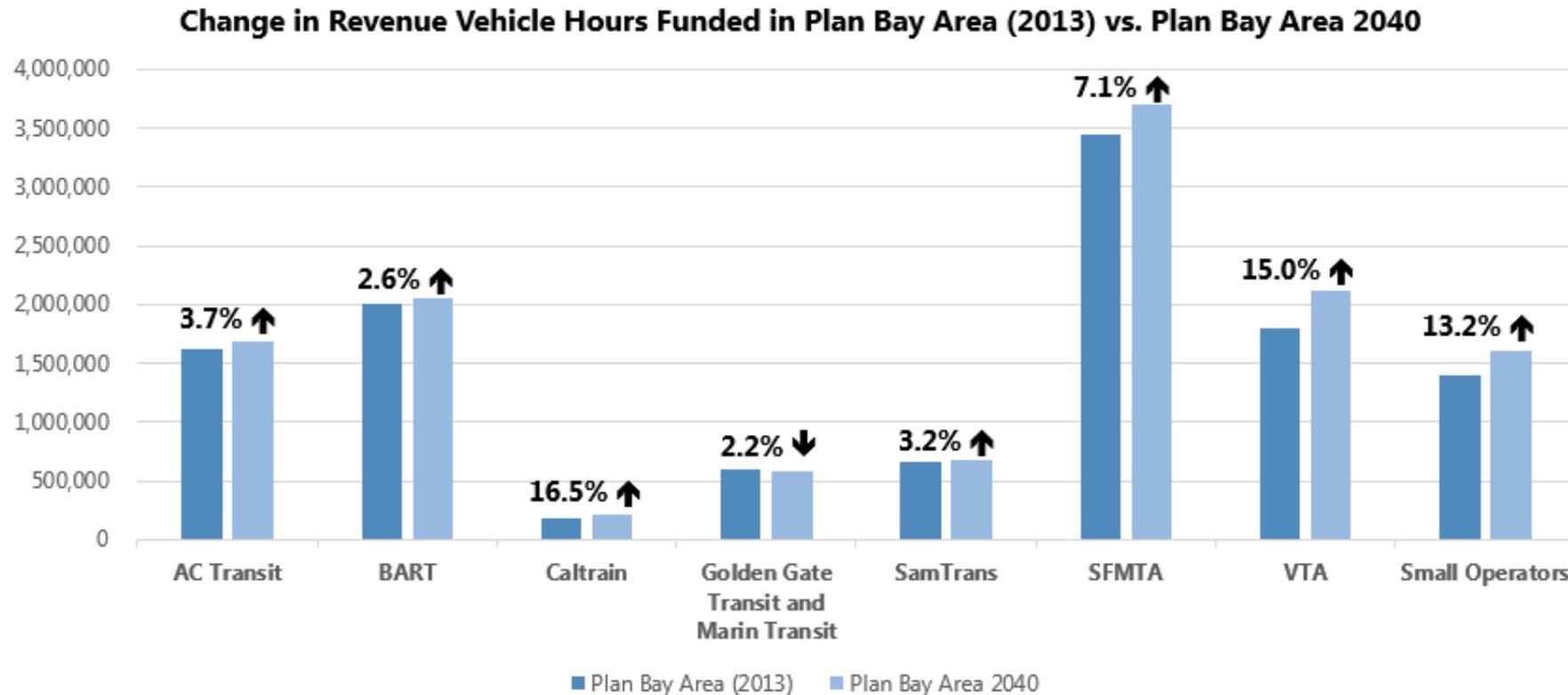
Operating and maintaining the existing system remains our top priority, despite its high costs.

The Draft Preferred Scenario fully funds existing operations in line with the original Plan Bay Area, increasing transit service **by 7.5%** over PBA 2013 levels. Annual costs are **25% higher**, however.

Strategy 1:
Operate and Maintain
\$226 billion (73%)

Includes:

- Transit Operations (\$122 billion)
- Transit Maintenance (\$31 billion)
- Local Streets Maintenance (\$25 billion)
- Bridge Maintenance (\$14 billion)



Modernization of existing transit system and highways is a high priority as well.



Strategy 2: Modernize **\$54 billion** (17%)

Includes:

- Core Capacity (\$7 billion)
- Bike/Ped Program (\$3 billion)
- Goods Movement Program (\$3 billion)
- Caltrain Electrification (\$2 billion)
- Mobility and Access Program (\$2 billion)
- BART Metro (\$1 billion)



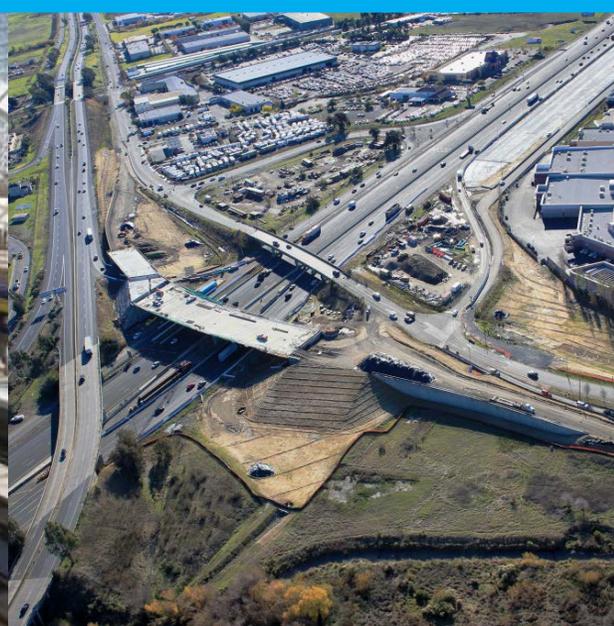
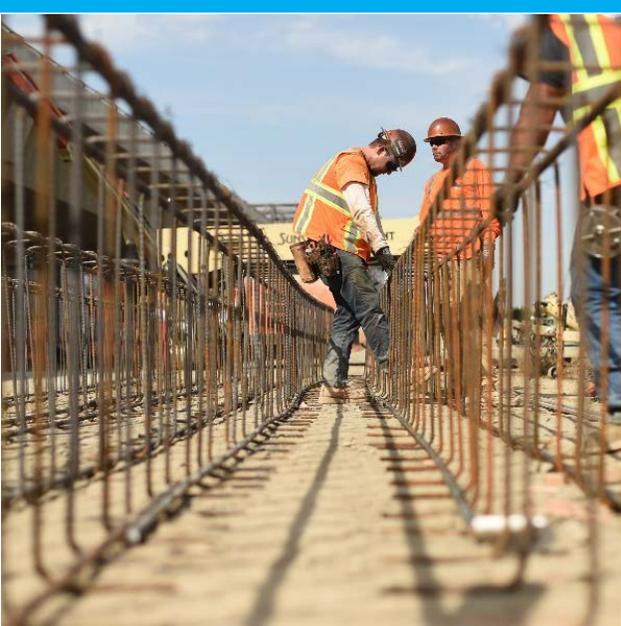
The share of funding allocated towards expansion projects continues to decline – focusing primarily on high-performers.



Strategy 3: Expand **\$29 billion** (9%)

Includes:

- High Speed Rail in Bay Area (\$8 billion)
- BART to San Jose (\$5 billion)
- Caltrain Downtown Extension (\$4 billion)
- Silicon Valley Express Lanes: SR-85 + US-101 (\$2 billion)



The Draft Preferred Scenario includes specific strategies for equity.



Fund existing bus operations through 2040

\$62 billion



Fund bus service increases and transit improvements

\$5 billion



Fund Lifeline Program and County Access Initiatives

\$2 billion



Assume **increases in inclusionary zoning** within Priority Development Areas



Transportation investments are being targeted to benefit low-income Bay Area residents...

TRANSPORTATION FUNDING ALLOCATION FOR DRAFT PREFERRED SCENARIO

	Share of Population	Share of Investment Benefit		
		Transit	Roadway	Total
Low-Income	24%	45%	26%	42%
Minority	59%	58%	52%	57%



* Image Source: https://www.flickr.com/photos/psullivan_1056/4487394472, <https://www.flickr.com/photos/coolashy/27398341396>

... but ultimately transportation isn't the primary challenge – rather, it's finding an affordable place to live.

Image Source: https://www.flickr.com/photos/pfsullivan_1056/4487394472

TRANSPORTATION FUNDING ALLOCATION FOR DRAFT PREFERRED SCENARIO

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EQUITY MEASURE SUMMARY FOR DRAFT PREFERRED SCENARIO

Equity Measure	Better Performance in Disadvantaged Communities?	Disadvantaged Communities Moving in the Right Direction?
Access to Jobs	Yes	Yes
Risk of Displacement	Yes	No
Healthy and Safe Communities	Same	Yes
Middle-Wage Job Creation	N/A	Yes
Housing + Transportation Affordability	No	No
Affordable Housing	No	No



Performance results for transportation are generally positive but fall short on several key targets.

Goal	TARGET	No Project	Main Streets	Connected Neighbor.	Big Cities	Draft Preferred	
 Climate Protection	1 Reduce per-capita CO ₂ emissions	-15%	-5%	-15%	-18%	-20%	-18%
 Economic Vitality	10 Reduce per-capita delay on freight network	-20%	+14%	-22%	-14%	-35%	-28%
 Transportation System Effectiveness	11 Increase non-auto mode share*	+10%	+2%	+2%	+3%	+4%	+3%
 Transportation System Effectiveness	12 Reduce vehicle O&M costs due to pavement conditions*	-100%	+46%	-66%	-9%	+15%	-16%

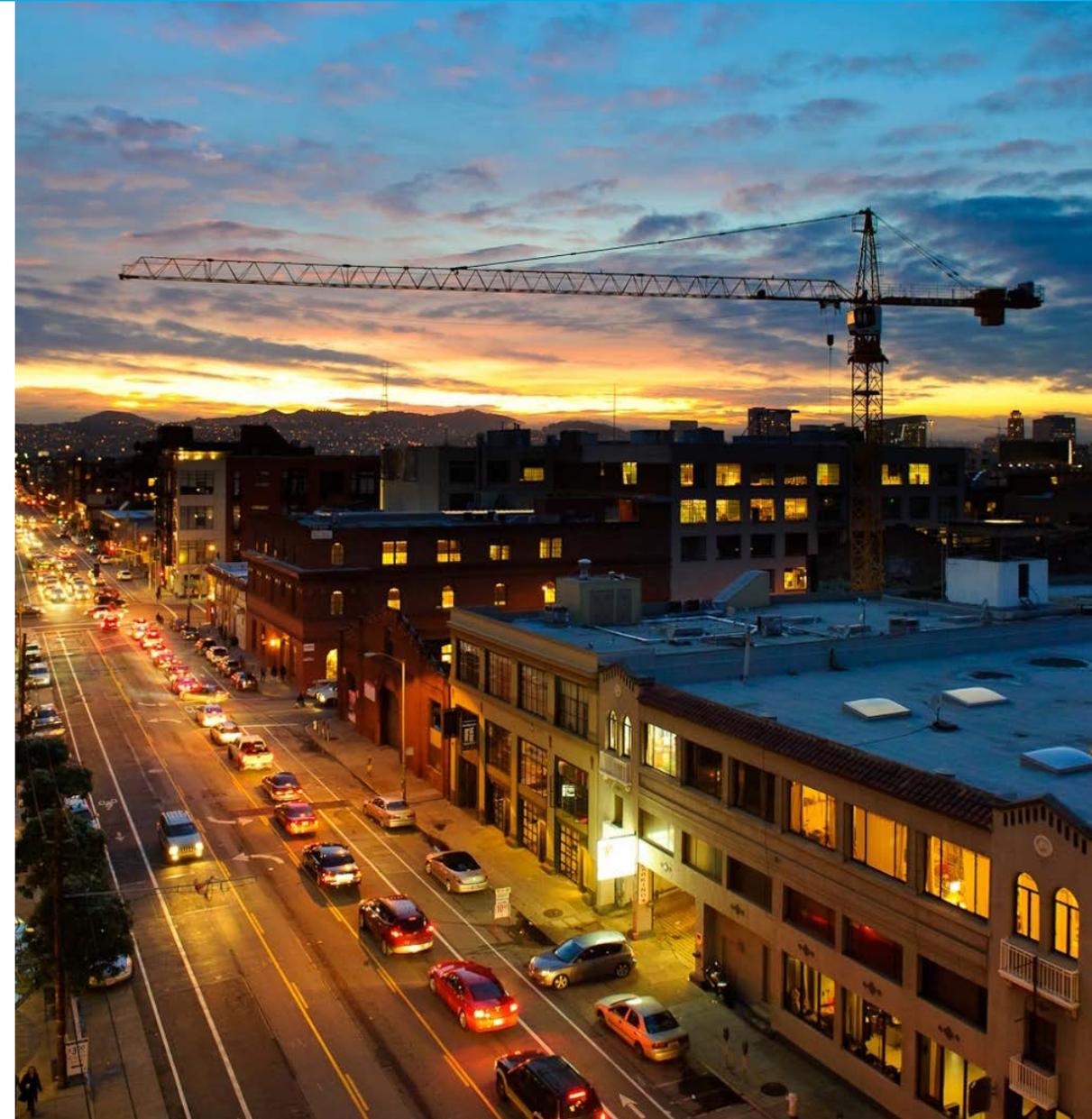
* = indicates that performance results analysis year 2035; final target results will reflect consistent horizon year of 2040



Despite its limitations, the Draft Preferred Scenario does perform notably better than the status quo (No Project).

Compared to the No Project:

- The Draft Preferred Scenario achieves **13 additional percentage points** of per-capita greenhouse gas reduction, primarily due to the Climate Initiatives Program.
- **Nearly 12,000 fewer acres** of greenfield lands are developed in the Draft Preferred Scenario.
- **63,000 fewer households** are at risk of displacement in PDAs, TPAs, and HOAs in the Draft Preferred Scenario.
- The typical driver spends **\$124 less per car** on auto maintenance due to smoother local streets in the Draft Preferred Scenario.



Plan BayArea 2040

If we really want to address affordability and equity challenges, action is needed by an engaged public and by all levels of government. Only the most aggressive policies will be sufficient to deal with our housing crisis.

Housing +
Transportation
Costs
(as a share of
income)*

54%
of
household
income

2005

Housing: +12%

Transportation:
+1%

Housing + Transportation: +13%

67%
of
household
income

2040

* = for lower-income households

Plan BayArea 2040

We want your feedback on how to craft the best Preferred Scenario possible.

September

- Hold County Workshops with Planning Directors

October

- Comments on Draft Preferred Due **(October 14)**
- Revise Preferred Scenario

Fall

- Adopt Revised Preferred Scenario
- Begin CEQA Review

Spring 2017

- Release Draft Plan
- Release Draft EIR

Summer 2017

- Adopt Plan Bay Area 2040
- Certify EIR



METROPOLITAN
TRANSPORTATION
COMMISSION

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San Francisco, CA 94105
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WEB www.mtc.ca.gov

Memorandum

TO: Equity and Access Subcommittee

DATE: September 1, 2016

FR: Melanie Choy

RE: Regional Means-Based Fare Pricing Study Update

Background

This memorandum provides an informational update on the current status and planned future work for MTC's Regional Means-Based Fare Study. MTC is conducting the Regional Means-Based Transit Fare Pricing Study to develop and analyze scenarios 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 scenarios. Scenarios were developed to be consistent with the following three objectives:

1. Make transit more **affordable** for the Bay Area's low-income residents.
2. Move towards a more **consistent regional standard** for fare discount policies.
3. 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.

Scenario Development and Analysis

Last fall, MTC staff provided an update to this group on the scenario development process and stakeholder engagement efforts, and in December 2015 staff recommended five scenarios to MTC's Programming and Allocations Committee for qualitative and quantitative analysis of potential impact on regional fare revenues and ridership. Due to changes in agency staffing, in spring of 2016 MTC contracted with an outside project manager, Jennifer Yeamans of Yeamans Consulting, to oversee completion of the study.

Three **affordability scenarios** were chosen to analyze different mechanisms for structuring and delivering discounted fares to low-income riders, as follows:

- **A1: Discounted Fares and Passes:** low-income riders can purchase discounted fares and passes.
- **A2: Accumulator with Monthly Cap:** low-income riders would allow riders to purchase pass products (such as monthly passes) in small increments rather than paying the full price of the pass up-front. After a set amount has been reached for the pass period, all remaining trips in the pass period would be free for low-income riders.

- **A3: Cash on Clipper:** low-income riders would receive a stipend in the form of cash value added to a Clipper card, which could be used to ride any transit service in the region accepting Clipper for payment.

Two **revenue-generating scenarios** were selected to analyze the levels of new fare revenues that might be generated to offset the discounts provided in the affordability scenarios.

- **R1: Eliminate Non-Mandated Cash Discounts:** eliminate all fare discounts beyond those that comply with minimum Federal requirements, which are to provide half-fare discounts to seniors 65 and older, persons with disabilities, and Medicare card-holders, and apply only to off-peak hours and cash fare payments.
- **R2: Increase Fare Increases for Non-Low-Income Riders:** raises transit fares in the region by 10%.

Next Steps

The study's consultant completed technical analysis of the selected scenarios in July. Based on input from the study TAC and other interested stakeholders, the consultant will conduct a formal alternatives analysis based on the study's goals as primary criteria, to determine whether any of the scenarios analyzed may be recommended for potential implementation. Project staff anticipates returning to this group with a draft report and recommendations in November prior to presenting the study's findings along with stakeholder feedback to MTC's Programming and Allocations Committee in December.

For more information, please contact the study's project manager, Jennifer Yeamans, at 415-845-9838 or jennifer@yeamansconsulting.com or Melanie Choy, MTC staff, at 415-778-6607 or mchoy@mtc.ca.gov.