



Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105

## Meeting Agenda

### Policy Advisory Council Transit Transformation Action Plan Subcommittee

*Adina Levin, Chair      Wendi Kallins, Vice Chair*

*Members*

*Bob Allen, Warren Cushman, Zack Deutsch-Gross,  
Gerry Glaser, Vinita Goyal, Ian Griffiths, Dwayne Hankerson,  
Carina Lieu, Emily Loper, Monica Mallon, Sebastian Petty,  
Phillip Pierce and Brian Stanke*

*Alternates*

*Anne Olivia Eldred, Jonathon Kass, and Terry Scott*

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Monday, May 8, 2023

1:00 PM

Board Room - 1st Floor

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This meeting shall consist of a simultaneous teleconference call at the following location(s):  
Ledding Library, Study Room 1, 10660 SE 21st Ave St, Milwaukie, OR 97222  
Napa County Library, Business Office - Second Floor, 580 Coombs Street, Napa, CA 94559

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial \*9. When called upon, unmute yourself or dial \*6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/83094717421>

iPhone One-Tap: US: +17193594580,,83094717421#

Join by Telephone (for higher quality, dial a number based on your current location) US:

888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 830 9471 7421

International numbers available: <https://bayareametro.zoom.us/u/kdgrKXVi1J>

Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom> Members of the public may participate by phone or Zoom or may submit comments by email at [info@bayareametro.gov](mailto:info@bayareametro.gov) by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

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.

## 1. Call Meeting to Order / Roll Call / Confirm Quorum

*Quorum: A quorum of this subcommittee shall be a majority of its regular voting members (8).*

## 2. Welcome - Adina Levin, Policy Advisory Council Transit Transformation Action Plan Subcommittee Chair

3. [23-0399](#) Approval of the March 13, 2023 Meeting Minutes

**Action:** Subcommittee Approval

4. [23-0656](#) Regional Network Management Customer Advisory Committee Update

Update on the Regional Network Manager Customer Advisory Committee [Policy Advisory Council Transit Transformation Action Plan Subcommittee (TAP) Successor].

**Action:** Information

**Presenter:** Melanie Choy and Ky-Nam Miller

**Attachments:** [04i 23-0656 Summary Sheet Regional Network Management Advisory Cor](#)  
[04ii 23-0656 PowerPoint Regional Network Management Advisory Comm I](#)  
[04iii 23-0656 MTC RES-4564 approved.pdf](#)

5. [23-0707](#) Clipper® START Pilot Update

Evaluation results of the Clipper START means-based transit fare discount program pilot and proposed recommendations for extending the pilot program beyond the current sunset date of June 2023.

**Action:** Information

**Presenter:** Judis Santos and Melanie Choy

**Attachments:** [05i 23-0707 Cover Summary Sheet Equity Clipper START.pdf](#)  
[05ii 23-0707 FITF 4a 23-0477 Summary Sheet Clipper START.pdf](#)  
[05iii 23-0707 Revised PowerPoint Clipper START Attachment A.pdf](#)

## 6. New Business

*Members of the subcommittee may bring up new business for discussion or addition to a future agenda.*

## 7. Public Comments / Other Business

*Note: The subcommittee will not take action on items not listed on today's agenda.*

*Policy Advisory Council Transit Transformation Action Plan Subcommittee Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial \*9. When called upon, unmute yourself or dial \*6.*

## 8. Adjournment / Next Meeting

**The next meeting of the Policy Advisory Council Transit Transformation Action Plan Subcommittee will be held at a time to be duly noticed.**

**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.

**Record of Meeting:** Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site ([mtc.ca.gov](http://mtc.ca.gov)) for public review for at least one year.

**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 or 415.778.6769 for TDD/TTY. 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 或 415.778.6769 TDD / TTY。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 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 23-0399      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Committee Approval  
**File created:** 2/15/2023      **In control:** Policy Advisory Council Transit Transformation Action Plan Subcommittee  
**On agenda:** 5/8/2023      **Final action:**  
**Title:** Approval of the March 13, 2023 Meeting Minutes  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:**

Date	Ver.	Action By	Action	Result
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**Subject:**  
Approval of the March 13, 2023 Meeting Minutes

**Recommended Action:**  
Subcommittee Approval

**Attachments:**



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 23-0656      **Version:** 1      **Name:**

**Type:** Report      **Status:** Informational

**File created:** 4/20/2023      **In control:** Policy Advisory Council Transit Transformation Action Plan Subcommittee

**On agenda:** 5/8/2023      **Final action:**

**Title:** Regional Network Management Customer Advisory Committee Update

Update on the Regional Network Manager Customer Advisory Committee [Policy Advisory Council Transit Transformation Action Plan Subcommittee (TAP) Successor].

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [04i 23-0656 Summary Sheet Regional Network Management Advisory Comm Update.pdf](#)  
[04ii 23-0656 PowerPoint Regional Network Management Advisory Comm Update.pdf](#)  
[04iii 23-0656 MTC RES-4564 approved.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Regional Network Management Customer Advisory Committee Update

Update on the Regional Network Manager Customer Advisory Committee [Policy Advisory Council Transit Transformation Action Plan Subcommittee (TAP) Successor].

**Presenter:**

Melanie Choy and Ky-Nam Miller

**Recommended Action:**

Information

**Attachments:**

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**Regional Network Management Customer Advisory Committee Update**

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**Subject:**

Update on the Regional Network Manager Customer Advisory Committee [Policy Advisory Council Transit Transformation Action Plan Subcommittee (TAP) Successor].

**Background:**

Update on the upcoming transition to the new successor body set up to advise the Regional Network Management Committee, in line with the policy adopted by the Metropolitan Transportation Commission in February 2023.

**Issues:**

None identified.

**Attachments:**

- Attachment A: PowerPoint presentation
- Attachment B: MTC Resolution No. 4564, Regional Network Management (RNM) Framework Recommendations (adopted by the Metropolitan Transportation Commission February 10, 2023)

# Regional Network Management: Customer Advisory Committee Update

Policy Advisory Council Transit Transformation Action Plan (TAP)  
Subcommittee

May 8, 2023



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION



# Current TAP Subcommittee Structure

- TAP Subcommittee established September 2022
- Successor body aiming to start in July 2023
- Term end Dec. 31, 2025 (followed by full 4-year term)



# Proposed Transition to the Voice of the Customer Committee

- Composition: Split between 2 categories; at-large stakeholders and Council representatives
- Number of Members: 20 total, 10 from each category
  - Recruit two youth reps
- Leadership: Group selects a Chair and Vice Chair from each category

Council Member Adina Levin	Council Member Wendi Kallins	Council Member Zach Deutch- Gross	Council Member Phillip Pierce
Council Member Carina Lieu	Council Member Gerry Glaser	Council Member Anne Olivia Eldred	Council Member Terry Scott
ALT Council Member	ALT Council Member	Ian Griffiths, Seamless Bay Area	Vinita Goyal, SF Transit Riders Union
Youth: TBD	Youth: TBD	Emily Loper, Bay Area Council	Brian Stanke San Jose DOT
Warren Cushman Disability Advocate	Amy Thomson TransForm	Sebastian Petty, SPUR	Bob Allen, Urban Habitat



# Next Steps and Discussion



# Contact

## Melanie Choy

Assistant Director, Funding Policy and Programs

[mchoy@bayareametro.gov](mailto:mchoy@bayareametro.gov)

## Ky-Nam Miller

Equity Officer

[kmiller@bayareametro.gov](mailto:kmiller@bayareametro.gov)



Date: February 22, 2023  
W.I.: 1621  
Referred by: EXEC

ABSTRACT

MTC Resolution No. 4564

This resolution approves policy support for the Regional Network Manager, a framework that sets in place an adaptable structure to achieve near term and longer-range regional transit goals.

In July 2021, the Task Force approved the Bay Area Transit Transformation Action Plan, which identified specific near-term actions to re-shape the region's transit system into a more connected, more efficient, and more user-focused mobility network, resulting in increased ridership and reduced growth in vehicle miles traveled. One of the actions called for an assessment of a preferred framework for Regional Network Management. A 14-member Network Management Business Case Advisory Group (NMBCAG) made up of transit operators and stakeholders was established to guide the analysis and recommendations.

This resolution contains the following attachments:

Attachment A – Regional Network Management Framework

Further discussion of this subject is contained in the Executive Committee Commission memoranda dated February 10, 2023.

Date: February 22, 2023

W.I.: 1621

Re: Policy Support for Regional Network Management Framework

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4564

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to California Government Code Section 66500 et seq.; and

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the Bay Area or region); and

WHEREAS, MTC convened the Blue Ribbon Transit Recovery Task Force (Task Force) in 2020 and 2021 to respond to the COVID-19 pandemic and the impacts to transit; and

WHEREAS, the Task Force developed and endorsed the Transit Transformation Action Plan (Action Plan) in July 2021, which identifies near-term actions needed to achieve a more connected, efficient, and user-focused mobility network across the Bay Area and beyond and the Action Plan was received and accepted by MTC in September 2021; and

WHEREAS, the Action Plan called for a Regional Network Management (RNM) Assessment for Bay Area Transit and establishment of a Network Management Business Case Advisory Group to guide the assessment; and

WHEREAS, a Regional Network Management Framework is being recommended to improve the Bay Area's regional transit network, and achieve the desired near-term outcomes in the Action Plan and longer-range regional transit goals as identified in Attachment A, incorporated herein as though set forth at length; and

WHEREAS, the Regional Network Management Framework is an initial structure that may evolve over time towards a longer term transformation;

RESOLVED, that MTC expresses policy support for the Regional Network Management Framework set forth in Attachment A; and be it further

RESOLVED, that MTC directs staff to develop an Implementation Plan meant to set forth a comprehensive process to guide the respective agencies as we move forward to implement the RNM framework.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, consisting of the letters 'AP' followed by a long horizontal stroke.

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on February 22, 2023.



Date: February 22, 2023  
W.I.: 1621  
Referred by:

Attachment A  
Resolution No. 4564  
Page 1 of 3

## Attachment A Regional Network Management Framework

### I. Mission and Vision

Anchoring the Regional Network Management (RNM) framework are mission and vision statements.

**Mission:** To drive transformative improvements in the customer experience for regional Bay Area transit

**Vision:** To advance regional goals in equity, livability, climate, and resiliency through a unified regional transit system that serves all Bay Area populations

### II. Regional Transit Initial Focus Areas

The RNM focus is centered on delivering operational changes that will directly benefit present and future customers. An initial set of focus areas has been defined as:

Focus Area (Functional Areas)	Regional Role
Fare Integration Policy	<ul style="list-style-type: none"><li>• Set the regional vision</li><li>• Establish regional policies</li><li>• Establish policy implementation plans, including the identification of funding</li></ul>
Wayfinding and Mapping	<ul style="list-style-type: none"><li>• Set the regional vision</li><li>• Establish regional policies (e.g., design standards, compliance requirements)</li><li>• Establish policy implementation plans, including the identification of funding</li><li>• Deliver centralized procurement, where relevant</li></ul>
Accessibility	<ul style="list-style-type: none"><li>• Embed accessibility within each of the other functional area plans</li><li>• Define a regional vision for paratransit operations</li><li>• Identify improvements needs re: implementation of paratransit policies and requirements</li><li>• Establish a regional implementation plan</li></ul>
Bus Transit Priority (BTP)	<ul style="list-style-type: none"><li>• Set the regional vision</li><li>• Define BTP corridors and identify needs / initiatives</li></ul>



Focus Area (Functional Areas)	Regional Role
	<ul style="list-style-type: none"> <li>• Serve as the central coordination point for state, county, and city stakeholders</li> <li>• Establish policy implementation plans, including the identification of funding</li> </ul>
Rail Network Management	<ul style="list-style-type: none"> <li>• Set the vision for the regional rail network</li> <li>• Translate regional vision into regional implementation plan (project prioritization, sequencing, integration points, project funding, delivery approach, etc.)</li> </ul>
Connected Network Planning (CNP)	<ul style="list-style-type: none"> <li>• Identify critical regional transit gaps to create the CNP</li> <li>• Establish and create data tools for regional planning</li> <li>• Identify funding priorities and establish service standards</li> <li>• Draft changes to Countywide Transportation Plan guidelines, as needed</li> </ul>

**III. Near term Framework Elements**

Element	Description
Regional Visioning Element	Leverage existing regional purview and planning capabilities to help set the regional vision for transit in the Bay Area and drive the direction of the RNM.
Steering Element	Council comprised GM-level Operator and MTC representatives who understand transit operations and can represent the interests of their stakeholders and provide leadership and critical input on regional policies.
Administration/ operational elements	Staff, temporary or longer-term groups comprised of a broad range of representatives, including Operators, stakeholders, and subject matter experts, that will help complete analysis and develop policy recommendations / options.

**IV. Proposed Roles and Committee Composition**

The near-term RNM structure is customer focused, structured for scale and balances short term momentum with long-term transformation. It is proposed to be made up of the following, subject to further action and refinement through the Implementation Plan:

**MTC RNM Committee**

- A committee of the Commission
- Leverage existing regional purview and planning capabilities to help set the regional vision for transit in the Bay Area and drive the direction of the RNM.
- 8 voting seats for Commission Members

- 2 non-voting seats for transit agency board members
- 1 non-voting seat for a state appointee

**Customer Advisory Committee**

- Group of stakeholders who represent the customer and can help inform decision-making with the customer in mind.
- Elevated Transit Transformation Action Plan (TAP) Sub-Committee with potential refinements to membership to better support the mission and vision of the RNM.
- Eight (8) members from MTC's Policy Advisory Council
- Nine (9) stakeholder representatives

**RNM Council**

- Council comprised of GM-level Operators and MTC representatives who understand transit operations and can represent the interests of their stakeholders and provide leadership and critical input on regional policies.
- MTC Executive Director to assemble the Council with anticipated participants including large and small operator General Managers/ CEOs.

**V. Performance, Progress, and Long-term Evolution**

**Key Performance Indicators:** To support continuous improvement, Key Performance Indicators (KPIs) will be established to track RNM performance.

- Benefits KPIs: KPIs to track the achieved benefits of regional transit and inform regional transit policy decisions.
- Program KPIs: KPIs to monitor the performance of the RNM and inform the evolution of the RNM.
- KPIs should be tracked and reported on through program performance structures and KPIs themselves would be reviewed and updated periodically.

**Recurring Review:** Every two years, the KPIs should be revisited and refined through a formal review. The review will consider progress made and drive the long-term evolution of the RNM framework through:

- Establishing leadership roles and scaling support elements to meet changing priorities.
- Establishing and expanding regional tools to drive standardization and improve efficiency.
- Refining and updating processes to meet changing needs or goals and enhance incentives to support process implementation.
- Enhancing agency authorities to align decision-making capabilities with regional goals.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 23-0707      **Version:** 1      **Name:**

**Type:** Report      **Status:** Informational

**File created:** 4/28/2023      **In control:** Policy Advisory Council Transit Transformation Action Plan Subcommittee

**On agenda:** 5/8/2023      **Final action:**

**Title:** Clipper® START Pilot Update

Evaluation results of the Clipper START means-based transit fare discount program pilot and proposed recommendations for extending the pilot program beyond the current sunset date of June 2023.

**Sponsors:**

**Indexes:**

**Code sections:**

- Attachments:** [05i 23-0707 Cover Summary Sheet Equity Clipper START.pdf](#)  
[05ii 23-0707 FITF 4a 23-0477 Summary Sheet Clipper START.pdf](#)  
[05iii 23-0707 Revised PowerPoint Clipper START Attachment A.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Clipper® START Pilot Update

Evaluation results of the Clipper START means-based transit fare discount program pilot and proposed recommendations for extending the pilot program beyond the current sunset date of June 2023.

**Presenter:**

Judis Santos and Melanie Choy

**Recommended Action:**

Information

**Attachments:**

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**Clipper® START Pilot Update**

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**Subject:**

Evaluation results of the Clipper START means-based transit fare discount program pilot and proposed recommendations for extending the pilot program beyond the current sunset date of June 2023.

**Background:**

Transit Transformation Action Plan Subcommittee Agenda Item 5, Clipper START Update, is attached. This report was presented to the Fare Integration Task Force on April 24, 2023. It was scheduled to be presented at the April 28, 2023, Policy Advisory Council Equity & Access Subcommittee. However, the meeting was canceled due to lack of a quorum and the item was deferred to this body. Staff will be at your May 8, 2023 meeting to deliver and discuss this presentation. The subcommittee's input is requested.

**Issues:**

None identified.

**Recommendations:**

Information.

**Attachments:**

- Attachment A: Agenda Item 4a from the April 24, 2023, Fare Integration Task Force meeting.

## Clipper® Executive Board Fare Integration Task Force

April 24, 2023

Agenda Item 4a

### Clipper® START Pilot Update

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#### **Subject:**

Staff will present key evaluation results of the Clipper START means-based transit fare discount program pilot and proposed recommendations for extending the pilot program beyond the current sunset date of June 2023.

#### **Background:**

In May 2018, the Commission adopted Resolution No. 4320, establishing the framework for the Regional Means-Based Transit Fare Pilot Program. Branded as Clipper START, the regional means-based transit fare discount program seeks to increase access to opportunity and improve transportation affordability for adult transit passengers who earn a lower income. The Clipper START program was the first of its kind in the region.

The three-year pilot program was launched on July 15, 2020, with transit agencies offering a 20 or 50 percent discount on single-ride fares for eligible adults who earn at or under 200 percent of the federal poverty level (FPL). MTC sets aside funding annually to administer the program and to defray a portion of operators' revenue losses. Additionally, a pilot program evaluation was conducted to assess program delivery components and impacts on advancing equity to learn and continually improve the program.

Preliminary results of pilot have been shared with transit operator staff, with the technical memo to be available in May 2023. At the April Fare Integration Task Force meeting, MTC staff will present pilot program recommendations based on findings from the evaluation. As the region continues to advance the Clipper START program, a commitment for close collaboration between MTC and operators is essential for a cohesive and more impactful program.

#### **Next Steps:**

Based on input from technical working groups, Equity and Access Subcommittee, and the Fare Integration Task Force, MTC staff anticipates bringing a recommendation on pilot program to the Commission in May.

**Issues:**

None identified.

**Recommendations:**

Information

**Attachments:**

- Attachment A: Presentation

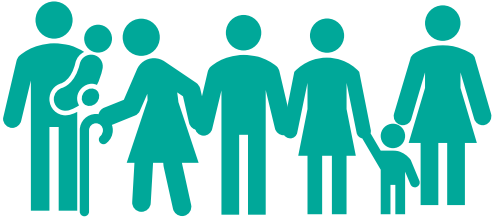


# The Evolution of the Clipper START Pilot: Two-Year Findings and Recommendations



Revised Presentation  
Policy Advisory Council Transit Transformation Action Plan Subcommittee  
April 28, 2023

# CLIPPER START ADDRESSES THE SYSTEMIC CHALLENGES IN THE REGION



 **Discounted Fares**

**Societal Inequities**

**Barriers to Transit Access**



**Affordability**



# THE CLIPPER START PILOT

- 3-year pilot on regional means-based per-ride transit fare discount
  - Eligibility = Age 19-64, < 200% of Federal Poverty Level for household income
- Goals:
  - Make transit **more affordable** to individuals earning low-income
  - Develop implementation options that are **financially viable and administratively feasible**
  - Move towards a more **consistent regional standard** for fare discounts

## 20% DISCOUNT (14)



## 50% DISCOUNT (7)



# DEFINING & MEASURING THE PILOT

## Evaluation Framework

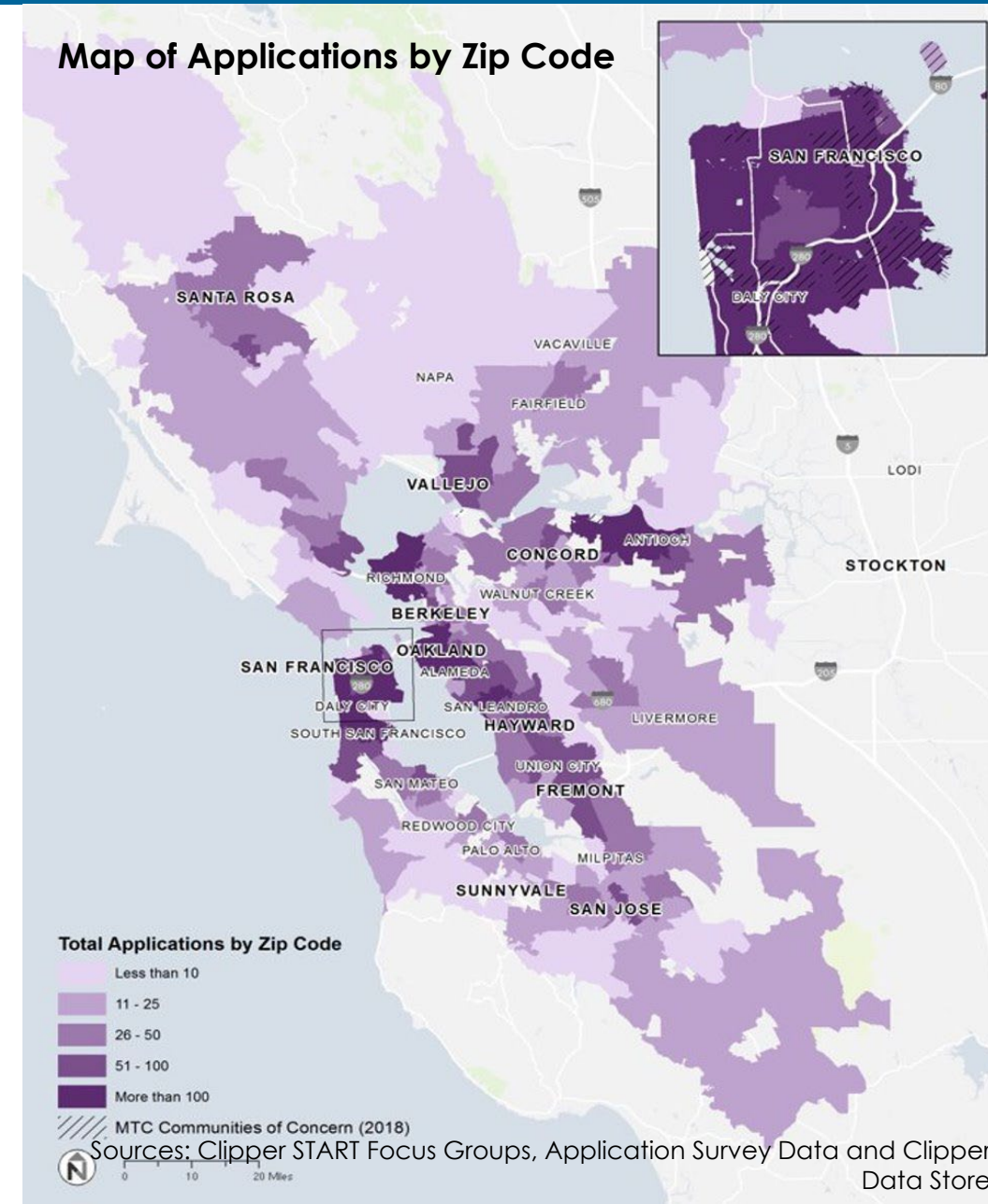


## Key Pilot Statistics

Outputs	July 2020- July 2022	To March 2023
Applications Submitted	15,000	21,500
Program Enrollees	13,000	19,000
Active Program Users	9,800	13,800
Number of Trips	1.1 million	1.8 million
Number of Transfers	249,333	430,000

# KEY LEARNINGS

- Program is **reaching critical populations**
  - People with household incomes less than \$20K (57%), women (59%), and people identifying as Asian or Hispanic (62%) are the majority of enrollees
- **Increased mobility:** Most riders are taking more trips
  - Average participant trip frequency is up to 5.6 trips per week
- **Increased affordability:** Trip rate higher than application rate for those HH income between \$5,000 - \$30,000
- Uptake, Uptake, Uptake.
  - Multiple strategies to increase program participation
  - Opportunities for all...



# STRATEGIES FROM THE EVALUATION

## MTC Staff Assessment

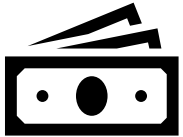
STRATEGIES	STAFF RESPONSE		
	<b>ACCEPT:</b> Supports project goals and aligns with agency priorities.	<b>REJECT:</b> Does not align with project goal(s).	<b>ASSESS:</b> Define and measure options, listen and learn about feasibility, benefits and risks. Develop scope and timeline for assessment.
Auto-Enroll			●
Self-Verification		●	
Increase Income Eligibility			●
Consistent Discount	●		
Fare cap/Accumulator			●
Customer-focused, collective approach (Engagement, Education, Equity Partnerships)	●		
Marketing strategy and materials review	●		

# PROPOSED RECOMMENDATION: CLIPPER START FRAMEWORK

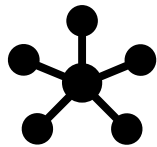
## Original Framework: Res. 4320



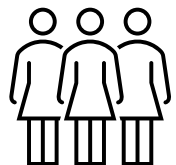
Transit Agency Participation – Voluntary



Two Discount Options: 20% or 50%



Centrally Administered on Clipper



Participant Eligibility: At/below 200% Federal Poverty Level



Discount applied to single per trip fare

## Proposed Changes:



Extend the Pilot program through June 30, 2025.



Revise Subsidy approach. Upfront one-time payment covering two years of Pilot extension.



Title VI remains transit agency responsibility. MTC in a support role.

# Current State of MTC Funding Contributions

- Quarterly reimbursement payments to operators
- Funded through LCTOP and STA funds
- Funds administrative and fare subsidy costs



**<\$0.5 million**

**Reimbursements to date**

(\$0.7 million projected reimbursements by June 2023)



**\$1 million/yr.**

**Administrative Cost**

# Proposed Fare Subsidy Approach

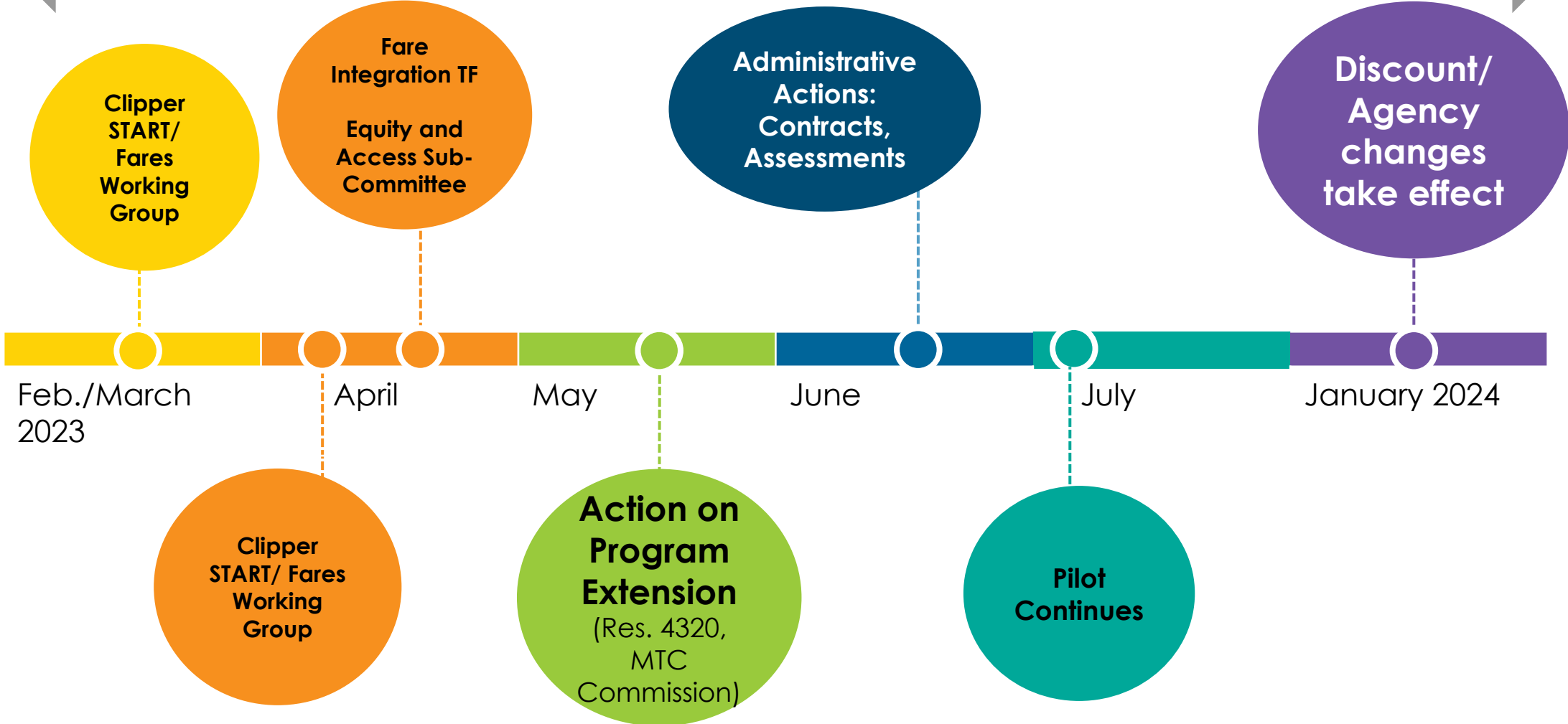
- One-time upfront payment covering 2 years of the Pilot Extension
- Goals:
  - Incentivize participation and consistency
  - Minimize financial risk for operators and processing of reimbursements
- Baseline Funding Distribution formula
  - Up to **20% of fare (previously 10%)** eligible for reimbursement
  - Funding credit for early adopters of the 50% discount
  - Guaranteed minimum (\$15,000)
  - Estimated percentage (0-25%) for increased usage
  - Buffer to offset any underestimations

# DISCUSSION AND SUMMARY

## Recommendations:

- 1) Extend Pilot Program for an additional 2 years (until June 30, 2025)
  
- 2) During the 2-year extension
  - Implement, in partnership with transit operators, marketing/outreach/engagement strategies to increase program usage (3E's+M)
  - Assess strategies to simplify and potentially expand access to the benefit
  - Innovate and deploy different strategies to increase reach and remove barriers - make it easier to participate in the Pilot that meets program goals.
  
- 3) Fare Subsidy Modifications
  - 1) Support the approach of a one-time estimated payment with minimum guarantees. MTC and Transit Operator staff to finalize formula and amounts by Summer 2023.

Complementary Transit Agency Board Actions



**NEXT STEPS**