

FOR EQUITY, DIGNITY, AND FREEDOM TO MOVE

#FAIRFARES

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A GRASSROOTS POLICY PLATFORM TO FIGHT FOR FARE REFORM IN ALLEGHENY COUNTY.



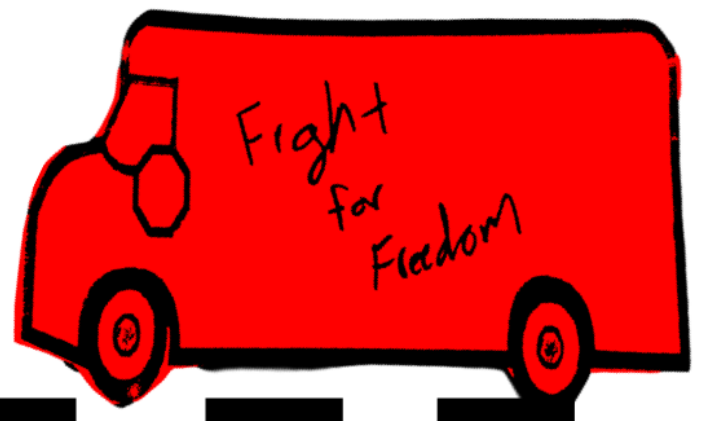
**Pittsburghers for
Public Transit**



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#FAIRFARES POLICY PLATFORM'S GUIDING PRINCIPLES

#1 Public transit is a public service and a human and civil right. Public transit must not be structured as a fee-for-service model or as a business. Riders create a healthier and more sustainable environment in Allegheny County by choosing public transit over vehicles.



#2 Corporations and large regional non-profits must pay their fair share of the cost of funding public transit. These corporate entities are disproportionate beneficiaries of public transit, deriving billions in profits as transit moves their employees, customers and real estate values. With such an inequitable distribution of profits from these public investments, riders' fares must not be a primary mechanism for funding public transit.



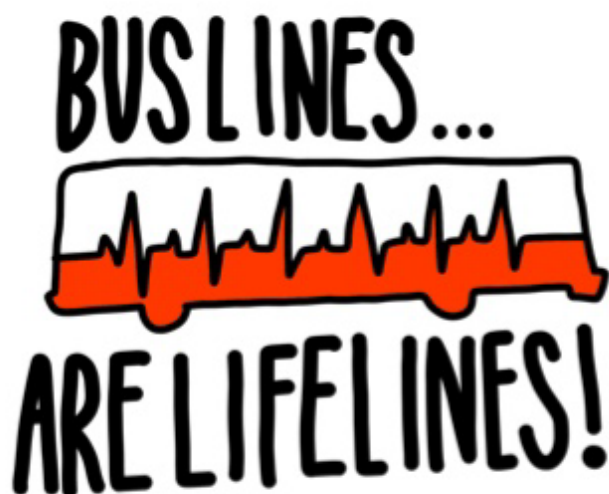
#3 Fares must not be a barrier to access public transit, so policies must be enacted to eliminate any barriers due to cost, convoluted cost structures, inaccessible fare systems, and hostile or overly punitive fare enforcement policies. Fares must be equitable, effectively communicated, and easily accessible to people regardless of income, age, race, gender, ability, language, geographical location, and immigration status. The current fare structure disproportionately impacts classes that must be protected by civil rights law.



ABOUT THE #FAREFAIRS PLATFORM

WHY #FAREFAIRS NOW?

This platform is the culmination of years of advocacy from thousands of Pittsburgh transit riders and partner organizations – from community actions around fare enforcement, to rallies supporting free transfers, to petitions for Fare Capping and lower cash fares.



2016-2017 Riders win consolidation of the “3 Zone” system into a single fare system for all buses. However, Port Authority eliminates cash transfers and begins charging cash users a surcharge. This disproportionately harms low-income riders without CONNECT card access who need to transfer multiple times on their trip.

Riders win the “Don’t Criminalize Transit Riders” **2017-2018** Campaign and defeat a Port Authority proposal to use armed police officers to check fares.

2018 A joint letter submitted to the Port Authority addresses a series of concerns intended to guide the equitable development of a mobile fare payment system.

Riders collect thousands of signatures, organize rallies and provide public testimony in support of free transfers, fare capping, and lowering the cash fare. Port Authority agrees to hire a consultant to examine fare structure. **2019**

2020 The #FairFares Coalition launches a policy platform to fuel fight for equitable fare reforms, as the Port Authority begins collecting public input on its fare policy.

**WE PUT THE #FAIRFARES POLICY
PLATFORM FORWARD TO FUEL THE
FIGHT FOR EQUITABLE FARE REFORM AS
THE PORT AUTHORITY WORKS WITH A
FARE CONSULTANT TO RESTRUCTURE
ITS FARE SYSTEM IN 2020.**

**THE FOLLOWING PAGES CONTAIN A
SERIES OF POLICY RECOMMENDATIONS
ALONG FOUR PLANKS – FARE COST,
FARE PAYMENT PROCESS,
ENFORCEMENT OF FARE PAYMENTS,
AND FARE INCENTIVE PROGRAMS – AND
OUTLINE A WAY FORWARD TO CREATE
AN EQUITABLE FARE SYSTEM THAT
GIVES ALL RIDERS DIGNITY AND THE
FREEDOM TO MOVE.**



FARE COST (WHAT PEOPLE PAY FOR FARES)

FARE COST: #FAIRFARES COALITION VALUES

- No one should be prohibited from taking transit because of the cost.
- Our fare structure must center around the most vulnerable people, and not privilege the commutes people with the most resources.



HOW IS THE SYSTEM CURRENTLY STRUCTURED?

\$2.50 on CONNECT Card

Free for seniors & kids under 6

\$1 for 1st transfer w/CONNECT card within 3 hours

Cash users pay full fare for each transfer

\$2.75 w/ cash

\$1.25 for riders w/ disabilities

Cost is bundled into tuition for students at Pitt, Chatham, & CMU. Free for students at Pgh Public School

\$1.25 for children ages 6-12



SHORT TERM GOALS

FREE transfers!

Fare capping (CONNECT card automatically converts to a daily/weekly/monthly pass when the cost of the pass is paid in single uses)

Ubiquitous access to the CONNECT card, but cash fares should be the same as CONNECT card fares in the interim



LONG TERM GOALS

Low-income fare program
Free transit for people under 18
Free fares for riders with disabilities
Free fares system-wide by 2030



FARE PAYMENT PROCESS (HOW YOU PAY & ACCESS FARES)

FARE PAYMENT PROCESS: #FAIRFARES COALITION VALUES

Fare payment must be easily accessible & equitable for all, regardless of socio-economic status, language, ability, banking status, proximity to CONNECT card kiosks, & access to internet. Equal cash payment must always be an option.



SHORT TERM GOALS

Release of an equitable mobile app, including fare capping, access for un-banked users, and information in multiple languages.

Ubiquitous CONNECT card access

Passes that start when you tap not by the calendar.

HOW IS THE SYSTEM CURRENTLY STRUCTURED?

Riders pay w/ cash, CONNECT card, Senior Pass, Student Pass & Discount pass.

Port Authority App is pending.

ConnectCards can be purchased from a Giant Eagle & other authorized vendors, at the Port Authority Transit Center, at CONNECT Card kiosks, or online.



LONG TERM GOALS

Ability to load fares while on the bus

Ability to pay for multiple fares and fare types on one card

Ability to access money loaded onto your CONNECT Card immediately.

Fare payment process must be compatible with transit agencies across the ten-county region, ACCESS and Healthy Ride.

CONNECT card kiosks must have several language options.

The policy of fare payment before boarding on the station platform must be implemented on the T, the busways and the future BRT (also known as off-board fare payment).

There needs to be a mechanism for reporting broken CONNECT card machines.

ENFORCEMENT OF FARE PAYMENTS

HOW IS THE SYSTEM CURRENTLY STRUCTURED?

The first offense is documented but not prosecuted. The second offense can result in up to a \$300 criminal penalty for criminal trespassing. The third offense can result in a misdemeanor and up to 30 days in jail. All incidents are run through the police database.

There is no appeal process within Port Authority.

Armed Port Authority police enforce fare payment, but any fines paid or criminal proceedings take place in the municipality of the incident.

ENFORCEMENT OF FARE PAYMENT: #FAIRFARES COALITION VALUES

Everyone deserves to be safe on transit!

Non-payment should always lead to additional resources, not punishments

Enforcement must always be done equitably.



SHORT TERM GOALS

Civilian, multilingual fare “ambassadors” rather than armed police fare enforcers.

Make fare evasion a non-criminal offense, like parking violations, with low fines and community service as an option.

Port Authority should have a policy of non-communication with ICE

LONG TERM GOALS

Civilian fare ambassadors, when encountering possible fare evasion, should instead direct riders on how to pay their fare, and help riders who are eligible for low-income fares sign up for the program.

Instead of paying fines, users can pay any penalties by loading value onto their CONNECT card so that they’ll have fare available for future rides.

There needs to be a public, annual audit of fare enforcement impact across gender, race, ability, and economic status.

Port Authority needs to implement independent civilian oversight commissions for fare ambassadors and Port Authority police.



Pittsburghers for Public Transit



FAIR INCENTIVE PROGRAMS

HOW IS THE SYSTEM CURRENTLY STRUCTURED?

Bus passes are purchased in bulk for CMU & Pitt students. The Universities are charged 50% per use

Pre-tax transit passes available through some employers

Pittsburgh Public School purchases in bulk for high school students

SHORT-TERM GOALS

Shakespeare Giant Eagle campaign: Calling for parking reductions to pay for bulk bus passes for residents, deepened housing affordability, food justice goals and bike/ped improvements.

Regular Free Fare Days over the Summer of 2021 funded by the Health Department's Clean Air Fund.

FARE INCENTIVE PROGRAMS: #FAIRFAIRS COALITION VALUES

Incentive programs make public transit a more convenient and attractive transportation option than single-occupancy vehicles

Fare incentive programs should increase ridership, not profit.

Programs need to center vulnerable classes, and redistribute the cost of fares onto corporations, developers, and other agencies.

LONG-TERM GOALS

Bulk transit pass packages for corporations, events and conferences, cultural orgs, universities, and developers.

Discount pricing for off-peak hours and weekends to bolster ridership

Family passes

Free transit on RADical days funded by the County RAD tax.

WILL YOU BE A LEADER FOR PUBLIC TRANSIT?

PAAC PUBLIC MEETING SCHEDULE

#FAIRFARES IS POSSIBLE FOR ALL IN ALLEGHENY COUNTY, BUT WE WON'T WIN UNLESS WE EDUCATE AND ORGANIZE. SHARE THIS GRASSROOTS POLICY PLATFORM WITH FRIENDS, AND JOIN US AT PORT AUTHORITY'S UPCOMING SERIES OF PUBLIC MEETINGS TO MAKE THE CALL FOR THESE #FAIRFARES POLICIES NOW.

Kingsley Association

6435 Frankstown Avenue.
Pittsburgh, PA 15206
February 5, 2020 // 5:00pm-8:00pm

Millvale Community Center

416 Lincoln Ave. Millvale, PA 15209
February 12, 2020 // 5:00pm-8:00pm

Monroeville Convention Center

416 Lincoln Ave. Millvale, PA 15209
February 12, 2020 // 5:00pm-8:00pm

The McKeesport Palisades

100 5th Ave. McKeesport, PA 15132
March 4, 2020 // 5:00pm-8:00pm

Pittsburgh Technical College

1111 McKee Rd. Oakdale, PA 15071 *Entrance 4
March 11, 2020 // 5:00pm-8:00pm

Bethel Park Municipal Building

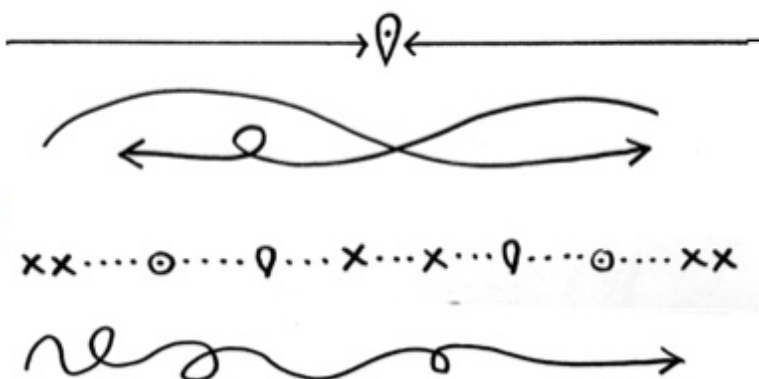
5100 W Library Ave. Bethel Park, PA 15102
March 18, 2020 // 5:00pm-8:00pm

Springdale Veterans Association

1151 Pittsburgh Street Springdale, PA 15144
April 1, 2020 // 5:00pm-8:00pm

University of Pittsburgh

Alumni Hall Connolly Ballroom
4227 Fifth Ave. Pittsburgh, PA 15260
April 23, 2020 // 5:00pm-8:00pm

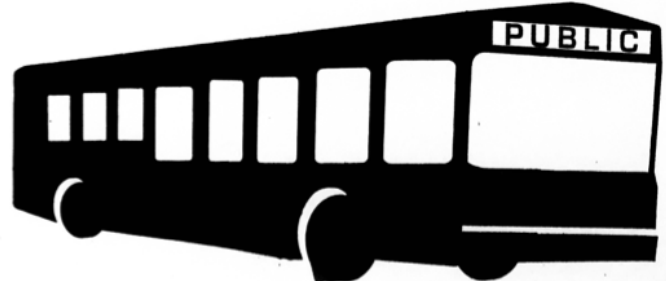
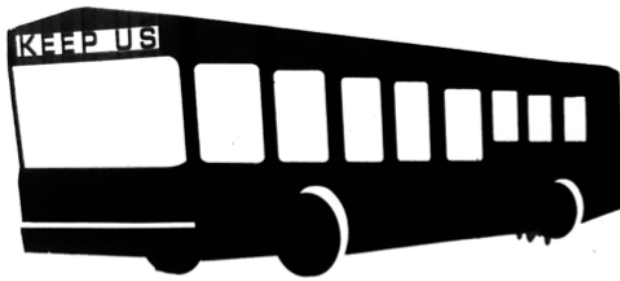


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FOLLOW PPT TO STAY UPDATED!

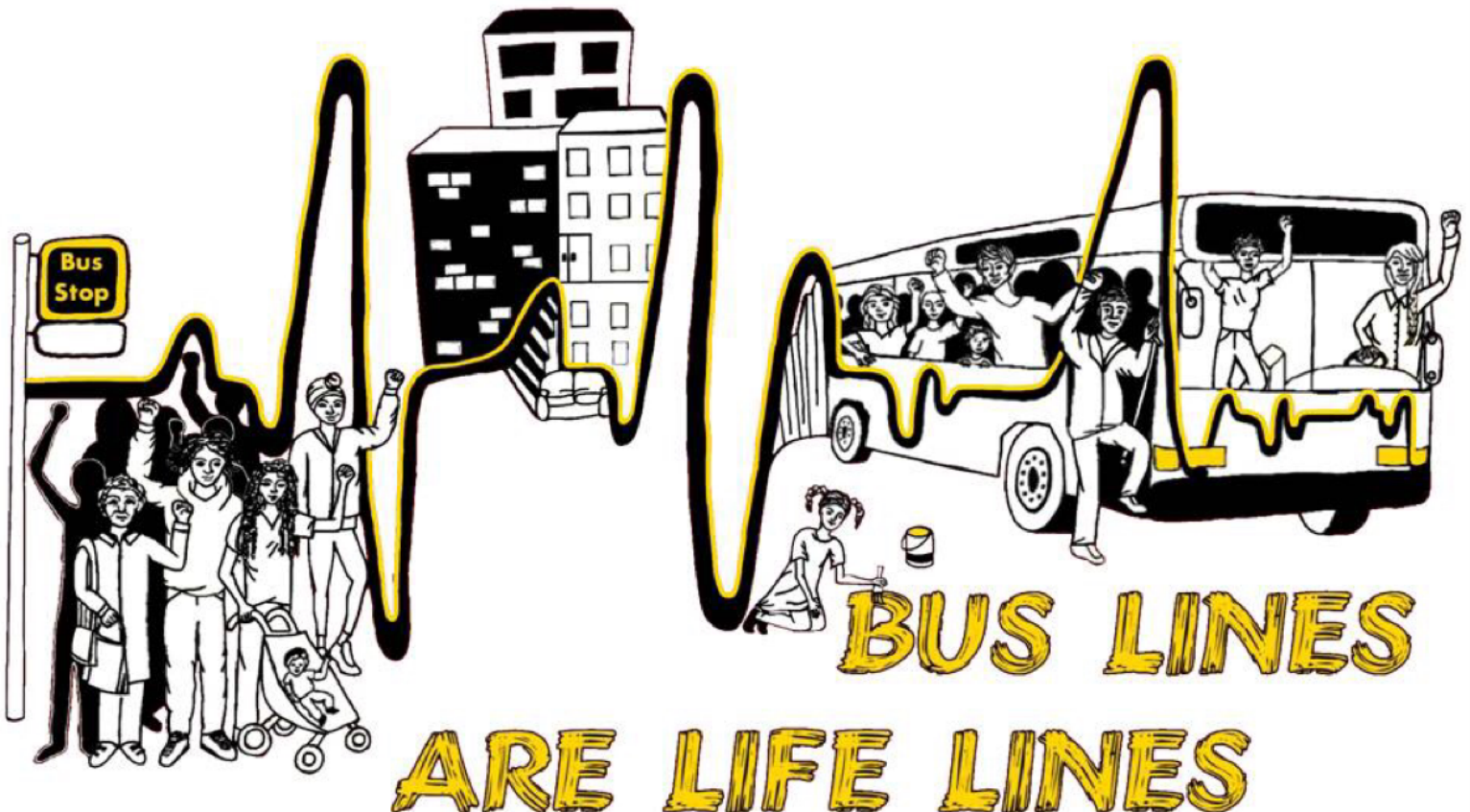
PPT is a grassroots organization of riders, drivers, and residents advocating for mass transit because its essential for healthy environments, economies, and communities. We believe that public transportation is our need and our right.



PittsburghersForPublicTransit



Pgh4PubTransit



JOIN US AND LEARN MORE AT PITTSBURGHFORPUBLICTRANSIT.ORG!