

From: [MTC-ABAG Info](#)
To: [Martha Silver](#)
Subject: Fwd: In support of regional fare integration: Zone-based fares; fare caps
Date: Monday, February 15, 2021 5:05:04 PM

[REDACTED]

From: Rachel Hollowgrass [REDACTED]
Sent: Monday, February 15, 2021 5:04:31 PM
To: Martha Silver <MSilver@bayareametro.gov>
Cc: MTC-ABAG Info <info@bayareametro.gov>
Subject: In support of regional fare integration: Zone-based fares; fare caps

External Email

Ms. Silver,

Thank you for your work on studying regional fare integration and coordination. I'm writing in support of zone / distance-based fares, as well as daily / weekly / monthly fare caps.

Both of these approaches would make transit decisions simpler and encourage ridership by allowing people to choose based on schedule and destination rather than on cost alone.

Other regions around the world have seen ridership and net revenue increase with these kinds of programs. As a world leader in innovation, it only makes sense that the Bay Area join regions like Zurich, London, and Toronto that have simpler, more integrated transit.

-Rachel Hollowgrass

From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: FW: Integrated Fares and Transit Corridors
Date: Wednesday, February 17, 2021 2:07:52 PM

From: Rick Nahass [REDACTED]
Sent: Monday, February 15, 2021 5:03:08 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Cc: bierm@ci.pacifica.ca.us <bierm@ci.pacifica.ca.us>; board@samtrans.com <board@samtrans.com>; info@seamlessbayarea.org <info@seamlessbayarea.org>
Subject: Integrated Fares and Transit Corridors

External Email

Really appreciate the challenging work MTC is doing on integrated fares, especially considering the zone fares which may lead to the realization that there are important Transit Corridors that get left in the lurch. For example, I live in [REDACTED] and once tried to take public transit to the Golden Gate Bridge - after several transfers the one way cost was \$14 dollars (\$28 dollars r/t) it took over two hours to go roughly 20 miles - The 2 zones according to the Seamless Bay Area Integrated fare map and would cost \$4.40 round trip. Hoping that Regionally you will see an important express bus CA1 Corridor for students at USF, UCSF, SFSU and the beaches from Pacifica through Half Moon Bay down to Pescadero - Surely this CA1 Corridor one line is a lot less expensive than The Peninsula railway corridors.

Thanks,
Rick Nahass
[REDACTED]

From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: FW: Comments on the Regional Fare Integration Study
Date: Wednesday, February 17, 2021 2:08:13 PM

From: Cyrus Hall [REDACTED]
Sent: Monday, February 15, 2021 6:16 PM
To: MTC-ABAG Info <info@bayareametro.gov>; Martha Silver <MSilver@bayareametro.gov>
Cc: mtaboard@sfmta.com; boardofdirectors@bart.gov; board@clatrain.com
Subject: Comments on the Regional Fare Integration Study

External Email

To whom it may concern on the Fare Integration Task Force,

I was recently happily surprised to hear about the Task Force's work toward a more integrated fare system. Before the pandemic I was a near daily rider for the last 10 years on MUNI and BART, with more occasional rides on CalTrain and other Bay Area bus systems. When I arrived in the Bay after living in various parts of Europe for nearly 7 years, I was rather dispirited at the lack of integration between Bay Area transit agencies, particularly the lack of fare and schedule integration, so hearing about forward movement is encouraging.

There is no fundamental reason that a more integrated system that is easier to understand and use is out of our reach. I've lived such systems in multiple European cities - it's doable if the political will is present. The advantages are numerous to a transparent cross-agency fair system:

** It's easier to decide to use transit over other means.* When it's hard to price a public transit trip, it's often easier to use alternatives instead (private car, taxi, uber, etc). This is particularly true if you will need to pay in cash.

** It removes fare "edge cases" that punish some riders.* Our non-integrated fare systems has sharp edges that jack up the price of trips when moving across agencies. Yes, one can now often use Clipper when changing agencies mid-trip, but you are still paying for a second trip even if you aren't going much further. This leads to inequitable outcomes, particularly for fare-sensitive riders. It can make sense to charge for speed in long distance transit, but not for essential daily trips. Removing these sharp fare edges increases accessibility, convenience, and equity.

** Fare integration should, long term, lead to better overall agency integration.* Fare integration would hopefully be the first step on a journey toward regional network management, with a more integrated vision agencies on routes and schedules as well. This doesn't mean moving to one mega-agency, but rather better planning between the agencies. German cities tend to have many different local transit agencies, but riders might as well not even know that with the level of integration between them. This is ideal - when public services work well, most citizens shouldn't need to spend much time thinking about them.

I encourage the Task Force to keep moving this study forward and identify the best paths to bring the above benefits to riders. A system that is easier to use is a system that will be used more, and we all know that addressing both our equity and carbon problems, and is thus critical to improving the human condition as society moves forward.

Thank you for your hard work.

Cheers,
Cyrus Hall

A solid black rectangular box used to redact the signature of Cyrus Hall.

From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: FW: public comment on fare integration study
Date: Wednesday, February 17, 2021 2:08:26 PM

From: Jeffrey Lu [REDACTED]
Sent: Monday, February 15, 2021 9:33 PM
To: MTC-ABAG Info <info@bayareametro.gov>; boardofdirectors@bart.gov; board@caltrain.com; mtboard@sfmta.com; Martha Silver <MSilver@bayareametro.gov>
Subject: public comment on fare integration study

External Email

Hi,

As a bicyclist and occasional user of Caltrain, BART, and Muni, I strongly support greater regional fare integration that simplifies the transit experience, makes calculating fares easier, and allows users to be agnostic to the transit operator (especially important when one system faces delays!).

In particular, I would love to see continued exploration of zone- or distance-based pricing and flat local bus fares, which would allow riders to pick the most convenient or quickest option to complete their route, regardless of the operator. I would also support continued exploration of time-based fare caps (ie, fare caps per day, month, etc.).

Thank you for helping make the Bay Area's alphabet soup of transit options easier for riders!

Best,

Jeffrey Lu

From: [Alicia Lopez-Guerra](#)
To: [MTC-ABAG Info](#)
Cc: info@seamlessbayarea.org; boardofdirectors@bart.gov; mtaboard@sfmta.com
Subject: Comment on Regional Fare Integration Study Milestone
Date: Tuesday, February 16, 2021 10:51:18 AM

External Email

Hello,

Thank you to all transit agencies for continuing to collaborate in an unprecedented manner to advance fare integration. As a Bay Area resident, I urge the Fare Integration Task Force to keep all of your options on the table and to study them to identify options with the greatest benefit for riders - those that would restore and increase transit ridership and equity.

Implementing integrated transit fares would provide a much needed change to the San Francisco Bay Area and would encourage so many more residents to begin using public transit as opposed to their single occupancy vehicles. I, myself, have used public transit throughout the city and other parts of the Bay Area since I was in elementary school. It's allowed me a way to get around the city without too much trouble, while also reducing my own carbon footprint. However, there are times that, because of the way the Bay Area's transit systems are built, I have no choice but to use a car instead. It's especially difficult when I need to get to places outside of the city but can't because there are too many overlapping agencies and fares for me to figure out. I'm not alone with this issue, and improving the transit system in the Bay Area by implementing integrated transit fares would push so many more people to use public transit and create an overall much more efficient system.

Regional fare integration provides equity benefits for low-income people, makes it convenient to bring people back to transit, and aids in combating climate emissions.

Best,
Alicia Lopez-Guerra