

Correspondence HANDOUT
Programming and Allocations Committee
Agenda Item 5a

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Date: April 10, 2018 at 6:10:15 PM PDT

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Cc: Adina Levin

Subject: Means testing - comment

I'm a frequent BART/Muni/Caltrain/SamTrans rider. I'm in favor of giving discounts to low income passengers. I would also like to see a more expanded program that's integrated between agencies so you pay once even if your trip involves Muni and Caltrain, Muni and BART, SamTrans and BART, etc.

Further: at some point there must be an efficiency gain from not collecting a fare at all - especially on buses and trains that don't have all door boarding, because you need fewer fare inspectors, people can just board the bus, the driver does not need to deal with cash refunds/tickets, etc.

The gain comes from the fact that the bus isn't delayed as long, riders get to destinations faster and traffic doesn't pile up behind a stopped bus. Presumably this will lead to more riders as well, if the bus gets to where they are going more quickly and it's free people will ride it more often.

My question: has anyone worked out at what fare it's worth just letting some subset of people ride for free? Like - if the fare is five cents, probably it's not worth it to bother collecting the fare, but if the fare is ten dollars it's probably worth it because the revenue offsets the delay. What value of fare is worth not stopping the buses to collect fares?

Kevin

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Kevin Burke