

From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: FW: Hooray for Fare Integration!
Date: Monday, February 15, 2021 4:15:26 PM

From: Jon New [REDACTED]
Sent: Monday, February 15, 2021 2:51 PM
To: boardofdirectors@bart.gov; board@caltrain.com; mtaboard@sfmta.com; Martha Silver
<MSilver@bayareametro.gov>
Cc: info@seamlessbayarea.org
Subject: Hooray for Fare Integration!

External Email

Thank you for collaborating on fare integration! This is a huge step forward for making Bay Area public transit a more positive, accessible experience. I personally use multiple transit agencies to commute to work, and I'm optimistic that better integration will be better for my wallet, reduce connection times, and that a more straightforward cost structure will encourage more of my colleagues to take transit.

I really hope the Fare Integration Task Force studies all the options on the table to identify the one with the greatest benefits for riders.

Thank you!

Jonathan New
[REDACTED]

From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: FW: Support and suggestion
Date: Monday, February 15, 2021 4:15:40 PM

From: JK Binay [REDACTED]
Sent: Monday, February 15, 2021 2:56 PM
To: Martha Silver <MSilver@bayareametro.gov>
Subject: Support and suggestion

External Email

Hi,

I would love an integrated fare across transportation agencies and regions of the Bay Area! Look at how Switzerland does it there's one single app. It's called the SBB app. When I'm ready to board a bus or train, I press "start" and my fare is automatically deducted from my credit card once I'm done moving with public transportation, no matter how many connections I have. I don't even have to press a "stop" button! It knows based on GPS data. Of course you can also manually end the trip if I you want.

John

From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: FW: Comment for the Fare Integration Task Force - Simon Tan
Date: Monday, February 15, 2021 4:16:00 PM

From: Simon Tan [REDACTED]
Sent: Monday, February 15, 2021 3:34 PM
To: Martha Silver <MSilver@bayareametro.gov>
Cc: mtaboard@sfmta.com; boardofdirectors@bart.gov; board.secretary@vta.org; myvoice@actransit.org; board@caltrain.com; board@samtrans.com
Subject: Comment for the Fare Integration Task Force - Simon Tan

External Email

Hello,

First, I'd like to thank the Fare Integration Task force for their unprecedented work and collaboration towards a simpler and more equitable system of fares for the Bay Area.

As someone who often takes the public transit route from San Francisco to Milpitas, I yearn for the day when my trip will take less than 2.5 hours and three transfers - but I'd still greatly appreciate it if the fare was less than \$13.90 with some recognition of benefit when transferring. The cost and inconvenience makes this option staggeringly uncompetitive with driving, which makes it all the more inequitable when considering those who have no choice.

As you consider fare integration options for study, please focus on those that provide the greatest benefits and user experience for riders. We all want transit to be successful and sustainable - making it more appealing and usable for everyone would certainly contribute to furthering that goal.

Thank you for your consideration!

--

~Simon Tan, rider of [REDACTED]
[REDACTED]
[REDACTED]

From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: FW: Regional Fare Integration Study
Date: Monday, February 15, 2021 4:16:20 PM

From: Sarah Boudreau [REDACTED] >
Sent: Monday, February 15, 2021 3:49 PM
To: Martha Silver <MSilver@bayareametro.gov>
Subject: Regional Fare Integration Study

External Email

Hello,

I am not able to give public comment tomorrow because it is in the middle of the workday. I wanted to express my support for options that include:

- **Zone- or distance-based fares with a flat local bus fare** that let you pay a predictable amount for a trip regardless of which agency or agencies you use - e.g. the same price to take BART or an express bus across the bay. (This type of system is what Seamless Bay Area's [fare vision map](#) depicts)
- **Budget-friendly fare caps** that let you take transfers and trips with multiple agencies and know the maximum you will have to pay in a day, week, or month.

Thank you,

Sarah Boudreau, [REDACTED]

[REDACTED]

From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: FW: Regarding seamless bay area transit
Date: Monday, February 15, 2021 4:16:41 PM

From: Greg M. Bell [REDACTED]
Sent: Monday, February 15, 2021 3:56 PM
To: Martha Silver <MSilver@bayareametro.gov>
Subject: Regarding seamless bay area transit

External Email

Please adjust the schedule so that Bart drop off at the Millbrae station coordinates with the Caltrain schedule, so there is minimal wait time. I have waited up to 40 minutes for the next Caltrain. Can you indicate on the schedule which train to take - clearly?

—

Greg M. Bell
[REDACTED]

—

From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: FW: Fare integration
Date: Monday, February 15, 2021 4:17:01 PM

From: David Vartanoff [REDACTED]
Sent: Monday, February 15, 2021 3:59 PM
To: Martha Silver <MSilver@bayareametro.gov>
Subject: Fare integration

External Email

BART Directors Raburn and Saltzman are quoted (from the Feb 11 mtg) as supportive of fare integration. As a first step, BART should immediately honor AC Transit monthly passes for any trips served by both agencies at no surcharge to riders. Concurrently the fees paid by Muni which drive the "Premium" Fastpass pricing need to be lowered. We all understand the absolute need for Federal bailout/ongoing support if transit is to recover and survive. It is precisely in this context that more equitable fare structures must evolve.

I would cite my experiences of vastly different fare structures in the DC area where I grew up and Chicago where I spent summers (later post college work) at my grandfather's home. In DC a 10 mile trip by bus from my home to downtown cost double that of similar distance trips within Chicago.

In the 4 years I lived in Manhattan, there was NO fare integration between the subway and the buses even though they were all operated by segments of the same state owned transit agency, and no bus to bus transfers.

None of the transit agencies are self sustaining; thus they OWE the tax paying riders more just fares.

Note that when the New York City system implemented unlimited use passes, the major growth was midday and off hour usage rather than the peak. Rush hour is the most expensive to provide; strengthening off hour usage ultimately drives growth as being able to count on getting home after an evening out or evening shift work, encourages ridership earlier in the day.

David Vartanoff
[REDACTED]

From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: FW: [Fare Integration Task Force] Public Comment Submission
Date: Monday, February 15, 2021 4:39:51 PM

From: David Sorrell [REDACTED]
Sent: Monday, February 15, 2021 4:33 PM
To: Martha Silver <MSilver@bayareametro.gov>
Subject: [Fare Integration Task Force] Public Comment Submission

External Email

Good afternoon,

First and foremost, thank you to the agencies and the representatives for keeping the Bay Area moving forward during this trying time.

It is critical that for we, as a regional whole, keep pushing for equity, and environmental & mobility justice reasons to keep all fare options on the table. It's critical that we focus on getting folks out of their cars, but to also ensure that transit continues to be affordable for all.

As an oft- rider of AC Transit, BART, and occasionally MUNI, VTA, and Caltrain, it's important that we have a system where I'm not penalized for transfers between modes. To get from one end of the East Bay to the other should not be prohibitively expensive, especially for folks who could not afford to take multiple modes.

That said, as a former transit planner and now advocate for youth transportation, I'm concerned about the access and fare policy for our students. At UC Berkeley, our students and some employees, have an AC Transit Easypass; but for many folks who cannot get to the campus easily because of location (and affordability in housing), and many of them have to drive (which can be expensive), we should be cognizant of the decisions and behavioral changes that comes with a functioning and affordable fare policy.

It's important that we should not sacrifice the good for the perfect; the notion of "if it ain't broken, don't fix it." We owe it to ourselves and the communities that we serve (with this and future generations), especially as we work on an economic recovery for 2021 and beyond.

Please consider all options that would be fair to the riders first and always. Ask the Biden administration to provide a grant for startup costs associated with any major changes, decisions, or policies. Let's use the crisis as a beacon of opportunity to get further, faster, forward, together.

Thank you.

Dave Sorrell

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: FW: Fare Integration Task Force note
Date: Monday, February 15, 2021 4:50:14 PM

From: Tyler Pullen [REDACTED]
Sent: Monday, February 15, 2021 4:43 PM
To: Martha Silver <MSilver@bayareametro.gov>
Cc: mtaboard@sfmta.com; boardofdirectors@bart.gov; info@seamlessbayarea.org
Subject: Fare Integration Task Force note

External Email

Hello Martha!

I hope this email finds you well. I'm reaching out at the final hour with thanks and encouragement for the task force to keep all options open and continue assessing them to determine the various tradeoffs to actual transit *riders*, old, new, and future.

Fare integration is an absolutely essential component of making the entire region's transportation system adaptive to essentially every other pressing issue that exists: climate change and sea level rise, housing affordability, equity, the jobs-housing (im)balance, etc. etc. For those that, for whatever reason (though likely economic), choose or are forced to endure public transit commutes with more than one leg and with more than one agency, having separate tags and additional charges *each way* with zero collective transit pass or other discounts available, is both insult and injury. They are utilizing essential transit services that help decrease personal, regional, and global emissions at a time when it is absolutely essential; they indirectly support an industry that does more to stably employ thousands of residents than any other mode of transit. And we punish them for it. The countless residents in *and outside* of the Bay Area that rely on any one or more agency do not care for the petty business politics of messy revenue sharing between independently run and designed transit agencies, but they *do* suffer from the historic and *continued* refusal of said agencies to pass a tragically low threshold for meaningful coordination and collaboration: if not with actual timetables, then *at least* with fares. To continue this refusal is to tangibly undermine the efforts to address the countless other, though related, problems affecting the entire region.

And more personally (and, reluctantly, poetically), fare integration is crucial for the entire *idea* of **the Bay Area** -- the place, the phrase, the function -- to carry any meaningful weight. Perhaps more so than any other aspect of city and regional planning, the necessarily cross-county transit agencies are the literal and proverbial connections between everyone that calls themselves a Bay Area resident or worker, regardless of whether or not they take a ride on every transit agency, nor even public transit at all. So, if not for the outrageously legitimate value-based reasons to do so, the raw logistics of integrated transit fares can cement the profound symbolism of the Clipper Card and make the logo on the transit vehicle of choice irrelevant to -- and in fact *reinforcing of* -- the sense of belonging many of us feel to this magical, perfect, flawed region. Arbitrary boundaries drawn first on maps are

a huge part of the reason the Bay Area has spawned so many problems for itself in the first place, but fare integration could be a monumental (if momentarily complicated) step forward in addressing regional problems with regional solutions. The downstream impact of such a move could meaningfully and permanently improve how we *think* about our relation to each other across all of the other arbitrary boundaries that comprise this frustratingly fragmented, but inevitably connected region.

Thank you (and your colleagues) for your time and your work.

All the best,
Tyler Pullen

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[REDACTED]