

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

TITLE VI FARE EQUITY ANALYSIS
FOR THE PROPOSED 2024 AND 2025 PRODUCTIVITY-
ADJUSTED INFLATION-BASED FARE INCREASES AND
CLIPPER® STARTSM DISCOUNT INCREASE

May 25, 2023

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EXECUTIVE SUMMARY

To ensure compliance with federal and state civil rights regulations including, but not limited to, Title VI of the Civil Rights Act of 1964, FTA Circular 4702.1B [October 1, 2012 (Title VI Circular)], and FTA Circular 4703.1 [August 15, 2012 (Environmental Justice Circular)], BART performs an analysis of any fare change to determine if the change has a disparate impact on minority riders or a disproportionate burden on low-income riders (protected riders) and limited English proficient (LEP) populations when compared to overall users. In accordance with the Title VI Circular, disparate impact and disproportionate burden thresholds are defined in a Disparate Impact and Disproportionate Burden Policy (DI/DB Policy), adopted by the BART Board on July 11, 2013.

Pursuant to the Title VI Circular, BART is also required to conduct public outreach to provide information to the public about potential fare changes under consideration and solicit feedback on these potential fare changes. A key component of Title VI outreach is to seek meaningful input on fare changes inclusive of protected riders. BART uses established information outlets to engage the stakeholders who would be directly affected by the fare changes under consideration. By doing so, BART ensures consistency with its Public Participation Plan (2011) as well as ensures efficiency in communication with community members.

This report includes an analysis of the following proposed fare changes:

- A. Implementation of BART's productivity-adjusted inflation-based fare increases as two fare increases up to 5.5% each in January 2024 and January 2025, which together will be considered the penultimate instance of BART's third series of productivity-adjusted inflation-based fare increases
- B. Increasing the Metropolitan Transportation Commission's (MTC) Regional Means-Based Transit Fare Discount (Clipper® STARTSM) from 20% to 50% off of BART fares for eligible participants.

For each proposed fare change, the next sections provide a description of the change; analysis findings; public input; the fare change's equity findings, which consider both the analysis findings and public input; and mitigation proposals where applicable.

A. Implement Two Productivity-Adjusted Inflation-Based Fare Increases of up to 5.5% each in January 2024 and January 2025

These two fare changes together serve as the second-to-last in BART's third series of productivity-adjusted inflation-based fare increases. The proposed fare increases would help fares keep pace with inflation, generating revenue that supports BART operations as well as BART's capital reinvestment projects. Implementation of each increase in this series, including the two increases up to 5.5% each, is subject to Board approval of the corresponding and finalized Title VI fare equity analysis, which will comply with federal and state laws and regulations in effect at the time.

In January 2023, the Bureau of Labor Statistics released the final inflation data for 2022, which allowed for the actual calculation of the 2024 increase as written in Resolution 5405, approved by the BART Board of Directors on June 13, 2019. This calculation results in overall inflation of 11.9% over two years. After subtracting the 0.5% productivity factor, the actual fare increase by policy to be implemented in 2024 is 11.4%. To limit the impacts of this fare increase on riders, BART staff are proposing propose instead to implement two smaller fare increases in 2024 and 2025, up to 5.5% each. Pending approval of this report, the BART Board may adopt fare increases in January 2024 and/or January 2025 up to any amount up to 5.5% with a two-thirds vote.

Analysis Findings. This is an across-the-board fare change, and the DI/DB Policy states such a change will be considered to have a disproportionate impact if the difference between the changes for protected riders (i.e., minority or low-income riders) and non-protected riders is equal to or greater than 5%. Calculations of the weighted average fares for protected and non-protected riders show increases are virtually identical and thus the difference between these fares does not exceed the 5% threshold for protected riders. In addition, the cumulative effect of fare increases from 2020 through the proposed increases in 2024 and 2025 would not result in a disproportionate impact on protected riders because the increases are also virtually identical and thus the difference is less than 5%. The table below summarizes the findings.

	Minority Disparate Impact	Low-Income Disproportionate Burden
A. Two CPI-based fare increases up to 5.5%, 2024 and 2025	No	No
Cumulative Impact	No	No

Public Outreach. Survey respondents were asked to provide feedback regarding the proposed increases by answering survey Question 1: “Would you support or oppose the two proposed fare increases (up to 5.5% each) to keep up with the cost of providing BART service?” Of the minority respondents (775), 61% did not support and 28% were in favor. Of the low-income respondents (273), 62% did not support and 25% were in favor. In addition, survey respondents were asked to provide feedback regarding this biennial increase by answering survey Question 2: “Do you have any comments about how these proposed fare increases would impact you?” Approximately 64% of survey respondents, or 799 respondents, chose to comment regarding the less-than-inflation fare increases. Of the 799 commenting respondents, 63% (503 respondents) identified as minority and 23% (183) as low-income.

Equity Finding. The fare change equity analysis found no disparate impact or disproportionate burden on protected riders. Regarding survey responses, of the 775 minority respondents, 61% were not in support; 11% were neutral; 28% supported the increases. Of the 273 low-income survey respondents, 62% were not in support; 11% were neutral; 25% supported the increases. Although many respondents

indicated they did not support the less-than-inflation fare increases, the fare change analysis had no DI/DB finding for protected riders, and new fare revenue will be used to continue to provide safe, reliable service for all riders, including those who are protected. The equity finding conclusion is these fare changes would not have a disparate impact on minority riders or place a disproportionate burden on low-income riders. It is also important to note that, BART is proposing in a separate presentation an increase to its discount offered under the Metropolitan Transportation Commission’s (MTC’s) Regional Means-Based Transit Fare Discount Pilot Program known as Clipper® STARTSM as discussed in the following section.

B. Increasing the Metropolitan Transportation Commission’s (MTC) Regional Means-Based Transit Fare Discount (Clipper® STARTSM) from 20% to 50%

In July 2020, the MTC launched the Regional Means-Based Transit Fare Discount pilot program, in which riders aged 19-64 residing in the 9-county Bay Area with incomes at or below 200% of the federal poverty level are eligible to receive a free, specially encoded Clipper card that provides a 20% discount per trip off of regular BART fares. The pilot originally included four transit operators each offering either 20% or 50% off Clipper Adult fares – BART, Caltrain, Golden Gate Transit and Ferry, and Muni. Over the course of several months following the initial launch, most transit operators on Clipper joined the pilot program. Qualifying low-income riders must enroll in the program to receive the discount, and the discount cannot be combined with any other discount product.

To leverage the early successes of the pilot and enhance its impact, BART proposes to increase its per-trip discount from 20% to 50% off of the Clipper Adult fare. This increase would go into effect January 1, 2024 alongside the first of the two proposed inflation-based fare increases up to 5.5%.

Analysis Findings. The assessment for changes to a fare type or fare media examine whether protected riders are disproportionately more likely to use the affected fare type or media, and if such effects are adverse. Recent rider survey data was used to make this determination. In accordance with the DI/DB Policy, impacts are considered disproportionate when the difference between the protected ridership using the affected fare type or media and the protected ridership of the overall system is greater than 10%. Recent rider survey data for protected and non-protected riders show the increased low-income discount would not result in a disparate impact or disproportionate burden on protected riders because low-income riders and minority riders who are more likely to receive the benefit of the 50% discount on each trip. The table below summarizes the findings.

	Minority Disparate Impact	Low-Income Disproportionate Burden
B. Clipper® START SM discount increase from 20% to 50%	No	No

Public Outreach. Survey respondents were asked to provide feedback regarding this proposed means-based discount increase by answering survey Question 3: “Would you support or oppose a larger discount for Clipper START users (eligible low-income riders) – from 20% off BART fares to 50% off BART fares?” Of the minority respondents to this question (774), 16% did not support and 69% were in favor. Of the low-income respondents (272), 11% did not support and 78% were in favor. In addition, survey respondents were asked to provide feedback regarding this increased discount by answering survey Question 4: “Do you have any comments about the proposed 50% discount for Clipper START users?” Approximately 46% of the survey respondents, or 580 respondents, chose to comment regarding the proposed discount increase. Of the 580 commenting respondents, 61% (354 respondents) identified as minority and 23% (133) as low-income.

Equity Finding. The fare change analysis found no disparate impact or disproportionate burden on protected riders. Regarding survey responses, of the 774 minority respondents, 16% were not in support; 15% were neutral; 69% supported the increased discount. Of the 272 low-income survey respondents, 11% were not in support; 10% were neutral; 78% supported the increased discount. Given that low-income riders and minority riders who are low-income would be more likely to receive the benefit of the 50% discount on each trip, there is no DI/DB finding for this proposed fare type change.

1. Introduction

To ensure compliance with federal and state civil rights regulations, including but not limited to Title VI of the Civil Rights Act of 1964, FTA Circular 4702.1B [October 1, 2012 (Title VI Circular)], and FTA Circular 4703.1 [August 15, 2012 (Environmental Justice Circular)], BART performs an analysis of any fare change to determine if the change has a disparate impact or disproportionate burden on protected riders when compared to overall users. In accordance with the Title VI Circular, BART makes this determination by comparing the analysis results against a threshold, as defined in its Disparate Impact and Disproportionate Burden Policy (DI/DB Policy), which was adopted by the BART Board on July 11, 2013. Disproportionate impact analysis results are provided in Section 2 of this report.

Pursuant to the Title VI Circular, BART is to conduct public outreach to provide information to the public about potential fare changes under consideration and solicit feedback on these potential fare changes. A key component of Title VI outreach is to seek input on fare changes inclusive protected riders. BART uses established information outlets to engage the stakeholders who would be directly affected by the fare changes under consideration. By doing so, BART ensures consistency with its Public Participation Plan (2011) as well as ensures efficiency in communication with community members. Public outreach and public input received are described on a summary basis in Section 3 of this report, and in detail in the Public Participation Report in Appendix B.

BART makes an equity finding regarding any fare change by considering both the results of the DI/DB analysis and public input, and these results are found in Section 4. Should a fare change be found to have a disparate impact or disproportionate burden, proposed mitigations of those impacts would be included in the report as well; however, this analysis had no such findings and therefore no mitigations are proposed in this report.

The following proposed fare changes have been analyzed for this report:

- A. Implementation of BART's productivity-adjusted inflation-based fare increases as two fare increases up to 5.5% each in January 2024 and January 2025, which together will be considered the penultimate instance of BART's third series of productivity-adjusted inflation-based fare increases
- B. Increasing the Metropolitan Transportation Commission's (MTC) Regional Means-Based Transit Fare Discount (Clipper® STARTSM) from 20% to 50% off of BART fares for eligible riders.

A. Implement Two Productivity-Adjusted Inflation-Based Fare Increases of up to 5.5% each

In 2003, the BART Board approved the initial productivity-adjusted inflation-based fare increase program that increased fares by less-than-inflation-based amounts every two years between 2006 and 2012. In February 2013, with Resolution 5208, the Board approved extending the productivity-adjusted inflation-based fare increase

program for increases in 2014, 2016, 2018, and 2020. Most recently, in 2019, the Board extended the program for a third time with Resolution 5405, authorizing increases in 2022, 2024, and 2026, subject to final Title VI analysis.

The formula to calculate the amount of the increase is based on the average of national and local inflation over a two-year period, less one-half percent to account for improvements in BART productivity. Use of fare revenue from the third series of increases by Resolution 5405, as confirmed by Board motion passed on June 13, 2019, is unrestricted and may be used to fund both operations and capital investments for the BART District.

BART staff used estimated future inflation-based percentage increases to perform preliminary analyses of the third series of fare increases to determine if any of the increases had a disparate impact on minority riders or placed a disproportionate burden on low-income riders. These analyses and public comment are documented in the May 2019 reports, “Title VI Fare Equity Analysis for the Proposed 2020 Productivity-Adjusted Inflation-Based Fare Increase; Series 3, 2022 the Productivity-Adjusted Inflation-Based Fare Increase Program; and Magnetic Stripe Surcharge Increase” and “Title VI Fare Equity Analysis for the Proposed 2020 Productivity-Adjusted Inflation-Based Fare Increase; Extension of the Productivity-Adjusted Inflation-Based Fare Increase Program 2022-28; and Magnetic-Stripe Surcharge Increase Public Participation Report.” The preliminary analyses showed that the four biennial inflation-based fare increases studied in the analysis would not likely result in a disproportionate impact on minority or low-income riders under BART’s DI/DB Policy since the proposed changes would increase fares by virtually identical amounts for minority riders and non-minority riders when compared to overall users. These findings were subject to the application of thresholds contained in the DI/DB Policy, which the BART Board adopted on July 11, 2013. It should be noted that while the analysis studied four fare increases through 2028, the Board ultimately adopted a series of only three biennial fare increases in 2022, 2024, and 2026.

Due to the COVID-19 pandemic, the Board voted to defer the first instance of the Series 3 Fare Increases, originally scheduled for January 1, 2022, by six months. In May of 2022, the Board approved Title VI analysis for the July 1, 2022 fare increase, as documented in the report “Title VI Fare Equity Analysis for the Proposed 2022 Inflation-Based Productivity-Adjusted Fare Increase.” As with each previous inflation-based fare increase, the Title VI report findings demonstrated that the proposed increase would increase fares by virtually identical amounts for minority riders and low-income riders when compared respectively to non-minority riders and non-low-income riders. Thus, the calculated differences between the fare increases for protected groups and nonprotected groups fell below the 5% DI/DB Policy threshold. In addition, the proposed fare changes applied to all fares and fare types, and the fare types were projected to increase at the same percentage. Although each fare type had differing constituencies, all fare types were affected equally.

Together the two inflation-based fare increases discussed in this report will serve as the second-to-last instance in the current series of three productivity-adjusted inflation-based fare increases and are scheduled for implementation on January 1, 2024 and January 1, 2025. As stated in Resolution 5405, “Title VI analyses for the three fare increases of Series 3 will be updated and finalized, once the inflation percentage increase is known for those years and after public input is solicited. Implementation of each of these fare increases will be subject to Board approval of the corresponding and finalized Title VI analysis, which will be in compliance with federal and state law in effect at the time.”

In January 2023, the Bureau of Labor Statistics released the final inflation data for 2022, which allowed for actual calculation of the 2024 increase as written in Resolution 5405. This calculation results in overall inflation of 11.9% over two years, which is the highest observed inflation since inception of the inflation-based fare increase policy. After subtracting the 0.5% productivity factor, the actual fare increase by policy to be implemented in 2024 is 11.4%. To limit the impacts of this fare increase on riders, BART staff propose instead to implement two smaller fare increases in 2024 and 2025, up to 5.5% each.

B. Increasing the Metropolitan Transportation Commission’s (MTC) Regional Means-Based Transit Fare Discount (Clipper® STARTSM) from 20% to 50%

In May 2018, the Metropolitan Transportation Commission (MTC) adopted Resolution No. 4320, establishing the framework for the Regional Means-Based Transit Fare Pilot Program, now branded as Clipper® STARTSM. The pilot program seeks to increase access to opportunity and improve transportation affordability for adult transit passengers who have a lower income. In April 2019, the BART Board approved the Title VI Fare Equity Analysis for BART Participation in Regional Means-Based Fares Pilot Program. Following pilot participant Board approvals, the Metropolitan Transportation Commission (MTC) launched the Regional Means-Based Transit Fare Discount pilot in July 2020. Due to the COVID-19 pandemic, modest enrollment, and incremental addition of new transit operators participating in the pilot program, the MTC authorized an 18-month extension of the pilot in June of 2021 and staff is expected to ask the Commission to further extend the pilot for two years through June 30, 2025.

In the Clipper® STARTSM pilot program, riders aged 19-64 residing in the 9-county Bay Area with incomes at or below 200% of the federal poverty level are eligible to receive a free, specially encoded Clipper card that provides a 20% discount per trip off of regular BART fares. The pilot originally included four transit operators each offering either 20% or 50% off Clipper Adult fares – BART, Caltrain, Golden Gate Transit and Ferry, and Muni. In November 2020, six transit operators (Marin Transit, Petaluma Transit, Santa Rosa CityBus, SMART, Sonoma County Transit and WETA) were added to the pilot. In January 2021, 11 more transit operators were added. The rider uses one card – the regional Clipper smart card – to receive this means-based fare discount when traveling on any of the participating transit operators. Qualifying low-income riders must enroll in the program to receive the discount, and the discount cannot be

combined with any other discount. For example, seniors and persons with disabilities would continue to receive a discount of 62.5% on BART.

To build on the early successes of the pilot and enhance its impact, BART proposes to increase its per-trip discount to 50% off of the regular fare from the 20% currently offered. This increase would go into effect January 1, 2024 alongside the first of the two proposed inflation-based fare increases up to 5.5%. Table 1.1 below shows a sample of trips with the preliminary proposed Clipper Adult fare as of January 1, 2024 (incorporating a fare increase of up to 5.5% not to be exceeded if adopted), with the currently offered 20% low-income discount, and with the proposed 50% discount. BART’s fares are in nickel increments, so discounted fares are rounded down to the nearest nickel to ensure the rider receives their full discount.

Table 1.1 – January 2024 Clipper® STARTSM and Adult Example Preliminary Fares

Trip	Adult Clipper Fare	20% Discount Means-Based Clipper Fare (Current)	50% Discount Means-Based Clipper Fare (Proposed)
Pittsburg/ Bay Point to Embarcadero	\$7.70	\$6.15	\$3.85
El Cerrito del Norte to 19 th Street/Oakland	\$3.00	\$2.40	\$1.50
Balboa Park to Powell	\$2.30	\$1.80	\$1.15

2. Minority Disparate Impact and Low-Income Disproportionate Burden Analyses

2.1. Assessing Fare Change Effects

This section describes the data and methodology used to assess the effects of a fare change on minority and low-income riders, in accordance with the fare equity analysis procedures in FTA Title VI Circular 4702.1B and BART’s DI/DB Policy.

Chap. IV-19 of the Title VI Circular requires that the data analysis include the following steps:

- i. Determine the number and percent of users of each fare media being changed;
- ii. Review fares before the change and after the change;
- iii. Compare the differences between minority users and non-minority users; and
- iv. Compare the differences for each particular fare media between low-income users and non-low-income users.

As stated in Title VI Circular App. K-11, comparing protected riders and nonprotected riders can “yield even clearer depictions of differences.” For purposes of **across-the-board fare changes**, BART’s DI/DB Policy follows this guidance. Once the comparison analysis is completed, the 5% threshold from the DI/DB Policy is applied to the difference in fare change between (a) minority and non-minority riders and (b) low-income and non-low-income riders.

For **fare type changes**, BART will assess whether protected riders are disproportionately more likely to use the affected fare type or media, and if such effects are adverse. In accordance with the DI/DB Policy, impacts will be considered disproportionate when the difference between the affected fare type’s protected ridership share and the overall system’s protected ridership share is greater than 10%.

From the 2022 Customer Satisfaction Survey, minority includes riders who are Asian or Pacific Islander, Hispanic (any race), Black/African American, American Indian/Alaska Native, and Other (including multi-racial). Non-minority is defined as White. According to responses to the 2022 Customer Satisfaction Survey, 67% of BART riders are minority.

For the purposes of this analysis, low-income is defined as 200% of the federal poverty level. This broader definition is used to account for the region’s higher cost of living when compared to other regions. This level is approximated by considering both the household size and household income of respondents to the 2022 Customer Satisfaction Survey. The household size and household income combinations that comprise “low-income” are as follows:

Table 2.1 – Low-income Threshold by Household Size

Low-income		
Household Size	200% Threshold for 2022	Corresponding Survey Category
1	\$27,180	Under \$30,000
2	\$36,620	Under \$40,000
3	\$46,060	Under \$50,000
4	\$55,500	Under \$60,000
5	\$64,940	Under \$65,000
6	\$74,380	Under \$75,000

For example, a survey respondent with a household size of two and a household income range of \$30,000 - \$39,999 would be considered low-income. According to the 2022 Customer Satisfaction Survey, 29% of BART riders could be considered low-income.

Should BART find that minority riders experience disparate impacts from the proposed change, BART should take steps to avoid, minimize, or mitigate disparate impacts. If the additional steps do not mitigate the potential disparate impacts on minority riders, pursuant to FTA Title VI Circular 4702.1B, BART may proceed with the proposed fare change if BART can show that:

- A substantial legitimate justification for the proposed fare change exists; and,
- There are no alternatives serving the same legitimate objectives that would have a less disparate impact on minority populations.

If a finding is made that the proposed fare change would place a disproportionate burden on low-income riders compared to non-low-income riders, BART will take



steps to avoid, minimize, or mitigate impacts where practicable. BART shall also describe alternatives available to low-income populations affected by the fare change.

Should BART find that a fare option results in a disparate impact or disproportionate burden on both minority and low-income riders, then BART shall follow the requirements as described above for addressing a finding of disparate impact on minority riders or a disproportionate burden on low-income riders. Mitigation is neither necessary nor required where no disparate impact and/or disproportionate burden is found.

The next sections describe the data and methodology used and analysis findings for each of the proposed changes.

2.2. Two Productivity-Adjusted Inflation-Based Fare Increases of up to 5.5% each

2.2.1 Data

The primary data used to analyze the two proposed across-the-board productivity-adjusted inflation-based fare increases of up to 5.5% each are the following:

- 2022 BART Customer Satisfaction Study. Conducted every other fall, the Customer Satisfaction Study allows BART to track trends in rider satisfaction, demographics, and BART usage across the system. The 2022 study had a sample size of 3,022, including weekday peak, off-peak, and weekend riders.
- Current and projected BART fares. The projected fares are based on two actual less-than-inflation-based increases of up to 5.5% in 2024 and 2025. For illustrative purposes, two 4% fare increases in 2024 and 2025 are also shown in the analysis. These are the preliminary full Adult Clipper fares and do not reflect the various discounts available to riders. Since BART substantially ended its magnetic-stripe ticket sales from its ticket vending machines in 2020 with only SFO selling magnetic stripe tickets on a temporary basis, approximately 98% of BART riders use Clipper to pay their fares.
- Actual 2022 BART ridership. These trips by station are shown as recorded by BART's automated fare collection system, currently known as Data Acquisition System (DAS).

BART uses its FTA-approved methodology to assess the effects of a fare increase. The methodology compares the weighted average fare increase between (a) minority and non-minority riders and (b) low-income and non-low-income riders to determine if an increase would have either a disparate impact on minority riders or result in a disproportionate burden on low-income riders. In accordance with FTA Title VI Circular 4702.1B, BART makes this determination by comparing the analysis results against the appropriate threshold defined in the DI/DB Policy. In addition, pursuant to the DI/DB Policy, staff reported the cumulative impacts over its last three-year

triennial reporting period as well as for the current three-year triennial reporting period.¹

2022 Customer Satisfaction Survey responses are used to determine the percent of riders at each station who are minority or low-income. Since BART has a distance-based fare structure, determining this information by station rather than systemwide allows for the development of weighted average fares. Both home-based origin and non-home origin responses are used to assign demographics to a station. Non-home origins at a station include all trips starting from locations other than home, such as work, school, or shopping. Thus, using both home-based and non-home origin responses is more encompassing than using only home-based origins because it reflects all riders at a station.

2.2.2 Methodology

The steps used to assess the effects of an across-the-board fare change are described in Appendix A. Oakland International Airport Station trips are not included in this analysis because 20 or fewer riders at these stations responded to the 2022 Customer Satisfaction Survey, which is too few to be able to accurately determine the percentage of the station's riders who are minority or low-income.

2.2.3 Analysis Findings

Systemwide weighted average fares for (a) minority and non-minority riders and (b) low-income and non-low-income riders, as well as for overall users, have been calculated using the methodology described in Appendix A. This process was performed to determine if the proposed fare discount increase would have either a disparate impact on minority riders or result in a disproportionate burden on low-income riders.

Note the percent fare changes shown may not exactly equal the proposed percent fare change since BART's fares paid by passengers are rounded to the nearest nickel and the data below represent an average across riders. The percentage and dollar changes as published in the following tables may not add up as the figures are not rounded to the nearest hundredth- or thousandth-decimal place.

The proposed inflation-based fare increases of up to 5.5% are across-the-board fare increases. BART's DI/DB Policy provides an across-the-board fare change will be considered to have a disproportionate impact if the difference between the fare changes for protected riders and nonprotected riders is equal to or greater than 5%.

2.2.4 Minority Disparate Impact Analysis Finding

The table below presents the results for minority riders of the calculation for the proposed inflation-based increases of up to 5.5% in 2024 and 2025, with an alternative policy implementation of two 4% fare increases in 2024 and 2025 shown

¹ BART's last reporting period, approved by FTA, includes changes for the period from January 1, 2018 through December 31, 2021, noting that the last Triennial Review was delayed by one year due to COVID-19. BART's current triennial reporting period includes all changes from January 1, 2022 through December 31, 2024.

for illustrative purposes. Applying the 5% DI/DB Policy threshold to the calculated difference, this report finds that the proposed implementation of two inflation-based fare increases up to 5.5% would not result in a disparate impact on minority riders because the difference in the increase for minority riders and non-minority riders is less than 5%. In addition, the cumulative effect of fare increases from 2020 through the proposed increase in 2025 would not result in a disparate impact on minority riders because the difference in the percent increase between minority and non-minority riders is less than 5%.

Table 2.2 – Disparate Impact Analysis: 2024 and 2025 Inflation-Based Fare Increases

Two preliminary proposed 5.5% fare increases in January 2024 and January 2025

	2020 Fares	Current 2022 Fares	Preliminary Proposed 2024 Fares	Preliminary Proposed 2025 Fares	Cumulative Change 2020 to 2025 ¹
Fare Increase %			+5.5%	+5.5%	
Minority	\$ 4.378	\$ 4.523	\$ 4.776	\$ 5.031	\$ 0.653
Non-Minority	\$ 4.522	\$ 4.672	\$ 4.934	\$ 5.197	\$ 0.675
Overall	\$ 4.427	\$ 4.573	\$ 4.829	\$ 5.087	\$ 0.660
Minority		% Change	5.60%	5.34%	14.90%
Non-Minority		% Change	5.61%	5.34%	14.92%
		DIFFERENCE	-0.01%	0.00%	-0.02%
		Disparate Impact?	No	No	No
Overall		% Change	5.61%	5.34%	14.91%
Minority		\$ Change	\$ 0.253	\$ 0.255	\$ 0.653
Non-Minority		\$ Change	\$ 0.262	\$ 0.263	\$ 0.675
Overall		\$ Change	\$ 0.256	\$ 0.258	\$ 0.660

Alternative of two 4% fare increases in January 2024 and January 2025

	2020 Fares	Current 2022 Fares	Alternative 2024 Fares	Alternative 2025 Fares	Cumulative Change 2020 to 2025 ¹
Fare Increase %			+4%	+4%	
Minority	\$ 4.378	\$ 4.523	\$ 4.708	\$ 4.905	\$ 0.526
Non-Minority	\$ 4.522	\$ 4.672	\$ 4.862	\$ 5.065	\$ 0.543
Overall	\$ 4.427	\$ 4.573	\$ 4.760	\$ 4.959	\$ 0.532
Minority		% Change	4.11%	4.17%	12.02%
Non-Minority		% Change	4.08%	4.18%	12.00%
		DIFFERENCE	0.03%	-0.01%	0.01%
		Disparate Impact?	No	No	No
Overall		% Change	4.10%	4.17%	12.01%
Minority		\$ Change	\$ 0.186	\$ 0.196	\$ 0.526
Non-Minority		\$ Change	\$ 0.191	\$ 0.203	\$ 0.543
Overall		\$ Change	\$ 0.187	\$ 0.198	\$ 0.532

To ensure consistency in calculating cumulative impact, the 2022 average weekday trip table was used to calculate 2020, 2022, 2024, and 2025 weighted fares. 2022 Customer Satisfaction Survey data were also applied to all fare years.

2.2.5 Low-Income Disproportionate Burden Analysis Finding

The table below presents the results for low-income riders of the calculation for the proposed inflation-based increases of up to 5.5% in 2024 and 2025, with an

alternative implementation of two 4% fare increases in 2024 and 2025 shown for illustrative purposes. Applying the 5% DI/DB Policy threshold to the calculated difference, this report finds that the proposed inflation-based fare increase would not result in a disproportionate burden on low-income riders because the difference in the increase for low-income riders and non-low-income riders is less than 5%. In addition, the finding is made that the cumulative effect of fare increases from 2020 through the proposed increase in 2025 would not result in a disproportionate burden on low-income riders because the difference in the percent increase between low-income and non-low-income riders is less than 5%.

Table 2.3 – Disproportionate Burden Analysis: 2024 and 2025 Inflation-Based Fare Increases

Two preliminary proposed 5.5% fare increases in January 2024 and January 2025

	2020 Fares	Current 2022 Fares	Preliminary Proposed 2024 Fares	Preliminary Proposed 2025 Fares	Cumulative Change 2020 to 2025 ¹
Fare Increase %			+5.5%	+5.5%	
Low Income	\$ 4.376	\$ 4.520	\$ 4.773	\$ 5.028	\$ 0.652
Non-Low Income	\$ 4.446	\$ 4.593	\$ 4.851	\$ 5.109	\$ 0.663
Overall	\$ 4.427	\$ 4.573	\$ 4.829	\$ 5.087	\$ 0.660
Low Income		% Change	5.61%	5.35%	14.90%
Non-Low Income		% Change	5.61%	5.33%	14.91%
		DIFFERENCE	0.00%	0.01%	-0.01%
Disproportionate Burden?			No	No	No
Overall		% Change	5.61%	5.34%	14.91%
Low Income		\$ Change	\$ 0.253	\$ 0.255	\$ 0.652
Non-Low Income		\$ Change	\$ 0.257	\$ 0.259	\$ 0.663
Overall		\$ Change	\$ 0.256	\$ 0.258	\$ 0.660

Alternative of two 4% fare increases in January 2024 and January 2025

	2020 Fares	Current 2022 Fares	Alternative 2024 Fares	Alternative 2025 Fares	Cumulative Change 2020 to 2025 ¹
Fare Increase %			+4%	+4%	
Low Income	\$ 4.376	\$ 4.520	\$ 4.705	\$ 4.902	\$ 0.526
Non-Low Income	\$ 4.446	\$ 4.593	\$ 4.781	\$ 4.980	\$ 0.534
Overall	\$ 4.427	\$ 4.573	\$ 4.760	\$ 4.959	\$ 0.532
Low Income		% Change	4.11%	4.17%	12.01%
Non-Low Income		% Change	4.09%	4.17%	12.01%
		DIFFERENCE	0.02%	0.00%	0.00%
Disproportionate Burden?			No	No	No
Overall		% Change	4.10%	4.17%	12.01%
Low Income		\$ Change	\$ 0.186	\$ 0.196	\$ 0.526
Non-Low Income		\$ Change	\$ 0.188	\$ 0.199	\$ 0.534
Overall		\$ Change	\$ 0.187	\$ 0.198	\$ 0.532

To ensure consistency in calculating cumulative impact, the 2022 average weekday trip table was used to calculate 2020, 2022, 2024, and 2025 weighted fares. 2022 Customer Satisfaction Survey data were also applied to all fare years.

2.3 Increase of the Clipper® STARTSM discount to 50% from 20%

2.3.1 Data

FTA Title VI Circular 4702.1B Chap. IV-19 states that an agency shall analyze any available information from ridership surveys when evaluating the effects of fare changes. The fare change under study is the change in fare type that will provide a 50% discount to the fares of adult low-income riders who currently receive a 20% discount.

In addition to considering the BART Customer Satisfaction Survey as described in section 2.1, BART conducted a survey for the proposed Clipper® STARTSM discount increase as well as the proposed inflation-based fare increases discussed in Section 3 and Appendix B. The survey and outreach aimed to reach low-income riders who were most likely to be impacted and to benefit from the low-income discount. BART received 1,256 responses to this survey, of which 1,157 provided responses to the household income and household size questions. Of that number, 274 survey takers, or 24%, could be categorized as low-income. Note that as the purpose of this survey was to collect public input, it was open to everyone and was not based on a random sample. As such, these survey results cannot be projected to the overall population, and statistical calculations such as margins of error cannot be computed.

2.3.2 Methodology

BART follows the FTA-approved methodology to assess the effects of a fare type change. The methodology for fare type changes assesses whether protected riders are disproportionately more likely to use the affected fare type or media. Recent rider survey data are used to make this determination. In accordance with the DI/DB Policy, impacts are considered disproportionate when the difference between the protected ridership using the affected fare type or fare media and the protected ridership of the overall system is greater than 10%.

2.3.3 Analysis Findings

Table 2.4 – Survey Demographic Summary: All Respondents (N=1,162)*

Minority Status	92% of all survey respondents answered this question	Sample Size
Minority	67%	776
Non-Minority	33%	378
Total responses		1,154
Ethnicity	92% of all survey respondents answered this question	Sample Size
Non-minority	33%	378
Black/African American	8%	98
Asian or Pacific Islander	28%	328
American Indian	1%	8
Hispanic, Latino, or Spanish Origin	23%	261
Multi-racial	5%	63
Other, non-Hispanic	2%	18
Total responses		1,154
Low-income Status**	92% of all survey respondents answered this question	Sample Size
Low-income	24%	274
Non-income	76%	883
Total responses		1,157
Annual Household income	93% of all survey respondents answered this question	Sample Size
Under \$30,000	14%	157
\$30,000 - \$39,999	6%	73
\$40,000 - \$49,999	7%	79
\$50,000 - \$59,999	7%	85
\$60,000 - \$69,999	7%	85
\$70,000 - \$79,999	8%	96
\$80,000 - \$99,999	10%	111
\$100,000+	41%	476
Total responses		1,162

**Table 2.4 (cont.)– Survey Demographic Summary: All Respondents
(N=1,189)***

Do you speak a language other than English at home? (If yes): How well do you speak English?	95% of all survey respondents answered the first question	Sample Size
No, don't speak another language	62%	737
Yes – speak English very well	29%	340
Yes – speak English well	5%	63
Yes – speak English not well	2%	23
Yes – speak English not at all	<1%	5
<i>Yes – English proficiency not specified</i>	2%	21
Total responses	100%	1,189

*Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

**Low-income and non-low-income percentages factor in both household size and annual household income, so this sample size includes only respondents who answered both of these survey questions.

2.3.4 Minority Disparate Impact Analysis Finding

Pursuant to FTA Title VI Circular 4702.1B, dated October 1, 2012, BART is to perform an analysis of any fare change to determine if the change disproportionately impacts minority and/or low-income riders. In accordance with the Circular, BART is to make this determination by comparing the analysis results against the appropriate threshold defined in BART's DI/DB Policy. This section applies BART's DI/DB Policy threshold to the survey data described in the previous section.

The proposed fare change is to offer a 50% discount per trip to BART's low-income riders using a free, specially encoded Clipper card. This is a fare type change, and so BART assesses whether protected riders are disproportionately more likely to use the affected fare type or media, and if such effects are adverse. In accordance with the DI/DB Policy, impacts will be considered disproportionate when the difference between the affected fare type's protected ridership share and the overall system's protected ridership share is greater than 10%.

The next table shows the minority status of all riders and of low-income riders, based on the 2022 Customer Satisfaction Survey.

Table 2.5 – Minority Status of All Riders and Low-Income Riders

	Minority	Non-Minority		Sample Size
All Riders	67%	33%	100.0%	2,947
Low-Income Riders	82%	18%	100.0%	816
Difference (Low-Income Riders – All Riders)	15%	-15%	--	--

Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

These data show that the share of low-income riders who are minority is 82%, which is 15 percentage points higher than BART’s overall ridership. This difference exceeds the DI/DB Policy threshold of 10% for new fare types, which indicates that low-income riders are disproportionately minority. Therefore, minority riders who are low-income would be more likely to receive the benefit of the 50% discount on each trip, and so this increased discount on this fare type would not result in a disparate impact on minority riders.

2.3.5 Low-Income Disproportionate Burden Analysis Finding

As the next table shows, 2022 Customer Satisfaction Survey data indicates BART’s overall ridership is 29% low-income. Every low-income rider between ages 19-64 residing in the Bay Area (who meets the income requirements) is eligible to get the free Clipper card and receive the benefit of a 50% discount on each BART trip. As the discount fare type would be available to all eligible low-income riders, the introduction of this new benefit would not place a disproportionate burden on BART’s low-income riders.

Table 2.6 – Share of Low-Income BART Riders

	Low-Income	Non-Low-Income		Sample Size
All Riders	29%	71%	100.0%	2,696

2.4 Alternatives Available for People Affected by the Proposed Fare Changes

This section analyzes alternative transit modes, fare payment types, and fare payment media available for people who could be affected by the proposed fare changes. The analysis compares fares increased by the inflation-based amounts as well as the increased low-income discount fares to fares paid through available alternatives. The section also includes a demographic profile of users by BART fare payment type.

2.4.1 Alternative Transit Modes including Fare Payment Types

BART operates a heavy rail system, a two-station diesel multiple unit (DMU) extension, and an automated people mover that links the BART Coliseum Station and Oakland International Airport. There are five major operators in the BART service area that provide service parallel to some segments of the BART system:

- AC Transit: Bus operator with service in Alameda County and parts of Contra Costa County, and between parts of Alameda County and downtown San Francisco.
- Caltrain: Commuter rail with service from Gilroy in the South Bay through to downtown San Francisco.
- SamTrans: Bus operator with service in San Mateo County.
- San Francisco Muni: Bus and light rail operator serving the City and County of San Francisco.
- Valley Transit Authority (VTA): Bus and light rail operator serving Santa Clara County.

For fare change Option A (two across-the-board fare increases up to 5.5%) and Option B (means-based fare discount increase from 20% to 50%), the table below compares BART fares to Clipper and cash fares of operators providing service in parts of the BART service area.

Table 2.7 – Alternative Transit Operator Fares

BART	Clipper Adult			
	Minimum	Average	Maximum ¹	Transbay ²
Current	\$ 2.15	\$ 4.46	\$ 10.30	\$ 4.36
Preliminary Proposed 5.5% Increases - 2024	\$ 2.30	\$ 4.70	\$ 10.85	\$ 4.60
Preliminary Proposed 5.5% Increases - 2025	\$ 2.40	\$ 4.95	\$ 11.45	\$ 4.85
Alternative - 4% Increases - 2024	\$ 2.25	\$ 4.65	\$ 10.70	\$ 4.55
Alternative - 4% Increases - 2025	\$ 2.35	\$ 4.85	\$ 11.15	\$ 4.75

Other Operator Fares	Adult Local			Adult Pass Price	
	Clipper	Cash	Transbay	Clipper	
AC Transit	\$ 2.25	\$ 2.50	\$ 6.00	\$84.60 Monthly	\$5.50 Day Pass
Caltrain (zone-based)	\$ 3.20 - \$ 14.45	\$ 3.75 - \$ 15.00		\$76 - \$346.80 Monthly	\$7.50 - \$30 Day Pass
SamTrans	\$ 2.05	\$ 2.25		\$65.60 - \$130 Monthly	\$4.50 Day Pass
San Francisco Muni	\$ 2.50	\$ 3.00		\$81-\$98 Monthly	\$5.00 Day Pass
Valley Transit Authority (VTA)	\$ 2.50	\$ 2.50		\$90 Monthly	\$5 - \$7.50 Day Pass

1 - The maximum fare is from Antioch to Berryessa, representing the longest ride in 2022. It does not include fares to either of the airports, as these trips include an airport fare premium.

2 - This is the average Transbay fare from all locations with an alternative Transbay AC Transit bus. In practice, BART fares are rounded to the nearest nickel.

Option A. Across-the-Board Inflation-Based Fare Increases

In comparing the other operators' Clipper fares to BART Clipper fares with the two less-than-inflation-based fare increases up to 5.5%, BART's minimum fare is less than the minimum fare of three out of the five operators. While BART does not offer a monthly pass, a rider could pay a fare using another operator's monthly pass that would be less expensive than the 2024 and 2025 BART Clipper minimum fares under the following circumstances:

Table 2.8 – Break-even BART minimum fare trips with alternative agencies’ passes

	Current Local Minimum Clipper Fare	Proposed Clipper START/Low-Income Fare	Low-Income Discount	Monthly Pass Price	BART Min Fare Break-Even Trips for Monthly Pass
BART					
<i>with increase up to 5.5% eff. Jan. 2024</i>	\$2.30	\$1.15	50%		
Operators in BART Service Area					
AC Transit	\$2.25	\$1.80	20%	\$84.60	74
Caltrain	\$3.20	\$1.60	50%	\$76.00	67
SamTrans	\$2.05	\$1.00	50%	\$65.60	58
San Francisco Muni	\$2.50	\$1.25	50%	\$40.00*	35
Valley Transit Authority (VTA)	\$2.50			90	79

* SFMTA Lifeline Pass for limited income riders

Option B. Increase the Clipper® STARTSM discount to 50%

The table below compares BART fares and the fares of other transit operators providing service in parts of the BART service area, all but one of which participates in the region’s Clipper® STARTSM program.

Table 2.9 – Low-Income Fares on Alternative Transit Operators

Break-even trips between BART minimum fare and monthly pass		2024	2025	2024	2025
		4%	4%	5.5%	5.5%
Operator in BART Service Area	Pass Price	Trips	Trips	Trips	Trips
AC Transit	\$84.60	38	36	37	36
Caltrain (zone-based)	\$76.00	34	33	34	32
SamTrans	\$65.60	30	28	29	28
San Francisco Muni	\$81.00	36	35	36	34
Valley Transit Authority (VTA)	\$90.00	40	39	40	38

In comparing the other operators’ fares to BART fares, BART’s proposed low-income fare is lower than Caltrain’s and San Francisco Muni’s 50% discounted fare as well as AC Transit’s 20% discounted fare, but higher than SamTrans’s 50% discounted fare. A rider on other transit systems would need to use their respective agency monthly pass between 35 and 79 times in order for the pass to be less expensive than BART’s low-income discounted minimum one-way fare, as shown in the table.

2.4.2 BART Fare Payment Types, Fare Media, and Payment Method by Protected Group

BART’s 2022 Customer Satisfaction Survey data provide demographic profiles of users of BART’s fare types as shown in the table below. Although BART offers the youth discount to riders age 5 through 18, BART does not survey riders under the age of 13. Thus, the demographics for the youth fare discount type are from the survey’s age

grouping of 13 through 17-year-old riders; demographics for 18-year-old riders are not included because they are part of the survey's next age category of 18 through 24. With respect to fare media, BART discontinued the sale of all magnetic-stripe tickets from station vending machines in 2020. It continued to sell discounted magnetic stripe tickets from its Customer Services Center at the Lake Merritt Station until December 31, 2021, but has since discontinued all magnetic-stripe ticket sales, and Clipper fare media comprises nearly all transactions. As a result, the 2022 Customer Satisfaction Survey only assessed fare types on Clipper fare media.

The data show minority riders are similar to overall riders in their usage of fare types, although minority riders are somewhat less likely to use the 62.5% discounted fare for seniors. Low-income riders compared to overall riders are more likely to use the discounted fare types for people with disabilities and youth, while they are less likely to use the high-value 6.25% discount (HVD) fare product and somewhat less likely to use the 62.5% discount for seniors. As would be expected, low-income riders are more likely to use Clipper START, although overall usage is still relatively low. For all fare types, fare payment methods included cash, credit/debit, check, or transit benefit payments, except for the HVD fare product, which requires autoloading of \$45 or \$60 with a credit or debit card. The 2022 Customer Satisfaction Survey did not assess the usage of different payment methods among protected groups.

Table 2.10 – Fare Types by Protected Group

Customer Satisfaction Survey 2022

Fare type	Minority riders	Low-income riders	All riders
Clipper regular / adult fare	81.8%	79.2%	80.1%
Clipper High Value Discount	5.0%	1.8%	5.4%
Clipper Senior Discount (ages 65+)	4.2%	5.1%	6.5%
Clipper Youth (ages 5-18)*	1.7%	2.1%	1.4%
Clipper Disabled / RTC Discount	2.0%	4.0%	2.0%
Clipper Muni Fast Pass (SF BART stations only)	0.6%	0.2%	0.7%
Clipper BayPass (pilot program at selected universities and affordable housing sites)	2.2%	3.3%	1.7%
Clipper START discount (pilot program for eligible low-income riders)	1.1%	2.5%	0.9%
Other	1.5%	1.9%	1.4%

*Although BART offers the youth discount to riders aged 5-18, BART does not survey riders under the age of 13.

The next table details the percentages and values by fare type (excluding institutional fare products) of the two proposed less-than-inflation increases up to 5.5%. The table reflects an alternative fare increase of 4% in 2024 and 2025 for illustrative purposes. These changes do not apply to the Muni Fast Pass, which is the San Francisco Municipal Transportation Agency’s fare instrument. The proposed fare changes up to 5.5% apply to all BART fares and fare types and so the fare types are projected to increase at the same percentage; although each fare type has differing constituencies, all fare types are affected equally. With respect to the means-based Clipper® STARTSM fare discount, the table assumes the 50% discount implemented alongside the first of the two fare increases.

Table 2.11 – Percentages and Values by Fare Type for Proposed CPI-Based Fare Increases

Fare Type	Current	Alternative 4% Increases						Preliminary Proposed 5.5% Increases					
	Average Fare	2024	Δ From	Δ	2025	Δ From	Δ	2024	Δ From	Δ	2025	Δ From	Δ
	2022	4%	Current	%	4%	Prior	%	5.5%	Current	%	5.5%	Prior	%
Adult Clipper Fare	\$ 4.46	\$4.64	\$ 0.18	4.0%	\$4.82	\$ 0.19	4.0%	\$4.71	\$ 0.25	5.5%	\$4.96	\$ 0.26	5.5%
Senior/Disabled 62.5% Discount	\$ 1.57	\$1.63	\$ 0.06	4.0%	\$1.70	\$ 0.07	4.0%	\$1.66	\$ 0.09	5.5%	\$1.75	\$ 0.09	5.5%
Youth/Clipper START 50% Discount	\$ 1.88	\$1.96	\$ 0.08	4.0%	\$2.03	\$ 0.08	4.0%	\$1.98	\$ 0.10	5.5%	\$2.09	\$ 0.11	5.5%

3. Public Participation Report

Consistent with BART’s Public Participation Plan (PPP), BART conducted outreach to inform the public and solicit feedback on the potential discount for low-income riders. A summary of the public participation process is provided below, with greater detail found in the Public Participation Plan attached as Appendix B.

3.1 Process for Soliciting Public Input

BART hosted a series of in-station outreach events with information tables where staff could speak directly with riders about the proposed fare changes and any potential effects they may have on low-income and/or minority riders. The public was able to complete a BART survey in person. Riders who did not have time to complete the survey on-site were handed informational double-sided postcards with English on one side, Spanish and Chinese on the other along with small taglines in Korean, Vietnamese, Russian, and Tagalog, with a QR code and the hyperlink for the online survey: www.bart.gov/faresurvey.

The survey period for public outreach began Tuesday, March 7th, 2023, and ended Sunday, March 26th, 2023. Digital and hardcopy surveys were made available to riders in English, Spanish, Chinese, Korean, Vietnamese, Russian, and Tagalog. A \$50 Clipper card was offered as a prize in a drawing for those who completed either an online or paper survey.

In addition to the in-station outreach, BART staff publicized the proposed fare change survey through various print and digital methods including multilingual newspaper ads, BART's electronic Destination Sign System (DSS). BART staff also presented the proposed fare increases to BART's Title VI/EJ and LEP Advisory Committees as well as BART's Accessibility Task Force for stakeholder feedback.

3.2 Survey Demographics

The outreach resulted in a total of 1,256 surveys completed. Among these, 1,157 respondents answered the household income and household size questions, with 274 or 24%, being categorized as low-income. A total of 1,154 respondents answered the race/ethnicity question, with 776, or 67%, being categorized as minority.

3.3 Public Comments

With respect to overall support for the two less-than-inflation fare increases up to 5.5% in January 2024 and January 2025, 33% of respondents supported the increases while 57% of respondents opposed the increases. Over two-thirds (68%) of survey respondents across all demographics were supportive of the proposed Clipper® STARTSM discount increase to 50%. More detailed information on the demographics of respondents and the public comments can be found in the attached Public Participation Report (Appendix B).

4. Equity Findings

BART makes an equity determination finding regarding any fare change by considering both the results of the disparate impact/disproportionate burden analysis

and public input. For the proposed fare changes, analysis results, public input received, and the resulting equity findings are presented below.

4.1 Two Productivity-Adjusted Inflation-Based Fare increases of up to 5.5% each

These two fare changes together serve as the penultimate in BART’s third series of productivity-adjusted inflation-based fare increases. The proposed fare increases would generate revenue that supports BART operations as well as BART’s capital projects. Implementation of each increase in this series, including the two increases up to 5.5%, is subject to Board approval of the corresponding and finalized Title VI fare equity analysis, which will comply with federal and state laws and regulations in effect at the time.

In January 2023, the Bureau of Labor Statistics released the final inflation data for 2022, which allowed for the actual calculation of the 2024 increase as written in Resolution 5405. This calculation results in overall inflation of 11.9% over two years. After subtracting the 0.5% productivity factor, the actual fare increase by policy to be implemented in 2024 is 11.4%. To limit the impacts on riders, BART staff propose two smaller fare increases in 2024 and 2025, up to 5.5% each.

Analysis Findings. This is an across-the-board fare change, and the DI/DB Policy states such a change will be considered to have a disproportionate impact if the difference between the changes for protected riders (i.e., minority or low-income riders) and non-protected riders is equal to or greater than 5%. Calculations of weighted average fares for protected and non-protected riders show the increases are virtually identical and thus the difference between these fares does not exceed the 5% threshold for either minority or low-income riders. In addition, the cumulative effect of fare increases from 2020 through the proposed increases in 2024 and 2025 would not result in a disparate impact or disproportionate burden on protected riders because the increases are virtually identical and thus the difference is less than 5%. The table below summarizes the findings.

Table 4.1 – Disparate Impact/Disproportionate Burden Analysis Results for CPI-Based Fare Increases in 2024 and 2025

	Minority Disparate Impact	Low-Income Disproportionate Burden
A. Two CPI-based fare increases up to 5.5%, 2024 and 2025	No	No
Cumulative Impact	No	No

Public Outreach. Survey respondents were asked to provide feedback regarding this biennial increase by answering survey Question 2: “Do you have any comments about how these proposed fare increases would impact you?” Approximately 64% of all survey respondents, or 799 respondents, chose to comment regarding the less-than-

inflation fare increase. Of the 799 respondents, 63% (503 respondents) identified as minority and 23% (183) as low-income.

Equity Finding. The fare change analysis found no disparate impact or disproportionate burden on protected riders. Although many respondents indicated that they did not support the less-than-inflation fare increases, the fare change analysis had no DI/DB finding for protected riders, and new fare revenue will be used to continue to provide safe, reliable service for all riders, including those who are protected. The equity finding, therefore, is this fare change would not have a disparate impact on minority riders or place a disproportionate burden on low-income riders. It is also important to note that, BART is planning to increase its discount offered under the MTC's Regional Means-Based Transit Fare Discount Pilot Program, known as Clipper® STARTSM, as discussed in the following section.

4.2 Increasing the Metropolitan Transportation Commission's (MTC) Regional Means-Based Transit Fare Discount (Clipper® STARTSM) from 20% to 50%

In July 2020, the Metropolitan Transportation Commission (MTC) launched the Regional Means-Based Transit Fare Discount pilot program, in which riders aged 19-64 residing in the 9-county Bay Area with incomes at or below 200% of the federal poverty level are eligible to receive a free, specially encoded Clipper card that provides a 20% discount per trip off of regular BART fares. The pilot originally included four transit operators each offering either 20% or 50% off Clipper Adult fares – BART, Caltrain, Golden Gate Transit and Ferry, and Muni. Over the course of several months following the initial launch, most transit operators on Clipper joined the pilot program. Qualifying low-income riders must enroll in the program to receive the discount, and the discount cannot be combined with any other discount.

To build on the early successes of the pilot and enhance its impact, BART proposes to increase its per-trip discount to 50% off of the regular fare from the 20% currently offered. This increase would go into effect January 1, 2024 alongside the first of the two proposed inflation-based fare increases up to 5.5%.

Analysis Findings. The assessment for changes to a fare type or fare media examine whether protected riders are disproportionately more likely to use the affected fare type or media, and if such effects are adverse. Recent rider survey data are used to make this determination. In accordance with the DI/DB Policy, impacts are considered disproportionate when the difference between the protected ridership using the affected fare type and the protected ridership of the overall system is greater than 10%. Recent rider survey data for protected and non-protected riders show that the increased low-income discount would not result in a disparate impact or disproportionate burden on protected riders because low-income riders and minority

riders who are low-income would be more likely to receive the benefit of the 50% discount on each trip. The table below summarizes the findings.

Table 4.2 – Disparate Impact/Disproportionate Burden Analysis Results for Clipper® STARTSM discount increase from 20% to 50%

	Minority Disparate Impact	Low-Income Disproportionate Burden
B. Clipper® START SM discount increase from 20% to 50%	No	No

Public Outreach. Survey respondents were asked to provide feedback regarding this proposed means-based discount increase by answering survey Question 3: “Would you support or oppose a larger discount for Clipper START users (eligible low-income riders) – from 20% off BART fares to 50% off BART fares?” Of all minority respondents to this question (774), 16% did not support and 69% were in favor. Of all low-income respondents (272), 11% did not support and 78% were in favor. In addition, survey respondents were asked to provide feedback regarding this biennial increase by answering survey Question 4: “Do you have any comments about the proposed 50% discount for Clipper START users?” Approximately 46% of all survey respondents, or 580 respondents, chose to comment regarding the proposed discount increase. Of the 580 commenting respondents, 61% (354 respondents) identified as minority and 23% (133) as low-income.

Equity Finding. The fare change analysis found no disparate impact or disproportionate burden on protected riders. Regarding survey responses, of the 774 minority respondents, 16% were not in support; 15% were neutral; 69% supported the increased discount. Of the 272 low-income survey respondents, 11% were not in support; 10% were neutral; 78% supported the increased discount. Given that low-income riders and minority riders who are low-income would be more likely to receive the benefit of the 50% discount on each trip, there is no DI/DB finding for this proposed fare type change.

APPENDIX A(1): Methodology Used to Assess the Effects of an Across-the-Board Fare Change

The following steps outline the methodology BART uses to assess the effects of an across-the board fare change, in this case, the proposed productivity-adjusted inflation-based fare increases up to 5.5% each scheduled for January 1, 2024 and January 1, 2025. The steps below describe the methodology as applied to both of the proposed fare increases. The same methodology was applied to assess the effects of each of the proposed below-inflation increases (in 2022, 2024, and 2026) that comprise Series 3 of the Productivity-Adjusted Inflation-Based Fare Increase Program.

Step 1: For the proposed productivity-adjusted inflation-based fare increases up to 5.5% each, estimate weighted average fares “Before Fare Increase” and “After Fare Increase” for each BART station.

In Step 1, the weighted average fare paid by riders boarding at each of BART’s existing 50 stations is estimated. Oakland International Airport Station trips are not included in this analysis because 20 or fewer riders at that station responded to the 2022 Customer Satisfaction Survey, which is too few to be able to accurately determine the percentage of the station’s riders who are minority or low-income. Future stations or expansion projects, such as Phase II of the Silicon Valley Berryessa Extension, are not included in this analysis as fares for those projects have not yet been adopted. The more riders boarding at a station that pay a certain fare, the closer the weighted average fare will be to that more-often paid fare. This is in contrast to a simple average fare where each fare has the same weight. A sample of stations is shown below, with the “2022 Fares” reflecting BART’s current fares and the “2024 & 2025 Fares” reflecting the proposed inflation-based fare increases up to 5.5% each for 2024 and 2025.

Sample of Weighted Average Fare Data for Proposed 2024 & 2025 Increases up to 5.5% Each

Origin Station	2022 Fares	2024 Fares (5.5%)	2025 Fares (5.5%)
Richmond	\$ 4.36	\$ 4.61	\$ 4.86
El Cerrito del Norte	\$ 4.27	\$ 4.50	\$ 4.75
El Cerrito Plaza	\$ 3.87	\$ 4.08	\$ 4.31
North Berkeley	\$ 4.08	\$ 4.31	\$ 4.53
Downtown Berkeley	\$ 3.74	\$ 3.96	\$ 4.16

For each station, a station-to-station fare table is multiplied by the 2022 station-to-station average weekday trip table (composed of actual trip data recorded by BART’s automated fare collection system) and the results are then summed. That sum is divided by the total number of average weekday trips for that station. The resulting dividend is the weighted average fare for that station. This calculation is performed to obtain average weighted fares before and after the fare increase using the appropriate

fare table. The following chart shows the fare tables that were used in the calculations for the proposed fare increases up to 5.5% each.

Fare Table used in “Before Fare Increase” Calculation	Fare Table used in “After Fare Increase” Calculation for 2024	Fare Table used in “After Fare Increase” Calculation for 2025
Actual 2022 Fare Table	2022 Fare Table increased by 5.5% (“2024 Fare Table”)	2024 Fare Table increased by 5.5% (“2025 Fare Table”)

Step 2: For the two proposed productivity-adjusted inflation-based fare increases up to 5.5% each, estimate weighted average fares for minority, non-minority, low-income, non-low-income, and overall riders.

The percentage of minority and of low-income riders at each station is determined based upon reported responses in the 2022 Customer Satisfaction Survey. These percentages are then multiplied by the 2022 actual station-specific entries to estimate the number of minority and low-income riders at each station. A weighted average fare for minority riders systemwide is then calculated by multiplying, at the station level, the minority riders by the average fare, summing the total and dividing by the number of minority riders. This same step is repeated to calculate the average weighted fare for low-income riders and for non-minority and non-low-income riders.

Step 3: For the two proposed productivity-adjusted inflation-based fare increases up to 5.5% each, calculate the percent increase paid by minority riders, non-minority riders, low-income riders, non-low-income riders, and overall users.

Using the systemwide weighted average fares calculated in Step 2 above, the percent increase in fares paid by minority riders, non-minority riders, low-income riders, non-low-income riders, and overall riders is calculated “before” and “after” each proposed fare increase.

Step 4: For the two proposed productivity-adjusted inflation-based fare increases up to 5.5% each, to determine if the fare increase would have a disparate impact on minority riders or result in a disproportionate burden on low-income riders, apply to the differences in percent increases obtained in Step 3 above the appropriate Disparate Impact and Disproportionate Burden Policy threshold.

The difference in percent increase in fares “before” and “after” the increase is calculated for (a) minority riders compared to non-minority riders and (b) low-income riders compared to non-low-income riders. The proposed inflation-based fare increases are across-the-board fare increases. BART’s Disparate Impact and Disproportionate Burden Policy states that an across-the-board fare change will be considered to have a disproportionate impact if the difference between the changes

for protected riders and nonprotected riders is equal to or greater than 5%. Therefore, a 5% threshold is applied to the difference in percent increase in fares.

APPENDIX A(2): Methodology Used to Assess the Effects of a Fare Type Change

The methodology for fare type changes assesses whether protected riders are disproportionately more likely to use the affected fare type or media. Recent rider survey data are used to make this determination. When the survey sample size of the ridership for the affected fare type is too small to permit a determination of statistical significance, BART collects additional data. In accordance with the Disparate Impact/Disproportionate Burden Policy, impacts are considered disproportionate when the difference between the protected ridership using the affected fare type and the protected ridership of the overall system is greater than 10%. The table below shows the data by fare type for protected and non-protected riders from the 2022 Customer Satisfaction Survey.

Fare type	Minority riders	<i>Difference from non-minority riders</i>	Low-income riders	<i>Difference from non-Low-Income riders</i>
Clipper regular / adult fare	81.8%	5.0%	79.2%	-1.6%
Clipper High Value Discount	5.0%	-1.4%	1.8%	-5.2%
Clipper Senior Discount (ages 65+)	4.2%	-6.5%	5.1%	-1.4%
Clipper Youth (ages 5-18)*	1.7%	1.0%	2.1%	1.4%
Clipper Disabled / RTC Discount	2.0%	0.2%	4.0%	2.7%
Clipper Muni Fast Pass	0.6%	-0.4%	0.2%	-0.8%
Clipper BayPass	2.2%	1.3%	3.3%	2.2%
Clipper START	1.1%	0.6%	2.5%	2.1%
Other	1.5%	0.1%	1.9%	0.6%

**APPENDIX B: Disparate Impact/ Disproportionate Burden Policy
(DI/DB)**





DISPARATE IMPACT AND DISPROPORTIONATE BURDEN POLICY

The Federal Transit Administration (FTA) Title VI Circular 4702.1B requires BART to develop a Disparate Impact and Disproportionate Burden Policy for use in the assessment of proposed Major Service Changes or fare changes.

Statement of Policy:

The purpose of the Disparate Impact and Disproportionate Burden Policy is to establish a threshold that defines when impacts of a Major Service Change (see BART's Major Service Change Threshold) or a fare change result in disproportionate impacts on protected populations or riders, defined as minority¹ or low-income² populations or riders. A finding of disproportionate impacts would determine whether BART may need to take additional steps, as defined in this Policy.

Definitions:

A Disparate Impact refers to a facially neutral policy or practice that disproportionately and adversely affects members of a group identified by race, color, or national origin. A Disproportionate Burden refers to a neutral policy or practice that disproportionately and adversely affects low-income populations. The thresholds, established by this Policy, will be used to assess adverse impacts on protected populations or riders.

Disproportionate Impact:

The following definitions of disproportionate will apply to determine Disparate Impact and Disproportionate Burden on protected populations or riders.

1. For across-the-board fare changes, BART will compare the percent changes in the average fare for protected riders and non-protected riders. A fare change will be

¹ Minority persons: For the purposes of this Policy, Minority persons include the following: American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, and Native Hawaiian or Other Pacific Islander.

² Low-income person: BART defines low income as 200% of the federal poverty level. This definition takes into account the high cost of living in the Bay Area and is consistent with the Metropolitan Transportation Commission's definition. For reference, this threshold categorizes a four-person household with an annual income under \$47,100 as low income. When compiling information about the low-income populations within the BART service area using census data, this 200% threshold is used. When compiling information specifically about BART riders using survey data, the low-income definition is expanded to include all riders with annual household incomes under \$50,000. This modified definition approximates the 200% threshold definition using existing survey income categories.

considered to have a disproportionate impact when the difference between the changes for protected riders and non-protected riders is equal to or greater than 5%.

2. For fare type changes, BART will assess whether protected riders are disproportionately more likely to use the affected fare type or media. Impacts will be considered disproportionate when the difference between the affected fare type's protected ridership share and the overall system's protected ridership share is greater than 10%. When the survey sample size of the ridership for the affected fare type is too small to permit a determination of statistical significance, BART will collect additional data.
3. Adverse effects of a Major Service Change to the existing system are borne disproportionately by protected populations or riders when either (a) the difference between the affected service's protected ridership share and the overall system's protected ridership share is equal to or greater than 5%, or (b) the difference between the percent change in travel times for protected populations or riders is equal to or greater than 5% when compared to the percent change in travel time for non-protected populations or riders.
4. New service and new fares, including for new modes, media, or service, will be considered to have a disproportionate impact when the applicable difference is equal to or greater than 10%.

Cumulative Impacts:

1. The cumulative impacts of similar, major service changes or similar fare changes occurring during a three-year Title VI triennial reporting period will be analyzed as part of an equity analysis.

Finding a Disparate Impact:

Should BART find that minority populations or riders experience disproportionate impacts from the proposed change, BART should take steps to avoid, minimize, or mitigate disparate impacts. If the additional steps do not mitigate the potential disparate impacts on minority populations, pursuant to FTA Circular 4702.1B, BART may proceed with the proposed major service or fare change only if BART can show that:

- A substantial legitimate justification for the proposed major service or fare change exists and,
- There are no alternatives serving the same legitimate objectives that would have a less disproportionate impact on minority populations.

Finding a Disproportionate Burden:

Should BART find that low-income populations or riders experience disproportionate impacts from proposed major service or fare changes, pursuant to FTA Circular 4702.1B, BART should take steps to avoid, minimize, or mitigate impacts where practicable. BART shall also describe alternatives available to low-income populations affected by service or fare changes.

APPENDIX C: Public Participation Report

Title VI Fare Equity Analysis for the Proposed 2024 and 2025 Productivity-Adjusted Inflation-Based Fare Increases and Pilot program Clipper® STARTSM Discount Increase Public Participation Report

May 2023



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1 Public Participation Purpose

1.1 Purpose

Pursuant to FTA Circular 4702.1B (October 2012), BART conducted outreach to provide the public with information about the proposed fare increase and the pilot program Clipper® STARTSM discount Increase to solicit rider feedback. A key component of Title VI outreach is to seek input on fare changes from minority, low-income, and limited English proficient (LEP) riders. BART used established information outlets to engage the stakeholders who would be directly affected by the proposed fare increase and the pilot program Clipper® STARTSM discount increase. By doing so, BART ensures consistency with its Public Participation Procedures (2015).

The District is required to conduct a Title VI Fare Equity Analysis any time there is a proposed change to BART's fares. Accordingly, staff completed a Title VI Fare Equity Analysis to determine if the proposed productivity-adjusted inflation-based 5.5% fare increases scheduled for January 2024 and January 2025 would have a disproportionate burden and/or disparate impact on protected populations.

The next sections describe the outreach and community engagement conducted by BART staff, followed by an analysis of survey responses by protected group. All comments in this report have been transcribed as written by the respondent with the redacting of any profanity and personal identifying information.

2 Public Participation Process

2.1 Outreach Events

BART hosted a series of in-station outreach events with information tables where staff could speak directly with riders about the proposed fare increases and the pilot program Clipper® STARTSM discount increase and any potential effects they may have on low-income and/or minority riders.

The public was able to complete a BART survey in person. Riders who did not have time to complete the survey on-site were handed informational double-sided postcards with English on one side, Spanish and Chinese on the other, along with small taglines in Korean, Vietnamese, Russian, and Tagalog, with a QR code and the URL for the online survey: www.bart.gov/faresurvey.

The survey period began Tuesday, March 7th, 2023, and ended Sunday, March 26th, 2023. Digital and hardcopy surveys were made available to riders in English and LEP-focused languages.² A \$50 Clipper card was offered as a prize in a drawing for those who completed either an online or paper survey.

BART sought public input on the fare options at BART station outreach events on the following dates and times:

Table 2-1: Outreach Locations, Dates, Times, and Language Assistance Availability

Station	Date	Time	Language Assistance
Lake Merritt	Tuesday, March 7, 2023	7:00 am-9:30am	Spanish, Chinese
Pittsburg/Bay Point	Wednesday, March 8, 2023	4:00 pm-7:00 pm	Spanish, Chinese
Balboa Park	Thursday, March 9, 2023	4:00 pm-7:00 pm	Spanish, Chinese
El Cerrito del Norte	Tuesday, March 14, 2023	7:00 am-9:30am	Spanish, Chinese
Civic Center/UN Plaza	Wednesday, March 15, 2023	7:00 am-9:30am	Spanish, Chinese
Hayward	Thursday, March 16, 2023	4:00 pm-7:00pm	Spanish, Chinese

Interpreters were available at each in-station event. The languages identified are based on a station catchment area demographic and frequency of contacts-at-stations analysis.

² Spanish, Chinese, Tagalog, Vietnamese, Korean, and Russian are the top six non-English languages in BART's five-county service area (BART Title VI Language Assistance Plan December 2022)

Lake Merritt Station Outreach: March 7, 2023



2.2 Publicity

The outreach events and survey were publicized through print and digital methods. BART staff worked to ensure all available information related to the proposed fare increases and the pilot program Clipper® STARTSM discount increase and survey was available to riders in multiple languages. The next sections describe how BART advertised outreach events and the survey link.

2.2.1 Multilingual Newspaper Ads

Multilingual newspaper/media ad placements with readership in BART's five-county service area were placed prior to and during outreach. The ads ran several times (depending on the newspaper's publication schedule) and advertised the upcoming in-station outreach events and a QR code and URL to the BART survey. The following newspaper publications had ads placed. Copies of some ads can be found in Appendix PP-D.

- Visión Hispana (Spanish)
- Viet Nam Daily News (Vietnamese)
- Korean Times & Daily News (Korean)

- Sing Tao (Chinese)

2.2.2 Electronic Destination Sign System

On all BART station platforms, there are multiple electronic destination signs (DSS) that inform riders of train arrivals and display other important BART information. Throughout the survey period (March 7 – March 26, 2023), the DSS regularly displayed the www.bart.gov/faresurvey link to alert riders to take the survey.

2.2.3 BART Advisory Committees

BART also distributed information on the outreach events and survey link, which was available online in English, Spanish, Chinese, Tagalog, Korean, Vietnamese, and Russian to the Title VI/Environmental Justice (EJ) and Limited English Proficiency (LEP) Advisory Committees to distribute to the communities they serve.

2.3 Advisory Committees

BART staff presented the proposed fare increases and the pilot program Clipper® STARTSM Discount increase to BART’s Title VI/EJ and LEP Advisory Committees. The joint meeting was held Wednesday, March 29, 2023, from 2:00 pm – 4:00 pm, via Zoom. Although not a Brown Act meeting, the meeting was open to the public and the agenda was noticed at least 72 hours in advance of the meeting.

The Title VI/EJ Advisory Committee consists of members of community-based organizations (CBOs) and ensures that the District is taking reasonable steps to incorporate Title VI and EJ policy principles in its transportation decisions. The LEP Advisory Committee, which also consists of members of CBOs, assists in the development of the District’s language assistance measures, and provides input on how the District can provide programs and services to customers, regardless of English proficiency.

At the meeting, Committee members asked questions and provided commentary about the January 2024 and January 2025 CPI-based fare increases and the pilot program Clipper® STARTSM discount increase. They requested clarification on the timing of the potential changes, whether they were proposed or approved, and the actual amount of the increases. The committee was also interested in learning more about the LEP outreach associated with the proposal. In response to these requests, during the meeting BART staff provided informational responses. In addition, committee members thanked BART for considering the impact of these proposed fare increases and the pilot program Clipper® STARTSM Discount increase on those with limited means.

In addition, staff presented the proposed increases at the BART Accessibility Task Force on April 27, 2023, from 2:00 pm – 4:30 pm. Task Force members January 2024 and January 2025. Task Force members expressed thanks to staff for presenting and asked questions to clarify the difference between the Clipper START discount program and the Regional Transit Card (RTC) discount for persons with disabilities as well as what the preliminary minimum fare would be after two 5.5% fare increases.

3 Outreach Results

3.1 Title VI Outreach Surveys

These public outreach efforts resulted in 1,256 survey responses. This survey serves as the dataset for this analysis and all uses of the generic term “survey” in this report refer to the January 2024 and January 2025 fare increase and the pilot program Clipper® STARTSM discount increase Title VI Outreach Survey. The survey was designed as a qualitative input survey to hear from community members, particularly protected riders. It was open to everyone to complete and did not rely on a random sampling methodology. As such, these survey results cannot be projected to the overall population and statistical calculations such as margins of error cannot be computed.

93% of the surveys received during the open survey period were completed online. 7% of the surveys received were paper surveys completed by riders during the station outreach events. Table 3-1 provides the breakdown of where and how many surveys were received.

Table 3-1 Total Number of Surveys Received

Location	No. of Surveys Collected
Lake Merritt (paper)	2
Pittsburg/Bay Point (paper)	12
Balboa Park (paper)	12
El Cerrito del Norte (paper)	10
Civic Center/UN Plaza (paper)	20
Hayward (paper)	26
Total Paper Surveys	82
Online	1,174
<i>Total Surveys Received</i>	1,256

3.2 Survey Demographic Data

Table 3-2 provides a demographic breakdown of all survey respondents.

Table 3-2 Survey Demographic Summary: All Respondents (N=1,256)

Minority Status		Sample Size
Minority	67%	776
Non-minority	33%	378
Total responses	100%	1,154
Ethnicity	92% of survey respondents answered this question	Sample Size
Non-minority	33%	378
Black/African American	8%	98
Asian or Pacific Islander	28%	328
American Indian	1%	8
Hispanic, Latino, or Spanish	23%	261
Other or multi-racial, non-Hispanic	7%	81
Total responses	100%	1,154
Low-income Status	92% of survey respondents answered this question	Sample Size
Low-income	24%	274
Non-low-income	76%	883
Total responses	100%	1,157
Annual household income		Sample Size
Under \$30,000	14%	157
\$30,000 - \$39,999	6%	73
\$40,000 - \$49,999	7%	79
\$50,000 - \$59,999	7%	85
\$60,000 - \$69,999	7%	85
\$70,000 - \$79,999	8%	96
\$80,000 - \$99,999	10%	111
\$100,000+	41%	476
Total responses	100%	1,162

*Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

**Low-income and non-low-income percentages factor in both household size and annual household income, so this sample size includes only respondents that answered both survey questions.

3.2.1 Minority

A “non-minority” classification refers to those respondents who self-identified as “White” without selecting any other races. A “minority” classification includes the combined responses from all other races or ethnic identities including those identifying as other or multi-racial. In this survey, 67% of respondents identified as a race classified as minority. For comparison, according to 2022 Customer Satisfaction Survey responses, 67% of BART riders systemwide could be classified as minority.

3.2.2 Low-Income

Consistent with BART’s Title VI Triennial Program standards, low-income is defined as under 200% of the federal poverty level. This broader definition is used to account for the region’s higher cost of living when compared to other regions. This level is approximated by considering both the household size and household income category of survey respondents. The household size and household income combinations that comprise “low-income” are as follows:

Table 3-3

LOW-INCOME THRESHOLD BY HOUSEHOLD SIZE		
Household Size	200% Threshold for 2022	Corresponding Survey Category
1+	\$27,180	Under \$30k
2+	\$36,620	Under \$40k
3+	\$46,060	Under \$50k
4+	\$55,500	Under \$60k
5+	\$64,940	Under \$65k
6+	\$74,380	Under \$75k

For example, a household of two or more people with an income range of \$30,000 - \$39,999 would be considered low-income. In this survey, 24% of respondents could be classified as low-income. For comparison, according to 2022 Customer Satisfaction Survey responses, 29% of BART riders systemwide could be classified as low-income.

4 Public Comment Overview

4.1 Overview

By reaching out to the public via in-station events, newspaper advertisements in other languages, and via the Title VI/Environmental Justice and Limited English Proficiency Advisory Committees meetings and email blasts, BART received 1,256 survey responses. The survey asked respondents about the proposed fare increase, including their level of support (strongly support, somewhat support, neutral, somewhat oppose, strongly oppose, and don't know) for the increase and an open-ended question about how the increase would affect them. All open-ended comments have been categorized, sorted, and color-coded by general theme in Appendices PP-B.

4.2 Public Comment Grouping Analysis: General Methodology

While comments can be generally categorized and reviewed for popular themes, any numerical analysis or reporting should be done with caution as the Title VI Outreach survey does not employ a random sampling methodology and comment grouping is subjective. Categorizing the comments, however, provides a general understanding of the points survey respondents wished to communicate. See Sections 5.3 for more detailed information on the grouping methodology.

5 Proposed 2024 and 2025 CPI-Based Fare Increase: Public Comments

5.1 Proposed 2024 and 2025 CPI-Based Fare Increase Survey Questions

Questions 1 and 2 of the March 2023 Fare Increase Survey asked respondents to choose a level of support for the proposed fare increase and provide comments on how the increase would impact them.

Question 1: Would you support or oppose the two proposed fare increases (up to 5.5% each) to keep up with the cost of providing BART service?

- Strongly support
- Somewhat support
- Neutral
- Somewhat oppose
- Strongly oppose
- Don't know

Of the 1,256 surveys received, 1,248 survey respondents chose to answer this question, which is approximately 99% of all respondents.

Question 2: Do you have any comments about how these proposed fare increases would impact you?

A total of 784 respondents, or approximately 62%, provided a comment on how this proposed increase would impact them. The grouping methodology for this second question is described in Section 5.4 below.

Questions 3 and 4 of the March 2023 Fare Increase Survey asked respondents to choose a level of support for the proposed larger Pilot program Clipper® STARTSM discount (for eligible low-income riders) and provide general comments on the proposed 50% discount for pilot program Clipper® STARTSM users.

Question 3: Would you support or oppose a larger discount for Clipper® STARTSM users (eligible low-income riders) - from 20% off BART fares to 50% off BART fares?

- Strongly support
- Somewhat support
- Neutral
- Somewhat oppose
- Strongly oppose
- Don't know

Of the 1,256 surveys received, 1,250 survey respondents chose to answer this question, which is nearly 100%.

Question 4: Do you have any comments about the proposed 50% discount for Clipper® STARTSM users?

A total of 580 respondents, or approximately 46%, provided a comment on the proposed 50% discount for pilot program Clipper® STARTSM users. The grouping methodology for this second question is described in Section 5.5 below.

5.2 Question 1: Summary of Levels of Support

5.2.1 Summary of Responses by Minority Status

Table 5-1 shows that significantly fewer minority respondents (28%) supported the fare increase program compared to those who opposed it (61%). Of the remaining minority respondents, 11% were neutral. While this outreach survey did not use a randomized sampling methodology needed to accurately report out population-level findings, a higher proportion of minority respondents oppose the proposed increase (61%) than non-minority respondents (45%), and a smaller proportion support it (28%) compared to non-minority respondents (46%).

Table 5-1 Summary of Responses by Minority Status (n=1,248)

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Don't Know	Total
Minority	354	117	87	119	95	3	775
%	46%	15%	11%	15%	12%	0%	100%
	TOTAL OPPOSE	471		TOTAL SUPPORT	214		
		61%			28%		
Non-minority	121	50	31	108	66	2	378
%	32%	13%	8%	29%	17%	1%	100%
	TOTAL OPPOSE	171		TOTAL SUPPORT	174		
		45%			46%		
Unknown ¹	58	11	4	11	11	0	95
%	61%	12%	4%	12%	12%	0%	100%
	TOTAL OPPOSE	69		TOTAL SUPPORT	22		
		73%			23%		
TOTAL	533	178	122	238	172	5	1,248
%	43%	14%	10%	19%	14%	0%	100%
	TOTAL OPPOSE	711		TOTAL SUPPORT	410		
		57%			33%		

*Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

**"Unknown" are those respondents who left the race/ethnicity question blank.

5.2.2 Summary of Responses by Income Status

Table 5-2 shows that significantly fewer low-income respondents (25%) supported the fare increase program than opposed it (62%). Of the remaining low-income

respondents, 11% were neutral and 1% answered “Don’t Know.” The table shows that more non-low-income respondents (36%) supported the fare increase compared to low-income respondents (25%). Additionally, fewer non-low-income respondents (54%) opposed the fare increases compared to low-income respondents (62%).

Table 5-2 Summary of Responses by Income Status (n=1,248)

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Don't Know	Total
Low-Income	131	39	31	36	33	3	273
%	48%	14%	11%	13%	12%	1%	100%
	TOTAL OPPOSE	170		TOTAL SUPPORT	69		
		62%			25%		
Non-Low-Income	352	125	84	188	130	2	881
%	40%	14%	10%	21%	15%	0%	100%
	TOTAL OPPOSE	477		TOTAL SUPPORT	318		
		54%			36%		
Unknown ¹	50	14	7	14	9	0	94
%	53%	15%	7%	15%	10%	0%	100%
	TOTAL OPPOSE	64		TOTAL SUPPORT	23		
		68%			24%		
TOTAL	533	178	122	238	172	5	1,248
%	43%	14%	10%	19%	14%	0%	100%
	TOTAL OPPOSE	711		TOTAL SUPPORT	410		
		57%			33%		

*Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

**Low-income and non-low-income percentages factor in both household size and annual household income, so this sample size includes only respondents that answered both survey questions.

***Unknown¹ are those respondents who answered the support question, but did not provide complete income information (household size or household income level).

5.3 Question 4: Summary of Levels of Support

5.3.1 Summary of Responses by Minority Status

Table 5-3 shows that significantly more minority respondents (69%) supported the pilot program Clipper® STARTSM discount increase compared to those who opposed it (16%). Of the remaining minority respondents, 15% were neutral. While this outreach survey did not use a randomized sampling methodology needed to accurately report out population-level findings, a slightly higher proportion of minority respondents oppose the proposed increase (16%) than non-minority respondents (14%), and a slightly smaller proportion support it (69%) compared to non-minority respondents (72%).

Table 5-3 Summary of Responses by Minority Status (n=1,250)

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Don't Know	Total
Minority	73	47	114	128	405	7	774
%	9%	6%	15%	17%	52%	1%	100%
	TOTAL OPPOSE	120 16%		TOTAL SUPPORT	533 69%		
Non-minority	34	20	51	57	214	2	378
%	9%	5%	13%	15%	57%	1%	100%
	TOTAL OPPOSE	54 14%		TOTAL SUPPORT	271 72%		
Unknown ¹	26	9	17	13	31	2	98
%	27%	9%	17%	13%	32%	2%	100%
	TOTAL OPPOSE	35 36%		TOTAL SUPPORT	44 45%		
TOTAL	133	76	182	198	650	11	1,250
%	11%	6%	15%	16%	52%	1%	100%
	TOTAL OPPOSE	209 17%		TOTAL SUPPORT	848 68%		

*Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

**"Unknown" are those respondents who left the race/ethnicity question blank.

5.3.2 Summary of Responses by Income Status

Table 5-4 shows that a higher number of low-income respondents (78%) supported the proposed pilot program Clipper® STARTSM discount increase, than opposed it (11%). Of the remaining low-income respondents, 10% were neutral and 1% answered "Don't Know." The table shows that more non-low-income respondents (17%) opposed the pilot program Clipper® STARTSM discount increase compared to low-income respondents (11%). Additionally, fewer non-low-income respondents (66%) supported the pilot program Clipper® STARTSM discount increase compared to low-income respondents (78%).

Table 5-4 Summary of Responses by Income Status (n=1,250)

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Don't Know	Total
Low-Income	17	14	28	37	174	2	272
%	6%	5%	10%	14%	64%	1%	100%
	TOTAL OPPOSE	31		TOTAL SUPPORT	211		
		11%			78%		
Non-Low-Income	98	54	139	148	437	6	882
%	11%	6%	16%	17%	50%	1%	100%
	TOTAL OPPOSE	152		TOTAL SUPPORT	585		
		17%			66%		
Unknown ¹	18	8	15	13	39	3	96
%	19%	8%	16%	14%	41%	3%	100%
	TOTAL OPPOSE	26		TOTAL SUPPORT	52		
		27%			54%		
TOTAL	133	76	182	198	650	11	1,250
%	11%	6%	15%	16%	52%	1%	100%
	TOTAL OPPOSE	209		TOTAL SUPPORT	848		
		17%			68%		

*Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

**Low-income and non-low-income percentages factor in both household size and annual household income, so this sample size includes only respondents that answered both survey questions.

**"Unknown" are those respondents who provided comment but did not provide complete income information (household size or household income level).

5.4 Question 2: Summary of Impacts (Public Comments)

5.4.1 Methodology

As noted above, the second question designed to evaluate the impacts of the proposed fare increase was an open-ended question that asked respondents if they had any comments on how the proposed fare increase would impact them. Staff reviewed these responses for their indicated level of impact and grouped them into the following categories:

Table 5-5 Question 2 Grouping Methodology

Personal Impacts	Survey respondent indicated they would be personally negatively impacted by the proposed fare increases.
Impacts to Others	Survey respondent indicated they were concerned that the proposed fare increases would negatively impact other riders.
No Impacts	Survey respondent indicated that they would not be personally impacted by the proposed fare increases.
General BART/Fares	Survey respondent provided general comments about BART operations or service, or miscellaneous comments on fare increases.
Did Not Comment	Survey respondent did not respond to Question 2 or responded with “no comment” or something similar.

A total of 784 out of 1,256 survey respondents answered Question 2 while 472 did not comment. Tables 5-6 and 5-7 shows the breakdown of those who chose to comment.

5.3.2 Summary of Impact Responses by Minority Status

**Table 5-6 Summary of Responses by Minority Status
(Public Comments, n= 784)**

	Personally Impacted	Impacts to Others	Not Impacted	General BART/ Fares	Total
Minority	184	89	55	162	490
%	38%	18%	11%	33%	100%
Non-Minority	66	40	37	86	229
%	29%	17%	16%	38%	100%
Unknown*	12	13	7	33	65
%	18%	20%	11%	51%	100%
TOTAL	262	142	99	281	784
%	33%	18%	13%	36%	100%

*“Unknown” are those respondents who left the race/ethnicity question blank.

Table 5-6 shows that, of those minority respondents who chose to comment on the impacts of the fare increases, the largest proportions indicated that they would be personally impacted by the proposed fare increase (38%), or they provided a general comment about BART or general impacts of a fare increases (33%). An additional 18% cited potential impacts to others, while only 11% indicated that there would be no impacts from the proposed fare increases. Non-minority respondents were slightly more likely to provide general comments on BART or general impacts of a fare increases (38%).

5.4.3 Summary of Impact Responses by Income Status

Table 5-7 Summary of Responses by Income Status (Public Comments, n=784)

	Personally Impacted	Impacts to Others	Not Impacted	General BART/Fares	Total
Low-Income	74	33	18	49	174
%	43%	19%	10%	28%	100%
Non-Low-Income	173	98	74	207	552
%	31%	18%	13%	38%	100%
Unknown*	15	11	7	25	58
%	26%	19%	12%	43%	100%
TOTAL	262	142	99	281	784
%	33%	18%	13%	36%	100%

*"Unknown" are those respondents who provided comment but did not provide complete income information.

Table 5-7 shows that of those low-income respondents who chose to comment on the impacts of the fare increases, the majority indicated that they would be personally impacted by the increase (43%). An additional 28% opted to provide general comments on BART or the general impacts of a proposed fare increases. A large proportion of respondents who did not identify as low-income opted not to respond to this question; of those that did, the majority cited personal impacts from the proposed increases (31%) or general comments about BART or fare increases (38%). A small proportion of those who identified as low-income and those that didn't cited that they would not be impacted by the increase (10% and 13% respectively).

5.5 Question 4: Summary of Impacts (Public Comments)

5.5.1 Methodology

As noted above, the fourth question designed to evaluate the impacts of the proposed pilot program Clipper® STARTSM discount increase was an open-ended question that asked respondents if they had any comments on how the proposed pilot program Clipper® STARTSM discount increase would impact them. Staff reviewed these responses for their indicated level of impact and grouped them into the following categories:

Table 5-8 Question 4 Grouping Methodology

Personally Helpful	Survey respondent indicated they would be personally positively impacted by the proposed fare increases.
Helpful for Equity/Community	Survey respondent addressed potential positive impacts that the proposed discount would have on other riders, the greater community, and/or equity in general.
Fare Policy or Program Adjustments Needed	Survey respondent commented about the perceived need for adjustment to the rate/administration of the discount and/or to overall fare policy.
Not Impacted/Address Other Issues First	Survey respondent indicated that the proposed discount would have no impact in general, and/or would be without impact until other issues (perceived as more important) are addressed.
Did Not Comment	Survey respondent did not respond to Question 4 or responded with “no comment” or something similar.

540 out of 1,256 survey respondents answered Question 4 while 716 did not comment. Tables 5-9 and 5-10 shows the breakdown of those who chose to comment.

5.5.2 Summary of Impact Responses by Minority Status

**Table 5-9 Summary of Responses by Minority Status
(Public Comments, n= 540)**

	Personally Helpful	Helpful for Equity /Community	Fare Policy or Program Adj. Needed	Not Impacted/ Address Other Issues First	Total
Minority	37	89	104	92	322
%	11%	28%	32%	29%	100%
Non-minority	12	45	65	50	172
%	7%	26%	38%	29%	100%
Unknown*	2	6	11	27	46
%	4%	13%	24%	59%	100%
TOTAL	51	140	180	169	540
%	9%	26%	33%	32%	100%

*"Unknown" are those respondents who left the race/ethnicity question blank.

Table 5-9 shows that, of those minority respondents who chose to comment on the impacts of the pilot program Clipper® STARTSM discount increase, the smallest proportions indicated that such a discount increase would be personally helpful (11%), or they remarked that there are other issues that need to be addressed first (29%). An additional 28% cited the discount increase could be helpful for equity or the community, while only 32% indicated that BART’s fare policy or program needed adjustments. Non-Minority respondents were as likely to remark that other issues needed to be addressed first (29%).

5.5.3 Summary of Impact Responses by Income Status

Table 5-10 Summary of Responses by Income Status (Public Comments, n= 540)

	Personally Helpful	Helpful for Equity /Community	Fare Policy or Program Adj. Needed	Not Impacted/ Address Other Issues First	Total
Low-Income	30	40	30	17	117
%	26%	34%	26%	14%	100%
Non-Low-Income	18	89	142	132	381
%	5%	23%	37%	35%	100%
Unknown*	3	11	8	20	42
%	7%	26%	19%	48%	100%
TOTAL	51	140	180	169	540
%	9%	26%	33%	32%	100%

*“Unknown” are those respondents who provided comment but did not provide complete income information.

Table 5-10 shows that of those low-income respondents who chose to comment on the impacts of a pilot program Clipper® STARTSM discount increase, a large proportion indicated they would be personally helped by the increase (26%). An additional 14% remarked that other issues should be addressed first. A large proportion of respondents who did not identify as low-income opted not to respond to this question; of those that did, the majority cited the need for adjustments to fare policy or the program (37%) or the need to address other issues first (35%). A small proportion of those who identified as non-low-income cited that a potential pilot program Clipper® STARTSM discount increase would be personally helpful (5%).

5.6 Question 2: Public Comments

The next sections provide sample comments on the impacts of the proposed increases by level of support from protected respondents. Appendix PP-B contains all comments received.

5.6.1 Oppose

Minority Respondents

- *As it is I don't make enough to cover the fare to get to school. I'm a full time student and part time employee and the more the prices go up I won't be able to afford to go to school*
- *BART has consistently increased fares, yet the service has not been significantly improved. Trains are often delayed, while some services are halted altogether. Trains and stations are often very dirty, and fare evasion is still a huge problem for which we, as paying customers, are being penalized. In short, I am paying for others to ride for free.*

Understandably, the BART system has suffered financial loss due to low ridership resultant of the pandemic. Yet, it seems that the proposed increase in BART fares is not to fund projects or better the system, but rather, to try to recoup lost revenue. Further, inflation has hit everyone, in all areas of our lives. Even though I received a cost of living increase last year, the increase in inflation far exceeds any additional income that I have received. This fare increase is on top of the existing daily parking fee, a BART fare increase is too much.

- *My wages aren't going up so it would be harder to pay for an increased fare.*
- *BART is already expensive for low-income people. I do not support continued fare increases that are not equitable for low-income riders.*
- *I'm more concerned about lower income people being able to afford the service to get to and from work. This is just another way that they're taxing working people. Instead, I'd be more in support of taxing drivers to keep them off the roads and switch to riding public transit.*
- *While I am able to manage an increase in BART fares I know many folks who would be deterred by the increase. In addition while there are plans to support folks who are below 200% of poverty line many people who don't meet the threshold are still struggling with inflation prices and so will be impacted by this increase.*
- *I would not be impacted by these increases, but there should be increased active outreach to those with lower incomes who would be more impacted.*
- *My transit fares are covered by my employer*

Low-Income Respondents

- *As a student, traveling between the East Bay and SF everyday is already expensive. An increase in fare would make it even less accessible and hurt more impoverished BART riders.*
- *Everything is expensive and salaries don't always increase. It would make it a little hard for me, I'm a single parent with 3 kids*
- *I live on a limited income for a family of 4. I am the sole provider. Any little increase in anything affects me and my family. Therefore, I oppose the fare hike.*
- *For people who don't qualify for any of the discount programs, but are struggling financially and an increase to fares, even if they seem small, can impact people.*
- *it just would be too expensive considering there would be little to no actual improvements of service (there would still be delayed trains, people doing drugs on trains, etc)*
- *It's not possible to make more expensive tickets for Bart. It is already too much. And I think if you increase the fare of the Bart, it will make fewer people use Bart and more pollution by car and it's the worst thing.*
- *Not me personally, however commuting to the city is still expensive to the city and back*
- *No to much but I wish I want to see more police please around late and early service*

5.6.2 Support

Minority Respondents

- *Any increase will adversely affect how often I ride Bart. Right now I ride Bart Monday through Friday which is already expensive, when you take into account that I have to pay rent, utilities, medical, food etc... Maybe taking the AC Transit would be cheaper.*
- *It wouldn't impact me too much since I live and commute within San Francisco but it would make me think twice about traveling longer distances and whether or not to take public transit like BART*
- *It would be hard for me since I'm low income but it's better than the fare increasing all at once*
- *BART has consistently increased fares, yet the service has not been significantly improved. Trains are often delayed, while some services are halted altogether. Trains and stations are often very dirty, and fare evasion is still a huge problem for which we, as paying customers, are being penalized. In short, I am paying for others to ride for free. Understandably, the BART system has suffered financial loss due to low ridership resultant of the pandemic. Yet, it seems that the proposed increase in BART fares is not to fund projects or better the system, but rather, to try to recoup lost revenue. Further, inflation has hit everyone, in all areas of our lives. Even though I received a cost of living increase last year, the increase in inflation far exceeds any additional income that I have received. This fare increase is on top of the existing daily parking fee, a BART fare increase is too much.*
- *My wages aren't going up so it would be harder to pay for an increased fare.*
- *Low Income Respondents*
- *The main concern is the impact on core low-income riders.*
- *While I am able to manage an increase in BART fares I know many folks who would be deterred by the increase. In addition while there are plans to support folks who are below 200% of poverty line many people who don't meet the threshold are still struggling with inflation prices and so will be impacted by this increase*
- *I know it wouldn't have much financial impact on me but I imagine it may have a negative strong financial impact on others but I think it's important to upkeep the services and trains/platforms*
- *I would not be impacted by these increases, but there should be increased active outreach to those with lower incomes who would be more impacted.*
- *No, I am not in an income bracket that would be affected adversely by this fair change and I support anything to help BART Make more money*
- *My transit fares are covered by my employer*

Low-Income Respondents

- *I have a disabled fare Clipper card, which has a current base fare of 80 cents. Eventually it'll probably go up to a full dollar, which will make it harder for me to afford. I use BAET 6 days a week for work, and even though I only go one stop, any amount of increase would be a hardship for me.*
- *I do not own or operate a vehicle or bike and solely rely on public transit and walking/ride share to bridge the gap for getting around the Bay Area. While I got laid off and am on unemployment, an increased roundtrip fare does hurt, but I have a strong family support system, so the impact on me is pretty minimal as I will cut back spending to only*

essentials before getting help from family. Prior to my layoff, I had already cut out all non-essential travel for entertainment and was only using BART for commuting.

- It would be hard for me since I'm low income but it's better than the fare increasing all at once*
- BART needs to remain financially sustainable, BUT there are many people with big paychecks and bigger rents that need help too*
- They would not affect me as I only use Bart from time to time to avoid using my car. (translated)*
- They would not have a huge financial impact on me.*
- This wouldn't affect me, I would like to collaborate (translated)*

5.6.3 General BART/Fares

Minority Respondents

- Fare increases are always a challenge. BART needs to do more to stop non payers. Seven people jumped the fare gates this morning, this is now so frequent with more and more people doing this.*
- With BART's operational budget issues, I would be agreeable with sticking to the entire 11.4% fare increase on Jan 1, 2024 even though high fares detract from the attractiveness of using BART*
- Bart service and security really needs improvement*
- A ballot initiative gave Bart more money on top of what it received from the federal government. Cut down your internal costs (ie overtime, bloated salaries of upper management) first before charging customers.*
- Bart has not proved to me that their services are worth an increase to their fares. There are constant delays every day for mechanical issues. I get things happen, but for us to have to pay for your mistakes is ridiculous. If anything the fares should be reduced.*
- BART should provide more consistent and on time service before imposing additional increases. A pay cut to top executives and managers and/or removing BART benefits for non-active employees and their dependents should be taken prior to reduce the ongoing costs of running BART.*

Low-Income Respondents

- Need more security on the Bart train and surrounding area*
- I love Bart it is on time*
- It's not fair to increase the bart fare. Why should I pay more if the seats are not clean or sanitized. BART should be safe to commute to San Francisco for work.*
- I feel like Bart is unreliable and you can't count on it to get to your destination on time. There's constant delays , overcrowded trains during these times, dirty trains. I feel if these weren't issues then I wouldn't mind. Are we supposed to take a super early train just to be on time?*
- If you actually did a fare pass system that's more comprehensive and equally democratizing like NYC's subway (which is far better than BART)—such as having a one day pass or a one month pass, etc, you might actually get more ridership. The reason people don't want to take Bart is because it's too expensive for what it is so you're losing ridership and the fare*

- hike is not going to help. Trust me on this. You are hurting the people who live farther away because they cannot live in the city. Why do you keep doing this??*
- *Seeing as some cities simply have less transportation options to get around, I'd support a system that adds fares to places where people have a higher income rather than a lower income. At El Cerrito del Norte, there's about 5 different bus systems aside from Bart, and in Antioch there's only Bart and a single bus system. Should it make sense that a place with fewer options to get around aside from having a car should be charged more? Instead the charges should be more based off of where there's more transportation options overall, rather than where there are fewer options to even get around at.*

5.7 Question 4: Public Comments

The next sections provide sample comments on the impacts of the proposed increase by level of support from protected respondents. Appendix PP-B contains all comments received.

5.7.1 Oppose

Minority Respondents

- *I barely make over low income and I am already struggling to pay the fare.*
- *While I sympathize and empathize with the low-income community, having been in that category myself years ago, a 50% discount seems excessive when taking into consideration the fact that the rest of us are potentially going to have to pay MORE. In essence, those of us who are NOT considered "low-income" are paying for those who ARE considered "low-income." Consequently, BART wins, the "low-income" riders win, and the rest of us lose. There needs to be equity.*
- *It's good keep with nice discount to senior citizen people and disable*
- *Public transport should be affordable for all, not just a few.*
- *The fares should be kept the same for everyone, they should be kept low and affordable. That is the point of public transportation. If I'm expected to pay a higher fare than someone else, I expect my train ride to be of higher quality. And that's not possible so keeping fares low, affordable, for everyone is the point and purpose of public transportation.*
- *Please make the fares reasonable and consistent for all riders, and do not unfairly shift the burden to others.*
- *I understand that everyone is having a hard time with inflation these days. I don't agree that we should give discounts for all sorts of services in addition to social services and safety net programs already in place. Next should come car insurance and gasoline discounts. BART does not have the money to offer these discounts. Or maybe I would say that if BART had a surplus, I would be okay with deeper discounts. \$60K for a family of four is not very much money to live in the Bay Area.*

Low-Income Respondents

- *As much as the 50% discount sounds tempting, I believe that it is not fair to those who can afford it. (The middle class and upper class). In a perfect world, transportation services would be free for everyone to use. However, in this corrupt, capitalist country, money is everything. And the homeless is exempt from the "laws". My suggestion is to make fares low, acceptable, and the same for everyone.*

5.7.2 Support

Minority Respondents

- *As a person who takes BART w/ discounted fare (youth card) it really helps me*
- *As someone who is Pilot program Clipper® STARTSM user I strongly support this*
- *People like myself who are on a fixed or low income need to be able to afford travel expenses. And a discount is just what we need.*
- *It shows that BART is considerate for those in need and for those who are unable to have a financial stable life.*
- *No, I think this would be a great discount for low income folks and would be helpful for those riding BART from farther distances in the first place. What might be another option too is to tier the discount based on miles travelled... Though a flat percentage works too!*
- *This is essential for increasing the social mobility of low-income families throughout the Bay Area. Whether for seniors or young-adults, the idea of 'low-income' in the Bay Area can be referring to a broad population. As the primary public transit system connecting various communities throughout the Bay Area, a 50% discount for Pilot program Clipper® STARTSM users is imperative to making public transit more accessible to the mass public.*
- *Yes! But let's make it easy for them to apply. Providing too much documentation can be burdensome for low income people. If low income got a greater discount, I'd be willing to pay more for my ride.*
- *This should expand to a program that offers discounts also to middle-income families and workers who need it.*
- *I support it, but how many people actually sign up for Pilot program Clipper® STARTSM? Also, there's a major cutoff cliff. Anyone making minimum wage (or slightly above) full time (40 hours a week) would not fall under the 200% poverty eligibility threshold (threshold for house hold of 1 is ~26k, $15 \times 40 \times 52 = \$31,200$). Anyone working multiple part time minimum/near minimum wage jobs are likely to not be eligible. The full-time minimum/near-minimum wage workers have been hit hard by inflation as well, but they would not qualify for Pilot program Clipper® STARTSM.*

Low-Income Respondents

- *I don't believe I qualify anymore but I have been in a place that I could not afford transportation to work. I think anyone that qualifies deserves to get a bigger discount. It is very hard to survive at minimum wage in the Bay Area and an option to pay fairly at your wage is something I'd strongly stand by.*
- *Yes if you do that then it will help me a lot as I am a student and have to manage my expenses.*
- *Do it! LOW-income means we hardly have any money! It would be a GREAT help!*
- *My hope is that this change in discount would lead to an expansion of its use and broader ridership, which I also hope means fewer people in their cars polluting the air.*

- *Public transportation is a huge resource to underpriced communities. It's a largely used resource that parents and commuters use to put a roof over their heads and take care of their children. Definitely would support this cause in lowering and offering discounted clipper cards for low income riders because \$10-\$20/day is not affordable for many including myself.*
- *Steering the Bay Area toward a more sustainable, transit-oriented future requires feasible options for a greater proportion of the community. Allowing 50% discounts for Pilot program Clipper® STARTSM users is an excellent way to promote BART use, as well as use of Clipper-supported transit in general.*
- *Many riders eligible for Pilot program Clipper® STARTSM are not currently participating, so I think the updated promotional material for it should have more information about eligibility so the people who can join are more likely to do so.*
- *Higher discounts are always welcome, but a low discount tier for singles making under 60k would help those with high rents*
- *It depends on what kind of barriers to discount fares are in place. An in-person visit requirement &/or requiring complicated forms self-selects leaving out the most disabled and needy. Disabled and elderly are the fastest rising homeless population and have no address.*

5.7.3 Not Impactful/Address Other Issues First

Minority Respondents

- *At this point I think it's more important to get more people riding the trains at all. Your trains have a great impact on lessening traffic and air pollution.*
- *I support this with the caveat that BART increase enforcement of people who jump the turnstiles. There should be BART police posted at every major station in SF. I would imagine there's some overlap between the people who are stealing BART fare and the people who are committing crimes via BART. There needs to be a carrot and a stick for these programs to make sense.*
- *Everywhere I see several people just jumping off the ticket doors in order to avoid already high ticket fares. If prices are reduced, then such people may start considering to pay. But for this to be successful, those people will have to be informed properly about the change in fares and it's advantage.*
- *If you need money for basic operations and capital improvements why would reduce your revenue? That's not logical.*
- *Bart is already an affordable transportation. With this reduction, how does Bart plan to meet the delta in funding? Makes me worry that the fare increase would continue.*
- *You're already giving away free rides to people who jump over the kiosk without any Bart police in site while most of the riders have to pay full price.*

Low-Income Respondents

- *Half the time riders do not get a seat simply because homeless people take the entire seat to sleeping. Trains are so so crowded, when it hot the train cart is not blowing cold air likewise when cold no heat. And yet riders are paying full fares.*
- *So, you want to raise the fare for some users but doesn't others? How about focusing on the gate jumpers. I already spend a lot of money on fare and I feel like the ones getting it for free need to be held accountable*
- *It's not clear what the benefits of a low income transit discount program are. It's not clear that BART should continue this program and why. Would like to see data on the benefits of the program and if it leads to a reduction in fare evasion and increased revenue from fare collection and what the increased percentage and threshold is if any.*
- *Fare recovery should be a priority for BART from all of their users - the fares needed to make up this discrepancy belittle BART's financial crisis.*

5.8 Comments Summary

Consistent with previous fare increases, respondents generally opposed the proposed increases while many respondents expressed broad support for the increased discount on Clipper START for BART trips. Several respondents expressed affordability concerns about BART fares and noted lack of value concerning capital needs and improvements, safety, cleanliness, and reliability. Several commented with concerns about the current level of service and fare evasion. Those who support the fare increase responded that they understand the need to increase fares to cover the rising costs in providing service; many respondents who support the increase hope to see service and operational improvements such as safety, reliability, and cleanliness. Some respondents mentioned that it was unfortunate BART revenue couldn't come from other sources, such as property taxes. With respect to respondents supporting the Clipper START discount increase, several commented about significant relief needed for transportation costs and the high cost of living in the Bay Area, while others noted expectations that the discount increase would enhance program uptake. Among those who opposed the low-income discount increase, some commented that fares should be equal for all rider types and cited unfairness of disproportionate funding from higher-income individuals.

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6 Appendix PP-A: January 2024 and January 2025 Fare Increase Survey

Fare Change Survey

Fare Increase Program and Increased Clipper START Discount



Please complete this survey to provide your input on the proposed January 2024 and January 2025 less-than-inflation fare increases, as well as the proposed larger discount for riders using Clipper START (pilot program for low-income riders).

To thank you for your time, you can also **enter to win a \$50 Clipper card** at the end of this survey.

Proposed Fare Increases

Since 2004, BART has implemented an inflation-based fare increase program that calls for small, regular, less-than-inflation increases every two years, allowing fares to keep up with the cost of providing reliable and safe service. Due to recent rapid inflation, the policy would call for one 11.4% increase on January 1, 2024; however, BART plans to implement two smaller fare increases instead (up to 5.5% each). The first would be scheduled for January 1, 2024, and the second for January 1, 2025. For a short trip like El Cerrito del Norte to 19th St/Oakland, the regular fare is estimated to increase by up to \$0.15 in 2024, and for a longer trip like Antioch to Montgomery, it's estimated to increase by up to \$0.40.

1 Would you support or oppose the two proposed fare increases (up to 5.5% each) to keep up with the cost of providing BART service?

- Strongly support
- Somewhat support
- Neutral
- Somewhat oppose
- Strongly oppose
- Don't know

2 Do you have any comments about how these proposed fare increases would impact you?

Clipper START (Regional Discount Program for Low-Income Riders)

In addition, BART is considering a larger discount for low-income riders who use Clipper START. Instead of a 20% discount, low-income riders who are eligible for Clipper START would receive a 50% discount on BART.*

3 Would you support or oppose a larger discount for Clipper START users (eligible low-income riders) — from 20% off BART fares to 50% off BART fares?

- Strongly support
- Somewhat support
- Neutral
- Somewhat oppose
- Strongly oppose
- Don't know

4 Do you have any comments about the proposed 50% discount for Clipper START users?

**As an example of eligibility, a household size of four (4) with a household income of \$60,000 or less would be considered low-income and may qualify for the program. Find out more at www.clipperstartcard.com.*

Please tell us about yourself.

Your responses will be used for statistical purposes only and will be treated confidentially.

Note that BART asks questions about race and household income/household size in order to comply with Title VI of the Civil Rights Act and to help ensure that we are getting feedback from all the communities that we serve.

5 About how often do you currently ride BART?

- 5 or more days a week
- 3 – 4 days a week
- 1 – 2 days a week
- A few days a month
- Less than once a month, but at least once in the past year
- Did not ride BART at all in the past year

6 Which BART station is your “home” station (the station you typically use when coming from home)?

7 What is your most common “destination” BART station (the station near your frequent destination, like your workplace)?

8 What is your home ZIP code?

9 What is your race or ethnic identification?
(Check all that apply.)

- American Indian or Alaska Native
- Asian
- Black/African American
- Hispanic, Latino, or Spanish origin
- Native Hawaiian or other Pacific Islander
- White
- Other (please specify): _____

10a Do you speak a language other than English at home?

- Yes, I speak: _____
- No

10b If you answered “Yes” to question 10a, how well do you speak English?

- Very well
- Well
- Not Well
- Not at all

11 What is your total annual household income before taxes?

- Under \$30,000
- \$30,000 – \$39,999
- \$40,000 – \$49,999
- \$50,000 – \$59,999
- \$60,000 – \$69,999
- \$70,000 – \$79,999
- \$80,000 – \$99,999
- \$100,000+

12 Including yourself, how many people live in your household?

- 1
- 2
- 3
- 4
- 5
- 6+

13 OPTIONAL: Please provide your email address if you would like to enter for a chance to win a \$50 Clipper card.

Contest Rules:

No purchase necessary. Void where prohibited. One entry per person. This sweepstakes ends on March 26, 2023 at 11:59 PM PDT. Sponsor is Bay Area Rapid Transit (BART). Open only to residents of California who are at least 18 years old at time of entry. Employees/contractors of BART and their family/household members are not eligible to enter. Other restrictions apply. Sponsor will award one Clipper card (approximate value \$50). Winner will be chosen by random drawing and must respond within five business days of notification. Need not be present to win. All federal, state and local regulations apply.

Thank you for your input.

7 Appendix PP-B: Public Comments

LEGEND	
	Strongly Support
	Somewhat Support
	Neutral
	Somewhat Oppose
	Strongly Oppose
	Don't Know or Blank
	No

*Note on Public Comments: The following public comments are segmented by the questions they responded to. All comments on record have been included.

Question 2: Comments on Proposed Fare Increases

Question 4: Comments on Proposed Pilot program Clipper® STARTSM Discount Increase

Respondent ID	CPI Fare Increase Survey 2024-2025 (In-Station % Online Survey)	MinorityNon	IncomeStatus
R_1lh0EzBwtwz04n	I do not mind the proposed increased cost. I prefer reliable and safe service.	Minority	Not low income
R_3pnUaNNlhmduol	Not much affect	Minority	Low income
R_yloV8GngkOIDS09	no influence	Minority	Unknown
R_3glQBIzhyNefmA	I love Bart it is on time	Minority	Low income
R_z754d1dsPwmH1D	As Long as the Money raised is used to directly fund capital projects I'm fine with it	Minority	Low income
R_270LHKnDaVnY0H	I have a disabled clipper card. I need to take Bart to work. So do what has to be done I'm all for it.	Minority	Low income
R_1c4LUL6NlR4PYR	It's good (translated)	Minority	Low income
R_2Scr4esDjHbwVZ	Dont have the money to pay more	Minority	Low income
R_3e9mSMYLFmetVx8	Reduce clipper fare pricing slightly. Increase single fare pricing. Thanks	Minority	Not low income
R_djZPKav6PCTA53	It would not impact me. What does impact me is watching fare evaders. Especially the Pittsburg Center station. That station does not have an attendant. I've seen bart police blocking the emergency exit only twice since I've been getting off that station for the past three years.	Minority	Not low income
R_1NesQ50ucVFr2X	Employer subsidizes transit fares	Minority	Not low income
R_2WGZzvDMg5v6gV	To support maintaining the system	Minority	Not low income
R_4VtQe7Wfcbys0	It would not affect my decision to take BART. Convenience and frequency of trains is a bigger factor.	Minority	Not low income
R_27NW6NGse2BzXv	I understand the cost of inflation and how it is infecting many people Bart seems to be reasonable for the service and transportation it provides so I support a 5.3% increase annually for 2 years only	Minority	Not low income
R_2l8Brod0zMDkAw		Minority	Unknown
R_1mt1MhUe33vz39	I can worry less about how I'm going to get around	Minority	Unknown
R_3R4McfNefQanZ	To help improve service that's fine	Minority	Not low income
R_1yMiwpg7kbwefU	It wouldn't impact me too much since I live and commute within San Francisco but it would make me think twice about traveling longer distances and whether or not to take public transit like BART	Minority	Not low income
R_7Fnx83D7BjPqh	With BART's operational budget issues, I would be agreeable with sticking to the entire 11.4% fare increase on Jan 1, 2024 even though high fares detract from the attractiveness of using BART	Minority	Not low income
R_34lVVeNlEBYtd		Minority	Low income
R_3CSUwrfaanbudWZ	I do not own or operate a vehicle or ride and solely rely on public transit and walking/ride share to bridge the gap for getting around the Bay Area. While I got laid off and am on unemployment, an increased roundtrip fare does hurt, but I have a strong family support system, so the impact on me is pretty minimal as I will cut back spending to only essentials before getting help from family. Prior to my layoff, I had already cut out all non-essential travel for entertainment and was only using BART for commuting.	Minority	Low income
R_1kvSylR4d9FrZyP	I want to ensure the Richmond line remains in operation.	Minority	Not low income
R_UEXWlvboPRTNoA1	It's a tough pill to swallow but I recognize it's necessity	Minority	Not low income
R_7lZ5xHfj1e0Aqo		Minority	Not low income
R_2BKuansj9Qw9Wlg	Obviously, it would make riding more expensive but the alternative is owning a car, taking the bus or getting a Lyft. I would like to see increased security on BART and more frequent stops throughout the evening (like after 9 pm). In a perfect world, BART would be on a 5-10 minute interval throughout the day.	Minority	Not low income
R_y0usYm3kaCegkV	Fare increase is not a major impact, but cuts to service would be a major impact.	Minority	Not low income
R_sq5stLSB5h5t5	This doesn't affect me (translated)	Minority	Low income
R_2z7pyZnEmQl8ja	It would be hard for me since I'm low income but it's better than the fare increasing all at once.	Minority	Low income

R_2v6Y19GtaH1aAGM	I know it wouldn't have much financial impact on me but I imagine it may have a negative strong financial impact on others but I think it's important to upkeep the services and trains/platforms.	Minority	Not low income
R_1JuaKkpEnKlojR	If it improves service, I'm for it	Minority	Not low income
R_0hr6Ex8ouYpH8e	No, I am not in an income bracket that would be affected adversely by this fare change and I support anything to help BART Make more money	Minority	Not low income
R_3JehsMemOHc7DT	They would impact me but I think it's worth it due to the intention of the fare increase	Minority	Not low income
R_4svU6nh1T8irfc	I would not be impacted by these increases, but there should be increased active outreach to those with lower incomes who would be more impacted.	Minority	Not low income
R_4km55AwkllW4KK	Yes, when private riders and Lyft are increased dynamically every minute and time. Why not increase for BART to help employees of the org. I strongly support to this and is necessary.	Minority	Not low income
R_6R5EGDUUvms8t	Daily fare commute is already high. Making us pay the difference of the Bart jumpers and homeless is unfair	Minority	Low income
R_2QW29HdESYyIbc	Bart service and security really needs improvement	Minority	Not low income
R_1Jxsp9Qn8ordX3	While increases are not ideal, it is understandable and needed to keep Bart running.	Minority	Not low income
R_4HzV0CasdnWlnFn	With this increase do we get much safer rides, less people jumping the gates. Will the staff take action when people jump the gate and say nothing. This is a big problem.	Minority	Not low income
R_2BrsUfhnZ6RQ68	I don't use BART much so not much impact but if you could improve security and cleanliness I would use it more	Minority	Not low income
R_22D4NDuefYAQJHf	I take BART everyday and would support any measure to improve the quality of service, including safety and cleanliness. I believe that anyone who is not in favor of increased fare to improve service is out of touch with how desperately this is needed.	Minority	Not low income
R_4ND1KQZ1VAFNpu	They would not affect me as I only use Bart from time to time to avoid using my car (translated)	Minority	Low income
R_eY9fmmu0Gmo/DHf	Go higher.	Minority	Not low income
R_2X4c6LRby1UCU1V	It is not about funding because historically BART is sufficiently funded. What is wrong is how BART prioritizes spending. I don't see any significant improvement in terms of service or facilities.	Minority	Not low income
R_4MMBDf6gjsjwyuo	I can't afford the Bart ride at its current rate	Minority	Not low income
R_9VMLRocdd6x4Pv	yes	Minority	Unknown
R_1EWFBCN07ekUdm	I believe Bart has had service issues as of lately, and because of Bart's design and schedule repairs have been hard to make or inconsistent. I support a fare increase of any reasonable percent like the one listed above to keep Bart operating at the the same or better consistency and reliability.	Minority	Low income
R_2awTNW/rnDwuEPz	Financial difficulties (translated)	Minority	Not low income
R_2WSao0IOIv2VV5a	Yes, I have to pay more. That's ok. Inflation is a mother	Minority	Not low income
R_1LChMHIeGRoMacW	It's important for regional transportation policy	Unknown	Unknown
R_2awZs1vbOW2cBW	It's very little compare to other alternative also % 5.5% is not alot	Unknown	Not low income
R_4zS14sk6h2FDs	They would impact me less than others	Unknown	Not low income
R_1CUD6KaIZ6CTKZ	Support fare increases. Ought to be partial refunds for delays.	Unknown	Low income
R_2SAd0Rob1aC0y	Maintaining reliable service for commuters is too priority. Need to keep cars off the roads and provide mass transit as public service.	Unknown	Unknown
R_2dKHrZ9vATYsPh	I wish BART managed its spending programs better and would provide more regular & on-time services for what it's currently providing.	White/non-minority	Not low income
R_1qjnhbW9aWv3C1J	If it keeps BART alive, it helps me to continue to live without a car.	White/non-minority	Not low income
R_1f3n56Hw2dNoGse	It would cost a little more but would provide clearly much needed revenue. I'll be fine personally	White/non-minority	Not low income
R_1Am016LgHO3MAQI	I would rather the two step increase instead of a single 11.4% increase. It would be easier long-term to accommodate smaller increases until the 11.4% is reached	White/non-minority	Not low income
R_1DZ8DP12mzUjXxx	Not much. I just want to make sure Bart doesn't fall further behind on its deficits then it already has.	White/non-minority	Not low income
R_2g1bB1dmdeMaKYh	The Bay Area needs a financially secure and sustainable BART	White/non-minority	Not low income
R_0ddKIHUSfEHYS	Not much impact on me	White/non-minority	Not low income

R_3n7YKerYCa6n4	The price change would not impact me but with the increase could there be more weekend trains with in the city of SF?	White/non-minority	Not low income
R_21nH0ba4KQ2X	The fare increases would impact me in that implementing them would maintain (and hopefully increase and improve) Bart service and facilities. That is very important to me!!	White/non-minority	Not low income
R_Ubf9Gt5a2C3FqUs	Obviously paying more is unfortunate, but I would rather Bart become more expensive and provide the same service than cut service	White/non-minority	Not low income
R_3nqERv5uN26BRP	It would increase my monthly commute expenses, but if you roll it out in the way you have indicated, I can support it. I know BART maintenance is costly and the maintenance and sanitation of the cars has not been kept current due to rising costs, so I would hope to see changes/cleaner, more well maintained cars after such a fare increase (and not just increased compensation for administrators or leadership salaries)	White/non-minority	Not low income
R_2VPHfW5njEUsB	I mean, they would suck but I understand, if this is the cost of keeping current staffing and policies in place, it is worth it. Re-opening bathrooms and staffing them as well as staffing the elevators are fantastic. The teams of support and interventions folks needs to stay. The services can not be allowed to be cut or go back to before, the margin for safety and comfort is just too narrow.	White/non-minority	Not low income
R_3qgt9fYkAvOUJv	They would not impact me. I occasionally ride BART. Usually to the airport.	White/non-minority	Not low income
R_3lbLADQ7VU7QCx	BART needs all the funding it can get - riders to share with government direct funding	White/non-minority	Not low income
R_1HnbV2co99bIkMh	Please do something about the gate jumpers.	White/non-minority	Unknown
R_3HlqgBwcf5DsXO	Bart has been affordable for years, this increase will benefit the service while maintaining a reasonable fare.	White/non-minority	Not low income
R_0XnqBfMjB3WnYs	As long as the money is used to improve the service and keep it clean and well-maintained that is great.	White/non-minority	Not low income
R_3Dp7H4sCeRg8V	I think that bart should consider a flat fare. This would mean less complexity for exiting faregates, calculating trips, remove the need for inside gate ticket machines, reduce work of station agents fixing cards that have tagged in and not out and allow for issuing monthly passes like other transit agencies.	White/non-minority	Not low income
R_3KpGMFQmK306AXY	this would not materially impact me but I am concerned about its impact on other riders	White/non-minority	Not low income
R_cVHT7eakx219xD	It would not impact me personally. We need to increase fares to keep service running properly and efficiently.	White/non-minority	Not low income
R_2dBJ07U7YCS4AR	I'm a teacher and I take BART to work every day. My salary is far below the median for the Bay Area, yet high enough that I don't qualify for any type of reduced fares or other government programs. People like me shouldn't be asked to shoulder the cost of providing a service that EVERYONE in the Bay Area benefits from (even those who never ride it). Increased costs should be shared by everyone and should fall more heavily on those who have more money than they know what to do with.	White/non-minority	Not low income
R_3DpX6e251LkoXWf	It'll make my daily commute to work more expensive (and I only got a raise of 6% as a result of inflation), but BART is currently cheaper than SF Muni so I think it's a reasonable increase.	White/non-minority	Not low income
R_1pY5/nREuzy7IU	I don't think anyone likes prices going up, but those of us who are dependent on BART for transportation should realize the alternative possibility of fewer services is a much worse outcome.	White/non-minority	Low income
R_3Gix0hurNwimzv	I frequently ride from Downtown Berkeley to Berryessa and Millbrae. If I understand correctly, these rides would each cost approximately \$0.40 more. If the proposed discounts for low-income passengers are implemented simultaneously, this shouldn't pose a problem for the passengers who would otherwise be impacted by fare increases.	White/non-minority	Low income
R_3R3BDBef7x1Yeg	I want to know what percentage of people jump the gates and if it would be more financially effective to chase those fares instead.	White/non-minority	Not low income
R_3nDQYNB40Ehd35	Better go towards making the downtown Oakland stations less disgusting!! Blood red brick? Who picked that??	White/non-minority	Not low income
R_2amKMKLx4kCDVw0	I guess my support is conditional, if the money goes into maintaining and improving infrastructure and increasing wages of custodians and train operators, I'm very in support of it.	White/non-minority	Not low income
R_3haet6v0CMMBH	I'm now retired so they won't impact me very much, but even if I were still working I would strongly support it. I want BART to thrive again.	White/non-minority	Not low income
R_1hXNlgzcDxy3w	Will continue to use BART regularly even if fares increase. I support BART raising more revenue to maintain and expand service levels.	White/non-minority	Not low income

R_2whWksMmwhFXGmc	Seems reasonable	White/non-minority	Not low income
R_3EzGQ25od2dXNor	No problem for me but I only take Bart occasionally	White/non-minority	Not low income
R_5tXoWoaCN9ysMh	ONLY if you start holding trains for transfers (for example, at Richmond with Amtras, MacArthur between San Francisco bound trains from Richmond and Antioch bound trains), and have coordinated schedules with other operators (like ACTransit and CoCo Transit), and create absolute safety and cleanliness (actually, patrol people on all trains and stop drug/marijuana use, stop loud music and purposely intimidating people, wake up people sleeping, clean up trash and spilled liquid all day on train). Make my ride pleasant, clean, safe and easy and timed transfers... as you are terrible, absolutely terrible how. I mean do BART police actually do a damn thing?	White/non-minority	Not low income
R_2YKTXLIPNITIVQ	If the fare increase matches that of inflation, it won't have any effect at all	White/non-minority	Not low income
R_3G7En9aUIBuWz5	I only hope that bart can you some of the funding to improve security and cleanliness on the trains.	White/non-minority	Not low income
R_2dMz7BzTVroTgfv	I have a senior Clipper card, I could pay a little more to ride BART.	White/non-minority	Not low income
R_2s1sWnFLMzMWLX	I would recommend no increase at all. People are yet to recover from the pandemic.	Minority	Not low income
R_3oGan4GhdRgKV3H	While higher fares will help Bart cover operations, I feel there really should be a government subsidy as the higher the fares go, the less likely people (including myself) will want to use the system, which could potentially lead to a ridership death spiral. However, if the Bay Pass became available to the general public at a fair price, then this would incentivize more people to switch to the pass as the higher per ride fare price wouldn't affect them.	Minority	Low income
R_240IG61ZjpP4ZBp	I would support the fare increase only if it came with more timely, regular, and increase BART service and transfers. I commute from East Bay (Berkeley) to downtown SF and there are regular delays, every single day on transfers which can add upwards of 45 mins in addition to the existing commute time of 25 mins - that is just unacceptable. I welcome the fare increase but only if it is accompanied by timely and regular train schedules and transfers.	Minority	Not low income
R_1kr7j6cGEXVg	I prefer the fare increase to be a year apart rather than all at once	Minority	Not low income
R_3nkoFYBpx83EoQj	No actually	Minority	Low income
R_74LNTH0ZnKwRBJn	Still seeing many customers jump the gate so overall concern on the impact of these cost on a limited pool of people.	Minority	Low income
R_5IAWARYm7844nWV	First of all, this money needs to go to cleaning up your system, providing security and dealing with the danger and having more trains and it stations at night!!!!	Minority	Not low income
R_1BXff7ns310T50v	I dont mind paying .50 cents more per trip if the trains are on schedule. Also, I would want there to be some consideration for lower income riders, like maybe an income qualifying special ticket that they can get, with proof from their filed taxes or something.	Minority	Not low income
R_2COD8hrT7LmKr	I would need to increase my commuter budget since I use bart 5 days a week to and from work.	Minority	Not low income
R_3Ptn7j6Z35cvDh5	I like my mode of transport to be sustainable and clean energy.	Minority	Unknown
R_2ZCFKSD7Oo7c85E	Fare increases are always a challenge. BART needs to do more to stop non payers. Seven people jumped the fare gates this morning, this is now so frequent with more and more people doing this.	Minority	Not low income
R_3KoOyEFMKERK64W	Increasing fare is going to happen but to be willing to pay more we need to see real change in the stations. We don't yet fee were raised last year.	Minority	Low income
R_2tr3INdPndmPZ5V	Need more security on the Bart train and surrounding area	Minority	Low income
R_3IPC48WF3hCnQOJ	This wouldn't affect me, I would like to collaborate (translated)	Minority	Low income
R_5Sh400xsladX	Spending more money when already on a fixed income	Minority	Low income
R_3ni4trcv5Tl6kB	Lesser money in my pocket	Minority	Low income
R_10MMmItO0vztIVw	I only support a fare increase if BART does not cut service as a result of the predicted upcoming fiscal cliff.	Minority	Not low income
R_3G6RTOakMFe8XZq	It wouldnt impact me really, but it could impact folks who are lower income	Minority	Not low income

R_3ncI6Z1AhNCBVyW	While I am able to manage an increase in BART fares I know many folks who would be deterred by the increase. In addition while there are plans to support folks who are below 200% of poverty line many people who don't meet the threshold are still struggling with inflation prices and so will be impacted by this increase	Minority	Not low income
R_3maRXDz6yeJK6C	Just makes public transportation less affordable	Minority	Not low income
R_w71StkQGz2rDZNT	Not really	Minority	Not low income
R_1g7KNF03SB8oADy	If they would be used to make BART safe again, I'm in.	Minority	Not low income
R_6nxfKSCAa7smo1v	Would not impact, consider it a cost worth being able to work in SF	Minority	Not low income
R_3IM0U6A0HXvAd	I have a comfortable income and would not feel impacted.	Minority	Not low income
R_3luy3i2I2WungC	Slight financial hardship	Minority	Not low income
R_2aac7vcQdswmT4	Probably ride bart less	Minority	Not low income
R_1DPu4oyT1bzR3R	less money for other living expenses	Minority	Not low income
R_3fGKY1pyccDMPjr	There seems to be an increase in indigent riders with each price hike due to cost of living outpacing income. There are hours of the day when it feels less secure to ride BART. What solutions are being considered to reduce indigent ridership or to support the needs of those seeking shelter or bathroom facilities that turn to BART for these services?	Minority	Not low income
R_3rd0u9IX1oTAVM5p	I'm a fairly high income person who has a partial commuter subsidy. This price increase would not impact me significantly. I just would want to know when the fare increases would occur, so I could update my commuter card plan.	Minority	Not low income
R_86d117fIQ0zNk5	I'm mindful that not everyone is in my position, so I'm concerned about those who are of lower income and rely on BART.	Minority	Not low income
R_3kxsf3fP9YYskul	I hope the increase is worth it	Minority	Not low income
R_2if0regBmYaQ5VR	I would have to budget and increase in the amount needed for my clipper card since I commute 5 days out of the week for work (oak -sf /sf-oak). Which will be difficult but very much needed	Minority	Not low income
R_1faA6H3y82wNX13	It would make my commute more expensive but I know Bart needs the funding	Minority	Not low income
R_3qHAMSKEt6nZiO	I agree if the fare increase is to improve the service, but if they continue with the same anomalies in the itinerary that, for example, they delay or change the address, first they say San Francisco and then they change it to another city, or they let in homeless people or people with mental issues with supermarket carts full of dirty clothes; a few days ago, there was a person smoking in the same train car I was in and he smoked 4 cigarettes. I sent a message to the number for messages and they didn't respond.(translated)	Minority	Low income
R_04CFzctulFhwfj	Only use BART a couple times/wk, so not a substantial cost.	Minority	Not low income
R_25laeJlGQRa7w5	I am willing to pay more, as all prices are going up due to inflation	Minority	Not low income
R_1mAv2yDgU7n9Z5	I'm a daily rider and the increase would make an impact on my monthly budget. If the 11.4% increase is bound to happen, I appreciate it being split in two years. Though I really wish it was a lesser amount	Minority	Not low income
R_325k53wFD5bHkRa	It will definitely increase my monthly bart expense, but if it is used for bart maintenance and to keep bart safe, then I'm willing. We definitely need both desperately.	Minority	Low income
R_1oAPuNHWazsKBmh	I understand the necessity, but it would be extremely frustrating to continue to see a delay on the majority of my commutes after pushing an 11% fare increase.	Minority	Not low income
R_UhYUQYzTkpOIBr	I think it should be free, but if it's gonna cost anything the extra cost should go towards funding free transit or better clipper start to bring more equity to the Bay Area.	Minority	Not low income
R_12DcDaab3HkR9LI	I have the Senior Clipper card so the impact won't be that bad, but for other more strapped seniors it might make a strong negative one.	Minority	Not low income
R_1hvZ3Qv545Bf1Fc	The main concern is the impact on core low-income riders. It probably wouldn't impact me much, either way. I'm not enthused to pay more, but understand that it's necessary to keep the system well-funded. I would like to see BART increase fare enforcement efforts, though. Although it may not pay for itself to enforce fares, seeing multiple people walk through the side gates (eg, El Cerrito de Norte) without paying is frustrating.	Minority	Not low income

R_2HOvthURsCo2mZ	My transit fares are covered by my employer.	Minority	Not low income.
R_3pasammONp6Znif	As a casual user, the fare increases would affect my budget and I may have to take fewer BART trips. Being on a fixed income is always difficult to cover cost increases.	Minority	Not low income.
R_wZfvivYh2PYIVQ5	Any increase will adversely affect how often I ride Bart. Right now I ride Bart Monday through Friday which is already expensive, when you take into account that I have to pay rent, utilities, medical, food, etc.... Maybe taking the AC Transit would be cheaper.	Minority	Not low income.
R_3peWtSSICDjwWA	Of course it would be great if cost does not increase (and discourage ridership), but instead Bart looks for other rescue sources like developing land around stations and station retails.	Minority	Not low income.
R_27aIHRsqGqEwWh	Support fare increase as a result of inflation, for maintenance support, and to build new infrastructure.	Minority	Not low income.
R_12zQ8kRtHHFbm19	I would like to know what you describe by a safe service. Since, I have been feeling unsafe riding the trains with aggressive homeless/ people dealing with mental illnesses. I would highly support if I saw the implementation of Bart police presence and responsiveness.	Minority	Unknown
R_2DMqQu9FVn7BqUt	I think while the fare increases might seem reasonable, the cost of a trip to SFO or Oakland Airport from anywhere on the system is too high. Bart needs to reform this part of its structure to lure additional riders back to its system.	Minority	Not low income.
R_5f9hFPCxGcWCR	If it goes towards safety, and cleanliness and improvement.	Minority	Not low income.
R_2CBot4moQnyoP5	It would cost more to get to work, but I still prefer taking BART over driving.	Minority	Not low income.
R_2zx1MhzmYDwCT	I'm not affected yet as long as my workplace continues to reimburse my BART commute (fruitvale to Montgomery)	Minority	Unknown.
R_29c3LpqsAa0YL	Fare increase would be justified if I would see improvements with things like cleanliness of the trains and stations, more police or BART employee presence, faster resolution to delays.	Minority	Not low income.
R_3n90dJAKUQ9F4GY	Am worried about less fare revenue coming in with less people riding Bart after this. But I understand the need to raise fares.	Minority	Not low income.
R_3g1m1LqkQ1NGmB	I DON'T Like that I pay my fair share & LOTS of people "hop the gate" & get on for FREE!	Minority	Low income.
R_25C6v3pXLtbpqI	They would not have a huge financial impact on me.	Minority	Low income.
R_27rHaKXTttNUeG	Taking public transportation is meant to be more cost efficient than owning one's own vehicle but Bart prices are ever rising while the its general reliability has decreased significantly. The price increase in general is challenging for me. I am single without a car. I have a lengthy commute into the city for work. Bay Area costs are higher than the national average. Shouldn't the priority be to make fares more accessible across the board? I think it would be beneficial to simultaneously introduce a Bart monthly pass that includes Muni and all of Bart (I believe now the pass only includes Bart travel within San Francisco city limits which renders it useless to Oakland commuters for example)	Minority	Low income.
R_2aQAOSPH8ua99Fm	It would cost me more to take BART to work 5 days a week. A little bit can add up.	Minority	Not low income.
R_1Jk3HubVwdPgXFc	Many people on the system don't pay fares at all - Homeless or fare evaders. I would be happy to pay more, but you need to make sure only people who actually pay the fares are using the service.	Unknown	Not low income.
R_2gxVQ5XYV8HwUQp	I hope increased fares can afford better security of the trains and maintenance of the cleanliness.	Unknown	Unknown
R_200dDxvtGEMr	Would not impact me.	Unknown	Unknown
R_3c3SidouH3Zy8dq	There is an increasing number of BART users who do not pay the fare. This issue will get worse with higher fare. Without fare enforcement, the fare increases are pointless.	Unknown	Not low income.
R_21yXVg8AqkhhIC	It would impact, but would like to see Bart continue running and being clean and on time.	Unknown	Not low income.
R_31u8cs8ywsykTfv	I understand why Bart wants to raise fares but with remote work being a viable option now, it will be cheaper to work from home than contend with continual fare increases. Bart does not feel safe to ride in the evenings most of the time anyways.	Unknown	Unknown.

R_2aV5luoKT9v58KZ	I use Bart every weekday and sometimes on weekends too. I wouldn't mind so much paying the fare increases if they applied to all riders. But they do not. Every day I watch evaders jump the gates, while station attendants look on and do nothing. I'm sick of funding the rides of non-paying passengers.	White/non-minority	Not low income
R_1q9ECzFFuZ48UuL	No impact	White/non-minority	Not low income
R_3jdmHGgthAG7AUx	These increases would negatively impact me as I use BART to go from SF to Emeryville every day, but I would prefer to have BART service even if it means paying more.	White/non-minority	Not low income
R_enyRdT3WlwCRS3T	Unfortunately Bart is already not cost competitive with driving if there are 2 people going, I am taking Bart from the east bay to the city less and less in part because the fares are already so high	White/non-minority	Not low income
R_1memmlaV1q14nZ	Not much	White/non-minority	Not low income
R_2ckfd1m56OzmN2Z	I'm lucky and my income is pretty good. It sounds strange, but I think if you offered an option for voluntary "rounding up" to the nearest dollar, people like me would be willing to contribute more. It could go a long way.	White/non-minority	Not low income
R_33x2YRlce5LddI	I don't travel outside San Francisco all that often, so the proposed fare increase wouldn't impact me very much. Wouldn't stop my from taking BART when I do travel outside San Francisco.	White/non-minority	Not low income
R_byHLkyt26c3V1mx	I already use the Clipper START, and transportation costs are a huge limitation in my ability to continue going to school reliably. I wish fare inspectors were more common, and at more stations than just Embarcadero. People hopping the turnstile should be punished before making paying customers pay more.	White/non-minority	Low income
R_Oa6P8A5W88VOcp	With fare increases I'd like to see S at work in terms of cleaner and safer trains. And what's with all these train cancellations recently? Reliable schedules please!	White/non-minority	Not low income
R_25AgXPAY2mQKU0u	I'd like to see how BART is addressing equity in fare increases. However, I understand the need for more funding in the transit space right now.	White/non-minority	Not low income
R_1nr35qVNEc7qDfY	I'm not concerned for how it would impact me and my employer reimburses Transit costs, but I'm concerned it may impact others.	White/non-minority	Not low income
R_BrwUu2U4kDcZxlv	I have a good income, but hope there will be ways for those of lesser means to take less (if any) financial hit.	White/non-minority	Not low income
R_33CILfMA9s06vu4	I choose to BART over driving in part to save money. I would accept a slight fare increase but it would be hard to justify riding BART if the driving cost is similar.	White/non-minority	Not low income
R_3Mya6J7pLVBxoMU	I am hoping that the fare increase will help create a safer environment on Bart with fewer people smoking, eating, urinating, playing loud music, jumping fares, etc...	White/non-minority	Not low income
R_124HonWqKWY13et	I cant afford it and dont own acar	White/non-minority	Not low income
R_250GvdG1DqpK5bf	Impact is minimal, but can you increase number of trains. Bart is pretty terrible as a rapid transit provider. Way too long to wait for trains	White/non-minority	Not low income
R_1ikA05tWHELK1Y	I am in favor of spanning out the inflation rises, that is a great alternative to all at once in my opinion.	White/non-minority	Not low income
R_3MF8c08ZmWOCHNe	I would be slightly impacted in my daily commute and more greatly impacted on leisure trips	White/non-minority	Not low income
R_3KxQ8GpMLGK1DKN		White/non-minority	Unknown
R_2frEGZhr7wNsl7	BART needs to remain financially sustainable, BUT there are many people with big paychecks and bigger rents that need help too	White/non-minority	Low income
R_1Doj36dDdtJHPuH	only hesitation is this seems like a no brainer, you're asking me if I'd like to be charged less money and over a longer time. what's the catch? will this allow bart to increase yearly from now on rather than two years?	White/non-minority	Not low income
R_24qO9HdI45fkkxP	I prefer this to larger increases but my commute fare doubled in the most recent increase. I go a short distance from Del Norte to Downtown Berkeley and it went from 1.05 to 2.15 one way. With continued increases at some point I'm going to need to find another way to get to work.	White/non-minority	Not low income
R_RizvuYUhcVHe12x	For riders who need the longer ride (12-15+ stops) there should be more frequency discounts for riding more than 2 days a week, or a commuter "there and back again" discount. The \$0.40 increase matters less than the \$9 per ride 2 times per day, 4-5 days a week.	White/non-minority	Not low income
R_Amksr6DkGAYfH	Me, no, but low income riders who do not qualify for START	White/non-minority	Not low income

R_1m8gGiku6c1lgX	Increase cost only for non-low income. Your typical corporate BART rider can absolutely burden the cost.	White/non-minority	Not low income
R_whyEv9E3L4T5kZ1	It would impact my income, especially with long commutes.	White/non-minority	Not low income
R_2YpVlQJ33neyXv9	I am income 6605 weekly. It could hurt. But I need to get to my job. Site. By I know. Many repairs needed. For a system that goes back to 1971. And 1972	White/non-minority	Low income
R_1q9P5y2L8e4KE	If they are going to increase the full 11% at some point regardless, the two smaller increases would be an easier transition	White/non-minority	Not low income
R_XNgn9C47LkelcR	I think fare increases could impact lower-income residents who rely on public transportation. BART fares are already comparatively high for North America when you look at cities like Seattle, Toronto, Chicago, and NYC; it might be best to focus on funding and reducing fare evasion.	White/non-minority	Not low income
R_a1rx43XhvgcKSI	As my company reimburses my commute fare it would have minimal impact on me however it would greatly impact others who pay for their commute.	White/non-minority	Not low income
R_3gSLwOGs7VWJGWQ	I will pay more for public transit. I am aware that the pandemic and the economy have affected Bart.	White/non-minority	Not low income
R_40BJA5ngHgVaMf1	I use commuter benefits from my job to commute, so if the commuter benefits also increased, I would not be affected. If benefits did not increase, I believe I still have enough to cover commuting	White/non-minority	Not low income
R_2vGDSN0c4N5Djk	That increase would definitely impact me bc I take the Bart everyday to and from work, lake Merritt to warm springs.	White/non-minority	Not low income
R_3IRFPt8ny02VUS	Going to school would be more expensive which would be hard, but I understand	White/non-minority	Low income
R_1hG76c9HT1Je8N	I support increasing fares if BART will clean trains, enforce laws, and stop allowing smoking of cigarettes, marijuana, meth, crack, and who knows what else on trains and on station platforms. Otherwise BART should be held accountable for wasting the money they have. It's no wonder they complain about a reduction in ridership when the experience of riding BART is disgusting and hazardous to your health and safety.	White/non-minority	Not low income
R_1ocBpUGfypieb4T	I would like to see more done to reduce fare evasion, specifically "station hardening" (taller gates). Every trip I take, both directions, people next to me are jumping the turnstiles, or pushing through. I don't blame agents for not trying to stop them as that seems risky these days. But taller turnstiles would increase number of riders actually paying to ride.	White/non-minority	Not low income
R_1iIDVRMGWQtUJf9	This increase would discourage ridership from longtime commuters. Given that the majority of people who currently ride Bart don't even pay for the current ticket; and the station agents don't care to enforce keeping people out of the train system who don't pay their fares; it seems like there is an obvious alternative solution. To put it plainly; BART needs to enforce further security measures if they want to collect more revenue. Increasing the fares just means more people won't pay, an increased percentage of the ridership will be people who don't pay, and it will continue to disincentivize those of us who do pay to ride. Increased security and enforcement=Increased Revenue.	White/non-minority	Not low income
R_1Crz24InUER9XqV	I have an RTC Clipper. It would not impact me a lot. It's more important that BART be available for people.	White/non-minority	Not low income
R_2CCxxi6qteNXG85	Any fare increase is difficult to stomach at this time, as service is wanting and taxes are high.	White/non-minority	Not low income
R_7PB6AhRg3hH6mZ	BART is necessary for my commute, as I don't own a car. Any increase would affect me, but I have no reasonable alternatives.	White/non-minority	Not low income
R_1hJufiGcR5pbC	Bart is a better option to commuting to SF. Since the pandemic I did not get a pay increase to keep up with the inflation. It will make things more difficult for me.	White/non-minority	Not low income
R_3DcPLKT1i8b7i/S	BART fare is great value and I can pay a bit more to fund the system. BART must support a strong independent auditor to continue to receive public support.	White/non-minority	Not low income

R_3hbn1wUTz2rOexf	My issue is I live in the city of san francisco and commute to hayward (20) times a month. That is \$224 per month just for work commute. This doesn't count the weekend transportation or other excursions outside of BART. I think you forget about people like me. On the one hand, I support a modest increase b/c I know it cost a lot to maintain, payroll, and capital improvement, but I can only afford so much!! What I think would be good for a commuter like me is if you could CAP my total. Meaning, once I hit \$225 (or whatever reasonable number plus or minus (I would hope minus), that's all I'll be charged for the rest of the month. I think my total cost pushes \$300 a month in public transportation. Does that seem right? It just doesn't pass the smell test. If I were a person who only traveled within SF city limits, I would gladly pay \$88-98 a month unlimited between BART/MUNI. But that's not me. Or, if I had to pay (in the next two years) 11% more for a short trip. Don't care. But, my overall total for the month as an inter-city commuter and resident of SF, is already quite ridiculous.	White/non-minority	Not low income
R_1hArqZV2R8gLACs	I have a disabled fare Clipper card, which has a current base fare of 80 cents. Eventually it'll probably go up to a full dollar, which will make it harder for me to afford. I use BAET 6 days a week for work, and even though I only go one stop, any amount of increase would be a hardship for me.	White/non-minority	Low income
R_DT2QDDAn6NG91nD	Commuting is already expensive. If there were benefits to this for customers, I don't mind it but Bart is already quite expensive.	White/non-minority	Not low income
R_ZXhg2fW01owP1uOD	I have a Clipper START card. However, in the past when I would use BART 5-6 days a week to commute from Pittsburg/Bay Point to downtown Oakland for work, the monthly costs were nearly a quarter of my earnings. It seems that despite fare increases and promises of improvements to BART, nothing so far has come to fruition. The trains are still disgustingly dirty. There is no security. Progress on expanding the system has been slow. I don't see how a fare increase will result in tangible changes to BART when they seem to have never done so in the past.	White/non-minority	Low income
R_1dbbK8ZtDn75o5	It should be easier to get single use tickets for tourists. Better discounts for buying a larger amount up front	White/non-minority	Not low income
R_0vtxcloBtkQv05	I don't use Bart very often, so it's not a big expense in my life. I do question if current fare income is already being abused and wasted.	White/non-minority	Not low income
R_2WAOvwvqDITKUO	sometimes it is not no time and stop to run	Minority	Not low income
R_23U1qtRSfcr3l	Please no more increases I use the system every week day long trips to the city get really expensive. But increases over a two year time period could be a better way of doing this	Minority	Not low income
R_1ezvrKX1QpHVWmv	If you're going to raise fares, please run only 10-car trains. Trains less than 10 cars are too crowded. Also, you need to crack down on fare evasion. Otherwise raising fares is pointless.	Minority	Not low income
R_2bZmC9DPg8fSX1T	I have an idea. Instead of raising fares, why not make all BART users pay? Every time I ride BART, I see people either jumping the gates or simply walking in. Why not make everybody pay?	Minority	Not low income
R_31dCRmrkNhSibFc	The economy is bad (translated)	Minority	Low income
R_11arCU3Y0KX6sWo	It implies more expenses for the riders (translated)	Minority	Low income
R_12DeZK93FpnU9cx	I live on a fixed income.	Minority	Low income
R_RykorNVueN5pDkB	Low income on minimum wages. Will decrease my usable wages	Minority	Low income
R_2wph1oa7Fw1TnLb	Public transportation should be affordable and accessible! Maybe collect from MUNI riders instead?!	Minority	Not low income
R_30JFLA6ex40Cnz	Pay more for transportation and other costs of living while the salary remains unchanged.	Minority	Not low income

	<p>BART fares are already way more expensive than other similar transit systems in North America. BART should allocate profits from transit-oriented development (i.e. new residential buildings on BART land) to offset fare increases. As a home owner in Oakland, I also wouldn't mind a small increase in my property taxes to offset fare increase because I ride BART a lot. Either a \$50 city parcel tax or a 0.0125% county increase would cost less annually than the fare increase for me, and I bet it would generate a lot more revenue.</p> <p>BART is still competitive for airport trips because it's cheaper than rideshare or parking. It's also cheaper for me to BART to work due to pre-tax commuter benefits. BART is also the cheapest way for me to get to/from Oakland to SF because the transbay bus and ferry are more expensive. Also, the bridge toll plus gas and vehicle depreciation make BART better than driving. It's cheaper for me to drive to other parts of East Bay and South Bay (even when I account for vehicle depreciation).</p>		
R_125Ayr1C7TtN4m		Minority	Not low income
R_Q5mtjhE0sUwb1D	As a student, this makes both travel and commute a lot harder	Minority	Not low income
R_33kelvptlWAK8c	5% is reasonable.	Minority	Not low income
R_1mWRMLFYHDSNUJ	What benefits does the increase give the rider?	Minority	Not low income
R_1mfmsyM7vSu2sEC	As a student on loan income with mandatory in-person classes, each small increase quickly adds up. Make getting (and maintaining) a reduced-fare pass easier to offset these increases.	Minority	Low income
R_wUiktH3Ciu3yRoZ	It would make me reconsider certain quick trips, pushing me to work from home even more than I already do.	Minority	Not low income
R_3lRcRttu5mCIG2	Increased fares would be fine if the trains ran later at night (3/4 AM)	Minority	Not low income
R_1H8ZvUnSICCQ35	cost more	Minority	Low income
R_3g6LHnLhs65MKMw	A small increase would not hurt my income. When I was younger, having to take multiple forms of public transportation, a 5.5% increase would have hurt.	Minority	Not low income
R_rcYjnNQlW2t7Wlp	I personally think that prices of rides are okay, increasing them by 10-40 cents for the next 2 years may not feel like a lot, but eventually it will stack up. Though, if this will be necessary for the 6th purple line, then I suppose I would support the cost increase.	Minority	Not low income
R_3HuU1TaLrdqJA	It will but if necessary	Minority	Not low income
R_1GEvh8GHqixCayY	No impact because I'm higher income and appreciate the need to support BART	Minority	Not low income
R_ToupBLEJCF1Oed	We are still overall in an economic dynamic, unusual dynamic	Minority	Unknown
R_2WGXAUfE1cbwau	These proposed fare increases would impact me in that it will be costly in the long run. As someone who commutes to school 3x a week and is unemployed, the fare is expensive as is.	Minority	Low income
R_TpvBfoEjVFCu18Z	More money makes it harder to ride.	Minority	Not low income
R_1lgXNKgyiswFwEY	We already have one of the most expensive subways in the world. Work from home types aren't taking Bart but service people and blue collar folks are. Rate increases hurt them. I can afford it.	Minority	Not low income
R_2wvEQttfBIHA9P	I don't mind the increase if it increases rider safety and competence in bart management	Minority	Not low income
R_CfglNW5kY72wrfP	Mainly the wallet. I travel one hour in the morning and one hour in the afternoon and then take the bus home. (translated)	Minority	Not low income
R_2RVcx7PxDtHlUlc	Don't do it.	Minority	Low income
R_baqaFsV6gjZFGl9	It would increase the \$300 per month I currently pay to BART.	Minority	Not low income
R_30knajuOZO1QhL7		Minority	Not low income
R_3g28qUSVfvt9Tlxz	Why is Bart so expensive while other cities fares not expensive?	Minority	Not low income
R_1KoTs9oLc32tOA	Consumers like me always are hit with increases. Everything around us has increased in price. Now, Bart wants to increase the fare prices. paying Consumers can't catch a break. Bart needs to catch fair evaders. I see it every day when I pay my fare. Going into the Bart system and exiting the Bart system. There are people that don't pay. Why do paying riders have to subsidize the ones who don't pay. Where is Bart police enforcement? Ticket agents have a hands off approach they see the fair invaders jump the gate, they don't do nothing. There is your loss of revenue. fair invaders are not counted in your total of commuters.	Minority	Unknown
R_2VQS2EHywRONeul	I would like to see safer stations and trains.	Minority	Low income
R_3l8HHId68lJPhk	Before you increase fares, enforce the barriers. So many people do not pay.	Minority	Not low income

R_1jg4NSbSiCz35J2	I make just above minimum wage and my budget makes it with the prices right now. If the the increase in fare rides provides Bart to make the fixes they need then I understand the need for it.	Minority	Low income
R_31moViPujvqZXB	Not at all cause I travel farther	Minority	Low income
R_3RmhPYqZnHBnyuT	No to much but I wish I want to see more police please around late and early service	Minority	Low income
R_31Gm3hN9fykAkl	BART working should make a fair wage. However, it be harder for people like me to afford it.	Minority	Unknown
R_12IzhzHWhRIC6A	BART fares are already high, and service is prone to delays, stations and trains are dirty. Would riders see any improvements commensurate with the fare increases?	Unknown	Not low income
R_3NW5jo7HqfSWP8q	I'm not surprised by the need to increase fares, but there is an optics issue when you are raising fares on people who dutifully swipe in and pay to use BART, compared to the dozens of fare evaders I see every day. Perhaps try to make everyone *pay* first as a baseline before raising fares on everyone else?	White/non-minority	Not low income
R_1MSCTWyZ189DYxK	I find it so aggravating that every day that I ride Bart I see at least one person jump the turnstile gates or move them out of the way. It's hard to understand raising the fares for the people who are honest and pay while so many others don't	White/non-minority	Not low income
R_3QW7RizfHIDnujI	I don't feel like enough is being done to combat fare evaders. I would be OK with and increase if I saw fare inspectors checking fares, and not hanging out at civic center chatting with each other.	White/non-minority	Not low income
R_22IWySDRVXgfi2I	Wouldn't have much effect on me.	White/non-minority	Not low income
R_1M5IPomMbN7301a	I would still take Bart because I have to, but would be frustrated to be spending even more money on transit when bart is already more expensive	White/non-minority	Not low income
R_27mxQdulzAww7r	I, like many Bart riders, do not get raises each year and can not keep up with inflation. The constant raising of Bart pricing is making it inaccessible for low class individuals who make up the majority of public transportation riders. I see an increasing number of people jumping turnstiles and it will only get worse with increasing fares.	White/non-minority	Not low income
R_12sux6ldKUIwh8m	Bart is already expensive and unaffordable for many. As a public service, public transportation really needs to be better supported by public funds, rather than putting the responsibility on riders. There needs to be more incentive to ride as opposed to drive	White/non-minority	Not low income
R_2ovHngSUuZ2aa6R	I mostly BART within SF, occasionally to downtown oakland or downtown berkeley. I think I'm looking at this adding around .10 to a BART trip for me. I get that we're all experiencing inflation - I just wish that I felt safer riding BART and at BART stations especially as an off peak commuter.	White/non-minority	Not low income
R_1laxelofyfgQPSz	It's still cheaper than driving	White/non-minority	Not low income
R_33ewkt2Xpv3KeIV	If the cars get cleaner, I'm all in favor of a fare increase - Numerous recent rides in bart have been in filthy cars or cars with a disgusting odor that I am opting to take muni instead of bart for my in-SF commuting needs	White/non-minority	Unknown
R_PzfUPoPvZHLKZQJ	I currently spend \$400 a month to travel that is \$4000 I lose because I benefit more from \$7000 for HSA savings since I can't claim both	White/non-minority	Not low income
R_3hA6hwgrRxdw4NV	It would not impact me but it would impact some people I know. Ultimately I'm really mad that the government lets drivers user roads and highways for free while transit users have to pay transit fares in addition to paying taxes to subsidize automobile infrastructure. But that's a separate conversation I guess	White/non-minority	Not low income
R_1DalraHxQkzNFH	Depending on the length of the trip, it will be more expensive and want to cut the cost as much as 30% than usual	Minority	Low income
R_3heKMbRApMheRw	Delays everyday. Trains cancelled. lots of homeless and drug use on trains. I don't feel safe. not reliable.	Minority	Low income
R_3jUKrpmHKwFch7	Bart is already NOT safe for the fares we pay. Why should we have to pay more money for fares or parking and still continue to sit in dirty trains, with homeless people??	Minority	Low income
R_3fmeDat4VrkMr7	If Bart increases I wouldn't be able to eat or worse only riding the bart I spend \$285.00 monthly	Minority	Low income
R_1uJZbhVZPNdKNY	Ticket prices are already high. The service is poor, and Bart often delays or cancels shifts, and the reasons are often dumbfounding. Rather than raising the ticket price, why don't you improve the service, so that people don't have to worry about BART cancellations and delays every day	Minority	Not low income

R_DN6x0azMN7meD1	You need to stop penalizing commuters by increasing fare cost and start looking at the big picture where your money is. I have said it multiple times in your surveys, you should be audited.	Minority	Not low income
R_2wyT2sey4vrcQAK	We shouldn't have to increase fares just to pay the outrageous salary increases to the BART employees who don't work hard anyways.	Minority	Not low income
R_3R4eVQXmS4kGco	Increase fares when BART ACTUALLY PROVIDES GREAT SERVICE!	Minority	Not low income
R_3h9KcoNYdySDff	I use Bart everyday	Minority	Not low income
R_1EYj1ZBUhAeSUB	Get the system up and I would agree. But ever since the "State" opened up, I have seen a total disregard for everything - fare evaders, late trains- more than one COVID, dirty trains, stale air - even though posters say "fresh air"	Minority	Not low income
R_2TN74lBe4rcabv	This is a ridiculous proposal. People are just now getting back into the workforce and struggling to maintain a normal and safe lifestyle amidst the current inflation.	Minority	Not low income
R_2Rvc6mZA3oKTZ	Makes Bart more expensive than driving.	Minority	Not low income
R_1fSe40f61ZHL5c	Inflation is already a big issue. Another increase would hurt so many people.	Minority	Not low income
R_1CDyLN7BggmGmm6F	Every increase impacts me and every rider financially, of course. I've been riding BART since January of 1999. I've seen no improvement in quality of service in those 24 years. Trains are constantly out of service, trains are constantly filthy and crime ridden, and most stations are stone age relics. This is 2024 people. Time to move into the Modern age w/ a highly reliable and modern commuter transit system. Instead of this antiquated rail system you sell as us modern and efficient.	Minority	Not low income
R_1oa4mF6gRDZfke	Would negatively impact me and I would choose another method of transport. A fare increase would be appropriate if trains were on time, clean, and free of aggressive pan handling riders. I have been late to work on multiple times because of BART delays, not including weather related delays. There are multiple aggressive pan handlers which lower my feeling of safety in the system.	Minority	Not low income
R_UnxN00C1YgBccN	wages only increase 2-3% a year on average	Minority	Not low income
R_31Gf9to40cnoV9	Inflation is already crazy enough. \$150 more is really putting us in a hardship	Minority	Not low income
R_Y8oo4HD8oJ4e3F	I will probably take less BART rides.	Minority	Not low income
R_3ifc26Df4akq5t	I am so tired of being abused by BART. The trains are routinely late, or canceled with very little warning. The trains and stations are filthy, and every day I see fare evaders simply hopping the gates while the rest of us are paying the full fare - and now you want me to pay more? Not to mention the transients who are allowed to use the trains as their personal bedroom and bathroom, often doing drugs or smoking while in the cars. I do not feel safe. I am tired of having to constantly inform my employer that I, again, will be late to work due to a late or canceled train, or having to add extra time to my already long commute so I can catch an earlier train in case mine is canceled. The proposed fare increase would only impact my pocketbook and not improve anything. We've seen it all before with BART's promises and fare increases.	Minority	Not low income
R_3VVG9eHicKsQZK	I already pay \$300 a month on Bart to commute 3 days a week for work. Bart is already unreliable but it's also a necessity that a lot of low & middle class families rely on for their livelihood.	Minority	Not low income
R_1BQsoMASjtrc9V	already overpriced	Minority	Unknown
R_3RocKzntVXXli6	Layoffs are a better way, since employees clearly are just milking the clients.	Minority	Low income
R_2E7fH4ba3LzYj	In all my daily transportation	Minority	Low income
R_U2kuQRs3dgPS1z	Bart is expensive as it is I pay around 350 A MONTH just to get to and from work please don't make it more expensive. That's ridiculous.	Minority	Low income
R_ZorGWNy3xdJYPVW	Already fare is very high. Lots of people juggle to save fare please catch them.	Minority	Not low income

R_ZaR0jDHFtRHSNo	Seeing as some cities simply have less transportation options to get around, I'd support a system that adds fares to places where people have a higher income (rather than a lower income. At El Cerrito del Norte, there's about 5 different bus systems aside from Bart, and in Antioch there's only Bart and a single bus system. Should it make sense that a place with fewer options to get around aside from having a car should be charged more? Instead the charges should be more based off of where there's more transportation options overall, rather than where there are fewer options to even get around at.	Minority	Low income
R_SavYtwUaYr11tz	At least raise it for stops in the city of San Francisco. East Bay Bart commuters already have to deal with homelessness, drug use, and hour long rides and adding a fare increase would hurt us even more. It's likely that more people will jump past the gate to avoid paying the fare increase.	Minority	Low income
R_PHLRgVQRGLF1IB	This will increase my living expenses. (translated)	Minority	Low income
R_1K6AQvyyRSTAFq	It affects me a lot because I don't make much money	Minority	Low income
R_RV56auevXs6zyI	Yes, what was the outcome of the May 2022 Title VI Fare Equity Analysis? Everyone knows Bart has lower ridership, has decreased service to Antioch and spend a ton on new cars. When can we expect more frequent trains during commute time? Why doesn't service slow down (in the middle of the week days to a weekend schedule when only homeless people are riding? Why can't there be more police patrols of parking areas/garages so our car windows aren't broken?	Minority	Not low income
R_2Ym4IQeR6RMS1	I would be really pissed off that BART raised my fares again when I have to watch 3-4 people hop over the fare gates every single day I ride. Collect more revenue via better control of the fare gates.	Minority	Not low income
R_aB4N754j0P6wWf	I completely stopped riding Bart because of how unsafe it is. You keep increasing prices but everything is getting worse and worse. Why am I paying for homeless to live, do drugs and harass myself and everyone else on the train? Why do you not have officers on the trains and platforms? You guys want more and more money from people that you can't even keep safe. It absolutely makes no sense and on top of that trains are always breaking down or even canceled. You are not a reliable service on any level but yes, please ask people to pay more for a ride. You ask the people with this stupid survey but don't listen to any of us. So yes I strongly oppose you asking people to spend more money to ride your ghetto train.	Minority	Not low income
R_dbz3Cz811DVFHH	BART should provide more consistent and on time service before imposing additional increases. A pay cut to top executives and managers and/or removing BART benefits for non-active employees and their dependents should be taken prior to reduce the ongoing costs of running BART.	Minority	Not low income
R_1nDaU24HY7nRZf	BART IS UNRELIABLE, NOT SAFE, DIRTY!	Minority	Not low income
R_2YnVTBF1JsmmfsU	Bart is already one of the highest fares I've seen for a public transportation service.	Minority	Not low income
R_1uV7c9mbIGDr9o	Bart is already expensive	Minority	Not low income
R_3FJwJ36tEIAwt6D	Raising fares will not give you more revenue because I know people that might choose other forms of transportation and not BART if it's more expensive. You'll get more money if the fares are cheaper than if u raise fares.	Minority	Not low income
R_2lxMyA0opT3M0	NOBODY is riding Bart anymore except people who have no resources. If you raise fares you will have NO ONE. It's had enough you are removing parking at N Berkeley and El Cerrito Plaza. Now a fare hike? Your trains are EMPTY!	Minority	Not low income
R_32Jhp51793WRDNg	I'm commuting as the fare is within my budget and it's already at cap. Any additional increase in the fare would make me relocate.	Minority	Not low income
R_3CfoMry6YpZLHU	Traveling would be so expensive and cut into my budget	Minority	Not low income
R_23VR8TmAA8ngg9	This will make my life more difficult. (translated)	Minority	Not low income
R_vN6fMj01Vga0r	Increasing the fare makes me drive more.	Minority	Not low income
R_3R4ORUU1MaNrQU5	I already pay \$18 a day I don't think increasing is the way to go maybe a flat rate for SF, Antioch, Daly City, Dublin, Berryessa and Richmond would be more beneficial to workers and customers.	Minority	Not low income
R_0mU9VF105LnbK7	considering my wages did not go up the same amount, I would see a decreased in my purchase power, it might make it worth it to drive in.	Minority	Not low income
R_12H5lDqgY5Uug23	Figure it out, no more price increases.	Minority	Low income

R_30LSQAUhMeN/U	I have bart because parking in Civic Center is expensive so increasing the cost does make a difference to hospitality workers such as myself who don't get paid well.	Minority	Low income
R_BFzEheP5NkvX3	Layoff, I have bills to pay	Minority	Low income
R_dC9u3Y1VJ30R41+	It would make me stop taking Bart everyday to work. It wouldn't be worth it. The crime. How dirty it is. The frequent cancellations. The massive amount of delays. Keep raising prices and with no fixes to anything and why take Bart anymore? Actually enforce ticket skipping to keep on budget!	Minority	Low income
R_3vQRBLkQ1s/rRP	It would make it difficult for me to afford Bart.	Minority	Low income
R_2Bhc03pNQ0C6aou	The threshold for Clipper START is ridiculously low and I don't qualify.	Minority	Not low income
R_01STNSDxcMrdM1	Public transportation is expensive as is. Base funds instead	Minority	Not low income
R_280WPHUjBccR081	Improve bathroom service (why is it always shut in Balboa & Milpitas) -Add more line on weekends so less delay in Milpitas to SF. -Add more lines available on weekends. -Add more BART police - ton of smoking weed on BART always. Make sure security camera is working	Minority	Not low income
R_3qMm14/N3Lhm2	How can u increase fares when riders can't even depend on the service as it is now?	Minority	Not low income
R_2fgwaZ8BG4W1E8D	The fare increase would mean paying more money to get to work. I live in San Leandro and work in SF. I depend heavily on public transit as I don't have my own vehicle. I am paying close to over 300 dollars a month as it is for transportation I am NOT in a rush to pay more!	Minority	Not low income
R_31RvYt0VBvG3VY	More money from my wallet.	Minority	Not low income
R_1DMX3RSBP6yQ1u	I am an actual paying rider. As such any increase greatly impacts my finances since I don't drive. If you multiply (for example by \$0.10 each fare one way), that is an annual increase of \$72.00 per year. If my cost is bigger, naturally my yearly expenses are higher. It's frustrating because I actually pay and date jumpers get to ride for free with NO consequences.	Minority	Not low income
R_ONh0etjOC8mZDYR	We take BART almost every day (translated)	Minority	Low income
R_2jv/RRM8ugdKU	Yes why is so important to keep going up on the fare when you are not providing safety for your bart passengers and making sure bart is clean. Raising the fare is going help you if you really wanted to raise the fare then why don't you put it toward passengers and clean trains and safe. Because right now a lot of passengers can't feel safe. Also making sure your trains are working and on time and stop taking trains out of services is critical times.	Minority	Low income
R_3d90At2g0XV3Z	police and agents should enforce the fare. I see 2-3 fare jumpers every time I exit the station.	Minority	Low income
R_1j0yctrcM5G119S	I would prefer the one increase for next year so people like myself be more prepared for the increase.	Minority	Low income
R_3LXK82wF41u0de	Considering we don't get reimbursed for delays and cancellations, you should decrease the price.	Minority	Low income
R_26vymAWUR4ccb	Bart needs to handle their internal logistical issues before considering raising the price of fare.	Minority	Low income
R_11ic0mDay0LU8	Everything is very expensive (translated)	Minority	Low income
R_1ES0xgBlYMv1Z	If the fare increases - this will only further demotivation of actually paying for tickets. I see a lot of people hopping over the BART booths. Cost of providing BART service? ITS 100% ELECTRIC - OVER 97% of that power comes from low carbon sources. Also, many BART employees are unfriendly, impatient, and spend loads of time on their cellphones. How about actually hiring people with humor and integrity, and developing a real BART culture? Actually none in on BART safety and monitoring please. I can't even believe some of the things I see on the BART train - it's absolutely sad, confusing, and scary. Why would you increase the fee for those that actually pay for this? To pay for a new train and watch it get filled with urine and trash? Furthermore, if there is going to be a proposal made like this, tell us what the money is going towards...	Minority	Low income
R_22mm4PQ60U0wvv	It's already to much go take a bart to SF to Pleasanton every Day.	Minority	Low income
R_2DMfw6SfGEAR9D9	Economic crisis, no money	Minority	Low income
R_1or8QDYCKu/Cp	People are already struggling. I seriously doubt Bart is struggling as much as the people who use Bart everyday to get to and from work.	Minority	Low income
R_2x/vTUUW5p0RG	It's going to impact people who are low on income.	Minority	Low income

R_3dRoL3PXmdgRyd	Fares are already too much. Increasing them will just make the BART more inaccessible.	Minority	Low income
R_3g1KPSwbu3rtSG1	I am single mother + have 3 children	Minority	Low income
R_AvMj25ckpAbczHr	My salary has not increased, plus I pay for parking at the station Monday through Friday. My transportation budget is \$300.00 per month. (translated)	Minority	Low income
R_216gv9umA1NCNUJ	I live on a limited income for a family of 4. I am the sole provider. Any little increase in anything affects me and my family. Therefore, I oppose the fare hike.	Minority	Low income
R_sl1WUR8CRUj4P	I can not afford it. I am disabled.	Minority	Low income
R_9Le32vX93MB2th	We already pay too much in fares for lowly services.	Minority	Not low income
R_3Kx022esg0tBst	The rapid inflation is already affecting Bay Area citizens to get around. Unless that small increase is going to improve the speed of BART trains or improve the cleanliness of BART trains or stations, I will strongly oppose this fare increase.	Minority	Not low income
R_3exMpcisvWjVeQ	Not only is it unfair considering the quality of services we receive now which is considerably lacking even with the extra staffing you've recently hired in all departments you are still missing the mark!!!! The trains are filthy police presence is sparse response time is horrible the crisis team is ineffective and scared to do the job and walk past anyone who looks non responsive or who can mumble the words I'm fine and clearly they are not the police usually stand in one spot ask themselves for no more than two stops then disembark without having roamed the trains for disturbances it's a disgraceful mess 100%	Minority	Not low income
R_2QDLoDcGz0XRjGr	Instead of keep raising fare on those actually paying BART should do better on catching fare evaders. Why should I end up on the list of revenue?	Minority	Not low income
R_4zcxRcF1S9AZHj3	Give people good reason to take public transport over driving our own vehicles, and obviously this is not the answer, fare increase but quality of service and experience does not.	Minority	Not low income
R_3QXhB0jvvjVASH	They raise the price of everything except salaries (translated)	Minority	Not low income
R_1gvgv0ek2caJwT	the bart service already overpriced, bart did not provide good service.	Minority	Not low income
R_3B13XB4EeTLB9f	Strongly oppose increase.	Minority	Not low income
R_2TnPhnc0VEPhH	If there were proper security and station agents I would approve the increase.	Minority	Not low income
R_1vVyzHJaaiaePAR	I have not seen any improvements to the quality and safety of service that Bart provides since 2004. The only upgrade I've noticed in my 13+ plus years of riding Bart is the new train cars, but those are just gimmicky, flashy, cosmetic illusions to fool the mass public into thinking you are actually doing something. Honestly, the quality and service has only been on a decline. So I am strongly opposing this proposal as I have yet to experience better service.	Minority	Not low income
R_3r3d0E0ZQSDN8Zx	How can you increase fares and still providing the same level of service. Work on improving crowded trains, cleanliness, commute times, delays, etc.	Minority	Not low income
R_3KtawP9x1QaNo	Given the several issues BART has had while increasing the fares, I do not believe or have been shown an improvement in quality of the service that would justify increasing the fares.	Minority	Not low income
R_2Bx102ENf7e0h	Bart is already expensive.	Minority	Not low income
R_24hT0xZPFQSEes	Bart has not proved to me that their services are worth an increase to their fares. There are constant delays every day for mechanical issues. I get things happen, but for us to have to pay for your mistakes is ridiculous. If anything the fares should be reduced.	Minority	Not low income
R_2R2FjF55z80at	Cost of living it up, not make alot money	Minority	Not low income
R_3nxN0m5mgM5AW	Budget wise it would hurt	Minority	Not low income
R_1efcsNoaBLNoNL	A large burden	Minority	Not low income
R_03rJuvmo0tzgZ	Too expensive for Bart riders	Minority	Not low income
R_3MRBPjw7UEViaz	Too expensive & inaccessible to general public as a result of inflation.	Minority	Not low income
R_249ecD2RY6HycQf	The fare is very expensive already and it really hurts the commuter. It just drives more commuters to drive instead of taking BART.	Minority	Not low income

R_31bWxXW0mNI068f	I think BART already is charging us too much to ride, I also would like to say that we feel unsafe riding BART. There are also too many homeless people on BART. I don't think you guys are doing enough to protect your riders. I think if you keep raising the prices on BART people will just start driving to work.	Minority	Not low income
R_3hnmHKA9nhsdnG7	BART is already expensive for low-income people, I do not support continued fare increases that are not equitable for low-income riders.	Minority	Not low income
R_3g08zonH0my1w	a fare increase would discourage riders from taking BART, meaning less frequency and even less revenue for a higher price per person	Minority	Not low income
R_3QJWflog2xR9ia	A fare increase hurts folks who make too much to qualify for the START program but not enough to living comfortably in the Bay Area and a fare increase would only exacerbate the problem.	Minority	Not low income
R_1krPHUjfrH0Q	I use BART frequently I'm paying for daily trips from Oakland to San Jose. It's a daily, monthly, yearly expense considering 🙄 I don't make the cost of living. An increase would push further away economically.	Minority	Not low income
R_2zByjmfYAU2v0cQ	Trying to survive is hard enough with 5 months to feed, please do not raise fare. Also, please reduce fare instead.	Minority	Not low income
R_3iCABuAAHbwJ0Q	Our income is not keeping up with inflation. It is getting harder and harder to afford to commute into San Francisco. The other issue is the value for my money. I pay good money everyday to ride BART only to see people jumping gates, homeless sleeping all over the trains, escalators not working, these are just a few issues.	Minority	Not low income
R_AgoNbsCB1X9yUwK	Lost my job and will not be able to afford when job hunting.	Minority	Not low income
R_PUJ0049Hfa8g1	It would impact mine and a lot of peoples wallets.	Minority	Not low income
R_20YHv1NKNY3e50h	It is already very expensive to travel to the SFO city from Milpitas costing me \$16.00 for a round trip. Increasing it further makes it more unsustainable.	Minority	Not low income
R_3NDowvDVT57A5D	It already takes \$30 a day to get to and from work.	Minority	Not low income
R_1f1m630wd9E4Mz5	I will stop using BART and drive instead. Right now the price I pay for gas is about the same as BART.	Minority	Not low income
R_2392Ww4ntwclWf	I take public transport on my commute to work everyday and can barely afford to continuously pay the fee.	Minority	Not low income
R_28M5HwV37XysZ	I commute from Antioch to Lake Merritt its \$12 round trip. Which is already \$300 a month. This is already the same amount as gas for my car. It would be no reason / benefit for me to take BART to work 4 days a week.	Minority	Not low income
R_2BZ5HTpC07B8i	I am an unpaid intern student and use BART everyday. Even small increase of the fare impacts my life.	Minority	Not low income
R_40NneLSLrojt	BART is getting too expensive and nothing is being fix all ways delay and cancell I would if take BART any more if I have to pay more for parking and fare.	Minority	Not low income
R_2HGmf6KwD100	already paying too much for commute each day.	Minority	Not low income
R_18Hm77VJfjxbF	I'm not going to support fare increases if nothing actually ever gets improved.	Minority	Unknown
R_BJ2K7ke6aB9H2Kd	People are strugglin. The fares are already too high.	Minority	Unknown
R_3NPw292CL26lpL	Yes, especially because I'm a person with a low income (translated)	Minority	Unknown
R_278sBPUVn030Hx	BART is already expensive. The trains are dirty. There is no security. The people that work in the booths just allow anyone to jump over rails to get in for free. The BART ride itself isn't safe.	Minority	Not low income
R_3f9RlxRR7Mk3fp	I feel like BART is unreliable and you can't count on it to get to your destination on time. There's constant delays, overcrowded trains during these times, dirty trains. I feel if these weren't issues then I wouldn't mind. Are we supposed to take a subway only from just to be on time?	Minority	Low income
R_2wVYUJRPJ05KB	My family's combine salary didn't double like amount we spend on the basic needs such as the rent or groceries due to inflation. Small change goes a long way and makes a big dent to the customers' pocket.	Minority	Low income

R_Yeh8wt15Y75TV	I take Bart from South Hayward to Tibbitts Mission and the fare is mind boggling already high, especially due to having unreliable transportation. Trains are canceled too often, which add more time to my commute. I arrive late both ways. I don't feel safe on Bart. I've had too many close interactions with people going through a mental episode and people facing housing insecurity. An increase for the same service and delays would make me just drive because at least I would feel safe and it would be more reliable. I would consider taking Caltrain as well. When there was no transit bay commute available I took Caltrain and enjoy my experience there.	Minority	Low income
R_eg2waZZjQm6V	We pay a lot of money as it is to commute to work and try to help out the environment only to be faced with increased prices and unsafe/unreliable environments.	Minority	Low income
R_3MscM0mDgyrbtHw	For those who rely on BART everyday the small charge would add up significantly in a year.	Minority	Low income
R_zuye07YYHa9msA	BART should explore other revenue sources other than increasing user fares (e.g. Expand advertising on cars and in stations, allow retail food vendors on/around stations...)	Minority	Not low income
R_3HIG6Urh5SVr0d6M	The train's schedule is already truncated so a fare increase would be insult to injury. Along with others, would and should be most aggrieved by your fiscal irresponsibility and now ask passengers to make up for it. When the time was great and all time ridership was high, what did you do with all the revenue? You received federal funding during the pandemic and now you want to reduce trains, shut off service to some areas and increase fares? How is a working person supposed to feel if even public transportation is fiscally impossible?	Minority	Not low income
R_0nFGdnHrjH6f	I need to go in office a lot, if I spend 5% more, and if I go in 5 days a week for 1 year, each trip is 12 dollars back and forth, it will be 3360\$, and 5% more would be additional 168\$. The cost of living in California is high enough, I don't even have enough money to buy a house, everything is increasing in cost, how about petition to decrease our life cost? How about stop using tax money on useless stuff? If I have 0.01% of tax money, do you know how much my life would change? Do you know how many 0.01% of the tax money are just used on useless stuff? Brain is a good thing to have, please use it.	Minority	Not low income
R_3HUV87vQFnyAR	I already pay \$800 a month to park and take BART to work. Increasing the cost even more would be an economic hardship.	Minority	Not low income
R_1G4tK0FI2RYP	I pay to ride Bart a minimum of 3 days a week, twice a day for the past 8+ years. Penalizing your honest riders who actually pay while not citing fare evaders is completely backwards.	Minority	Not low income
R_3ofr2NfMKNncGj	Fare increases may discourage me from riding.	Minority	Unknown
R_5mAwmwB0L685r	Bart raising its fares will put the squeeze on lower income working class people like me.	Minority	Not low income
R_3JUNF5RW6a9xA/A	Inflation is already limiting the available spending for essential goods for most families. Bart has had a few increases with little to show. Getting to and from work or school should not be taking food away from our tables.	Minority	Not low income
R_2kU80zL8Kmicw	This will be very difficult for me because I a single mom already paying a lot when I can see people ok I paying their fare and not one saying anything even though there's Bart agent in there is not fear that we are we paying more.	Minority	Low income
R_1rL5Yha8eRy6aSW	Unless you plan on making these trains cleaner, making the trains smell less awful, AND add some concession stands next to your stations, I don't want to pay a dime more. Why is it that El Cerrito del Norte is one of the only places that sells food and drink? Millbrae, Berryessa, and Dublin for example don't have anyone selling anything. This is awful! On the matter of the trains themselves, once again, they smell awful. Also maybe add some wifi on there. When I go through some of the tunnels, I lose cell phone signal.	Minority	Not low income
R_2pH Wnc4gGacm3	A ballot initiative gave Bart more money on top of what it received from the federal government. Cut down your internal costs (ie overtime, bloated salaries of upper management) first before charging customers.	Minority	Not low income
R_3oLVPY8RPayXDDU	Cost more money for less than optimal service.	Minority	Not low income

	I'm paying for monthly parking and travel to and from SF.		
R_A1MjN47EBiaQZ	If BART has low ridership, there will always be a problem. Reduce fares and more people will ride BART.	Minority	Not low income
R_UhgAh08j83AQZ	I will have a harder time paying for the fare. It is already hard enough to not be able to afford a car in the Bay Area. Public transit should be low cost. Higher fares make public transit less accessible to everyone of all socioeconomic statuses.	Minority	Not low income
R_vZ8b3sWwMw0ZB	I'm strongly opposed to the fare increase, I'm low income and I don't feel it's fair for me to pay every time I ride BART where a lots of commuters get in free by cheating. I believe you should add bars around all entrances so nobody can jump in or go behind another paid patron.	Minority	Not low income
R_1BR21H2lv4VSL7	I STRONGLY oppose the fare increases. These increases are going to turn away the few loyal customers BART still has and I will be looking for other ways to commute. The increases will also probably deter those already not riding. Why hasn't BART offered incentives like lower fares occasionally to gain some goodwill and encourage new riders? Also, can BART read the room? With prices going up and a potential recession looming, you really want to move forward with increasing fares? And with the very competent Inspector General leaving EARLIER than she planned, this very month that BART has the gall to push this survey out (and she's not made it a secret why she's leaving), what has BART done to earn our trust that they're going to use the funds in a responsible way? With BART's actions showing they don't support an independent office to oversee its spending and to monitor for fraud, waste, and abuse, why should I support a fare increase? BART doesn't even focus on the real TRANSPORTATION issues that matter to us riders: safety, reliability and cleanliness. Control the fare evasion and make us feel safe on the trains with more police presence. Instead, the focus, staff, time and resources is directed on less important, non-transportation issues. So again, why should I support an increase that goes nowhere productive??? And why is BART still hiring employees if they're in such financial crisis? Even private sector has limited their hiring and let employees go? What is BART doing to cut spending and limit their resources internally because we haven't heard anything about that. And, is BART management/board even going to consider our feedback or is this just a waste of my time?	Minority	Unknown

R_2at5yd4HrXoRt7	<p>Personally, I think fare increases would only discourage people from using the BART. Based on personal experience, recent and general news, the BART does not have a good reputation.</p> <p>The Cons weigh far more than the Pros. To elaborate on the cons, there are a lot of homeless people who jump on, scaring regular normal customers. While not as common, but becoming more and more frequent, a recent shooting has occurred causing injuries to a passenger. As a regular rider, that makes me feel terrified. To give some background, I am a 22 year old female attending university at San Francisco. I ride 4x a week from the Dublin/Pleasanton station to Powell St. Every time I ride, I feel scared that I might be the next victim getting hurt from any type of attack, mugged, or approached by a crazy person.</p> <p>Furthermore, BART has been in service for decades but there has been little to no improvement in the service. Specifically, the trains are often dirty and gross, bumpy, loud, and slow. To have an increase in the fare is an eye-roll to the customers, because the only thing that I have seen what the money is used on is on lazy BART employees who watch crazy people hop over gates but do nothing about it, and useless BART police patrols.</p> <p>I would only feel more discouraged to ride the BART with the fare increases. Instead of increasing the fares on normal people who actually work hard to pay, tax money should be used efficiently to support the quality and safety of the service we get on BART. Please stop adding additional pay and wasting tax money on useless things. We all know that an increase in fare is not for the people, but for those who have power to use this as a chance to earn more money for themselves in the name of better service.</p>	Minority	Low income
R_30XM6HdIaY4XN	<p>For the cost of fare that we pay already, the trains and conditions of stations are abysmal. Crimes are rampant. Increasing fares also impacts middle class families that depend on low fares for their commute when inflation is high and wages are not increasing. Instead of increasing fares let the bart executives take a pay cut instead.</p>	Minority	Not low income
R_1QPeQbZa5tD0	<p>There should be more proactive steps taken to try to decrease fare evasion. As a 5 day a week commuter, who pays for fare, it is frustrating to see the amount of people who simply jump over the fare entrance, and nothing is done about it. The amount of homeless people/drug users who ride the trains for free, is also another issue. Often times they take up a whole row of seats during high commute hours. Often they are visibly high on drugs or openly using drugs. These issues could be prevented if there serious measures taken to halt fare evasion and making the entrances less easy to jump over.</p>	Minority	Not low income
R_1jKZAKSLqWYVo	<p>Trying to justify increasing fare by stating it's "less-than-inflation" is completely missing the point of why public transit exists as a service for the people. When inflation occurs, people depend/rely on lower cost transit. Increasing the price would restrict the labor- and workforce-based economy.</p>	Minority	Not low income
R_y09Z3VoK4ouE17	<p>I do not think that fare increases will increase overall revenue of Bart. If Bart continues to increase, I would stop using Bart and feel many would be inclined to do the same. I feel with what I am paying right now, I do not get the service that I deserve. Dirty and smelly trains that feel unsafe. Not just trains with deferred maintenance but the stations as well. I am over paying.</p>	Minority	Not low income
R_1mkJXuTtH kab0	<p>My salary does not increase so where do I take this increase from? And with the level of current service, I don't think it's fair.</p>	Minority	Not low income
R_3PWZow7Xl3c6sv7	<p>If you actually did a fare pass system that's more comprehensive and equally democratizing like NYC's subway (which is far better than BART)—such as having a one day pass or a one month pass, etc, you might actually get more ridership. The reason people don't want to take Bart is because it's too expensive for what it is so you're losing ridership and the fare hike is not going to help. Trust me on this. You are hurting the people who live farther away because they cannot live in the city. Why do you keep doing this??</p>	Minority	Low income
R_ApoOo/a8LN8prH	<p>Bart is already expensive and the bart carts really dirty.</p>	Minority	Low income
R_31u0R0Vx20Q8an	<p>too many expenses</p>	Minority	Low income

R_1jWWf5wUjauN	It's too much. I don't make much money.	Minority	Low income
R_3M7f52oA1Gd5mN	My fat isn't getting raised with inflation so the cost rise will impact me financially. I need to use Bart to get to work.	Minority	Low income
R_2b7B5kW9CnCNyE	I'm riding on a reduced fare, so any increase impacts me. Also, what exactly am I paying for when your trains are constantly riddled with code friends, homeless & criminals who clearly aren't paying at all?	Minority	Low income
R_wNWXvJH46RUL7		Minority	Not low income
R_1gh0r9V6vY6ZZ7	The service of BART is becoming more expensive, but we don't see the service becoming better.	Minority	Not low income
R_8v80H4XDY6xLWV	Bart trains and stations are not well maintained. The workers are all cranky. Nothing is pleasant about the riding experience including the chaos, the filth, and the fact we keep paying more and more on tax payer bonds for what??? It's been 20 years of significant increases in budget the system has just gotten worse.	Minority	Not low income
R_10Q4s4W9Nj4Ux	Too expensive to ride considering all the dangers and delays. Increasing fares doesn't make sense unless serious issues of safety, cleanliness, and efficiency are addressed.	Minority	Not low income
R_12f5686jph2fy	I make \$80k a year and after taxes it leaves my family with enough to eat and pay home. The worst part of this is everyday I see people jumping the gates at 16th street Bart when I exit and enter, you need more monitors on trains in the city ticketing and fine people. Or on the platforms!	Minority	Not low income
R_3kgNQc4jG86FA3M	I am a regular BART rider and continue to be frustrated by the amount of fare evaders that I see on a daily basis. I understand BART has a budget deficit, and surveys indicate ridership is declining. I am curious, how is the number of ridership assessed? The trains seem pretty crowded on my regular routes, but the number of people that are not paying seems to have increased. Perhaps ridership is the same, but the data may be skewed because the actual ticket machines are not recording the evaders. Given the nonchalant attitude towards these fare evaders by BART employees, there seems to be no incentive to stop them from this deviant behavior. On more than one occasion at the San Leandro BART station that I frequent, I see the same person walk through the turnstiles and even sometimes nod to the BART employee without paying, almost mocking them. On another occasion at the Powell Station, I saw a group of four well dressed individuals that commented how easy it is to just walk through the turnstiles so there is no need to pay. I have confronted at least three people for evading the fares because I am annoyed by this behavior. But what use is it as a regular civilian when BART employees do not do seem to care about the missing revenue either? It is really unfortunate that the solution then seems to increase the fares for people that are already paying their share. Please do not schedule yet another fare increase on those of us that already pay. I predict you're just going to incentive more people to not pay by raising prices, especially when it's become a common practice to be able to ride for free and face no consequences.	Minority	Not low income
R_10TS8TfLWjIrog	Inflation is high, yes. But wages have not caught up. Increasing the fare is the financial equivalent of making taxes more regressive for daily commuters.	Minority	Not low income
R_3R4mv2UqzPflH5R	I'm worried about how this would impact low income communities who rely on public transit and public infrastructures to survive.	Minority	Not low income
R_2XAV4z67AQOYio	We're getting very little to no "inflation" increase in our pay but you don't hesitate to raise rates over and over for the working class. No wonder people are jumping over the turnstiles or leaving the Bay Area. Let's not forget your suggestion to raise parking rates. It never ends.	Minority	Not low income
R_1jWGFjCWQ1bmiMn	I would not be able to afford it. Coming from Antioch taking Bart is equivalent to the cost of gas. If the price goes up I would have start driving.	Minority	Not low income
R_3e2B3R8GuaHfP	I ride to Bart every single day to commute to work and the rising cost of it keeps me barely breaking even every month. Plus half the time the gates don't even work especially when I have a bike to try to help lower my commute time. Bart is already the most expensive public transit and I would love to see a more baseline price for all destinations or round trips instead.	Minority	Not low income

R_dpK8HVx/LWID9	This increase is financially damaging to me and greatly affects my family. I pay too much just to just BART. And the parking fee is very expensive. Life is very hard here. (translated)	Minority	Not low income
R_KGvX3DOZG/ZC6sYV	I travel from Hayward and I think it's expensive already.	Minority	Not low income
R_0kAUS0YvzuDDY4V	Won't be able to afford taking Bart.	Minority	Not low income
R_1rHM1r8hQhncdy	This would greatly impact me because of my limited income. I take Bart Monday through Friday to San Francisco for work. I don't see the benefit in fare increases when bart is so poorly managed now.	Minority	Not low income
R_9MNiZgUYVcxWlyp	I work a lot for little so a fare increase would mess up my rent.	Minority	Unknown
R_10r6RjDe9sNol	Increase fare not smart move if you want more riders.	Minority	Low income
R_3saIVUDrCwll7A	Salary not increasing to keep up with inflation, so this would result in loss of savings. Also, if Bart were safer to use and didn't break down all the time, there would be a stronger case for increasing fares.	Minority	Not low income
R_3H1SHpCdxrHegmw	I take BART daily from the City to Pleasant Hill for work. I take the first Antioch train from Civic Center and share the train with those who are indigent and skip paying. I have a problem having fare increases but little or nothing done to a large number who skip paying.	Minority	Not low income
R_1eRfWePBIVgQYNF	With the fare increase it would negatively impact ridership. The trade off of taking Bart and the price does not make any sense.	Minority	Not low income
R_2yaJ9TRR2QXgls	The cost of my required commute is a driving factor in my considering a different job. On top of fare increases, BART is considering cancelling Richmond service, which is what I use daily. Also, North Berkeley BART has paid parking, adding to commute costs - and the existing parking at that station is going away. Between lack of parking, parking costs, and BART fare increases, I don't know how I'll continue to get to/from work in a timely, cost-effective manner that doesn't further impact the environment. My pay increases are always below the cost of inflation if any increase at all.	Minority	Unknown
R_RD2UVR8XNp6zR	BART has consistently increased fares, yet the service has not been significantly improved. Trains are often delayed, while some services are halted altogether. Trains and stations are often very dirty, and fare evasion is still a huge problem for which we, as paying customers, are being penalized. In short, I am paying for others to ride for free. Understandably, the BART system has suffered financial loss due to low ridership resultant of the pandemic. Yet, it seems that the proposed increase in BART fares is not to fund projects or better the system, but rather, to try to recoup lost revenue. Further, inflation has hit everyone, in all areas of our lives. Even though I received a cost of living increase last year, the increase in inflation far exceeds any additional income that I have received. This fare increase is on top of the existing daily parking fee, a BART fare increase is too much.	Minority	Unknown
R_2BoTgoxvHPXLt6	I don't see the reason for the fare to increase. It should be decrease. Cause a lot of people still go in without paying it is unfair to all individuals who pay their fare. Plus bart has always some issues like being delayed all the time it's been like this for ages no matter how much they raise the fare it's never fix. Bart should do better. Not in increasing the price.	Minority	Low income
R_3QXlo3Q7qw70oa	High commodity price	Minority	Low income
R_2PnN5wYfPw6aoV	Your services aren't even improving. There's not enough BART trains running from 7 to 11:30 am to Antioch both on weekdays and weekends.	Minority	Low income
R_3L7SSQ81uofKEg	Everything is going up.	Minority	Low income
R_3MDuRHYoo85gi	Although 15 cents may be subtle to the daily commuter or a visitor to the SF Bay Area, a regular user of the BART system as well as to/from terminal stations like SFO/Richmond/Berkeley would rather choose alternative modes of transportation with the fare increase. University students would be particularly impacted, as they tend to rely on BART for visiting friends, landmark buildings and local parks, as well as to explore the greater Bay Area beyond the campus cities.	Minority	Low income
R_2afWwglYRRYlah	high costs of living in the bay area, inflation, recession, everything.	Minority	Low income
R_3c228QKva6/QZVr	I'm at the mercy of BART. I don't have another option. For all the other riders who started driving during the pandemic and haven't returned, I believe increased fares would keep them in their cars. I enjoy less crowded trains, but I would prefer that more people use BART instead of adding to the environmental damage of individual cars.	Minority	Low income

R_3MufDhD2HkK46	Yes, I depend on Bart for transportation	Minority	Low income
R_29adNkegym8R0IC	I have not received COLA since 2019 and am struggling to pay rent, utility bills and food.	Minority	Low income
R_2D0e9weqj/R2DQ2	These fare increase would highly affect me as I Bart to the end of the line for work and already can't afford the \$22/day service. Bart is not reliable, there are constant delays with little to no explanation as to why. Train operators are constantly giving pointless announcements that they themselves don't know what's going on, constant announcements from Bart operation control center that they don't know what's going on either. Don't think there should be a fare increase for something that's no reliable and provides no compensation.	Minority	Low income
R_BrcRsb5Dw5zr0h4	As a student its already a lot for me to travel back and forth around \$9 everyday plus taking Tri Delta buses to get to bart.	Minority	Low income
R_1GDRCCQwDX/NDV9	As a student, traveling between the East bay and SF everyday is already expensive. An increase in fare would make it even less accessible and hurt more impoverished BART riders.	Minority	Low income
R_3BbWz1NGzUzaw	The cost of fare is already an exorbitant amount for me, as I can barely afford it. Were bart to increase its prices, I could not justify its use. I think bart should lower its prices, then more people would be willing to use it. This is a transportation system that is supposed to serve us, the people that use it. Bart's high prices do the opposite, it takes too much money from us, and barely runs on time. There is no justification of a price raise.	Minority	Low income
R_3oYo1Wxzt9WDFhg	I can barely afford bart prices as it is. Increasing prices for bart would push me to just drive instead.	Minority	Low income
R_2BmVnuEcyfWt6N	Its to high for some of us that are struggling to pay rent & bills	Minority	Low income
R_3fovxCH10rs5rx	No	Minority	Not low income
R_1Bk0lyYyoxnq	Bart is already very expensive compared to similar public transit options throughout the country. And it goes to less places. If you want us to pay more, improve the service and built out the lines to model NY or Chicago.	Minority	Not low income
R_3G32Xs61eag1eW	I pay my fare every ride, as I see people jumping the turnstiles daily, and homeless and mentally ill on trains sleeping, smoking and trashing. Is the fare increase going to help that?	Minority	Not low income
R_1lgVbdYDag_Yst3	I know BART is struggling but fares are reasonably priced and any increase will be detrimental to lower income riders.	Minority	Not low income
R_27fD4b6ef8nlnfy	this is just contributing to inflation	Minority	Not low income
R_3weNS9o8VmmiC9	The way things are looking with everything going up and gas prices the way they are it's tough!	Minority	Not low income
R_3egn56cbQM0Glv	The cost of living in the Bay Area has increased pre and post pandemic, and people need relief not another increase to daily expenses.	Minority	Not low income
R_3nf5w1wM6WU0LQ	Inflation is already hitting us with prices for everything. Bart is already expensive.	Minority	Not low income
R_3sv9ce49Wyt0z1	Can't afford the fare increase.	Minority	Not low income
R_6G2DeVAQmvt63pD	I would rather drive at that point because it would be very costly.	Minority	Not low income
R_3MuQ0Qa669e4w0B	As a commuter whom uses bart daily, a fare increase will be too much to justify. The current cost of BART is already too high, considering BART would rather spend money on fare checkers (a lose-lose idea) and cops that won't blink an eye at hurting someone (ie Oscar Grant). Stop funding BART police and abolish it, which will free up funds for improvements.	Minority	Not low income
R_2CQ7xy927w5B43X	I can barely afford BART as it is	Minority	Not low income
R_3MLuGp048ck82zy	I take bart 3-6 day a week and I struggle a lot. Increase bart is going to be harder for family with low income.	Minority	Not low income

R_3kXMo67AaOMbmJ	<p>Current fares are high as they are. Plus you have agents that refuse to even take down complaints or reports of elevators out of service, but they can sit in booths & chat w/ people on their phones.</p> <p>Bart police seem more focused on whether owners of parked cars that get broken into in garages are current passengers instead of addressing the crime committed.</p> <p>They allow strange people to hover near cars w/ recently broken windows & drive right by.</p> <p>So why are we expected to pay more for such "service"?</p>	Minority	Unknown
R_2vczHob1UVZ11sI	I don't like any fare increase at all. I understand why but not fair for the low income people.	Minority	Unknown
R_31aG0Pn9HeuCG	Everything is expensive and salaries don't always increase. It would make it a little hard for me. I'm a single parent with 3 kids.	Minority	Low income
R_1PZFdGOBHXVAiN	The lack of safety, lack of cleanliness, frequent delays, and the service being unreliable? This fare increase is not fair.	Minority	Not low income
R_1ayG03R3QH5Afe	This would negatively impact my budget.	Minority	Not low income
R_13QzYf1OUX9zZ	Financially impact, since I take Bart roundtrips + parking fee daily. You could revise the salary increased yearly, but if on-hold, instead of increasing the fare!!!	Minority	Low income
R_cNR8PSy6R67Ph	BART has become more unreliable and unsafe. I support an increase if BART trains are on time, not canceled, safer and more reliable.	Minority	Not low income
R_0cNRUHQ8mEzZaT	All you do is increase cost with no proportionate improvements ever. Fares are CONSTANTLY going up while this provides zero benefit to the average rider. Stations are filthy, trains are unreliable and/or late, and weekend service is terrible. Until you actually improve something I will never support a fare increase.	Minority	Not low income
R_211BR0uBWUR885	Very expensive fare already. Lots of people are jumping gate!	Minority	Not low income
R_2CP6xns6UNzUo	BART service is already overpriced, unreliable, dirty, and marginally unsafe. Besides being a slap in the face to increase fares, you'll just alienate more riders who will switch to other transportation, leaving even fewer to actually pay their fares. You can get way more than 5.5% back by entering fare evasion. I assure you far more than 1 in 20 people aren't paying, based on behavior I witness every day.	Minority	Not low income
R_2vdXZk05dXvaBC	These proposed fares would make me want to drive more.	Minority	Not low income
R_1U1Yz31A3HbZ6	Already paying too much.	Minority	Not low income
R_2YVIB8fNTm0kyA	Everything is high cost of life is too expensive and my salary is the same.	Minority	Not low income
R_32xAT1TTF409	Bart too expensive.	Minority	Unknown
R_5HCvJ57p0a06fT	This proposal is misaligned with the purpose of public transportation and is insulting to the public. Average, middle class people throughout the Bay Area have suffered through historic inflation on food, energy, and other essentials, and have not received wage increases to match. Meanwhile, BART service degraded through the pandemic, with numerous safety, operational, and maintenance issues such as cable failures, substation fires, crime, and train cancellations. I routinely see fare evasion, drug use, and have been harassed on trains and in stations. Just because BART is entitled to increase fares by 11% doesn't mean it should. BART needs to refocus as a transportation service, giving us reliable and safe public transit, NOT an overpriced middle class homeless shelter.	Minority	Not low income
R_210pcns55n4RW	Service & cleanliness are the top 2 priorities in any business. BART hasn't had any improvement since last time fare increase. I definitely DO NOT want any fare increase!	Minority	Not low income
R_0c0vNAP5eRzQ1e9	You charge enough already. Stop being so darn greedy. How about keeping the train schedule on time?	Minority	Not low income
R_Az0RanOU9TY2p7	I don't make that much money (work at a nonprofit health center) and cost of rent and food is already too expensive. An increase in BART fare will impact me negatively as I won't be able to afford it. Additionally, cost keeps raising but I notice very little difference in BART service and safety.	Minority	Not low income

R_2YA0Ej1w0ZSMaG	It would push me to use my car for even more journeys. BART is already not competitive with driving for group trips, especially since there are hardly any discounts for transfers to other transit systems. BART needs to get real and stop wasting its revenue trying to be a social services agency.	Minority	Not low income.
R_3ca7dPF44K4hwI	I am a Bart passenger and the fares have already increased since covid. I understand you lost ridership but you're getting that back. What's going on with the funding that you received from all the years prior to covid? It seems like every day now there's something wrong with the tracks. Is the funds being mismanaged? Because Bart used to be packed to the brim with 10 cars pre-covid. Where is all of the money?	Minority	Unknown
R_REQYYPuQa2A1j8B	No way I would take Bart as much if prices go up anymore	Minority	Low income
R_2CkavK4SRmC4Ajy	UNFORTUNATELY, with the current state of the economy, we need price incentive vs. price increase.	Minority	Not low income.
R_3F3QNWcGwVLK7I	With so many people evading fares I think it's wrong to try to go up on prices that you haven't actually tried to take from people that don't pay in the first place.	Minority	Not low income
R_1d0hHWj7Swea3E	I can afford it, but it would make me not want to take BART. I already try to take MUNI or Caltrain if I can help it. You want to increase ridership? Clean up BART! Get people to pay! I see people jump the turnstiles at Embarcadero, Powell, and in the East Bay.	Minority	Not low income
R_3M4Iw6bUrh0Xwb	Your infrastructure is horrible and these fare increases won't improve service or quality. At this point, I will just go back to commuting- it is shorter door to door than taking BART at this point.	Minority	Not low income
R_1DN6NGfawS7AKS	I have limited budget for transportation. I would have to seek alternative options. It makes it difficult to pay for my education costs.	Minority	Not low income.
R_2zhK0emlRymTVo	You need to renegotiate your union contracts to lower your costs. The higher you raise your fares the more I will drive my car. The trains are filthy and your untrained employees that only sit in the front car allow the train to go past the station before it stops!	Minority	Not low income.
R_1QRyTzi7C7USB	It is bad policy to give "some" people free/low cost and charge the rest of us higher fees. Are we in China or US? Why am I being ask to subsidize other people with my hard earned money? And secondly why do BART workers keep getting abnormally large raises every few years which is absolutely disgusting given what they do and are qualified for. This is a socialist disaster.	Minority	Not low income
R_1GJNEA0ZS8eV5r	Bart is very expensive now. I ride 3 days a week and always face safety issues, delays, and broken escalators/elevator.	Minority	Not low income.
R_vUhrVHSf8wLKjjs	Service is bad, always delay, not deserve to increase in the fare.	Minority	Not low income.
R_vCVK5Mf60TV28h	Bart is too unreliable. And when it is on time 9/10 times there are homeless people taking over part of the train. I have never been a drug user, however, thanks to BART I am sure I have inhaled second hand meth/cocaine more times that I can count. Clean it up. No one will want to pay more unless upgrades are made.	Minority	Not low income.
R_1Gv0LPRzQJVytN	For the service Bart gives and all those fare evaders you don't catch everyday, why should you have to pay more.	Minority	Not low income.
R_10Anp2x08zkQat5	The crazy pay and benefits is what is destroying the system at BART. The trains are filthy and unsafe as well as unreliable. The cost is already to high anyway.	Minority	Not low income.
R_zrc3gDNvfnQCUR	You're already overcharging for poorly provided services!	Minority	Not low income.
R_AD40jHRPjwmND4i	Would increasing make more sense to drive. Driving would cost less, and be more reliable.	Minority	Not low income.
R_116kPN9eKy0f0OM	I already am a borderline low income and I pay \$18.30 on bart per day this will impact even more as I work in SF.	Minority	Not low income.
R_1N0s3jVAwXR0Mw	Already paying a lot from Pittsburg to Embarcadero 5 days a week round trip. I see a lot of people evading paying a both stations. You should do something about that instead. Barely see police or the ones who check fare checkers. While in San Francisco I visit several satations if I see police once a week that is very rare.	Minority	Not low income.
R_cjg9WfDQ0U7YGC	Eliminate parking fare or leave it at \$1 per day, if you want increase.	Minority	Not low income.
R_cjg9WfDQ0U7YGC	The fare increase would hurt my cost of living. Already not enough to support myself	Minority	Not low income.

R_17NVma5yevxGeZ	Bart is a full on mess. Our stations are dirty and look a horrible. Even when you get new equipment it ends up look dirty and horrible. All you do is pay your self. The system was broken long before your fare increase. If the fare rises I will drive.	Minority	Not low income
R_270eRVzadD2GvD	Bart is my transportation 5 days a week. With the current fare service on BART, a fare increase is not a good time.	Minority	Not low income
R_21Moa3GsMeb0L	I already paid \$10 a day 5 days a week, plus daily Bart Parking and trains are late most of the time, always homeless, drug addicts, trains are dirty, no police around. I doesn't feel safe to ride Bart. Bart needs to first provide a better service and demonstrate its worthy of price increases.	Minority	Not low income
R_30173qw5HSvS1e	I am already paying a lot. I have a lot of bills to pay. Most are basic needs. And everything is going up.	Minority	Not low income
R_Ulv5Kzeelnqz	I will get less money to put food on the table.	Minority	Not low income
R_307a5C8Hn8xK3G	The service will still remain same nothing will improve even when you increase the fares. Homeless still sleeping in Bart cart, people smoking, peeing on Bart cart no one stops their people. And yet want to increase fares. If you fares increase service should also be provided likewise.	Minority	Low income
R_8uDBrXeMsAgJD	I see people hop the bus all the time especially those that are homeless. today I was discussing with a guy as he did it for free on the 11 that he almost got A FINE FOR JUMPING THE BART AND I TOLD HIM JUST TALK TO AN ATTENDENT OR DO THEY HAVE THE SAME FAKE CAMERAS THAT WOULD MAKE PEOPLE USE THEIR BROTHERS ID LIKE SCOTT PETERSON BEWCAUSE HEW WAS GOING TO TRANSFER ON THE 20 BUS AND I ASKED HIM TOP ASK THE BUS DRIVER BEFORE HE DOES ANYTHING OR ASK PEOPLE FIPOR THEIR EXTRA TRANSFER. THEY STOLE SO MUCH THAT I COULDN'T USE MY BACK UP CARD OR GET THE DISCOUNTS AND NO ONE DOES ANYTHING ABOUT CLIPPER AND THE MAIL IOR PEOPLE REDUTING AND USING MY STAMPS OR LIVE AC TRANSIT WHERE MY PASS FOR A DISCOUNTED RATE DOESNT WORK PROPERLY EVEN WITH OR WITHOUT MEDICARE SINCE IM A VICTIM OF ODENITY THEFTN I PAID FOR MY PASS ON THE 12 OR 13 OF MARCH WHY IS IT ONLY GOOD UNTIL APRIL 3RD?	Minority	Low income
R_2WGS0d8n8njgSS	Bart is shit. It's horrible. I barely want to ride it now. It's already way too expensive. I tell everyone I know NOT to ride it.	Minority	Not low income
R_2fBw1HmxNfLW2b	You must fixed safety onboard the trains, at the stations, the service is horrible, delays, cancellations, lack of announcements, your agents/staff are horrible, customer service is pathetic!! You have audacity to even consider a fare increase with the pathetic and unacceptable service!!! Look at your internal cost!!! Cut back on the top salaries, reduce your overhead cost by eliminating the many top salaries, use that money to cover the major improvements that are beyond necessary and with the surplus you can cover the rest!!!	Minority	Not low income
R_US3CzbnPNz7ID	No one is making 11.4% more next year. Why should riders pay for your mismanagement?	Minority	Not low income
R_3fBvsaQ0os8D0	How dare you even think about fares for increase, your service it's below standards!! The trains are unsafe, the entire system is worse than a third world Country!! You should go and ride the BTS system in Bangkok!! That's a great, safe, affordable and efficient system. You need to fix the safety, be on time, ride new and friendly staff, learn to communicate with the riders about delays or situations onboard the trains!! If you need more budget look internally!!! Cut back the overpaid executives!! Eliminate the over staff, especially on the executive team!!	Minority	Not low income
R_3oGwQAVyfabgr	I'm a regular Bart user. I believe these services should be more affordable so that more and more people could start using it, and hence would end up bringing me revenue. If fares are increased, some users will be discouraged and may choose to use other convenient forms of transport, eg personal cars. Thus Bart may lose more revenue. In the process of increasing the fares.	Minority	Not low income
R_1nc4PDMjHQzKLV	I'm a daily BART commuter. The fare increase would affect me twice a day, and those charges would add up over the course of the year. I already use a pretax transportation funds taken from my paycheck, and I'm already maxed out on those.	Minority	Not low income

R_2y28eGvClnHm06	The Bart fare is already high as it. I'm paying about \$12 a day to deal with frequent delays, dirty trains, smokers, (Unknowns), and the potential harassment from them. (or at the very least, threats of it daily). I'm already considering driving as the bridge toll is cheaper. The commute is now less stressful due to less drivers. Overall, not a lot of value Bart provides unless you're not privileged enough to buy a car.	Minority	Not low income
R_0h4blw75o7ja2Ma	It's going to cost me more money to travel to work and the train system is never on time. It takes over an hour to get into San Francisco from the East Bay so much for rapid transit.	Minority	Unknown
R_2qjPKfScm0XyFz	The current fare is justified.	Minority	Low income
R_XlNBjY0d2PRuZ	I don't make a lot of money and with parking a fare increased it will impact me greatly	Minority	Not low income
R_3oCEV7Mwtsu8f	I already struggle with the cost of my daily commute. Plus, the parking. I feel like I should feel safer and know my car won't be broken into with the amount I pay daily.	Minority	Not low income
R_3xWIK0QEtzVla	WHAT ARE WE PAYING FOR NOW-WITH CANCELLED/LATE TRAINS?!	Minority	Low income
R_27CpRVEHDDWk	Salaries are not good the increase is too high	Minority	Low income
R_1oAOjv5Fm0Csn	It just would be too expensive considering there would be little to no actual improvements of service (there would still be delayed trains, people doing drugs on trains, etc)	Minority	Low income
R_4tZ9UJfNkbwag	I have Bart to work everyday and work at a contract position so I don't get commuter benefits so this would be largely detrimental to me	Minority	Low income
R_21Bok9edYM1XYu	I don't make much money (translated)	Minority	Low income
R_41L4Cp0j0EeP0U	I am from the working class and under a lot of pressure. I hope that the fares won't be increased. (translated)	Minority	Low income
R_3MCg0t9PDRIM6kH	I am a student traveling from Richmond to Hayward. I am currently unemployed.	Minority	Low income
R_1g74F1BIPgUPQ6t	As it is I don't make enough to cover the fare to get to school. I'm a full time student and part time employee and the more the prices go up I won't be able to afford to go to school	Minority	Low income
R_1e19C2X0Xaxsbl	Inflation is stressful as it is. We do not need more money coming out of our pockets just to travel.	Minority	Low income
R_1N6xyK0DLXSTIN	Yes I am student and commute by Bart two times everyday. It will impact me adversely	Minority	Low income
R_1o0xN7E1SNoIvS	FIX THE CRASH	Minority	Not low income
R_1LX779M2x0KUCt	BART is already too expensive, especially for the relatively poor quality of service. You should get the funding you need from local governments and local property taxes. It is foolish to expect a public transit system to be self-sufficient, it is a public service whose value is diffused throughout the local community in many difficult to measure ways. Public services need to be paid for with public funds. Also, your flyer invites the public to come tell you what we think at scheduled events at certain BART stations. But I received the flyer during the time window listed for the March 7 event at Lake Merritt BART, and the only "event" was the person handing out the flyer, who did not invite me to discuss this with her. That is not an "event," by any stretch.	Minority	Not low income
R_1GUCBEEEM4MDV	Poverty recession	Minority	Not low income
R_2n0H27h0RRf09	I see users evade fares on a daily basis while I pay — what will the money go towards?	Minority	Not low income
R_CARIEZP8w7IG6t	I do not support a rate increase because I do not want to put undue burden on people. I believe the BART and other public transit options are any component in fight climate change and therefore propose a progressive tax on in gas refineries throughout the state to raise the necessary funds for capital improvements and significant reductions in fares. In particular, seniors and young people should have their fares eliminated.	Minority	Not low income
R_25H08T0JN1VVDs	I am low income, an increase will hurt me	Minority	Not low income

R_1H11H8AY6CJ6B	A fare increase is ridiculous! Unless the funds will be used to add additional trains and increase the frequency during 7am-6am, then it makes no sense. The service lags, there are constant delays and overcrowding, often time having to wait 15-20 minutes for a train to appear and the service keeps getting worse and worse. You make the NYC TRANSIT system look like a dream!	Unknown	Not low income
R_1Qhg6e5xVF7eK	You would have less upkeep/cleaning of the cars if you would enforce fare on the cars like Caltrain. Take those fees to help your projects	Unknown	Not low income
R_1HbMBARJ3B6c4B	Will use bart fees	Unknown	Not low income
R_8B01HNIBs3P1V2	Why are you increasing the fare when we see people take bart for free (not paying for their shares)	Unknown	Unknown
R_1jVxGG7L8YW4Cv	Too expensive	Unknown	Low income
R_1yQBBrueObM2ZPH	I pay to ride Bart 5-7 days a week for the past 5+ years. Nobody wants an increase, but seems backwards to increase fares on paying riders when there's no enforcement for the fare evaders	Unknown	Not low income
R_2c2yLzU68dix26i	increased fare will decrease ridership	Unknown	Unknown
R_2TolX0PIN9ay8A	Financial hardship	Unknown	Low income
R_2Z9BAtdG2Yig1	Bart services has decreased the train are always running late or overpacked. There is always someone begging or sleeping on the train.	Unknown	Not low income
R_1hx3.oxagD31DU	Even more reason to find a remote job	Unknown	Not low income
R_3H2Y7LuatjU8KE	Increasing fares will negatively impact the poor. Also, I rely on public transit to get around and can see every day that it is already quite underutilized. Increasing fares will make the underutilization worse. Please fund the cost of transit through taxes to solve both the affordability problem and to encourage usage	Unknown	Unknown
R_1FF108Mhndy8AV	I use the BART everyday to head to work from Fremont to Powell station. Fare increases would be deleterious to my ability to maintain consistent payments for rent and basic necessities	Unknown	Unknown
R_1U4kFRDwUUM6	We already pay taxes for it. To take the bus and bart, and muni, I spend about \$15/day to and from work. That's already too much. Plus, the lack of trains to the east bay in the evening combined with the lack of trains after midnight. Why would I pay more for something that I already hate paying for? If it's increased, it won't save me any money or time.	Unknown	Unknown
R_3LQ8WDoCU45y1	Increase in transportation budget	Unknown	Unknown
R_3H15hMkuZefbo	What's the point trains are delayed and breaking down everyday. We just had an increase of July 2022. B car trains to sf are you serious from Antioch 3.55 just to park it's filthy. I'd just drive I'm not paying for bart and gas for a car	Unknown	Not low income
R_0ib5c8wtzjQ69z	I think this a horrible idea. Trains are never on time and always cancelled. There's barely any form for security to stop smokers/users on trains. In addition, you have shorten amount of cars available; therefore, forcing us to be in confined space with these people engaging in these bad activities. I don't not see the point for increasing prices given that your not performing at your best capacity currently. Unless these areas improve, then I don't think any further discussions of price increases should be entertained.	Unknown	Not low income
R_1xXUzxBm1e1BT	I wouldn't mind the fare increases if BART were safer to ride. I take Bart every day to and from work and every day there is some sort of trouble on Bart. I saw the safety ambassadors once when they first rolled out the program. I haven't seen them since. Bart police are a joke. I rarely see them either.	Unknown	Unknown
R_3hfdqmL5le2b5Dz	BART has received a lot of money in bonds and via increased fares over the past few years. However, rather than focusing on fixing the system so that it is operationally sound and does not face extreme delays on a regular basis, BART spends its money on things like building fancy station entrances that have nothing to do with providing reliable transportation. Until BART demonstrates it can manage its money more effectively, I cannot support increased fares.	Unknown	Not low income
R_3L0et3xe4Vx0d5	The Bart is already expensive and you deliberately shorten the number of cars to justify this. This seems very unreasonable and unrealistic to even suggest this.	Unknown	Not low income

R_1hG6ndurXig4k9c	Stop letting people hop over the gates & ride for free & maybe you wouldn't feel the need to increase fares for hard-working people	Unknown	Not low income
R_1HuBTN2hfQuDPI	Another fare increase would actually make it cheaper for me to drive to work than take public transit. BART continues to offer discounts for programs that most riders do not qualify for. BART fare increases will cause me to seek alternative transportation and abandon this unsafe and overpriced option. Ferry does not raise fares as much as BART does and neither does Muni.	Unknown	Unknown
R_3PH5Cba5UDBhR	Y'all keep raising fares...but bart is dirty stinks and always homeless people sleeping on trains during peak hours.	Unknown	Low income
R_3icuLlG5uwNMW6L	It would make basics like getting to work harder without providing increased quality to the service.	Unknown	Not low income
R_3MaPCNoapLZgRW	I'm old and my pension is very low (translated)	Unknown	Unknown
R_1j7B8M4aa8MMFA	At this point, it costs almost as much to take part as it does to drive in and park. Another fare increase is going to decrease your ridership instead of supporting your expenditures. The fact of the matter is that BART has the highest paid transit workers in America and they continually hold the Bay Area hostage to get more pay increases. That is your challenge. Your other challenge is safety. As I saw the word about your survey, the next announcement was about protecting your phones. Bart needs to include more police officers, and lose the community people because having a bunch of overweight, out of shape, old people to "help protect us" was useless and completely unhelpful.	Unknown	Not low income
R_1hcG60UzRH9Ur	The proposed fare increases are based on bad math. BART's cost/benefit analysis assumes that BART will be able to collect the fares in the first place. The proportion of fare evasion has increased exponentially since 2018 despite BART's claim that fare evasion constitutes only 5% of the ridership. Even BART police officers and fare inspectors that I speak to in the field admit that more than 25% of all riders do NOT pay the fares. Any serious study would reflect that higher fares correlate with increased levels of fare evasion. This is a vicious cycle that will not stop until BART management understands how to change the culture of fare enforcement.	Unknown	Unknown
R_1dXVVLx17c68KB	Bart is already too expensive. I already take Uber when I should be taking Bart because the money difference is too small and the value of door to door service is better. Maybe find a way to run trains past 12:30 (ridiculously early) on weekends. More people would take Bart because they'd have a way to get out of the city after going out. You also have more space for advertising. I'd be shocked if you couldn't find places to cut costs.	Unknown	Unknown
R_1dXVVLx17c68KB	But better to increase fares than increase taxes.	Unknown	Unknown
R_1dY1sQ7ineQ2ZX	Bart's fees are expensive already, and the proposed increase will disproportionately harm the people who rely on Bart the most. My family strongly opposes this fare increase.	Unknown	Not low income
R_3M3yKX/LVSp6frc	I have been Bart patron for the past 11 years and there have been several fare increases. Each time there is a fare increase, there are promises made that the money will go towards making Bart a safe, clean, and reliable service. To this date, Bart remains unsafe with the homeless problem, fare evasion, etc. Also, the trains are trashed for the afternoon/evening commute. Additionally, the only thing that is reliable is that there will be delays. As such, I oppose the high fare increase.	Unknown	Unknown
R_1lgQ9avpuZ91vqy	It's another expense that's hard to keep up with.	Unknown	Unknown
R_3LaOo1nMc8nHS8G	Take it out of your already \$1 million dollar pension fund.	Unknown	Unknown
R_1dpu5w6maV5a,n	Why don't you ask the people who don't pay and give them a ticket? and want us to pay for fare increase? your bart company is losing money is all because you let people to go into the gate for free. I don't see bart gives people safe service.	Unknown	Low income
R_2wGZ5jHE3LXWQ	BART fares are already among the highest on a per-mile basis of any rapid transit line in the country, perhaps the world. This would further discourage me from using BART for shorter trips.	Unknown	Low income

R_ZC3sGVL39VfXg	BART is not providing the services they should. It is about on time and being safe/reliable. These days, I cannot rely on BART. You have all sort of homeless people, drug addicts, mentally challenged people sleeping on BART. Increasing the fares just mean BART employees make more money and provide the same poor service. Everything is expensive, I did not get a raise this year. Why should BART? Why should BART employees? I won't be that easy to let BART increase fares that easily.	Unknown	Not low income
R_D7a2U8ICV2H6Z	You're supposed to be a low cost solution and this is a big increase targeted at regular users. I think it's disturbing that you are taking advantage of regular users in a horrible economy.	Unknown	Not low income
R_25Rk3RlX1X5Fs	You deliberately shorten the carts to try to justify this, this is money grabbing behavior that I think so disturbing especially during this climate.	Unknown	Not low income
R_2aahnh4IzkQeA8J	Bart is slow, dangerous, and you have deliberately shorten the cart enough to try to justify this. This is really poor behavior to take advantage of regular commuters in this terrible economy.	Unknown	Not low income
R_UAwkV5INTNN65E1	You are going to raise fares for a subpar service. One cannot ride the train without smelling human urine, feces and marijuana. Yet I have yet to see a police officer - yes a police officer who has the authority to enforce laws - on board one of the trains.	Unknown	Not low income
R_UkXJdRFDASjUt	Raising the fare for people that actually pay is wrong. Bart needs to enforce the fare and Bart Police should make the stations more safe. Lots of people either jump the toll booths or go straight through the emergency exit right in front of workers occupying the information kiosk. It is a slap in the face to the people who follow the rules.	Unknown	Not low income
R_ZQops9Bj0cWeMB	Yes Bart is already expensive and unreliable. Fare increases is completely unreasonable.	Unknown	Not low income
R_WcaY5CkHJQ5it	It's unfair that certain people get discounts based in being low-income. BART fares should be affordable to everybody.	Unknown	Unknown
R_omWtZBnooDweo	Bart can address inflation by enforcing all those I see jumping the turnstiles on a daily basis. If BART was safer and cleaner, I would consider increased cost. However, it's unimaginable to pay more for a service that is consistently dirty, unsafe, and filled with individuals who don't pay to be on the train. They ruin it for everyone who does oh to be on the train.	Unknown	Unknown
R_ajpv12e9mXAopn3	You fixed all your problems with fare increases. How about more security, free parking, cleaner cars and better support. on top of this increase you always increase parking as well so is not just a 5.5% for someone like me that come from Antioch this can be more like \$2-\$3 if not more.	Unknown	Unknown
R_1NQgnMr6jUcAto	we use it everyday it is expensive	Unknown	Low income
R_3is3urV22BhNoUA	prefer more trains	Unknown	Unknown
R_2PaGRIv6RGYvPxW	The current service offered (cleanliness, safety, timeliness) does not warrant a fare increase.	White/non-minority	Not low income
R_2tu0XHU2WndwCA	You're already the most expensive public transit in the country, and your lack of reliability doesn't make me want to give you any more money than I already do.	White/non-minority	Not low income
R_2Ht73abK6NvU7	Your service is horrible. No ontime service when it is Not raining. Trains are filthy. Unruly passengers plus the homeless. Safety does not exist. I have seen numerous guns being flung around.	White/non-minority	Not low income
R_XQVjmkMLZ66VJpX	When I exit BART I am often one of the few people paying. If you collected fares from everyone, eliminated the station agents who ignore patrons, get the policemen out of their cars and into the stations and onto the trains you might just earn enough to keep BART operating at it's current level, which face it is bottom of a very filthy, poorly maintained parrot that breaks down and goes off schedule daily. Driving with bridge toll, gas and parking is becoming competitive given quality of service, safety and comfort issues.	White/non-minority	Not low income

R_3ma5nt7315dnkZs	I watch multiple people at both the stop I enter and exit the BART system jump the fare gates without paying every single day. Frequently directly in front of the station agents and police, who offer up absolutely no response. Yet BART wants to price gouge the people who actually pay? That's cute.	White/non-minority	Not low income
R_vkuaVpXU8zCGVwx	BART has already lost most of its value. Trains are dirty. Stations and parking lots are dirty. Parking lots are high crime. The number of canceled and late trains make BART unreliable. Trains are filled with homeless, people using drugs or under the influence.	White/non-minority	Not low income
R_3n5aE4e16o12M	With the rise in food, not sure how I will survive if the fares also increased.	White/non-minority	Not low income
R_BFOIG00c1G2vv	People jump the turnstiles on BART all the time, if you want to increase the price of fares, you likely aren't going to get more money, it's just going to be more frustrating for people who actually take it and abide by laws on a daily basis. If you want to actually increase revenue, renovate the turnstiles or increase enforcement for people who jump over them. I strongly oppose the increase in fares because of this.	White/non-minority	Not low income
R_4I2EvmR8labUf6	More expensive fare for the same gross train cars. Pass.	White/non-minority	Not low income
R_2fDUgalaQVZ3oJ	Fare increases should not be taken lightly. That cost adds up over time. Every time bart gets more expensive, it becomes more appealing and more cost effective to drive or to take the trans bay bus, both of which provide more comfort and do not subject me to the homelessness, crime, unexplained delays, and other unpleasantness of bart.	White/non-minority	Not low income
R_3ha73RZ140E3oU	BART service has only gotten less and less reliable, you already don't provide value for the fares paid. Increasing those fares is unconscionable and is only going to drive away the diminished amount of riders who have come back since 2020.	White/non-minority	Not low income
R_3QDdYeKfFvNVH5X	It's not fair to increase the bart fare. Why should I pay more if the seats are not clean or sanitized. BART should be safe to commute to San Francisco for work. Ryan Stearns	White/non-minority	Low income
R_2mK0gVn9Nm1Zbn7	BART needs to stop wasting money and start running clean, safe trains on time before asking for more money.	White/non-minority	Not low income
R_1f0xasrshs2XHG6	A fare increase is a reward for crappy service. Increase safety and then seek a fare increase.	White/non-minority	Not low income
R_8CCTrcnWuLY1z3	For people who don't qualify for any of the discount programs, but are struggling financially and an increase to fares, even if they seem small, can impact people.	White/non-minority	Low income
R_2QPIaewGU8r5Voh	This would negatively impact me	White/non-minority	Low income
R_BGlaTSG-H0obnGh	This would make continuing to afford riding Bart impossible.	White/non-minority	Low income
R_1mDhijXvZ8MKlg	You're got to be kidding that you want to make up lost revenue due to COVID on the back of the consumer in the future.	White/non-minority	Not low income
R_s6kWX35X0CyhmBX	With inflation and prices for food, transportation should be helped by taxes.	White/non-minority	Not low income
R_1PpxvkvWlgbDjm1	Why should I pay more when BART lets everyone just walk or jump through without paying? If I'm being forced to pay more when most people ride free. When you make everyone pay, then you can raise the prices.	White/non-minority	Not low income
R_2QMcISv6l7Bao4	The BART public transit should be an operation that is funded by the state and city to encourage all people to ride and reduce emissions and traffic congestion, not an operation that tries to stay "profitable". We've all seen how that has worked with the US postal service and it has been very detrimental. Public services should be free to the public.	White/non-minority	Not low income
R_1okavW02waM6R21	Don't do it until you clean up the homeless problem. The Bart nickname should be bay area homeless express or bay area homeless shuttles	White/non-minority	Not low income
R_3PGB31cUC6gr9ic	Bart is already quite expensive considering the quality of the service. It is unreliable, dangerous in the evenings, and pretty dirty. It is also frustrating that so many people evade the fare payment, so the people who are honest get punished by having to deal with fare increases to support the service.	White/non-minority	Not low income

R_3HFDJCL3hy57An	Transit is already very expensive. I believe BART should pursue other opportunities to offset the impacts of inflation rather than increasing fares. As a transit planner, I understand the importance of fares, but think it is important to maintain mobility access for everyone who uses BART.	White/non-minority	Not low income
R_1IHQEEFD1voGX5e	This is criminal to the working class. The working class will not over this and put BART in danger.	White/non-minority	Not low income
R_287oHeHjAMATeuj	They won't impact me, but they'll impact the people who can't afford to live in sf/oakland and have to commute from far for work.	White/non-minority	Not low income
R_1UVDPMKBSKR1EGs	It isn't fair to charge more to the people that are actually paying for BART and the lower income people that rely on BART for their commute. Instead BART should start cracking down on fullstie jumping. It's happening at a higher rate than I've ever seen it in my 20 years of ridership.	White/non-minority	Not low income
R_0110JDSFEKcaEi	For a metro, Bart has ridiculously expensive fares. I understand pre-covid it was a huge source of funding, but its actually driving people away from using it.	White/non-minority	Not low income
R_1im4ERaQZ03d3m	The prices are too high for those of us already. We the people that use Bart are working minimum wage jobs while you people are making 6 digit salaries.	White/non-minority	Not low income
R_a2YVYw56uL3EhH	I would take the car instead.	White/non-minority	Not low income
R_1JVERTnujwGSxy	I use Bart daily and it is already too expensive especially given how unreliable it is. If it gets any more expensive driving will be cheaper and more convenient.	White/non-minority	Not low income
R_5SGTmb5BCF04p	I live off El Cerrito Norte and the cost round trip to SF is getting to a level I might start looking my car.	White/non-minority	Not low income
R_2H0agNDPteP191r	I commute from Berkeley to sf for work multiple times a week. The BART fare is already a significant amount of what I make in an hour. I can't afford for it to increase anymore.	White/non-minority	Not low income
R_2v19MBavhNMM1Zb	BART is already very pricey and I drive and take a MUNI connection so it isn't even a direct route. I would consider not using it if there was another increase.	White/non-minority	Not low income
R_0DQ26Zj080D21f	I already think Bart is too expensive. I think it should be subsidized to be even cheaper than it is now, not more expensive. We need people to be taking public transit.	White/non-minority	Unknown
R_2c14mV25kxk2Bo	It is currently cheaper to drive across the bay bridge than to take Bart round trip between Oakland and SF - this really incentivizes single occupancy vehicles. Bart is no where near as crowded as in prior years, which is nice, but why raise prices when ridership is low. Regionally there should be incentives to keep Bart affordable.	White/non-minority	Not low income
R_27HqZag1HNreD	BART just increased fares and there has been no improvement to service reliability or frequency. More importantly, there has been no increase to safety on BART trains. I watched 3 BART officers stand around and chat chat while a man grabbed women at the Lake Merritt station. I reported the event using the BART app, and I was told that I needed to file a report for an internal investigation -- as opposed to BART sending people to stop the man, who got on a train and left the station.	White/non-minority	Not low income
R_24Mx0wzwt6icU5H	It would cost me more and get me less. You'll also get more people hopping the fare gates if you do this.	White/non-minority	Not low income
R_1f1MLKGLt1CoRTJ	Bart is already expensive for those of us not in a high income bracket. Increasing fares increases that burden.	White/non-minority	Not low income
R_2ypRGme9au7D5vX	Let's be honest, BART is full of crackheads and homeless people. One, it's not safe and the fact that fares are getting higher it's ridiculous. Public transportation like that should be almost free. I take bart 3 times a week an increase would be bad.	White/non-minority	Low income
R_3v7vD9R5GcQK2K	Wages are stagnant, people have long term disabilities from Covid. Covid is still circulating. You can save money by not filling stations with armed BART police. Fares should be free.	White/non-minority	Low income
R_2THpBHRyrlW11i	BART feels unsafe at any price.	White/non-minority	Not low income
R_1UAv9Kruetfajli	I'm a public employee and am not getting a raise at my job bc of inflation. Bart already bragged to voters in the last failed bond measure that it has among the highest cost recovery from riders in the country. Screwing riders will just reduce ridership. It won't build the political will to solve barts long term infrastructure or operational needs.	White/non-minority	Not low income
R_1Nvix23au70MvL	Public transit should be funded by taxpayer money, free to use, reliable and empowering to people with impaired transport abilities.	White/non-minority	Not low income

R_3NPVHJGfUavvNB	Bart is already too expensive.	White/non-minority	Not low income
R_2vIRSAPEvUBTRDB	It would mean those who jump turnstiles would only be stealing more from me. You want me to give more to thieves?	White/non-minority	Not low income
R_1gvWICWYU9S9W	Why should paying customers cover the lost revenue by the MANY riders who enter BART without paying? BART needs to first staff properly to ensure riders pay to use the service before asking riders to make up for this lost revenue. (NOT with larger gates that don't function, NOT with city police, but with BART personnel who have authority to stop people who try to enter without paying, and are trained and managed to actually DO their job.	White/non-minority	Low income
R_3noUWcWBeAHkTg	I'm a single mom with two kids and low income/ this would prevent my family from taking BART.	White/non-minority	Low income
R_25rwr7nooYCS15	Bart fare structure is regressive.	White/non-minority	Not low income
R_1JkKLoQoqKgtXLh	I'm a visitor, and the fares here are outrageous. Getting from the farthest non-railroad station to the airport station in Seattle costs less than half of going from the airport "one stop". Raising fares is a less stable way of raising funds for capital projects than going to the voters with a minimal tax increase. It worked in Seattle!	White/non-minority	Not low income
R_2oWSt1sv6VxDc	Bart is already expensive enough and the revenue that is collected could be provisioned less to Bart police and more to infrastructure. Actual commissioned studies have shown that Bart police are not effective when it comes to fare evasion so why are we pouring so much money into that??	White/non-minority	Not low income
R_2X4Nyb95CBomaw	BART is already expensive for the very questionable service that it provides. Pushing further expenses onto the consumer will only create more disdain for this lackluster public transit system. I already spend over \$200 a month on BART, and it's not worth any more than that.	White/non-minority	Not low income
R_3d3YcQso2GWLK	Bart is already quite expensive, and does not give me a discount when I transfer from Sol Trans bus. Bart does not go to my county so I'm forced to pay for buses to get to the Bart. It is very costly. I don't understand how the fares are being spent, as many trains are canceled so the running trains tend to be packed. But the stations and the trains are filthy. The escalators and elevators are in poor repair. Where is the money going?	White/non-minority	Not low income
R_1oRVD4WfRjWyJ2	There needs to be other ways to maintain Bart. Many people are still struggling financially, folks that work minimum wage jobs and commute throughout the bay already struggle with transit costs. Even working and earning more than minimum wage last year and per pandemic, I had to jump the turn style to continue to go to work.	White/non-minority	Not low income
R_2uCCAFV2ocm93R	everyone is being squeezed - especially non-rich people like me. Surely BART can cover their losses by cutting some executive pay rather than punishing their riders.	White/non-minority	Not low income
R_2TS3oItu1IKWn6	I wouldn't be afford to go to work.	White/non-minority	Not low income
R_AndY8caB2LVeJK	I commute to work and due to my salary and gentrification/inflation it's already a huge cut/kickdown of my paycheck to commute. I don't support any fare increase, as it would add additional financial burden to my family. I would support monthly unlimited passes at a set rate, and an increase for other passes. That would be a solid compromise.	White/non-minority	Not low income
R_spN81ktdpYfLX	I commute from North Berkeley to Powell or Civic Center every day. I work at A.C.T., a nonprofit theater in San Francisco, and my commute is already very expensive (not to mention slow, often delayed, dirty, and dangerous). This increased fare would make me far less likely to use BART.	White/non-minority	Not low income
R_2e9uXUjNqRatf	It's too expensive already for unreliable service with fare collection thugs slowing down the already slow trans.	White/non-minority	Unknown
R_1NfDQy8ODL26zIC	In a City with escalating expenses, the last thing City officials should increase is public transportation. BART's fee structure should remain the same or be reduced to make it more affordable for us commoners. The 1% are not taking public transportation but the rest of us do and every penny counts.	White/non-minority	Not low income
R_A4rguTn7esQDM53	Why should I pay more than I already do when other people are still jumping fare gates and using the system for free.	White/non-minority	Not low income
R_1KkDHOoGrYeDH	Bart is already expensive.	White/non-minority	Not low income

R_2X1hcRChuXmbBF	Given the limited ridership these days, raising the fares will mostly affect those riders who either absolutely need BART to travel or those riders who are not price sensitive. This measure will do nothing to increase ridership and will probably decrease ridership.	White/non-minority	Not low income
R_0edA0IX6U6RQBN	I currently pay about \$9 roundtrip to take BART from El Cerrito Plaza to 16th Street Mission for work. That is already ludicrous, especially given the overall quality of the experience. For \$9 I should be traveling in semi-luxury, not avoiding homeless people or waiting for canceled trains. I am a big believer in public transit, and have continued to use BART even though it is less convenient for my current office. During the shelter-at-home period of the pandemic, the bulk of my savings came from simply not riding BART. I understand that my benefit from that was at BART's cost. But now that I'm back riding again, you're getting my money again. In fact, I think you should be lowering fares, significantly.	White/non-minority	Not low income
R_ekQkRUBPQaTmM5P	It's not possible to make more expensive tickets for Bart. It is already too much. And I think if you increase the fare of the Bart, it will make fewer people use Bart and more pollution by car and it's the worst thing.	White/non-minority	Low income
R_2V3AlJolwK2hz4	I'm not low enough income for discount fares but I already have a hard time affording BART five days a week for my job.	White/non-minority	Low income
R_1U76lcqzUrf49	Your estimates don't accurately reflect a 5.5% increase. A 5.5% increase for me equals more than \$0.57/day more in 2024 and again in 2025, when it's time for another increase. I don't expect these increases to allow BART to keep up with the cost of providing reliable and safe service, so it seems that I'll pay much more than these estimates in 2024 and beyond; there's nothing I can do about it. I don't expect better from BART because I know that the real drain on finances is less than stellar employees, which exceptions of course. I've resigned myself to a dirty, unsafe, and long commute. Change my mind.	White/non-minority	Not low income
R_3JY5wshyCfK8	Bart is expensive when you're on a limited budget.	White/non-minority	Not low income
R_0kIEEfmQWUZEfT	I'm a commuter and only get part of my commute reimbursed, this would mean I'd have to spend more up front and pay more overall, and I'm not getting a raise any time soon.	White/non-minority	Not low income
R_1rAE8ucm0A0D51G	As a person without a car in this area, Public Transit costs are already a huge part of my monthly budget. My income is too high to qualify for SMART but I am not making so much that a rate increase would not affect my monthly bottom line.	White/non-minority	Not low income
R_2AY0b8fa9umV5aC	I am on a very limited income due to disability, which doesn't increase its payments to cover inflation. But neither does any pay system, so this is not just a problem for myself or others who are disabled or otherwise on a small fixed income. The majority of people who use public transportation are working class/ lower middle class and below. Many of us are unemployed and seeking work, which requires transportation that is already hard if not impossible to afford. And most of us were already struggling to make ends meet even before the recent surges of inflation. Transportation should be a right, not a privilege, and is necessary in order to get to the jobs we need to have in order to survive (and, paradoxically, to take public transportation). And while your business needs to survive too, millions of people depend on your services in order to simply keep a roof over their heads, and increasing your fares will make it that much harder for them to survive. Please reconsider doing this and look for other ways to get funding. Transportation should be a right for all, not just the privileged.	White/non-minority	Not low income
R_5B1aQnr2v6AF4V	Using Bart every day, the fare is already very high comparative to my salary. I do not qualify for SMART due to various reasons. This would put a significant dent into my wages, and cause undue burden on me and many other riders who bother to pay for using Bart, unlike the numerous people who jump and skip paying.	White/non-minority	Unknown
R_2C0x0aChby45MX	How do you raise prices at the same time ignoring those who don't pay to begin with? Why do those of us who follow the rules of Bart and pay have to make up for those you choose not to make pay due to your own incompetence as a company/ transit agency?	White/non-minority	Not low income

R_2QX8U6j5NAWVX1	There is going to come a time where the fares are simply not going to be worth the value. Currently it's \$25 to go from Concord to the SFO airport round trip. A family of four will currently spend more than \$50 to get into the city. Soon BART will be reaching that tipping point. What you're proposing is starting to inch up to that point where it's not worth it.	White/non-minority	Not low income
R_BQldm1obk9xPmN	I can barely afford my commute as it is. What's ridiculous is THE LACK OF AN AFFORDABLE MONTHLY PASS SYSTEM FOR BART like all similar networks in other cities have.	White/non-minority	Not low income.
R_2kxosmMa15jPY1	A fare increase of 5.4 percent is substantial and nearly double of the last fare increase. BART needs to control its cost more dutifully and make cuts to other less essential riding aspects or plans. BART will become much more unaffordable to low income riders like myself. Even as a disabled low income rider with a substantial fare discount these increases would make me more likely to purchase a bus pass and skip BART for cost savings or get rides from family more often to avoid the added cost and hassle. BART should consider alternatives given the extremely high inflation and job loss period we are all experiencing. Aligning with partner transit agency transfer and increasing service timeliness should be BART's top priority now that safety has been addressed.	White/non-minority	Low income
R_eG7eNkam6Yp3nj	Bart increased their rates 3-4% this year. My cost of living increase was 2%. Increasing the rates and not seeing the bart stations kept clean, people constantly jumping the turn styles, canceling trains. It is frustrating when bart raises fares higher then the normal cost of living.	White/non-minority	Not low income
R_2Csr7e9A3LIm2e	I would resent the increases for the sole fact that BART does not improve its services, esp. with regard to cleanliness and personal rider safety. Worse and worse every year, and I have ridden BART for 40 years now, not by choice but by necessity due to disability.	White/non-minority	Not low income.
R_WoYEpexUWNWSU	You have the gall to propose what would amount to roughly a \$1,000 increase in my annual commute expense for a service that so routinely fails to get me where I need to go when I need to be there despite all planning on my part (hello train canceled, goodbye on time for work) that it is a running joke with my family, friends, and peers? I don't know how you all are in your personal lives, but I tend to be willing to pay more for good service. This is requesting exactly the opposite. You're out of your minds.	White/non-minority	Not low income
R_3k8pEgZXeXWHX	I think BART administration need to focus on straightening the system out before you start charging more money for a broken system.	White/non-minority	Low income
R_3shNz7psF3Ym8e	You currently let people hop the gates in front of your fare inspectors and police. There is no safety you are providing and no great service. Get it together first then talk about increasing the fares.		
R_2Tn1VfNvk6xDiy7	Maybe stopping the fare evaders will bring in extreme funds you need.	White/non-minority	Not low income.
R_2ouUAGwUxgknju	I would like to see BART enforce current fares since it seems the rampant fare evasion is being subsidized by the few that actually pay.	White/non-minority	Not low income
R_2ouUAGwUxgknju	The fare increase would not directly impact me, as the government subsidizes my transportation, but we JUST had a fare increase a year ago, and to be honest, service has gone STEEPLY downhill. It seems like when fares increase, the service decreases. It has been abysmal lately, so to make riders pay an increase when your service is so terrible as it seems a terrible business model. I get needing money to make things better, but we gave money in the last fare increase, and things only got worse, so are we paying to make things worse?	White/non-minority	Not low income
R_ohWA6MMWjPhoWB	The trains and parking lots are unsafe. Carts are dirty. Homeless and addicts attack people. No police or community service officers. Why should your fares go up when you are Not even time. Try customer service, treating regulars with dignity. When you run bart like a real on time safe clean railway. Maybe I will change my mind. Reward those of us that continued to ride bart during the pandemic.	White/non-minority	Not low income
R_1gRQfucfympis	I wouldn't be able to afford to commute to work anymore.	White/non-minority	Not low income.
R_10AujmD0sJxZEL	Like everyone else, badly.	White/non-minority	Not low income

R_2cn44/n76lx71W	It makes living in the bay area even more difficult, and will make it more expensive for me to use BART to commute to work. I believe a fare increase, in a system that already cannot ensure safety of its passengers, will make BART even less desirable and will likely reduce ridership further.	White/non-minority	Not low income
R_2w7ynBmbZnM7mM	I commute everyday, and have already lost purchasing power due to inflation and this would impact me every single day. Please look for other funding options, BART is already heavily relying on fares.	White/non-minority	Not low income
R_1fZUEaHG75clVY	I am already paying almost \$300 a month to ride Bart and pay for parking. Stop letting people jump the fare gates instead of sticking it to your paying riders who already pay too much for filthy trains that are dangerous rolling homeless shelters and drug dens.	White/non-minority	Not low income
R_2rcXNF6Ad1IPAR	They would affect my daily commute and their the inside of the stations are still filthy	White/non-minority	Not low income
R_1QRRNfNoDuZeQM	BART is already too expensive as it is. Start enforcing fare evaders/homeless/etc. to get more revenue, and increase safety on trains. Station agents if they don't enforce fare evaders have no purpose, and can be cut to save money as well.	White/non-minority	Unknown
R_1DQXaAWdcZVw5o	BART is already far too expensive for the community who has to put up with disgusting, dirty trains, inconsistent and unreliable schedules, unsafe parking with frequent break-ins, dangerous individuals threatening the well-being of passengers and who are just trying to get to and from work. This is unprecedented and unfair towards those of us who see how worthless the system already is. I've paid my fare the entire time I've used BART (unlike 90% of the passengers who jump the gates), and have only seen a decrease in quality over the years.	White/non-minority	Not low income
R_1DAHsBVMz0A5lo1	If you could insure that I have a pleasant commute without fear of harassment, death or injury and could keep fentanyl addicts and other addicts and criminals out of the stations and trains, then hell yeah raise your rates and do something constructive with it for your rider's safety and pleasure. Just a crazy thought here. I bet this would increase your ridership, bring back your good reputation, and bring in that cash flow you miss.	White/non-minority	Not low income
R_3nDdH1whWaiAZU	The fare for Bart has continued to rise, while the service has hardly changed. You claim that the increase will assist the agency in continuing to provide reliable service, though I would hardly describe the service as reliable. Trains are often late or just flat out canceled, even occasionally missing timed transfers. I understand this can happen, but at this point has become about as reliable as the trains themselves.	White/non-minority	Not low income
R_1oAeNR9NzDcdH	You have got to be kidding about increasing prices, Bart is making so much profit and clearly not using any of that money to improve the system. Why would I want to pay more to ride a horrid, unreliable, homeless ridden train?	White/non-minority	Not low income
R_1VFN6m7vnuuAG	I would stop taking BART into work, or greatly reduce taking BART into work. I'd have even more of an incentive to stop coming into downtown SF for work. A 3.5% fare increase during a time when people are already broke is insane. Do you think rich people take BART?? Do you think the people who take BART can afford this? They're already jumping the turnstiles now, all you're doing is isolating the people who DO pay and incentivizing them to either stop paying, or stop using BART. This is one of the dumbest funding ideas ever proposed.	White/non-minority	Not low income
R_2azTAJYcUm7ZNH	This is very troubling for the hardest hit riders who are disabled and on fixed income.	White/non-minority	Low income

	<p>I don't mind so much if increases are necessary but the part of wasteful spending offsets that. People, including me, don't mind paying our fair share but watching those who don't frustrate us.</p> <p>If you did what is truly necessary, the ridership would return.</p> <p>We don't need "Crisis Intervention" people, we wouldn't need "Fare Inspectors" if you would do the most simple thing, fortify the stations.</p> <p>It is not public transportation's responsibility to take care of the drug addicts (whom you call homeless), it is your responsibility to get them off the trains so the normal working, commuting and tax paying people will not be trains.</p> <p>The system works well if you would simply do your jobs and stop trying to solve the social issues. Work policies will eventually kill the system. You are heading in the wrong direction. We are not all equal as much as we want to say so.</p>		
R_211BefXZNYs4Ytg	Change your priorities for the sake of this system and us who pay our way.	White/non-minority	Not low income
R_3RrLP2R6JawQUR	They would make it more expensive and more difficult for me to get to school and to work.	White/non-minority	Low income
R_PBNCreUK9v1u5ZD	Riding Bart is almost getting as expensive as driving to work now.	Minority	Low income
R_27DMAWUK45K15X8	Increase the fare its not that gonna effect to much for me only one thing i notice that how come that a homeless people was inside the bart some time i saw a guy without clothes . what is the security doing?	Minority	Low income
R_3JnsM90Q6yRBaXU	I'm poor no increase.	Minority	Not low income
R_1PYHPghp5rwADDv	I am currently considered low income, and I wonder what the differences would be for people who are in this lower income bracket. Also, what constitutes as low income according to BART? I'd like you to provide more information on this discounted pilot program you mentioned, as of course the fare increase would affect us in the low income bracket the most. Our ability to get to work, important commitments and services, etc.	White/non-minority	Low income
R_1QomHJvIEeQvr2	If the fare increases allow you to increase BART police presence at your parking garages specifically, but also on the system as a whole, then I would support them.	White/non-minority	Not low income
R_2dQk39q1zOnumLI	Bart has tooooooo many issues and increasing the fare is not going to solve any of the problems. Only increase the number of people hopping over the date gates and a decrease the number of people like myself who pay Bart everyday due to the cost increase with no resolution to any of the current issues.	Minority	Low income
R_pbD7TfXpApk2IP	One increase is enough.	Minority	Low income
R_DPnYYpjkvFLH3z	It would make me poorer.	Minority	Low income
R_1MS3GDkicq3p5Vv	YES, IF ONLY ALL PASSENGERS PAY THE FARE, THIS INCREASE CAN BE MINIMIZE	Minority	Not low income
R_1eDJDw7CdxIRmMo	Most I feel like Bart doesn't always feels safe and it is always very dirty. The seats/trains never seem to be cleaned. So my feelings are why charge customers more for something that doesn't improve its service.	Minority	Not low income
R_yU4qdqMIFb2BPJ	I would support this increase if BART maintained clean trains that ran on time. This is not the case. Why charge more for substandard trains and service?	Minority	Not low income
R_09WQF37smmJqMRH	It seems like a percentage-based increase would have disproportionate unreasonable effects on already ridiculous fares like San Bruno-SFO Airport. BART should look at bringing that very short trip cost down towards the already quite expensive fare for Millbrae-SFO trips.	Minority	Not low income
R_3n6N0zMTPF78c49	Bart service is currently terrible. I live a block from Bart but rarely use it to get from El Cerrito Plaza to SF due to service issues and homeless/ behavioral issued people on the train and stations rendering the ride frightening to my mother who won't take Bart for fear of violence and elder/AAPI abuse. I feel Bart is more involved in its real estate development than its ridership issues. Can't pay more for this mentality.	Minority	Not low income

R_1BvpDk8hPFTXMG	Many homeless need help and Bart charges more.	Minority	Not low income.
R_2qC1kLOk8eNMqV	My wages aren't going up so it would be harder to pay for an increased fare.	Minority	Not low income.
R_1o6WNf1tRwJExX	I would probably take Bart less or move.	Minority	Not low income.
R_0mc43gtelU1qJfj	I am a senior rider since 2019 and cannot afford any more increases.	Minority	Not low income.
R_3gXyirXvPfmnLnn	They should pay more attention to the people who do not pay for tickets and therefore it would not increase so much. (translated)	Minority	Low income.
R_2pWzrRe5Z27QCI	An increase in Bart would make it difficult for me to go back and forth from work, that's not considering other responsibilities I have. I'd support an increase if there are less drug addicts on the train & protect their passengers from assaults.	Minority	Low income.
R_508KddDzh35c80h	Costs for everything have increased so rapidly over the last few months, it would be difficult to add even more increased costs. Are there other feasible sources of funding BART can consider?	Minority	Not low income.
R_1NgAuPg94CD2NSq	I understand the notion of wanting to increase the cost of BART. However, I think it would cause a hardship. Costs are already high. With the increase of fare evaders on the rise, I don't think it is fair to have to pay for that.	Minority	Not low income.
R_30f4342DBcm7ZB	These increases wouldn't deter or decrease my BART usage because I don't have a car. Considering the state of the stations and trains, the schedules especially on weekends, the fact that I can't even eat on BART while on my way to work... an increase feels ridiculous and insulting.	Minority	Not low income.
R_2f3yOrQweseXSGD	It would tighten the budget and encourage me to find a closer job.	Minority	Not low income.
R_1rsBL1NbyjrJgu	It would really be harder on my budget.	Minority	Not low income.
R_3MfdAXRzBKVMU8G	I take Bart now because the cost is less than driving, however if Bart isn't cheaper I wouldn't take it.	Minority	Not low income.
R_3nw9MsnQAedEjKW	service is poor enough and more costly will deter more people from taking Bart.	Minority	Not low income.
R_2w4tCOTpAClxSf	Don't understand why the richest state has to nickel and dime its public transportation users in order to provide its current standard of service, I work minimum wage and bart two hours a day to go to work, lots of people in the east bay commute to make slightly more in the city and this would affect them when it shouldn't have to. But oh well.	Minority	Low income.
R_3nBNZwUQEVGcIA3	It would get more expensive to go to work.	Minority	Low income.
R_21G3AY1Z56uVzw	The impact to my budget would not be significant, but I do not agree with the increase. BART service is and infrastructure is not a reflection if it's cost.	Minority	Not low income.
R_2RQax17jp429If	They'd make me more likely to use a private car or the bus.	Minority	Not low income.
R_2wyaieZBXevTDln	Increase my commute cost(s).	Minority	Not low income.
R_0c26fMDMenyae6R	I work from home and going to the office is optional. I would simply opt to go into the office less, thus taking BART less.	Minority	Not low income.
R_2T5svKOZaXNp056	I can barely afford commuting now.	Minority	Not low income.
R_3kHE5PER3de4UQ9	Does effect my monthly budget, BART should receive public funding, even after pandemic funds end as public transit is a public utility and shouldn't need to charge high fares to stay profitable, or even need to be profitable.	Minority	Not low income.
R_294c1c1m6FUkcc	It would impact me because I would pay a higher fare but the delays by minor inconvenience is very discouraging. I waited over 40 minutes for a Bart to Richmond yesterday. The fare keeps going up but the service doesn't.	Minority	Not low income.
R_xcnpRzKV2qb5IPV	The proposed fare increases will increase my commute costs to work.	Minority	Not low income.
R_XFFGZa0Jwwb1kd	I commute further to and from work and a 11.4 increase is a lot of money. In addition, I pay parking at the station.	Minority	Not low income.
R_ZjWsgDUa43hBf	My salary doesn't increase that much.	Minority	Not low income.
R_28APj0De13VaZ1r	I feel like it's expensive enough as it is and has made me rethink taking the Bart and just driving because that is cheaper despite gas and parking costs.	Minority	Low income.
R_bfU08xj5G8AmCsN	I already think current fares are too expensive. Hard to encourage people to take public transportation when it's getting so expensive.	Minority	Not low income.

R_1rc92KUjP8V1Uf5	I load my clipper card with my employers tax benefits, so while I am not using bart as often I do use AC Transit for a majority of my local Berkeley and Oakland trips. I really only go in to the city for work or traveling to sfo. These fare rates while not THAT large won't impact me since I use Bart a few times a week. This may impact other riders who are most watchful and reserved with their clipper card funds. Even if they don't qualify for the clipper star discount	Minority	Not low income
R_22XrxRefwWDCR1B	Would make driving more attractive compared to BART.	Minority	Not low income
R_1kTt2PedTQ5ymZj	I somewhat oppose this increase because it is too much money. I get that operating cost are high, but I'm not getting a raise and I already pay over \$250.00 per month. And I don't qualify for the low-income BART rate. I always say that I work just to pay my transportation to and from work.	Minority	Not low income
R_vvQewvc4ZM62bT3	I find it hard enough to pay the existing fares especially when it's commonplace to see fare evaders hopping over the turnstiles, sometimes even in plain site of station agents and officers.	Minority	Not low income
R_1l0fDPkdqz6aI2d	The fare increase would impact the frequency that I use BART, choosing BART as my primary mode of transportation going to San Francisco, and where I socialize. Currently, I commute from Oakland into the San Francisco twice 2-3 times a week for work. Because my work is flexible, I would decrease going into the office and opt to work from home or drive in instead since the cost ends up being the same. BART would lose revenue from my parking and ride fare. When I'm in San Francisco already or take BART in for social reasons, I tend to make social plans there. The fare increase would encourage me to spend dollars more locally	Minority	Not low income
R_2aK8T p8xAj480yX	BART is already expensive for a large family.	Minority	Not low income
R_3EDLUJW9Tih3h	Less rides. More use of buses.	Minority	Low income
R_3EcZ401NPJOanHH	low income earner & daily commuter. too hard.	Minority	Low income
R_0fAgobW18ztDNjH	I'm deterred from supporting an increase because I feel as though the system's infrastructure health is poor. Where does the money go now?	Minority	Not low income
R_3l0GEd5VqGk8sPT	Public transportation should be free.	Minority	Not low income
R_3oXWwsVcS170mW3	I think one of the most salient questions on the minds of commuters with options is how much Bart costs relative to the bay bridge toll. I commute from Oakland everyday and I've talked to colleagues and many see the relative costs as too close to ditch the convenience of personal transportation. If that cost comparison were to shift further in favor of driving I think more people would stop using Bart	Minority	Not low income
R_7OMb3yUsQUWdKp	Yes this will not only impact me, this will impact many riders who does not get a raise on their salary and may even have reduced hour by their employers. Many riders are part time and may have a reduced earnings, this will be more of an hardship for them. Salaries don't get increase of 11% in general. So, it should mirror the salary increase of state or federal employee's 2022-2023 salary increase. I'm find with a balance in the middle of 2-3% would be an less of an impact to riders. Thank you	Minority	Not low income
R_3HH0XJwQzUULqJ	I'm more concerned about lower income people being able to afford the service to get to and from work. This is just another way that they're taxing working people. Instead, I'd be more in support of taxing drivers to keep them off the roads and switch to riding public transit.	Minority	Not low income
R_Zn3pyuqYKy0r2V	My daily commuting costs would go up and I have not had a wage increase in years, and the inflation has driven up my weekly food costs, utility costs, and other living costs	Minority	Not low income
R_1Qc5IEJ6EIGHVFP	Restroom dirty even cars dirty Bart always late. They should have under cover police officers.	Minority	Low income
R_2qyrbuWhlyVnP9B	It's not fare [sic] because some people will pay all the time and some keep jumping over without no pay. Now why want increase the ticket.	Minority	Low income
R_2r5kwdmH4I6HtyE	Bart is already expensive. This increase will make it even more expensive!	Minority	Low income

R_2BsahKSjntYIDTh	I'm low/fixd income right now & while I'm sure that I'll be able to pay the new fare, I'm not sure others will be able to do that too. On top of that, I know that Clipper has only started it's low income pass - Clipper Start - and the discount for low income folks is still less than what it is on other transit agencies, including CalTrain. Add to that the pandemic, the security concerns on BART, the still noticeable amount of fare evasion, and it's hard for me to say that the increase is worth it. Though I do acknowledge that the 5.5% is less than the rate of inflation, that BART has made strides in modernizing the stations & hiring other support besides BART PD, and that the 5.5% would pay for new gates & a new modern train control station, it's still steep for many low income riders. I would be more open to it though if there was a bigger discount offered on BART via Clipper Start for low income riders, that is closer to the discount for youth & senior citizens. I understand that the fare is dependent on how far the rider rides, but most low income people can't help but live on the outskirts of the Bay Area because it's the most affordable vs. in cities close to where they work. Penalizing them for riding BART more - and relying on it more - even though they have less than most of us, & have limited options to get to work, is NOT the way to go!	Minority	Low income
R_3ND3XmIgetGHUSE	It would impact me because first of all to increase fares on filthy, nasty BART trains would be ridiculous. Why would someone want to pay more to ride these filthy trains? They don't ever get cleaned and we are still seeing those old upholstery seats that are dirty, it's disgusting.	Minority	Not low income.
R_115oePysFQAbIG	I just like that Bart is already reaching its limit On the prices	Minority	Low income.
R_3hiMAcIXhncGtqPx	The economic situation is difficult and the increase would be detrimental. (translated)	Minority	Low income.
R_4TNpOdSjMRo1KIN	For disabled riders on fixed incomes an \$11 a month increase (daily riding round trip east bay/Sf could be very limiting to devastating. I ask that for disabled you take that into consideration particularly since your elevators are broken often and often cause very inconvenient adjustments. Then there is the smell of those elevators. You don't provide equal service to us so why should we equally shoulder the burden of your increase as if we were able bodied? I propose for disabled only a 3rd of that increase at best	Minority	Low income
R_a91YaNu0uXUnGAV	Not me personally, however commuting to the city if still expensive to the city and back	Minority	Low income
R_1JUtSudlpSDjIKI	I am already having to pay for a car to BART, then BART fare, then a bus, just to get to work each day. I understand that operational costs continue to climb (just like everything else, other than my income), but the quality of both BART service and BART trains seems to continue to decline. Trains are constantly late, or canceled and rescheduled, with unpredictable wait times and delays. The trains themselves are regularly filthy to the point of my not being comfortable sitting on the seats (seat cushions removed, seats smeared with human waste or unidentifiable filth, or seats covered in food waste or trash) and/or populated with people who are dirty/stinking, smoking openly, visibly doing drugs, or just generally being either a nuisance or violent and dangerous to other riders.	Minority	Low income
R_3EhEcrcdVSwDDDb	Yes, because the salary is the minimum wage (translated)	Minority	Low income
R_3fbcGSCZYrlwzyN	My employer provides funds as commuter benefits. I wish that I can use them to better support BART. However, a higher fare disincentivizes people taking the train and many chooses driving instead.	Minority	Not low income
R_3JM0K6Ep01mCL	Operating expenses for BART shouldn't be mostly funded by passenger farebox recovery - it costs so much to go from the ends of the lines (Berryessa/Millbrae) into the city currently.	Minority	Not low income.
R_1meoJFrXCABixib	Wages have not kept up with inflation. A large increase would eat into any savings I would try to create.	Minority	Not low income
R_bd6DfoM790zVmoN	yes, it's a lot for me who commutes everyday using bart train.	Minority	Not low income
R_29rDTkn6NEGjVUs	I just started commenting by Bart and the fair increases would be a lot over a month and year. Trying to balance cost with efficiency and safety	Minority	Not low income.

R_3Rk11u90Tfa7Bj	I'd rather you have the folks that use bart Actually pay instead of jumping over turnstiles, then you'd probably have even more than you would with the rate increase! Watching person after person jump the gate annoys me to no end when I am paying for your service.	Minority	Unknown
R_2YPTk7q8881cd6	Fares have continually increased while service provided has continually fallen. The increase in prices have negative impact on finance and view of BART as affordable public transportation	Minority	Not low income
R_3G6C20oVcoKuCdm	As you guys expected, almost if not all will respond hardship. But will you guys listen? Will you cut your pay, even a bit? Managers & higher positions should cut a bit pay.	Minority	Low income
R_3hbYkorAUeQ92OK	As a regular rider I regularly see instances of fare evasion (at least 1-2x per week), so this increase would probably both increase the frequency of evasion and punish the rest of us.	Minority	Not low income
R_2OUTk0DZpg9NJ9m	No point increasing fares when half of riders don't pay.	Minority	Not low income
R_s0vEUW7tdwtGoo9	On a fixed income who have to commute every day from east bay to the city to work. Not a senior and not "poor" enough to qualify for low-income benefits for transit. Fare increases will be a hardship	Minority	Not low income
R_1r3cL6QMDDWAWck	BART is already so costly to ride, and scofflaws are still dodging paying fares. I don't think it's right to ask law-abiding citizens to subsidize the cost of lost fares due to evaders.	Minority	Not low income
R_1GHcsRz11NHTIun	I would only support it if BART will be more clean and safe (more safety patrol/police, etc.).	Minority	Not low income
R_1d066vUDhn4z9v3	I don't think customers would receive a return on their investment. I believe there has been multiple bonds and measures supporting operations and capital investment projects with very little impact. I personally with the public safety issues on Bart, in stations, and around stations I don't feel safe taking Bart.	Minority	Not low income
R_3GdJp10IX2QaoN	I would no longer take BART I would find alternate transportation.	Minority	Not low income
R_1IY7498Qbr9LIP0	It becomes less and less rider friendly since I commute inter-county and my wages are depressed for multiple reasons, among them, I work at a non-profit agency and the wages are based on a 1991 formula set up by the California legislature (i.e. "Core staffing formula").	Minority	Not low income
R_3sdEVGO96cDyym7	The 5.3% increase is more than pay increase so I would be paying more to commute from my home to work in San Francisco	Minority	Not low income
R_OE8vB1Ez7SP2G8r	As a student who doesn't work, it will negatively impact me.	Minority	Low income
R_1mUXhEJf3RHInfy	Two things: 1. If you're going to increase fares you should also increase quality of service. On Monday night I saw RATS in the Lake Merritt station, right after getting my fare checked. That was a new low, but I'm constantly getting home late by half an hour or more because of BART delays. Not only am I getting harassed, I had to protect 3 OTHER girls with my baseball bat yesterday because a creepy dude wouldn't leave us alone. Yet I still saw fare inspectors at Lake Merritt yesterday as well. So you guys can check fares at midnight, but not make sure your trains are safe for women riding alone at night? I don't want to pay for a service that's filthy and dangerous, let alone unable to get me to my destination on time which is literally its SOLE PURPOSE. So if you raise fares without increasing quality of service, then my answer would move to "Strongly Oppose" very quickly. 2. BART NEEDS to implement passes. The excuse that you can't because your fare formula is distance-based is a flimsy excuse. Caltrain has always had a distance-based fare formula and offers passes because it demarcates routes into zones. It's completely ridiculous to expect people to spend over \$250 a month on their commute (assuming they take BART 5 days a week, twice a day, on a "longer" trip like in your example). And you want to increase that even further?? People are obviously going to hop because they literally can't afford to pay, even if they wanted to. We don't all make Silicon Valley tech bro money. I want to support public transit monetarily as much as the next environmentally-conscious person, but the CURRENT prices are already unaffordable for the quality of service they're offering, never mind an increase. So I don't want a fare increase unless you can either or both of these things.	Minority	Low income

R_DUzVzGpU8BDFHa1	Explain to the people what how inflation is affect the cost of Bart Transportation takes to run. Maybe post how much it cost at each station so the public has better understanding. This affect low income people more than you think. How would this increase benefit us?	Minority	Low income
R_1diVvE3DyageM8e	This would raise my expenses (translated)	Minority	Low income
R_2VzrzYLwh3WuMnk	Because I don't have a lot of money.	Unknown	Unknown
R_1r8fzM1amy0D4SA	Bart has to remain accessible to people and cheaper than driving a car if we want our society to transition to public transport for commute purposes. Many people make long-distance Bart trips every day to work. The increase in fare might make more people switch to driving instead.	Unknown	Not low income
R_2YE8Z87OZAloDh		Unknown	Unknown
R_27PWmGBjyeln2p	Depends what the money is being used for	Unknown	Not low income
R_2CNwmqB4JHeIQI	The salary isn't enough, they should be watching so people don't get in without paying (translated)	Unknown	Unknown
R_2zPlyLXXjIF4j	It would make commuting to work more expensive	Unknown	Unknown
R_24ixE8APN7VgB9L	BART has squandered our public dollars. Riding BART these days is dystopian: surly and disinterested employees, stations in perpetual disrepair, chronic train lateness and cancellation, homeless encampments, and every form of criminality practiced openly, from fare jumping to theft to literal crack smoking on trains. Its employment mismanagement is famous. BART has become a symbol of the decline of the Bay Area into disorder. Before I can support any price increase, BART needs to show that it will be a good steward of the funds.	Unknown	Not low income
R_CemPw6Du22otDR7	Its a big increase that does not seem right esp considering broader benefits of more people taking bart	Unknown	Not low income
R_1irMOQCOznmupxL	BART is expensive. Especially for those that commute. I understand inflation is causing costs to go up, but am disappointed to have to foot the bill. Costs may be going up but for many riders with jobs, paychecks aren't.	Unknown	Unknown
R_CZSSg2PVVZGSotJ	It's already really expensive (for a fairly unpleasant commuting experience). It would just make it that much harder to afford.	White/non-minority	Not low income
R_28a565OcoFuzNik	I am already paying \$8.60 round trip per day to commute. The trains and Civic Center station are filthy, the police are absent, and I already feel that BART keeps overextending to new stations without better serving the riders it currently has. Where is the accountability for the value we should be getting now?	White/non-minority	Not low income
R_29n6fcY0mvPeHSA	They would make me increasingly less likely to travel via BART due to budget constraints.	White/non-minority	Not low income
R_TSUnR3xA9IO9aIV	Quality of service needs to rise to make raise acceptable. Tired of the filth + disgusting [sic] people riding BART	White/non-minority	Not low income
R_1kLbfSVJ4ir6na	Cars still have homeless people, drugs still prevail, crime.	White/non-minority	Not low income
R_DSGL2I91urDt6x	Make my commute more expensive	White/non-minority	Not low income
R_3KUaouFVznWLEh	The fare increase plus airport surcharge makes getting to the airport excessively expensive	White/non-minority	Unknown
R_ue1N1rDgabhcGRp	It's already quite expensive.	White/non-minority	Low income
R_3QWcheMs8QFUTT	Constant increase and burden every direction one faces. One can't get water from a stone, as they say. With ridership down so much it seems like more incentive would be the way to go.	White/non-minority	Low income
R_2xd0XkMv1PXXcig	I am lucky to be supported by my employer but I know for those who have been squeezed by expenses any increase is impossible. Maybe if your trains came on time and didn't have people smoking and sleeping we could be happier with the service you provide. As it is people in east county have no other options to get into SF and are held in little regard by Bart.	White/non-minority	Not low income
R_2WD6k4YuctBzhay	This could seriously reduce my ability to rely on BART for travel.	White/non-minority	Not low income
R_3KrXCdBSWTkwKYF	Personally? It would be an increase just like everything else in the world now and make it tougher to save. I looked at not getting a car as an avenue to save. Now I will have to look for more avenues to get by. I feel for others that rely heavily on affordable transportation because the places they work are not affordable. I also rely heavily on BART	White/non-minority	Not low income

R_3dWYeNjRZPRttJC	This is fine for infrequent travelers but you really need some kind of incentive for people who commute, trans bay specifically. Like a monthly trans bay pass discount.	White/non-minority	Not low income
R_3rVDtfpbxOp0V2	For the status of bart increasing the price is kind of ridiculous. The trains are hardly on time and they aren't kept up as is.	White/non-minority	Not low income
R_1q4dhyKgc5YunhA	There are many people using the system who pay zero fare as it is. It is doubtful that raising fares would do anything to improve that and it would make riders who do pay their fare even less happy.	White/non-minority	Not low income
R_1lapKq9oFkk5uQ0	Public transit should be free to all. Pay to ride public transit functions as a regressive tax that charges the least wealthy the highest percent of their income, and raising that cost even higher, is unjust.	White/non-minority	Not low income
R_3sxQDeu3H3sUjXb	I'd be okay with an increase if Bart did a better job at keeping it safe. I constantly see ppl jump the gate, and often these same ppl harass paying Bart riders.	White/non-minority	Not low income
R_3fbVjHvtZpYhS2z	It would make it harder to convince my friends to take the train	White/non-minority	Not low income
R_dpjFLzDQrJ5d7Lz	We should be incentivizing public transit to reduce ghg emissions. Additional funding should be found outside of fare increases that is a more equitable solution. Fare increases would disproportionately affect low income folks who rely more heavily on public transit.	White/non-minority	Not low income
R_3Pc1rVC7Onk0icX	I would look for a carpool but would probably just absorb the expense. Govt and Bart need to put pressure on all employers or counties to incentive riders. Your fare increases would severely impact our people who have less money. The Bay Area is already a dichotomy of "have" and "have not". We have to really think about how to stop putting pressure on those who have less money: many who rely on Public transportation	White/non-minority	Not low income
R_OD05bqVgctnGwBb	BART is already really expensive for me. I'm a daily commuter from del Norte to 16th Street, and there's no bus service in my neighborhood on weekends so I'm usually using it on weekends too. I already give BART like \$200 a month, easily. Even a few extra dollars a day would really add up for me.	White/non-minority	Not low income
R_6DMB0dSACKncS1H	I'm a low income person that's not low income enough to be eligible for discounts. In Bay Area, living expenses are already extremely high, and cutoffs for support simply not enough. Increase in fares would be another burden on the poorest citizens who can't afford a car.	White/non-minority	Not low income
R_1FqUPyIvtxMtgz	As an actual fare paying Bart passenger who uses Bart everyday to commute, I would not appreciate these fare increases.	White/non-minority	Unknown
R_3NRtbmblo4LC5Nm	While the per trip charge doesn't sound too steep, especially for me on a Senior Clipper Card, it is more the annoyance that we, the riders who commute daily (or close to it), do not get the safety and service we should be getting. Fares have consistently gone up and service and safety have consistently gone down. I see more and more non-commuting riff raff on the trains as more and more of us are going into our workplaces regularly.	White/non-minority	Not low income
R_AuQzlpZ2N7d78uB	I can already travel, by motorcycle, to work in San Francisco from my house in Oakland for less than it takes to travel from Fruitvale to Embarcadero stations, including gas and Bay Bridge tolls. I elect to take BART for sustainability reasons, which BART is careful to publish. I would continue to take BART for these reasons, but I'd question even more why BART provides such an expensive service considering the rates charged by other mass transit systems nationwide.	White/non-minority	Not low income
R_3soa070dRyX1Jr	I think it's hard to justify making the people who actually do pay pay more fare when it seems like so many people don't pay altogether. If there was a plan to enforce fare payment with this increase I would support it, otherwise I just feel like the system will be continually lacking income from riders. Tough problem to solve but could replacing the turnstiles with harder to jump turnstiles be possible. Or a tiered fare program where lower income riders having discounts rather than simply feeling like they have to jump the turnstiles?	White/non-minority	Not low income

R_3f6cma7R1tK45PP	I would not personally be affected by the fare increases, but many folks already cannot afford the BART or find it expensive already. There would be even lower ridership with an increased fare. I would heavily support a state wide (or nearby county) tax that would go to BART. Especially if it taxes higher income households (like my own) even more.	White/non-minority	Not low income.
R_3q0tv3b3kvHht9n	Higher fares will only drive ridership even lower.	White/non-minority	Not low income.
R_1LzIn6cyRTYrqdr	It wouldn't impact me, but I believe there are a lot of people in the bay area that it would have a major impact on.	White/non-minority	Not low income.
R_xmElkU6QE6HxbyN	It will unfairly impact lower income people who need to take Bart to work.	White/non-minority	Not low income.
R_3CIVDb4J4f1b10	They would increase my cost of going to work and social activities. I am car-free and can afford it, but it will further reduce the likelihood that my friends with cars will be willing to take BART with me, or be willing to meet up via BART.	White/non-minority	Not low income.
R_UWt9g8qKobo3c0J	I wouldn't be too impacted but I think a lot of people would. I'd rather see BART do something about all the gate hoppers like give free or greater reduced tickets to youth and then for people who aren't youth make it harder for people to jump the gates.	White/non-minority	Not low income.
R_29cAg5faVDhfdDW	Even at a lower fare increase this is going to increase my monthly costs by \$80. That just feels big. \$960 for the year. Sucks even more when you watch so many people that just evade fares and us poor paying schmucks get foot their cost for BART.	White/non-minority	Not low income.
R_2UJwubsi0TZSMdc	If I'm going to continue working full time at my job which seems like it would fall under a "longer trip" this could really stack up. I understand that bart need to keep its upkeep but consequences will be seen in the near future as people struggle to pay for groceries and other necessities and turn to less than legal methods to make money.	White/non-minority	Low income.
R_2PaeLyQKFpgXlb	I understand operating costs but everyone is struggling financially due to rapid inflation and BART ridership is already down.	White/non-minority	Not low income.

Respondent ID	CPI Fare Increase Survey 2024-2025 (In-Station % Online Survey)	Minority/Non	IncomeStatus
R_ONhDqLjCx3mzDYR	We spend almost \$100 per week (translated)	Minority	Low income
R_3gDxPswbU3XTSG1	I have a Clipper card	Minority	Low income
R_1mfmsyM7v9z5fC	I had a card, but couldn't maintain it or add funds to it easily, having to go through a recertification process each time.	Minority	Low income
R_3fDQUW9Tln3n	Expand the 50% discount to students, regardless of travels (w SFSU students receive 50% fare discount only for travels to/from Daly City, which is inconvenient to many students.	Minority	Low income
R_3Ecz4U1NPQanHN	somewhat adjust to a smaller cost	Minority	Low income
R_3PWZow73isc6sv7	A lot of people are low/moderate income when it comes to the Bay Area.	Minority	Low income
R_ApoDoY8LNBpzn	Need more information on how to qualify	Minority	Low income
R_31v0B0jvX2QQRvn	It a good discount but not everybody has it	Minority	Low income
R_1rWwF5nvtJkuN	Do it for more people. I am a single mother.	Minority	Low income
R_3MIY5doA1G65mN	It should be free.	Minority	Low income
R_2bZB5kW9CnNyjB	This should've been the discounted amount in the first place, seeing as you're advertising this program for low income individuals...also, your income range is ridiculous; it should be far higher as this is the bay area (perhaps you should consult with local low income housing authorities to get a better idea of what is considered low income).	Minority	Low income
R_wUktF4Ciu3ykoZ	All public transit should be free - transit, education, basic housing, and health care are human rights	Minority	Not low income
R_0fAgobW1B8tDNjH	I believe the eligibility pay scale should be raised.	Minority	Not low income
R_3L0GE5VqGk8sPT	Should be free	Minority	Not low income
R_3oxWwsVCS17OmW3	I would also love to see discount for educators and students, perhaps at lower rates. But love the increase in accessibility	Minority	Not low income
R_7OM63yUuQIUWdKa	Please make this enrollment more convenient to riders on every bart station.	Minority	Not low income
R_3H0XJwQzUULqJ	Yes! But let's make it easy for them to apply. Providing too much documentation can be burdensome for low income people. If low income got a greater discount, I'd be willing to pay more for my ride.	Minority	Not low income
R_2n3pyu6YKyU2V	Also increase the discount for seniors and disabled passengers. And so many people ride the system and never pay for it. Every day there are people who push through the gates or hop over the gates without paying. I have seen this on a very regular basis at Civic Center, Powell Street, 16th Street, Glen Park, Balboa Park, Berkeley, and Berryessa BART Stations. I wouldn't be surprised if BART is only collecting about 50% of the fare revenues from the daily passengers. Try riding like this in Munich or Vienna. It is simply amazing.	Minority	Not low income
R_p6nEnXiqNrkAxX	Longer trips can feel unaffordable to such users with a lower than 50% discount.	Minority	Not low income
R_3vDg5TCRMosK9a	Perhaps expanding the eligibility in addition or instead of increasing the discount would be better.	Minority	Not low income
R_3lct3tP9YYSkuJ	What are the guidelines for who is low income?	Minority	Not low income
R_2r0reg8mYa05VR	Would want to make sure it's incredibly easy to sign up for with no administrative barriers	Minority	Not low income
R_wNWXvjf1a6RUL7	Allow more people to be eligible	Minority	Not low income
R_1gHD9v6dVv6ZZ7	I do believe, that I see enough people jump barriers, if you made it 70% but enforced ticket usage I think that would be okay.	Minority	Not low income
R_8v8OH4X0Y6kLWV	If the tax payers are paying this much you might as well make it free for START users.	Minority	Not low income
R_10Q4s4W9Nj2kUx	This should expand to a program that offers discounts also to middle-income families and workers who need it	Minority	Not low income

R_12fjv866thzfy	You need to bring up the threshold especially those in the bay area our poverty level isn't the same as the rest of the nation. \$80k annually after taxes for a family of 4 is nothing.	Minority	Not low income
R_3kgNQc3jG80FA3M	I applaud you for trying to offer incentive programs. Maybe make it more obvious that these programs exist? I see it on the tickers in the station, but most people ignore them.	Minority	Not low income
R_10f5831HLwJrgg	I support it, but how many people actually sign up for Clipper start? Also, there's a major cutoff cliff. Anyone making minimum wage (or slightly above) full time (40 hours a week) would not fall under the 200% poverty eligibility threshold (threshold for household of 4 is ~26, 15*40*52 = \$31,200). Anyone working multiple part time minimum/near minimum wage jobs are likely to not be eligible. The full-time minimum/near-minimum wage workers have been hit hard by inflation as well, but they would not qualify for Clipper start.	Minority	Not low income
R_3R4mvd0uPLH6R	Make public transportation free!	Minority	Not low income
R_2XIAV4z67AQOV/o	What is considered "low income"? I'm struggling with inflation, high Bay Area costs and I feel like I'm low income but I probably don't qualify.	Minority	Not low income
R_1jNtGPtWQJbmMo	I think there need to be more information for the Clipper START program, this is the first I have heard of the program.	Minority	Not low income
R_3te283RSgudHTP	I would love to see a discount for bikers (into the city as well). Or possibly educators and other staff that could benefit from commuting daily.	Minority	Not low income
R_Dpk8HVk7jLWtQ9	It should not be \$60,000, I am paid \$85,000—and that is not even enough I don't even qualify for that discount! Damn you all (translated).	Minority	Not low income
R_XGvX30QZG7CsYV	We need more discounts.	Minority	Not low income
R_lkAU50YvzDQY4V	Widen criteria for what is considered low income rider.	Minority	Not low income
R_1rPM1rr8hQHnc0y	Would love for single households making less than 60,000 to also receive the same assistance.	Minority	Not low income
R_2fe9vtaf2M5Hrg	Make it easy to use. Also consider a lower discount for people that make say less than 100k for a family of four.	Minority	Not low income
R_1tZ5kFfTe0Arjb	We should make BART fee and claw back the cost of operations with a city tax on high income residents in Bay Area.	Minority	Not low income
R_2BkUah5j9Qw9Wlg	I anticipate this program being victim to fraud. I like making BART accessible. Just make sure the right people get to benefit from a program like this - otherwise it is a waste.	Minority	Not low income
R_y0Ua3YM3taCegWV	There should be a second tier, where those with no income can ride for free.	Minority	Not low income
R_9MNzGjUYVcxwLyp	It's a great idea that could be expanded to students.	Minority	Unknown
R_2W6xAUfE1cbwau	I think this would help a lot because usually low-income people already have enough bills to pay for.	Minority	Low income
R_1Lha8IB8fAID6ng	This would be an excellent system that would greatly make up for the increase in fares.	Minority	Low income
R_1f5o0PysEQAbiG	I feel that would be a great idea but how about riders that commute from longer trips.	Minority	Low income
R_3h1MAc1XhsCtaPe	It's only fair (translated).	Minority	Low income
R_4TnpOd5jMRo1kIN	Well done that makes sense.	Minority	Low income
R_a91YaNu0uXUoGAV	awesome	Minority	Low income
R_1UtsUdioSDjki	I think this is a great benefit to those most in need, all around the Bay.	Minority	Low income
R_3f5FczzdVSwDDDb	The discount would be very good (translated).	Minority	Low income
R_3Z5K3wD0b0HkRa	Especially with how things are going financially for many, any help definitely goes a long way.	Minority	Low income
R_2BtTgokvIPXLt6	Clipper should be discounted.	Minority	Low income
R_3QXlo3Cl7ow7tboa	Good	Minority	Low income
R_2PzNSuvYPwca0V	Support low income 50% discount for BART.	Minority	Low income
R_3L7sQ5g1udFKFg	It will help working family.	Minority	Low income

R_3MDuPttYoonSgi	This is essential for increasing the social mobility of low-income families throughout the Bay Area. Whether for seniors or young adults, the idea of 'low-income' in the Bay Area can be referring to a broad population. As the primary public transit system connecting various communities throughout The Bay Area, a 50% discount for Clipper STAR users is imperative to making public transit more accessible to the mass public.	Minority	Low Income
R_2af1WwjjYKRYLan	to encourage public transportation and use of BART, this would be fundamental	Minority	Low Income
R_xz2Z8QVadZQZVr	I didn't know about this program. I support fares being as low as possible, especially for people living under regional middle-income levels. I would support higher auto taxes to subsidize public transit.	Minority	Low Income
R_3MufDr02HKxc4b	Is great to help low income riders especially state of California so expensive to live. Please implement immediately. Bart is too expensive to ride, compared with other rail services nationwide. Need to cut Bart employees salary and benefits to lower the fare.	Minority	Low Income
R_29adNkegom8FOFC		Minority	Low Income
R_2DOe9wonnR2OCZ	Public transportation is a huge resource to underpriced communities. It's a largely used resource that parents and commuters use to put a roof over their heads and take care of their children. Definitely would support this cause in lowering and offering discounted clipper cards for low income riders because \$10-\$20/day is not affordable for many including myself.	Minority	Low Income
R_brCR5b5DW52h0h3	This will help a lot of people especially in areas such as Antioch and Pittsburg	Minority	Low Income
R_1GDrcCQwDX/NDV9	This would be an amazing discount for low-income riders who take BART and do not have the necessary income to ride everyday. As a first generation student, I am currently taking out loans to pay for my education and this would be a big help to my budget.	Minority	Low Income
R_3BhWz7INGZLr2ad	This would make more sense to do, as a 20 percent discount barely makes a difference in lowering costs.	Minority	Low Income
R_3oYd1WzxISWQfng	This would really benefit those with low income.	Minority	Low Income
R_2BmYhuECyffW16N	yes, it'll help out people are who are hard to keep with bliss	Minority	Low Income
R_2QdJAnAifx5iltot	No that very good	Minority	Low Income
R_wq5fL5B5H5h3h	This is a good discount (translated)	Minority	Low Income
R_2zYpy2qFmG8l0a	That would be amazing. I have a lot of friends that would be able to travel more if this happened.	Minority	Low Income
R_e9YA9f4eYesiCqZ	Low income individuals are already bearing much of the inflation brunt in other areas (food, clothing etc). A break in transportation cost would be welcomed.	Minority	Not low income
R_1pVBfoEjVfCu18Z	Good idea	Minority	Not low income
R_1igXNKgyiswfwEY	What I previously said	Minority	Not low income
R_2wvEQttBHA9P	Yes it would probably stop the jumpers and fare evaders finally	Minority	Not low income
R_CfgNWSky72wFP	This would be very ideal for people who travel daily and make use of Bart (translated)	Minority	Not low income
R_3fxuGSCZYfWzyN	Lower income households suffered greatly from the increasing cost of automobile and gasoline. Lower fare for low income families helps BART connect historically underrepresented neighborhoods to the city and provides greater economic opportunities to underprivileged communities.	Minority	Not low income
R_3HMKJ6Epo1mCL	Support it.	Minority	Not low income
R_1meoE7XCARixib	Great idea.	Minority	Not low income
R_0d5DfoM790zVmoN	it's gonna be a big help for low income	Minority	Not low income
R_29HDkn6NEGjVUs	This would benefit greatly those who rely on public transit and affordability	Minority	Not low income
R_1mIAV2yDg07n9ZS	Having increased ridership and a better connection to the community should help push for better BART infrastructure and resolve issues BART is facing.	Minority	Not low income

R_UjBUQY91kp0lBr	I think it's amazing and I wish it was more. Bart fares only affect those with not much money and having them be less for those specific people is amazing. I strongly support this!	Minority	Not low income
R_1oAPuNHwVz6Bmh	Good move	Minority	Not low income
R_12DqDab51HxRoU	I wholly support efforts to make BART more affordable to low-income riders who depend heavily on transit.	Minority	Not low income
R_1hVZ3Qv546BfTtc	Sounds like a good way to help promote equity in application of the fare increase.	Minority	Not low income
R_2fQv0tUR5CoZmZ	The more people on clipper cards the better for costs I suppose.	Minority	Not low income
R_3oasammONp62nif	For some, BART is the only means to travel to/from work. Anything that can be done to help low-income riders is a good plan.	Minority	Not low income
R_wZfvVYhZPYVQ5	I would support any amount of a discount for low income persons, even though I am not low income.	Minority	Not low income
R_3fovcxCH0rn5cx	It's good	Minority	Not low income
R_18R0YfYp0knc	Lower fares would help low income riders	Minority	Not low income
R_3G32Xp61oog1acW	Maybe people will pay now. If it's less? It's worth a try	Minority	Not low income
R_Ug6DdYDagYst3j	Absolutely. I'd be down for higher fare if there's a rider program for seniors, students or other low income communities to also have discounted rates.	Minority	Not low income
R_27fD4b6qf8nhtfg	good idea	Minority	Not low income
R_3WeNS968VMmJCi9	I think 20% should be sufficient but if people really need 50% off then good move. But then that would still mean increased fare prices.	Minority	Not low income
R_3egn50cbQMzQgV	People should be given more incentive to use public transportation with a discount for low income	Minority	Not low income
R_3oT5w1wM6fWU0LQ	very nice	Minority	Not low income
R_3sv9ce49WYJoFzI	Discount program are great for low income	Minority	Not low income
R_6G2DeVA0mv63dD	Great idea!	Minority	Not low income
R_3M4QQGa669e4wOB	It's needed. People are struggling. 10 bucks to commute in and out the city is too damn high.	Minority	Not low income
R_2CQ7h92zwsB43X	People need to get around	Minority	Not low income
R_3MLuGoo48cF8zzY	This is good. Help people with need. Some customer have 2 or 3 more people in the family that take bart	Minority	Not low income
R_2v6Y19GtaH1h4GN	That sounds like a great idea to help those that might be negatively impacted by fare increases.	Minority	Not low income
R_1tut5kplnPlbJP	Good to help those in need	Minority	Not low income
R_0f6f48puYiaH8d	I support anything that increases ridership and give access to lower income people to use public transportation	Minority	Not low income
R_3jensMemQlnC7QJ	I think a program like this is so important. Helping people gain access to public transportation can really change their life and what they are able to do.	Minority	Not low income
R_3svU6nh1fBf1c	Making BART accessible for low-income riders is very important.	Minority	Not low income
R_3i8m55AwIKdWNkK	This is highly encouraging for the poor people living and trying to meet their ends. Please make application easier in identifying lower income groups.	Minority	Not low income
R_3Rk11J90Tfa7Bj	Perhaps that would help the people who jump the gate feel that they could pay for the service	Minority	Unknown
R_3iikXMo67AbOMbmd	This will encourage those who would benefit from this the most to help increase ridership.	Minority	Unknown
R_2vc2Hpb1UvZ1fsl	I fully support for low income riders.	Minority	Unknown
R_307a5C08H09xK36	Half the time riders do not get a seat simply because homeless people take the entire seat to sleeping. Trains are so so crowded, when it hot the train car is not blowing cold air likewise when cold no heat. And yet riders are paying full fares	Minority	Low income

R_80ID8rXeMaAnjID	TOO BAD MINE DOESNT WORK AND THEY TAKE EXCESS OFF THE BUS OR CHARGE ME FULKL BRICE TWICE AND I REPORTED THAT AND NO ONE LOOKED INTO IT.	Minority	Low income
R_3dEVG09icDym7	would love to get a discount, notice so many people not paying their fares and I've been commuting since 2010	Minority	Not low income
R_2W0SCDah8hjkp5S	Discount, but still threatening to cut services - your organization is abusive and manipulative.	Minority	Not low income
R_2f8wTfJmNfLW2b	I will support that but the funding must come from the existing strong and surplus budget that BART has!! Cut back the salaries of the top executives	Minority	Not low income
R_Ui53C2uwnPNz7ID	I would support it if Bart would build ceiling tall walls and turnstiles, so that no one can jump the entrance and exits. You need to better track where and when the thieves are getting on and off, so arrests can be made.	Minority	Not low income
R_3Rfv8aQD0a3Rf0	Yes, be sure to use the existing budget and if you need it extra funding cut back on the executive salaries and you will have plenty surplus!!! But more importantly fixed the many existing issues!! Safety, clean the trains, be on time and hire new friendly staff	Minority	Not low income
R_3oGwQAVsYF6bgr	Everywhere I see several people just jumping off the ticket doors in order to avoid already high ticket fares. If prices are reduced, then such people may start considering to pay. But for this to be successful, those people will have to be informed properly about the change in fares and it's advantage.	Minority	Not low income
R_3nCdPM2IQ2zXLv	Consider that the Bay Area counties serviced by BART have some of the highest median incomes and costs of living in the country. My current fare is 7.70 a day (just BART) which is about 2002 dollars a year. You are proposing a 10% increase (200 dollars), and even though my income (30k) wont increase by 10% I will have increased proportional transportation costs with no discount. Ridiculous	Minority	Not low income
R_2y28rGvCLwHmp06	It should have been implemented to begin with. At least then you have incentive for low income people to not evade fares. It should be expanded to higher low income, as the Bay Area is increasingly unaffordable, many people are making above the threshold but still need to choose fares over food or bills.	Minority	Not low income
R_3MMBOF6gsjWyu0	This still doesn't help the riders who don't qualify	Minority	Not low income
R_1lyinkHomsFA0S	Maybe reduce fare evasion from persons of low income.	Minority	Unknown
R_QlabRw75b7a2Mp	We have to pay for the clipper card on top of the cost of fare and there really isn't much benefit from it on the consumer end.	Minority	Unknown
R_cMHMAV85jktWTH0	I am a student so this would help me a lot.	Minority	Low income
R_ljg4N50iC35J2	I don't believe I qualify anymore but I have been in a place that I could not afford transportation to work. I think anyone that qualifies deserves to get a bigger discount. It is very hard to survive at minimum wage in the Bay Area and an option to pay fairly at your wage is something I'd strongly stand by.	Minority	Low income
R_31mJ0VjPujwZXB	I want to pay less on bart	Minority	Low income
R_3RmaFY62nH8nyuI	yes	Minority	Low income
R_1mUXhEjF8Hhfy	That would be amazing. I would be able to afford to pay every time if the price was halved. I always felt like 20% was barely making a dent in the fare price as it is. At the same time though, I do think there should still be passes implemented so that once the fares paid in a given month surpass a certain amount (say, \$125 or something,) you don't get charged any more till the end of the month, just like AC Transit and other bus systems stop charging you once you spend a monthly pass's worth on fares in a month on your Clipper card.	Minority	Low income
R_0UzZVGu8RDfKa1	Just go throw with it! We're struggling enough already	Minority	Low income
R_1oVvi3DyagoM8e	This would help my economy (frustrated)	Minority	Low income
R_3gTm1L6kQ1NGmB	Do it! LOW-income means we hardly have any money! It would be a GREAT help!	Minority	Low income
R_2SC6v3oXL1bvpgJ	I am a low-income rider who receives a discount so this would personally affect me.	Minority	Low income

	This is excellent. I remember not being able to afford Bart at all when I first started working here.		
R_27haKXtHtNUfg	Thank you for proposing this program. I'm sure it will be helpful to many folks.	Minority	Low income
R_29v9KKXW7cFA7E3	yes	Minority	Low income
R_ukWjke0QEKrVlan	YES	Minority	Low income
R_27CpnRYEIHDDWX	It is a good idea	Minority	Low income
R_1oADjw5FMhCksh	this would be a great idea and would help out a lot.	Minority	Low income
R_4t29U1FNkriwag	As someone who is Clipper START user I strongly support this	Minority	Low income
R_21Bdk9nqGYMLXYu	I agree. (translated)	Minority	Low income
R_31L4CDeIFDE/PdU	I strongly support the discount. (translated)	Minority	Low income
R_3MDqbtgPDBIMskH	I support it	Minority	Low income
R_1g74E1BIPgUPO6T	I think this is amazing	Minority	Low income
R_1d19C2XoXaxkBF	People like myself who are on a fixed or low income need to be able to afford travel expenses. And a discount is just what we need.	Minority	Low income
R_1N6XyK0OLXSTIIN	Yes if you do that then it will help me a lot as I am a student and have to manage my expenses	Minority	Low income
R_1EWFBCN07ekidum	As a low income individual myself, I feel that Bart is often expensive and is one of the main reasons why a lot of my trips aren't more often on Bart.	Minority	Low income
R_2aQAO5PHua99Fm	I think that's a good idea	Minority	Not low income
R_1mqktyYf15NqJvs	FOR IT	Minority	Not low income
R_1Ck7rR9M2xkKUKJ	It's about time.	Minority	Not low income
R_2fGUChIEFM4MLPv	Make life tad bit easier	Minority	Not low income
R_2zh1IR2hdRRm9	Yes, I use bart daily!	Minority	Not low income
R_CABE2P8wF1G6t	I wholeheartedly support this program!	Minority	Not low income
R_2SH0g1GjN1jVDb	I would benefit from that savings	Minority	Not low income
R_2aw1NW7raQwuEP7	I support this. (translated)	Minority	Not low income
R_2W5aoUOIV2VV5a	Wonderful.	Minority	Not low income
R_31Gm3nV9tykxki	As a person who takes BART w/ discounted fare (youth card) it really helps me.	Minority	Unknown
R_3o2S4skonj2FDp	Perfect! Build in anti scam protections at any cost	Unknown	Not low income
R_3PH5Cba3JUBkxlt	Some people actually need the help. No every one can afford to ride bart. I expensive.	Unknown	Low income
R_12i2hzxhWNR1G6A	Making BART more affordable to eligible low-income riders is a good idea.	Unknown	Not low income
R_0emPw6Du22oTDRZ	good idea	Unknown	Not low income
R_3lduLdG9wvNMWbL	This would help people with lower incomes to get to their jobs and move money to other important expenses like rent, childcare and food.	Unknown	Not low income
R_3MaPCN0oap1ZgRW	For Seniors, yes (translated)	Unknown	Unknown
R_300kxhArstfAsy7	In my experience, BART police are generally used to "catch" fare evaders. With the implementation of a higher discount, it may lead to the decrease of fare evasion. The addition of crisis intervention specialists to the BART care team and the accessibility of affordable fares may lead to a decreased police presence at station and trains, making BART a safer place for all.	Unknown	Not low income
R_3NQgnMr6jUcAtio	I like the idea	Unknown	Low income
R_3153uv22RfWpUA	keep up good work !!	Unknown	Unknown
R_324H0nWqKWy13ct	Neede	White/non-minority	Not low income

R_1gvWLCWYnB9W	I use a Clipper START card and the 20% is appreciated, but it's minimal	White/non-minority	Low income
R_3noUWcWBeAHktg	It needs to be easier to apply for Clipper START	White/non-minority	Low income
R_12suk6jdKUIw8m	Make eligibility/applying an EASY process. Low income folks already have to do so much extra to prove worthiness for support. Not all low income folks get other sources of support and having to prove eligibility is a deterrent	White/non-minority	Not low income
R_1iakK9bF9isuQQ	Public transit should be free to all, but when it isn't, a program that defers costs of those in need is good and should be as large as possible. I would like to see homeless people given access to free and reduced fare without hassle (online application and submission of proof) as well.	White/non-minority	Not low income
R_5skQ0eu3H3UjXo	Will this help prevent people from jumping the gate? If so I highly recommend it. Why not offer an even larger discount 90%-99% to the lowest income or homeless? Can you offer a discount to teachers? Teachers don't qualify for low income, but they often can't afford higher costs.	White/non-minority	Not low income
R_3izVjHuZpYh5Zi	BART service should be free for everyone, funded by local taxes	White/non-minority	Not low income
R_cpJELzDQd5d2Lz	Expand eligibility to address the affects of inflation	White/non-minority	Not low income
R_4Pc1VC7ONkUicX	The intention is awesome. But I work with many in lower socioeconomic categories. The program has to be easy and accessible— easy for the user perspective. And again, there are many working people who make too much to qualify for discounts but aren't getting a 5% raise anytime. Maybe just implementing the rate charge on upper middle class and above!	White/non-minority	Not low income
R_0DO5beVgotnGwBb	Given the insane cost of living here, the definition of low-income should be expanded. When 60-70% of one's wages go to rent, it's not like you have tons of disposable income.	White/non-minority	Not low income
R_6DM8ODsACyCS3H	Looks great, but in the Bay Area, your income requirements apply only to homeless	White/non-minority	Not low income
R_1ohh0UEpwj12k	60k for a household of 4 might be too low	White/non-minority	Not low income
R_1sCjWnyfX44yG6	I would support if it the income levels are clear, substantiated and not easily falsified.	White/non-minority	Not low income
R_3NKDDmtzG1eOHeq	There should be expanded discounts START should be for broader group of people (example: household of 4 w/ income of 100k)	White/non-minority	Not low income
R_18Uvn2WHCvamaB	Transit should be accessible to everyone	White/non-minority	Not low income
R_2BbSkOeaC9Pe8Yx	You could also consider updating the standard for low income - a tiered system. Certain income range gives 20% discount, while the most low income range gives 50% discount. Yes fares need to increase the way bart is currently funded, but the increases always disproportionately affect the lowest incomes - so this should be expanded to include more low income groups - like say a single person making a household income of 50-60k being eligible for a 20% discount, not just a family of 4	White/non-minority	Not low income
R_1RizwYUhtvHe12k	The threshold for eligibility should be raised, considering low income in this area for a single person may be based more on income in minus rent out, or what percentage of income goes to housing, and how far they live from where they work.	White/non-minority	Not low income
R_4masr5eDKgayfj	Important, but monthly discounts for medium to low earning riders would also be important. Finding from increased enforcement of fare evasion prevention?	White/non-minority	Not low income
R_3imBgGikucUjX	Increase the "low income" threshold. \$60,000 for 4 people in the Bay Area?? The cut off should be at least 100k for a household of that size.	White/non-minority	Not low income
R_3qfXve8gvvV4nDy	The main method of transport around the Bay Area should not have a paywall that low income residents cannot afford, especially considering the homeless crisis that we are experiencing	White/non-minority	Not low income
R_25zwd7nd0oYCSr5	50% is a start. 20% was insulting. It should be 100%	White/non-minority	Not low income

R_1hKcLdQonkgIXLh	Low income folks should get as big a discount as reasonable. The starting income should be higher in a city with such intense income disparity.	White/non-minority	Not low income
R_26bW511svIGvxDn	Reduced rates for all!!	White/non-minority	Not low income
R_2X4NimB55CBomew	This is great, but expand eligibility. Why would you lower the cost significantly for those who qualify for this discount but then increase the price for everyone else?	White/non-minority	Not low income
R_33r5YnQso2GwLYX	Wish I qualified, but the federal poverty level is so low when we look at wages in CA	White/non-minority	Not low income
R_1ocHVDnW7KjWylZ	Low income adults earning 200% or less of the federal poverty level is too low for Bay Area residents. There are plenty of people who make more than 29,000 a year that still struggle to meet their basic needs in the Bay Area.	White/non-minority	Not low income
R_2uCCAyiv2oom91R	Good idea - but don't implement this by squeezing less poor riders. Implement it by cutting from the rich executive pay at the top	White/non-minority	Not low income
R_2T53oitJL1IKWh6	make it free	White/non-minority	Not low income
R_AndY8ieaB2LVcIX	This is excellent, but would leave riders in the gap between qualifying for SMART and still living paycheck to paycheck without a good option. Please consider set unlimited passes and consider need on a case by case basis.	White/non-minority	Not low income
R_1pN81kfpoYHLX	You should increase the income qualification to at least \$70,000 for individuals and \$140,000 for households. Take a look at the cost of living in the Bay Area	White/non-minority	Not low income
R_3DpYia55Cefg8V	Why not change senior and RTC card holders to 50% as well?	White/non-minority	Not low income
R_3kpGMFQmK306AXY	it should be 100% (free) and easy to enroll	White/non-minority	Not low income
R_cYHJ7eak219xD	We also need to make sure low-income riders are not affected by this change in fares. I kindly request they see the same 62.5% discount disabled/medicare RTC riders receive.	White/non-minority	Not low income
R_2kFRJ07U1YCs4AR	BART should be free for these people.	White/non-minority	Not low income
R_2o9uKujNGRoH	public transit should be free for members of the public who can't easily afford the fare	White/non-minority	Unknown
R_2YpWjQ33neyXv9	Think this is Very Considerate for Low Income Riders	White/non-minority	Low income
R_ekQkPUBPa1nMSP	Of course you have to help people to take subway and not their car.	White/non-minority	Low income
R_2V3ALJoLWk2N7a	For people who qualify, it's a great help.	White/non-minority	Low income
R_3B5NLKH783Qon6n	It would help	White/non-minority	Low income
R_1oY67nrEXozv7fU	My hope is that this change in discount would lead to an expansion of its use and broader ridership, which I also hope means fewer people in their cars polluting the air.	White/non-minority	Low income
R_3Gix0JhuRw/mzv	Steering the Bay Area toward a more sustainable, transit-oriented future requires feasible options for a greater proportion of the community. Allowing 50% discounts for Clipper SMART users is an excellent way to promote BART use, as well as use of Clipper-supported transit in general.	White/non-minority	Low income
R_2ovHng5UzZaa6R	We need to make public transit an affordable option, especially for long distance/low income commuters	White/non-minority	Not low income
R_1IakeInfyGQPSz	People with less financial means should not be asked to pay the same increased fare as those who can afford it	White/non-minority	Not low income
R_3NRtombio4LC3Nm	If BART is to be accessible to everyone, these discounts are appropriate.	White/non-minority	Not low income
R_AuQzlpZ247d78uR	The commuter radius for the SF Bay Area is already prohibitively large. Making it easier for lower-income individuals, who tend to live further away from San Francisco and other employment hotbeds, to travel to work seems like the correct move for a mass transit network.	White/non-minority	Not low income
R_3soa070Cfyx1jfr	Yes glad this is being thought of as a solution to fare increases/lack of fare paying in general.	White/non-minority	Not low income
R_3ldcma7R1IK45PP	Great idea!	White/non-minority	Not low income

R_5qDtv3b3kVHfH9n	Regular riders need to be rewarded, and Bart needs to remain affordable to those who have no other option	White/non-minority	Not low income
R_1Lzin6cyRTYrod-	Yes I think this is important from an equity perspective	White/non-minority	Not low income
R_wmFKU6QE6HxbyN	Yes-equity!	White/non-minority	Not low income
R_3CJVDb4JfHb10	Fully support but please do more to make BART gates less easy to jump over/improve security and enforcement. I'm super sick of all the people (mostly young males) who think rules and fares don't apply to them.	White/non-minority	Not low income
R_1o9PSBy2LBE4KE	I don't qualify, but that sounds great for those that do & need it	White/non-minority	Not low income
R_XNgnN9C4ZLxJcR	I think a larger discount is a great way for us to serve low income riders.	White/non-minority	Not low income
R_ayrx43XhvigrKSI	It is a great idea to encourage people to use transit and make it affordable	White/non-minority	Not low income
R_3g5LwDQ5VWJGwQ	I strongly support this. Yes! Lower fares for those who have less and maybe we will see fewer gate jumpers (probably not)	White/non-minority	Not low income
R_40BjA5ngHgVaMrl	Public transit should be a viable transportation method for everyone, this would help keep it accessible.	White/non-minority	Not low income
R_1rVGD5N0c4NpDji	I'd be cool with the increases but it wouldn't be fair to low income people because the Bart is often their only transportation to work	White/non-minority	Not low income
R_1l76icajzoUrF49	I am not a START user. I strongly support larger discounts for low-income riders.	White/non-minority	Not low income
R_3V5w5w5nPYCfK8	Although already subsidized, public transportation should be inexpensive for a vibrant and involved community.	White/non-minority	Not low income
R_8kllfEomQwUZEnT	Bart is already crazy expensive, 50% discount is the least you can do.	White/non-minority	Not low income
R_1FAFRucmoAIDb1G	I'm so glad there's a program to defray costs for low income riders. That's a lifeline.	White/non-minority	Not low income
R_2AYbBfA9umV5aC	The majority of people who use public transportation are working class/ lower middle class and below. Many of us are unemployed and seeking work, which requires transportation that is already hard if not impossible to afford. And most of us were already struggling to make ends meet even before the recent surges of inflation. Transportation is necessary in order to get to the jobs (or job interviews) that we need to have in order to survive (and, indeed, to take public transportation). So increasing the amount of aid that the most disadvantaged among us can receive would be an enormous help. Thank you for considering it!	White/non-minority	Not low income
R_1of6GMyvt99nQEP3	The 20% discount was too small.	White/non-minority	Not low income
R_3h3fBO8erfx1Yeg	Absolutely support a 50% discount for START users as the most financially impacted riders.	White/non-minority	Not low income
R_3r0DfYn8a0Ead3S	Gotta give the ppl what they want!	White/non-minority	Not low income
R_2amKMRL4xLJVVU	Love the idea of making transport accessible for those who need it	White/non-minority	Not low income
R_3nlael6wQIMMBH	I think the 50% discount would be a great enticement to start using BART	White/non-minority	Not low income
R_1hXXhlgxCOxyaw	Raising fares but steeper discounts for low income riders is an equitable way to manage the red for higher fares	White/non-minority	Not low income
R_2wHwksMmwHYXGme	This is critical for low income earners	White/non-minority	Not low income
R_3FzGQ25od2dXNor	Very fair	White/non-minority	Not low income
R_34ewltZKpv3KnlV	As long as it is appropriately means tested, absolutely - give those a fare break who need it most	White/non-minority	Unknown
R_5B1aQn2vBAE4V	I think this would be an amazing asset to the families that qualify	White/non-minority	Unknown
R_3hA6ngwrRxfw4NV	A lot of low income people just jump the turnstile as of now so a 50% discount probably wouldn't even cost Bart money	White/non-minority	Not low income
R_UWf9g8nKob03cOI	Yes bigger discount for low-income but at the same time stop gate hoppers. People don't like seeing people cheat even if we understand that some people can't afford to take BART.	White/non-minority	Not low income
R_29cAg5favDntdDW	If it will get more people who need help to pay, to pay for their fare, im all for that.	White/non-minority	Not low income

R_3DcPK118b71/S	BART needs to support a strong independent auditor with access to internal workings and employees. Otherwise, public support will crumble.	White/non-minority	Not low income
R_3nbn1wU7r2rOexf	As long as they actually pay. I see a lot of people skirting the entry and exit without paying.	White/non-minority	Not low income
R_emH0W5gXaPCvgV	People are not riding BART in numbers equivalent to pre-pandemic times. And fare jumpers are increasingly bold and omnipresent.	White/non-minority	Not low income
R_UOXuAWdeZVwI5o	I see the intent here, but I also caution against raising the fares of everyone else who takes BART. Please consider all the passengers who take BART frequently and have to deal with the horrific conditions of the stations and trains. It's not worth the fares as it is.	White/non-minority	Not low income
R_DAHsBVMz0A85lo1	With all of the same stipulations stated in my last comment.	White/non-minority	Not low income
R_3nDeH1wnW0A70	You are already charging a rate that many people in the Bay Area cannot afford, resulting in them jumping the gates to avoid paying. Then you pay multiple officers PER CAR to kick them off train??? They can't even afford it in the first place.	White/non-minority	Not low income
R_1oAeN69NcFLDF	Any price increase is absolutely ridiculous.	White/non-minority	Not low income
R_4jVEN6mZvnoaG	That's great, but the people who qualify for the lower income BART card aren't using it. They're jumping turnstiles. BART should be affordable for EVERYONE including office workers. Your household of 4 with a combined income of \$60,000 is such a low threshold, hardly anyone qualifies for it. You need to raise the minimum threshold so that more people qualify for it. If you're going to run public transit like a for-profit agency (which is so dumb I can't believe we don't just pay a flat fee tax on this) you need to compete with people driving in to work. You have to be just as profitable and efficient as driving into work. Which currently, you're actually pushing the envelope if you're talking about workers coming in from the East Bay.	White/non-minority	Not low income
R_OCPiv3R0AV8Kof	I definitely support increasing the discount, but this should be coupled with fare evasion measures. I ride BART 4-5 days a week and see at least 1-4 gate jumpers per trip, this enforcement doesn't need to be BART police, better gate systems and ambassadors especially at the gates opposite the station booth, would likely decrease these instances significantly and could get more people in the discounted program.	White/non-minority	Not low income
R_3G7E9d90jBuw26	So many people jump the gates	White/non-minority	Not low income
R_2uIwL6x0T5M6g	Wages are not keeping up with the inflation of groceries and the general cost of living so this would be a great way to help people like myself who are struggling to pay for necessities budget and not feel forced to take on more hours or side hustles. Thank you for considering a larger discount! I hope it goes through!	White/non-minority	Low income
R_2Xhg2fW01cwPuOD	This is unrelated to fair but maybe some day in the future there could be a beatification day for Bart!!! It's getting real grimy.	White/non-minority	Low income
R_3RHLP2RnJavoO0uR	As a Clipper START user, I believe the program is vital to economic growth and mobility. BART allows many people to commute to urban centers for employment and provides independent travel options in an otherwise car-centric metropolitan area. The previous eligibility cut-off age for children under 18 was also unfair. My younger sibling had to stop using BART to get to school at 16 because he stopped being eligible for the decreased fare.	White/non-minority	Low income
R_3RoogjHK0a9NVD	I strongly support this.	White/non-minority	Low income
R_2P0eLyDKfagXib	Yes!	White/non-minority	Not low income
R_1dbbK8ZHDn736s	I strongly support this proposed 50% discount!	White/non-minority	Not low income
R_UVxtChB1xQvDs	Finally!	White/non-minority	Not low income
R_2dM7jB7VzoTgF5	That sounds great	White/non-minority	Not low income
R_2dM7jB7VzoTgF5	It seems like a good idea.	White/non-minority	Not low income

R_MANRWGghBjQPv3	I think seniors and school children should receive 50% off automatically. Every 1 else 25% if they qualify	Minority	Low income
R_28APjD0e13VaZ1r	Is this discount widely publicized?	Minority	Low income
R_2sU90zLl8kmkxw	It would be a good idea but I don't know how easy will be to qualify for that	Minority	Low income
R_54IVeNlEBTYd	Include all colleges and universities at a clipper start level of fare	Minority	Low income
R_3CSUwrfaah6uqWZ	On the surface, while I like the idea of this, I am not well versed enough in how to make things more equitable for lower income riders while still maintaining the aging infrastructure and keeping up with the service/schedule. I have concerns about the costs and this type of fare reduction will mean less income and a shortfall in the operating budget. I do support the idea of this overall, but would need to know more about fiscal and infrastructure impact.	Minority	Low income
R_3lnsm90Q6yR8aXU	I've never heard of this program before.	Minority	Not low income
R_ctEX7ghk3zn3jz	needs to be expanded	Minority	Not low income
R_bfU08xLSGBAmCsN	I think 50% off is where the price should be for regular fares.	Minority	Not low income
R_1rc92KUj08V1Uts	The level of 200% the poverty line is a large gap to meet, we know that some people making \$60k a year are struggling to afford living here. You should raise the qualification limit to reach more people	Minority	Not low income
R_22rxRcFwWDCR1B	Would make BART very affordable, but generally fares should be lower on BART for all users, not just START users	Minority	Not low income
R_1kT1ZPeoTOSymZj	I wished I qualified for it. I am a household for one and I make less than \$45,000 per year, when you add rent, insurance, utilities, transportation, food is always last and forget entertainment.	Minority	Not low income
R_vwQewvc42Ma2bT3	Should have been doing this a long time ago	Minority	Not low income
R_1L0FDpk0z6a1z0	What would keep Clipper START users from sharing their benefits with others who do not qualify for the program? Would they receive a parking benefit as well?	Minority	Not low income
R_3rgkY1pyccDMjlr	What is the projected fare ridership income versus discounted fare income? How percentage of income from ridership covers the cost to run BART and support capital projects and improvements?	Minority	Not low income
R_3r0u9X1d1AvM5p	Like that this would help offset the fare increase. Wondering instead if having a lower discount for those at more middle-class income would provide more benefit to BART riders.	Minority	Not low income
R_86d117lIQ0ZeNk5	I think more outreach and education is needed about this offering	Minority	Not low income
R_1eL9yh8eRv8aSW	I think there should also be a discount for students.	Minority	Not low income
R_2pIFWrc2gGacmJ3	The majority of people who live in the Bay Area are low income, yet do not qualify for these type of discounts. Though the discount will help many people, it's not enough for those who are barely making ends meet. Most of the times, income eligibility is based on federal statistics, which really are not applicable for Bay Area standards.	Minority	Not low income
R_3oLPPYBRPayXDDU	Depends on who is eligible for clipper start	Minority	Not low income
R_AFMjhr47EBlaLqF	How would eligibility be determined?	Minority	Not low income
R_1lmgAhG8j83AQZ	If fares were low enough to begin with, like all public transit should be, this START discount increase shouldn't even be needed. Focus on keeping fares low for all. Public transit should be accessible for everyone.	Minority	Not low income
R_v2Rfx3sVvWwMw02R	Maybe adding age 35 & up riders should be added to qualify for this discount as well.	Minority	Not low income
R_1KvsytX4e9FrzyP	I think 50% is too high maybe increase to 30. If BART needs to increase fares on the one hand and then give that money away seems counter-intuitive.	Minority	Not low income
R_UFXWxvboPrNoA1	Make sure this discount program isn't abused.	Minority	Not low income

R_1BPZ1H2hi4VSL7	I support helping low income riders but this doesn't change the fact BART should not be raising fares at all in the next two years. While maybe not meeting the low-income eligibility, not everyone in the Bay Area is rich and the cost to ride is still a big hit on our wallet for those of us between low income and rich. Fare increases will force me to look for other alternatives to get to where I need to go.	Minority	Unknown
R_1H8ZVU5IGCQz35	good	Minority	Low income
R_2rSkwdmH4I6htyE	Its a great idea!	Minority	Low income
R_2B5ahKSjntYIDTn	No, I think this would be a great discount for low income folks and would be helpful for those riding BART from farther distances in the first place. What might be another option too is to tier the discount based on miles travelled... Though a flat percentage works too!	Minority	Low income
R_1faA6H5y82wNX13	If it's meant to improve the service, it's fine. (translated).	Minority	Low income
R_3g6LHnLns05MKWw	If there are those who need help, then they deserve it.	Minority	Not low income
R_ncyjnNQWz17Wln	It shows that BART is considerate for those in need and for those who are unable to have a financial stable life.	Minority	Not low income
R_3HuaLITaLrdqJA	No it will help a lot of people specially cost living is so expensive	Minority	Not low income
R_1GEVnBGHcJxGayY	Support discounts because I think it also can help reduce fare evasion.	Minority	Not low income
R_3ND3Xm1getGHUSE	The discount would be good for all.	Minority	Not low income
R_3cHAMSktErfnZIO	Doesn't affect me, but if experts believe it's a good policy I'd support subsidizing them with increased fares.	Minority	Not low income
R_4ClzctuLHwlfj	I support discounts for low-income riders		
R_4ClzctuLHwlfj	BART should means test senior riders before giving them discounts	Minority	Not low income
R_25siaeIGQRa7w5	It sounds like a good idea even though I don't qualify	Minority	Not low income
R_3HT5H0CDxrHegmw	low-income riders need the support for using BART....	Minority	Not low income
R_1eRWwPBuVgQYNE	I support the proposed discount considering that low income riders would benefit from it. The low income chart also is stupid since it doesn't not adjust for what low income is in the bay area	Minority	Not low income
R_2yXj9TERRD2Xgls	I understand that it's hard to offer discounts without other rider's subsidizing.	Minority	Unknown
R_REQyYPuQa2A1jKB	Well I think its better than 20% but I don't like the clipper start. I have a clipper start card but rarely use it because it has no privacy, tracks me by name. Should be a fair price for everybody rather than special programs you have to apply for. Also if you want to be fair you should stop fare enforcement it's a waste of money. Its nice you want to give discounts I support 50% off but many people don't have Clipper start or would lose the card / what if its stolen?? Not good. Look at the demographics of clipper start - not representative clearly not all riders have equally.	Minority	Low income
R_y0Yvm6d3PMbUgV	Will BART need to raise more revenue if giving bigger discounts to low income riders, impacting on other riders needing more income from them. I don't make a lot of money but I make enough where I won't qualify for the discount.	Minority	Low income
R_30knaJuOZOTQhL7	That people who don't actually qualify will get the discount	Minority	Not low income
R_3g28eU5V1vt91xz	I make more the \$75k and I still struggle	Minority	Not low income
R_3KJ11ukBdJIOycx	Instead of increasing fares, Bart should catch people who jump over the checkpoint instead of paying which results in loss income for Bart.	Minority	Not low income
R_2DMoQu9FVnzBeUt	While it is a noble goal, I think that the affordability crisis skews who is affected. I think it would be better to partner with apartments near BART stations to provide steeply discounted rides or passes. This would encourage people who like transit to ride bart more often.	Minority	Not low income
R_R5f9rIFPCXcWCR	Good balance, but focus more on riders who evade fares	Minority	Not low income

R_2CBot4inoQNIy5P5	I don't know how much BART would lose in revenue if the this program went into effect. Would it offset the fare increase? I know that there is a disproportionate number of BART riders who are low income, and the cost of living in the Bay Area is outstripping wages.	Minority	Not low income
R_2CKdvX4SRmC4Ajy	BART is already too expensive	Minority	Not low income
R_3f3QNixCGsVLKZJ	If that would get those that actually don't pay for fares to do so I am all for it!	Minority	Not low income
R_1oHJHW3jZSwea5E	As long as they pay, so many people jump the turnstiles	Minority	Not low income
R_3M4lw6aURHuXwzb	Figure out how to use other ways (grants) to fund this.	Minority	Not low income
R_1DNNoNCFaw5ZAKS	Keep honest and fair.	Minority	Not low income
R_3hzVbCAsenWJnFn	Would this cut down on gate jumping-this happens in the best of neighborhoods.	Minority	Not low income
R_2BrsuffnZ64BQ68	How can you know if people are tricking the system to get this discount?	Minority	Not low income
R_22D4NDueTYAQ11E	I support this with the caveat that BART increase enforcement of people who jump the turnstiles. There should be BART police posted at every major station in SF. I would imagine there's some overlap between the people who are stealing BART fare and the people who are committing crimes via BART. There needs to be a carrot and a stick for these programs to make sense.	Minority	Not low income
R_1Ko1x9nLic32YDA	As the old saying goes, why pay, when you can get it free. Free meaning , gate jumpers. But I am in support of at least, trying to make these people pay for your service.	Minority	Unknown
R_2zx1MhZrhYDwCT	At this point I think it's more important to get more people riding the trains at all. Your trains have a great impact on lessening traffic and air pollution.	Minority	Unknown
R_OEovB1E275PZGBr	As a low-income rider, this will help me.	Minority	Low income
R_XRn8llyd2PkuZ	I support.	Minority	Not low income
R_1jyvGGRCBYW4Cv	That's ok ya	Unknown	Low income
R_3hf6qmLsReZb5Dz	It would depend. I support this in theory, but not if it means increased fares for everyone else without improved service.	Unknown	Not low income
R_2yJoffVAuvwHvc	As long as it is financially viable for Bart I would support it	Unknown	Unknown
R_3e3SlduH32y8dq	Currently many people are enjoying illegal 100% off BART fare and the attendants at the BART stations do not interfere. Without effective fare enforcement, this discount is pointless.	Unknown	Not low income
R_3LaOq1nMd8nH58G	Bart is too expensive for low income. CA has plenty of money, Gavin out there, toasting his \$90B surplus, where did that money evaporate to? Go ask his cronies	Unknown	Unknown
R_1PYHPghp5rwADDv	One consideration/challenge to keep in mind here is for the people who are just beyond your low income bracket mark. For example, if someone makes between 61k-80k a year and still has to pay the expensive rent of this region, this would still be a burden. What about making two classes of START discount? Ex. 50% discount for people < \$60K, and 25% discount for people \$60.1K-80K. This strikes me as more sustainable for people and helps folks transition up through income brackets.	White/non-minority	Low income
R_2trFGTzr/wNsl7	Higher discounts are always welcome, but a low discount tier for singles making under 60k would help those with high rents	White/non-minority	Low income
R_2ypBGme9au7DhrX	It depends on what is considered low income	White/non-minority	Low income
R_3n7oD985GrQK2K	It depends on what kind of barriers to discount fares are in place. An in-person visit requirement &/or requiring complicated forms self-selects leaving out the most disabled and needy. Disabled and elderly are the fastest rising homeless population and have no address.	White/non-minority	Low income
R_31cIE mXsFY6bP1z	Many riders eligible for Clipper START are not currently participating, so I think the updated promotional material for it should have more information about eligibility so the people who can join are more likely to do so.	White/non-minority	Low income
R_DednZXV/CkUMA9	Hoping this would be based on Bay Area low income and not the national	White/non-minority	Not low income

R_2/imxQduizAwW7r	Many of us are on the low to middle income scale and do not qualify for these discounts. I would support a wider range of individuals being eligible for the discount.	White/non-minority	Not low income
R_3rVDtfozbxOp0V2	Public transit should be free for everyone	White/non-minority	Not low income
R_1q4dhyKgcbyUnhA	It would be good to extend those discounts to all riders who prove they are paying their 'fare' share.	White/non-minority	Not low income
R_3pHEGSyfQZNaiXu	Do you really collect proof of their income? People lie	White/non-minority	Not low income
R_8v05Walc6d3XkNr	Include seniors too	White/non-minority	Not low income
R_1D0j36dDdtJHPuH	not familiar with the program	White/non-minority	Not low income
R_24q09Hcl45fkkp	Is there a way to increase eligibility. Offer a tiered discount system for different income ranges. We need to be incentivizing public transit us more widely and sometimes people with Bay Area lower incomes don't qualify for the low income programs.	White/non-minority	Not low income
R_2fHp8H6tyrWllc	Just make it free for poor and unemployed people. Then you can fire all the station agents.	White/non-minority	Not low income
R_1IAw9KruoffoJk	Don't make it impossible for people to sign up. I had to jump through so many hoops to get my kid a clipper card. I almost gave up.	White/non-minority	Not low income
R_WhYtV9F3L4TSx21	I believe it would help a lot of people especially the ones struggling with keeping up with expenses.	White/non-minority	Not low income
R_A4mgu1n7esQDM5d	I would support a discount count for low income riders. However, I do not support low income riders using the system for free.	White/non-minority	Not low income
R_1K6DU0opQTLyoOH	This might reduce fare skipping	White/non-minority	Not low income
R_2X1hea3ChuXmo8F	This would increase ridership and I doubt would be decrease revenue.	White/non-minority	Not low income
R_0edA13IX6Ud8QB8N	It doesn't impact me, and I would hope that it would help encourage START users to keep using BART, which is really the bottom line.	White/non-minority	Not low income
R_10Q5z5opCxo0lb6	Many riders in the low-income area I travel in currently jump the gates and BART personnel do nothing.	White/non-minority	Not low income
R_1oc8pUGfYpdcb4T	Seems reasonable. Wanted to mention with regard to fare evaders I've seen -- they are overall wearing regular street clothes, some carrying some pretty nice handbags - I don't think they're not paying to ride because they can't afford to, it's just so easy not to pay.	White/non-minority	Not low income
R_1lIDVRMGWQWUJ19	BART should fund station security improvements instead. People that are tight on money already don't pay for transit; they ride for free and hop the stalls. The station agents don't do anything to counter this. I agree with increasing the low income discount to 50% but improving station entry security is a far more practical, straight forward solution that would actually provide the funds for BART and an incentive for people to apply for the low income discount.	White/non-minority	Not low income
R_1Cz24hUER9XqV	I think it's a great idea. However, we already have a lot of "free" riders. I think the money should be spent on catching the faregate jumpers and get the money from them.	White/non-minority	Not low income
R_2CCx16ateNXG85	It depends on where this money comes from. Given how many people already evade fares with little enforcement, it seems to me that anyone is free to get around as they wish. Therefore I'm not sure how I feel about giving one group a break when even many of those making above the household income limit given are also struggling.	White/non-minority	Not low income
R_rFPB6AnRg3hH6mZ	When I moved to SF in 1991, Muni buses were used by low income; Muni trains by secretaries and students; and BART by downtown workers. It has changed with BART increasingly being used by non-fare paying riders as a temporary homeless shelter, or fare jumpers. Those who pay fares appear to me to be long distance workers, relying on the trans-Bay Tube.	White/non-minority	Not low income
R_1hArqZV285gLACs	I think it would be ok to increase it to 50%.	White/non-minority	Low income
R_2azTAjYcUmZZNH	I would support this measure if it actually happened.	White/non-minority	Low income
R_DT2QDDAn6NG91hd	No comment. I don't mind this.	White/non-minority	Not low income

R_211BqIXZV8YtJg	I've been riding BART for 4 years full-time and just went into the 6a yr old Clipper Card arena. That has really held in my commute so I guess for those of us, yes it should help.	White/non-minority	Not low income
R_1MS3GDKicq3p5vV	NO. DO NOT APPLY TO ME	Minority	Not low income
R_27DMAWUK45K15X8	Giving a discount for all the people whose using bart to there work its a big help for all of us	Minority	Low income
R_3I9IRLxRR7Mk3fb	I feel like the if you're not making at least 75k or 100k it's considered low income because with everything increasing how do we afford everything.	Minority	Low income
R_2wVYfuIPJUSK8	How about the middle-incomer??	Minority	Low income
R_yEn8wzT1SY7sTV	I would support the discount, but if fares do not increase. If fares increase I do not support increasing discount rate.	Minority	Low income
R_egj2wxZZjIQdn6V	Low income doesn't favor those who are also struggling and barely fall the criteria of low income	Minority	Low income
R_3MscMOMOGyrbtHw	There should be discounts for regular users and people who use BART from farther out.	Minority	Low income
R_294c1c1m6FJkcc	I think daily commuters who pay and spend \$200-\$300 a month dollars on Bart should get even a slight discount. A lot of people who make just slightly over \$60,000 pay full price and not even a slight discount is provided.	Minority	Not low income
R_3elZ3IFcbhu4NH	Do we have any other kind of discounts other than clipper start?	Minority	Not low income
R_29adwV9f9kduAfj	I don't mind giving discount for low-income riders, but most of the middle class riders have less benefit from government or public agency and pay the most or regular price for everything. It's time to think about the large group benefit and encourage people use public transit.	Minority	Not low income
R_2uyea7YYHa9mAI	Discounts should continue to be offered to students, seniors, and low income, not free giveaway programs.	Minority	Not low income
R_3HCgEGhJSSykDqM	Great program, but again you would ask those passengers who have the means to fund this. So, someone like me would be subsidizing for those who qualify for the START program.	Minority	Not low income
R_ezFGqtnHrjHr6F	How about lower fare for everyone to make it fair? Me working harder to earn more money actually consequence me? That does not make sense.	Minority	Not low income
R_3HLV87KQffnyAR	I think there should be a monthly fare amount available for people who use BART to commute to work, like the monthly MUNI pass.	Minority	Not low income
R_1C4fcKf12IRYP	The extra discount for those riders is a good idea but being 200% below poverty level is a difficult requirement.	Minority	Not low income
R_3R14McfiNefQnhZ	50% would be great	Minority	Not low income
R_1lyMjwoq7kbwefU	If BART could do a tiered system of discounts, I think it would be more equitable rather than the current proposal	Minority	Not low income
R_3qFcZNLfMKNecGI	Daily riders that don't qualify for the low income discount would be paying substantially more. I'm not opposed to low income discount program but this seems like larger discounts here while large fare increases for anyone that doesn't qualify for low income discount could discourage a larger, regular fare paying portion of your riders from taking BART.	Minority	Unknown
R_3lRcRtrf5mCIGZ	If the household size is 4 and their income is 60,000 and are honest about it then that's fine.	Minority	Not low income
R_1d6oT3t5TDsdCwV	I support the discount, as long as it doesn't make BART insolvent.	Minority	Not low income
R_2RVcx7PxDHlUjc	Keep it the same.	Minority	Low income
R_1BQzjYFIQUX9z2	Stay as is, 20% Bart fare	Minority	Low income
R_baqafsv6gjZFGI9	BART is proposing to increase the cost of my commute in order to increase the discount for lower income. If BART would capture the income of those that jump the turnstiles, they could fund their capital projects and operations.	Minority	Not low income
R_2YPTk7qB88lcb6	Don't qualify, no opinion.	Minority	Not low income
R_3peWr5SJCdJwfwA	As someone with START, the discount is already nice. I would rather Bart improve services than discounting fare more.	Minority	Not low income
R_cNfIkPSXjorDzPb	BART has become more unreliable and unsafe. I support an increase if BART trains are on time, not canceled, safer and more reliable.	Minority	Not low income

R_oCNRUhQ8emEvZpT	Sure whatever, I doubt these people can afford Bart even with the discounted fair. What percentage of your ridership does this actually make up? Throwing this in with a larger fair increase doesn't make the fair increase more palatable.	Minority	Not low income
R_2TTBXLelBWUR88S	who will cover their discount	Minority	Not low income
R_2CPLbXnp6UNozUp	IF they actually pay their fare it should be ok	Minority	Not low income
R_2vdX2Xu05dXvnDC	I'm not eligible.	Minority	Not low income
R_10IYzs1AksHb7Iq	Low income users already hopping the fare gates. Nothing is gonna change.	Minority	Not low income
R_2YVB09JNIm0qKyA	Only the people that really need some one just try to lied and we have to pay for them	Minority	Not low income
R_32JxA1CJT1F40i9	Dont make sense you want to increase but you are offering 50% off	Minority	Unknown
R_2qPKTSr5z6Xkfz	I do. What about international students?	Minority	Low income
R_3FIH5hIM6uZePbb	Everyone is low income lol Why not give discounts for everyday commuters we pay full price for bs It's \$15 a day times 7 days times 4 weeks \$420 might as well get a better car that a note right there!	Unknown	Not low income
R_2aIvZs1vbOW2CBW	Still cheap so people can afford it but if it is critical; why not include disability pp	Unknown	Not low income
R_1j7B3m43aSRMMFA	Just a bit concerned because you already have low ridership and I not sure that getting deeper discount will help in anyway.	Unknown	Not low income
R_1InGj0UzSRH9Ud	From a grassroots customer perspective, discounted fares are always welcome. However, the systemic issue of ineffective fare management remains unaddressed as long as BART planners think that simply implementing "better" fare gates will solve the problem of fare evasion. In fact, fare evasion will actually increase in response to higher fares for the general public.	Unknown	Unknown
R_x0kVVLx17c68KBj	Not if it increases prices for other people. Then you'll just make the problem worse where rich people use private transportation options. These bubbles totally ruin the city.	Unknown	Unknown
R_3dWyeNJR7PrtfJC	Ok but also expand eligibility.	White/non-minority	Not low income
R_2C2Mq5AWkjw1P0	I would support it more if it were only a 100% increase, and not 150	White/non-minority	Not low income
R_2S0GvdG1DqpK5bf	I guess this would be ok. Is Bart the right way to handle income disparity though. Maybe see what real transit authorities like the MTA do and just copy that. This feels like misguided progressivism.	White/non-minority	Not low income
R_2c14cm25KqkdBo	I love the discount, but not at the sake of charging others more. There needs to be more people of all income and neighborhoods using bart	White/non-minority	Not low income
R_2zHkjZaFg1tNteD	I use the HVD, so I don't have a position about the low-income discounts. I am a State/Alameda County employee and there are no discounts for civic servants.	White/non-minority	Not low income
R_24Moc0w0rdGdUsH	Public transportation should be free. For everyone. Period.	White/non-minority	Not low income
R_1fmLKGtH1CnRTJ	While I don't make a lot, I don't qualify. My expenses are still massive. Income shouldn't be the sole qualifier.	White/non-minority	Not low income
R_1NrDQy8ODL2ozIC	Great idea and fully support!	White/non-minority	Not low income
R_sOpX6e251LkoXWF	I think it's a good idea as long as it doesn't raise the cost for other riders!	White/non-minority	Not low income
R_1FdUPydvtkMtge	This would be great for people in that income bracket.	White/non-minority	Unknown
R_3IRFPtz8ny02VU5	I would love to see statistics on how many people that would effect first. Is this a small program that only affects a small population or is this an accessible thing used by a large proportion of Bart riders? It's easier to support if it's a successful program	White/non-minority	Low income
R_1QomHivJiEeQvr2	If increasing this discount helps to reduce the number of fare jumpers, then I support it. Paying something into the system would be better than paying nothing. Along with this, an increase in police presence at the stations would be needed to deter fare jumping.	White/non-minority	Not low income
R_PzfUPpVzHLKZQI	Because I am single and make more than low income (just a smidge) I don't qualify so this program doesn't apply for me.	White/non-minority	Not low income

R_ThG76c9Hl7Je8N	Same issue as before - BART needs to clean trains and get rid of crimes and drugs. Once that's solved, I'd be all for discounting tickets to those in need.	White/non-minority	Not low income
R_2CxoiaCihyf5MX	If people can prove they need it, I'm ok with it. However, with that being said... I know mid 40-50 year olds using senior cards that belong to their parent(s)	White/non-minority	Not low income
R_QQX8UKeISIAwVx1	It's hard to see the objective of the reduction. More lower income families riding BART? Easier access? Are you recognizing that the fares are already too expensive for the average wage earner?	White/non-minority	Not low income
R_BQldkn1obk9kPmN	If there were an affordable monthly BART pass system like there should be, such a discount program wouldn't be necessary. Why do you think BART has so few riders compared to Muni? It's a few commuters who can afford being gouged, some others who don't mind the risk of jumping the turnstiles (chronic), and the rest of the train is empty.	White/non-minority	Not low income
R_0AguHX8Bf9DR6CJ	RTC ONLY	Minority	Low income
R_2atNyl4m7k6dt7	As much as the 50% discount sounds tempting, I believe that it is not fair to those who can afford it. (The middle class and upper class). In a perfect world, transportation services would be free for everyone to use. However, in this corrupt capitalist country, money is everything. And the homeless is exempt from the "laws". My suggestion is to make fares low, accessible, and the same for everyone.	Minority	Low income
R_11goBia9wPQlyw	If you're going to increase standard fares, you're offsetting that profit by adding another discount for STARJ users.	Minority	Not low income
R_1mWRVUPY05NUJ	Why not give everyone a discount? It's like people who aren't low income don't get any discount. Doesn't seem fair.	Minority	Not low income
R_2a8B16xk44BIAx	Please make the fares reasonable and consistent for all riders, and do not unfairly shift the burden to others.	Minority	Not low income
R_3qXM6hdlay4XN	Low income in bay area already get enough benefits. The middle class and wage earners should get benefits.	Minority	Not low income
R_12PhQoZaISfD0	The fares should be kept the same for everyone, they should be kept low and affordable. That is the point of public transportation. If I'm expected to pay a higher fare than someone else, I expect my train ride to be of higher quality. And that's not possible so keeping fares low, affordable, for everyone is the point and purpose of public transportation.	Minority	Not low income
R_1jxkZAF5qwwYvo	"Eligible low income" isn't defined so I cannot validate if it aligns to actual living wage and the unprecedented cost levels of the Bay Area.	Minority	Not low income
R_Y09Z3V0k4eL17	50% is too aggressive of a discount, 25%-30% makes more sense.	Minority	Not low income
R_1mkUkubTnFRkoD	Use the proposed discount for low income riders to fund your program.	Minority	Not low income
R_1ouq8LeIQj1Oee	It is essential.	Minority	Unknown
R_kD2uVBICNa3e2R	While I sympathize and empathize with the low-income community, having been in that category myself years ago, a 50% discount seems excessive when taking into consideration the fact that the rest of us are potentially going to have to pay MORE. In essence, those of us who are NOT considered "low-income" are paying for those who ARE considered "low-income." Consequently, BART wins, the "low-income" riders win, and the rest of us lose. There needs to be equity.	Minority	Unknown
R_2VQ5ZfHywRONou	Put in new fare gates to deter fare jumpers. This would increase fares collected, making discounts not needed.	Minority	Low income
R_3NDIKQz2VIAfNpu	I believe that everyone can afford a BART ride. (translated)	Minority	Low income
R_3i8HFidc8uIPyk	As above, enforce fare evasion first.	Minority	Not low income
R_1r3cL6QMDDAWw6s	Again, this is a subsidy that BART riders are being asked to pay, rather than everyone (including people who never ride BART) bearing the cost. Totally unfair.	Minority	Not low income
R_1GHcsRz1NH1Jun	I saw more and more people abuse the policy, SO steal a ride, and healthy people using discounted/free rippers. Why paying for these people.	Minority	Not low income
R_1o66atUDnn4rvv3	If you need money for basic operations and capital improvements why would reduce your revenue? That's not logical.	Minority	Not low income

R_36ajPa1DIX7QaaN	The middle man ALWAYS gets left out. Low income people get hand-outs and the wealthy don't need hand-outs as they do good to avoid paying for anything anyway	Minority	Not low income
R_1lfY498Qbr9DP0	Who will subsidize that? I would say riders like myself who pay FULL/overpriced fares. Ridiculous!	Minority	Not low income
R_29-c3UrsdApoYL	Bart is already an affordable transportation. With this reduction, how does Bart plan to meet the delta in funding? Makes me worry that the fare increase would continue.	Minority	Not low income
R_3s506IAKJD9E4GY	Why are you raising prices on the rest of us and letting lower income people not pay? That just isn't fair. I'm paying for their service.	Minority	Not low income
R_2znX0lemRlym1Vo	50% is too high a discount and doesn't encourage them to get a better job. Instead encourages them to not work so they don't have to pay more.	Minority	Not low income
R_10HYesZC7L5B	How is this fair? My hard earned money is given to others - not by my choice - but some bureaucrats (with high undeserved pay & retirement) who are WOKF at my expense? Give your own money not mine.	Minority	Not low income
R_1kUNeAmZ58eVS-	I'm happy with nothing changing	Minority	Not low income
R_yUtvH5f8vUBa	It's not fair to other customers.	Minority	Not low income
R_vcV85Ml60V28n	People who abuse the system get all the benefits (not everyone abuses). People who make poor life choices are rewarded with free housing, free food and now free Bart. While us working folks are not given anything for being a contributing member of society.	Minority	Not low income
R_1Gv01PPzQVytDn	So that means us, the customers who are low-income riders have to cover their cost right? That's not fair!	Minority	Not low income
R_1dAnnZw0zkOat5	That's part of the problem. Appeasing and a double standard which caused these issues.	Minority	Not low income
R_2rcTgDNvtrQCUR	Why should anybody receive discounted fare? We all get the same poor services so we should all pay the same. Maybe if you charged everybody the same and went after fare evaders you would have the revenue you need to run properly!	Minority	Not low income
R_A04zHrRpwtrND4	Why should normal riders continue to subsidize Clipper START. BART needs yo better understand who its riders really are.	Minority	Not low income
R_11AKP9egky06DM	Do not give discounts. Fare increases to give out discounts is not acceptable	Minority	Not low income
R_3NDrsYsAzwX8UMw	Don't agree	Minority	Not low income
R_cig9WIDGtUZYQC	I know many people fake their incomes. They just want free or close to free services. This makes unfair to us who are paying regular fares	Minority	Not low income
R_17NVmaSyevlGqZ	It doesn't matter anyway. Nobody pays. Work on that and you wouldn't need a fare increase. All the taxes we pay on this crap it should be free anyway I hate Bart and the weak board.	Minority	Not low income
R_27DpRV7radD2GvD	It would not be utilized as fare evasion has become too easy for passengers.	Minority	Not low income
R_2hM6x3IGsMppDL	Low income riders already get money from the government federal and state and low income riders doesn't mean, sometimes people that take care of the Bart Services	Minority	Not low income
R_30173qw5K5kVS3e	No at my expense	Minority	Not low income
R_1HVs7C0E7hu5	So that means we will be paying for their 50% discount you increase our fare to pay for theirs	Minority	Not low income
R_v99nmu6G-no7DH	Improving service is more important to poor folks than cheaper fares. You need to come up with effective plans first how to make sure each BART riders pay before giving discounts.	Minority	Not low income
R_3oCEV7/Mw3u8E	I barely make over low income and I am already struggling to pay the fare	Minority	Not low income
R_9vMLRccdd6v4Py	yes!	Minority	Unknown
R_3L0et3keAViCC0S	Anyone living under \$60s a year shouldn't be living in the Bay Area. People who are earning less than \$125k should qualify for this given these are the people who most commonly use your services.	Unknown	Not low income

R_1hGbnudcXg4i9c	I would be more likely to support it if you lower the Senior age to 60 to be eligible for a discount. I am 62 & have been riding for 30+ years.	Unknown	Not low income
R_1rbjBTN2hEgUDPr	Increase eligibility for this program	Unknown	Unknown
R_6bu5vri6maV5ajn	Those low income or homeless people never pay for the tickets, they are riding bart for free already, and now you want to drop to 50%? don't know what your company is thinking.	Unknown	Low Income
R_2wgZ5jFE3LZXWQ	Fare recovery should be a priority for BART from all of their users - the fares needed to make up this discrepancy besittle BART's financial crisis.	Unknown	Low Income
R_1CHD6kaIz5CTK2	There are other government programs to help low income households.	Unknown	Low Income
R_vjgwvWPFhcaayN	Free public transport isn't helpful if the service is terrible. I'd rather have good service than cheaper tickets. If you're going to increase fares to raise funds, spend it on improving the service. The cost of public transport is not just the price of the ticket but our time, and our time is being wasted with bad train schedules.	Unknown	Not low income
R_21yXVg8A6Jh1c	Already discounted and many people don't pay they jump over the entrance.	Unknown	Not low income
R_3cC5sGyL3r9VXg	I'm not qualified as low income, yet I'm not rich. I'm sandwiched in between. Why should a particular group get benefits?????	Unknown	Not low income
R_0izbZUXjCvZf8z	No one would qualify for this and the process to get this discount would take forever.	Unknown	Not low income
R_25z0c3BkXJDSFs	Nobody would qualify for this and you would make the process so difficult to obtain.	Unknown	Not low income
R_2aannh4IzxDnA8j	Nobody would qualify for this.	Unknown	Not low income
R_UAwkV5iNTNNo5t	Tax the rich. Seems to be your policy for all the failing services of this city. You are going to punish people who have a job and use your service - good way to dissuade usage from the people who can support the BART. Second and third order effects.	Unknown	Not low income
R_uxjXjckEUA55Uj	You are encouraging people to commit even more fraud when trying to apply to Capital Start. My wife's income meets the requirements but because of my income, she can't get one.	Unknown	Not low income
R_2Qnos90jOcW6M8	If people already get a discount then that's enough I'm confused why you want to charge others more but give others a discount. I thought inflation was impacting you all.	Unknown	Not low income
R_1jMOODZnmupxL	I appreciate giving discounts to low income, but realize it will be the middle class worker who bears the brunt of the cost increases.	Unknown	Unknown
R_1Juller8ywykTHv	I can't see why you would lower fares for select riders and then expect everyone else to make up the difference with higher fares. Seems like increasing safety and cleanliness would increase ridership such that fare increases wouldn't be necessary every year because you'd make up the difference with more riders.	Unknown	Unknown
R_WidV5CkH6jQvY	BART fares need to be LOWERED for everybody, not just low income people. For example - in New York, the standard fare is \$3.00 regardless of how far you go. Antioch to SFO Airport would be \$3 if we lived in New York.	Unknown	Unknown
R_0mW12Bndm0iWed	BART is already offering discounted rates for those who are low-income.	Unknown	Unknown
R_0jpwT2p9mXApn3	how is that going to help me? Usually this is for those that make \$40k or less.	Unknown	Unknown
R_2SAddU8ob1aC0y	Don't distort the cost of transit. People need to see the true cost. Other programs exist at the state and federal level to support low income families and individuals.	Unknown	Unknown
R_vNVLq25vV70MVL	BART SHOULD BE FREE	White/non-minority	Not low income
R_3NHVHjOcUj8vVn8	Make monthly passes like all the other subway systems.	White/non-minority	Not low income
R_2VrsAPEVj8TRDii	Put the limit at 250,000, then okay. Why should hard working people have to pay for those who don't work.	White/non-minority	Not low income
R_0XnjbRm6j3WNk3	The prices should be the same for everyone, if low income riders need help we should raise the min wage and/or provide jobs for those without jobs.	White/non-minority	Not low income

R_3IK5bEg/XeXWtTX	So, you want to raise the fare for some users but doesn't others? How about focusing on the gate jumpers. I already spend a lot of money on fare and I feel like the ones getting it for free need to be held accountable.	White/non-minority	Low income
R_2YK937K13h3G8As	BART is already facing severe budget difficulties. Further subsidizing fares for some individuals seems fiscally irresponsible at this time, particularly if the other fare-paying riders will be expected to spend even more on their fares.	White/non-minority	Not low income
R_1nLuFlGcR5pbC	Who is going to pay that 50% discount? If I don't qualify for the discount, I am actually paying for the ones that get the discount. If you do a discount, it should be for all who take Bart, especially for every day commuters, that bring in the money.	White/non-minority	Not low income
R_3QSho74VPu3KCPa	Low income people just fare evade regardless of how much the discount is.	White/non-minority	Not low income
R_3h4Nw7p4H3Vn86	I have to pay for the fares so why should others get discounts.	White/non-minority	Not low income
R_2Tn1VfNvK6Oly7	Matter of fact, those fare evaders are getting 100% discount and you let it happen. I would like to see BART enforce the current fares since rampant fare evasion is being subsidized by those of us who actually pay.	White/non-minority	Not low income
R_26uUAG8Ud9gn6u	Now everyone else has to pay for an increased discount, while their prices are going up. How about we get our service in order first, before you start increasing your discounts.	White/non-minority	Not low income
R_6vWA6MMwUEngwB	Why can't I have a discount? I get I have a job, while others hop the gates.	White/non-minority	Not low income
R_1glLDJcZym6s	I don't think I qualify for the discount.	White/non-minority	Not low income
R_10AugmD6sYXZEL	Just the bureaucracy of it all makes it expensive.	White/non-minority	Not low income
R_2q54475/768x71W	Lowering fares to 50% off will make fares more expensive for the rest of us that are not on START, many of us who are struggling.	White/non-minority	Not low income
R_2w2v8m8ZaMf9dM	Stop increasing subsidies when increasing fares on everyone else. Look to the state to help subsidize START users.	White/non-minority	Not low income
R_11DfH6HC1TSolVY	Unfair to those riders who are middle income, why should low income get a discount but I get a fare increase??	White/non-minority	Not low income
R_7rCXNE6Ac11P9B8	Until the financial officer at BART can manage money in a more efficient way will us bit the way to go.	White/non-minority	Not low income
R_5hK6WpacN8ysMh	There is a whole underground economy of people not claiming funding they really make... what I support is employers being mandated to subsidize public transit for workers who live in Eastern Contra Costa County, Hayward or Richmond that work in St. San Mateo or Santa Clara Counties... those employers and elected bodies owned by corporate employers created this problem, they need to pay for solutions... not me.	White/non-minority	Not low income
R_2YK1X1L1P81TPVQ	Low-income people get so many subsidies already, I don't think that my tax dollars need to fund their Clipper fares.	White/non-minority	Not low income
R_2E3D4V5P8G0dE1	It sounds like you are complaining you need money so you raise fares for one group but discount fares for other groups. Making the 1st group pay for you and the discount groups. Crazy.	White/non-minority	Unknown
R_1Q1RRNwN0u2eDM	You want more \$, but then give discount increase? Nonsense.	White/non-minority	Unknown
R_278sBPJIVhO30Hx	There should be a discount for clipper card users in general. We are the ones who use Bart the most!	Minority	Not low income
R_313ClPk9fteuCG	Not everyone qualifies.	Minority	Low income
R_1PZEdGOB1tXVn1N	Not at my expense.	Minority	Not low income
R_1ovCp3R1QheSAke	Why bother? I see hundreds of people riding for free every day. You're going to punish the honest working folks, placate the "eligible low income" people and ignore the legions of people who jump the fare gates, that's brilliant.	Minority	Not low income
R_3FLQ8WDoCUf4Sy1	50 % discount on low income riders but increase on regular Bart rider?	Unknown	Unknown
R_3KfXc85WTKwKYF	I don't know the limits to be considered "low income" so I can't agree or disagree with that general question. Do those who qualify change? How easy is it to get? Is there a limit on how much they can ride?	White/non-minority	Not low income
R_3nkoEYBpx83Eqql	No actually	Minority	Low income

R_33keivptIWAK8c	25%. Bart needs to fund it's operation	Minority	Not low income.
R_31YQFxD2PXm5a1N	Why use federal poverty line instead of one more realistic to the bay area?	Minority	Not low income.
R_xcnpRzkV2qbSiPv	Should the middle income class get discount for the Bart fare?	Minority	Not low income.
R_XFFG2aDlwwbj1kd	There will be an increase in general fare. But, also allow a higher discount for low income riders. Is our increased fare subsidizing for that difference?	Minority	Not low income.
R_zjWsgDUa4J3hBf	Why not 30% or 35%? Why 50%?	Minority	Not low income.
R_10Pu4oyTlpzTt3R	how will bart know which riders are low income and which aren't?	Minority	Not low income.
R_1o24DvvtajyeMs	30% more off is a pretty big increase for wanting to raise the fare still for "regular" riders. Some of us still don't make that much.	Minority	Not low income.
R_6mtAwmw80L6RqSz	I think that any discount program would be for people without jobs or not making any money, im sure I make just a little too much money to be included in a discount program. But I'm still struggling to afford life here in the Bay Area.	Minority	Not low income.
R_3jUNESRW6a9xAIA	Instead of larger discounts for some keep your rated accessible for ALL	Minority	Not low income.
R_C7FoxB30iZBjPqh	I understand that everyone is having a hard time with inflation these days. I don't agree that we should give discounts for all sorts of services in addition to social services and safety net programs already in place. Next should come car insurance and gasoline discounts. BART does not have the money to offer these discounts. Or maybe I would say that if BART had a surplus, I would be okay with deeper discounts. \$60K for a family of four is not very much money to live in the Bay Area.	Minority	Not low income.
R_2qyrbuJhlyVnP9B	It's good keep with nice discount to senior citizen people and disable	Minority	Low income
R_10rcRjDd9sNioL	That may help to decrease riders jumping the gate.	Minority	Low income
R_3sbjVUDrCwlll7A	Public transport should be affordable for all, not just a few.	Minority	Not low income.
R_3G6G20oVcoKuGdm	Giving them bigger discount is teaching them to be lazy. They're already low income, they should strive more to have a better life. Instead of giving them fish, teach them how to fish.	Minority	Low income
R_6RsfgDLiuvm8bT	I understand people need discounts but realistically everyone needs discounts. And everyone is trying to get buy everyday. Commute, food, bills.	Minority	Low income
R_3hbYKorAUeQ920X	Is there any data showing that this program is effective?	Minority	Not low income.
R_ZOUTk0DZpg9N9m	People who skip gates aren't price sensitive to start not skipping gates.	Minority	Not low income.
R_s0vEUW7tdwtGqo9	It's unfair to others who are also barely keeping it together even though they don't qualify as low income	Minority	Not low income.
R_27aIH8sqGqEwWh	I have mixed feelings about a higher discount for START users that coincides with a general fare increase. I can get behind the fare increase to fund operations and capital projects, but have a hard time reconciling the concurrent deeper discount for select users without hearing all the facts and justification.	Minority	Not low income.
R_1rB6uO63H7QOGG	Oppose if the discounts come at the expense/cost of all other users.	Minority	Not low income.
R_sHeVj87posoR6PT	Fare enforcement needs to increase. BART needs to refocus as a transportation service, not as social services or a homeless shelter.	Minority	Not low income.
R_210pchsJ5snr4RW	I don't benefit from this discount .	Minority	Not low income.
R_6covNAP6eBzQFe9	You're already giving away free rides to people who jump over the kiosk without any Bart police in site while most of the riders have to pay full price.	Minority	Not low income.
R_Az0RbnOU9T12jp7	Oppose it because I wouldn't qualify for it by just a little (due to household income). It is not fair for those in the lower middle class to have to pay more while others pay less.	Minority	Not low income.
R_2Y4mEj11wo7SMaC	The income caps are so low that this program hardly helps anyone. Better to look into peak/off peak rates or other ways to incentivize riders who have a choice.	Minority	Not low income.

R_2QW29HdESYYtbc	Not sure if it will be used for the real Riders. Abuse is possible. Please increase safety by removing drug users and homeless from bart.	Minority	Not low income.
R_1jxsp5QnE6fdX3	20% is a reasonable discount already.	Minority	Not low income.
R_12zQ8kRIHHEBm19	I think public transportation is already reasonable.	Minority	Unknown
R_5daZdPF44X4fhwI	If you do that, who's making up that 30%? Is it the riders that you feel are not low income riders?	Minority	Unknown
R_24IxeBAPN7VgB9L	No - make fares as low as possible and support them with broad applicability. This is a public utility and everyone should pay the same low fare.	Unknown	Not low income.
R_0ib5c8wIzkjQo9z	I believe that the household income limit should be increased to anyone earning less than \$125k.	Unknown	Not low income.
R_1kXOIZk8m1eFIBT	It kind of depends on what is considered "low income"... I don't think it's fair that people who go to work every day and work hard may not qualify because they make too much while others who may not work or doesn't make a lot get discounted tickets..	Unknown	Unknown
R_ofYtSqi0e02ZXj	Silly qualitative proposal, run the numbers and I doubt this will help you raise funds.	Unknown	Not low income.
R_3M3yKXjLV5ae1rC	I don't see how the discount program will help. People will still practice fare evasion.	Unknown	Unknown
R_1IlgQ8avqu29Tvyq	My concern is who is going the shoulder the discount, general commuters	Unknown	Unknown
R_1IkaO5TwHEK11Y	Fine with this as long as it doesn't raise cost for full paying customers..	White/non-minority	Not low income.
R_3ME8q08ZmWOCHNe	I think 50% off is a bit much	White/non-minority	Not low income.
R_3HkugBwcF5DsjkQ	20% is already a sizeable discount. Upping the discount to match the previous pricing would be more effective.	White/non-minority	Not low income.
R_3KxQ8GpMLGKDKN	I vote for a 35% discount instead.	White/non-minority	Unknown
R_2rxqslmMa15jPY1	It's not clear what the benefits of a low income transit discount program are. It's not clear that BART should continue this program and why. Would like to see data on the benefits of the program and if it leads to a reduction in fare evasion and increased revenue from fare collection and what the increased percentage and threshold is if any.	White/non-minority	Low income.
R_3NOF0DjmCe7aHvS	I feel this will bring more homeless people on BART.	White/non-minority	Not low income.
R_3Kvg5u37cNV6KE3	Welfare for turnstile jumpers.	White/non-minority	Not low income.
R_eG7kNk9m6Yp3nj	I oppose if fares go up and there is no help for those that don't fall in the category of low income, but they are really low income when it comes to bay area cost of living.	White/non-minority	Not low income.
R_2Cs5zf69A5LTm2d	Make non-paying riders pay first (i.e., stop fare evaders and mentally ill people from destroying the stations), and you would not need these increases!!	White/non-minority	Not low income.
R_WizYEj0exUWNWSJ	Jack my fare so that others can pay less for an already poor service. Awesome idea.	White/non-minority	Not low income.
R_1Qc5IEJ6EIGhVFP	daily riders should discount.	Minority	Low income.

8 Appendix PP-C: January 2024 and January 2025 Fare Increase Postcard

BART WANTS TO HEAR FROM YOU!



BART is considering changes to its fares to help fund its operations and capital projects. Come tell us what you think at the following BART station events:

- Lake Merritt..... Tuesday, March 7 | 7:00–9:30am
- Pittsburg/Bay Point.....Wednesday, March 8 | 4:00–7:00pm
- Balboa Park.....Thursday, March 9 | 4:00–7:00pm
- El Cerrito del Norte Tuesday, March 14 | 7:00–9:30am
- Civic Center/UN Plaza.....Wednesday, March 15 | 7:00–9:30am
- Hayward.....Thursday, March 16 | 4:00–7:00pm



SCAN TO TAKE SURVEY

Take the survey online Mar. 7–Mar. 26, 2023 at bart.gov/faresurvey

¡BART QUIERE ESCUCHAR SU OPINIÓN!

BART está considerando cambios a sus tarifas para ayudar financiar operaciones y proyectos de capital. Venga a una de las siguientes estaciones de BART, y déjenos saber su opinión:

Lake Merritt

Martes, 7 de marzo, de 7:00 a 9:30 a. m.

Pittsburg/Bay Point

Miércoles, 8 de marzo, de 4:00 a 7:00 p. m.

Balboa Park

Jueves, 9 de marzo, de 4:00 a 7:00 p. m.

El Cerrito del Norte

Martes, 14 de marzo, de 7:00 a 9:30 a. m.

Civic Center/UN Plaza

Miércoles, 15 de marzo, de 7:00 a 9:30 a. m.

Hayward

Jueves, 16 de marzo, de 4:00 a 7:00 p. m.

Complete la encuesta en línea del 7 al 26 de marzo de 2023 en bart.gov/faresurvey



요금 변경 관련 설문조사: bart.gov/faresurvey 에서 의견을 보내주시기 바랍니다. 스캔하여 설문조사 참여
Опрос по изменению тарифов: пройдите опрос на сайте bart.gov/faresurvey. Отсканируйте для участия в опросе
Survey sa Pagbabago sa Pamasaha: ibigay sa amin ang inyong feedback sa bart.gov/faresurvey. I-scan Upang Sagutin ang Survey
Khảo Sát về Thay Đổi Giá Vé: Vui lòng cung cấp cho chúng tôi phản hồi của quý vị tại bart.gov/faresurvey. Quét để Tham Gia Khảo Sát

BART 希望 傾聽您的意見!

BART 正在考慮改變其票價，以幫助其日常營運和重大建設計劃提供資金。請參與以下 BART 車站的活動，並告訴我們您的想法：

Lake Merritt

3月7日，星期二 上午 7:00-9:30

Pittsburg / Bay Point

3月8日，星期三 下午 4:00-7:00

Balboa Park

3月9日，星期四 下午 4:00-7:00

El Cerrito del Norte

3月14日，星期二 上午 7:00-9:30

Civic Center / UN Plaza

3月15日，星期三 上午 7:00-9:30

Hayward

3月16日，星期四 下午 4:00-7:00

請於 2023 年 3 月 7 日至 3 月 26 日期間在 bart.gov/faresurvey 上參與調查

BART WANTS TO HEAR FROM YOU!



BART is considering changes to its fares to help fund its operations and capital projects. Come tell us what you think at the following BART station events.

¡BART QUIERE ESCUCCHAR SU OPINIÓN!

BART está considerando cambios a sus tarifas para ayudar financiar operaciones y proyectos de capital. Venga a una de las siguientes estaciones de BART, y déjenos saber su opinión.

BART 希望傾聽您的意見!

BART 正在考慮改變其票價，以幫助其日常營運和重大建設計劃提供資金。請參與以下 BART 車站的活動，並告訴我們您的想法。

Lake Merritt.....	Tuesday, 03/07/23 7:00–9:30 am
Pittsburg/Bay Point.....	Wednesday, 03/08/23 4:00–7:00pm
Balboa Park.....	Thursday, 03/09/23 4:00–7:00pm
El Cerrito del Norte	Tuesday, 03/14/23 7:00–9:30 am
Civic Center/UN Plaza	Wednesday, 03/15/23 7:00–9:30 am
Hayward.....	Thursday, 03/16/23 4:00–7:00pm

Take the survey online Mar. 7–Mar. 26, 2023 at
bart.gov/faresurvey



SCAN TO TAKE SURVEY
ESCANEAR PARA RESPONDER LA ENCUESTA
掃描並參加問卷調查

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Survey sa Pagbabago sa Pamasaha: ibigay sa amin ang iyong feedback sa bart.gov/faresurvey. I-scan Upang Sagutin ang Survey
Khảo Sát về Thay Đổi Giá Vé: Vui lòng cung cấp cho chúng tôi phản hồi của quý vị tại bart.gov/faresurvey. Quét để Tham Gia Khảo Sát

9 Appendix PP-D: Multilingual Newspaper Ads

“바이든, 트럼프엔 지고 디샌티스·헤일리엔 이겨”

군인들이 차량에 충격 기해
멕시코서 민간인 5명 사망

에버슨에 차기 대선 여론조사
가장 공화정권 트럼프 55% 압도
민주 71% '바이든 출마해야'
바이든 71% vs 트럼프 46%
바이든 41% vs 디샌티스 34%



조 바이든 대통령이 지난 2월 28일(현지시간) 워싱턴에서 트럼프 전 대통령에게 지지는 것으로 나타났다.

조 바이든은 지난 2월 28일(현지시간) 워싱턴에서 열린 여론조사 결과 트럼프 전 대통령을 지지하는 것으로 나타났다. 바이든은 71%의 지지를 받았으며, 트럼프는 46%의 지지를 받았다. 바이든은 41%의 지지를 받았으며, 디샌티스는 34%의 지지를 받았다.

이탈리아 여론조사에서도 바이든은 71%, 트럼프는 46%의 지지를 받았다. 바이든은 41%의 지지를 받았으며, 디샌티스는 34%의 지지를 받았다.

미국 여론조사 기관인 퓨리서치가 발표한 여론조사 결과 바이든은 트럼프를 지지하는 것으로 나타났다. 바이든은 71%의 지지를 받았으며, 트럼프는 46%의 지지를 받았다. 바이든은 41%의 지지를 받았으며, 디샌티스는 34%의 지지를 받았다.

미국 여론조사 기관인 퓨리서치가 발표한 여론조사 결과 바이든은 트럼프를 지지하는 것으로 나타났다. 바이든은 71%의 지지를 받았으며, 트럼프는 46%의 지지를 받았다. 바이든은 41%의 지지를 받았으며, 디샌티스는 34%의 지지를 받았다.

그리스 열차 정면충돌, 최소 40명 사망

‘학생들 카니발 귀갓길이 비극의 밤으로’
여객열차, 화물열차와 충돌해 탈선·화재

그리스 동부에서 지난 28일 28일(현지시간) 열차 2대가 정면으로 충돌해 최소 40명이 숨지고 85명이 다치는 참사가 발생했다.

열차에서 구조·수색 작업이 끝나지 않은 상태에서 인명 피해는 이보다 더 늘어날 것으로 우려된다. 그리스 공영 방송사 ERT는 최대 60명의 사망자가 아직 확인되지 않았다고 보도했다.



구조차원들이 열차 사고현장에서 구조작업을 벌이고 있다. (AP)

충격과 화재로 인명 피해가 잇따랐을 것으로 추정되며, 구조와 구급차 지원이 지연되고 있다. 40여명의 사상자가 발생했으며, 이 중 20여명은 학생들로 알려졌다.

그리스 당국자들은 대참사로 규정할 예정인 동시에 사고 원인 규명 작업이 진행되고 있다. 사고 원인은 아직 불분명하다.

이날 사고에 연루된 열차들은 화물열차와 여객열차였다. 열차 충돌로 인해 화물열차의 화물도散落되었다.

구조차원들이 열차 사고현장에서 구조작업을 벌이고 있다. (AP)

구조차원들이 열차 사고현장에서 구조작업을 벌이고 있다. (AP)

곳곳에 드론...러 본토 2개월만에 공격당해

크림반도 인접 지역 화재

우크라이나 군대가 드론을 이용해 러시아 본토 곳곳에서 인접 지역 화재 발생을 일으켰다.

러시아 군대는 드론 공격을 막기 위해 노력하고 있다. 드론 공격은 러시아 본토 곳곳에서 인접 지역 화재 발생을 일으켰다.

러시아 군대는 드론 공격을 막기 위해 노력하고 있다. 드론 공격은 러시아 본토 곳곳에서 인접 지역 화재 발생을 일으켰다.

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BART에 여러분의 의견을 들려주세요!

BART는 운영 및 자본 프로젝트에 자금을 지원하기 위해 요금 변경을 고려하고 있습니다. 다음 BART 역 이벤트에 참여하여 여러분의 의견을 들려주시기 바랍니다.

Lake Merritt	3월 7일 화요일 오전 7시-9시 30분
Pittsburg/Bay Point	3월 8일 수요일 오후 4시-7시
Balboa Park	3월 9일 목요일 오후 4시-7시
El Cerrito del Norte	3월 14일 화요일 오전 7시-9시 30분
Civic Center/UN Plaza	3월 15일 수요일 오전 7시-9시 30분
Hayward	3월 16일 목요일 오후 4시-7시

2023년 3월 7일-3월 26일, bart.gov/faresurvey 에서 온라인 설문조사에 참여해 주시기 바랍니다.

CA Lic #4018882

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Tel: (408)334-3772
Email: kskim7267@gmail.com
664 N. Central Ave., Campbell, CA 95008



BART MUỐN NGHE Ý KIẾN CỦA QUÝ VỊ!



BART đang xem xét những thay đổi với giá vé nhằm góp phần tài trợ cho các hoạt động và dự án vốn. Vui lòng cho chúng tôi biết suy nghĩ của quý vị tại các sự kiện sau đây của trạm BART:

- Lake Merritt.....Thứ Ba, ngày 7 tháng Ba 7:00 - 9:30 sáng
- Pittsburg / Bay Point.....Thứ Tư, ngày 8 tháng Ba 4:00 - 7:00 tối
- Balboa Park.....Thứ Năm, ngày 9 tháng Ba 4:00 - 7:00 tối
- El Cerrito del Norte.....Thứ Ba, ngày 14 tháng Ba 7:00 - 9:30 sáng
- Civic Center / UN Plaza.....Thứ Tư, ngày 15 tháng Ba 7:00 - 9:30 sáng
- Hayward.....Thứ Năm, ngày 16 tháng Ba 4:00 - 7:00 tối



Tham gia khảo sát trực tuyến từ ngày 7 tháng Ba đến ngày 26 tháng Ba, 2023 tại bart.gov/faresurvey

VIỆT NAM QUÊ HƯƠNG
TRUNG QUỐC SỞ

Giám đốc FBI: Rò rỉ phòng thí nghiệm Trung Quốc có thể là nguyên nhân gây ra đại dịch COVID-19



Giám đốc FBI Christopher Wray.

VOA - Giám đốc Cơ quan Điều tra Liên bang Hoa Kỳ (FBI) Christopher Wray hôm thứ Ba (28/2) cho biết FBI đánh giá rằng một vụ rò rỉ từ một phòng thí nghiệm ở Vũ Hán, Trung Quốc, có khả năng đã gây ra đại dịch COVID-19, theo Reuters. Tuy nhiên, phát biểu này ngay lập tức bị phía Trung Quốc lên án.

Ông Wray nói với đài Fox News: "Từ lâu FBI đã đánh giá rằng nguồn gốc của đại dịch rất có thể là một sự cố tiềm ẩn trong phòng thí nghiệm ở Vũ Hán".

Phát biểu của ông Wray được đưa ra tiếp theo sau một bản tin của tờ Wall Street Journal vào ngày 26/2 nói rằng Bộ Năng lượng Hoa Kỳ đã đánh giá với độ tin cậy thấp về nguyên nhân đại

dịch là do rò rỉ ngoài ý muốn từ phòng thí nghiệm ở Trung Quốc.

Bản tin cho biết có bốn cơ quan khác, cũng với cộng đồng tình báo quốc gia Hoa Kỳ, vẫn đánh giá rằng đại dịch có khả năng là kết quả của sự lây truyền tự nhiên và còn hai cơ quan vẫn chưa đi đến kết luận.

Phát ngôn viên an ninh quốc gia của Nhà Trắng John Kirby hôm 27/2 cho biết chính phủ Hoa Kỳ vẫn chưa có kết luận chắc chắn và sự đồng thuận về nguồn gốc của đại dịch.

Ông Wray cho biết ông không thể chia sẻ nhiều chi tiết về đánh giá của FBI vì chúng là tài liệu mật.


Ông cáo buộc chính phủ Trung Quốc "đã cố hết sức mình để ngăn chặn và gây hoang mang" cho những nó

lực tìm hiểu về nguồn gốc của đại dịch của Hoa Kỳ và những nước khác.

Bé Ngoại giao Trung Quốc hôm thứ Tư (1/3) kêu gọi Hoa Kỳ ngừng chính trị hóa việc truy xuất nguồn gốc của đại dịch.

Người phát ngôn Bộ Ngoại giao Mao Ninh nói trong một cuộc họp báo thường kỳ ở Bắc Kinh rằng "Cộng đồng tình báo Hoa Kỳ khét tiếng về gian lận và lừa dối, kết luận mà họ đưa ra không có chút uy tín nào".

Bà Mao nói thêm: "Chúng tôi kêu gọi phía Hoa Kỳ tôn trọng khoa học và sự thật, ngừng chính trị hóa vấn đề truy xuất nguồn gốc của virus Covid-19".



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Điều trần tại tân Ủy ban Hạ viện Mỹ chuyên về Trung Quốc: Ứng phó với ĐCS TQ là 'cuộc đấu tranh sinh tồn'



Quốc kỳ Trung Quốc và quốc kỳ Hoa Kỳ ở thủ đô Washington.

VOA - Một ủy ban chuyên trách mới của quốc hội Hoa Kỳ về cạnh tranh với Trung Quốc vừa tổ chức phiên điều trần đầu tiên tập trung vào nhân quyền hôm 28/2, trong bối cảnh quan hệ song phương căng thẳng nhiều tuần sau khi một kinh khí cầu do thám của Trung Quốc bay qua Bắc Mỹ bị bắn hạ, theo Reuters.

Dân biểu đảng Cộng hòa Mike Gallagher, Chủ tịch Ủy ban Chuyên trách của Hạ viện ủng hộ với Đảng Cộng sản Trung Quốc (ĐCS TQ), phát biểu khai mạc phiên điều trần: "Đây không phải là một trận đấu quân vật giao hữu. Đây là một cuộc đấu tranh sinh tồn về cuộc sống sẽ như thế nào trong thế kỷ 21 - và những quyền tự do cơ bản nhất đang bị đe dọa".

Các nhà lãnh đạo của ủy ban xem phiên điều trần này, phiên

trong ủy ban, phát biểu: "Trong ba thập kỷ qua, cả Đảng Dân chủ và Đảng Cộng hòa đều đánh giá chưa đúng mức về ĐCS TQ, và cho rằng thương mại và đầu tư chắc chắn sẽ phát triển dần dần và an ninh hơn ở Ấn Độ Dương-Thái Bình Dương... Thay vào đó, điều ngược lại đã diễn ra".

Ngoài ra, các nhà bất đồng chính kiến Trung Quốc cũng tham dự phiên điều trần. Trong vài ngày qua, Dân biểu Gallagher và các ủy viên khác đã tổ chức một số sự kiện để thu hút sự chú ý đến các vấn đề nhân quyền, bao gồm một cuộc họp hôm thứ



Dân biểu Mike Gallagher (phải) và Dân biểu Raja Krishnamoorthi, tại phiên điều trần hôm 28/2/2023.

chen lọc" nền kinh tế Hoa Kỳ và Trung Quốc.

Dân biểu Raja Krishnamoorthi, thủ lĩnh phái Dân chủ

Bây (25/2) hèn ngoài nơi mà các quan chức Hoa Kỳ gọi là "đón công an" bất hợp pháp của Đảng Cộng sản (Xem tiếp trang A11)



BART wants to hear from riders on proposed fare changes in 2024 and 2025

BART wants to hear from the public about two less-than-inflation fare increases that would assist the agency in continuing to provide safe and reliable service. We are also proposing offering an increased discount of 50% -- up from 20% -- to low-income [Clipper START](#) participants.

The first proposed fare increase, as well as the increased Clipper START discount, would occur on Jan. 1, 2024, and the second fare increase would occur on Jan. 1, 2025.

In 2004, BART implemented the Board-approved Inflation-Based Fare Increase Program to offer riders a predictable pattern of small fare adjustments over time at a rate below inflation. Due to recent rapid inflation, the program's formula calls for a single 11.4% increase on Jan. 1, 2024; however, BART is proposing to spread the fare increase over two years by implementing two smaller increases of up to 5.5% each in 2024 and 2025.

For a short trip, such as traveling from El Cerrito del Norte to 19th Street/Oakland, the regular fare is estimated to increase by up to \$0.15 in 2024. For a longer trip, such as traveling from Antioch to Montgomery, the regular fare estimated to increase by up to \$0.40.

Additionally, BART is studying implementing a larger discount for low-income riders who use the regional [Clipper START program](#). The program is for adult riders with a household income of 200% of the federal poverty level or less. BART's current discount of 20% per trip would increase to 50% per trip.

Fares are an important funding source to continue meeting the needs of riders who rely on BART. Money from the fare increases will go towards our operating and capital budgets, funding train service, enhanced cleaning, additional police and unarmed safety staff presence, and capital projects such as purchasing new train cars. The last fare increase, of 3.4%, occurred on July 1, 2022.

We want to hear from riders about these scheduled fare increases. Tell us what you think by taking our online survey at bart.gov/faresurvey. The survey closes on March 26, and respondents may choose to enter to win a \$50 Clipper card at the end of the survey.

BART will continue to offer these additional discount programs:

- Youth 5-18 years old get 50% off with a [Youth Clipper card](#).
- Seniors 65 and over get 62.5% off with a [Senior Clipper card](#).
- The [RTC Clipper card](#) is a version of Clipper created for passengers under 65 with qualifying disabilities to provide 62.5% off.
- BART offers a "High-Value Discount." Adult Clipper cards get a 6.25% discount on cash value rides by buying \$48 worth of value for \$45 or \$64 worth of value for \$60 when autoloading is set up.

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