

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

CLIPPER BAY PASS AND

FREE & DISCOUNTED

TRANSFERS

TITLE VI FARE EQUITY ANALYSIS REPORT

AND

PUBLIC PARTICIPATION REPORT

August 2024

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SECTION 1: INTRODUCTION

In compliance with Title VI of the Civil Rights Act of 1964, the Federal Transit Administration (FTA) requires all transit agencies that receive federal funding to monitor the performance of their systems, ensuring services are made available and/or distributed equitably. One component of ensuring compliance is performing an equity analysis for all fare changes or major service changes to determine its impact on minority (race, color, or national origin) and low-income populations. The San Francisco Bay Area Rapid Transit District (BART), as a recipient of federal funds, is required by the FTA to comply with Title VI of the Civil Rights Act of 1964 and its amendments (ACT).

From 2019 to 2021, MTC and BART co-led the Regional Fare Coordination/Integration Study in partnership with the region's transit operators to identify fare policy changes that could grow ridership and relieve financial burden on riders who use multiple agencies. At the conclusion of the study, the Fare Integration Task Force (a special committee of the Clipper Executive Board) endorsed the resulting Bay Area Transit Fare Policy Vision Statement in Fall 2021, which included the Clipper BayPass Pilot and Free & Discounted Transfer Pilot Program¹ in its policy proposal. The Clipper BayPass is the Bay Area's first regional, prepaid, unlimited-ride transit pass available to institutions including employers, universities, affordable housing sites, and more. Participating BayPass institutions purchase a prepaid Clipper BayPass for 100% of their eligible members who can then enjoy unlimited access to all bus, rail, and ferry services in the nine-county Bay Area region at no cost to the rider. Separately, the Free & Discounted Transfers Pilot Program will launch with the rollout of the next generation Clipper system (Clipper 2). When making a trip that requires transferring between transit agencies, customers using Clipper will pay the full fare for just the first agency. Any transfer to a different agency within two hours of their first tag will be discounted up to the maximum local single ride fare, currently \$2.50. A "Free Transfer" would occur when the subsequent fare is \$2.50 or less and a "Discounted Transfer" would be when fares are more than \$2.50. This program offers a more seamless experience for riders: treating connections between multiple agencies as though they are connections within a single agency.

These Title VI fare equity analyses will:

- Evaluate how the proposed fare changes may impact Title VI and Environmental Justice protected populations, and

¹ The Clipper BayPass pilot has two (2) phases. Phase 1 involved schools/universities/affordable housing. Phase 2 was institutionally-funded and involved employers/institutions.

- Identify strategies to avoid, minimize, or mitigate any disproportionate burdens, disparate impacts, or any potentially negative outcomes.

RELEVANT TITLE VI POLICIES

This fare equity analysis was completed in accordance with FTA regulations outlined in FTA Circular 4702.1B, “Title VI Requirements and Guidelines for Federal Transit Administration Recipients.” The Circular requires this analysis to minimize or ensure there are no disparate impact on minority populations or disproportionate burden on low-income populations. The analysis also follows BART’s Disparate Impact and Disproportionate Burden Policy and is consistent with recent BART fare change equity analyses. The Circular requires that a Title VI equity analysis be performed for fare changes and major services changes. Each transit agency is responsible for establishing appropriate policies that outline what constitutes a “major” service change as well as setting policy to determine thresholds for disparate impacts and disproportionate burdens.

Disparate Impact Definition

Refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient’s policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin. (FTA C 4702.1B, Chap. I-2)

Disproportionate Burden Definition

Refers to a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations. A finding of disproportionate burden requires the recipient to evaluate alternatives and mitigate burdens where practicable. (FTA C 4702.1B, Chap. I-2)

BART’s Disparate Impact and Disproportionate Burden (DI/DB) Policy

In accordance with the Federal Transit Administration (FTA) Title VI Circular 4702.1B, the BART Board adopted a Disparate Impact and Disproportionate Burden Policy for use in the assessment of proposed Major Service Changes or fare changes.

For any 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 or disparate 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.

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 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.

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.

SECTION 2: BACKGROUND

The recommendations of the Transit Fare Coordination/Integration Study and Business Case led by the Metropolitan Transportation Commission (MTC) focus on creating a more customer-friendly transit fare system in the Bay Area among the region’s 27 different transit operators. Based on the study’s findings, the Fare Integration Task Force adopted the Bay Area Transit Fare Policy Vision Statement in Fall 2021. The Fare Policy Vision Statement outlined regional fare coordination initiatives, including the Clipper BayPass and the Free & Discounted Transfer Pilot Program.

Initially launched in 2022, the two-year Clipper BayPass pilot program offered approximately 50,000 selected Bay Area residents free access to all bus, rail, and ferry services in the nine-region county, except for Muni cable cars. In Phase 1, the new passes were randomly distributed to approximately 25% of participating students at San Francisco State University, San Jose State University, and University of California’s Berkeley. At the same time, the pass was made available to all students at Santa Rosa Junior College and all residents of 12 affordable housing sites managed by MidPen Housing. This limited distribution was designed to measure the impact on travel of an all-system pass when compared to those not using the Clipper BayPass. A preliminary travel impact study has indicated a nearly 40% increase in transit ridership compared to each institution’s pre-existing passes on 1-3 transit agencies. As part of the pilot’s Phase 2 in January 2024, the Clipper BayPass expanded to include 20,000 residents from a diverse range of Bay Area Employers varying from industries, geographies, and participant demographics. Some currently participating institutions include the University of California San Francisco, the City of Menlo Park, and Alameda TMA.

Planned to launch as part of the Next Generation Clipper (Clipper 2.0) rollout, the Free & Discounted Transfer Pilot Program offers a more seamless experience for riders. When making a trip that requires transferring between transit agencies, riders using Clipper will pay the full fare for just the first agency. Transfer trips made between agencies in the two hours following their first Clipper card tag will be free or discounted up to the maximum local fare, currently \$2.50. A “Free Transfer” would occur when the subsequent fare is \$2.50 or less and a “Discounted Transfer” would be when fares are more than \$2.50. This program offers a more seamless experience for riders: treating connections between multiple agencies as though they are connections within a single agency.

SECTION 3: EQUITY ANALYSIS

METHODOLOGY & DATA SOURCES

Data used to conduct the Title VI Fare Equity Analyses came from two sources:

1. **Customer Satisfaction Survey:** Conducted in Fall 2022, the Customer Satisfaction Survey asked BART riders about all aspects of BART service, to better understand where BART could best focus its efforts to improve customer satisfaction. As part of that survey, riders were asked questions related to station access, parking, and demographics that are relevant to this Title VI analysis. The Customer Satisfaction Survey is conducted every other year and is statistically valid at a system-wide level, as respondents are randomly selected to ensure the data are projectible to the overall population of BART riders. The 2022 Customer Satisfaction Survey had a sample size of 3,022 surveys.
2. **Clipper BayPass Survey:** Conducted in June 2024, this BART survey was designed specifically to collect feedback on its two new fare programs: Clipper BayPass and the Free & Discounted Transfer Pilot Program. The survey was administered from June 7th, 2024, to June 24th, 2024, at five BART stations, and resulted in 489 responses.

This analysis uses the Clipper BayPass Survey where possible, as it is targeted at workers or students who transfer, especially at stations likely to have a relatively high percentage of minority and/or low-income riders. The Clipper BayPass Survey also provides qualitative insight into the impacts of the fare policy programs.

Protected Populations Definitions

For this analysis, BART's five-county service area definitions and thresholds for minority and low-income populations are used. The definitions and thresholds are described as follows:

- Minority Definition: Pursuant to the Circular and Federal guidelines, minority populations are defined as individuals who have identified themselves to be American Indian and Alaska Native; Asian; Black or African American; Hispanic or Latino; or Native Hawaiian or Other Pacific Islander; or some combination of these identities.
- Low-Income Definition: BART defines the low-income populations as those who are at or below 200 percent of the poverty level established for households by the Department of Health and Human Services (HHS) poverty guidelines. This assumption is more inclusive of low-income populations, accounting for higher incomes in the Bay Area as compared to the rest of the United States. The 200%

threshold is also consistent with the assumptions employed by the Metropolitan Transportation Commission (MTC) in its Plan Bay Area 2050 Equity Analysis Report, issued in 2021. This definition considers both the household size and household income, the combinations of household size and income that are defined as “low-income” (see Table 1). The 2021 income limits were used for the Customer Satisfaction Survey and the 2024 limits were used for the Clipper BayPass Survey to determine if respondents were low-income.

TABLE 1: POVERTY GUIDELINES – FEDERAL* AND THE BART SERVICE AREA

Persons in Family / Household	2021 Poverty Guideline (Federal)	200% (BART Service Area, 2021)	2024 Poverty Guideline (Federal)	200% (BART Service Area, 2024)
1	\$12,880	\$25,760	\$15,060	\$30,120
2	\$17,420	\$34,840	\$20,440	\$40,880
3	\$21,960	\$43,920	\$25,820	\$51,640
4	\$26,500	\$53,000	\$31,200	\$62,400
5	\$31,040	\$62,080	\$36,580	\$73,160
6	\$35,580	\$71,160	\$41,960	\$83,920
7	\$40,120	\$80,240	\$47,340	\$94,680
8	\$44,660	\$89,320	\$52,720	\$105,440

*For the 48 Contiguous States and the District of Columbia
Source: U.S. Department of Health & Human Services

Fare Equity Analyses

The fare equity analyses serve to demonstrate that BART has considered the consequences of the Clipper BayPass Pilot as facially neutral but may result in a disparate impact on minority riders or a disproportionate burden for low-income riders. The FTA’s recommended methodology for performing a fare equity analysis begins with determining the number and percent of users of each fare type and evaluating the differences between minority users and non-minority users, as well as low-income and non-low-income users. Next, the analyses will evaluate the impacts of the proposed changes to determine if there is a disparate impact or disproportionate burden. For the fare reduction programs in this analysis report, a positive value indicates a potential disparate impact or disproportionate burden that is unfavorable to protected populations; the closer the number is to BART’s 10% threshold, the higher the impact. Likewise, a negative value indicates a benefit that is favorable to protected populations. Finally, alternatives must be evaluated, and mitigation strategies offered to prevent or mitigate any potential burdens. Each phase of the Clipper BayPass was evaluated to determine if there is a disparate impact or disproportionate burden.

PHASE 1: Clipper BayPass - University Students/Affordable Housing

As part of Clipper BayPass Pilot Program phase 1, riders that are potentially eligible include university students and affordable housing residents.

University Student Analysis

Utilizing the trip purpose question² from the BART 2022 Customer Satisfaction Survey, Table 2, illustrates that riders going to school on BART are also more likely to be a minority, so there are no disparate impacts. Similarly, riders going to school on BART are also more likely to be low-income, as compared to all riders. **Thus, there is neither a disparate impact, nor a disproportionate burden for school commuters.**

TABLE 2: SCHOOL TRIP PURPOSE (BART CUSTOMER SATISFACTION SURVEY 2022)

What is the primary purpose of this trip?		
	School	Total
Minority	83%	67%
White	17%	33%
Total	100%	100%
Low-Income	52%	29%
Non-Low-Income	48%	71%
Total	100%	100%

TABLE 3³: DISPARATE IMPACT/DISPROPORTIONATE BURDEN ANALYSIS FOR SCHOOL COMMUTERS

	% Difference (Minority vs. White)	Minority Disparate Impact	% Difference (Low-Income vs Non-Low-Income)	Low-Income Disproportionate Burden
School Commuters	-16%	No	-23%	No

² The trip purpose question captures all student trips and therefore we are making the assumption that university students have the same demographics as students in general (including K-12). Ideally survey data which breaks out level of school attending would be used, but this level of detail is not currently available. BART may consider breaking the school trip type into multiple grade ranges or asking a follow-up question on future customer satisfaction surveys.

³ For DI/DB analyses tables, a “- %” represents a favorable result for protected populations. A “+ %” represents an unfavorable result for protected populations. All results are then evaluated against BART’s threshold to determine if there are impacts and if those impacts require mitigation. (Applies to subsequent DI/DB analyses tables)

Affordable Housing Analysis

There is currently no data available identifying the demographics of affordable housing residents who use BART. However, in the Spring of 2024, MidPen, a non-profit, affordable-housing provider, who participated in the Clipper BayPass pilot program, conducted a survey of residents who participated in the Clipper BayPass pilot program. The results of this survey were used to identify the race or ethnicity of MidPen residents who participated in the Clipper BayPass pilot program. The survey could not be used to determine household income because the income ranges in the survey did not align with Federal Poverty Guidelines and BART's low-income definition. To supplement the Spring 2024 MidPen survey, the project team used household size and income data provide by MidPen to calculate the average household size and average household income. The average MidPen household size for their properties was two persons, and the average household income was \$40,975. As noted in Table 1, a household income of \$40,880 for a two-person household would be considered low-income by BART's definition. Based on this, we can assume that about 50% of the MidPen households would be low-income, as defined by BART, based on their average household income.

Table 4 illustrates that MidPen residents are also more likely to be minority and more likely to be low-income. **Thus, there was neither a disparate impact, nor a disproportionate burden for affordable housing residents during the pilot.** If we assume that the balance of affordable housing developments have similar demographics to the pilot properties, we can assume that there would be neither a disparate impact, nor a disproportionate burden for affordable housing residents outside of the pilot properties.

TABLE 4: MIDPEN RESIDENTS VS. BART RIDERS

	MidPen Residents	BART Riders
Minority	79%	67%
White	21%	33%
Total	100%	100%
Low-Income	50%	29%
Non-Low-Income	50%	71%
Total	100%	100%

TABLE 5: DISPARATE IMPACT/DISPROPORTIONATE BURDEN ANALYSIS FOR AFFORDABLE HOUSING RESIDENTS

	% Difference (Minority vs. White)	Minority Disparate Impact	% Difference (Low-Income vs Non-Low-Income)	Low-Income Disproportionate Burden
Affordable Housing Residents	-12%	No	-21%	No

PHASE 2: Clipper BayPass - Employers/Other Institutions

As part of Clipper BayPass Phase 2 Pilot Program, riders that are potentially eligible include all those that use BART to travel to or from work since this program will be available to all employers. Utilizing the BART 2022 Customer Satisfaction Survey data, Table 6 shows that compared all riders, riders going to work on BART are more likely to be a minority. Thus, there is no disparate impact. However, **riders going to work on BART are less likely to be low-income**. Since the difference between low-income and non-low-income riders traveling to work is 6%, it remains under the 10% threshold and is not considered a disproportionate burden. However, there is still an impact, and mitigation measures should be considered.

TABLE 6: WORK TRIP PURPOSE (BART CUSTOMER SATISFACTION SURVEY 2022)

What is the primary purpose of this trip?		
	Commute to/from work	Total
Minority	69%	67%
White	31%	33%
Total	100%	100%
Low-Income	23%	29%
Non-Low-Income	77%	71%
Total	100%	100%

TABLE 7: DISPARATE IMPACT/DISPROPORTIONATE BURDEN ANALYSIS FOR WORK COMMUTERS

	% Difference (Minority vs. White)	Minority Disparate Impact	% Difference (Low-Income vs Non-Low-Income)	Low-Income Disproportionate Burden
Work Commuters	-2%	No	6%	No

Free & Discounted Transfers Pilot

The Free & Discounted Transfers Pilot program provides transit riders with no-cost or discounted transfers between various transit agencies when using Clipper. Utilizing the BART Customer Satisfaction Survey (2022) data from Question 7, Questions 82/83, and Question 84 were pulled to identify the demographic breakdowns of respondents by transit services they are likely to use. While the data was limited to the number of transit agencies plus “Another Agency” category, major Clipper usage agencies were listed for the analysis.

- Question 7: Transit agencies expected to use for any purpose (post-pandemic) (Multiple Response)
- Question 82/83: Ethnicity (Multiple Response) (Combined, Single)
- Question 84: Household income (Self-ID)

Next, BART Clipper Card transfer data was used to determine the percentage of BART trips transferring to or from other transit operators. The demographics from the survey were then weighted by the percentages from the transfer data to get the demographic averages for riders that transfer to or from BART (Table 8). The demographic averages of riders who transferred were then compared to BART’s overall demographic averages, calculated from the 2022 Customer Satisfaction Survey (Table 9). Unfortunately, there is insufficient data to determine the demographics for BART riders who do not transfer.

The Free & Discounted Transfer analysis found that riders transferring to or from BART and would receive a fare discount are **more likely to be minority**, so there is **no disparate impact**. Similarly, compared to all BART riders, riders transferring to or from BART are **more likely to be low-income**, so there is **no disproportionate burden**. There are no mitigation measures required for the program.

The rider demographics of non-transferring BART riders is not available to be calculated and the analysis assumes these riders have similar demographics to all BART riders.

TABLE 8⁴: TRANSFERS TO BART

Agencies	Annual Transfers ⁵	Transfer Percentage	Minority Percentage	Low-Income Percentage
AC Transit	2,964,000	31%	64%	36%
Caltrain	235,000	2%	56%	23%
SamTrans	592,000	6%	73%	25%
SFMTA	3,958,000	4%	53%	23%
VTA	317,000	3%	62%	28%
Another Agency	1,536,000	16%	51%	25%
BART	N/A	N/A	54%	24%
Weighted Transfer Population Percentage	N/A	N/A	58%	28%

TABLE 9: DISPARATE IMPACT/DISPROPORTIONATE BURDEN ANALYSIS FOR TRANSFERERS

	% Difference (Minority vs. White)	Minority Disparate Impact	% Difference (Low-Income vs Non-Low-Income)	Low-Income Disproportionate Burden
Transferers	-4%	No	-4%	No

⁴ Due to rounding, values in tables 8 & 9 may differ slightly when performing computations.

⁵ Transfers rounded to the nearest thousandth.

SECTION 4: MITIGATION MEASURES

As forementioned, the impacts of both the Clipper BayPass and No-Cost/Reduced Cost Transfer programs are under the BART thresholds for the disparate impact and disproportionate burden.

SECTION 5: RECOMMENDATIONS

While mitigation measures are not required, there is a 6% difference between low-income work commuters and non-low-income work commuters. A recommendation to alleviate the difference between low-income work commuters and non-low-income work commuters would be to promote the Clipper BayPass to employers with lower income jobs (i.e. service/food industry, retail, lower-level vocational jobs). This could either be done by either BART or MTC.

SECTION 6: PUBLIC PARTICIPATION

PURPOSE

Pursuant to FTA Circular 4702.1B (October 2012), BART conducted outreach to provide the public with information about the pilot Clipper BayPass and Free & Discounted Transfer programs. A key component of the Title VI outreach was to seek input on fare type changes from minority and low-income riders.

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

OUTREACH EVENTS

As part of the Clipper BayPass survey, BART conducted a series of in-station outreach events to seek feedback on the two new fare programs under consideration. The online survey was open from June 7th, 2024, to June 24th, 2024, and the in-station outreach events were conducted at the BART stations in Table 10.

TABLE 10: OUTREACH LOCATIONS, DATES, AND TIMES

Station	Date	Time
Montgomery Street	Tuesday, June 11, 2024	7:00am – 9:30am
Richmond	Wednesday, June 12, 2024	3:00pm – 6:00pm
Downtown Berkeley	Thursday, June 13, 2024	7:00am – 9:30am
12 th St./Oakland City Center	Tuesday, June 18, 2024	7:00am – 9:30am
Berryessa/North San Jose	Thursday, June 20, 2024	3:00pm – 6:00pm

Survey Responses

BART received 851 survey responses. In general, respondents supported both the Clipper BayPass and Free & Discounted Transfer programs. As illustrated in Table 11, 85% of respondents supported Phase 1 - University Students/Affordable Housing, 75% supported the expansion of the program to Employers and Other Institutions, and 91% of respondents supported the introduction of no-cost/reduced cost transfers between agencies.

TABLE 11⁶: CLIPPER BAYPASS AND FREE & DISCOUNTED TRANSFERS SENTIMENT, ALL RIDERS

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Grand Total
Phase 1 - University Students/Affordable Housing	4%	3%	8%	14%	71%	100%
	Total Oppose	7%		Total Support	85%	
Phase 2 – Employers/Other Institutions	9%	3%	14%	4%	71%	100%
	Total Oppose	12%		Total Support	75%	
Free & Discounted Transfers Between Agencies	2%	2%	5%	9%	82%	100%
	Total Oppose	4%		Total Support	91%	

Clipper BayPass Phase 1: University Students/Affordable Housing

Table 12 and Table 13 compare the level of support for the Phase 1 Clipper BayPass program. Minority riders indicated that they strongly support the program (74%) compared to 72% of White riders. Low-income riders also indicated that they strongly support the program (75%) along with non-low-income riders (72%).

⁶ Data derived from Clipper BayPass Survey (2024) (Applies to subsequent tables as well)

TABLE 12: LEVEL OF SUPPORT FOR CLIPPER BAYPASS UNIVERSITY STUDENTS/AFFORDABLE HOUSING
(MINORITIES)

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Grand Total
Minority	4%	4%	8%	11%	74%	100%
	Total Oppose	8%		Total Support	85%	
White	1%	2%	9%	16%	72%	100%
	Total Oppose	3%		Total Support	88%	
Unknown⁷	38%	0%	8%	23%	31%	100%
	Total Oppose	38%		Total Support	54%	
Grand Total	4%	3%	8%	71%	14%	100%
	Total Oppose	7%		Total Support	85%	

⁷ “Unknown” are those respondents who left the race/ethnicity question blank. (Applies to subsequent tables as well)

TABLE 13: LEVEL OF SUPPORT FOR CLIPPER BAYPASS UNIVERSITY STUDENTS/AFFORDABLE HOUSING
(INCOME STATUS)

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Grand Total
Low-Income	7%	0%	11%	7%	75%	100%
	Total Oppose	7%		Total Support	82%	
Non-Low-Income	4%	3%	7%	14%	72%	100%
	Total Oppose	7%		Total Support	86%	
Unknown⁸	0%	6%	18%	24%	53%	100%
	Total Oppose	6%		Total Support	76%	
Grand Total	4%	3%	8%	14%	71%	100%
	Total Oppose	7%		Total Support	85%	

Clipper BayPass Phase 2: EMPLOYERS/OTHER INSTITUTIONS

Table 14 and Table 15 compare the level of support for Phase 2 of the Clipper BayPass program. Minority riders (74%) indicated that they strongly support the program expansion to include employers and other institutions, compared to 71% of White riders. Low-income riders (80%) indicated that they strongly support the program along with 70% of non-low-income riders.

⁸ “Unknown” are those respondents who left the race/ethnicity question blank. (Applies to subsequent tables as well)

TABLE 14: LEVEL OF SUPPORT FOR CLIPPER BAYPASS FOR EMPLOYERS/OTHER INSTITUTIONS (MINORITIES)

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Grand Total
Minority	4%	3%	4%	16%	74%	100%
	Total Oppose	7%		Total Support	90%	
White	2%	2%	12%	14%	71%	100%
	Total Oppose	4%		Total Support	85%	
Unknown	31%	0%	31%	0%	38%	100%
	Total Oppose	31%		Total Support	38%	
Grand Total	4%	3%	8%	14%	71%	100%
	Total Oppose	7%		Total Support	85%	

TABLE 15: LEVEL OF SUPPORT FOR CLIPPER BAYPASS FOR EMPLOYERS/OTHER INSTITUTIONS (INCOME STATUS)

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Grand Total
Low-Income	7%	2%	7%	5%	80%	100%
	Total Oppose	9%		Total Support	85%	
Non-Low-Income	8%	2%	15%	4%	70%	100%
	Total Oppose	10%		Total Support	74%	
Unknown	18%	6%	18%	0%	59%	100%
	Total Oppose	24%		Total Support	59%	
Grand Total	9%	3%	14%	4%	71%	100%
	Total Oppose	12%		Total Support	75%	

Free & Discounted Transfers⁹ Between Agencies

Table 16 and Table 17 compare the level of support for the Free/Reduced Cost Transfers pilot program. Minority riders (81%) and low-income riders (86%) indicated that they strongly supported the introduction of free/reduced transfers between agencies, along with 87% of non-minority riders and 83% of non-low-income riders.

⁹ Referred to as “free/reduced cost transfers” in the survey and in this report.

TABLE 16: LEVEL OF SUPPORT FOR FREE & DISCOUNTED TRANSFERS BETWEEN AGENCIES (MINORITIES)

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Grand Total
Minority	2%	2%	8%	8%	81%	100%
	Total Oppose	4%		Total Support	89%	
White	0%	2%	2%	10%	87%	100%
	Total Oppose	2%		Total Support	97%	
Unknown	23%	0%	0%	23%	54%	100%
	Total Oppose	23%		Total Support	77%	
Grand Total	2%	2%	5%	9%	82%	100%
	Total Oppose	4%		Total Support	91%	

TABLE 17: LEVEL OF SUPPORT FOR FREE & DISCOUNTED TRANSFERS BETWEEN AGENCIES (INCOME)

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Grand Total
Low-Income	5%	2%	5%	2%	86%	100%
	Total Oppose	7%		Total Support	88%	
Non-Low-Income	2%	2%	4%	9%	83%	100%
	Total Oppose	4%		Total Support	92%	
Unknown	0%	0%	6%	24%	71%	100%
	Total Oppose	2%		Total Support	95%	
Grand Total	2%	2%	5%	9%	82%	100%
	Total Oppose	4%		Total Support	91%	

Open response

Along with the questions asking for level of support, the BayPass survey also included an open-response question that asked respondents if they had any comments regarding the three programs. Staff reviewed these responses for their indicated level of impact and grouped them into the following categories:

Project Need	Survey respondent indicated they felt the project was needed.
Desire for Expansion and Inclusion	Survey respondent indicated that the BayPass should be expanded to/include more people and groups.
Support for Free & Discounted Transfers	Survey respondent indicated that they support free & discounted transfers
Concerns on Funding and Sustainability	Survey respondent provided concerns for the program's continued funding and sustainability over short/long term.
General Comment	Survey respondent provided general comments on the BayPass or miscellaneous comments on BART/Other Bay Area agencies.

Clipper BayPass Phase 1: University Students/Affordable Housing

Tables 18 and 19 illustrate that respondents who chose to provide written comment on the BayPass for University Students/Affordable Housing, the largest proportions indicated that they felt the project was needed (39%) or they desired for the expansion and inclusion for more people/groups within the program (21%). An additional 15% cited concerns related to funding and sustainability.

White and non-low-income respondents were more likely to be concerned about funding and sustainability (17% and 15% respectively) compared to the minority and low-income respondents (12% and 10% respectively).

TABLE 18: SUMMARY OF RESPONSES FOR CLIPPER BAYPASS - UNIVERSITY STUDENTS/AFFORDABLE HOUSING (MINORITIES)

	Concerns on Funding and Sustainability	Desire for Expansion and Inclusion	General Comment	Project Need	Support for Free & Discounted Transfers	Grand Total
Minority	12%	23%	7%	45%	14%	100%
White	17%	20%	12%	34%	17%	100%
Unknown	30%	10%	40%	20%	0%	100%
Grand Total	15%	21%	7%	39%	14%	100%

TABLE 19: SUMMARY OF RESPONSES FOR CLIPPER BAYPASS - UNIVERSITY STUDENTS/AFFORDABLE HOUSING (INCOME)

	Concerns on Funding and Sustainability	Desire for Expansion and Inclusion	General Comment	Project Need	Support for Free & Discounted Transfers	Grand Total
Low-Income	10%	15%	8%	44%	23%	100%
Non-Low-Income	15%	23%	12%	39%	13%	100%
Unknown	31%	13%	6%	31%	19%	100%
Grand Total	15%	21%	11%	39%	15%	100%

Clipper BayPass Phase 2: Employers/Other Institutions

Tables 20 and 21 shows that, of those respondents who chose to provide written comment on the BayPass for Employers/Other Institutions, the largest proportions were largely proportional along the top three categories, indicated that they felt the project was needed (28%), they had concerns on funding and sustainability (28%), or they desired for the expansion and inclusion for more people/groups within the program (26%). An additional 11% supported the Free & Discounted transfers.

White respondents were to respond with their desire for expansion and inclusion (34%) while minority respondents were more likely to respond with project need (31%).

Non-low-income respondents were more likely to respond with their desire for expansion and inclusion (28%) while low-income respondents were more likely to respond with their support for Free & Discounted transfers (19%).

TABLE 20: SUMMARY OF RESPONSES FOR CLIPPER BAYPASS FOR EMPLOYERS/OTHER INSTITUTIONS
(MINORITIES)

	Concerns on Funding and Sustainability	Desire for Expansion and Inclusion	General Comment	Project Need	Support for Free & Discounted Transfers	Grand Total
Minority	28%	22%	8%	31%	12%	100%
White	25%	34%	8%	22%	10%	100%
Unknown	38%	13%	25%	25%	0%	100%
Grand Total	28%	26%	9%	28%	11%	100%

TABLE 21: SUMMARY OF RESPONSES FOR CLIPPER BAYPASS FOR EMPLOYERS/OTHER INSTITUTIONS
(INCOME)

	Concerns on Funding and Sustainability	Desire for Expansion and Inclusion	General Comment	Project Need	Support for Free & Discounted Transfers	Grand Total
Low-Income	24%	10%	10%	38%	19%	100%
Non-Low-Income	27%	28%	8%	27%	9%	100%
Unknown	44%	22%	11%	11%	11%	100%
Grand Total	28%	26%	9%	28%	11%	100%

Free & Discounted Transfers¹⁰ Between Agencies

Tables 22 and 23 shows that, of those respondents who chose to provide written comment on Free & Discounted Transfers between Agencies, the largest proportions indicated that they felt the project was needed (45%) or they supported free & discounted transfers (34%).

White respondents were more likely to be concerned about funding and sustainability (13%) compared to the minority respondents (6%).

Non-low-income respondents were less likely to be concerned about funding and sustainability (11%) compared to low-income respondents (0%). Low-Income respondents responded more strongly with support for Free & Discounted transfers (55%) than non-low-income respondents (29%).

¹⁰ The survey, simply titled “Clipper BayPass Survey” asked respondents about the two (2) phases of the Clipper BayPass pilot program and the Free & Discounted Transfers pilot program (referred to as free/reduced cost transfers in the survey).

TABLE 22 SUMMARY OF RESPONSES FOR FREE & DISCOUNTED TRANSFERS BETWEEN AGENCIES
(MINORITIES)

	Concerns on Funding and Sustainability	Desire for Expansion and Inclusion	General Comment	Project Need	Support for Free & Discounted Transfers	Grand Total
Minority	6%	2%	8%	45%	39%	100%
White	13%	1%	8%	49%	29%	100%
Unknown	17%	0%	33%	17%	33%	100%
Grand Total	9%	2%	9%	45%	34%	100%

TABLE 23: SUMMARY OF RESPONSES FOR FREE & DISCOUNTED TRANSFERS BETWEEN AGENCIES (INCOME STATUS)

	Concerns on Funding and Sustainability	Desire for Expansion and Inclusion	General Comment	Project Need	Support for Free & Discounted Transfers	Grand Total
Low-Income	0%	5%	0%	41%	55%	100%
Non-Low-Income	11%	2%	10%	48%	29%	100%
Unknown	8%	0%	17%	25%	50%	100%
Grand Total	9%	2%	9%	45%	34%	100%

Representative Comments

Clipper BayPass Phase 1: University Students/Affordable Housing

The next sections provide sample comments regarding Clipper BayPass for universities/affordable housing. Comments were categorized by level of support.

Oppose

Minority Respondents

- *I smell fare increase and I can barely afford BART as it is.*
- *I would oppose this program if the regular riders end up carrying the difference in the cost. BART has been raising their fares on the regular riders and fares are getting too expensive.*
- *This is a lot of money and should be allotted for other programs or infrastructure improvements on BART. The local government and not transit agencies must offer this kind of dole-out to deserving people in the community.*

- *Whereas the idea is positive and can be helpful, there's always a chance of misuse. Not only that, but the transit systems are always in need of funds for maintenance. If we give free rides all the time nothing will get maintained. Everyone must pay something regardless if it's discounted for seniors and students.*
- *I prefer to keep it the way is now. simply just one card for regular, one for seniors, one for low income people. People who work already have the commuter check discount. But employers provide free card to their employees that is great.*

Low-Income Respondents

- *You do not need something else make that available for all of us that have cards and being able to transfer for free should apply to the next nine hours not two for all of us that want to shop travel to family movies this is a plus two hours is not enough time to get multiple things down and accomplish so rethink-that and make it better do not need another card and that is what school passes are for they do not need another program*

Support

Minority Respondents

- *Would have loved this when I was in school. My budget limited my commuting costs, and transit options.*
- *This is such a no brainer, students are already poor, why burden them by not being able to get around in an unaffordable bay area?*
- *The Bay Area has a number of universities (SF State, USF, UC Berkeley, etc.) and would benefit from this. BART should be accessible to every Bay Area resident.*
- *This sounds like an incredible way to connect students and people around the Bay and make it easier for people to get to work! It would've made a huge difference to me when I was younger and transit sucked up a huge portion of my budget.*
- *People deserve to be cared for and this feels like an extension of that exactly. Make transportation cheaper for everyone! Especially those who are most vulnerable.*
- *If the City can afford it, I think access to public transportation at low cost or free is great.*
- *I was part of the trial run for the Clipper BayPass at SFSU and it changed my life. I didn't have to worry about my commute, as I lived in San Mateo and didn't have a car or the ability to learn to drive, and it let me get my Bachelor's degree without worry or stress for the past two years. If I didn't have it, I'm not sure what I would've done, especially since I work two jobs in order to afford the basic necessities and for my college needs.*

Low-Income Respondents

- *We need more programs like this, especially for the low income. We can't keep up with all the inflation.*
- *This would make navigating the Bay so much easier, and I think it would encourage people to use public transit more, not just for work, but also to explore.*
- *My university has given me the BayPass as part of a random trial. It's the best thing ever. Please keep it. I can see it being crucial for folks who can't afford taxis.*
- *Love this, make it easier for people to actually attend classes and not say they don't have transportation money. Maybe do a discount like you do for children.*
- *At my university in Canada we had something similar and it was so great. As a student I could ride all transit for free during the school year and it made it so easy to get groceries on the bus, take the train to the airport for school holidays, and get to know the city by travelling to community events and tourist destinations that I otherwise would not have paid to travel to. I think it would help the economy to connect low income community members to more destinations.*
- *I'm in grad school and it will be a huge financial help since I have to commute to internship and school*
- *Distance Fare is too stressful making a trip to work expensive*

Clipper BayPass Phase 2: Employers/Other Institutions

The next sections provide sample comments regarding Clipper BayPass for employers/other institutions. Comments were categorized by level of support.

Oppose

Minority Respondents

- *Where are the funds for the prepayments coming from? Is it left to the employers/other institutions to come up with the funds for the prepayments.*
- *People will just abuse those discount fare passes.*
- *For it, as long as these are not funded by taxpayers. These things somehow always are funded by taxpayers and there is no accountability when it is misused.*
- *It means I'll need to pay more. I am extremely hostile to that idea.*
- *I am disabled and unemployed. What about me? What about retired seniors?*

Low-Income Respondents

- *Waste not needed does not help transportation or the region.*
- *Employers are very different entities than affordable housing sites. It doesn't make sense to lump them together. For equity's sake, supporting affordable housing sites makes sense, and institutional funding is less important. For profit-driven corporate*

entities that are employers, they do not need, and should not get, subsidy. Non-profit and other non-corporate employers are in between the two.

Support

Minority Respondents

- *Would love this for work. One job's commute has tripled in time due to service reductions.*
- *It seems like a good idea but with everything that is linked to money there should be a probation period. Test the idea for at least a month or so and if it's successful then put it into effect in certain areas and then extend it to other areas of the state. Don't enact it and realize we're anti deficient somewhere.*
- *As someone who works and lives in two different counties, and uses BART, this would be the best approach.*
- *This is a better option because there's funding on both sides.*
- *Many teachers do not reside in the cities in which they work. The Clipper BayPass would enable more of them to utilize public transit to and from work, greatly reducing traffic on the 4, 242, 680 and 880.*
- *Also in favor as it promotes mobility and an alternative to driving. I would hope that those who need it most are given priority access to Clipper BayPass.*

Low-Income Respondents

- *Helps employees to commute from distant locations without thinking about the cost.*
- *Would like this to be available and affordable for small businesses (less than 10 employees) and self-employed individuals.*
- *I am honestly shocked that it doesn't already exist. I would definitely expect an employer for an in-person job, especially a downtown office type of job, to offer a prepaid transit card! Although I did once have an employer that used to offer a similar card and then switched to just increasing pay by \$100/mo (the cost of the card) so employees could choose to buy one. The idea was that not everyone takes transit, so the benefit wasn't applied to everyone equally. But the whole point is to incentivize using transit. If you drive or work from home that's a choice, but you shouldn't get paid \$100 for making that choice.*
- *We need more accessible public transit and we need more people using it. The more using it the more it will be available. Demand will push supply to happen.*
- *There would have to be a trade off in how institutions increase prices.*

Free & Discounted Transfers Between Agencies

The next sections provide sample comments regarding free/reduced cost transfers between agencies. Comments were categorized by level of support.

Oppose

Minority Respondents

- *It's not fair for people who do not use transfers. Maybe a reduced cost would be more like it. There is no equal opportunities for all transit riders.*
- *Free for some means others (like me) will need to "pick up the slack" and I abhor that idea, not because I don't want to help folks, but rather I struggle financially and the thought of paying more for BART frightens me.*

Low-Income Respondents

- *Because only agencies as well as for those of us who work in agencies, we need it, as I personally work in San Francisco from Monday to Friday, how much do we spend to travel every day? That idea would help some of us and I hope that for those people like me we would be chosen there.*

Support

Minority Respondents

- *Discount or reduced cost, yes! Free...probably not. What prevents people from riding the train all day. If it's like riding the bus and there's a free transfer if you paid for your first leg then ok. Again...who will pick up the funds when the stations need to be maintained and secured. The regular working citizen barely leave their house anymore.*
- *Transit between two systems can be very expensive. Anything to reduce transfer cost is important.*
- *Many cities around the globe allow such transfers. Doing so would bring the Bay Area on par with these areas.*
- *My most frequent commute is AC transit to BART to Muni and that should cost way less for a common commute.*
- *The Bay Area has 27 transit agencies. Many people will need to use multiple agency's' services to complete their trip and making it cost effective is needed to promote transit usage.*
- *I transferred a lot while using my Clipper BayPass, and would find it extremely helpful to have at least reduced cost transfers, if not free transfers.*
- *The balkanized state of Bay Area transit is a travesty, and we need a rider experience that's simple and easy to understand. No-cost transfers are a big step towards making transit easier and less anxiety-inducing to use!*

Low-Income Respondents

- *Coming from NYC, I was very surprised that transfers here, such as from BART to bus, weren't free. It's already a very expensive transit system here since BART costs are based on distance instead of flat rate. Please make transfers free.*
- *I think this would facilitate ridership between agencies by incentivizing trip planning all on public transportation.*
- *I am a social work graduate student at UC Berkeley and live in west SF. Commuting to/from school and my internship is my second most expensive expense after tuition, between parking passes, gas, car insurance, and car repairs. This program would save me thousands of dollars a year, not to mention decrease my anxiety around coming up with the money to pay for those expenses so that I can focus on my studies and contributing less pollution.*
- *I think its a great idea! Would make the whole system feel more like one coherent institution. Would make me take transit for the whole trip rather than transferring from a bus to BayWheels bike for example, as I sometimes do. I also often walk or take my own bike instead of taking a second bus.*

APPENDIX A – BART DI/DB Policy



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 B: PUBLIC PARTICIPATION REPORT

Title VI Fare Equity Analysis: Clipper BayPass and Free & Discounted Transfers

Public Participation Report

August 2024



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SECTION 1: PUBLIC PARTICIPATION PURPOSE

Purpose

Pursuant to FTA Circular 4702.1B (October 2012), BART conducted outreach to provide the public with information about the Clipper BayPass and Free & Discounted Transfers pilot programs, to solicit rider feedback. A key component of Title VI outreach is to seek input on service, policy, and program changes from minority, low-income, and limited English proficient (LEP) riders. BART used established information outlets to engage stakeholders who could be directly affected by the Clipper BayPass and No-Cos & Reduced Cost Transfers pilot programs. By doing so, BART ensures consistency with its Public Participation Procedures (2015).

Clipper BayPass is the Bay Area's first regional, prepaid, unlimited-ride transit pass available to institutions including employers, universities, affordable housing sites, and more. Participating BayPass institutions provide a prepaid BayPass to 100% of their eligible members who can enjoy unlimited access to all bus, rail, and ferry services in the nine-county Bay Area. This project is one of the regional fare coordination initiatives outlined in the Bay Area Transit Fare Policy Vision Statement adopted in fall 2021.

Initially launched in 2022, the pilot sponsored by the Metropolitan Transportation Commission (MTC) aimed to gather data about Clipper BayPass pass around the region. After offering the Clipper BayPass product to a random sample of students' Clipper cards at San Francisco State University, San Jose State University, UC Berkeley, as well as to all students and residents at Santa Rosa Junior College and select MidPen Housing sites,¹¹ a travel impact study showed a nearly 40% increase in transit ridership compared to each institution's pre-existing passes on 1-3 transit agencies. Following this research project, the Clipper BayPass pilot is expanding to sell the pass to a selection of employers/other institutions representing a diverse array of industries, geographies, and participant demographics¹². Currently participating institutions include UCSF, the City of Menlo Park, and Alameda TMA with enrollment continuing throughout 2024. Clipper BayPass may also be expanded to include distribution for up to 10 special events in the Bay Area.

The Free & Discounted Transfers Pilot Program, another initiative outlined in the Bay Area Transit Fare Policy Vision Statement, will launch with the rollout of the next generation Clipper® system (Clipper 2), currently scheduled for 2024/2025. When making a trip that requires transferring between transit agencies, customers using Clipper® will pay the full

¹¹ Clipper BayPass for schools/universities/affordable housing is considered "phase 1." Throughout the public participation report any references to these groups should be viewed as "phase 1."

¹² Clipper BayPass for employers/other institutions, or institutionally-funded, is considered "phase 2." Any mention of these components throughout the public participation report should be viewed as such.

fare for just the first agency. Any transfer to a different agency within two hours of their first tag will be discounted up to \$2.50. No-cost and reduced cost transfers offer a more seamless experience for riders: treating connections between multiple agencies as though they are connections within a single agency.

BART's focus is on public transit and ensuring the District is providing all riders safe and reliable transit service which is accessible. Such programs must be reviewed under Title VI guidelines. Accordingly, staff considered FTA Circular 4702.1B, BART's Disparate Impact/Disproportionate Burden Policy (DI/DB Policy), and BART's Public Participation Plan as a guide when reviewing and analyzing these pilot programs.

BART conducted public participation to collect input on its Clipper BayPass and Free & Discounted Transfers pilot programs. Staff administered a survey from Friday, June 7, 2024, through Monday, June 24, 2024, and conducted targeted outreach to our priority populations joint meeting of the Title VI/Environmental Justice and LEP Advisory Committees on May 28, 2024. Staff plans to return to the Board to seek approval of the Title VI equity analysis in Summer 2024.

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

SECTION 2: PUBLIC PARTICIPATION PROCESS

Outreach Events

BART staff traveled to the stations listed below during the Clipper BayPass and Free & Discounted Transfers pilot programs outreach efforts. Riders were provided informational postcards in English, Spanish, and Chinese with a QR code and the hyperlink for the online BART survey: www.bart.gov/BayPassSurvey. Taglines in several languages were included on the postcards so LEP riders could obtain additional information in their preferred language(s).

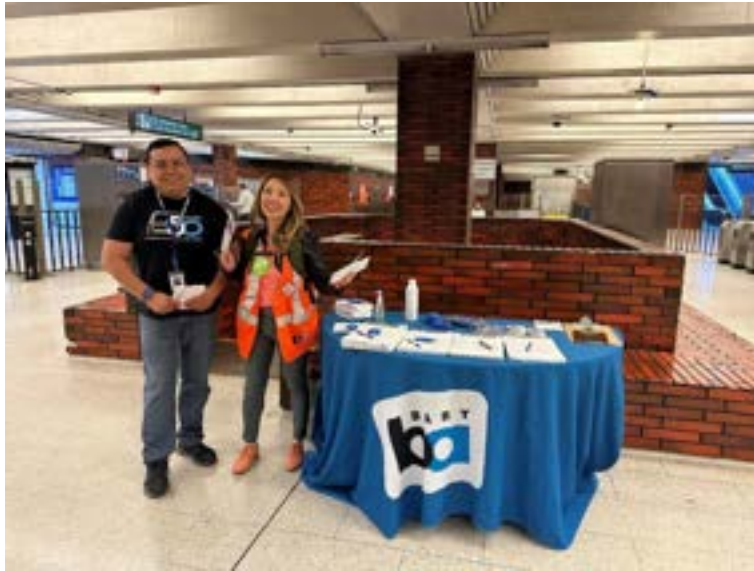
The survey period began Friday, June 7, 2024, and ended Monday, June 24, 2022. Digital surveys were made available to riders in English, Spanish, Chinese, Vietnamese, Korean, Tagalog, and Russian.

BART sought public input on the pilot programs at BART in-station outreach events on the following dates and times:

TABLE 2-1: DATES, OUTREACH LOCATIONS, AND TIMES

Date	Station	Time	Minority Station	Low-Income Station
Tuesday, June 11, 2024	Montgomery St.	7:00am – 9:30am		x
Wednesday, June 12, 2024	Richmond	3:00pm – 6:00pm	x	x
Thursday, June 13, 2024	Downtown Berkeley	7:00am – 9:30am		x
Tuesday, June 18, 2024	12 th St./Oakland City Center	7:00am – 9:30am	x	x
Thursday, June 20, 2024	Berryessa/North San Jose	3:00pm – 6:00pm	x	

12th St./Oakland City Center Clipper BayPass Outreach June 2024



Publicity

The survey was publicized through print and digital methods. BART staff worked to ensure information related to the pilot programs and the survey was available to riders in multiple languages. The next sections describe how BART advertised outreach events and the survey link.

Multilingual Newspaper Ads

Multilingual newspaper/media ad placements with readership covering 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 Clipper BayPass outreach events and a QR code and hyperlink to the BART survey. The following newspaper publications had ads placed. Copies of some ads can be found in Appendix PP-D.

- La Opinión de la Bahía (Spanish)
- Visión Hispana (Spanish)
- Viet Nam Daily News (Vietnamese)
- Korea Times & Daily News (Korean)
- Sing Tao Daily (Chinese)
- World Journal (Chinese)

BART Advisory Committees

BART also distributed information on the outreach events and survey link to the Title VI/Environmental Justice (EJ) and Limited English Proficiency (LEP) Advisory Committees to distribute to the communities they serve.

Title VI/Environmental Justice and Limited English Proficiency Advisory Committees

BART staff presented the Clipper BayPass and Free & Discounted Transfers pilot programs to BART's Title VI/EJ and LEP Advisory Committees. The joint meeting was held Tuesday, May 28, 2024, from 2:00 pm – 4:00 pm via Zoom. 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 language proficiency.

Committee members expressed concern about the Clipper BayPass availability for organizations that have a high number of low-income employees. Committee members inquired about the potential for the pilot programs' expansion in the future. Fare programs staff ensured committee members that the team is looking at a variety of possibilities down the line. At the meeting, Committee members expressed a desire to participate in the survey and provide detailed feedback regarding these pilot programs.

SECTION 3: OUTREACH RESULTS

Title VI Outreach Surveys

These public outreach efforts resulted in 851 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 June 2024 Clipper BayPass 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.

All the surveys received during the open survey period were completed online. 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
Online ¹³	851
<i>Total Surveys Received</i>	851

Survey Demographic Data

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

Minority

A “White” classification refers to those respondents who self-identified as “White.” A “minority” classification includes the combined responses from all other races or ethnic identities including those identifying as other or multi-racial. For reference, according to 2022 Customer Satisfaction Survey responses, 67% of BART riders identified as “minority.”

Income

Consistent with BART’s Title VI Triennial Program standards, 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 category of respondents to the 2022 Customer Satisfaction Survey. The household size and household income category combinations that comprise “low-income” are as follows:

¹³ Staff received six (6) paper surveys in total during outreach. All six (6) were enter online by staff.

TABLE 3-2 BART LOW INCOME THRESHOLD BY HOUSEHOLD SIZE

Household Size	Household Income (200% FPL)
1+	Under \$30k
2+	Under \$40k
3+	Under \$50k
4+	Under \$65k
5+	Under \$75k
6+	Under \$80k

For example, a household of two or more people with an income of \$36,000 would be considered low-income. For reference, according to 2022 Customer Satisfaction Survey responses, 29% of BART riders identified as low income.

TABLE 3-3 SURVEY DEMOGRAPHIC SUMMARY: ALL RESPONDENTS (N=812/796)

Minority Status	95% of survey respondents answered this question	Count
Minority	60%	489
White	40%	323
Total responses	100%	812
Ethnicity	95% of survey respondents answered this question	Count
White	40%	323
Black/African American	7%	55
Asian or Pacific Islander	29%	236
American Indian	.5%	4
Hispanic, any race	16%	132
Other or multi-racial, non-Hispanic	7%	62
Total responses	100%	812
Low-income Status	80% of survey respondents answered this question	Count
Low-income	16%	130
Non-low income	84%	666
Total responses	100%	796
Annual household income		Count
Under \$30,000	9%	74
\$30,000 - \$39,999	4%	30

\$40,000 - \$49,999	4%	31
\$50,000 - \$59,999	6%	44
\$60,000 - \$74,999	7%	55
\$75,000 - \$84,999	7%	53
\$85,000 - \$99,999	8%	65
\$100,000 - \$149,999	18%	144
\$150,000 - \$199,999	13%	102
\$200,000 and over	25%	198
Total responses	100%	796

*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.

***The sample size for annual household income exceeds the sample size for income status since both household size and annual household income are required to determine income status and, therefore, there were fewer surveys that responded to both questions.

SECTION 4: PUBLIC COMMENT OVERVIEW

Overview

By reaching out to the public via in-station outreach events, newspaper advertisements in other languages, and via the Title VI/Environmental Justice and Limited English Proficiency Advisory Committees meetings, BART received 851 survey responses. The survey asked respondents about the Clipper BayPass and Free & Discounted Transfers pilot programs, including their level of support (strongly support, somewhat support, neutral, somewhat oppose, and strongly oppose) for the pilot programs and a free response section for respondents to share remarks about the pilots. All free response comments have been categorized, sorted, and color-coded by general theme in Appendices PP-B.

Public Comments 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 5-7 for more detailed information on the grouping methodology.

SECTION 5: CLIPPER BAYPASS AND FREE & DISCOUNTED TRANSFERS

Clipper BayPass Survey Questions

Questions 1 - 6 of the 2024 Clipper BayPass Survey asked respondents to choose a level of support for the described pilot programs and provide comments and/or general remarks about the pilot programs.

Question 1: Would you support or oppose the Clipper BayPass program for schools/universities/affordable housing?

- ☐ Strongly support
- ☐ Somewhat support
- ☐ Neutral
- ☐ Somewhat oppose
- ☐ Strongly oppose

Of the 851 surveys received, 810 survey respondents chose to answer this question, which is approximately 95% of all respondents.

Question 2: Comments regarding Clipper BayPass for schools/universities/affordable housing.

256 respondents, or approximately 30%, provided a comment on how this proposed change would impact them. The grouping methodology for this second question is described in Section 5.4 below.

Question 3: Would you support or oppose the institutionally-funded Clipper BayPass program for employers/other institutions (i.e. schools, affordable housing sites, or any entity that can prepay for eligible members)?

- ☐ Strongly support
- ☐ Somewhat support
- ☐ Neutral
- ☐ Somewhat oppose
- ☐ Strongly oppose

Of the 851 surveys received, 809 survey respondents chose to answer this question, which is approximately 95% of all respondents.

Question 4: Comments regarding the institutionally-funded Clipper BayPass for employers/other institutions.

160 respondents, or approximately 19%, provided a comment on how this proposed change would impact them. The grouping methodology for this fourth question is described in Section 5.5 below.

Question 5: Would you support or oppose free/reduced cost transfers between agencies?

- ☐ **Strongly support**
- ☐ **Somewhat support**
- ☐ **Neutral**
- ☐ **Somewhat oppose**
- ☐ **Strongly oppose**

Of the 851 surveys received, 806 survey respondents chose to answer this question, which is approximately 95% of all respondents.

Question 6: Comments regarding free/reduced cost transfers between agencies.

165 respondents, or approximately 20%, provided a comment on how this proposed change would impact them. The grouping methodology for this sixth question is described in Section 5.6 below.

Question 1: Summary of Levels of Support

Summary of Responses by Minority Status

Table 5-1 shows that significantly fewer respondents (4%) opposed the Clipper BayPass for students/universities/affordable housing pilot program compared to those who supported it (88%). Of the remaining respondents, 8% 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 pilot program (5%) than White respondents (2%), and a smaller proportion support it (85%) compared to White respondents (91%).

TABLE 5-1 SUMMARY OF RESPONSES BY MINORITY STATUS (N=810)

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Total
Minority	14	11	46	55	362	488
(%)	3%	2%	9%	11%	74%	100%
	TOTAL OPPOSE	25		TOTAL SUPPORT	417	
		5%			85%	
White	2	4	22	47	247	322
(%)	1%	1%	7%	15%	77%	100%
	TOTAL OPPOSE	6		TOTAL SUPPORT	294	
		2%			91%	
TOTAL	16	15	68	102	609	810
(%)	2%	2%	8%	13%	75%	100%
	TOTAL OPPOSE	31		TOTAL SUPPORT	711	
		4%			88%	

*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.

Summary of Responses By Income Status

Table 5-2 shows that fewer low-income respondents (3%) opposed the Clipper BayPass for schools/universities/affordable housing pilot program than supported it (88%). Of the remaining low-income respondents, 9% were neutral. A slightly lower (3%) of low-income respondents opposed the pilot program compared to (4%) of those identifying as non-low-income. Additionally, (88%) of low-income respondents support the pilot program matching the (88%) of non-low-income.

TABLE 5-2 SUMMARY OF RESPONSES BY INCOME STATUS (N=794)

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Total
Low-Income	4	0	12	7	107	130
(%)	3%	0%	9%	5%	82%	100%
	TOTAL OPPOSE	4 3%		TOTAL SUPPORT	114 88%	
Non-Low-Income	16	13	52	94	489	664
(%)	2%	2%	8%	14%	74%	100%
	TOTAL OPPOSE	29 4%		TOTAL SUPPORT	583 88%	
TOTAL	20	13	64	101	596	794
(%)	3%	2%	8%	13%	75%	100%
	TOTAL OPPOSE	33 4%		TOTAL SUPPORT	697 88%	

*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.

Question 3: Summary of Level of Support

Summary of Responses by Minority Status

Table 5-3 shows that significantly fewer respondents (3%) opposed the institutionally-funded Clipper BayPass for employers/other institutions pilot program compared to those who supported it (90%). Of the remaining respondents, 7% 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 pilot program (3%) than White respondents (2%), and a slightly smaller proportion support it (90%) compared to White respondents (91%).

TABLE 5-3 SUMMARY OF RESPONSES BY MINORITY STATUS (N=809)

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Total
Minority	9	8	34	65	373	489
(%)	2%	2%	7%	13%	76%	100%
	TOTAL OPPOSE	17 3%		TOTAL SUPPORT	438 90%	
White	4	3	22	46	245	320
(%)	1%	1%	7%	14%	77%	100%
	TOTAL OPPOSE	7 2%		TOTAL SUPPORT	291 91%	
TOTAL	13	11	56	111	618	809
(%)	2%	1%	7%	14%	76%	100%
	TOTAL OPPOSE	24 3%		TOTAL SUPPORT	729 90%	

*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.

Summary of Responses by Income Status

Table 5-4 shows that significantly fewer low-income respondents (2%) opposed the institutionally-funded Clipper Bay Pass for employers/other institutions pilot program than supported it (87%). Of the remaining low-income respondents, 11% were neutral. A lower proportion of low-income survey respondents oppose the pilot program (2%) than those who identified as non-low-income (4%), and a slightly lower proportion support it (87%) compared to non-low-income (90%).

TABLE 5-4 SUMMARY OF RESPONSES BY INCOME STATUS (N=793)

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Total
Low-Income	2	1	14	7	106	130
(%)	2%	1%	11%	5%	82%	100%
	TOTAL OPPOSE	3 2%		TOTAL SUPPORT	113 87%	
Non-Low-Income	15	9	41	99	499	663
(%)	2%	1%	6%	15%	75%	100%
	TOTAL OPPOSE	24 4%		TOTAL SUPPORT	598 90%	
TOTAL	17	10	55	106	605	793
(%)	2%	1%	7%	13%	76%	100%
	TOTAL OPPOSE	27 3%		TOTAL SUPPORT	711 90%	

*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.

Question 5: Summary of Levels of Support

Summary of Responses by Minority Status

Table 5-5 shows that significantly fewer respondents (2%) opposed the free/reduced cost transfers pilot program compared to those who supported it (94%). Of the remaining respondents, 4% 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 pilot program (3%) compared to White respondents (1%).

TABLE 5-5 SUMMARY OF RESPONSES BY MINORITY STATUS (N=806)

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Total
Minority	6	8	20	44	408	486
(%)	1%	2%	4%	9%	84%	100%
	TOTAL OPPOSE	14 3%		TOTAL SUPPORT	452 93%	
White	1	3	9	29	278	320
(%)	1%	1%	3%	9%	87%	100%
	TOTAL OPPOSE	4 1%		TOTAL SUPPORT	307 96%	
TOTAL	7	11	29	73	686	806
(%)	1%	1%	4%	9%	85%	100%
	TOTAL OPPOSE	18 2%		TOTAL SUPPORT	759 94%	

*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.

Summary of Responses by Income Status

Table 5-6 shows that a significantly higher proportion of low-income respondents (95%) supported the free/reduced cost transfers pilot program than opposed it (2%). Of the remaining low-income respondents, 3% were neutral. A similar proportion of low-income survey respondents oppose the pilot program (2%) compared to those who identified as non-low-income (2%), and slightly higher proportion support it (95%) compared to non-low income (94%).

TABLE 5-6 SUMMARY OF RESPONSES BY INCOME STATUS (N=790)

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Total
Low-Income	2	1	4	10	111	128
(%)	2%	1%	3%	8%	87%	100%
	TOTAL OPPOSE	3 2%		TOTAL SUPPORT	121 95%	
Non-Low-Income	8	8	24	63	559	662
(%)	1%	1%	4%	10%	84%	100%
	TOTAL OPPOSE	14 2%		TOTAL SUPPORT	622 94%	
TOTAL	10	9	28	73	670	790
(%)	1%	1%	4%	9%	85%	100%
	TOTAL OPPOSE	19 2%		TOTAL SUPPORT	743 94%	

*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.

Question 2: Summary of Impacts (Public Comments)

Methodology

As noted above, the second question designed to evaluate the Impacts of the proposed Clipper BayPass for schools/universities/affordable housing was an open-ended question that asked respondents if they had any comments regarding this portion of the pilot program. Staff reviewed these responses for their indicated level of impact and grouped them into the following categories:

TABLE 5-7 QUESTION 2 GROUPING METHODOLOGY

Project Need	Survey respondent indicated they felt the project was needed.
Desire for expansion and inclusion	Survey respondent indicated that the BayPass should be expanded to/include more people and groups
Support for Free & Discounted Transfers	Survey respondent indicated that they support the BayPass' free & discounted transfers.
Concerns about Funding and Sustainability	Survey respondent provided concerns for the program's continued funding and sustainability over short/long term.
General Comment	Survey respondent provided general comments on the BayPass or miscellaneous comments on BART/Other Bay Area agencies.

256 out of 851 survey respondents answered Question 2. Tables 5-8 and 5-9 shows the breakdown of those who chose to comment and demographic breakdown.

Summary of Impact Responses by Minority Status

TABLE 5-8 SUMMARY OF RESPONSES BY MINORITY STATUS (PUBLIC COMMENTS, N=256)

	Concerns on Funding and Sustainability	Desire for Expansion and Inclusion	General Comment	Project Need	Support for Free & Discounted Transfers	Total
Minority (%)	12%	23%	7%	45%	14%	100%
White (%)	17%	20%	12%	34%	17%	100%
Unknown (%)	30%	10%	40%	20%	0%	100%
Total (%)	15%	21%	7%	39%	14%	100%

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

**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 some surveys.

Table 5-8 shows that, of those respondents who chose to comment on the impacts of the Clipper BayPass for schools/universities/affordable housing, the largest proportions indicated that this program is needed (39%), or they expressed a desire for the program to be expanded and more inclusive (21%). An additional 15% cited concerns about funding and sustainability, while only 14% provided comments pertaining to Free & Discounted transfers. White respondents were more likely to provide general comments on BART (12%) than minority respondents (7%).

Summary of Impact by Income Status

TABLE 5-9 SUMMARY OF RESPONSES BY INCOME STATUS (PUBLIC COMMENTS, N=256)

	Concerns on Funding and Sustainability	Desire for Expansion and Inclusion	General Comment	Project Need	Support for Free & Discounted Transfers	Total
Low - Income (%)	10%	15%	8%	44%	23%	100%
Non-Low-Income (%)	15%	23%	12%	39%	13%	100%
Unknown (%)	31%	13%	6%	31%	19%	100%
Total (%)	15%	21%	11%	39%	15%	100%

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

**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 some surveys.

Table 5-9 shows that of those low-income respondents who chose to comment on the impacts of the Clipper BayPass for schools/universities/affordable housing, the majority indicated that this program is needed (44%). An additional 6% opted to provide general comments on BART. Of the respondents who identified as non-low-income the majority cited the need for this program (39%) or expressed a desire for expansion and inclusion (23%). A small proportion of those who identified as low-income provided general comments (8%).

Question 4: Summary of Impact (Public Comments)

Methodology

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

TABLE 5-10 QUESTION 4 GROUPING METHODOLOGY

	Project Need	Survey respondent indicated they felt the project was needed.
	Desire for expansion and inclusion	Survey respondent indicated that the BayPass should be expanded to/include more people and groups
	Support for Free & Discounted Transfers	Survey respondent indicated that they support the BayPass' free & discounted transfers.
	Concerns about Funding and Sustainability	Survey respondent provided concerns for the program's continued funding and sustainability over short/long term.
	General Comment	Survey respondent provided general comments on the BayPass or miscellaneous comments on BART/Other Bay Area agencies.

160 out of 851 survey respondents answered Question 4. Tables 5-11 and 5-12 shows the breakdown of those who chose to comment.

Summary of Impact Responses by Minority Status

TABLE 5-11 SUMMARY OF RESPONSES BY MINORITY STATUS (PUBLIC COMMENTS, N=160)

	Concerns on Funding and Sustainability	Desire for Expansion and Inclusion	General Comment	Project Need	Support for Free & Discounted Transfers	Total
Minority (%)	28%	22%	8%	31%	12%	100%
White (%)	25%	34%	8%	22%	10%	100%
Unknown (%)	38%	13%	25%	25%	0%	100%
Total (%)	28%	26%	9%	28%	11%	100%

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

**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 some surveys.

Table 5-11 shows that, of those respondents who chose to comment on the impacts of the Clipper BayPass for employers and other institutions, equal proportions indicated that the need for this the proposed pilot program (28%), or they expressed concerns about funding and sustainability (28%). An additional 26% cited a desire for expansion and inclusion, while only 11% indicated support for Free & Discounted transfers. Minority respondents were equally likely to provide general comments on BART (8%) as White respondents (8%).

Summary of Impact Responses by Income Status

TABLE 5-12 SUMMARY OF RESPONSES BY INCOME STATUS (PUBLIC COMMENT, N=160)

	Concerns on Funding and Sustainability	Desire for Expansion and Inclusion	General Comment	Project Need	Support for Free & Discounted Transfers	Total
Low-Income (%)	24%	10%	10%	38%	19%	100%
Non-low-income (%)	27%	28%	8%	27%	9%	100%
Unknown (%)	44%	22%	11%	11%	11%	100%
Total (%)	28%	26%	9%	28%	11%	100%

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

**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 some surveys.

Table 5-12 shows that of those low-income respondents who chose to comment on the impacts of the pilot program, the majority indicated the need for the project (38%). An additional 10% opted to provide general comments on BART. Equal proportions of respondents who identified as non-low-income cited project need or concerns about funding and sustainability (27%). A small proportion of those who identified as low-income cited a desire for expansion and inclusion (10%).

Question 6: Summary of Impacts (Public Comments)

Methodology

As noted above, the sixth question designed to evaluate the impacts of the proposed Free & Discounted transfers pilot program was an open-ended question that asked respondents, to provide comments/remarks about the proposed program’s impacts. Staff reviewed these responses for their indicated level of impact and grouped them into the following categories:

TABLE 5-13 QUESTION 6 GROUPING METHODOLOGY

Project Need	Survey respondent indicated they felt the project was needed.
Desire for expansion and inclusion	Survey respondent indicated that the BayPass should be expanded to/include more people and groups
Support for Free & Discounted Transfers	Survey respondent indicated that they support the BayPass' free & discounted transfers.
Concerns about Funding and Sustainability	Survey respondent provided concerns for the program's continued funding and sustainability over short/long term.
General Comment	Survey respondent provided general comments on the BayPass or miscellaneous comments on BART/Other Bay Area agencies.

165 out of 851 survey respondents answered Question 6. Tables 5-14 and 5-15 shows the breakdown of those who chose to comment.

TABLE 5-14 SUMMARY OF RESPONSES BY MINORITY STATUS (PUBLIC COMMENTS, N=165)

	Concerns on Funding and Sustainability	Desire for Expansion and Inclusion	General Comment	Project Need	Support for Free & Discounted Transfers	Total
Minority (%)	6%	2%	8%	45%	39%	100%
White (%)	13%	1%	8%	49%	29%	100%
Unknown (%)	17%	0%	33%	17%	33%	100%
Total (%)	9%	2%	9%	45%	34%	100%

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

**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.

Table 5-14 shows that, of those respondents who chose to comment on the impacts of the Free & Discounted transfers pilot program, the smallest proportions indicated a desire for expansion and inclusion (2%). The largest proportion indicated the project is needed (45%). An additional 9% cited potential funding and sustainability concerns, while 34% indicated support for the pilot program. White respondents were slightly more likely to cite the need for the project (49%) compared to minority respondents (45%).

Summary of Impact Responses by Income Status

TABLE 5-15 SUMMARY OF RESPONSES BY INCOME STATUS (PUBLIC COMMENTS, N=165)

	Concerns on Funding and Sustainability	Desire for Expansion and Inclusion	General Comment	Project Need	Support for Free & Discounted Transfers	Total
Low-Income (%)	0%	5%	0%	41%	55%	100%
Non-low-income (%)	11%	2%	10%	48%	29%	100%
Unknown (%)	8%	0%	17%	25%	50%	100%
Total (%)	9%	2%	9%	45%	34%	100%

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

**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.

Table 5-15 shows that of those low-income respondents who chose to comment on the impacts of the Free & Discounted transfers pilot program, the smallest proportion indicated concerns about funding and sustainability (0%). An additional 53% indicated support for the pilot program. A large proportion of respondents who identified as non-low-income cited project need (48%) or indicated support for the pilot program (29%). A small proportion of those who identified as low-income shared general comments about BART (5%).

Question 2: Public Comments

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

Oppose

Minority Respondents

- *I smell fare increase and I can barely afford BART as it is.*
- *I would oppose this program if the regular riders end up carrying the difference in the cost. BART has been raising their fares on the regular riders and fares are getting too expensive.*

- *This is a lot of money and should be allotted for other programs or infrastructure improvements on BART. The local government and not transit agencies must offer this kind of dole-out to deserving people in the community.*
- *Whereas the idea is positive and can be helpful, there's always a chance of misuse. Not only that, but the transit systems are always in need of funds for maintenance. If we give free rides all the time nothing will get maintained. Everyone must pay something regardless if it's discounted for seniors and students.*
- *I prefer to keep it the way is now. simply just one card for regular, one for seniors, one for low income people. People who work already have the commuter check discount. But employers provide free card to their employees that is great.*

Low-Income Respondents

- *You do not need something else make that available for all of us that have cards and being able to transfer for free should apply to the next nine hours not two for all of us that want to shop travel to family movies this is a plus two hours is not enough time to get multiple things down and accomplish so rethink-that and make it better do not need another card and that is what school passes are for they do not need another program*

Support

Minority Respondents

- *Would have loved this when I was in school. My budget limited my commuting costs, and transit options.*
- *This is such a no brainer, students are already poor, why burden them by not being able to get around in an unaffordable bay area?*
- *The Bay Area has a number of universities (SF State, USF, UC Berkeley, etc.) and would benefit from this. BART should be accessible to every Bay Area resident.*
- *This sounds like an incredible way to connect students and people around the Bay and make it easier for people to get to work! It would've made a huge difference to me when I was younger and transit sucked up a huge portion of my budget.*
- *People deserve to be cared for and this feels like an extension of that exactly. Make transportation cheaper for everyone! Especially those who are most vulnerable.*
- *If the City can afford it, I think access to public transportation at low cost or free is great.*
- *I was part of the trial run for the Clipper BayPass at SFSU and it changed my life. I didn't have to worry about my commute, as I lived in San Mateo and didn't have a car or the ability to learn to drive, and it let me get my Bachelor's degree without worry or stress for the past two years. If I didn't have it, I'm not sure what I would've done,*

especially since I work two jobs in order to afford the basic necessities and for my college needs.

Low-Income Respondents

- *We need more programs like this, especially for the low income. We can't keep up with all the inflation.*
- *This would make navigating the Bay so much easier, and I think it would encourage people to use public transit more, not just for work, but also to explore.*
- *My university has given me the BayPass as part of a random trial. It's the best thing ever. Please keep it. I can see it being crucial for folks who can't afford taxis.*
- *Love this, make it easier for people to actually attend classes and not say they don't have transportation money. Maybe do a discount like you do for children.*
- *At my university in Canada we had something similar and it was so great. As a student I could ride all transit for free during the school year and it made it so easy to get groceries on the bus, take the train to the airport for school holidays, and get to know the city by travelling to community events and tourist destinations that I otherwise would not have paid to travel to. I think it would help the economy to connect low income community members to more destinations.*
- *I'm in grad school and it will be a huge financial help since I have to commute to internship and school*
- *Distance Fare is too stressful making a trip to work expensive.*

Question 4: Public Comments

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

Oppose

Minority Respondents

- *Where are the funds for the prepayments coming from? Is it left to the employers/other institutions to come up with the funds for the prepayments.*
- *People will just abuse those discount fare passes.*
- *For it, as long as these are not funded by taxpayers. These things somehow always are funded by taxpayers and there is no accountability when it is misused.*
- *It means I'll need to pay more. I am extremely hostile to that idea.*
- *I am disabled and unemployed. What about me? What about retired seniors?*

Low-Income Respondents

- *Waste not needed does not help transportation or the region.*

- *Employers are very different entities than affordable housing sites. It doesn't make sense to lump them together. For equity's sake, supporting affordable housing sites makes sense, and institutional funding is less important. For profit-driven corporate entities that are employers, they do not need, and should not get, subsidy. Non-profit and other non-corporate employers are in between the two.*

Support

Minority Respondents

- *Would love this for work. One job's commute has tripled in time due to service reductions.*
- *It seems like a good idea but with everything that is linked to money there should be a probation period. Test the idea for at least a month or so and if it's successful then put it into effect in certain areas and then extend it to other areas of the state. Don't enact it and realize we're anti deficient somewhere.*
- *As someone who works and lives in two different counties, and uses BART, this would be the best approach.*
- *This is a better option because there's funding on both sides.*
- *Many teachers do not reside in the cities in which they work. The Clipper BayPass would enable more of them to utilize public transit to and from work, greatly reducing traffic on the 4, 242, 680 and 880.*
- *Also in favor as it promotes mobility and an alternative to driving. I would hope that those who need it most are given priority access to Clipper BayPass.*

Low-Income Respondents

- *Helps employees to commute from distant locations without thinking about the cost.*
- *Would like this to be available and affordable for small businesses (less than 10 employees) and self-employed individuals.*
- *I am honestly shocked that it doesn't already exist. I would definitely expect an employer for an in-person job, especially a downtown office type of job, to offer a prepaid transit card! Although I did once have an employer that used to offer a similar card and then switched to just increasing pay by \$100/mo (the cost of the card) so employees could choose to buy one. The idea was that not everyone takes transit, so the benefit wasn't applied to everyone equally. But the whole point is to incentivize using transit. If you drive or work from home that's a choice, but you shouldn't get paid \$100 for making that choice.*
- *We need more accessible public transit and we need more people using it. The more using it the more it will be available. Demand will push supply to happen.*
- *There would have to be a trade off in how institutions increase prices.*

Question 6: Public Comments

The next section provide sample comments on the impacts of the proposed Free & Discounted transfers program by respondents who identify as members of protected populations. Appendix PP-B contains all comments received.

Oppose

Minority Respondents

- *It's not fair for people who do not use transfers. Maybe a reduced cost would be more like it. There is no equal opportunities for all transit riders.*
- *Free for some means others (like me) will need to "pick up the slack" and I abhor that idea, not because I don't want to help folks, but rather I struggle financially and the thought of paying more for BART frightens me.*

Low-Income Respondents

- *Because only agencies as well as for those of us who work in agencies, we need it, as I personally work in San Francisco from Monday to Friday, how much do we spend to travel every day? That idea would help some of us and I hope that for those people like me we would be chosen there.*

Support

Minority Respondents

- *Discount or reduced cost, yes! Free...probably not. What prevents people from riding the train all day. If it's like riding the bus and there's a free transfer if you paid for your first leg then ok. Again...who will pick up the funds when the stations need to be maintained and secured. The regular working citizen barely leave their house anymore.*
- *Transit between two systems can be very expensive. Anything to reduce transfer cost is important.*
- *Many cities around the globe allow such transfers. Doing so would bring the Bay Area on par with these areas.*
- *My most frequent commute is AC transit to BART to Muni and that should cost way less for a common commute.*
- *The Bay Area has 27 transit agencies. Many people will need to use multiple agency's' services to complete their trip and making it cost effective is needed to promote transit usage.*
- *I transferred a lot while using my Clipper BayPass, and would find it extremely helpful to have at least reduced cost transfers, if not free transfers.*

- *The balkanized state of Bay Area transit is a travesty, and we need a rider experience that's simple and easy to understand. No-cost transfers are a big step towards making transit easier and less anxiety-inducing to use!*

Low-Income Respondents

- *Coming from NYC, I was very surprised that transfers here, such as from BART to bus, weren't free. It's already a very expensive transit system here since BART costs are based on distance instead of flat rate. Please make transfers free.*
- *I think this would facilitate ridership between agencies by incentivizing trip planning all on public transportation.*
- *I am a social work graduate student at UC Berkeley and live in west SF. Commuting to/from school and my internship is my second most expensive expense after tuition, between parking passes, gas, car insurance, and car repairs. This program would save me thousands of dollars a year, not to mention decrease my anxiety around coming up with the money to pay for those expenses so that I can focus on my studies and contributing less pollution.*
- *I think its a great idea! Would make the whole system feel more like one coherent institution. Would make me take transit for the whole trip rather than transferring from a bus to BayWheels bike for example, as I sometimes do. I also often walk or take my own bike instead of taking a second bus.*

Comments Summary

The majority of respondents support the Clipper BayPass pilot programs and cited a high level of need for the program. Respondents cite concerns about funding and sustainability for the program, which highlights the need for clearer information about Clipper BayPass funding. Additionally, the many respondents expressed a desire for the programs to be expanded and more inclusive. Lastly, most respondents indicated support for the Free & Discounted transfers pilot program.

Appendix PP-A: Clipper BayPass Survey

BART wants to hear from you! Clipper BayPass* Survey



Clipper BayPass is the Bay Area's first regional, prepaid, unlimited-ride transit pass available to employers, universities, affordable housing sites, and other participating organizations. Participating BayPass organizations purchase and provide a prepaid Clipper BayPass to 100% of their eligible members who can enjoy unlimited access to all bus, rail, and ferry services in the nine-county Bay Area.

In the coming months, a No-Cost & Reduced Cost Transfers Pilot Program is scheduled to launch along with the Next Generation Clipper system. When making a trip that requires transferring between transit agencies, customers using Clipper will pay the full fare for the first leg of their trip. Transfer trips made between agencies in the two (2) hours following their first Clipper card tag will be free or discounted up to the maximum local fare, currently \$2.50.

Clipper BayPass

1 Would you support or oppose the Clipper BayPass program for schools/universities/affordable housing?

- ☐ Strongly Support
- ☐ Somewhat Support
- ☐ Neutral
- ☐ Somewhat Oppose
- ☐ Strongly Oppose

2 Comments regarding Clipper BayPass for schools/universities/affordable housing:

3 Would you support or oppose the institutionally-funded Clipper BayPass program for employers/other institutions (i.e. schools, affordable housing sites, or any entity that can prepay for eligible members)?

- ☐ Strongly Support
- ☐ Somewhat Support
- ☐ Neutral
- ☐ Somewhat Oppose
- ☐ Strongly Oppose

4 Comments regarding the institutionally-funded Clipper BayPass for employers/other institutions:

5 Would you support or oppose free/reduced cost transfers between agencies?

- ☐ Strongly Support
- ☐ Somewhat Support
- ☐ Neutral
- ☐ Somewhat Oppose
- ☐ Strongly Oppose

6 Comments regarding free/reduced cost transfers between agencies:

Please tell us about yourself

7 In which county do you live?

8 In which county do you work?

9 Are you a student?

- ☐ Yes
- ☐ No

10 If "Yes" to question 9, what school/university do you attend?

11 Which BART station is your "home station" (the station you use when coming from home)?

12 Do you currently make any transfers between different transit agencies as part of your regular commute to work or school? (Examples: BART to AC Transit, Muni to Caltrain)

- ☐ Yes
 - From home I take:

 - Then I transfer to:

 - Then I transfer to:

- ☐ No
- ☐ N/A - I don't commute to work or school

13 What is your race or ethnic identification? (Check ALL that apply)

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

(Categories are based on the U.S. Census)

*This program is funded by participating institutions.

OVER ➔

- 14** Including yourself, how many people live in your household?
- ☐ 1 ☐ 4
☐ 2 ☐ 5
☐ 3 ☐ 6+

- 15** What is your total annual household income before taxes?
- ☐ Under \$30,000 ☐ \$75,000 - \$84,999
☐ \$30,000 - \$39,999 ☐ \$85,000 - \$94,999
☐ \$40,000 - \$49,999 ☐ \$100,000 - \$149,999
☐ \$50,000 - \$59,999 ☐ \$150,000 - \$199,999
☐ \$60,000 - \$74,999 ☐ \$200,000 and over

- 16** Do you speak a language other than English at home?
- ☐ Yes, I speak _____
☐ No

- 17** If "Yes" to the previous question, how well do you speak English?
- ☐ Very well
☐ Well
☐ Not well
☐ Not at all

Thank you for your feedback!

If you need language assistance services, please call (510) 464-6752. Si necesitas servicios de asistencia lingüística, llame al (510) 464-6752.如需语言援助服务,请致电(510) 464-6752. Nếu cần dịch vụ hỗ trợ ngôn ngữ, vui lòng gọi số (510) 464-6752. 언어 서비스에 필요한 경우 (510) 464-6752로 연락주세요. Jika memerlukan layanan bahasa, silakan hubungi (510) 464-6752. Untuk informasi lebih lanjut, hubungi kami di (510) 464-6752.

Appendix PP-B: Public Comments

LEGEND	
	Strongly Support
	Somewhat Support
	Neutral
	Somewhat Oppose
	Strongly Oppose

*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 Clipper BayPass for schools/universities/affordable housing

Question 4: Comments on Institutionally funded Clipper BayPass for employers/other institutions

Question 6: Comments on Free & Discounted Transfers between agencies

Question 2: Schools/Universities/Affordable Housing

Response ID	Minority	Income Status	Comments
Strongly Support			
R_5IC7FE9gdpOsAQ9	Non-Minority	Not low income	Yes there should be more lower income and college student discounts
R_5iCCJgTGHgoifFM	Non-Minority	Not low income	Yes - anything to stop fare evasion. Those who can't afford it can get it free or discounted, others can pay - but enforcement has to be better.
R_1QKBpvWILUv8nbJ	Non-Minority	Not low income	Would use if available
R_5EbcbcDwwNFenS	Minority	Not low income	Would have loved this when I was in school. My budget limited my commuting costs, and transit options.
R_7DinFfN0heqfhzo	Non-Minority	Not low income	Why not do large employers also, like the Caltrain Go Pass?
R_18qtuTBvhgFBKHT	Non-Minority	Not low income	Why are you limiting it to these populations?
R_3Va0UPfoDoaAAlA	Minority	Not low income	What I would have given to have had this when I was a student. An AC Transit pass was great, but the Clipper BayPass would have really opened up the whole bay to me at a time when paying full fare was prohibitive.
R_1TGb1zXVtuxgLwf	Non-Minority	Not low income	We should be supporting free and easy transit for all
R_1NzhRhcklitGtL	Minority	Low income	We need more programs like this, especially for the low income. We can't keep up with all the inflation.
R_7mZQAUMPS3CWim4	Minority	Low income	We need more affordable programs in the Bay Area amidst the housing crisis and gentrification.

Response ID	Minority	Income Status	Comments
	Minority	Not low income	Very needed
R_3sTslR2koJfO7fj	Minority	Not low income	University Students need ClipperBayPass. A lot of students do not have the financial resources to afford a monthly pass. It could be based on needs based
R_5zfOAuDqQvHQKiZ	Non-Minority	Not low income	Transit gets expensive quickly in the bay area, and having the barrier to entry for transit use, especially for lower income individuals, is extremely valuable! Changing culture one step at a time but getting more people to say "nah let's take the bus instead of an Uber!" has ripple effects outside of solely the measurable results on the program.
R_1JUYPEoaLA2zsVb	Minority	Not low income	Transit cost is regressive and low income groups pay a higher proportion.
R_6qWh7RKfXSAoyi5	Minority	Not low income	Trabajo con migrantes recién llegados y estas las familias de bajos recursos no les alcanza para pagar Bart. Prefiere usar bicicletas y bus en distancias largas. Eso demerita su salud y pone en riesgo su calidad de vida porque deben salir de casa mas temprano y regresar mas tarde que si usaran Bart.
R_7lQLWcYxRhZfEx9	Non-Minority	Low income	This would make navigating the Bay so much easier, and I think it would encourage people to use public transit more, not just for work, but also to explore.
R_5wByEYPH0KYmmCR	Non-Minority	Not low income	This would make life a lot easier for so many people!

Response ID	Minority	Income Status	Comments
R_3tVvV4GUcel5kqd	Non-Minority	Not low income	This would make commuting to school and going new places in the bay area more affordable while being better for the environment!
R_3C29lLypGabbnBD	Minority	Not low income	This sounds like an incredible way to connect students and people around the Bay and make it easier for people to get to work! It would've made a huge difference to me when I was younger and transit sucked up a huge portion of my budget.
R_7qYE5lVUAHMMxAR	Minority	Not low income	This sounds like a great idea.
R_76eOx28jSN9Vyql	Minority	Not low income	This should be expanded to multi-family units in urban areas. The are more apt to mode shift.
R_7cjdTsXtvYv0NHb	Minority	Not low income	This program will be necessary to maintain or hopefully improve education in this state.
R_7xGmG5Ko4GX6ohL	Minority	Not low income	This one pass for all is the best idea, making it accessible and easy for all riders, especially for students and low income people, to navigate public transit.
R_6U1KeW08BBbfnCF	Non-Minority	Not low income	This is what equity is all about. Having free transit can make or break someone's decision to live somewhere, work somewhere, or go to school somewhere. This is a wonderful idea that gives a spring board to those who need it and when they find success, they will return the favor when they can afford it.
R_1OkJXa2Qz80V4LD	Minority	Not low income	This is such a no brainer, students are already poor,

Response ID	Minority	Income Status	Comments
			why burden them by not being able to get around in an unaffordable bay area?
R_3111ApSXreLAGnB	Non-Minority	Not low income	This is an awesome program, and I'd hope it would be eventually available to end users, as I would love to purchase one for myself even if my company doesn't.
R_6aYMyK2sF3HbmkF	Minority	Not low income	This is amazing and much needed
R_1sj2rD58ucerYn7	Non-Minority	Not low income	This is a good way to reduce fare jumping, which is quite visible and corrodes trust in the BART system and government in general.
R_7ESg5gigcB2lj8W	Minority	Not low income	These are the people that need it the most.
R_7nVBQbySBpfrqtC	Non-Minority	Not low income	These are the communities who need it the most as soon as possible. I support these communities getting access to clipper baypass
R_516ZnLhtQR0fnXF	Non-Minority	Not low income	These are fantastic programs that drive ridership.
R_5dPcACT0kdoHWpj	Minority	Not low income	The people need transit one way or another
R_6LItxWEDyUfyaxc	Non-Minority	Low income	The lower the cost of public transit the more likely people are to use it
R_7pRDIKPy2SGF6ln	Minority	Not low income	The BayPass would enable more college students to reside at home. It would also make schools more likely to use public transit for fieldtrips.
R_3rvN3uFmCMtelTO	Minority	Not low income	The Bay Area has a number of universities (SF State, USF, UC Berkeley, etc.) and would benefit from this. Bart should be accessible to every Bay Area resident.

Response ID	Minority	Income Status	Comments
R_7mNgJRZHpz1MT3b	Minority	Not low income	That's wonderful! And long overdue.
R_1LIPfsTv7sPOwhN	Minority	Unknown	Students and low-income residents are less likely to own cars and as a result are one of the most likely demographics to use public transport, so providing free transit service to these groups would be essential for ensuring good access to mobility for all. However, it is important to make sure that a funding source is available to compensate for this, so that transit agencies do not lose revenue without replacement funding. In the case of universities, the increased cost of providing this service could be added to the overall tuition, so low-income students can effectively receive a discount on it through financial aid. For residents of affordable housing, it may be necessary to seek alternative funding sources, but it should be done if possible.
R_1EuK7eBcT3jc6yY	Non-Minority	Not low income	Sounds like a reasonable way to encourage ridership and provide a cost effective way to gain access to transportation
R_3KNlmXxd0vScmaJ	Minority	Not low income	Sounds like a great way to encourage use of our regional transit system by making it more affordable, particularly for systems like BART where fare is charged based on distance traveled. The existing of the program doesn't mean

Response ID	Minority	Income Status	Comments
			that schools/etc will adopt it, though. Affordable housing buildings in particular operate on constrained budgets as rents are capped. What incentives are there for these institutions to purchase the BayPass for their students/residents?
R_3rxrj8d7nMqApBW	Minority	Not low income	Son had this while enrolled at University of Washington for the link. Encouraged him to use public transit much more. If you don't show them young, they won't use it. Too many people can't afford Bart and students would be in that class.
R_1Bn88tEtNqTbdNT	Non-Minority	Not low income	Something like this is long overdue! We need to make transit more affordable for regular users, especially lower income folks and students!
R_5MyvsRTclsxR3Wt	Non-Minority	Not low income	Similar to a commuter check program from the past.
R_29cW97zmKeiRP1z	Non-Minority	Not low income	Should be universal
R_7fAlK6w5Go9TAmV	Non-Minority	Not low income	Should be available to everyone
R_7joaDE54yAf1Twd	Minority	Low income	Sería Muy Bueno
R_7C6WQN9wrtldIAYC	Minority	Not low income	Quick and easy
R_31dpRtPjdRwCs39	Minority	Not low income	public transport should be a lot cheaper
R_7gMkAjAeIMlGr9O	Non-Minority	Unknown	Public transit should be subsidized at least as much as private car traffic.
R_6rjhGrp1wEIN89t	Minority	Not low income	Public transit should be free and paid for by auto drivers
R_3faa4kEeFVqVIFW	Non-Minority	Not low income	Public Transit should be fare free for all. Start with those most needed.

Response ID	Minority	Income Status	Comments
R_5L0VDeWreM0DWKK	Non-Minority	Unknown	Public transit is already expensive. Coordinating between systems makes good sense.
R_6H5MccJuJTSfV1	Minority	Low income	Please make it extend to all bay area colleges! I attend a private college in San Jose, so not a university, and it's extremely expensive. I would love to take public transportation to school but it's actually more expensive to do so than to drive there.
R_3l4TGuQL3E5NN3O	Non-Minority	Not low income	Please include seniors
R_1TiGAC5ljz9pv1v	Non-Minority	Not low income	PLEASE extend this to SFUSD teachers! I'm a substitute and there are a few school sites best accessed for me by transfer between BART and Muni and this would be so helpful!
R_7cSAixKMqTxIkKt	Minority	Low income	Pienso que sería una gran ayuda para los ciudadanos que no tenemos el suficiente ingreso para sostener más gasto de lo normal y así nos alcanzaría un poco más nuestros ingresos
R_1KvVpi54x61Cnuz	Minority	Not low income	Perfect way to decrease the amount of cars on the road
R_6hheZahLQ2K5lHX	Minority	Not low income	People need public transit, but those who need it the most can't afford it. At least aid those who cannot.
R_3kBUYW75Ylwg8eU	Minority	Not low income	People get discouraged with the current system. Not knowing how to pay for all different transit systems (bus, BART, MUNI)
R_3HTDW2nY03bVzgL	Minority	Not low income	People deserve to be cared for and this feels like an extension

Response ID	Minority	Income Status	Comments
			of that exactly. Make transportation cheaper for everyone! Especially those who are most vulnerable.
R_3qxG3OstUiCxCTF	Non-Minority	Not low income	Part of the reason the Bay Area needs so much affordable housing is that subpar planning earlier makes it hard to get around without cars, and therefore parking lots and single-family zoning eat up a lot of space. If we want to encourage transit use, we need to put it within financial reach of more people, including low-income workers, students, and children.
R_5vuNPUKv62VTKdr	Non-Minority	Not low income	Owning a car is extremely expensive, and while transit currently is cheaper, it is still quite unaffordable for lower income people like those in affordable housing and students. Giving people access to greater mobility would can greatly improve their quality of life by opening up more work, play and cultural activities to them.
R_7rP6M82IVsBVwjs	Non-Minority	Not low income	Ordinary people would immensely benefit from a more affordable commute option.
R_3QDBbt3NBE1ddj6	Minority	Unknown	Nice benefit to offer to employers, students, etc. of participating organizations and can encourage the use of public transportation, in general.
R_6S4vHvPxsDvKPDP	Minority	Unknown	My university offers clipper for VTA, but a baypass covering

Response ID	Minority	Income Status	Comments
			all services on clipper would help immensely for affordability. Students from all over the bay who want to go to a college in a different city will have better access with a baypass. It would also make it easier to attend events, clubs, concerts that are farther away.
R_6EXPMndUFXXU8bu	Non-Minority	Low income	My university has given me the BayPass as part of a random trial. It's the best thing ever. Please keep it. I can see it being crucial for folks who can't afford taxis.
R_66by7Ktd66WBeUh	Minority	Not low income	My roommate has the BayPass through school and loves it. It saves him \$100+ per month on transit costs, plus it allows him flexibility to explore San Francisco that he would not financially have without it.
R_3l6q3aNbmg0bOFP	Minority	Not low income	My only concern is the capacity of the trains if this happens
R_6nW5hnfvPQEGey9	Minority	Not low income	My family immigrated to the Bay Area when I was a kid. I chose to walk, bike and take public transit through elementary/middle/high school/college even after my family got their first car. There were lots of instances where I wished for a program like the BayPass. I loved to go to libraries, museums and planetariums. My friend and I had similar unstable home lives so we spent a lot of time being outside. We would have

Response ID	Minority	Income Status	Comments
			<p>loved the BayPass! Longer trips to SFO or Berkeley took more preparation but if there was an all system pass I would have spent less time fretting over the different transit fares/cards. Pre-smartphone era it was a lot of writing stuff down in a little pocket notebook. I would have saved money to buy a "monthly" BayPass even as a high schooler if it meant I could just get on the nearest transit option and get to my destination.</p> <p>It wasn't ideal, but sometimes I would ask my mom to give me a ride to Caltrain or Bart stations but I would have preferred to take public transit without depending on other people.</p>
R_7uDU35hixxkyFOj	Non-Minority	Not low income	Much new aff housing in S.F. is built without parking and so it makes sense to support mobility for folks with lower incomes
R_75XdruU2tUYrhvA	Minority	Low income	Most students don't have high income, this could be very helpful for them.
R_1KXGsr9rzxJHkM9	Minority	Not low income	Many people in low income and students could use this service. It is a great way to encourage community building, allowing people to see San Francisco and Provide support for those who need access to transportation.
R_6GqxTggk0zDY7Ch	Minority	Not low income	Makes for better use of transit system. Since I think not

Response ID	Minority	Income Status	Comments
			everyone has a car or can afford one, it makes sense to have connecting buses, trains, etc to get from one place to another.
R_7Opnaa1q5ZKQKoO	Minority	Not low income	Make one for tourists as well
R_3TfI4wRpBHnPa4V	Non-Minority	Not low income	Make life easier, make non-payment less attractive.
R_53NXt6gRWePelpL	Minority	Not low income	Make it easier for employees of public agencies to opt in
R_17yNd7Rynp2DoHL	Non-Minority	Not low income	Make a bay area local pass that is discounted for locals, like in Switzerland.
R_1N4VTEk1A0CAbUl	Non-Minority	Low income	Love this, make it easier for people to actually attend classes and not say they don't have transportation money. Maybe do a discount like you do for children.
R_51MhTTRSEoOw3Cp	Non-Minority	Not low income	Love the idea of getting students into the habit of taking transit
R_6QPHF6xbaBenJne	Minority	Low income	Long overdue
R_30clK3Ad57zQbDF	Minority	Not low income	Local transit agencies around the Bay already have programs for students. I'm surprised BART doesn't already do so too.
R_6d5PZILmFUyIliN	Minority	Not low income	I strongly support the BayPass program, BUT IT'S VERY UNFAIR THAT ONLY SOME STUDENTS HAVE IT AND NOT ALL
R_3EQk2TtLgpfngUm	Non-Minority	Not low income	It's expensive for those who can't pay for it, I support students and people living in affordable housing to be in this program
R_6HNaBWL6DngWnJz	Minority	Not low income	It's essential
R_3hNj7RfyLbbWF40	Minority	Low income	its awesome
R_87CLD89rrDaujOp	Non-Minority	Not low income	It's so important! But making it only affordable for some

Response ID	Minority	Income Status	Comments
			populations risks giving it a “only children and The Poors take BART” vibe
R_3g6HtakAUQ4Batz	Minority	Not low income	It’s needed
R_7ikcT67j9XvScUy	Unknown	Not low income	It’s a no brainer. Transit passes for schools/universities expands transit riders and supports equity.
R_3UcvFV5oV6HXTi1	Non-Minority	Not low income	It would encourage more transit usage.
R_5p8PzvvcCQgAbAo	Non-Minority	Not low income	It should be available to purchase for everyone, not just schools/universities/affordable housing.
R_5nHKPbpVuHv5jal	Minority	Not low income	It should already be available to all UC students and employees! The sooner the better!
R_76bVEObWhnF4oHK	Non-Minority	Not low income	It must be done responsibly, prove need and make it something that can’t be resold to those who don’t qualify.
R_756eWtECHxJsRBT	Non-Minority	Not low income	It makes sense to give discounts to students and those in low income housing.
R_507spuMdwW9x0MF	Non-Minority	Unknown	It makes sense and should increase ridership, my only concern is about the reduced amount of revenue for BART and other transit agencies.
R_1VxTdOGD5GjZ3H6	Non-Minority	Low income	It is needed
R_5fGzaqdLoColBv1	Non-Minority	Not low income	Isn't there already programs for this?
R_6FePjtd2rQUqghf	Non-Minority	Not low income	Individuals should be able to purchase it too
R_5hF2KoGJlVb47nM	Minority	Not low income	Incredible value add for those who can take transit anywhere and won't need to pay for parking.

Response ID	Minority	Income Status	Comments
R_6qzrf3hYkoPl5AZ	Non-Minority	Not low income	In addition to making it available to employers
R_5oCpACQNmCSxsWM	Minority	Not low income	if this happened while I was still a student it would've been awesome
R_5rGUI886eLuQ3WX	Minority	Not low income	If the City can afford it, I think access to public transportation at low cost or free is great.
R_1fxkMFbd54MNvpY	Minority	Not low income	If Bart wants to truly reduced fare violations they need to consider economic and social disparities within the population it serves.
R_7EnEUZLQxx6sMtb	Unknown	Low income	I'm in grad school and it will be a huge financial help since I have to commute to internship and school
R_6TXzw5TtauYuf1l	Minority	Low income	I'm a student and a BayPass for students would be a big advantage
R_6nC44SddBUudKgh	Minority	Not low income	I would love for all students and people to receive the Clipper BayPass. Students and low income people who are especially dealing with large financial burdens should be prioritized.
R_5h8LQ8FrgGfol1z	Non-Minority	Low income	I would like to see airports use the clipper bay pass
R_1LdQ6G4Y9WOZWQg	Minority	Not low income	I would give my left kidney for this
R_5scXWVhe2jg1e1W	Minority	Not low income	I was part of the trial run for the Clipper Baypass at SFSU and it changed my life. I didn't have to worry about my commute, as I lived in San Mateo and didn't have a car or the ability to learn to drive, and it let me get my Bachelor's degree without worry or stress for the past two years. If I didn't have

Response ID	Minority	Income Status	Comments
			it, I'm not sure what I would've done, especially since I work two jobs in order to afford the basic necessities and for my college needs.
R_1259hCq0WUiW1sb	Non-Minority	Not low income	I used ac transit pass extensively at Cal, it was useful and introduces people to transit.
R_6ZWEM56EGRjqENr	Minority	Not low income	I use the clipper cars to go on BART for San Francisco or OAK airport
R_6g4X4d1njyNWymw	Minority	Not low income	I travel for work 6 days a week and will love to get a discount on my commute
R_5PtrxqaRsR7bvh4	Minority	Not low income	I think this is a great incentive!
R_3jwCD0iMpzoF3yc	Minority	Not low income	I think the program needs to expand to low-income people and also to many more stations and maybe a connection with Caltrain and the different bus lines as well.
R_78OlKmfhsTkEZmq	Minority	Not low income	I think it would be a great incentive for those that frequently need BART to get to their destinations.
R_1B99gekKgZA1X2H	Minority	Not low income	I think it sounds like a great program that could help a lot of people afford the rising cost of transportation.
R_5FmRqr42QjfYxeU	Non-Minority	Not low income	I think Bart is a pricey form of transit especially when compared to something like the subway in NYC.
R_6n7heJtcnZSI3T3	Non-Minority	Not low income	I think a Clipper Bay Pass Is a great step in the direction of regional integration. Integrating Transit fares for all customers Is important to increasing ridership and the longevity of transit in our region.

Response ID	Minority	Income Status	Comments
R_50Msl6Vx6ik4MrX	Non-Minority	Not low income	I strongly support to reducere cars and see more people using public transportation
R_5cnn18rsWPHkCPO	Minority	Not low income	I strongly support a program that makes transportation affordable for students and residents from affordable housing to participate in the Clipper BayPass program.
R_17tROMdYZzXWzLL	Minority	Not low income	I really think Clipper should be affordable for EVERYONE but Those with the greatest need should be eligible first.
R_5NC9RUGvpK9pDln	Non-Minority	Not low income	I may even want to buy a BayPass for myself. I go to UC Davis which gives unlimited transit in the Sacramento area and it's amazing. I use transit much more because of it.
R_12ajyBCkbDun57I	Minority	Not low income	I hope t employer could offer it
R_5ukuQYhOYiQR50B	Unknown	Low income	I have wanted to travel across the United States of America by public transportation, not one bus company. Multiple public transportation companies.
R_1DO6sQ1Xj2vPno2	Minority	Low income	I have the clipper bay pass and it has been AMAZING and helpful
R_7EHuSjclqw0n0MX	Non-Minority	Not low income	I have friends who are UCB students living in SF. If UCB provided Bay Pass, their commute would be a lot simpler since they could also use BART instead of just cross-bay AC transit.
R_3x8w5yCaQPX8rgR	Minority	Not low income	I have been using the BayPass during the pilot trial during college and it has been very helpful to me.
R_6iLrZcs53QcnyRq	Non-Minority	Not low income	I have an internship next year that is unpaid and required for

Response ID	Minority	Income Status	Comments
			my MSW program. I will have to use public transportation to get to my internship so a free or even reduced cost ride on BART would be very helpful.
R_7UctoSGFN8wchZD	Minority	Not low income	i had this at usf for muni and it was great!
R_3rfzrROHg2riv7p	Minority	Low income	I had the beta program for my clipper card while I went to UC Berkeley and it saved me a lot of money and made me travel a lot more.
R_1QL4IB1Qf9Zhxo0	Minority	Not low income	I had a bus pass included in my college tuition when I was at UC Berkeley and it was very helpful
R_6taqpP0K6pHfmnf	Minority	Low income	i go to school
R_1wn1S2vBxVXFlnz	Minority	Not low income	I feel under privileged people should be allowed clipper baypass at a reduced price
R_3CC2De5SSCP8YMR	Non-Minority	Not low income	I currently have access to this program through my employer and think that it is fantastic. It should be expanded to more people
R_6lbgRCfXq1OWq6f	Non-Minority	Low income	I believe this would help to make public transit more robust.
R_6ikCudMWCAe7PmJ	Minority	Not low income	I am a university employee and I use BART to and from work. Given my circumstances as working in public service, it would greatly benefit me to have a program.
R_3dQ6MOdy7tesIHP	Non-Minority	Not low income	I am a UCSF grad student and greatly enjoy UCs BayPass program. It's saves me 100+ dollars every month and I use it every day getting to and from work.
R_7HNvnOX33FMew6s	Minority	Not low income	I am a student and this would greatly increase access to

Response ID	Minority	Income Status	Comments
			transit, especially when you transfer between different agencies. For example, I take BART + Caltrain + samtrans for commute sometimes.
R_52u2T3tVLVnm4aG	Non-Minority	Low income	I am a social work graduate student at UC Berkeley and live in west SF. Commuting to/from school and my internship is my second most expensive expense after tuition, between parking passes, gas, car insurance, and car repairs. This program would save me thousands of dollars a year, not to mention decrease my anxiety around coming up with the money to pay for those expenses so that I can focus on my studies and contributing less pollution.
R_6dio9VJvekxRHcl	Minority	Not low income	Highly needed
R_3Wlix2SznccaxTt	Minority	Not low income	Great way to get students off campus and into the community! And to get young people used to public transit.
R_3R3t7s5gRRrpTex	Non-Minority	Not low income	Great idea. Thanks.
R_3HZiGRbjql9ZkKH	Minority	Not low income	Great idea
R_1gqxFs59i10TuVz	Minority	Not low income	Good way to get people to use public transport more often.
R_5ROqDH2i3oViXma	Non-Minority	Not low income	Getting more cars off the road is best for everyone and the environment.
R_8KurzhWKdnj8eSQ	Non-Minority	Not low income	Get kids riding transit early and it'll make a habit into adulthood.
R_1Wirx2I5vzGMldn	Minority	Not low income	For work night shift start at 11pm from El Cerritos to downtown Berkeley 5 day a week or more when I do overtime.

Response ID	Minority	Income Status	Comments
R_5kv2MaX0jHWLqPr	Minority	Not low income	For universities it could be income based
R_7eqmG8pHSg2uKdx	Non-Minority	Not low income	Excellent plan
R_15Z4iGuZPOhXo8v	Non-Minority	Not low income	Everyone should have good access to low-carbon transit
R_2owrhfn1yzPYSbf	Minority	Low income	Distance Fare is too stressfull making a trip to work expensive
R_6jUqjkqWHt6y9Wo	Minority	Low income	Could be beneficial for daily commuters, gives the monthly idea of tour expenditure and ease with monthly pass.
R_1psVmD7CwydDN5l	Non-Minority	Not low income	Clipper can get expensive, especially when transferring between agencies as many do. Having this for students makes sense because they are all on a tight budget, and this reinforces taking transit over car ownership.
R_1FPyA9qyGOcCcJZ	Non-Minority	Not low income	Clipper BayPass has been proven to increase ridership; I see no reason not to expand it.
R_5L5yx5eOuNXuBly	Minority	Not low income	can it be made available to employers as well? university and school staff?
R_3GFhCUjBm6SBaIV	Minority	Unknown	BayPass was a life changer for me as a student. It made traveling during family emergencies feasible and alleviated any headache of compounding costs. I saved hundreds on BART fares with my BayPass. I love it so much and it is such a blessing to have received it and I wish others who need the financial support may get it eventually.
R_7tu4QL1bBhcF5IS	Minority	Not low income	BayPass is an amazing trial program and should be implemented permanently

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R_3nDUR5zAJaAM425	Non-Minority	Not low income	Bay Area natives should be eligible
R_7n2Yl86ZNk34Nfi	Minority	Low income	Bart rides should be the same price no matter the distance. It is unfair to riders that need to commute for work, school, medical, etc reasons.
R_3gMCqQH8rsqIOJm	Minority	Not low income	Bart and all public transit should be paid for by the government with tax money and be free anyway.
R_3DtMtAPEIK1Tjbh	Non-Minority	Not low income	At the same time Bart should ensure transportation is safe for everyone
R_6fjhQfcR1MBqeh9	Minority	Low income	At my university in Canada we had something similar and it was so great. As a student I could ride all transit for free during the school year and it made it so easy to get groceries on the bus, take the train to the airport for school holidays, and get to know the city by travelling to community events and tourist destinations that I otherwise would not have paid to travel to. I think it would help the economy to connect low income community members to more destinations.
R_74v9ZddQurWZK01	Minority	Not low income	As someone who uses public transportation on a daily basis and others like students and employees, the amounts charged adds up very quickly so the bypass sounds reasonable for us.
R_6Bn8qDJGgTIA5MH	Non-Minority	Not low income	As long as I'm not underwriting it, it sounds good to me! I have always felt that there needs to be easier access between the

Response ID	Minority	Income Status	Comments
			MANY transit agencies in the Bay Area.
R_1gdvLW1ZuQcoMkQ	Minority	Not low income	As an alumni of SF State, at the time, I had access to the free MUNI pass through the Clipper program. I know for many including myself, it eliminated a worry regarding costs in living in an expensive area. I also knew friends who had access to the pilot program that provided free transportation to all Bay Area Transit providers including BART, Samtrans and Golden Gate Transit. For many going to school who commuted across the Bay, the long distance in travel in addition to the cost due to the far student made students factor in costs when deciding how often they wanted to go to school. Therefore, the decision to allow Clipper Bay Pass for all students and those with affordable housing is a decision I strongly support in its access to education and breaking financial barriers.
R_6PaG9vIBzCmO2CU	Minority	Unknown	As a UC Berkeley student who was not selected for the BayPass, and having family elsewhere in the Bay, having access to this resource would be incredibly beneficial to me. Taking BART can be expensive, and college students that already have many expenses to deal with before they start receiving any income should not have to worry about if the

Response ID	Minority	Income Status	Comments
			<p>train ride will be too expensive.</p> <p>Riding BART and public transit is far better for the environment than adding more people on our roads with personal vehicles, and if we're going to be serious about the environment, we need to incentivize more to take public transit, invest in our public transit systems, & find ways to increase ridership so more people feel comfortable joining on as a rider, and so more people see value in public transit (& support it). The BayPass program is one way to get us toward this.</p>
R_1mxyJYBfm3u2u15	Minority	Not low income	<p>As a South Bay (San Jose) resident that frequents Oakland and San Francisco, public transit is a difficult sell: currently fares are comparable to taking an economy car, and with the cost of parking at VTA-operated stations, it's a slight premium to take public transit. A BayPass would help make public more accessible and cost-effective option, especially if the trip requires a transfer with another transit agency. I think more accessible public transit is a critical to reducing car dependency and traffic congestion.</p>
R_3n0Cvp2R6mu0oSI	Non-Minority	Not low income	<p>As a local university student it would be extremely helpful</p>

Response ID	Minority	Income Status	Comments
			and beneficial for me and my peers to have access to free/discounted Bart. Especially since I use Bart regularly to visit my family across the bay.
R_1IkfrxVZVoEsznj	Minority	Unknown	As a college student I Bart everyday and it can get expensive adding up because I cannot work as much. I always like to pay because I love Bart. But it is expensive just to get to school
R_6pKFJnZkMAoCWot	Non-Minority	Not low income	anything to simplify is great and will encourage ridership. I just wonder if the discount fares (e.g., Youth, START) will end up paying more by using it if they have connections. I hope that won't be the case.
R_1cur9mewJ8cRfkX	Non-Minority	Not low income	An all-agency, unlimited ride pass is a huge step forwards for simplifying our confusing, expensive, fragmented fare system. It should be available to everyone, and I support any steps that move in that direction.
R_7lrxiKFDhxDZUut	Non-Minority	Not low income	Although I strongly support this, I've lived the cities where a monthly pass was so expensive as to be unaffordable, and my support for a project like this is dependent on it actually being accessible enough for ordinary people to use, not just those being heavily subsidized by large corporate employers.
R_14b6rhUmS5YcnwR	Minority	Not low income	Allowing more people to access the Clipper BayPass

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			program would encourage more frequent usage of public transportation. Access to free public transit across the Bay Area would greatly reduce carbon emissions and reliance on cars. Implementing this program for schools, universities, and residents in affordable housing is a step in the right direction for transportation in a densely populated region.
R_7DqYcebQ9sly4O3	Minority	Low income	Affordable housing
R_51BL7B6E0BqDN05	Minority	Not low income	Absolutely support
R_4fv2JC2yklr2MQP	Minority	Low income	Absolutely necessary for students who need Bart transportation to commute to unpaid internships.
R_1nuOgwaAj4QjT5s	Minority	Not low income	200% support!!! Makes commuting so much easier.
Somewhat Support			
R_5Bcmp5kuDn3G0Ex	Minority	Not low income	Will this raise fares for others? I already feel the cost is too high.
R_5DgTxoJURE6DoAh	Non-Minority	Not low income	Why can't everyone have BayPass?
R_3dyGjfdnzYN8dU	Minority	Not low income	What is the opportunity cost of starting the Clipper BayPass program
R_5g1kYayonY3vCU7	Non-Minority	Not low income	What about small businesses or the self-employed?
R_5NNvUwCopqsks8h	Unknown	Unknown	We need to know how this new program would impact existing fare. Would it increase the fare for most of clipper card users?
R_18M1xzVQvaLdKvY	Minority	Not low income	This depends on the controls in place to ensure that abuse of this program is held at a minimum. There is the

Response ID	Minority	Income Status	Comments
			potential for revenue loss if not held in check.
R_2CxoVrolLi9ddyE	Non-Minority	Not low income	These programs seem to have been successful in other jurisdictions that have applied them.
R_72EVUzuWOueXWo6	Non-Minority	Not low income	There should be a pass that grants unlimited access to BART for all subscribers, and just charges a monthly fee.
R_6FCZTrFS2rNHptP	Non-Minority	Not low income	There always should be a modest cost associated with the pass...free transit tends to erode appreciation for this valuable public service
R_3Qt6juSXJFRf7Nf	Non-Minority	Not low income	The footnote saying the program is funded by participating institutions is not clear. What do institutions pay? What do riders pay?
R_7CqsaaHvbqmRidm	Minority	Low income	Somehow, I also think people's whom works hard and use the Bart Services (includes Bus, etc), also deserve discounts
R_3r6ob4yoN4Voh0K	Non-Minority	Not low income	Seniors should be added
R_7PC5WDHdB4AaN06	Minority	Not low income	Schools and universities already received lots of \$\$ from taxpayers via parcel and other means. They have not distributed funding equitably nor have policies and programs changed t to mitigate systemic racism throughout school systems however unintentional. I'll support wholeheartedly when this is required. I support affordable housing on the basis that income limits reflect the cost of living at the

Response ID	Minority	Income Status	Comments
			regional level AND that there be advocacy at the federal level to provide assistance equitably based upon cost of living within a state.
R_7YrFglPTLkifkqU	Minority	Low income	Pues Enmi opinión es claro pero también Alos estudiantes que realmente lo nesecitan y estén al cien pero si asigna ayuda al los que talbes no lo neseciata como todo tiene sus desventajas y sus desventajas pero ay que ver que tan cierto es ami si me gustaría esas ayuda ?
R_3mWwYoyaSs0Ae6z	Unknown	Unknown	Need to know more details and what the impact is to overall budget of BART. Where will funds for this project come from. If you're asking me to increase my fare or taxes, that's a very different question vs do I support a program for these classes of riders
R_34i65FUUovjXOSZ	Minority	Not low income	Need based
R_6ISGYpev1Pjj7vh	Non-Minority	Not low income	My question for schools and universities is would pricing for the passes be based on financial need and prorated?
R_7ihuTtvBMVokxUD	Non-Minority	Not low income	More supportive for affordable housing particularly if can prove sober.
R_6wzsquXv8qlj0Zi	Minority	Not low income	It's a good idea, but it would be even better if it was also offered to the general public
R_5qxEh49NfgQmJF	Non-Minority	Unknown	It makes sense for students to have broader access to transit
R_5k0xLWuYatMjHal	Non-Minority	Not low income	Income cutoff for students - plenty of well-off students who have no need for reduced fares when many low income

Response ID	Minority	Income Status	Comments
			people could use it in the Bay Area.
R_1FCXtLvfKNrr994	Minority	Unknown	I'm in favor of this system as it promotes transit usage among those that are most likely to use it. I would hope there would be systems in place to make sure those that need it the most are able to utilize it the easiest.
R_6o1iMOyyQcMSz1S	Minority	Not low income	If the cost for allowing this will fall to the individual bart user, then no, I do not support. Cost is high enough at \$9.20 roundtrip daily PLUS parking fees.
R_7Cg4j1dfgKsbppl	Minority	Not low income	I've asked my employer to sign up for BayPass but they use wage works and commuter benefits program. Can you offer this to companies in the Bay Area? I often have to commute from Oakland to San Francisco, San Jose, and Mountain View.
R_3eEggREaE5oK5kR	Minority	Not low income	<p>I wonder how this is different from existing discount programs for these populations (low income and students). Does this simplify paperwork? That this would make it available to all students, not just those whose schools have existing agreements in place?</p> <p>Ideally, I think a BayPass should be expanded for all Bay Area residents to encourage public transportation. The middle class typically is not supported in America. They</p>

Response ID	Minority	Income Status	Comments
			struggle too but don't make little enough to receive also much needed assistance.
R_3Sm0uk0vCY4JleB	Non-Minority	Not low income	I support a program like this with the only reservation being that it doesn't threaten the long term financial viability of transit systems
R_7RbczT8iwJZXw77	Non-Minority	Not low income	I might have answered strong support but I want to know how the costs might impact me
R_3B3TmkKjgegVvWh	Non-Minority	Not low income	I likely wouldn't use the service, but it would likely be used by many others, reducing service congestion.
R_1NIUTxK5c4UUGtg	Non-Minority	Not low income	I feel that students are more important.
R_72K28YKCVgKe6Wd	Non-Minority	Not low income	I feel like a lot of people don't pay to ride BART anyway.
R_1G8oPIbGLeku2gc	Non-Minority	Not low income	I assume this would lead to more riders, which is good, but I hope service can accommodate the increase (such as by adding longer trains if necessary).
R_1Ckufu4rHeQu7Wz	Non-Minority	Not low income	I am not within that demographic, but support the idea.
R_1urYjlHkrXea2AN	Non-Minority	Not low income	How do you distinguish the deserving poor
R_3OPV5z1Yi5hxilU	Non-Minority	Not low income	Hopefully reduce fare evasion
R_7QSg7UenPjW0AY7	Minority	Not low income	Financial Burden on Transit Agencies: Offering reduced or free transit passes could strain the budgets of public transit agencies, potentially leading to service cuts or fare increases for other riders to compensate for the lost

Response ID	Minority	Income Status	Comments
			<p>revenue.</p> <p>Equity Concerns: The program might inadvertently benefit certain groups while neglecting others. For instance, non-student low-income workers who do not live in affordable housing might not receive similar benefits, raising questions about fairness and equity.</p> <p>Operational Challenges: Integrating the BayPass across multiple transit agencies can be logistically complex and costly. Coordination issues might lead to inefficiencies and inconsistencies in how the program is applied and managed.</p> <p>Overcrowding: An increase in ridership due to the BayPass could exacerbate overcrowding on already strained transit systems, reducing the quality of service for all users and potentially leading to a negative overall experience.</p>
R_3d6NxwWxWxgynEd	Minority	Low income	Everyone struggles not only people in affordable housing.
R_1d7pUCbFBpAOIzn	Non-Minority	Not low income	any reduction in fares would need to compensate for lost revenue at a time when bart is running out of money
R_7lMGYTYeT9MXdT6	Non-Minority	Not low income	A lot of Bay Area affordable housing doesn't serve low income people. Also easy to scam the system by registering and dropping at a

Response ID	Minority	Income Status	Comments
			community college like the financial aid fraud.
Neutral			
R_73daoawpkrlnKXw	Non-Minority	Not low income	Who pays for this giveaway?
R_1c75luuegJqGO1z	Non-Minority	Not low income	Who is paying for this? Would be great if it were included in tuition and affordable rent but IMHO there isn't public money for this
R_12wXukVh9buu5ln	Non-Minority	Unknown	This adds a lot of administrative overhead vs making a pass available for anyone, and for those eligible their employer / organization purchases the pass on their behalf. As proposed, lots of overhead for who is eligible and ensuring the eligible know they are eligible
R_5Yhb6WawSvbyOdL	Minority	Not low income	There are many individuals that are not in affordable housing but receive low income or are barely able to provide and cover their daily expenses that should also be considered for eligibility.
R_3NMOmQyQpf1fDFf	Non-Minority	Not low income	the funding ?
R_7DF0wUFNz0LmxLH	Minority	Low income	Subsidy (e.g. loss of fare revenue) should have equity in mind. Not all students are low-income.
R_6PhlHpXcfh5fvPP	Minority	Not low income	Should expand it to all to try and not just limit it to these 3 areas.
R_5DqGrgUL09x75MX	Minority	Low income	make it free
R_1v2MPNly5SRZtK1	Minority	Low income	It should be available for anyone that wants one.
R_5Rrc2C6OQawz3iQ	Minority	Not low income	I withhold any opinion until we have results from the pilot program

Response ID	Minority	Income Status	Comments
R_1OlelsBejjSW4AN	Minority	Unknown	I have no idea what it is. You need some explanation before asking this question.
R_1Vys7lZedlehAAN	Non-Minority	Low income	I don't quite understand how this is an advantage when transferring from BART to MUNI as I believe if you retag MUNI within a hour the return trip is free, not \$2.50
R_3s6aVFIhV8KVLlx	Minority	Low income	How much does it cost? Who pays for it? What if you only ride AC Transit and/or BART, will it still work if you aren't going across the Bay?
R_5wAoSRsy8PCBOMt	Non-Minority	Not low income	How do all the agencies get fair reimbursement for providing the discount?
R_1q4VLHERQe5FadW	Non-Minority	Not low income	Historically these programs don't perform for affordable housing for the record. They're a favorite trick in TDMs but the use rate is close to zero in most complexes, even transit oriented one.
R_1FXuucrF1pcANPw	Non-Minority	Not low income	Have not heard anything about it
R_6trrfWtdtFrj2Jq	Non-Minority	Not low income	Don't really care. Students should have free transit paid for with a bond or parcel tax
R_6bqt1ZQigENaFhf	Minority	Not low income	Do you have any statistics to prove that all students are in need of financial support for transportation? What about daily commuters who work hard to pay tax and provide financial needs to their families? Do you strongly agree that these commuters don't need help?
R_6hydob9pXfviFkx	Non-Minority	Not low income	Depends on how much it costs the university. If they are charged full fare or close to it

Response ID	Minority	Income Status	Comments
			for all the rides/ passes then NO. If they are charged a 50% rate for the rides, then that would be good.
R_6FOPcpgwuqOcRA2	Non-Minority	Not low income	all riders should be able to participate in this, and not some folks be cherry-picked.
R_5E7zgSsuq5sR8ml	Minority	Not low income	Affordable housing is very impacted. I know people that wait over a decade to get off the wait lists. I would prefer to support expansion of the clipper start program for low income peoples. But I would also support both an expansion of clipper start as well as implementation of bay pass
Somewhat Oppose			
R_7EoA9gqgz6yE64y	Minority	Not low income	Whereas the idea is positive and can be helpful, there's always a chance of misuse. Not only that, but the transit systems are always in need of funds for maintenance. If we give free rides all the time nothing will get maintained. Everyone must pay something regardless if it's discounted for seniors and students.
R_6DzKyNrw0HnsmgK	Minority	Unknown	The BayPass program should be expanded to everyone, not just limited to schools/universities/affordable housing. It's expensive to ride Bart on a daily basis.
R_6CksHhmQas8rUeC	Non-minority	Not low income	Many institutions like schools and city governments are currently facing large deficits. Why is BART proposing a plan to have these public

Response ID	Minority	Income Status	Comments
			institutions go further into debt?
R_1TMFW8UyCGuderJ	Minority	Not low income	I would oppose this program if the regular riders end up carrying the difference in the cost. Bart has been raising their fares on the regular riders and fares are getting too expensive.
R_3Pnwe9UupNq5Cze	Minority	Not low income	I will support this program if these conditions are met 1) BART is financially stable and making profit 2) There are strict checks so that this program is not abused 3) Secure gates are installed in all the locations
R_336RPvAjufQlGpz	Minority	Not low income	I prefer to Keep it the way is now. simply just one card for regular, one for seniors, one for low income people. People who work already have the commuter check discount. But employers provide free card to their employees that is great.
R_6tyzhjlikTkZ5Jc	Non-minority	Not low income	Bart already has an issue with fare evasion and I don't think this will make it any better. I don't want my costs to go up any further. There are issues that we deal with riding the system and pay to deal with them
Strongly Oppose			
R_61YigD4RhuxlxGS	Unknown	Low income	you do not need something else make that available for all of us that have cards and being able to transfer for free should apply to the next nine hours not two for all of us that

Response ID	Minority	Income Status	Comments
			want to shop travel to family movies this is a plus two hours is not enough time to get multiple things down and accomplish so rethink-that and make it better do not need another card and that is what school passes are for they do not need another program
R_6nVkF4qbdVTGHRr	Minority	Not low income	This is a lot of money and should be allotted for other programs or infrastructure improvements on Bart. The local government and not transit agencies must offer this kind of dole-out to deserving people in the community.
R_69jNHw7lvCwdssN	Minority	Low income	The riders deserve whatever bart can help with.
R_6GcPUwJ8sz9XAMU	Minority	Low income	should be open to students (college) and seniors/disabled.
R_6rOz21eYpRVZDi4	Unknown	Not low income	No for any socialism or work programs
R_1rwMKZuG2mF6QFA	Minority	Not low income	It's NOT FAIR. Only a narrow slit of the population would be getting the discount. Some people need it more. I have my own setbacks but I don't get any discounts
R_6hbi6NVSUSWCmCs	Minority	Not low income	It's a money grab from schools and employers rofl Gonna be campaigning to defund y'all soon
R_6Eh8K3O87GdU3ON	Minority	Not low income	I smell fare increase and I can barely afford Bart as it is.
R_3R4yBrvZhSqF6EZ	Unknown	Not low income	I cannot afford to subsidize other people's transportation
R_7yJyJF1ad1fCOx5	Unknown	Not low income	How is this program going to be properly monitored?

Response ID	Minority	Income Status	Comments
R_1HnOOG5fXGJJ6cF	Unknown	Not low income	Everyday on Bart, underage people are smoking inside the trains. Subsidizing students and getting more on work commute trains is a bad idea
R_3rUhlUxtV8bwOej	Non-minority	Not low income	BART is already facing a critical funding shortage, now is not the time to offer free rides and reduce fare revenue.
R_636utGFf7YmaOsN	Minority	Not low income	It might be for school or college students, not for affordable housing people, because they already have a lot of benefits which not available for people still suffering and can not get in affordable housing,

Question 4: Employers/Other Institutions

Response ID	Minority	Income Status	Comments
Strongly Support			
R_5EbcboDwwNFenS	Minority	Not low income	Would love this for work. One job's commute has tripled in time due to service reductions.
R_7mZQAUMPS3CWim4	Minority	Low income	Absolutely
R_5zfOAuDqQvHQKiZ	Non-minority	Not low income	Support transit at every step of the way!!!
R_6qWh7RKfXSAoyi5	Minority	Not low income	Los estudiantes y familias de bajos recursos deben recibir apoyos para poder usar bart ya que los costos son muy altos para ellos.
R_7IQLWcYxRhZfEx9	Non-minority	Low income	There would have to be a trade off in how institutions increase prices.
R_5wByEYPH0KYmmCR	Non-minority	Not low income	If eligible this would be a huge help for me
R_7qYE5lVUAHMMxAR	Minority	Not low income	I work at UC Berkeley so if they are eligible for this program I fully support it.
R_76eOx28jSN9Vyql	Minority	Not low income	Multifamily HOAs should participate, but it's hard structurally for them to get this started. They need more handholding.
R_7cjdTsXtvYv0NHb	Minority	Not low income	More people on public transit will improve safety as well as decrease our pollution and road congestion.
R_7xGmG5Ko4GX6ohL	Minority	Not low income	As someone who works and lives in two different counties, and uses Bart, this would be the best approach.
R_6U1KeW08BBbfnCF	Non-minority	Not low income	I think this would be fantastic for the same reasons. I travel from Oakland to San Jose on BART and am kind of shocked there is no discounted commuter program. This would also

Response ID	Minority	Income Status	Comments
			address affordable housing concerns because being able to travel for a reduced cost allows someone to live somewhere more affordable. Many people work in areas they can't afford to live.
R_1OkJXa2Qz80V4LD	Minority	Not low income	Depends on who's funding it. If the big tech that already get fat tax breaks are funding it, yes by all means!
R_3111ApSXreLAGnB	Non-minority	Not low income	This is great, and I'd love it to be extended to end users to purchase one individually!
R_7ESg5gigcB2lj8W	Minority	Not low income	Every person should be able to get to places that are important and necessary and should not have to worry about affording it.
R_7nVBQbySBpfrqtC	Non-minority	Not low income	I strongly support clipper bay pass for everyone if possible
R_516ZnLhtQR0fnXF	Non-minority	Not low income	I wish I could have one of these! My employer pays a transit subsidy, but only for commute routes. If they bought me a BayPass instead, I wouldn't have to buy my own transit ever. I would recommend getting rid of bulk passes in favor of BayPass and pricing BayPass accordingly so that employers are forced to opt in (since they must subsidize transit by law).
R_7pRDIKPy2SGF6ln	Minority	Not low income	Many teachers do not reside in the cities in which they work. The Clipper BayPass would enable more of them to utilize public transit to and from work, greatly reducing traffic on the 4, 242, 680 and 880.
R_7mNgJRZHpz1MT3b	Minority	Not low income	It's a financial priority.

Response ID	Minority	Income Status	Comments
R_1LIPfsTv7sPOwhN	Minority	Unknown	Free transit for company employees will be also be instrumental to public transport ridership, as it has the potential to convince employees to consider it as an option when they may not have done so otherwise. This is partially due to the fact that drivers tend to perceive public transport as being more expensive than driving when only fuel costs are taken into account, so removing the cost aspect will clear a psychological hurdle preventing non-transit users from using transit. Funding may be more difficult for this initiative compared to providing the BayPass to public institutions, but it may be possible to work things out with companies on a case-by-case basis.
R_3KNlmXxd0vScmaJ	Minority	Not low income	I would like more information on where this institutional funding is coming from and what the opportunity costs are of using the money this way (e.g. service cuts?)
R_3rxrj8d7nMqApBW	Minority	Not low income	I work for the state of California which has a complex reimbursement system, so I lose out on reimbursement office. I am always trying to telework to avoid cost of Bart.
R_29cW97zmKeiRP1z	Non-minority	Not low income	Should be universal
R_7joaDE54yAf1Twd	Minority	Low income	Es exelente transporte
R_31dpRtPjdRwCs39	Minority	Not low income	subsidized transport, especially for schools is a great idea

Response ID	Minority	Income Status	Comments
R_6rjhGrp1wEIN89t	Minority	Not low income	Should be paid by auto drivers instead but institution paying beats end users paying
R_3faa4kEeFVqVIFW	Non-minority	Not low income	If the overhead is cheaper this way and it is not an impediment to use. I know for my employer it's a whole ass process for our transit benefits
R_3l4TGuQL3E5NN3O	Non-minority	Not low income	I don't understand what institutionally funded means but I think if private companies want to pay for employees to have this benefit then they should be able to do that.
R_7cSAixKMqTxIkKt	Minority	Low income	Sería excelente idea
R_3kBUYW75Ylwg8eU	Minority	Not low income	Economy would thrive
R_3HTDW2nY03bVzgL	Minority	Not low income	This would allow the program to be more accessible please do it!
R_3qxG3OstUiCxCTF	Non-minority	Not low income	I would welcome anything that makes transit use easier, smoother, and more affordable.
R_5vuNPUKv62VTKdr	Non-minority	Not low income	If institutions want to pay for the program I see no reason why they shouldn't be able to.
R_6S4vHvPxSDvKPDP	Minority	Unknown	Offering it to employees through their work might incentivize them to park and ride to avoid traffic jams, having to find parking near work, and reduce their carbon emissions.
R_66by7Ktd66WBeUh	Minority	Not low income	Yes, I would love my institution to have this program, plus it would incentivize transit throughout the Bay Area.
R_3l6q3aNbmg0bOFP	Minority	Not low income	If employers or institutions fund it, I hope it would be cost-effective
R_7uDU35hixxkyFOj	Non-minority	Not low income	I am not sure what institutionally-funded means, especially in the case of affordable housing. I don't want

Response ID	Minority	Income Status	Comments
			to add to the cost burden of producing affordable housing.
R_75XdruU2tUYrhvA	Minority	Low income	Housing is very critical situation and everyone deserves a decent place to live, mostly affordable with their income.
R_1KXGsr9rzxJHkM9	Minority	Not low income	If we allow employers and other institutions to give their workers clipper cards, their workers will do a better job because they won't have to worry about transportation issues as much.
R_6GqxTggk0zDY7Ch	Minority	Not low income	I would like to see some input of funds from employers, schools/institution, housing sites to use public transportation.
R_3Tfl4wRpBHnPa4V	Non-minority	Not low income	Support public transport for environment, less traffic
R_1N4VTEk1A0CAbUl	Non-minority	Low income	I think if it's a prepaid situation it will work better, you won't have people saying "oh, they aren't going to spend the money on Bart" ect
R_51MhTTRSEoOw3Cp	Non-minority	Not low income	I hope my employer would offer it.
R_3EQk2TtLgpfngUm	Non-minority	Not low income	I am in support for this program. Many people rely on public transportation to commute. It tends to be low-income individuals. This would fantastically decrease their financial burden as they can use money for other means. People who recreationally use public transportation should pay for it instead of work commuters.
R_7ikcT67j9XvScUy	Unknown	Not low income	Yes, programs like this have been highly effective elsewhere

Response ID	Minority	Income Status	Comments
R_3UcvFV5oV6HXTi1	Non-minority	Not low income	I have asked my employer to sign up/explore and promoted it to other employees to ask. I'd much rather have the bay pass over Caltrain go pass since I take Bart to get to Caltrain. So many of the people I work with don't take transit.
R_5p8PzvvcCQgAbAo	Non-minority	Not low income	The BayPass shouldn't just be available for people who are associated with specific institutions that are willing to prepay for eligible members. If the Clipper BayPass provides a discount in overall average transit fare for users (even if it is paid for by their institution) it should be available to everyone.
R_756eWtECHxJsRBT	Non-minority	Not low income	Not sure. Depends on what the program looks like.
R_507spuMdwW9x0MF	Non-minority	Unknown	It makes sense and should increase ridership, my only concern is about the reduced amount of revenue for BART and other transit agencies.
R_1VxTdOGD5GjZ3H6	Non-minority	Low income	We need more accessible public transit and we need more people using it. The more using it the more it will be available. Demand will push supply to happen.
R_5hF2KoGJlVb47nM	Minority	Not low income	I would prefer this being commercially available and not explicitly for employers and universities.
R_5oCpACQNmCSxsWM	Minority	Not low income	it feels like the next step of subsidized transit fares that some companies already offer
R_1LdQ6G4Y9WOZWQg	Minority	Not low income	This would save me upwards of \$100 a month
R_5scXWVhe2jg1e1W	Minority	Not low income	My friends were struggling to pay for their passes sometimes, and

Response ID	Minority	Income Status	Comments
			I think institutionalizing it may be beneficial to students and workers around the Bay.
R_1259hCq0WUiW1sb	Non-minority	Not low income	Employers should cover transit to incentivize workers to take transit.
R_6ZWEM56EGRjqENr	Minority	Not low income	Other like support the students
R_6g4X4d1njyNWymw	Minority	Not low income	I commute 6 days a week and will love to get a discount for my bart traveling
R_3jwCD0iMpzof3yc	Minority	Not low income	Definitely think this would be a helpful program as expensive as BART and transportation is.
R_1B99gekKgZA1X2H	Minority	Not low income	With employers requiring more staff to be in the office, providing a commuter benefit is one of the few things they can do.
R_50Msl6Vx6ik4MrX	Non-minority	Not low income	Same as before but perhaps even more to get more workers to use public rather than personal car
R_17tROMdYZzXWzLL	Minority	Not low income	Teachers need to access bart and they are first responders. Of course, they should have access as well as other employers.
R_5NC9RUGvpK9pDln	Non-minority	Not low income	Same as prior comment. My university gives me Yolo county transit for free and I use it much more.
R_12ajyBCkbDun57l	Minority	Not low income	It would be greatly helpful for riders
R_5ukuQYhOYiQR50B	Unknown	Low income	Groovy impact.
R_1QL4IB1Qf9Zhxo0	Minority	Not low income	Depends on who pays for it
R_1wn1S2vBxVXFlnz	Minority	Not low income	I feel there should be special perks working for some employers
R_6ikCudMWCAe7PmJ	Minority	Not low income	I am a university employee and I use BART to and from work. Given my circumstances as

Response ID	Minority	Income Status	Comments
			working in public service, it would greatly benefit me to have a program.
R_7HNvnOX33FMew6s	Minority	Not low income	Should make sure system is not abused and revenue is still generated, but I think it would improve ridership
R_52u2T3tVLVnm4aG	Non-minority	Low income	I am a social work graduate student at UC Berkeley and live in west SF. Commuting to/from school and my internship is my second most expensive expense after tuition, between parking passes, gas, car insurance, and car repairs. This program would save me thousands of dollars a year, not to mention decrease my anxiety around coming up with the money to pay for those expenses so that I can focus on my studies and contributing less pollution.
R_6dio9VJvekxRHcl	Minority	Not low income	Strongly needed
R_3Wlix2SzncaxTt	Minority	Not low income	I don't understand the difference between this question and the previous question, I guess it means that any organization can give Clipper BayPass to its members so long as it covers its costs? Seems fine.
R_8KurzhWKdnj8eSQ	Non-minority	Not low income	We need more people to use commuting options other than cars, so anything that helps in that regard I will support.
R_5kv2MaX0jHWLqPr	Minority	Not low income	Support if it's opt-in as schools are already underfunded
R_15Z4iGuZPOhXo8v	Non-minority	Not low income	This would be incredible

Response ID	Minority	Income Status	Comments
R_6jUqjkqWHt6y9Wo	Minority	Low income	Helps employees to commute from distant locations without thinking about the cost.
R_1psVmD7CwydDN5I	Non-minority	Not low income	Yes of course! If institutions want to pay for their constituents to have free access to public transit, then good for them. I would ask my employer to participate in my behalf. I currently take Muni and BART to commute and have no employer commuter benefits.
R_5L5yx5eOuNXuBly	Minority	Not low income	i'd personally love a clipper baypass if my employer offered it
R_3GFhCUjBm6SBaIV	Minority	Unknown	Fund free public transit! More affordable transit everywhere! I strongly support
R_7tu4QL1bBhcF5IS	Minority	Not low income	Bart needs the ridership, and institutional programs makes it easy for participants to gain access to the Bart system. Participants that gain access through employer/institutional programs at no personal expense might be more likely to give Bart a try.
R_3nDUR5zAJoAM425	Non-minority	Not low income	Bay Area natives should be eligible
R_7n2YI86ZNk34Nfi	Minority	Low income	Bart rides should be the same price no matter the distance. It is unfair to riders that need to commute for work, school, medical, etc reasons. Student prices should actually be discounted.
R_3DtMtAPEIK1Tjbh	Non-minority	Not low income	Employers should definitely encourage employees using public transportation
R_6fjhQfcR1MBqeh9	Minority	Low income	I am honestly shocked that it doesn't already exist. I would definitely expect an employer

Response ID	Minority	Income Status	Comments
			for an in-person job, especially a downtown office type of job, to offer a prepaid transit card! Although I did once have an employer that used to offer a similar card and then switched to just increasing pay by \$100/mo (the cost of the card) so employees could choose to buy one. The idea was that not everyone takes transit, so the benefit wasn't applied to everyone equally. But the whole point is to incentivize using transit. If you drive or work from home that's a choice, but you shouldn't get paid \$100 for making that choice.
R_1gdvLW1ZuQcoMkQ	Minority	Not low income	I support institutions funding the Clipper BayPass program. However, my concern with doing this is that the cost for those at the schools or affordable housing will be the ones suffering with the increased cost. Therefore, if it was institutionally funded, I hope that there are grants or that the cost is capped for individuals.
R_6pKFJnZkMAoCWot	Non-minority	Not low income	I'm all for increasing BART ridership, and I wish public transit were free. I especially hope that the BART TOD housing sites will offer this type of Clipper BayPass to their residents.
R_1cur9mewJ8cRfkX	Non-minority	Not low income	Ideally it would be available to the public as well for individual purchase.
R_14b6rhUmS5YcnwR	Minority	Not low income	I personally know several colleagues who have voiced their desire for a more

Response ID	Minority	Income Status	Comments
			affordable public transit program for commuting; I concur with these opinions. Public transportation allows the workforce to move around the Bay without getting too caught up in traffic and other car-related issues. Opening the Clipper BayPass program to employers and institutions would allow for greater mobility and reduce traffic.
R_51BL7B6E0BqDN05	Minority	Not low income	Absolutely great idea
R_1nuOgwaAj4QjT5s	Minority	Not low income	As long as the employer or institution is willing to fund it, I don't see a reason to not. Commuters deserve better.
R_3EiBT3I4MPKRxZy	Non-minority	Not low income	If my government employer would do it, yes! I'd be bummed if we could not though
R_5aFGnsd28nFe66d	Minority	Not low income	Employers can already leverage pretax benefits. I do see the value in targeting a subset of employers such as educators/teachers
R_7QnhVshVnAle8WF	Minority	Not low income	Please reduce the minimum employee count for employers. Invest in the automation so that you can mass enroll via a DUNS number or similar if needed
R_2FB8Gg51PTrpXyx	Minority	Not low income	I used to live in Seattle and Amazon offers Seattle employees a free, unlimited ORCA transit pass which covers all trips on multiple county local transit services (King County Metro, Sound Transit, Community Transit, Everett Transit, Kitsap Transit, Pierce Transit). I think it was called the

Response ID	Minority	Income Status	Comments
			ORCA Business Passport. It was great!!
R_1KzMKNHnOHeOAK	Non-minority	Not low income	I suspect the employers that would pay are those whose employees are most able to pay BART fares, so I'm not sure it's improving equity. However, I like transit.
R_6ztl48FjJWM6Ft0	Non-minority	Not low income	I don't understand what "institutions" these are.
R_6LzLeYva7U5CuU9	Unknown	Low income	Would like this to be available and affordable for small businesses (less than 10 employees) and self-employed individuals.
R_5e6mTl5XKp3kW0V	Non-minority	Not low income	Why limit it to employers/institutions? This should be available to individuals.
R_6dstGOHFZ0KcvGj	Non-minority	Not low income	I had an AC transit unlimited pass provided by my employer. I rode the bus more because of it. Which meant I spent less time driving my car.
R_6AZOcjavWIKFTNS	Non-minority	Not low income	<p>I had a similar program in Seattle through my employer at the time, where I had an Orca card issued to me with unlimited rides. It strongly incentivized transit use by all of the employees (even in the suburbs!), cut down on corporate shuttle lines (people just took Sound Transit). The employer paid in a block for all employees, if I understand correctly, so even non-riders contributed to local transit through the program.</p> <p>I think this would be a game-changer for the more regional</p>

Response ID	Minority	Income Status	Comments
			transit agencies, like BART and Caltrain.
R_71pE4gEbNNfhW6J	Non-minority	Not low income	I would greatly benefit from this if my employer was to sign up.
R_6o8eK53VvPeHWj7	Minority	Low income	I don't understand the difference between this question and the previous one. If I support the Clipper BayPass program without the qualifier of "institutionally-funded," where is the money coming from?
R_3CfJjXYwaUGNR39	Minority	Not low income	Offering BayPass for employers could potentially be helpful with bringing people into San Francisco, both for work and leisure purposes.
R_3YPba3QgdEfrJrG	Minority	Low income	Me gusta la idea
R_1MimlRWXNDZxNk0	Minority	Not low income	High schools too not just colleges!!
R_7OOkXROPHpSFHvH	Non-minority	Not low income	Anything to get more riders on transit. My only concern is funding sources.
R_1xCghwtOsP3nh0R	Non-minority	Not low income	Even corporates can participate in this program.
R_7ifJ6l9BSFvpyZb	Non-minority	Not low income	This should also be open to the self-employed/those on unemployment! There should be a way for those outside these institutions to pre-pay for passes
R_71i9yplrygvzQbr	Minority	Not low income	Would be a good benefit for employees
R_1u6Vu03FlZbPcOd	Non-minority	Not low income	Employers providing cheap transit seems like a great way to get people out of cars for a lot of their trips!
R_5FfiVOY247WNq1Z	Minority	Not low income	Why cant anyone be eligible to access such a program, maybe at a possible higher rate?
R_1WxoU8KPEctDcR1	Minority	Not low income	I wouldn't oppose it if that's what needs to be done, but I don't think it's a good idea:

Response ID	Minority	Income Status	Comments
			<p>I think that discounts for the huge for-profit companies just because they can afford volume is actively divisive and plays into a bunch of Bay Area distorted prioritizations.</p> <p>However, this could provide a benefit of getting people to at least try commuting, so maybe something like: tying the amount of discount based on the % of commuting riders that take transit vs. those that take the company buses or drive. The incentivization could be about carbon reduction goals, which the companies can then bleat about in their sustainability reports.</p> <p>Low income people should be helped by the community (taxes), NOT by corporations, because eventually there's cost-cutting backlash, since supporting the community is not seen as lucrative by the libertarian business leaders in the Bay Area.</p>
Somewhat Support			
R_18M1xzVQvaLdKvY	Minority	Not low income	where are the funds for the prepayments coming from? Is it left to the employers/other institutions to come up with the funds for the prepayments.
R_6FCZTrFS2rNHptP	Non-minority	Not low income	See previous comments
R_3r6ob4yoN4Voh0K	Non-minority	Not low income	Schools can rarely afford an additional expense, considering

Response ID	Minority	Income Status	Comments
			their margins are so thin right now.
R_3mWwYoyaSs0Ae6z	Unknown	Unknown	If 100% institutionally funded, yes.
R_6wzsquXv8qlj0Zi	Minority	Not low income	Would still love to make it available to the general public, otherwise it just feels unfair that there's this amazing pass but it's only available to a very lucky few
R_1FCXtLvfKNrr994	Minority	Unknown	Also in favor as it promotes mobility and an alternative to driving. I would hope that those who need it most are given priority access to Clipper BayPass.
R_7Cg4j1dfgKsbppl	Minority	Not low income	This is good
R_3eEqgREaE5oK5kR	Minority	Not low income	<p>I think too many people get left out. The proposed passes (student, affordable housing, and supporting institutions) help people who already have a connection to support services. Granted, I think expanding services to some if not all is better than expanding services to none.</p> <p>Ideally, a BayPass should include all Bay Area residents to encourage public transportation. The "middle class" or even "upper middle class" typically is not supported in America. They struggle too but don't make little enough to receive also much needed assistance. The cost of living in the Bay Area is crushing.</p>

Response ID	Minority	Income Status	Comments
R_7RbczT8iwJZXw77	Non-minority	Not low income	I might have answered strong support but I want to know how the costs might impact me
R_72K28YKCVgKe6Wd	Non-minority	Not low income	So, maybe having them pay a little bit is better than having them not pay at all.
R_1G8oPIbGLeku2gc	Non-minority	Not low income	Sounds like a great program and incentive!
R_3OPV5z1Yi5hxilU	Non-minority	Not low income	Would it be available for government employees?
R_7QSg7UenPjW0AY7	Minority	Not low income	the Clipper BayPass is well-intentioned, its potential financial, operational, and equity challenges warrant careful consideration and highlight the need for a more balanced approach to improving public transit accessibility
R_132VzjC1YTZWtf2	Minority	Not low income	I would support as Bart is a main source of reliable transportation for people who commute to work, especially to busy and dense working areas of the city (ie-Financial District, or Downtown Oakland) so lowering the cost of transporation for frequent work commuters would likely get more people to sign up for the program.
R_1U3O2JqFZlbNNcY	Unknown	Not low income	These kinds of programs typically only include very large corporate/government employers. What about everyone else? The company I work at has about 6 employees and there's zero transit programs available.
R_3S8D2Bhfl2h6ij0	Minority	Not low income	pay-as-you-go can often be a more cost effective option for companies, compared to current state of having to buy Caltrain GO pass (cost

Response ID	Minority	Income Status	Comments
			prohibitive based on company size) and other passes. so, the offering will need to be competitive with current employer-subsidy programs
Neutral			
R_73daoawpkrlnKXw	Non-minority	Not low income	No information given regarding what I'm voting on for
R_1c75luuegJqGO1z	Non-minority	Not low income	Absolutely, this would give incentives to people to take transit, vs driving.
R_12wXukVh9buu5ln	Non-minority	Unknown	I'm confused what institutionally funded means, but this sounds simpler
R_7DF0wUFNz0LmxLH	Minority	Low income	employers are very different entities than affordable housing sites. It doesn't make sense to lump them together. For equity's sake, supporting affordable housing sites makes sense, and institutional funding is less important. For profit-driven corporate entities that are employers, they do not need, and should not get, subsidy. Non-profit and other non-corporate employers are in between the two.
R_6PhlHpXcfh5fvPP	Minority	Not low income	Yes employers should pre-pay or fund half of the costs as it is part of the expenses need to get to work. The hassle of delays and added costs make people less happy at work which translates to poor productivity.
R_5DqGrgUL09x75MX	Minority	Low income	make it free
R_5Rrc2C6OQawz3iQ	Minority	Not low income	Need more details on how institutional funding/prepayment will ultimately be allocated to each transit agency

Response ID	Minority	Income Status	Comments
R_1OlelsBejjSW4AN	Minority	Unknown	This is a complete waste of time. You will never get accurate answers these questions.
R_3s6aVFIhV8KVLlx	Minority	Low income	I am disabled and unemployed. What about me? What about retired seniors?
R_5wAoSRsy8PCBOMt	Non-minority	Not low income	Reimbursement for all transit agencies seems unclear.
R_1q4VLHERQe5FadW	Non-minority	Not low income	What is there to support or oppose on this? Programs for other people don't impact me. This isn't something that really needs public input.
R_6trrfWtdtFrj2Jq	Non-minority	Not low income	My employer, Google, has said they won't buy this as they are too large. Please rethink this program to figure out how to get large employers on board.
R_6bqt1ZQigENaFhf	Minority	Not low income	I support, if I'm eligblie, as a tax payer.
R_6hydob9pXfviFkx	Non-minority	Not low income	Depends on how much it costs the employer. If they are charged full fare or close to it for all the rides/ passes then NO. If they are charged a 50% rate for the rides, then that would be good.
R_6FOPcpkwuqOcRA2	Non-minority	Not low income	as long as all riders are included.
R_5E7zgSsuq5sR8ml	Minority	Not low income	I would support institutionally funded bay pass as it would not put a burden on lower income individuals who don't qualify for a pass with potential fare increases to pay for it.
R_61QUUWrOOcFb41b	Minority	Not low income	I don't know enough details of this proposed program
R_7Dgf63A1SoRcslr	Minority	Not low income	People will just abuse those discount fare passes
Somewhat Oppose			

Response ID	Minority	Income Status	Comments
R_7EoA9gqgz6yE64y	Minority	Not low income	It seems like a good idea but with everything that is linked to money there should be a probation period. Test the idea for at least a month or so and if it's successful then put it into effect in certain areas and then extend it to other areas of the state. Don't enact it and realize we're anti deficient somewhere.
R_6DzKyNrW0HnsmgK	Minority	Unknown	The BayPass program should be expanded to everyone, not just limited to schools/universities/affordable housing/or any particular institutions. It's expensive to ride Bart on a daily basis.
R_1TMFW8UyCGuderJ	Minority	Not low income	I would oppose this program if the regular riders end up carrying the difference in the cost. Bart has been raising their fares on the regular riders and fares are getting too expensive.
R_3Pnwe9UupNq5Cze	Minority	Not low income	For it, as long as these are not funded by tax payers. These things somehow always are funded by taxpayers and there is no accountability when it is misused.
R_336RPvAjufQlGpz	Minority	Not low income	Ok if provide free to the students and other group.
Strongly Oppose			
R_61YigD4RhuxlxGS	Unknown	Low income	same as first level of comments a waste not needed does not help transportation or the region
R_6nVkF4qbdVTGHRr	Minority	Not low income	This is a better option because there's funding on both sides.
R_69jNHw7lvCwdssN	Minority	Low income	The employers and other institutions need all the help they can get so this program in my opinion is a good idea.

Response ID	Minority	Income Status	Comments
R_6GcPUwJ8sz9XAMU	Minority	Low income	In the past my employer denied my request for chipper or Transportation vouchers.
R_6rOz21eYpRVZDi4	Unknown	Not low income	No for any socialism or work programs - stop all fare evaders and put conductors on all bart trains to check tickets
R_1rwMKZuG2mF6QFA	Minority	Not low income	It's NOT FAIR. Only a narrow slit of the population would be getting the discount. Some people need it more. I have my own setbacks but I don't get any discounts
R_6hbi6NVSUSWCmCs	Minority	Not low income	It's a money grab from schools and employers rofl Gonna be campaigning to defund y'all soon
R_6Eh8K3O87GdU3ON	Minority	Not low income	It means I'll need to pay more. I am extremely hostile to that idea.
R_3R4yBrvZhSqF6EZ	Unknown	Not low income	If they pay for their own transportation I am neutral on that.
R_3rUhlUxtV8bwOej	Non-minority	Not low income	If the institutional funding is offered at the same fare rate as other riders are required to pay, then that seems fine.

Question 6: Free & Discounted Transfers

Response ID	Minority	Income Status	Comments
Strongly Support			
R_5iCCJgTGHgoifFM	Non-minority	Not low income	This would be amazing. I have to take the Muni and Bart every day I commute. It's not cheap and my company doesn't pay for it.
R_1NzhRhcklitGtL	Minority	Low income	Great idea, a lot of people transfer. Commuting gets very expensive.
R_5zfOAuDqQvHqKiZ	Non-minority	Not low income	Transit should be free and/or accessible to all!! If I'm going to San Francisco to Berkeley and have to take Muni to BART to AC Transit, I should not be considering the fact that it's more expensive to take transit round trip than it is to drive and just pay the toll and gas. Transit should be the accessible and obvious option, not the cost-prohibitive one.
R_6qWh7RKfXSAoyi5	Minority	Not low income	Costo reducido de Bart debería ser un derecho para estudiantes y familias de bajos recursos.
R_7lQLWcYxRhZfEx9	Non-minority	Low income	This is necessary for those who have public transportation as their only mobility option and have other financial burdens
R_3C29lLypGabbnBD	Minority	Not low income	I think the varied costs of the different agencies and the cost of transferring between systems is one of the biggest challenges for new Bay Area transit riders (both local folks and tourists) and longtime riders alike. More cohesion across agencies would be amazing, even if it was only for some people!
R_76eOx28jSN9Vyql	Minority	Not low income	Transit between two systems can be very expensive. Anything

Response ID	Minority	Income Status	Comments
			to reduce transfer cost is important.
R_7cjdTsXtvYv0NHb	Minority	Not low income	Competitive pricing is always needed.
R_7xGmG5Ko4GX6ohL	Minority	Not low income	Any support and financial assistance will help so many at a time when the Bay Area cost of living is so high, making public transit more affordable FOR ALL is important and more equitable regardless of socio-economic status.
R_6U1KeW08BBbfnCF	Non-minority	Not low income	Free/Reduced cost transfers will take cars off the road, ensure safer travel, will be better for the environment, all while giving riders a better experience.
R_3111ApSXreLAGnB	Non-minority	Not low income	This is great and would greatly improve connectivity of the transit network!
R_7ESg5gigcB2lj8W	Minority	Not low income	It a vital and important connection that they must make in order to get to where they are going.
R_516ZnLhtQR0fnXF	Non-minority	Not low income	If you can make the money work out
R_7pRDIKPy2SGF6ln	Minority	Not low income	Many cities around the globe allow such transfers. Doing so would bring the Bay Area on par with these areas.
R_3rvN3uFmCMtelto	Minority	Not low income	With rising costs in the Bay Area, this will be useful to lower and middle income individuals.
R_7mNgJRZHpz1MT3b	Minority	Not low income	How transfers should be!
R_1LIPfsTv7sPOwhN	Minority	Unknown	Currently, transferring between different bus agencies tends to involve a double fare, which should definitely be free, as it would be if the transfer was done within one agency. Also, transferring between BART and

Response ID	Minority	Income Status	Comments
			Caltrain or from BART/Caltrain to a bus agency tends to be quite expensive, so some discount should be applied when using two of these services in one trip. These issues should definitely be resolved with the implementation of Clipper 2.0 if possible.
R_3KNlmXxd0vScmaJ	Minority	Not low income	Strongly support. I transfer between SFMTA and BART every day for my work commute and it adds up!
R_1Bn88tEtNqTbdNT	Non-minority	Not low income	Anything that can help eliminate the barriers between local transit agencies/systems is good!
R_29cW97zmKeiRP1z	Non-minority	Not low income	The Barcelona Tram System has a monthly card with UNLIMITED rides for \$30 for EVERYONE. Why don't we have that?
R_7joaDE54yAf1Twd	Minority	Low income	Sería exelente para reducir gastos
R_31dpRtPjdRwCs39	Minority	Not low income	transfers should be free
R_7gMkAjAeIMlGr9O	Non-minority	Unknown	Reducing the cost of transfers (especially to zero) will help the system act as a system. It will let local muni trips feed into regional bart trips more easily.
R_6rjhGrp1wEIN89t	Minority	Not low income	Fares should be zero to begin with. A transit agency likely is failing if it isn't losing money
R_3faa4kEeFVqVIFW	Non-minority	Not low income	Integrating the regional (BART, CALTRAIN) services with the more local Bus services would be amazing and make transit use easier. The Muni Fastpass+BART is easily the most useful thing I have re: transit
R_5L0VDeWreM0DWKK	Non-minority	Unknown	There should also be better route coordination between

Response ID	Minority	Income Status	Comments
			agencies. Route duplications are so wasteful.
R_7cSAixKMqTxIkKt	Minority	Low income	Es buena idea
R_5vuNPUKv62VTKdr	Non-minority	Not low income	Having free transfers between agencies would greatly improve connectivity around the Bay Area and could very well lead to an increase in ridership across multiple agencies because people will be more willing to use transit. For instance, if someone has to take AC Transit to BART to get to San Francisco, then take Muni to their final destination, they will be much less like to take transit if they have to pay three separate fares, rather than one integrated fare. It also doesn't help that the Bay Area has so many different agencies that charge their own fares. This creates a confusing situation where riders might not know exactly how much their trip would cost. Lots of cities (such as where I grew up in Toronto, Canada) already have free transfers between their subway and bus systems, which amplifies the reach of the network.
R_3QDBbt3NBE1ddj6	Minority	Unknown	Since the Bay Area is served by a mix of transit agencies and it is not infrequent to need to transfer agencies to complete a trip, this makes the region's transit more seamless. Making trips across agencies where there is no discounted transfer can really cause the price of a trip to add up and this helps mitigate the "penalty" a rider

Response ID	Minority	Income Status	Comments
			currently incurs when they need to transfer between agencies.
R_6S4vHvPxsDvKPDP	Minority	Unknown	High speed rail that circles the bay please 🙏
R_6EXPMndUFXXU8bu	Non-minority	Low income	It's always better when these things work together. Clipper is meant to solve the problem of transport fragmentation in the Bay Area. Let's make transfers work that way too.
R_66by7Ktd66WBeUh	Minority	Not low income	Reduced fee transfers are standard practice across many transit systems, Clipper should be no different.
R_3l6q3aNbmg0bOFP	Minority	Not low income	I'm not entirely sure what this means
R_7uDU35hixxkyFOj	Non-minority	Not low income	You need to explain this question further. what agencies? What are cost transfers????? What are the implications of this and for whom?
R_75XdruU2tUYrhvA	Minority	Low income	Any kind of help for Families, individuals with a low income is very important.
R_1KXGsr9rzxJHkM9	Minority	Not low income	Support. Some agencies deal with a particular demographic that may need more help.
R_6GqxTggk0zDY7Ch	Minority	Not low income	I support this program, but processes must be in place to minimize fraud and abuse for those individuals trying to take advantage the free/reduced transfers.
R_7Opnaa1q5ZKQKoO	Minority	Not low income	Makes sense for easier travelers of all types
R_3TfI4wRpBHnPa4V	Non-minority	Not low income	Facilitate public transit choice
R_17yNd7Rynp2DoHL	Non-minority	Not low income	Free transfers are great!
R_1N4VTEk1A0CAbUl	Non-minority	Low income	I think public transportation shouldn't be as expensive as it

Response ID	Minority	Income Status	Comments
			is. Especially if you still have panhandling and homeless people riding the bart trains.
R_51MhTTRSEoOw3Cp	Non-minority	Not low income	Particularly in the far East Bay, BART is not convenient to walk to. I love the BART TOD projects, but it obviously raises the question of how people are supposed to get to (say) Walnut Creek BART without a car. Better last mile transit is key and this would help fund it.
R_6QPHF6xbaBenJne	Minority	Low income	My most frequent commute is AC transit to Bart to Muni and that should cost way less for a common commute.
R_30clK3Ad57zQbDF	Minority	Not low income	This is the most shocking fare-related thing that BART doesn't do. I've been wanting this for YEARS!
R_3EQk2TtLgpfngUm	Non-minority	Not low income	I support it. As people are moving further away from their work as the cost of housing increases, the public transit agencies should provide free/reduced transfer costs. It's out of their control that they had to move away, might as well alleviate the financial burden of commuting to and from work.
R_87CLD89rrDaujOp	Non-minority	Not low income	This seems like a no-brainer, but other elements are more important. Having to juggle multiple payments is so frustrating - I know, I lived in New Jersey and worked in Manhattan and sometimes needed 3 different tickets just on my morning commute of less than an hour.
R_7ikcT67j9XvScUy	Unknown	Not low income	Riders should not be charged or penalized for switching

Response ID	Minority	Income Status	Comments
			agencies. This hurts low income people the most and pushes people towards driving.
R_3UcvFV5oV6HXTi1	Non-minority	Not low income	Agency switching is a big burden. It's often the super commuter or folks that must rely on transit that do it.
R_756eWtECHxJsRBT	Non-minority	Not low income	The price of transportation is ridiculously high. If you are transferring systems it shouldn't cost you as much as it does.
R_1VxTdOGD5GjZ3H6	Non-minority	Low income	We need to be able to easily transfer from one mode of public transfer from 1 mode of public transportation to another.
R_5fGzaqdLoColBv1	Non-minority	Not low income	it would be great to have reduced cost transfers between SF Muni and BART. Didn't this used to be in place?
R_5hF2KoGJlVb47nM	Minority	Not low income	No one should have to double pay (or more) to make a single trip to their destinations.
R_5oCpACQNmCSxsWM	Minority	Not low income	more incentives for transfer between BART and caltrain would be great
R_5scXWVhe2jg1e1W	Minority	Not low income	I transferred a lot while using my Clipper Baypass, and would find it extremely helpful to have at least reduced cost transfers, if not free transfers.
R_1259hCq0WUiW1sb	Non-minority	Not low income	People taking longer trips on routes with sub optimal service shouldn't be financially penalized.
R_6ZWEM56EGRjqENr	Minority	Not low income	50 percent of somewhere to BART
R_3jwCD0iMpzof3yc	Minority	Not low income	Definitely think transfers need to be extended to the different transportation agencies and be free or low cost.
R_78OlKmfhsTkEZmq	Minority	Not low income	It would help BART be similar to other major cities, like Chicago,

Response ID	Minority	Income Status	Comments
			that use one mode of payment between public transportation entities. It's a lot more convenient.
R_50Msl6Vx6ik4MrX	Non-minority	Not low income	Work in unity to promote more commuting
R_17tROMdYZzXWzLL	Minority	Not low income	Absolutely yes.
R_5NC9RUGvpK9pDln	Non-minority	Not low income	I like to make several transfers (for example between BART and ferry, or AC Transit to BART to Muni). Reducing the cost of transfers would make transit more affordable so I'd use it more.
R_12ajyBCKbDun57l	Minority	Not low income	It would greatly benefit riders
R_5ukuQYhOYiQR50B	Unknown	Low income	Youthful, educational, and senior citizens need free and or discounted fares.
R_7UctoSGFN8wchZD	Minority	Not low income	bart to muni gets expensive everyday! its nice to get a break when im doing bart than transferring to a small bus ride
R_3rfzrROHg2riv7p	Minority	Low income	I regularly use different transit agencies (BART, AC Transit, Muni, SamTrans)
R_3CC2De5SSCP8YMR	Non-minority	Not low income	Many trips in the Bay Area cross multiple transit agency boundaries. It's important to make it easier for people to use transit
R_6lbgRCfXq1OWq6f	Non-minority	Low income	I think this would facilitate ridership between agencies by incentivizing trip planning all on public transportation.
R_7HNvnOX33FMew6s	Minority	Not low income	Should ensure financial stability of the agencies, but would support, especially bc I take multiple different agency trips in a day

Response ID	Minority	Income Status	Comments
R_52u2T3tVLVnm4aG	Non-minority	Low income	I am a social work graduate student at UC Berkeley and live in west SF. Commuting to/from school and my internship is my second most expensive expense after tuition, between parking passes, gas, car insurance, and car repairs. This program would save me thousands of dollars a year, not to mention decrease my anxiety around coming up with the money to pay for those expenses so that I can focus on my studies and contributing less pollution.
R_6dio9VJvekxRHcl	Minority	Not low income	Strongly needed
R_3Wlix2SzncaxTt	Minority	Not low income	The balkanized state of Bay Area transit is a travesty, and we need a rider experience that's simple and easy to understand. No-cost transfers are a big step towards making transit easier and less anxiety-inducing to use!
R_3HZiGRbjql9ZkKH	Minority	Not low income	This is the standard in many countries such as Dubai, UAE
R_1gqxFs59i10TuVz	Minority	Not low income	Having reduced cost transfers between agencies can help cut the cost down of the fare.
R_5kv2MaX0jHWLqPr	Minority	Not low income	Don't understand what this means "between agencies"
R_7eqmG8pHSg2uKdx	Non-minority	Not low income	Easier transfers makes riding transit more viable for more people
R_1psVmD7CwydDN5l	Non-minority	Not low income	Yes! My daily commute costs nearly \$20 each day combining Muni and BART.
R_1FPyA9qyGOcCcJZ	Non-minority	Not low income	With such an interconnected region as the Bay Area, transfers not being free or very low-cost makes no sense. Commuters

Response ID	Minority	Income Status	Comments
			often use two or three services to make their commute.
R_5L5yx5eOuNXuBly	Minority	Not low income	unclear what the benefits and costs of this program would be
R_3nDUR5zAJaAM425	Non-minority	Not low income	Bay Area natives should be eligible
R_7n2YI86ZNk34Nfi	Minority	Low income	BRING BACK TRANSFERS & DAY PASSES. Bring Weekly passes! LA Metro & NY MTA have it, why not SF?
R_6fjhQfcR1MBqeh9	Minority	Low income	I think its a great idea! Would make the whole system feel more like one coherent institution. Would make me take transit for the whole trip rather than transferring from a bus to BayWheels bike for example, as I sometimes do. I also often walk or take my own bike instead of taking a second bus.
R_6Bn8qDJGgTIA5MH	Non-minority	Not low income	This is a no-brainer. What really should happen is that all the agencies should be unified into a single agency (gasp!). The rest would all just fall into place.
R_6PaG9vIBzCmO2CU	Minority	Unknown	The costs of transferring between different agencies adds up, & should not be more expensive than gas mileage so it becomes more competitive of a service to chronic drivers who need to get out of their cars.
R_1cur9mewJ8cRfkX	Non-minority	Not low income	It's a step in the right direction to simplifying and unifying the Bay Area's fragmented transit networks.
R_14b6rhUmS5YcnwR	Minority	Not low income	Free/reduced cost transfers would encourage even more riders to use public transportation.
R_51BL7B6E0BqDN05	Minority	Not low income	Most definitely support

Response ID	Minority	Income Status	Comments
R_6K3lUDZX5lMTXeF	Minority	Not low income	At the moment, transit fare is not competitive against driving, especially for families and/or when multiple agencies are involved. Free/reduced cost transfer is the absolute bare minimum transit agencies can do to make transit a competitive transportation option.
R_1c7N5HEGjY1RmFk	Non-minority	Not low income	Not sure what this means
R_7Pkg9y3U2lwLL9J	Non-minority	Not low income	people who need to transfer between agencies typically have further to go and it cost more money
R_7rpQa6iG4OGGat6	Minority	Not low income	this would entice more riders...good for the environment and reduce traffic.
R_6huQfUX2EdWRWLd	Minority	Not low income	This is a huge barrier to increase ridership and use between agencies.
R_1ZVqRPRwfF5ZRb8	Minority	Not low income	Not sure if I support this for higher-income riders.
R_5aFGnsd28nFe66d	Minority	Not low income	This will greatly incentivize cross agency transfers!
R_5yklb6fw8UmgaAc	Non-minority	Not low income	Anything to reduce the profusion of agencies and smooth getting around
R_3rl7xbaeDLr5325	Non-minority	Low income	Coming from NYC, I was very surprised that transfers here, such as from BART to bus, weren't free. It's already a very expensive transit system here since BART costs are based on distance instead of flat rate. Please make transfers free
R_7QnhVshVnAle8WF	Minority	Not low income	People shouldn't be penalized for taking the best route possible
R_1pvttAtGd7qRccx	Non-minority	Not low income	Anything to support more public transit use!

Response ID	Minority	Income Status	Comments
R_2FB8Gg51PTrpXyx	Minority	Not low income	I would be be more supportive of fare capping. In Honolulu, the money you spend on fare will go toward earning a day or monthly pass. Once you spend the amount needed to earn the pass, you get to ride for free for the rest of the day or the month! So i never had to worry about spending a large amount a day. But I would spend \$20 getting from my home in Oakland to my San Jose state class.
R_1lKzMKNHnOHeOAK	Non-minority	Not low income	Bi-directional transfers (i.e. transfer to BART) would be awesome. I think BART-to-bus exists on clipper, but the machines are gone.
R_5sYOwyK11nmgrux	Minority	Not low income	This would encourage me to take the train more, as sometimes transfers eat into the cost of the trip considerably
R_31jR0HZ6HmZXQt6	Non-minority	Not low income	I sometimes choose a slower route so I don't have to pay for a transfer
R_5e6mTl5XKp3kW0V	Non-minority	Not low income	Again this should be available to any individual with a Clipper card
R_7hylekpzrbjNfp7	Minority	Low income	Why would anybody oppose this??
R_6dstGOHFZ0Kcvgj	Non-minority	Not low income	transfers are confusing
R_6AZOcjavlKFTNS	Non-minority	Not low income	We need the whole Bay to feel unified as a transit network, so that riders use any available service that satisfies their trip. In my case, GGT, Muni, and BART can all handle part or all of my trips, and free or reduced cost transfers would encourage me to take the next available option

Response ID	Minority	Income Status	Comments
			rather than waiting to stay on the system I started with.
R_3CFUH7R7ZanlGGL	Non-minority	Not low income	People love free transfers and it makes the system feel more usable and unified!
R_71pE4gEbNNfhW6J	Non-minority	Not low income	I already spend 5.25 getting into the city and then an additional 5.25 coming back plus usually 3\$ for parking if I can't get a ride. The additional bus fee simply so I can get from the Bart to work may not seem like a lot but when I already have all these other costs it really adds on! Maybe if you spend something like over 4\$ on Bart you should get free and then if under you get a reduced rate
R_7GBnaS03xOwZ71V	Minority	Not low income	It's an incentive/reward for those who use and value public transit when it comes to commuting/traveling between destinations.
R_3CfJjXYwaUGNR39	Minority	Not low income	This would be a major help as I often use SamTrans, BART and MUNI when headed to SF for personal purposes.
R_3YPba3QgdEfrJrG	Minority	Low income	Está muy bien porque nos ahorramos
R_70OkXROPHpSFHvH	Non-minority	Not low income	Will this affect funding
R_3eXYZN3SihNxrM1	Non-minority	Not low income	This is absolutely necessary in order for the bay area to have world-class transit service. Though the more-important aspect of this is to have full fare integration between all routes and agencies.
R_1EYHAX8sU6F5hCn	Non-minority	Not low income	Yes please! That would be really beneficial and also feels like just common sense.

Response ID	Minority	Income Status	Comments
R_71i9yplrygvzQbr	Minority	Not low income	Would encourage transfers. Is frustrating transferring to BART without discount
R_5SpHA8B2UVn9oSa	Non-minority	Not low income	Who wouldn't support any of these?
R_3DUYmTSM0Inh5e5	Non-minority	Not low income	This is great as long as the lost revenue is not critical or made up by increased trips generated.
R_1u6Vu03FlZbPcOd	Non-minority	Not low income	Trips with transfers can get pretty expensive now (Muni -& BART -& AC Transit from SF to Berkeley is what, \$9?), which makes them much less competitive against taking a car, especially in a group.
R_6c8ejwLqCDXUKSR	Non-minority	Not low income	It's insane this doesn't already exist.
R_1WxoU8KPEctDcR1	Minority	Not low income	I don't even care if you charge a big premium of this, so only "the elite" can do it at first. We just really need to get this operational. What kind of backwater town are we?
Somewhat Support			
R_5DgTxojURE6DoAh	Non-minority	Not low income	Reducing transfer cost helps, but you still need to make transfers faster.
R_18M1xzVQvaLdKvY	Minority	Not low income	I would support reduced but not free. Transit agencies are already having budget problems. This would add to the burden.
R_2CxoVrolLi9ddyE	Non-minority	Not low income	There are too many counties in the Bay Area, especially on the Peninsula. Travelling between Santa Clara County and San Mateo County often requires multiple fares paid to VTA, SamTrans, CalTrain and/or BART. Streamlining the transfer process would help.

Response ID	Minority	Income Status	Comments
R_3r6ob4yoN4Voh0K	Non-minority	Not low income	Makes sense To have convenient transferring throughout the system. Separate agencies, just compound the paperwork and the complexity.
R_7YrFglPTLkifkqU	Minority	Low income	Porque solo alas agencias como también Para los que trabajamos si agencias lo necesitamos como yo personalmente trabajo en San Francisco de Lunes a viernes cuánto no gastamos para viajar todo los días esa idea nos ayudaría para unos de nosotros y ojalá que para esas personas como yo seríamos elegidos ai ???
R_3mWwYoyaSs0Ae6z	Unknown	Unknown	Where does the funding come from?
R_6wzsquXv8qlj0Zi	Minority	Not low income	This would be nice, considering you're not going to offer the baypass to the general public
R_5qxuEh49NfgQmJF	Non-minority	Unknown	Transit passes should be universal
R_5k0xLWuYatMjHal	Non-minority	Not low income	Not sure why there's 50 agencies anyway.
R_1FCXtLvfkNrr994	Minority	Unknown	The Bay Area has 27 transit agencies. Many people will need to use multiple agencies' services to complete their trip and making it cost effective is needed to promote transit usage.
R_6o1iMOyyQcMSz1S	Minority	Not low income	again, happy to support if that doesn't mean rates go up for everyone else.
R_7Cg4j1dfgKsbppl	Minority	Not low income	So long as these free or reduced fares do not impact the funds that transit agencies rely on for operating expenses.

Response ID	Minority	Income Status	Comments
R_3Sm0uk0vCY4JleB	Non-minority	Not low income	Sounds great as long as it doesn't threaten the long term financial viability of the transit systems
R_7RbczT8iwJZXw77	Non-minority	Not low income	I might have answered strong support but I want to know how the costs might impact me
R_3B3TmkKjgegVvWh	Non-minority	Not low income	I used SFMuni 48 times per month with my monthly pass. I would be really happy to integrate my muni pass with BART travel.
R_1G8oPIbGLeku2gc	Non-minority	Not low income	Seems likely to incentivize transit ridership over cars, which is great.
R_7lMGYTYeT9MXdT6	Non-minority	Not low income	Avoids the airport surcharge: you travel one block on Muni, then your Bart to sfo fare is only \$2.25
R_3Pq8Pudcwq6vH7W	Minority	Not low income	It should be for everyone.
R_3S8D2Bhfl2h6ij0	Minority	Not low income	Doesn't help at all on the inbound leg that consists of bus first, then bart; still paying full fare on both bus and bart. I guess if the trip is bus + bart + bus, the second bus would be free, and that would still help.
Neutral			
R_73daoawpkrlnKXw	Non-minority	Not low income	A clean, known, cost would help the customer.
R_1c75luuegJqGO1z	Non-minority	Not low income	It's costly transferring between BART and other agencies and that makes it less likely that people will do it. It's already more complicated and time-consuming than driving, so making it more expensive makes it a deal breaker for most people.
R_12wXukVh9buu5ln	Non-minority	Unknown	Strongly strongly strongly support. A Bart ride with an AC

Response ID	Minority	Income Status	Comments
			ride on each end adds an additional \$4.5 to the BART fare.
R_6PhlHpXcfh5fvPP	Minority	Not low income	It should be free transfers. Reduced costs doesnt help with the many transit agencies in the Bay Area.
R_5DqGrgUL09x75MX	Minority	Low income	make it free for all
R_1v2MPNly5SRZtK1	Minority	Low income	I would make everything free.
R_1OlelsBejjSW4AN	Minority	Unknown	What agencies? What are agencies? Do you mean transportation agencies?
R_1q4VLHERQe5FadW	Non-minority	Not low income	I'm hesitantly supportive. On a personal level I am maximally supportive of this, but the barrier for riders is not cost - it's time and reliability, especially with transfers. I worry that reducing transfer costs will cut into revenue without seeing a bump in ridership.
R_6trrfWtdtFrj2Jq	Non-minority	Not low income	<p>Again, please use bonds, road tolls, or parcel tax to reduce transit fares for everyone. They are unreasonable for short trips across town and not competitive for long trips across the region vs the many free highways.</p> <p>Today's fare structures cause my daily commute to be more than double cost for public transit vs driving (including energy and car costs).</p> <p>There is no point to point trip in the Bay Area where road tolls are higher than public transit fares. No matter how congested the highway is it's always cheaper today</p>
R_6bqt1ZQigENaFhf	Minority	Not low income	SF muni has been doing this, it's only the east bay's public

Response ID	Minority	Income Status	Comments
			transpotation system has been very behind.
R_5E7zgSsuq5sR8ml	Minority	Not low income	It might help increase ridership of community transit agencies that otherwise might not get any ridership.
R_7qslb5ykulIFaKk	Unknown	Unknown	Transfers between agencies should be a high priority. This is a missing feature of the current clipper card.
R_7Dgf63A1SoRcslr	Minority	Not low income	I purpose paying .25 with a transfer slip from another agency to get on another transit system
R_3bWu9WE6wXQRnM3	Non-minority	Not low income	This should also be an option for BART trips paid via high-value discounts. In other words, for trips originating on BART, fare paid via high-value discount then transfer on other transit agency paid using "regular" Clipper value. For trips originating on another transit agency, the transfer fare to BART paid via high-value discount. The lack of ability to pay BART fare via high-value discount ruins the value of this potential program.
Somewhat Oppose			
R_7EoA9gqgz6yE64y	Minority	Not low income	Discount or reduced cost, yes! Free...probably not. What prevents people from riding the train all day. If it's like riding the bus and there's a free transfer if you paid for your first leg then ok. Again...who will pick up the funds when the stations need to be maintained and secured. The regular working citizen barely leave their house anymore.
R_6DzKyNrw0HnsmgK	Minority	Unknown	Make it free!

Response ID	Minority	Income Status	Comments
R_3Pnwe9UupNq5Cze	Minority	Not low income	This I strongly support. Lot of other countries does this. Great way to get people using public transits.
R_5HoCGZbq8hUjYDG	Non-minority	Not low income	The problem I had when I transferred from bus to BART or BART to bus was that schedules are nit in synch.
Strongly Oppose			
R_6nVkF4qbdVTGHRr	Minority	Not low income	It's not fair for people who do not use transfers. Maybe a reduced cost would be more like it. There is no equal opportunities for all transit riders.
R_6GcPUwJ8sz9XAMU	Minority	Low income	all transbay should be discounted for all employees, seniors, disabled & students (college).
R_6rOz21eYpRVZDi4	Unknown	Not low income	No for any socialism or work programs - stop all fare evaders and put conductors on all bart trains to check tickets
R_1rwMKZuG2mF6QFA	Minority	Not low income	Makes sense. Taking public transportation. It's public.
R_6Eh8K3O87GdU3ON	Minority	Not low income	Free for some means others (like me) will need to "pick up the slack" and I abhor that idea, not because I don't want to help folks, but rather I struggle financially and the thought of paying more for Bart frightens me
R_3R4yBrvZhSqF6EZ	Unknown	Not low income	I pay for my transportation and I expect everyone else to do the same
R_3rUhlUxtV8bwOej	Non-minority	Not low income	This seems like a fair policy that will encourage ridership.
R_636utGFf7YmaOsN	Minority	Not low income	It is good for first 2 hours allowed for free transfer between other agencies

Appendix PP-C: Clipper BayPass Survey Postcard



BART wants to hear from you!

BART is considering new fare programs including an institutional pass (Clipper® BayPass) and No Cost & Reduced Cost Transfers. Learn more and share your opinions by taking the survey online June 7 – June 24 at bart.gov/BayPassSurvey or in-station at the locations listed below.

Montgomery St..... Tuesday, June 11 | 7:00 – 9:30am
 Richmond..... Wednesday, June 12 | 3:00 – 6:00pm
 Downtown Berkeley..... Thursday, June 13 | 7:00 – 9:30am
 12th St./Oakland City Center... Tuesday, June 18 | 7:00 – 9:30am
 Berryessa/North San Jose..... Thursday, June 20 | 3:00 – 6:00pm

Your feedback is critical!

**This survey is available in multiple languages online.*

If you need language assistance services, please call (510) 464-6752.
 Si necesita servicios de asistencia lingüística, llame al (510) 464-6752.
 如果您需要语言协助服务，请致电 (510) 464-6752。
 Nếu quý vị cần dịch vụ hỗ trợ ngôn ngữ, vui lòng gọi số (510) 464-6752.
 언어 지원 서비스가 필요한 경우 (510) 464-6752로 전화하세요.
 Kung kailangan mo ng mga serbisyong pantulong sa wika, tumawag sa (510) 464-6752.
 Если вам нужны услуги языковой поддержки, звоните по телефону (510) 464-6752.

¡BART quiere escuchar su opinión!



BART está considerando nuevos programas de tarifas, incluyendo un pase institucional (Clipper® BayPass) y transbordos gratuitos y de costo reducido. Obtenga más información y comparta sus opiniones completando la encuesta en línea del 7 al 24 de junio en bart.gov/BayPassSurvey o en la estación en las ubicaciones que se enumeran a continuación.

Montgomery St.
Martes 11 de junio | 7:00 – 9:30 a. m.

Richmond
Miércoles 12 de junio | 3:00 – 6:00 p. m.

Downtown Berkeley
Jueves 13 de junio | 7:00 – 9:30 a. m.

12th St./Oakland City Center
Martes, 18 de junio | 7:00 – 9:30 a. m.

Berryessa/North San Jose
Jueves 20 de junio | 3:00 – 6:00 p. m.

¡Sus comentarios son fundamentales!

**Esta encuesta está disponible en varios idiomas en línea.*

舊金山灣區捷運局 (BART) 希望傾聽您的意見!



BART 正在考慮新的票價計劃，包括機構乘車證 (Clipper® BayPass) 和免費與優惠轉乘。如需瞭解更多資訊並分享您的意見，您可以在 6 月 7 日至 6 月 24 日期間透過 bart.gov/BayPassSurvey 線上參與調查或在下列地點的車站內參與調查。

Montgomery St.
6 月 11 日週二 | 上午 7:00 – 9:30

Richmond
6 月 12 日週三 | 下午 3:00 – 6:00

Downtown Berkeley
6 月 13 日週四 | 上午 7:00 – 9:30

12th St./Oakland City Center
6 月 18 日週二 | 上午 7:00 – 9:30

Berryessa/North San Jose
6 月 20 日週四 | 下午 3:00 – 6:00

您的回饋至關重要!

**此調查有多種線上語言版本。*

Appendix PP-D: Multilingual Newspaper Ads



Reporteros con una foto para publicar a las 11 y solicitar una foto del puerto de entrada de El Chaparral en San Diego, en un momento en México. Foto: Carlos A. Alvarez.

Biden restringe las solicitudes de asilo en la frontera entre Estados Unidos y México

La administración del presidente Biden podría poner a los agentes fronterizos a decidir inmediatamente si los inmigrantes a México en condiciones de solicitar asilo. Según la Casa Blanca, los que se niegan a ser inmigrantes deben que pueden ser deportados.

Las acciones administrativas de la Casa Blanca, primera vez en la historia, indican que los inmigrantes que solicitan asilo en la frontera entre Estados Unidos y México deben ser procesados en México. Los inmigrantes que solicitan asilo en la frontera entre Estados Unidos y México deben ser procesados en México.

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NOTICIA PÚBLICA

AUTO DE DISCIPLINARIA DE UN SERVIDOR DEL INSTITUTO DE IMPACTO AMBIENTAL Y MEDIO AMBIENTE PARA EL PROYECTO SAN FRANCISCO (SFP)
El Instituto de Impacto Ambiental y Medio Ambiente (IIMMA) ha emitido un auto de disciplinaria al servidor del SFP, Sr. Juan Carlos Rodríguez, por haber cometido una falta grave en el desempeño de sus funciones.

PERIODO DE COMENTARIOS PÚBLICOS DEL PLAN MAESTRO DE 2024
El IIMMA ha iniciado el periodo de comentarios públicos para el Plan Maestro de 2024. Los interesados pueden presentar sus comentarios hasta el día 30 de mayo de 2024.

PROYECTO DE ORDENANZA DE LA COMISIÓN DE PLANIFICACIÓN DE LA CIUDAD DE SAN FRANCISCO
La Comisión de Planificación de la Ciudad de San Francisco ha aprobado un proyecto de ordenanza que establece las reglas para la planificación de la ciudad.

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¡BART quiere escuchar su opinión!

BART quiere escuchar su opinión y le invitamos a participar en la encuesta de opinión pública que se realizará en la ciudad de San Francisco. La encuesta se realizará en línea y en papel.

Montgomery St.
Montgomery 11 de junio 17:00 - 19:00

11th St./Oakland City Center
Oakland 11 de junio 17:00 - 19:00

Hayward
Hayward 12 de junio 18:00 - 20:00

San Francisco/North San Jose
San Francisco 13 de junio 18:00 - 20:00

Southwest Berkeley
Berkeley 13 de junio 17:00 - 19:00

¡Sus comentarios son fundamentales!
Sus comentarios son fundamentales para mejorar el servicio de BART.



www.barttransit.org

[illegible]

ABC

ABC 7 带您走进美国，带您了解世界。ABC 7 带您走进美国，带您了解世界。ABC 7 带您走进美国，带您了解世界。

據美國總統尼克森在華盛頓發表的談話，他將是美國政府與蘇聯政府談判的代理人，與蘇聯政府談判的代理人將是美國政府與蘇聯政府談判的代理人。

這下，俺們這班窮苦老百姓，真是
像芝麻開花，錢滾錢，錢滾錢，錢滾錢，
錢滾錢。

[illegible]

古詩經·卷之四·有頌而無刺

[illegible]

圖例說明：● 表示世界地圖上
大洲的輪廓，● 表示大洋的輪廓。
● 表示世界地圖上大洲的輪廓，
● 表示世界地圖上大洋的輪廓。

因此, 一个生态系统的生物多样性
与人类经济、生态系统的稳定性和
生态系统的健康密切相关。生态系统的
生物多样性是生态系统的健康和稳定的

亦可隨時與本報上列各報社接洽。

此外，在《中國經濟》一書中，作者指出，中國經濟在改革開放後，已進入一個新的階段。作者認為，中國經濟在改革開放後，已進入一個新的階段。作者認為，中國經濟在改革開放後，已進入一個新的階段。

地址：占碑縣，海牙區海牙路100號

以爲工作的事務會從這方面發展，
四、社會管理或福利、衛生、教育、
青年、婦女、生活、職業、福利、
以及社會福利的福利。

[illegible]

電話傳真：020-8333 9000 地址：廣州長堤大新公司
廣州長堤大新公司，以服務為宗旨，以
信譽為生命。

「這批經濟學」與「這批社會學」對文科科系並無影響。李國棟認為是經濟學「出賣」給社會學「吃」的。一般與文科、社會學科系有關係的，是社會學與經濟學關係密切，而經濟學與社會學關係密切。

馬氏指出：「《論衡》中『平旦言夢覺』」
「夢覺」即指「夢」與「醒」；「平旦」
即指「早晨」。

[illegible]

第三、要密切注意群众来信。

據悉，王其峰在傳訊中對其於2004年11月與陳國治的性行為供認不諱，並承認與陳國治在2004年11月發生性行為時，陳國治是醉酒狀態。王其峰辯稱，陳國治在2004年11月與他發生性行為時，陳國治是醉酒狀態，他不知道陳國治是醉酒狀態，因此他不知道陳國治是醉酒狀態，因此他不知道陳國治是醉酒狀態。

此，留學歐洲各國的留學生們，在回國後，也往往能發揮留學期間所學到的知識，在國產事業中貢獻一份力量，如臺灣的留學生們，在回國後，也往往能發揮留學期間所學到的知識，在國產事業中貢獻一份力量。

據悉，中國對美國海軍在太平洋地區活動日益頻繁感到擔憂，認為這威脅到該國在該地區的領土主權。中國政府表示，美國海軍在該地區的活動是針對中國的，並呼籲美國停止這種行為。



Appendix PP-E: BART News Announcement

The following link navigates to the BART News Announcement for this survey:

[Clipper BayPass Survey News Announcement](#)